CORONAVIRUS ADVISORY INFORMATION:

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CITY COUNCIL

Devin T. Murphy, Mayor
Maureen Toms, Mayor Pro Tem
Cameron Sasai, Council Member
Anthony Tave, Council Member
Norma Martínez-Rubin, Council Member

PINOLE CITY COUNCIL MEETING AGENDA

TUESDAY
February 21, 2023
5:00 P.M
Please note: HYBRID MEETING FORMAT
Attend in Person: PINOLE CITY COUNCIL CHAMBERS - 2131 PEAR STREET
OR
Attend VIA ZOOM TELECONFERENCE – Details provided below

Please note: Updated COVID-19 safety protocols will be posted outside the City Council Chambers. Please review this information before entering the Council Chambers.

How to Submit Public Comments:

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

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.

From a PC, Mac, iPad, iPhone or Android:

https://us02web.zoom.us/j/89335000272

Webinar ID: 893 3500 0272

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

- Speakers will be asked to provide their name and city of residence, although providing this is not required for participation.
- Each speaker will be afforded up to 3 minutes to speak (subject to modification by the Mayor)
- Speakers will be muted until their opportunity to provide public comment.

When the Mayor opens the comment period for the item you wish to speak on, please use the "raise hand" feature (or press *9 if connecting via telephone) which will alert staff that you have a comment to provide and press *6 to unmute. To comment with your video enabled, please let the City Clerk know you would like to turn your camera on once you are called to speak.

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 (Agenda Page Link) and provided to the City Council prior to the meeting. Written comments will not be read aloud during the meeting. **Email comments to comment@ci.pinole.ca.us** Please indicate which item on the agenda you are commenting on in the subject line of your email.

Please note: Updated COVID-19 safety protocols will be posted outside the City Council Chambers. Please review this information before entering the Council Chambers.

OTHER WAYS TO WATCH THE MEETING

LIVE ON CHANNEL 26. They are retelecast the following Thursday at 6:00 p.m. The Community TV Channel 26 schedule is published on the city's website at www.ci.pinole.ca.us.

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

If none of these options are available to you, or you need assistance with public comment, please contact the City Clerk, Heather Bell at (510) 724-8928 or hbell@ci.pinole.ca.us .

Americans With Disabilities Act: In compliance with the Americans With Disabilities Act of 1990, if you need special assistance to participate in a City Meeting or you need a copy of the agenda, or the agenda packet in an appropriate alternative format, please contact the City Clerk's Office at (510) 724-8928. Notification at least 48 hours prior to the meeting or time when services are needed will assist the City staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting or service.

Note: Staff reports are available for inspection on the City Website at www.ci.pinole.ca.us. You may also contact the City Clerk via e-mail at hbell@ci.pinole.ca.us .

Ralph M. Brown Act. Gov. Code § 54950. *In enacting this chapter, the Legislature finds and declares that the public commissions, boards and councils and the other public agencies in this State exist to aid in the conduct of the people's business. It is the intent of the law that their actions be taken openly and that their deliberations be conducted openly. The people of this State do not yield their sovereignty to the agencies, which serve them. The people, in delegating authority, do not give their public servants the right to decide what is good for the people to know and what is not good for them to know. The people insist on remaining informed so that they may retain control over the instruments they have created.*

1. CALL TO ORDER & PLEDGE OF ALLEGIANCE IN HONOR OF THE US MILITARY TROOPS

2. LAND ACKNOWLEDGMENT

Before we begin, we would like to acknowledge the Ohlone people, who are the traditional custodians of this land. We pay our respects to the Ohlone elders, past, present, and future, who call this place, Ohlone Land, the land that Pinole sits upon, their home. We are proud to continue their tradition of coming together and growing as a community. We thank the Ohlone community for their stewardship and support, and we look forward to strengthening our ties as we continue our relationship of mutual respect and understanding.

3. ROLL CALL, CITY CLERK'S REPORT & STATEMENT OF CONFLICT

An official who has a conflict must, prior to consideration of the decision: (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself /herself from discussing and voting on the matter; and (3) leave the room until after the decision has been made, Cal. Gov't Code § 87105.

4. CONVENE TO A CLOSED SESSION

Citizens may address the Council regarding a Closed Session *item prior to the Council adjourning into the Closed Session, by first providing a speaker card to the City Clerk.*

1. **CONFERENCE WITH LABOR NEGOTIATORS**
   Gov. Code § 54957.6
   Agency designated representatives: City Manager Andrew Murray, City Attorney Eric Casher, Human Resources Director, Stacy Shell, Gregory Ramirez, IEDA
   Employee organizations: Pinole Police Employees Association (PPEA), AFSCME, Local 1, Local 512, and Management Compensation Plan (MCP)

2. **CONFERENCE WITH REAL PROPERTY NEGOTIATORS**
   Gov. Code § 54956.8
   Property: 612 Tennent
   Agency negotiator: City Manager Andrew Murray, City Attorney Eric Casher, Community Development Director Lilly Whalen, Suzy Kim (RSG), Sanjay Mishra, Public Works Director
   Negotiating Parties: Leonard Williams- LDW Investment Group
   Under Negotiation: Price and Terms

5. RECONVENE IN OPEN SESSION TO ANNOUNCE RESULTS OF CLOSED SESSION

6. CITIZENS TO BE HEARD (Public Comments)

Citizens may speak under any item not listed on the Agenda. The time limit is 3 minutes and is subject to modification by the Mayor. Individuals may not share or offer time to another speaker. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The City Council may direct staff to investigate and/or schedule certain matters for consideration at a future Council meeting. PLEASE SEE THE COVERSHEET OF THE AGENDA FOR INSTRUCTIONS ON HOW TO SUBMIT PUBLIC COMMENTS

7. REPORTS & COMMUNICATIONS

A. Mayor Report
   1. Announcements

B. Mayoral & Council Appointments

C. City Council Committee Reports & Communications

D. Council Requests for Future Agenda Items

E. City Manager Report / Department Staff

F. City Attorney Report

8. RECOGNITIONS / PRESENTATIONS / COMMUNITY EVENTS

A. Proclamations

1. Day of Remembrance

B. Presentations

None

9. CONSENT CALENDAR

All matters under the Consent Calendar are considered to be routine and noncontroversial. These items will be enacted by one motion and without discussion. If, however, any interested party or Council member(s) wishes to comment on an item, they may do so before action is taken on the Consent Calendar. Following comments, if a Council member wishes to discuss an item, it will be removed from the Consent Calendar and taken up in order after adoption of the Consent Calendar.

A. Approve the Minutes of the February 7, 2023 meeting.

B. Receive the February 4, 2023 – February 17, 2023 – List of Warrants in the Amount of $926,552.59 and the February 17, 2023, Payroll in the Amount of $556,826.26.

C. Resolution Continuing Authorized Remote Teleconference Meetings Pursuant to AB 361 **[Action: Adopt Resolution per Staff Recommendation (Casher)]**

D. Receive the Quarterly Investment Report for the Second Quarter (Ending December 31, 2022) **[Action: Receive Report (Guillory)]**

E. Receive The Quarterly Report on Implementation of the Greenhouse Gas Inventory and Climate Action and Adaptation Plan for Fiscal Year (FY) 2022-23 Second Quarter **[Action: Receive Report (Whalen))**

F. Fiscal Year (FY) 2022/23 Second Quarter Report on Implementation of Capital Improvement Plan (CIP) Projects **[Action: Adopt Resolution per Staff Recommendation (Mishra)]**

G. Receive The Quarterly Report on Implementation of the Strategic Plan for Fiscal Year (FY) 2022-23 Second Quarter **[Action: Receive Report (Murray)]**

H. Development Process and Timeline for the Fiscal Year (FY) 2023/24 Operating and Capital Budget and the Long-Term Financial Plan **[Action: Approve Development Process and Timeline per Staff Recommendation (Guillory)]**

I. Stormwater Utility Area Assessment for Fiscal Year 2023-2024 **[Action: Adopt Resolution per Staff Recommendation (Kaur)]**

J. Resolution Authorizing the City Manager to Execute a Consulting Services Agreement for Strategic Financial Planning Support and to Allocate Funds for the Project **[Action: Adopt Resolution per Staff Recommendation (Guillory)]**

K. Adopt a Resolution Approving a First Amendment to Disposition and Development Agreement Between the City of Pinole and Satellite Affordable Housing Associates for Additional $1.2 Million Loan for Affordable Housing Development at 811 San Pablo Avenue and Approving an Appropriation of the Total Loan Amount of $3.2 Million from the Housing Fund's Unrestricted Available Fund Balance **[Action: Adopt Resolution per Staff Recommendation (Whalen)]**

L. Placement of Liens for Delinquent Unpaid Waste Collection Charges Falling Delinquent Between September and December 2022, Considered at an Administrative Hearing on February 2, 2023 **[Action: Adopt Resolution per Staff Recommendation (Stone)]**

10. PUBLIC HEARINGS

Citizens wishing to speak regarding a Public Hearing item should fill out a speaker card prior to the completion of the presentation, by first providing a speaker card to the City Clerk. ***An official who engaged in an ex parte communication that is the subject of a Public Hearing must disclose the communication on the record prior to the start of the Public Hearing.***

None

11. OLD BUSINESS

None

12. NEW BUSINESS

A. Overview of "Just Cause" Eviction Regulations and Provide Possible Direction to City Staff **[Action: Receive Report and Provide Direction (Whalen)]**

B. Receive the Fiscal Year (FY) 2022/23 Second Quarter (Mid-Year) Financial Report and Adopt a Resolution Authorizing Budget Amendments **[Action: Adopt Resolution per Staff Recommendation (Guillory)]**

C. Adoption of City of Pinole Local Roadway Safety Plan (LRSP) **[Action: Adopt Resolution per Staff Recommendation (Mishra)]**

D. Review City Council Meeting Procedures **[Action: Discuss Report and Provide Direction (Murray)]**

13. CITIZENS TO BE HEARD (Continued from Item 6) (Public Comments)

Open only to members of the public who did not speak under the first Citizens to Be Heard, Agenda Item 6

***Citizens may speak under any item not listed on the Agenda**. The time limit is 3 minutes for City Council items and is subject to modification by the Mayor. Individuals may not share or offer time to another speaker. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The City Council may direct staff to investigate and/or schedule certain matters for consideration at a future meeting.*

14. ADJOURNMENT to the Regular City Council Meeting of March 7, 2023 in Remembrance of Amber Swartz.

I hereby certify under the laws of the State of California that the foregoing Agenda was posted on the bulletin board at the main entrance of Pinole City Hall, 2131 Pear Street Pinole, CA, and on the City's website, not less than 24 hours prior to the meeting date set forth on this agenda.

_____

Heather Bell, CMC
City Clerk

POSTED: February 16, 2023 at 4:00 pm

CITY COUNCIL MEETING
MINUTES
February 7, 2023

1. CALL TO ORDER & PLEDGE OF ALLEGIANCE IN HONOR OF THE US MILITARY TROOPS

The City Council Meeting was held in a hybrid format (in-person and via Zoom videoconference and broadcast) from the Pinole Council Chambers, 2131 Pear Street, Pinole, California. Mayor Murphy called the Regular Meeting of the City Council to order at 5:06 p.m. and led the Pledge of Allegiance.

2. LAND ACKNOWLEDGEMENT

Before we begin, we would like to acknowledge the Ohlone people, who are the traditional custodians of this land. We pay our respects to the Ohlone elders, past, present and future, who call this place, Ohlone Land, the land that Pinole sits upon, their home. We are proud to continue their tradition of coming together and growing as a community. We thank the Ohlone community for their stewardship and support, and we look forward to strengthening our ties as we continue our relationship of mutual respect and understanding.

3. ROLL CALL, CITY CLERK'S REPORT & STATEMENT OF CONFLICT

An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; and (3) leave the room until after the decision has been made, Cal. Gov. Code § 87105.

A. COUNCILMEMBERS PRESENT

Devin Murphy, Mayor
Maureen Toms, Mayor Pro Tem
Norma Martinez-Rubin, Council Member
Cameron Sasai, Council Member
Anthony Tave, Council Member

B. STAFF PRESENT

Andrew Murray, City Manager
Heather Bell, City Clerk
Eric Casher, City Attorney
Fiona Epps, Assistant to the City Manager
Lilly Whalen, Community Development Director
Sanjay Mishra, Public Works Director
Misha Kaur, Capital Improvement and Environmental Program Manager
Jeremy Rogers, Community Services Director
Maria Picazo, Recreation Manager
Roxane Stone, Deputy City Clerk

City Clerk Heather Bell announced the agenda had been posted on Friday, February 2, 2023 at 4:00 p.m. with all legally required written notices. Written comments had been received in advance of the meeting, posted to the City website, and distributed to staff and the City Council.

Following an inquiry, Mayor Pro Tem Toms reported she had a conflict of interest with Consent Calendar Item 9D, as she currently headed the Policy Planning Division of Contra Costa County related to policy issues for the County's General Plan and just transition. As such, she abstained from the discussion of the item.

4. CONVENE TO A CLOSED SESSION

Citizens may address the Council regarding a Closed Session item prior to the Council adjourning into the Closed Session, by first providing a speaker card to the City Clerk.

1. CONFERENCE WITH REAL PROPERTY NEGOTIATORS
Gov. Code § 54956.8
Property: 811 San Pablo Ave.
Agency Negotiator: City Manager Andrew Murray, City Attorney Eric Casher, Community Development Director Lilly Whalen, Suzy Kim (RSG)
Negotiating Party: Satellite Affordable Housing Associates (SAHA)
Under Negotiation: Price and terms

2. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
Gov. Code § 54956.9 (d)(1)
Name of Case: Californians for Homeownership

PUBLIC COMMENTS OPENED

Rafael Menis, Pinole, referenced Item 4(2) and commented on his understanding the City of Pinole, as most municipalities in the State of California, was under the effect of the "Builder's Remedy" as of February 2, 2023. He asked the City Attorney to provide clarification.

City Attorney Eric Casher reported a writ petition had been filed against the City of Pinole, Case No. N230177, which called into question the City Council's January 17, 2023 adoption of the Housing Element and whether or not the action was in compliance with the State Department of Housing and Community Development (HCD) guidelines, which subject the City Council would discuss in Closed Session. A copy of the writ petition was available on the Contra Costa County Superior Court website for public review.

PUBLIC COMMENTS CLOSED

5. RECONVENE IN OPEN SESSION TO ANNOUNCE RESULTS OF CLOSED SESSION

At 6:14 p.m., Mayor Murphy reconvened the meeting into open session and announced there was no reportable action from the Closed Session.

6. CITIZENS TO BE HEARD (Public Comments)

Citizens may speak under any item not listed on the Agenda. The time limit is 3 minutes and is subject to modification by the Mayor. Individuals may not share or offer time to another speaker. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The City Council may direct staff to investigate and/or schedule certain matters for consideration at a future Council meeting.

Rafael Menis, Pinole, updated the City Council on the current COVID-19 case rate for the City of Pinole and continued to encourage everyone to wear masks indoors and outdoors, particularly in crowded spaces. He also provided the case rate statistics for some other cities in Contra Costa County which had similar case rates to the City of Pinole.

Ivette Rico, Pinole, President-Elect, Pinole Rotary Club, expressed her appreciation to the City Council and City staff regarding the Rotary Club's effort to bring back the Recognition Dinner and Crab Feed after a two-year pause due to the pandemic. She thanked Mayor Murphy, Mayor Pro Tem Toms, Council members Martinez-Rubin and Tave for their attendance and their generosity of spirit. She particularly expressed her appreciation to City Manager Andrew Murray and his leadership team, Community Services Director Jeremey Rogers and his team and Oliva Roja for her assistance in getting tickets to the City Council and leadership team. As spring bloomed, she hoped new ideas and partnerships would be fostered and everyone would be inspired to do the right thing for everyone via service above self.

Ms. Rico also invited everyone to the Pinole Creek Community Clean-Up to be hosted by the Rotary Club in collaboration with Friends of Pinole Creek Watershed on Saturday, February 25, 2023, from 10:00 a.m. to 12:00 p.m. Everyone was asked to meet at the tennis courts near the library.

Stacy Poe, Pinole, reported on a PG&E power failure that had occurred on June 19, 2022, resulting in a diesel power generator having been placed at the corner of Sunnyview Drive and Bay View Farm Road, which had been operating 24/7 since that time. The unit involved regular maintenance inspections and smoke and noise from the generator had impacted the neighborhood. While she had filed a complaint with the Bay Area Air Quality Management District (BAAQMD) on November 21, 2022, she had been informed after inspection that the unit's emissions were within legal limits. She questioned that assessment given the unit had been operating 24/7 since June 19, 2022. She had also been made aware there was an issue between Comcast and AT&T as to the responsible party for repairs, which was why the generator was being allowed to operate 24/7. A smaller generator had recently been installed which had smoked for several days impacting the neighborhood resulting in another complaint filed with the BAAQMD. After that complaint, the BAAQMD had informed her the unit had been allowed since it was considered an emergency. She questioned why that emergency was being allowed to continue for months while the neighborhood continued to inhale diesel fuel. She had also been informed the City had issued a dig permit this date but no work had commenced. She urged the City to address the issue.

Mayor Murphy modified the meeting agenda and moved Item 7 for consideration after Item 8.

8. RECOGNITIONS / PRESENTATIONS / COMMNUNITY EVENTS

A. Proclamations

1. Black History Month

The City Council read into the record a proclamation recognizing the month of February as Black History Month.

PUBLIC COMMENTS OPENED

Michele Lamons-Raiford, Advisor, Pinole Valley High School African American Study Union, thanked the City Council for the recognition, congratulated Football Coach Troy McConico, the first Black coach for Pinole Valley High School and thanked the City Council for seeing, honoring and promoting the epitome of equity, inclusion, diversity, belonging and accessibility. She also recognized Pinole Valley High School Principal Kibby Kleiman, who was present in the audience, and appreciated that Principal Kleiman always showed up for his students.

Jamela Smith-Folds, West Contra Costa Unified School District (WCCUSD) Ward/Area 1, Trustee, also thanked the City Council for the proclamation and emphasized the importance of being seen, heard and recognized. She was pleased that Pinole recognized and appreciated the contributions of Black Americans in this country.

_____, was honored to be part of Pinole Valley High School Class of 2013, and now as a teacher at Pinole Valley High School he was proud of the students and how far they had come. He thanked Ms. Lamons-Raiford, Ms. Smith-Folds and Principal Kleiman for all their work and emphasized that the City of Pinole had come a long way.

Rafael Menis, Pinole, remembered David Patrick Underwood, a resident of Pinole, who died protecting residents' freedoms as a federal law enforcement officer, and whose memory should be remembered as part of African-American history in the City. He also remembered Tyre Nichols, read into the record a few of his words, and shared some photographs from Mr. Nichols' website, which he asked also be considered as part of African-American History Month.

Anya Childs, a member of the Pinole Valley High School African American Study Union, thanked Ms. Lamons-Raiford for her work to allow students to express their voices, have a safe space, and learn about African-American history and for being a loving teacher.

Sheila McKinney, member of the Pinole Valley High School African American Study Union, also thanked Ms. Lamons-Raiford, and was proud to have a space to celebrate the diverse culture of African-American accomplishments and excellence.

Vanessa McGee, Pinole Valley High School alumni and current President of the African American Study Union, was honored to have worked with Ms. Lamons-Raiford, and commended her for her work over the years and encouraged the WCCUSD to hire more teachers of the same excellence.

PUBLIC COMMENTS CLOSED

2. Pinole Valley High School Football Team

The City Council read into the record a proclamation recognizing the Pinole Valley High School Football team for its accomplishments.

PUBLIC COMMENTS OPENED

Kibby Kleiman, Principal, Pinole Valley High School, thanked the City and City Council for the recognition, the recent parade honoring the athletes and congratulated the athletes for their accomplishments over this season. Those athletes were now a part of history as State Champions. He was pleased and honored the City had been part of this achievement.

Troy McConico, Pinole Valley High School Football Coach, also spoke to the efforts of his athletes who had overcome a lot of diversity but were now a part of history. He congratulated all athletes on the State Championship.

Gage Eda, a member of the Pinole Valley High School Football Team, also commented on the challenges the team had faced this season including challenges related to the pandemic. He thanked the City Council for the recognition.

Kenny Valdepena, a member of the Pinole Valley High School Football Team, echoed the comments of the previous speaker.

James Gordon, also a member of the Pinole Valley High School Football Team, thanked the City of Pinole, those who supported the football team, and also commented on the challenges and diversities the team had faced. He thanked everyone for recognizing the team's achievements in winning the State Championship.

PUBLIC COMMENTS CLOSED

The City Council again congratulated the Pinole Valley High School Football Team on its achievement, recognizing the hard work and looked forward to future achievements.

A. **Presentations**

1. Contra Costa College

Community Development Director Lilly Whalen introduced and provided the background of Dr. Kimberly Rogers, current Acting President and Evan Decker, Dean of Workforce and Economic Development, for Contra Costa College.

Dr. Kimberly Rogers, Acting President, Contra Costa College, highlighted for the benefit of the students who remained in the Council Chambers, Contra Costa College's Young Black Leaders program, Black Student Union and learning communities which focused on the African-American experience. She provided a PowerPoint presentation on Contra Costa College, which included an overview of the programs provided including ACCJC updates, transfer and equity success, increased enrollment, strong K-12 and adult partnerships and sports programs.

Evan Decker, Dean, Workforce and Economic Development, provided an overview of student enrollment statistics and stated that 75 percent of the students were part-time, 65 percent were degree or transfer seeking, and the college had an 89 percent retention rate. The college had also enjoyed a 74 percent course success rate with more than 350 students who transferred annually and more than 500 high school students who received college credit annually. He also highlighted Measures A and E, which funded and supported construction of four new buildings and a refurbished athletics facility and numerous programs that had been provided to the community and to all students including the Veteran's Resource Center, childcare, food pantry and free produce truck, student success workshops, comet wellness, safe zone and LGBTQAI support/Dreamers Alliance and mental health wellness services. A number of the academic and career pathways and health and wellness programs provided on-campus were also highlighted.

Mr. Decker announced that a Career and Internship Fair had been scheduled for March 9, 2023 from 10:00 a.m. to 1:00 p.m. at Fireside Hall. He welcomed all interested participants.

Council member Tave expressed a desire that the City find a way to connect its businesses with Contra Costa College and be a conduit for that effort. He understood that most city colleges were facing enrollment challenges and asked what steps were being taken to address a 2026 recovery from the pandemic deadline.

Dr. Rogers reported that Contra Costa College was working on that recovery now and since summer 2022, the college had positive growth from the previous year and was on track for an increase in the spring of 2023 of between six and nine percent over spring 2022. This was being achieved based on student needs including scheduling of online hybrid classes and scheduling of evening and weekend classes. Contra Costa College was trying to be very strategic in how it would meet students' basic needs and other needs that she detailed at this time.

Council member Sasai, a former student of Contra Costa College, was pleased with the new additions to facilities and the initiatives offered. He asked for clarification of the transfer rates over the past five years into University of California (UC) campuses.

Dr. Rogers stated she would have to get back with the figures for the past five years but emphasized that transfers were part of Contra Costa College's equity plan for 2022-2025, and reported the disproportion for Black students had been eliminated but more work was needed for the Latinx ethnic group.

Council member Martinez-Rubin asked why some students were not continuing beyond the two year retention rate, and sought more details on work with the Latinx group.

Dr. Rogers suggested the reasons could be financial, competing priorities such as children and needing to work and a misalignment between what was required and having the time for extra tutoring or having time for exams. She also highlighted Senate Bill (SB) 705 and Assembly Bill (AB) 1705 legislation.

Council member Martinez-Rubin was pleased some equity gaps had narrowed. To the extent those not in the educational system could continue to inspire students to attend junior college and continue their education, and in that formal setting and even with the certificate programs, having community college representation at City events such as National Night Out was important and should be encouraged.

Dr. Rogers confirmed that Contra Costa College had participated in National Night Out events and would be more than happy to table at City events when invited. She stated the college was committed to serving the community.

Council member Martinez-Rubin commented on the efforts in the past for the community to have a physical building that appeared to be a mini-university, and she suggested the environment made a difference in creating a learning situation that inspired. She commented that Pinole Valley High School was similar to a mini-college campus. She also spoke to the partnership of Contra Costa College and the Contra Costa Health Services Department during the pandemic, and stated the multiuse of the buildings had proven to be a nice resource for the public.

Council member Martinez-Rubin also expressed her appreciation for the adult programs that had been offered and clarified with Dr. Rogers the adult-focused programs that included ESL classes, all programs were open to people of all ages and the programs were credit and non-credit classes.

Dr. Rogers invited the City Council to visit the new Science Center with planetarium at the Contra Costa College campus.

Mayor Pro Tem Toms thanked Contra Costa College for its presentation and partnership with Pinole Valley High School and the use of its swimming pool for high school students. She had attended Contra Costa College and had transferred to the Cal State system, which at that time had been a way to get a college education with little to no debt and was something parents and students should consider as an affordable alternative to the costs of higher education. She congratulated the college and taxpayers for the incredible investment in the beautiful campus.

Mayor Murphy commended Dr. Rogers for her leadership and Mr. Decker for his work, as well as the partnership between Contra Costa College and the City. As a current student at the College, he looked forward to learning, being part of the college community and visiting the planetarium.

PUBLIC COMMENTS OPENED

Deputy City Clerk Roxane Stone reported there were no comments from the public.

PUBLIC COMMENTS CLOSED

The City Council returned to Item 7.

7. REPORTS & COMMUNICATIONS

A. Mayor Report

1. Announcements

Mayor Murphy reported he had attended the West County Mandarin School Lunar celebration with a video to be provided at a future City Council meeting. At this time a video titled The Beat of Pinole, February 2023 was displayed and included the Mayor providing updates on City and community events, activities and upcoming agenda items for the City Council and City Boards/Commissions/Committees. The video would be provided monthly with more information on the City website as part of the Communication and Engagement Plan. He identified and thanked all those who had helped to make the video.

B. Mayoral & Council Appointments: None

C. City Council Committee Reports & Communications

Mayor Pro Tem Toms reported she had attended a virtual meeting of a League of California Cities Housing and Community and Economic Development Policy Committee; and had attended the East Bay Leadership Council series event featuring the Chief Executive Officer (CEO) of Moms Demand Action; the Mayors' Conference and the Pinole Rotary Club Recognition Dinner, and briefed the City Council on all discussions.

Council member Tave reported he had attended the RecycleMore and West Contra Costa Transportation Advisory Committee (WCCTAC) Board meetings and briefed the Council on the discussions. He had also attended the Pinole Rotary Club Recognition Dinner which had been held at the Senior Center, a space he hoped would be revitalized in the future.

Council member Martinez-Rubin reported she had joined the Friends of Pinole Creek Watershed and Ocean Conservation Club from Pinole Valley High School for Coastal Clean-Up, and she thanked City staff for the facilitation of cleanup efforts. She highlighted the Thriving Earth Exchange and stated more information was available on the City website. She had also attended a League of California Cities Revenue and Taxation Policy Committee and briefed the Council on the discussions.

Council member Sasai reported he had the opportunity to meet with the offices of Assemblymember Buffy Wicks and State Senator Nancy Skinner to discuss community needs and legislative packages. He had also attended the WCCTAC Board meeting and Community Corner Workshop and briefed the City Council on the discussions.

PUBLIC COMMENTS OPENED

Deputy City Clerk Stone reported there were no comments from the public.

PUBLIC COMMENTS CLOSED

D. Council Requests for Future Agenda Items

Mayor Pro Tem Toms requested a resolution in opposition to the Delta Tunnels Project as a future agenda item. Consensus given.

Council member Sasai requested a resolution in support of State funding for Adult School and Community College Education Programs for seniors as a future agenda item. Consensus given.

Council member Sasai requested staff return with a recommendation for how to implement a ban on plastic in checkout and in pre-checkout bags regardless of thickness and an increase in the minimum amount retailers may charge for allowable checkout bags from 10 to 20 cents as a future agenda item.

Mayor Pro Tem Toms advised that discussion was currently ongoing as part of the Municipal Code Update Ad-Hoc Subcommittee.

City Attorney Casher advised that the current discussion involved a ban on single-use plastics, which could include the issues raised.

Mayor Murphy asked that the item be moved forward as soon as possible.

Council member Martinez-Rubin requested staff prepare a discussion on the Taxpayer Protection and Government Accountability Act, which may include an invite to an analyst from the League of California Cities who could provide an overview of what had been presented to the Revenue and Taxation Policy Committee. Consensus given.

Council member Tave requested that the East Bay Municipal Utility District (EBMUD) be invited to make a presentation and that time be allowed for the City Council to discuss with EBMUD the City's water infrastructure as a future agenda item.

City Manager Murray explained the City Council had previously approved two future agenda items related to EBMUD; one a presentation and discussion on partnership opportunities between the City and EBMUD, and the other the possibility of a Memorandum of Understanding (MOU) between the City and EBMUD to prioritize certain water system repairs in the City in the aftermath of an earthquake. EBMUD planned to make a presentation on its operating costs and the possibility of rate increases. He could speak with EBMUD representatives on the possibility of combining those topics into a single EBMUD presentation slated for a longer time frame.

The City Council supported whatever EBMUD could do whether to accommodate all of the topics into one presentation or have two separate presentations, with the Mayor to work with the City Manager on scheduling.

Council member Sasai reiterated his earlier request for staff to return with a recommendation for how to implement a ban on plastic checkout bags and raise the cost for checkout bags from 10 to 20 cents as a future agenda item.

City Attorney Casher reiterated the request was within the purview of the current discussions of the Municipal Code Update Ad-Hoc Subcommittee. He also identified the process where a Council member could request an item or ordinance to be reviewed by the Ad-Hoc Subcommittee as a future agenda item, and explained that the Ad-Hoc Subcommittee was comprised of only two members of the City Council pursuant to the requirements of the Brown Act for subcommittees. He added that Ad-Hoc Subcommittee members may report out on subcommittee meetings and an item could be agendized for a Council meeting such as with the earlier stages of an ordinance to allow for input from the Council.

PUBLIC COMMENTS OPENED

Deputy City Clerk Stone reported there were no comments from the public.

PUBLIC COMMENTS CLOSED

E. City Manager Report / Department Staff

City Manager Murray reported a community workshop had been held to solicit input from the community on the vision for the Community Corner; the City had held a parade down Pinole Valley Road in recognition of the Pinole Valley High School Football Team's State Championship; the Pinole Rotary Club held a Recognition Dinner recognizing the Pinole Police Officer and Firefighter of the Year along with City of Hercules counterparts at the Senior Center; and he provided a preview of the tentative agenda items for the February 21, 2023 City Council meeting.

City Manager Murray provided an update on the status of the caretaker's home at Pinole Valley Park. In the recent past, the City had allowed a City employee to lease the home and had received some compensation to lease the property at a low market rate. In return, that individual was to provide some maintenance of the picnic grove area, the dog park, dog park restrooms, other Pinole Valley Park restrooms and informal after hours supervision of the dog park.

The most recent City employee to lease the caretaker's home had moved out in March 2021. Subsequently, the City had decided not to re-tenant the property under the same arrangement and the property was currently vacant while the City considered other options. The caretaker's home included some restrictions on its use and staff was considering other options with Public Works Department crews performing the maintenance items.

City Manager Murray stated the caretaker's home was not deteriorating while unoccupied and was secure. He was not concerned with the status of the property while the City decided what to do. There would be an agenda item on the next City Council agenda to consider funding to create a Facilities Master Plan, which would provide some guidance on the use of City facilities such as the caretaker's home.

In response to Council member Tave, City Manager Murray reported City staff had worked with the Traffic Safety Consultant to review options for improving mobility and safety at Tennant Avenue, Pear and Plum Streets with the project to come back as part of the mid-year budget process and Capital Improvement Program (CIP) update to obtain direction from the City Council on how to proceed, which would be discussed at the February 21, 2023 City Council meeting.

F. City Attorney Report

City Attorney Eric Casher reported the Municipal Code Ad-Hoc Subcommittee had recently met to discuss text amendments to the Campaign Sign Ordinance and updates to the Code Enforcement section of the Pinole Municipal Code (PMC), to be presented to the City Council at its March 7, 2023 meeting for a first reading of the ordinance. As previously discussed, consideration of a Single-Use Plastic Bag Ordinance could take into consideration the recommendations provided by Council member Sasai at this meeting. He noted the Ad-Hoc Subcommittee would meet monthly the last Monday of each month to work through those items.

City Attorney Casher added he also attended the Rotary Club Recognition Dinner and commended everyone involved in the event.

PUBLIC COMMENTS OPENED

Deputy Clerk Stone reported there were no comments from the public.

PUBLIC COMMENTS CLOSED

Mayor Murphy returned to Item 6, Citizens to be Heard at this time.

Joanie Lacey identified herself as a Master Intern Student at Cal State East Bay and stated her attendance at the City Council meeting had been one of her assignments. As an Intern, she sought internship as a Social Worker and urged the City Council to consider high school and college interns. She emphasized the importance of internship programs.

Mayor Murphy asked the speaker to provide her contact information to the City Clerk.

9. CONSENT CALENDAR

All matters under the Consent Calendar are considered to be routine and noncontroversial. These items will be enacted by one motion and without discussion. If, however, any interested party or Council member(s) wishes to comment on an item, they may do so before action is taken on the Consent Calendar. Following comments, if a Council member wishes to discuss an item, it will be removed from the Consent Calendar and taken up in order after adoption of the Consent Calendar.

A. Approve the Minutes of the January 17, 2023 meeting.

B. Receive the January 14, 2023 – February 3, 2023 – List of Warrants in the Amount of $1,072,186.58 and the January 20, 2023 Payroll in the Amount of $547,826.41 and the February 3, 2023 Payroll in the Amount of $533,193.50.

C. Authorize the Removal of Surplus Supplies, Materials, and Equipment No Longer in Use by the Pinole Senior Center **[Action: Adopt Resolution per Staff Recommendation (Rogers)]**

D. Consider Adopting Resolution Urging Contra Costa County to Enact Measures to Phase Out Oil and Gas Operations on County Lands and Prohibit any New Drilling **[Action: Adopt Resolution per Staff Recommendation (Mishra)]**

E. Resolution Accepting a $40,000 Grant from the State of California Energy Commission for Implementation of Automated Solar Permitting Platform **[Action: Adopt Resolution per Staff Recommendation (Whalen)]**

F. Approve a Two-Year Contract Extension with Precision IT Consulting for Administration of the City's Information Technology System in the Amount Not to Exceed $756,529.44 **[Action: Approve Resolution per Staff Recommendation (Epps)]**

G. Council Meeting Schedule **[Action: Adopt Resolution per Staff Recommendation (Bell)]**

H. Approve Annual City Council Proclamation List **[Action: Approve Annual Proclamation List per Staff Recommendation (Stone)]**

I. Adopt a Resolution to Increase Minimum Pay Rates and Step Increments of Certain Unrepresented Temporary/Seasonal Classifications and Amend the Master Salary Schedule **[Action: Adopt Resolution per Staff Recommendation (Shell)]**

PUBLIC COMMENTS OPENED

Rafael Menis, Pinole, referenced Item 9A and the comments attributed to him as shown on Page 20 of the January 17, 2023 City Council meeting minutes related to the discussion as to when it would be an appropriate time for him to send in questions, with responses to those questions to be sent back to him from staff at some point. To date, he had received no response from City staff.

Mr. Menis also referenced Item 9D and urged the City Council to adopt the resolution as shown. He read into the record some of the whereas clauses in that resolution and stated it was important for the community to be aware why this item was an issue for the City of Pinole given the significant issues related to climate change. As to Item 9I, he referred to a number of entries in the Master Salary Schedule that were paid minimum wage, and expressed surprise that some Fire Department Reserve Personnel were paid at an hourly rate of minimum wage. He asked why that was the case. He also asked to what extent interns were being paid at minimum wage and questioned how they were able to find housing and live in the City of Pinole on minimum wage salaries.

Ian Cohen, a resident of Brentwood, also spoke to Item 9D and reported on an oil and gas well that had sprung up adjacent to the Kaiser Permanente facility in the City of Antioch. In that case, Contra Costa County had rubberstamped a permit without public input and another oil well had sprung up in the City of Brentwood 900 feet from residences in 2020, which where the campaign to "enact measures to phase out oil and gas operations on County lands and prohibit any new drilling" had kicked off. He urged the City of Pinole to adopt the resolution, as shown, and that there also be consideration of a countywide ban. He hoped the resolution would be adopted to create a cleaner future for the County.

Soshana Wechsler, Sunflower Alliance, a resident of Kensington, thanked the City Council for considering the resolution contained in Item 9D, which provided strong solidarity with East Contra Costa County communities faced with the threat of oil extractions on County lands and the emissions that may threaten neighborhoods, and stated this was not only a County, but a State of California and global issue. She pointed out the City of Pinole had a plugged and abandoned gas well that had been drilled 50 years ago and which was close to a park and in the backyards of neighbors at the intersection of Silvercrest and Victor Streets and Woodside Court. In East County, a driller requested permission from the State and County to resurrect oil and gas drilling. The County had almost 300 plugged and abandoned oil wells that could be reactivated at any time given the current regulations with no protections to avoid those possibilities. She thanked the Mayor for his enlightened position on climate and environmental justice and ensure moving beyond the old industrial paradigm of benefits at the expense of community health.

Mayor Murphy advised the City Council would vote on Item 9D separately given that the Mayor Pro Tem would have to recuse herself.

Council member Martinez-Rubin referenced Item 9H and requested the following modifications to the Annual City Council Proclamation List: Month of April add National Pet Day; Month of May add Local and Community History Month; Month of September add National Suicide Prevention Week (September 5 through 9, 2023), World Suicide Prevention Day (September 10, 2023), and National Punctuation Day (September 24, 2023); Month of October add International Day of Older Persons (October 1, 2023) and for the month of November add Veterans Day (November 11, 2023).

City Clerk Bell stated there could be other additions to Item 9H and the item could be continued or approved, as amended.

Mayor Pro Tem Toms also referenced Item 9H and requested the following additions: Month of July add Independence Day (July 4, 2023); Month of March remove Disability Awareness Month from the month of July and move to the month of March 2023; and for the Month of September add Constitution Day (September 17, 2023).

Council member Sasai requested a further modification to Item 9H by adding the Anniversary of Executive Order 9066, Incarceration of Japanese Americans for the Month of February (February 19, 2023); the Month of June add Philippine Independence Day (June 12, 2023); and for the Month of October add Filipino-American History Month.

Mayor Murphy requested an additional modification to Item 9H by adding Rosh Hashanah to the month of November.

PUBLIC COMMENTS CLOSED

ACTION: Motion by Council member Martinez-Rubin/Mayor Murphy to approve Item 9H, with the additional proclamations identified to be added to the Annual City Council Proclamation List.

Vote:	**Passed**	**5-0**
	Ayes:	**Murphy, Toms, Martinez-Rubin, Sasai, Tave**
	Noes:	**None**
	Abstain:	**None**
	Absent:	**None**

ACTION: Motion by Mayor Murphy/Mayor Pro Tem Toms to approve Item 9H, Annual City Council Proclamation List, as modified.

Vote:	**Passed**	**5-0**
	Ayes:	**Murphy, Toms, Martinez-Rubin, Sasai, Tave**
	Noes:	**None**
	Abstain:	**None**
	Absent:	**None**

Mayor Pro Tem Toms referenced Item 9G and noted the City Council meeting schedule did not include the April 22, 2023 budget workshop, and City Clerk Bell clarified that the list did not include special meetings but was a list of regular City Council meetings. In response to the Mayor who had asked for an additional date to be added at the end of June for budget discussions, she advised a tentative budget schedule would be presented to the City Council.

ACTION: Motion by Mayor Pro Tem Toms/Council member Tave to approve Items 9A through 9C, and Items 9E, 9F, 9G and 9I, as shown

Vote:	**Passed**	**5-0**
	Ayes:	**Murphy, Toms, Martinez-Rubin, Sasai, Tave**
	Noes:	**None**
	Abstain:	**None**
	Absent:	**None**

ACTION: Motion by Council member Sasai/Mayor Murphy to approve Item 9D, as shown.

Vote:	**Passed**	**4-0-1**
	Ayes:	**Murphy, Martinez-Rubin, Sasai, Tave**
	Noes:	**None**
	Abstain:	**Toms**
	Absent:	**None**

10. PUBLIC HEARINGS: None

Citizens wishing to speak regarding a Public Hearing item should fill out a speaker card prior to the completion of the presentation, by first providing a speaker card to the City Clerk. An official who engaged in an ex parté communication that is the subject of a Public Hearing must disclose the communication on the record prior to the start of the Public Hearing.

11. OLD BUSINESS: None

12. NEW BUSINESS

A. Capital Projects Prioritization Methodology **[Action: Receive Report and Provide Direction (Kaur)]**

Capital Improvement and Environmental Program Manager Misha Kaur provided a PowerPoint presentation on the Capital Projects Prioritization Methodology, which included an overview of the Capital Improvement Program (CIP), a five-year plan for the maintenance and expansion of the City's public facilities and infrastructure. She also highlighted the CIP categories and capital assets and the CIP project selection criteria and identified the deferred and delayed CIP projects due to a number of reasons including dependency on completion precursor projects/master plans in progress, dependency on other projects for coordinated efficient implementation, pending grant award results and obligations to complete grant funded projects, and coordination with private developers and utilities on associated projects or limited staff resources.

The capital project prioritization matrix, the prioritization categories and capital projects scoring were all highlighted with all information shown in the February 7, 2023 staff report. The purpose of the matrix tool was to be flexible to re-prioritize projects based on changing conditions with some projects to remain fixed in prioritization if already underway or if funding commitments were in place.

Ms. Kaur asked the City Council to review and approve the Capital Projects Prioritization Matrix. Staff was to rank the projects and create a proposed CIP based on the ranking and resources. The CIP would be presented to the Finance Subcommittee and to the Planning Commission to ensure consistency with the General Plan and thereafter to the City Council for final adoption. Staff would then reevaluate the prioritization of projects at mid-year and communicate any changes to the City Council.

Council member Sasai was pleased with the matrix and the way to prioritize CIP projects as much as possible. He asked whether or not it would be possible to divide the CIP projects into subgroups of three to five and have the City Council then reprioritize the subgroups, which could be a way to prevent reprioritization of the projects that could be ranked all the way to the bottom or all the way to the top of the matrix.

Public Works Director Sanjay Mishra explained that the CIP projects had been categorized as a group based on types such as facilities and roads. Staff had not ranked the CIP projects into subgroups but that could be considered.

Council member Sasai asked the number of projects in each category and was informed by Public Works Director Mishra there were seven to eight projects in each category, and Ms. Kaur clarified that most projects were in the road category with the least in the parks category.

Council member Tave thanked staff for the framework which helped with the prioritization but in reviewing the projects he asked whether there was a way to identify a funding score, identify the funding likelihood or a way to add another column to show the required funding as it progressed.

Public Works Director Mishra explained the City did not have a lot of grant funded projects, with the largest project currently the San Pablo Avenue Bridge project which depended on grant funding. While there was a good chance the City would receive the funding, there was the possibility the City may actually receive clumps of funding in one or more years. He commented that all of the CIP projects were of high value but where the City did not have the identified funds there was no other way than to wait and apply for funding. For those projects with smaller grants, the City made application on more than one round or if the City Council was willing to wait for City funds that could be considered as well.

City Manager Murray explained the funding component was an additional dimension to the CIP projects. The purpose of the matrix was as a decision support tool to provide an initial prioritization of CIP projects. After staff had that ranking, the City Council through the CIP budget process would allocate limited resources to specific projects. He suggested that staff could address the grant attractiveness as part of the prioritization matrix, which had also been incorporated as part of the final approval of the CIP.

Council member Tave liked the scoring system that had been highlighted in the PowerPoint presentation but he wanted to see the transition from the City staff recommendation versus prioritization and then translating that to the budget discussion without the City Council over- or under-spending. He suggested the matrix would be helpful to guide the initial step but the Council had to ensure funds were allocated appropriately to the projects the community needed.

Council member Martinez-Rubin further clarified the project ranking process but asked where there would be flexibility or whether decisions would be prolonged in a way that resulted in a deferral of a decision, possibly running the risk of a project not coming to fruition due to the process, which also involved input from the Finance Subcommittee and the Planning Commission.

City Manager Murray again described how the matrix would be used to help staff come up with the initial Draft CIP. After that, the CIP adoption process would be the same as in the past, with presentation to the Finance Subcommittee and the Planning Commission for input and thereafter to the City Council for final adoption. The matrix was intended as grounding and as a rationale for prioritization of CIP projects but the City Council would adopt the CIP which could be amended and modified as the City Council saw fit. He suggested it was worthwhile to go through the CIP development process for this upcoming year using the matrix tool to see how it goes and learn about the process incorporating this tool and learning whether or not additional limitations should be applied.

Council member Martinez-Rubin suggested the matrix be kept in mind for the existing CIP and possible new projects, and asked staff to consider how multiple benefits for any particular project could be weighed with the matrix as it had been created.

PUBLIC COMMENTS OPENED

Rafael Menis, Pinole, commented that it appeared that political considerations were not being included as an extra matrix item and had not been accounted for in the matrix but treated where the City Council may change its mind and decide what projects to prioritize or not. He suggested it would be worthwhile to include some sort of variable for political influence or City Council interest within the matrix itself, which may help the prioritization process. He also argued that if the matrix was adopted, sustainability and conservation should have a higher category weight than one and should have the same weight as quality of life and have a category weight of two or three. Additionally, in response to the City Council's comments related to funding versus prioritization of projects, he suggested the operating budget impact may account for that already, but if not it was accounted for within the system. In response to Council member Martinez-Rubin's comments, a separate category for "intersectionality" could address overlap and synergies separate from project appendices bundling.

PUBLIC COMMENTS CLOSED

Council member Tave again clarified with staff the scoring process and categorization, with Ms. Kaur reiterating that each project would be rated on every aspect and every category, and if there was a project that had a double component, appeared in a long-term planning document, and improved quality of life, as an example, it may score higher but if there was no grant funding it would have a score of zero in that category, and then those categories would be multiplied and summed to make 100 points. If the desire was to change the category weight for any of the categories, as identified in the Power Point presentation, the weight category would have to shift to ensure a total of 100 points.

Public Works Director Mishra reiterated that each project would have all of the categories evaluated as staff had described to reach the weighted score.

Council member Tave suggested the matrix should not be modified as this time but provide a baseline to allow discussion of the CIP projects before decisions were made.

Mayor Pro Tem Toms suggested the matrix was a beneficial tool but she would like to see some guidelines as to how staff would score and ensure it was not totally subjective and there was some in-house criteria that would be used for the scoring system to ensure an even playing field. In response to the recommendation that sustainability and conservation have an equal weight as quality of life, she suggested those two categories should have a total score of three possible points but be separated and broken down. Similarly, budgeting impacts and grants could also be separated. She supported flexibility throughout the year given the infrastructure grant opportunities and did not want to lose grant opportunities if a project was given a lower priority ranking.

Council member Martinez-Rubin commented she had been part of the CIP and budget discussions in the past and it had not been a positive experience overall with conversations oftentimes late at night making it difficult to provide input on projects absent any rationale.

With the matrix, Council member Martinez-Rubin suggested there would be some rationale and she appreciated the utility of this tool with something comparable used by the Beautification Committee. She suggested the tool would be a benefit, would be overt while making decisions, but found the City Council could be holding on too tightly because there had already been discussions and ranking amongst the advisory groups. She wanted to see how the process worked for this go around and recognized staff had worked hard to articulate to the public how projects had been proposed and ended up in the CIP.

Mayor Murphy commended the Public Works Department team for the presentation. He agreed the information had not been presented in a transparent form in the past and he thanked staff for working with him to have this item agendized for discussion. He found this was an important model for City staff and the public to understand how decisions were made, how capital projects were scored and in what categories, and as Council members they also brought the public interest into the discussion. He emphasized the public had the opportunity to address any Council member to identify what projects the public wanted prioritized.

Mayor Murphy also emphasized the need for the City to be on-point given available State and federal funding and he detailed some of the funding opportunities that were currently available to the City. He supported participatory budgeting on the City Council and would continue to champion that effort.

Mayor Murphy wanted to see The Balancing Act Tool prioritizing module be integrated into this process moving forward for the City's CIP process, which was a way to make data informed decisions on what the public wanted as part of the CIP process. He would like to see a plan on grant applications given the onset of State and federal grant opportunities, and commented that the prior City Council had allocated additional resources around Public Works consulting and he wanted to know what could be done to have the staffing needed to execute plans and to meet the resiliency project mandates. As examples, he referred to plans for recycled water feasibility and Senior Center Modernization, and how the City was not doing itself justice by not being prepared to have conversations on what staff needed to accomplish those projects. He sought from staff a developed plan on next steps to make sure the City got what it needed to allow the City Council to make that decision.

Mayor Pro Tem Toms offered a motion, seconded by Council member Martinez-Rubin to direct staff to use the Capital Projects Prioritization Methodology Matrix, as proposed, for the development of the CIP.

On the motion, Council member Tave suggested as is the matrix was great but he would like further direction given to staff on next steps, to include The Balancing Act Tool or a financial component as part of the matrix to further inform the next discussion.

City Manager Murray clarified The Balancing Act Tool would be used for the CIP, would provide a lot of input and could be integrated into the staff evaluation of some of the funding. In terms of the grant funding, there was a Strategic Plan strategy as a more organized grant seeking function of the City. As to the service model and resources needed for grant application activities, the budget process was an appropriate time for that discussion. In addition, the City Council had previously appropriated resources for capital project delivery but the constraint was getting the staffing in place.

ACTION: Motion by Mayor Pro Tem Toms/Council member Martinez-Rubin to direct staff to use the Capital Projects Prioritization Methodology Matrix, as proposed, for the development of the CIP.

Vote:	**Passed**	**5-0**
	Ayes:	**Murphy, Toms, Martinez-Rubin, Sasai, Tave**
	Noes:	**None**
	Abstain:	**None**
	Absent:	**None**

B. Discussion on Monthly Food Distribution **[Action: Discuss and Provide Direction (Picazo)]**

Recreation Manager Maria Picazo provided a PowerPoint presentation that offered an overview of the February 7, 2023, staff report, and asked the City Council to discuss the food program options available through the Food Bank of Contra Costa and Solano County as outlined in the staff report and provide direction to staff.

Council member Martinez-Rubin asked about the age distribution of those participants in the distribution program over the past year and a half, to which Recreation Manager Picazo advised the majority of participants were seniors but there had been some young families. The Senior Food Program, as proposed by the Contra Costa and Solano County Food Bank (Food Bank), would be offered from 10:30 a.m. to 11:30 a.m. in the Senior Center food pantry. The program required a minimum of 50 participants at each distribution. Individuals may apply in advance at the Senior Center or apply the day of the distribution. Individuals must bring proof of age such as an identification or Driver's License and proof of home address, which could be a PG&E bill, water bill or statement listing the name and residence of the individual. The program would be supported by City Staff, volunteers, and staff from the Food Bank.

City Manager Murray clarified in the past the City of Pinole had participated in two food programs with the Food Bank. Staff was recommending participation in two food programs; one a main line monthly fresh produce distribution, the other which had sunset was the distribution of non-perishable items that could be provided to any member of the community but which the Food Bank was no longer offering. The program the Food Bank was now offering would be restricted to low income Pinole residents who were seniors. He described the qualification criteria as outlined in the staff report. He added that as the City determined what food recovery would look like as part of SB 1383, this landscape would change quickly when food recovery organizations were in place. He recommended the City move forward with the two programs as outlined in the staff report and wait and see what the food recovery system looked like.

Community Services Director Jeremy Rogers also clarified that the new program the Food Bank was offering was a federal program that included more restrictions. Staff and volunteers would have to do more documentation and paperwork as part of this more rigid program.

In response to Council member Sasai, City Manager Murray clarified the food pantry program that had been in place pre-pandemic no longer existed. That program had relied upon donations of soon-to-perish goods from three grocery store partners. He acknowledged City staff had not approached those grocery outlets to determine whether they were interested in continuing that program nor did the City have the resources to continue the program.

The Food Bank may be able to be a partner with the City to reestablish a food pantry, and the City could look to those grocery stores to determine whether or not they wanted to reestablish the prior program, although that would require a greater staff involvement than in the past. Also, the grocery providers' perspectives may have changed because of the criteria in SB 1383 as it related to perishable goods.

City Manager Murray emphasized that City staff did not have the capacity to institute a food program or mechanisms to procure food stuffs. The program required supervision by a staff person and could not be operated by volunteers. It would be a significant effort to reconstitute that program and he suggested it would be prudent and responsible for the City to conduct a gap analysis, to identify the gap in food security in the community, and determine whether a food pantry at the Senior Center was the effective way to meet that gap.

Council member Tave stated he had requested a future agenda item in the past for the Pinole Garden Club, which conducted an annual sale and which had a large volume of volunteers to flush out an idea for greenhouses and a place for growing food/seeds for Pinole residents. He understood other communities had similar programs and suggested the caretaker's property could start the process of growing food for residents. With food insecurity an issue in Pinole, he suggested the City would galvanize around this issue, local restaurants and food stores could be approached, and a staff person could flush this idea out. He suggested there were other groups and grant opportunities that could be considered as possible resources.

City Manager Murray confirmed that consideration of the establishment of a community garden had been rolled into the Parks Master Plan. There had been no conversation about the City playing a first-hand role growing produce to address food insecurity given that other organizations more appropriately did that work. There was nothing to stop the Pinole Garden Club or the City advocating the Garden Club to consider the donation of its produce. The scope of the subject item was a discussion of the food program that existed pre–pandemic, as outlined in the staff report, with the City Council to provide direction as to the level of partnership with the Food Bank or possibly to consider a different approach. The next step would be to continue to engage with the Food Bank and if the City Council wanted to do more in the future that would require more vetting and a broader discussion of food insecurity as part of the budget process.

Mayor Murphy asked whether or not an active volunteer list was available. He was informed by Community Services Director Rogers that the Senior Center had an active volunteer list for various tasks including food distribution, and Ms. Picazo understood the list of volunteers was comprised of 20 to 30 participants. The Police Department also had a list of volunteers that Department used and teenagers from Pinole Valley High School were used as volunteers for various community events.

Mayor Murphy suggested a Master Volunteer List kept by the Community Services Department to identify who volunteered for what City activity was important since capacity needs changed at different points of the year. He clarified with the City Manager and the Community Services Director that the Food Bank had a warehouse of food items that was offered to food insecurity organizations and not to private individuals. He recognized the City of Pinole may not want to be a full service City related to food insecurity but there was an opportunity to connect with the Food Bank as a public/private model. He confirmed with staff that consideration of working with the Pinole Garden Club and exploration of public/private partnerships would be part of the Parks Master Plan.

PUBLIC COMMENTS OPENED

Rafael Menis, Pinole, commented on the potential use of old/vacant City property to ensure food security and suggested there be consideration of the highest and best use of such property, with the City to work with volunteers to provide more food resources to the City as a whole. In the event there was a complete breakdown in the food supply chain at local grocery stores, he questioned whether or not the City could provide food as a last result. He was uncertain that could be provided as part of a community garden given the potential need in the community.

Mr. Menis suggested it was a larger scale situation than the food distribution project and that gap in the community that needed to be filled was a different quantitative thing if other sources of food failed completely. If that was to be considered as a future agenda item, he was uncertain that was within the scale of things the City could do. He suggested consideration of a gap analysis was a good idea for the future regardless of the action the City Council may take on the subject, which data would be beneficial for the City to have as part of the discussions.

PUBLIC COMMENTS CLOSED

Mayor Murphy highlighted the statistical data staff had provided on monthly food distribution and volunteers for the events in Pinole. He understood demographic information had not been collected from the food distribution participants, which created a challenge, and if City resources were to be used the population involved should be identified. He noted the only food distribution partner thus far was the Contra Costa and Solano Food Bank but there were other partners. He served on the Mayors Alliance to End Childhood Hunger and advised that one in eight young people in the County were dealing with food insecurity.

Mayor Murphy understood the current focus was on seniors but he did not want to miss the gap in this discussion of food security. He recognized that many people looked forward to the Food Bank programs and while the focus was primarily on seniors, he understood that more families and children were impacted during the summer months when school lunches were not provided. He also spoke to the fact that the Black Panther Party had started giving out free lunches, that free lunch school programs had been started by a small group of citizens, and there were other efforts to ensure access to free food. He wanted everyone to think locally and think big.

Mayor Pro Tem Toms clarified with staff that the Senior Food Program to be offered twice a month was federally funded and as such she questioned how it could be restricted to Pinole residents, and Community Services Director Rogers explained that the program was also offered in other communities.

Mayor Pro Tem Toms liked the possibility of a community garden. She had worked with Urban Tilth in the past which had garden sites at other schools, community gardens and which had food giveaways and offered training on urban farming. Urban Tilth could be a good program for the Pinole Garden Club or other volunteers to replicate. She could provide some of those ideas to staff that could be incorporated into the Parks Master Plan. She also referenced the Buy Nothing Facebook page, which included posts on produce giveaways and which could be considered as part of a senior food pantry and another possible resource for the community. She supported direction to staff to proceed on the twice monthly program funded through the Food Bank.

Council member Tave agreed there were other food pantry organizations available in Contra Costa County and he emphasized the importance of keeping the program moving while considering other ways to improve conditions over time and not allow it to get worse.

Council member Martinez-Rubin supported the staff recommendation. As part of future discussions on a community garden, she looked forward to flushing out the idea more, involving the Pinole Garden Club and identifying the level of need.

Council member Sasai agreed with the Mayor that staff create and keep up a Master List of Volunteers and that the City make an effort to reinvigorate volunteers either through social media or other forms of community outreach.

Mayor Murphy emphasized the importance of connecting with the City's local grocery stores and other stores that could be helpful for other health purposes and suggested a universal basic income program for people to purchase food at the grocery store as a way of food distribution. He asked whether or not a food voucher program had been considered by the Community Services Department.

Community Services Director Rogers confirmed that a food voucher program had been discussed but had not been included in the staff report for this agenda item.

Mayor Murphy wanted more discussion on how to reach those in need with a food voucher or universal basic income program for food and an opportunity to ask the residents in need to come to the City. A gap analysis would also provide more information on who was applying for the programs and how to target those in need with more information, which had been done with small businesses as part of the Small Business Assistance Program. He suggested in that same way, the City could create a program by giving specific funds to families to buy groceries. While that had not been discussed, it provided the same intent as giving out food. He asked staff to opine whether such a program was possible to be established in the next two months.

Community Services Director Rogers stated that was something he would have to research and work with the City Manager.

City Manager Murray explained that the Small Business Assistance Program required a significant amount of staff work and if using that as a model doing something comparable with income support would be staff intensive. There were other organizations in the normal system of government and human and social services that provided income support services, and there would be an opportunity to work with another agency on a program like that as opposed to having the City implement such a program. He suggested the appropriate time to discuss such an option would be during the preliminary proposed budget process.

Mayor Murphy emphasized there was a need and there was a need for more data to continue to inform the understanding to scale the needs of the public and the needs of staff to implement such an idea. He found the two programs outlined in the staff report to be insufficient with more than seniors participating in past food distribution programs and with an age gap, and he would like to see what was needed to develop a food voucher program. He wanted to know the number of staff that needed to be involved to establish such a program.

City Manager Murray again detailed the staff time involved in the establishment of the Small Business Assistance Program which involved more than one staff person, and commented that irrespective of the resource question, if the City had the resources and identified the gap, which was not well defined, the question was whether the City was the best provider for this service since there were other organizations better equipped to do it. He asked the City Council not to leap to the conclusion it made sense for the City to act in this space even if it had the resources to solve this problem. He again suggested this was a topic better suited for the budget discussion.

Mayor Murphy wanted to know what was possible within the next two City Council meetings for staff to return with a list of potential partners to meet this level of service and the data to inform how to address food insecurity issues.

City Manager Murray suggested it was possible to have exploratory conversations with various organizations that may be able to provide food at below market rates if the City wanted to distribute it to Pinole residents, but he was uncertain how quickly staff could schedule conversations with local grocery stores and emphasized that staff was working on many other things in the same time frame. He reiterated the budget discussion was the appropriate time to discuss this option.

Mayor Murphy asked whether staff could reach out to local grocery stores with the intent to meet with them about these types of programs, and City Manager Murray stated he would have to figure out whether it made sense to bundle all topics with the local grocery stores in a single topic of discussion. He did not know the timeline for engagement for single use plastics, as an example, but suggested by the end of the month, he could reach out to all the grocery stores and see what could be possible with both a voucher program and donations of food items.

Mayor Murphy asked what could be done within the next month for staff to understand the gaps in food security in the City, to which City Manager Murray explained that typically a technical gap analysis would be done but he was uncertain what that would entail at this time. There could be non-profit organizations or other entities that had information about the needs of Pinole residents, but it would not answer whether a free food distribution program would get the food into the hands of those in need. He suggested within a month the data that was available could be identified.

Mayor Pro Tem Toms commented that this discussion was a bit beyond what City services were all about, and was more of a local and regional social services issue and they were almost stepping into expanding what the City provided. She was concerned providing basic income for residents out of the General Fund when the City was already financially constrained, particularly given that there were other governmental agencies that addressed those types of services.

Mayor Murphy explained that was why he was asking for more information from City staff to determine what partnerships were possible.

Council member Martinez-Rubin stated it was tempting and charitable to want to delve into social services and have the City provide those services but they had to consider the strategies in the City's plans, accomplish those, and do well and determine where the City could collaborate with other organizations that had built relationships and infrastructure to do the job that merited sustainability.

Council member Martinez-Rubin suggested the discussion was beyond the item agendized and in the interest of wanting to provide thoughtful discussions for the next go around, the City Council should pinpoint the approach it wanted to take and whether food insecurity was an issue in the City.

ACTION: Motion by Mayor Pro Tem Toms/Mayor Murphy to direct staff to proceed with the Senior Food Program, twice a month and to start having conversations with local grocery stores in Pinole regarding the reestablishment of the Food Pantry.

Vote:	**Passed**	**4-1**
	Ayes:	**Murphy, Toms, Sasai, Tave**
	Noes:	**Martinez-Rubin**
	Abstain:	**None**
	Absent:	**None**

After the vote was taken, Council member Martinez-Rubin asked the City Attorney for guidance in that she wished to change her vote.

City Attorney Casher stated for the record and for the meeting minutes that Council member Martinez-Rubin may change her vote to an "aye" vote, if she wished.

Council member Martinez-Rubin requested for the record that she would like her vote for the following motion to reflect an "aye" vote.

ACTION: Motion by Mayor Pro Tem Toms/Mayor Murphy to direct staff to proceed with the Senior Food Program, twice a month and to start having conversations with local grocery stores in Pinole regarding the reestablishment of the Food Pantry.

Vote:	**Passed**	**5-0**
	Ayes:	**Murphy, Toms, Martinez-Rubin, Sasai, Tave**
	Noes:	**None**
	Abstain:	**None**
	Absent:	**None**

ACTION: Motion by Council member Tave/Mayor Pro Tem Toms to direct staff to review the Contra Costa COVID-19 Food Distribution Map and its projections for the 2020 Food Insecurity Survey, as staff was developing a program and the enhancements suggested at this time.

Vote:	**Passed**	**5-0**
	Ayes:	**Murphy, Toms, Martinez-Rubin, Sasai, Tave**
	Noes:	**None**
	Abstain:	**None**
	Absent:	**None**

C. Discussion of the City's Participation in Earth Day 2023 (Saturday, April 22, 2023) and Possible Direction to Staff **[Action: Discuss and Provide Direction (Epps)]**

Assistant to the City Manager Fiona Epps provided a PowerPoint presentation for Earth Day 2023, scheduled for Saturday, April 22, 2023, which would include a number of activities throughout the month of April. City staff was to expand its community outreach efforts by partnering with local organizations with a series of events to take place at different times and places in the City of Pinole during the month of April. The main event would be Pinole Earth Walk scheduled for April 22, a festive community walking event for all residents to participate in a walking pledge for the planet, with the proposed path for the 3.1 mile route to follow the Bay Trail starting at Lone Tree Point in the City of Rodeo and ending at Fernandez Park. Participants would be offered eco-friendly refreshments as part of a community gathering. Other walking path alternatives were also being considered. Additional Earth Day activities throughout the month of April included City-wide community clean ups, student art display at City Hall, Earth Day video montage, website page, story reading at the Pinole Library, green waste and/or recycling demonstrations, plastic reduction workshop and fight climate change and a diet change cooking class.

Community groups that desired to be part of the Earth Day festivities would be contacted and the City would leverage established relationships on the workshops identified. Earth Day festivities would also include the participation of a number of City Departments.

ACTION: Motion by Council member Tave/Mayor Murphy to Extend the City Council meeting to 11:30 p.m.

Vote:	**Passed**	**5-0**
	Ayes:	**Murphy, Toms, Martinez-Rubin, Sasai, Tave**
	Noes:	**None**
	Abstain:	**None**
	Absent:	**None**

Ms. Epps also clarified the fiscal impacts and estimated costs for the events/activities, as outlined in the February 7, 2023 staff report and asked the City Council to discuss ways in which the City could participate in Earth Day 2023 and provide direction to staff via minute order.

In response to Council member Martinez-Rubin, Ms. Epps reported the Principal of Pinole Valley High School had provided contact information for three art teachers regarding the student art display at City Hall, and she was scheduling a meeting to visit the school to determine what could be done with the students.

PUBLIC COMMENTS OPENED

Rafael Menis, Pinole, liked the idea of Earth Month but noted that many of the activities had been centered around Earth Day with some events to be held multiple times during the month of April with the exception of the workshop(s) and cooking class. He asked whether or not those activities would be held one time or multiple times throughout the month of April, and Ms. Epps explained that the intent was to have one workshop but there would be an opportunity to record the activity and post it on the City website or have handouts available. Staff was planning to have one event each week for the month of April, which could be in the form of a workshop or other activity.

PUBLIC COMMENTS CLOSED

Mayor Pro Tem Toms suggested the art display at City Hall be open to elementary school age students. She added that the community had a run in the past that had started and ended at Fernandez Park using the creek trail and part of the Bay Trail, and she would provide staff with additional information on that route. She recommended the main event Earth Walk start and end at different routes with different distances. She added there was a walking group in Pinole and she could provide contact information to staff to an individual who had knowledge of the walking distances. She also commented that the Farmers Market would be held on April 22 and there could be an opportunity to obtain input on the Climate Action Plan (CAP) at that time. She noted that many students at St. Joseph and Pinole Valley High School needed to get community service hours and the community cleanups could be a good opportunity for the students to collect those hours. She looked forward to the scheduled events.

Council member Martinez-Rubin appreciated the creative list of Earth Day ideas and explained that including Pinole Valley High School photography students as part of the art display at City Hall was that they would not ordinarily be involved in stewardship. She noted that years ago the Beautification Committee had discussed the need to identify what was or was not beautiful about Pinole in regards to litter, and there had been a discussion with the Principal of Pinole Valley High School about exhibiting artwork and photography. She explained that the Principal had supported that idea but had asked for support for some quality displays or frames of the artwork to be exhibited. In terms of the budget, she asked that the estimate for exhibiting the artwork be increased to $500.

Mayor Murphy agreed the Pacific Coast Farmers Market could be a good partner for the Earth Day events. He also noticed that small businesses in the community were still vying for green decision making and the California Green Business Network, Contra Costa College, Marin Clean Energy and the Contra Costa Consolidated Fire Protection District (CCCFPD) would be good partners for the effort.

Council member Tave offered a motion, seconded by Council member Sasai to approve the City's Participation in Earth Day 2023, as proposed by staff, and to modify the budget for the events by increasing the budget from $100 to $500 for frames for the hanging and mounting materials for art displays.

ACTION: Motion by Council members Tave/Sasai to approve by Minute Order, the City's Participation in Earth Day 2023, as proposed by staff, and to increase the budget from $100 to $500 for frames for the hanging and mounting materials for art displays.

Vote:	**Passed**	**5-0**
	Ayes:	**Murphy, Toms, Martinez-Rubin, Sasai, Tave**
	Noes:	**None**
	Abstain:	**None**
	Absent:	**None**

13. CITIZENS TO BE HEARD (Continued from Item 6) (Public Comments)
Only open to members of the public who did not speak under the first Citizens to be Heard, Agenda Item 6.

Citizens may speak under any item not listed on the Agenda. *The time limit is 3 minutes and is subject to modification by the Mayor. Individuals may not share or offer time to another speaker. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The City Council may direct staff to investigate and/or schedule certain matters for consideration at a future Council meeting.*

City Clerk Bell reported there were no comments from the public.

14. **ADJOURNMENT** to the Regular City Council Meeting of February 21, 2023 in Memory of former City of El Cerrito Council member Janet Abelson and in Remembrance of Amber Swartz.

At 11:17 p.m., Mayor Murphy adjourned the meeting to the Regular City Council Meeting of February 21, 2023 in Memory of former City of El Cerrito Council member Janet Abelson and in Remembrance of Amber Swartz.

Submitted by:

_____

Heather Bell, CMC
City Clerk

Approved by City Council:

9B

WARRANT LISTING

City of Pinole, CA

By Vendor Name

Payment Dates 2/4/2023 - 2/17/2023

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: 4LE00 - 4LEAF, INC.					
J3681A25	101236	02/17/2023	100-231-42512	FIRE INSPECTOR SERVICES LAURICELLA JAN. 2023	17,640.00
				Vendor 4LE00 - 4LEAF, INC. Total:	**17,640.00**
Vendor: PRO18 - ADT COMMERCIAL					
JANUARY 2023	101237	02/17/2023	209-553-42108	TINY TOTS ALARM SYSTEM	168.20
				Vendor PRO18 - ADT COMMERCIAL Total:	**168.20**
Vendor: AIR07 - AIR EXCHANGE, INC.					
91608957	101238	02/17/2023	100-231-42107	AIR COMPRESSOR REPAIRS	699.22
				Vendor AIR07 - AIR EXCHANGE, INC. Total:	**699.22**
Vendor: 2171 - ALIQUOT ASSOCIATES, INC					
02072023	101239	02/17/2023	100-000-31510	REFUND OVERPAYMENT FOR BL 23-10294	4.00
				Vendor 2171 - ALIQUOT ASSOCIATES, INC Total:	**4.00**
Vendor: 2063 - ALLIANT INSURANCE SERVICES, INC.					
2188423	101173	02/10/2023	100-116-42101	FEBRUARY 2023 MONTHLY INTSTALLMENT BENEFITS	2,083.33
				Vendor 2063 - ALLIANT INSURANCE SERVICES, INC. Total:	**2,083.33**
Vendor: 2463 - AMANDA VASQUEZ					
02132023	101240	02/17/2023	100-221-42302	MILEAGE TO POLICE ACADEMY PD	61.57
				Vendor 2463 - AMANDA VASQUEZ Total:	**61.57**
Vendor: AME52 - AMERICAN MESSAGING SERVICE, LLC					
W4102378XB	101241	02/17/2023	525-118-43101	MESSAGING SERVICES FIRE	43.79
				Vendor AME52 - AMERICAN MESSAGING SERVICE, LLC Total:	**43.79**
Vendor: AME47 - AMERINATIONAL COMMUNITY SERVICES, INC.					
LPM-22-001814	101174	02/10/2023	285-464-42101	JULY SERVICE FEES MONITORING LOANS	344.86
LPM-22-001814	101174	02/10/2023	750-463-42101	JULY SERVICE FEES MONITORING LOANS	154.94
LPM-22-002076	101174	02/10/2023	285-464-42101	MONTHLY SERVICE FEE MONITORING AUG. 2022	517.50
LPM-22-002076	101174	02/10/2023	750-463-42101	MONTHLY SERVICE FEE MONITORING AUG. 2022	232.50
LPM-22-002337	101174	02/10/2023	285-464-42101	SEPT. 2022 MONITORING SERVICES LOANS	517.50
LPM-22-002337	101174	02/10/2023	750-463-42101	SEPT. 2022 MONITORING SERVICES LOANS	232.50
LPM-22-002600	101174	02/10/2023	285-464-42101	OCTOBER 2022 MONITORING SERVICES LOAN	517.50
LPM-22-002600	101174	02/10/2023	750-463-42101	OCTOBER 2022 MONITORING SERVICES LOAN	232.50
LPM-22-002863	101174	02/10/2023	285-464-42101	NOVEMBER 2022 MONITORING SERVICES LOANS	517.50
LPM-22-002863	101174	02/10/2023	750-463-42101	NOVEMBER 2022 MONITORING SERVICES LOANS	232.50
				Vendor AME47 - AMERINATIONAL COMMUNITY SERVICES, INC. Total:	**3,499.80**
Vendor: 1784 - ANDREW MURRAY					
02132023	101242	02/17/2023	100-111-42301	CAL CITIES CONFERENCE REIMBURSEMENTS	1,780.09
02132023	101242	02/17/2023	100-111-42303	CAL CITIES CONFERENCE REIMBURSEMENTS	86.00
				Vendor 1784 - ANDREW MURRAY Total:	**1,866.09**

WARRANT LISTING **Payment Dates: 2/4/2023 - 2/17/2023**

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: 2005 - ANIMAL DAMAGE MANAGEMENT, INC					
6268C	101175	02/10/2023	100-345-42108	BASEBALL FIELDS PEST CONTROL	250.00
				Vendor 2005 - ANIMAL DAMAGE MANAGEMENT, INC Total:	**250.00**
Vendor: ROD01 - ANNETTE RODRIGUEZ					
JANUARY 2023	101243	02/17/2023	209-552-43802	EXERCISE CLASSES JANUARY 2023	90.00
				Vendor ROD01 - ANNETTE RODRIGUEZ Total:	**90.00**
Vendor: ARA01 - ARAMARK UNIFORM SERVICES					
860105970 12312022	101176	02/10/2023	100-342-44410	MONTHLY STATEMENT-GENERAL MAINTENANCE	236.16
860105970 12312022	101176	02/10/2023	100-343-44410	MONTHLY STATEMENT-GENERAL MAINTENANCE	1,202.27
860105970 12312022	101176	02/10/2023	500-642-44410	MONTHLY STATEMENT-GENERAL MAINTENANCE	708.48
939388000 01312023	101176	02/10/2023	100-231-42107	UNIFORM LAUNDRY SERVICES / LAUNDRY SERVICES FIRE	137.81
939388000 01312023	101176	02/10/2023	100-231-42107	UNIFORM LAUNDRY SERVICES / LAUNDRY SERVICES FIRE	137.81
939388000 01312023	101176	02/10/2023	209-552-43804	UNIFORM LAUNDRY SERVICES / LAUNDRY SERVICES FIRE	344.45
939388000 01312023	101176	02/10/2023	209-552-43804	UNIFORM LAUNDRY SERVICES / LAUNDRY SERVICES FIRE	328.93
939388000 01312023	101176	02/10/2023	500-641-44410	UNIFORM LAUNDRY SERVICES / LAUNDRY SERVICES FIRE	387.54
939388000 01312023	101176	02/10/2023	500-641-44410	UNIFORM LAUNDRY SERVICES / LAUNDRY SERVICES FIRE	325.69
939388000 01312023	101176	02/10/2023	500-641-44410	UNIFORM LAUNDRY SERVICES / LAUNDRY SERVICES FIRE	329.33
939388000 01312023	101176	02/10/2023	500-641-44410	UNIFORM LAUNDRY SERVICES / LAUNDRY SERVICES FIRE	332.83
				Vendor ARA01 - ARAMARK UNIFORM SERVICES Total:	**4,471.30**
Vendor: BAR40 - BARRY EVANS STUDIO					
9824	101244	02/17/2023	100-222-42201	5X7 PICTURES OFFICER LEW	54.88
				Vendor BAR40 - BARRY EVANS STUDIO Total:	**54.88**
Vendor: BAY04 - BAY AREA BARRICADE SVC.					
0038177	101177	02/10/2023	100-342-42514	STEEL DRIVE RIVET AND LETTERS	385.23
0038368	101177	02/10/2023	100-345-44306	HIP BLACK ON WHITE	130.61
				Vendor BAY04 - BAY AREA BARRICADE SVC. Total:	**515.84**
Vendor: BAY34 - BAY AREA NEWS GROUP- EAST BAY					
0001366502	101245	02/17/2023	100-112-42514	LEGAL CLASSIFIED ADVERTISINGS	67.50
0001366502	101245	02/17/2023	100-112-42514	LEGAL CLASSIFIED ADVERTISINGS	67.50
0001366502	101245	02/17/2023	100-112-42514	LEGAL CLASSIFIED ADVERTISINGS	65.70
0001366502	101245	02/17/2023	100-112-42514	LEGAL CLASSIFIED ADVERTISINGS	63.90
0001366502	101245	02/17/2023	212-461-42514	LEGAL CLASSIFIED ADVERTISINGS	396.00
				Vendor BAY34 - BAY AREA NEWS GROUP- EAST BAY Total:	**660.60**
Vendor: BIR05 - BIRITE FOODSERVICE DISTRIBUTORS					
6463686	101178	02/10/2023	209-552-43804	SUPPLIES FOR DAILY LUNCH PROGRAM PSC	1,260.32
6467711	101246	02/17/2023	209-552-43804	LUNCH PROGRAM PSC	1,192.37
6471650	101246	02/17/2023	209-552-43804	LUNCH PROGRAM PSC	1,370.18
				Vendor BIR05 - BIRITE FOODSERVICE DISTRIBUTORS Total:	**3,822.87**
Vendor: BLU03 - BLUE LAGOON POOL SERVICE					
16117	101179	02/10/2023	209-557-42108	SUMMER POOL SERVICES ENTIRE MONTH JUNE 22	1,485.00

WARRANT LISTING — **Payment Dates: 2/4/2023 - 2/17/2023**

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
16150	101179	02/10/2023	209-557-42108	SUMMER POOL SERVICES JULY 2022	1,640.00
16249	101179	02/10/2023	209-557-42108	POOL SERVICE OCTOBER 2022	660.00
16283	101179	02/10/2023	209-557-42108	POOL SERVICE NOVEMBER 2022	220.00
16317	101179	02/10/2023	209-557-42108	POOL SERVICES DECEMBER 2022	220.00
				Vendor BLU03 - BLUE LAGOON POOL SERVICE Total:	**4,225.00**
Vendor: BOU01 - BOUND TREE MEDICAL, LLC					
84829083	101247	02/17/2023	100-231-42101	MEDICAL SUPPLIES FIRE	915.20
84845123	101247	02/17/2023	100-231-42101	BP CUFF MEDICAL SUPPLIES FIRE	82.70
				Vendor BOU01 - BOUND TREE MEDICAL, LLC Total:	**997.90**
Vendor: 1654 - BRINK'S INCORPORATED					
12190959	101248	02/17/2023	100-115-42101	TRASPORTATION FEES	250.62
				Vendor 1654 - BRINK'S INCORPORATED Total:	**250.62**
Vendor: 2447 - BRONNER'S COMMERCIAL DISPLAY					
CM8979	101180	02/10/2023	209-551-42515	BULK SPOOL WHITE	-174.51
INV32343	101180	02/10/2023	209-551-42515	MISCELLANEOUS SUPPLIES PAINTS DRILLS DISPLAYS	5,360.41
				Vendor 2447 - BRONNER'S COMMERCIAL DISPLAY Total:	**5,185.90**
Vendor: CALA3 - CALIFORNIA GENERATOR SERVICE					
56852A	101181	02/10/2023	500-641-42107	LABOR MILEAGE & MISC MATERIALS WPCP	1,061.28
				Vendor CALA3 - CALIFORNIA GENERATOR SERVICE Total:	**1,061.28**
Vendor: PER03 - CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTM					
100000017068823	101182	02/10/2023	100-117-41004	ANNUAL UNFUNDED ACCRUED LIAB FEB. 2023	122,253.58
100000017068834	101182	02/10/2023	100-117-41004	ANNUAL UNFUNDED ACCRUE LIAB FEB. 2023	146,841.25
100000017068862	101182	02/10/2023	100-117-41004	ANNUAL UNFUNDED ACCRUED LIAB. FEB. 2023	486.25
10000017068842	101182	02/10/2023	100-117-41004	ANNUAL UNFUNDED ACCRUED LIAB FEB. 2023	137.08
10000017068852	101182	02/10/2023	100-117-41004	ANNUAL UNFUNDED ACCRUED LIAB FEB. 2023	859.08
				Vendor PER03 - CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTM Total:	**270,577.24**
Vendor: 2493 - CHARLES TRESTER					
02102023	101249	02/17/2023	100-231-42104	BLS CPR RECERT CLASS FIRE	85.00
				Vendor 2493 - CHARLES TRESTER Total:	**85.00**
Vendor: CIT08 - CITY MECHANICAL, INC					
89994	101183	02/10/2023	209-558-42108	HVAC MAINT MEMORIAL HALL	464.72
				Vendor CIT08 - CITY MECHANICAL, INC Total:	**464.72**
Vendor: FAI04 - CITY OF FAIRFIELD					
230360	101184	02/10/2023	100-221-42511	RANGE USE FEE PD	526.50
				Vendor FAI04 - CITY OF FAIRFIELD Total:	**526.50**
Vendor: 2405 - CLIENTFIRST CONSULTING GROUP, LLC.					
14606	101185	02/10/2023	525-118-42101	TRAKIT UPDATE	2,362.50
				Vendor 2405 - CLIENTFIRST CONSULTING GROUP, LLC. Total:	**2,362.50**
Vendor: COM20 - COMCAST					
0253131-01092023	101250	02/17/2023	100-231-43105	CABLE AT STATION 74 FIRE	10.67
0409972-02012023	101250	02/17/2023	100-231-43105	INTERNET AT STATION 74 FIRE	113.80
0413784-01182023	101186	02/10/2023	525-118-43101	INTERNET TINY TOTS	156.80
				Vendor COM20 - COMCAST Total:	**281.27**
Vendor: 2467 - COMPLETE WELDERS SUPPLY, INC.					
01061526	101251	02/17/2023	100-231-42107	GAS CYLINDERS RETURNED FIRE	291.57
				Vendor 2467 - COMPLETE WELDERS SUPPLY, INC. Total:	**291.57**

WARRANT LISTING — **Payment Dates: 2/4/2023 - 2/17/2023**

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: CON56 - CONCENTRA MEDICAL CENTERS					
78055297	101187	02/10/2023	100-116-42101	DOT PHYS OPERATOR AND MAINTENANCE	245.00
78138244	101187	02/10/2023	100-116-42101	DOT PHYS	91.00
				Vendor CON56 - CONCENTRA MEDICAL CENTERS Total:	**336.00**
Vendor: CON45 - CONCORD GARDEN EQUIPMENT					
620675	101188	02/10/2023	100-345-44306	REPAIRS TO SAW MACHINE CY	242.80
				Vendor CON45 - CONCORD GARDEN EQUIPMENT Total:	**242.80**
Vendor: CON95 - CONTRA COSTA COUNTY TREASURER					
ASD M7178	101189	02/10/2023	100-551-42101	3RD QUARTER INSTALLMENT JAN-MARCH 2023	38,592.75
				Vendor CON95 - CONTRA COSTA COUNTY TREASURER Total:	**38,592.75**
Vendor: COR12 - CORELOGIC SOLUTIONS LLC					
82161477	101252	02/17/2023	525-118-42510	REALQUEST SOFTWARE	758.41
				Vendor COR12 - CORELOGIC SOLUTIONS LLC Total:	**758.41**
Vendor: 1445 - CORTEZ TIRES AND AUTO REPAIR					
19040	101253	02/17/2023	100-221-42107	OIL CHANGE PATROL CAR	71.85
19175	101253	02/17/2023	100-221-42107	OIL CHANGE PATROL CAR	76.85
				Vendor 1445 - CORTEZ TIRES AND AUTO REPAIR Total:	**148.70**
Vendor: COU10 - COUNTY CLERK					
2019	101190	02/10/2023	100-112-42514	NOVEMBER 8, 2022 GENERAL ELECTION	18,284.38
				Vendor COU10 - COUNTY CLERK Total:	**18,284.38**
Vendor: 2489 - CROSS CONNECTIONS EMERGENCY SERVICES INC.					
2022-5-12-PINOLE FD	101254	02/17/2023	105-231-47101	PHONE FOR FIRE HOUSE	7,717.50
				Vendor 2489 - CROSS CONNECTIONS EMERGENCY SERVICES INC. Total:	**7,717.50**
Vendor: 2080 - CSW-STUBER-STROEH ENGINEERING GROUP INC					
2207029	101255	02/17/2023	325-342-47205	PRELIMINARY ENGINEERING AND DESIGN SERVICES	3,440.00
2208113	101255	02/17/2023	325-342-47205	PRELIMINARY ENGINEERING AND DESIGN SERVICES	3,424.00
2301083	101255	02/17/2023	500-641-42101	PRELIMINARY ENGINEERING AND DESIGN SERVICES	3,264.00
				Vendor 2080 - CSW-STUBER-STROEH ENGINEERING GROUP INC Total:	**10,128.00**
Vendor: 2163 - DAS MANUFACTURING, INC.					
4373	101191	02/10/2023	207-344-42514	DURACAST 4" CUSTOM DAS CURB MARKER	2,691.92
				Vendor 2163 - DAS MANUFACTURING, INC. Total:	**2,691.92**
Vendor: 1443 - DIESEL DIRECT WEST, INC.					
84953829	101192	02/10/2023	100-10602	ULSD CLEAR	1,963.67
84959164	101192	02/10/2023	100-10601	GASOLINE UNL CY	2,999.40
84980268	101256	02/17/2023	100-10602	ULSD CLEAR GAS FIRE	1,019.89
				Vendor 1443 - DIESEL DIRECT WEST, INC. Total:	**5,982.96**
Vendor: 2479 - DIMENSION CONSTRUCTION, INC.					
1674	101257	02/17/2023	106-231-42514	REMOVAL AND REMODELING STATION 74	28,155.00
				Vendor 2479 - DIMENSION CONSTRUCTION, INC. Total:	**28,155.00**
Vendor: DOL01 - DOLAN'S LUMBER					
JANUARY 2023	101193	02/10/2023	100-345-44306	CITYWIDE PURCHASES	880.09
JANUARY 2023	101193	02/10/2023	100-345-44306	CITYWIDE PURCHASES	6.60
				Vendor DOL01 - DOLAN'S LUMBER Total:	**886.69**
Vendor: DIT03 - DONNA DITO					
JANUARY 2023	101258	02/17/2023	209-20015	GIFT SHOP SALES DITO DONNA JEAN JAN. 2023	10.35
				Vendor DIT03 - DONNA DITO Total:	**10.35**

WARRANT LISTING — **Payment Dates: 2/4/2023 - 2/17/2023**

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: EBM01 - EBMUD					
231773-01242023	101194	02/10/2023	100-343-43102	2887 SIMAS AVE IRRIGATION USE ONLY	168.04
232841-01262023	101194	02/10/2023	100-345-43102	3790 PINOLE VALLEY RD-IRRIGATION USE ONLY	316.24
520575-01242023	101194	02/10/2023	100-345-43102	2690 BOX CANYON RD-IRRIGATION USE ONLY	168.04
556324-01242023	101194	02/10/2023	100-345-43102	3790 PINOLE VALLEY ROAD IRRIGATION USE ONLY	344.19
				Vendor EBM01 - EBMUD Total:	**996.51**
Vendor: 2380 - ELIZABETH A. LYNN					
JANUARY 2023	101259	02/17/2023	209-552-43802	POSTURE CLASSES JANUARY 2023	23.45
				Vendor 2380 - ELIZABETH A. LYNN Total:	**23.45**
Vendor: 2491 - FRIEDMANS APPLIANCE					
S00377497	101260	02/17/2023	106-231-42514	FENCH DOORS STATION 74	2,543.30
				Vendor 2491 - FRIEDMANS APPLIANCE Total:	**2,543.30**
Vendor: 2457 - GEOLINKS					
BD0129714	101195	02/10/2023	525-118-43101	CLEARFIBER	499.00
				Vendor 2457 - GEOLINKS Total:	**499.00**
Vendor: 1191 - GERALDINE A. PORTER					
JANUARY 2023	101261	02/17/2023	209-20015	GIFT SHOP SALES JANUARY 2023	10.00
				Vendor 1191 - GERALDINE A. PORTER Total:	**10.00**
Vendor: GLO08 - GLOBALSTAR					
000000044634491	101196	02/10/2023	525-118-43101	WIRELESS TELECOMMUNICATION	136.95
				Vendor GLO08 - GLOBALSTAR Total:	**136.95**
Vendor: KEN14 - GREG KENNEDY RN					
115	101262	02/17/2023	100-231-42101	EMS CQI DUTIES/ ADMIN MERGER	2,500.00
				Vendor KEN14 - GREG KENNEDY RN Total:	**2,500.00**
Vendor: 1098 - HILLYARD, INC					
605025783	101263	02/17/2023	209-552-42108	JANITORIAL SUPPLIES PSC	312.60
				Vendor 1098 - HILLYARD, INC Total:	**312.60**
Vendor: HOM01 - HOME DEPOT CREDIT SERVICE					
JANUARY 2023	101197	02/10/2023	100-231-44306	CITYWIDE PURCHASES	8.57
JANUARY 2023	101197	02/10/2023	100-231-44306	CITYWIDE PURCHASES	151.86
JANUARY 2023	101197	02/10/2023	100-343-44306	CITYWIDE PURCHASES	39.24
JANUARY 2023	101197	02/10/2023	100-343-44306	CITYWIDE PURCHASES	55.67
JANUARY 2023	101197	02/10/2023	100-343-44306	CITYWIDE PURCHASES	56.72
JANUARY 2023	101197	02/10/2023	100-343-44306	CITYWIDE PURCHASES	112.48
JANUARY 2023	101197	02/10/2023	100-343-44306	CITYWIDE PURCHASES	226.08
JANUARY 2023	101197	02/10/2023	100-343-44306	CITYWIDE PURCHASES	330.98
JANUARY 2023	101197	02/10/2023	100-343-44306	CITYWIDE PURCHASES	485.24
JANUARY 2023	101197	02/10/2023	100-345-44306	CITYWIDE PURCHASES	60.79
JANUARY 2023	101197	02/10/2023	500-641-44306	CITYWIDE PURCHASES	742.63
JANUARY 2023	101197	02/10/2023	500-642-44306	CITYWIDE PURCHASES	61.15
JANUARY 2023	101197	02/10/2023	500-642-44306	CITYWIDE PURCHASES	354.61
				Vendor HOM01 - HOME DEPOT CREDIT SERVICE Total:	**2,686.02**
Vendor: IED02 - IEDA, INC.					
24049	101198	02/10/2023	100-116-42101	LABOR RELATIONS FEBRUARY 2023	2,236.39
				Vendor IED02 - IEDA, INC. Total:	**2,236.39**
Vendor: IMA01 - IMAGE SALES, INC.					
0074286-IN	101264	02/17/2023	100-222-42201	ID CARD AND BAGES PD	35.29
				Vendor IMA01 - IMAGE SALES, INC. Total:	**35.29**

WARRANT LISTING — **Payment Dates: 2/4/2023 - 2/17/2023**

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: 2460 - INFOSEND, INC.					
222823	101199	02/10/2023	100-111-42101	MAILING POSTCARDS SERVICES	6,892.25
				Vendor 2460 - INFOSEND, INC. Total:	**6,892.25**
Vendor: CUL03 - ISING'S CULLIGAN-LIVERMORE					
379X08615804	101200	02/10/2023	500-641-44305	DEIONIZATION SERVICE LAB WPCP	796.38
				Vendor CUL03 - ISING'S CULLIGAN-LIVERMORE Total:	**796.38**
Vendor: MOO14 - ISSAC MOORE					
JANUARY 2023	101265	02/17/2023	209-552-43802	EXERCISE CLASSES JANUARY 2023 PSC	315.00
				Vendor MOO14 - ISSAC MOORE Total:	**315.00**
Vendor: JWE01 - J. W. ENTERPRISES - NORTH					
247748	101266	02/17/2023	100-551-42511	RENTAL PORTABLE TOILET RECREATION	142.77
				Vendor JWE01 - J. W. ENTERPRISES - NORTH Total:	**142.77**
Vendor: 1285 - JACKSON LEWIS P.C.					
8187940	101201	02/10/2023	100-116-42102	PROFESSIONAL SERVICES DECEMBER 31, 2022	106.00
8187943	101201	02/10/2023	100-116-42102	PROFESSIONAL SERVICES DECMBER 2022 JP	212.00
				Vendor 1285 - JACKSON LEWIS P.C. Total:	**318.00**
Vendor: COR15 - JACQUELINE L CORL-SEIDEL					
JANUARY 2023	101267	02/17/2023	209-552-43802	BALANCE YOGA CLASSES JANUARY 2023 PSC	360.50
				Vendor COR15 - JACQUELINE L CORL-SEIDEL Total:	**360.50**
Vendor: 2068 - JAMIE LAKE					
02072023	101268	02/17/2023	100-000-31510	OVERPAYMENT FOR BL R23-05207	133.00
				Vendor 2068 - JAMIE LAKE Total:	**133.00**
Vendor: 1611 - JANICE M. BYER					
JANUARY 2023	101269	02/17/2023	209-552-43802	EXERCISE CLASSES JANUARY 2023 PSC	630.00
				Vendor 1611 - JANICE M. BYER Total:	**630.00**
Vendor: 2492 - KAPIL AMIN					
02082023	101270	02/17/2023	212-461-42101	CAAP WORKSHOP SUPPLIES REIMBURSEMENT	707.79
				Vendor 2492 - KAPIL AMIN Total:	**707.79**
Vendor: KEL09 - KELLER CANYON LANDFILL					
4212-000031810	101202	02/10/2023	500-641-44302	SLUDGE REMOVAL	5,323.04
				Vendor KEL09 - KELLER CANYON LANDFILL Total:	**5,323.04**
Vendor: 1424 - KRISTINA SANTOYO					
02022023	101203	02/10/2023	209-552-42302	CPRS ACADEMY CONFERENCE REIMB	320.62
12222022	101204	02/10/2023	209-552-43804	PETTY CASH REIMBURSEMENT PSC	71.07
12222022	101204	02/10/2023	209-552-43804	PETTY CASH REIMBURSEMENT PSC	118.45
12222022	101204	02/10/2023	209-552-43809	PETTY CASH REIMBURSEMENT PSC	170.00
				Vendor 1424 - KRISTINA SANTOYO Total:	**680.14**
Vendor: KUB00 - KUBWATER RESOURCES, INC.					
11535	101205	02/10/2023	500-641-44303	ZETAG BAGS WPCP	12,683.50
				Vendor KUB00 - KUBWATER RESOURCES, INC. Total:	**12,683.50**
Vendor: LAK01 - LAKESHORE					
434206020923	101271	02/17/2023	209-553-42514	EDUCATIONAL SUPPLIES FOR TINY TOTS	473.80
				Vendor LAK01 - LAKESHORE Total:	**473.80**

WARRANT LISTING **Payment Dates: 2/4/2023 - 2/17/2023**

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: LAN01 - LANER ELECTRIC SUPPLY,INC					
934426.1	101206	02/10/2023	100-343-44306	LED LIGHTS SUPPLIES	133.98
935336	101206	02/10/2023	100-343-44306	FLOURESCENT LAMPS	623.93
				Vendor LAN01 - LANER ELECTRIC SUPPLY,INC Total:	**757.91**
Vendor: LAN15 - LANGUAGE LINE SERVICES					
10738869	101272	02/17/2023	100-223-42101	TRANSLATION SERVICES PD	156.04
				Vendor LAN15 - LANGUAGE LINE SERVICES Total:	**156.04**
Vendor: MAN01 - MANNA FOODS, INC.					
986149	101273	02/17/2023	209-552-43804	WOGS CUT LUNCH PROGRAM PSC	259.16
				Vendor MAN01 - MANNA FOODS, INC. Total:	**259.16**
Vendor: 1152 - MARIA PICAZO					
01302023	101207	02/10/2023	209-551-42302	BAY BRIDGE TOLL AND MILEAGE CPRS ACADEMY	96.34
01302023-1	101207	02/10/2023	209-551-42302	CC LEADERSHIP ACADEMY MILEAGE 07/22-01/23	223.19
				Vendor 1152 - MARIA PICAZO Total:	**319.53**
Vendor: 1311 - M-GROUP					
2003487	101208	02/10/2023	212-20346	830-848 SPA CEQA REVIEW PROF SERVICES	31,970.00
2003564	101208	02/10/2023	212-20346	1500 FITZGERALD PROF SERVICES	8,020.00
2003565	101208	02/10/2023	212-20345	830-848 SPA CEQA REVIEW	24,795.00
2003605	101274	02/17/2023	212-20346	PROFESSIONAL SERVICES DECEMBER 2022	10,949.00
2003606	101208	02/10/2023	212-461-42101	ON CALL PLANNING SERVICES	13,136.25
				Vendor 1311 - M-GROUP Total:	**88,870.25**
Vendor: 2285 - MIKE GUERRA					
01252023	101209	02/10/2023	100-000-31510	REIMBURSEMENT OVERPAYMENT BL R23-05934	289.00
				Vendor 2285 - MIKE GUERRA Total:	**289.00**
Vendor: MUN10 - MUNICIPAL EMERGENCY SERVICES INC.					
IN1822746	101275	02/17/2023	100-231-42107	CY & VLV CARBON 60 SUPPLIES FOR FIRE	3,110.86
				Vendor MUN10 - MUNICIPAL EMERGENCY SERVICES INC. Total:	**3,110.86**
Vendor: MUN07 - MUNICIPAL POOLING AUTH.					
INV002978	101210	02/10/2023	100-116-42101	DOT PROGRAM 2ND QUARTER FY 2022-23	232.44
				Vendor MUN07 - MUNICIPAL POOLING AUTH. Total:	**232.44**
Vendor: 2441 - NELSON CONNECTS					
6413177	101276	02/17/2023	100-341-42103	ADMINISTRATIVE ASSISTANT PW	451.45
6414253	101211	02/10/2023	100-341-42103	ADMINISTRATIVE ASSITANT PW	1,140.48
6414732	101276	02/17/2023	100-341-42103	ADMINISTRATIVE ASSISTANT PW	1,615.68
				Vendor 2441 - NELSON CONNECTS Total:	**3,207.61**
Vendor: 2487 - OAKWOOD APPRAISAL CO. LLC					
2301022P	101277	02/17/2023	750-463-42101	NARRATIVE APPRAISAL 612 TENNENT	2,900.00
				Vendor 2487 - OAKWOOD APPRAISAL CO. LLC Total:	**2,900.00**
Vendor: O'R01 - O'REILLY AUTOMOTIVE, INC					
JANUARY 2023	101212	02/10/2023	100-231-44306	CITYWIDE PURCHASES	68.00
JANUARY 2023	101212	02/10/2023	100-343-44306	CITYWIDE PURCHASES	100.26
JANUARY 2023	101212	02/10/2023	207-344-44306	CITYWIDE PURCHASES	39.49
				Vendor O'R01 - O'REILLY AUTOMOTIVE, INC Total:	**207.75**
Vendor: 1555 - OWEN EQUIPMENT					
00058821	101213	02/10/2023	207-344-42107	EXTENSION BROOM CY	517.90
				Vendor 1555 - OWEN EQUIPMENT Total:	**517.90**

WARRANT LISTING **Payment Dates: 2/4/2023 - 2/17/2023**

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: PGE01 - PG&E					
1798-01262023	101214	02/10/2023	200-342-43103	2935 PINOLE VALLEY RD. TRAFFIC SIGNAL	243.94
3879-01262023	101214	02/10/2023	200-342-43103	N COR RAMONA ST AND PINOLE VALLEY RD	195.32
4256-01262023	101214	02/10/2023	500-641-43103	11 TENNANT AVE	120,026.39
6521-01262023	101214	02/10/2023	200-342-43103	IFO 971 SAN PABLO AVE-TRAFFIC SIGNAL CONTROL	149.11
6897-01262023	101214	02/10/2023	200-342-43103	PINOLE VALLEY RD & ESTATES AVE-TRAFFIC LIGHT CTRL	90.31
7547-01262023	101214	02/10/2023	100-222-43103	880 Tennent Ave-Public Safety Facility	4,870.24
7547-01262023	101214	02/10/2023	100-223-43103	880 Tennent Ave-Public Safety Facility	974.05
7547-01262023	101214	02/10/2023	100-231-43103	880 Tennent Ave-Public Safety Facility	3,896.20
9929-01252023	101214	02/10/2023	201-343-43103	790 PINOLE SHORES DR-NEW METAL BUILDING	106.62
9961-01262023	101214	02/10/2023	209-552-43103	2500 CHARLES ST-SENIOR CENTER	3,863.26
				Vendor PGE01 - PG&E Total:	**134,415.44**
Vendor: PON07 - PONDER ENVIRONMENTAL SERVICES, INC.					
39729	101215	02/10/2023	500-642-42101	22-9150 PW MOVE STORM WATER	55,897.00
				Vendor PON07 - PONDER ENVIRONMENTAL SERVICES, INC. Total:	**55,897.00**
Vendor: 2297 - POWERDMS, INC.					
INV-31771	101278	02/17/2023	100-221-42514	SOFTWARE SERVICES PD	1,650.00
				Vendor 2297 - POWERDMS, INC. Total:	**1,650.00**
Vendor: 2482 - PRECISION HYDRO, INC.					
1-4-22-01	101216	02/10/2023	100-231-42108	CYLINDERS DISPOSAL FIRE	1,300.00
				Vendor 2482 - PRECISION HYDRO, INC. Total:	**1,300.00**
Vendor: 1009 - PRECISION IT CONSULTING					
13172	101217	02/10/2023	525-118-42101	PROFESSIONAL SERVICES	29,000.00
13172	101217	02/10/2023	525-118-42105	PROFESSIONAL SERVICES	820.00
13172	101217	02/10/2023	525-118-42105	PROFESSIONAL SERVICES	995.00
13172	101217	02/10/2023	525-118-42106	PROFESSIONAL SERVICES	148.05
13172	101217	02/10/2023	525-118-42106	PROFESSIONAL SERVICES	552.47
13185	101217	02/10/2023	525-118-42106	PROFESSIONAL SERVICES	3,467.00
				Vendor 1009 - PRECISION IT CONSULTING Total:	**34,982.52**
Vendor: 2388 - PRESTIGE PRINTING AND GRAPHICS					
82417	101218	02/10/2023	100-110-42201	COUNCIL MEMBERS BUSINESS CARDS	405.13
82468	101218	02/10/2023	100-110-42201	NOTECARDS AND ENVELOPES FOR COUNCIL	778.28
82858	101279	02/17/2023	100-222-42201	PARKING CITATIONS PRINTING	1,161.89
				Vendor 2388 - PRESTIGE PRINTING AND GRAPHICS Total:	**2,345.30**
Vendor: R&S01 - R & S ERECTION OF RICHMOND, INC.					
107474C	101280	02/17/2023	100-231-42108	REPAIRS TO DOOR STATION 74	1,560.00
				Vendor R&S01 - R & S ERECTION OF RICHMOND, INC. Total:	**1,560.00**
Vendor: 1432 - R3 CONSULTING GROUP					
122443	101281	02/17/2023	214-342-42101	ON-CALL SOLID WASTE CONSULTING	1,420.00
				Vendor 1432 - R3 CONSULTING GROUP Total:	**1,420.00**
Vendor: 1536 - RAIN FOR RENT					
1823258	101219	02/10/2023	500-642-42101	STORMWATER STORAGE TANKS	13,698.20
1832258	101219	02/10/2023	500-642-42101	STORMWATER STORAGE EQUIPMENT RENTAL	8,603.58
				Vendor 1536 - RAIN FOR RENT Total:	**22,301.78**

WARRANT LISTING **Payment Dates: 2/4/2023 - 2/17/2023**

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: 2483 - RELIABLE PHARMACEUTICAL RETURNS, LLC					
14320	101220	02/10/2023	100-231-42104	DISPOSAL OF CONTROLLED PHARMACEUTICALS FIRE	150.00
				Vendor 2483 - RELIABLE PHARMACEUTICAL RETURNS, LLC Total:	**150.00**
Vendor: 2485 - RICH CITY KIDS, INC.					
02072023	101282	02/17/2023	100-000-31510	OVERPYAMENT FOR BL23-10876	126.00
				Vendor 2485 - RICH CITY KIDS, INC. Total:	**126.00**
Vendor: 2440 - RINCON CONSULTANTS, INC.					
45285	101221	02/10/2023	212-461-42101	OUTREACH AND ENGAGEMENT PROF SERVICES	5,670.50
				Vendor 2440 - RINCON CONSULTANTS, INC. Total:	**5,670.50**
Vendor: 2488 - ROBERTSON INDUSTRIES, INC.					
PJI-013956	101283	02/17/2023	327-345-47203	TEMPORARY FENCING	47,720.65
				Vendor 2488 - ROBERTSON INDUSTRIES, INC. Total:	**47,720.65**
Vendor: ROT02 - ROTARY CLUB OF PINOLE					
02082023	101284	02/17/2023	209-20308	PSC MAIN HALL RENTAL DEPOSIT REFUND	275.00
				Vendor ROT02 - ROTARY CLUB OF PINOLE Total:	**275.00**
Vendor: J&O01 - RUBBER DUST INC.					
154437	101222	02/10/2023	500-642-42107	TRUCK REPAIRS #33 CY	452.21
				Vendor J&O01 - RUBBER DUST INC. Total:	**452.21**
Vendor: 2481 - S & G CARPET AND MORE					
18242	101223	02/10/2023	106-231-42514	CARPET FOR STATION 74	1,760.45
				Vendor 2481 - S & G CARPET AND MORE Total:	**1,760.45**
Vendor: 1679 - SAFEBUILT, LLC					
85075	101224	02/10/2023	212-462-42101	PLAN CHECKING SERVICES BLDG.	2,186.28
				Vendor 1679 - SAFEBUILT, LLC Total:	**2,186.28**
Vendor: 1714 - SHERRI D. LEWIS					
PC05PINOLE-FY2022/23	101225	02/10/2023	212-461-42514	PREPARE MINUTES PC MEETING 01/23/2023	225.00
				Vendor 1714 - SHERRI D. LEWIS Total:	**225.00**
Vendor: SHR02 - SHRED DEFENSE INC					
37269 JAN	101226	02/10/2023	100-221-42101	ON SITE PULVERIZATION SERVICES PD	171.38
				Vendor SHR02 - SHRED DEFENSE INC Total:	**171.38**
Vendor: 2048 - SONIC.NET, LLC					
1005407339	101227	02/10/2023	525-118-43101	SOFTWARE MAINTENANCE SUPPORT	449.00
1005571937	101227	02/10/2023	525-118-43101	SOFTWARE MAINTENANCE SUPPORT	449.00
				Vendor 2048 - SONIC.NET, LLC Total:	**898.00**
Vendor: SON08 - SONSRAY MACHINERY, LLC.					
SWO021852-1	101228	02/10/2023	100-345-42107	FIELD REPAIR CY	1,394.65
				Vendor SON08 - SONSRAY MACHINERY, LLC. Total:	**1,394.65**
Vendor: 2490 - SPOKEN CLOTH , LLC					
1028624	101285	02/17/2023	212-461-42101	VINYL BANNER	674.25
				Vendor 2490 - SPOKEN CLOTH , LLC Total:	**674.25**
Vendor: STA57 - STANCIL CORPORATION					
11605	101229	02/10/2023	100-222-42107	INSTALLATION ADN TRAINING PD	1,950.00
				Vendor STA57 - STANCIL CORPORATION Total:	**1,950.00**
Vendor: STA42 - STAPLES BUSINESS CREDIT					
1646718801	101286	02/17/2023	100-111-42201	OFFICE SUPPLIES CITY WIDE	17.58
1646718801	101286	02/17/2023	100-111-42201	OFFICE SUPPLIES CITY WIDE	16.31
1646718801	101286	02/17/2023	100-111-42201	OFFICE SUPPLIES CITY WIDE	13.16

WARRANT LISTING **Payment Dates: 2/4/2023 - 2/17/2023**

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
1646718801	101286	02/17/2023	100-111-42201	OFFICE SUPPLIES CITY WIDE	11.82
1646718801	101286	02/17/2023	100-111-42201	OFFICE SUPPLIES CITY WIDE	93.38
1646718801	101286	02/17/2023	100-111-42201	OFFICE SUPPLIES CITY WIDE	99.83
1646718801	101286	02/17/2023	100-111-42201	OFFICE SUPPLIES CITY WIDE	24.01
1646718801	101286	02/17/2023	100-111-42201	OFFICE SUPPLIES CITY WIDE	54.36
1646718801	101286	02/17/2023	100-112-42201	OFFICE SUPPLIES CITY WIDE	41.79
1646718801	101286	02/17/2023	100-115-42201	OFFICE SUPPLIES CITY WIDE	165.46
1646718801	101286	02/17/2023	100-116-42514	OFFICE SUPPLIES CITY WIDE	9.45
1646718801	101286	02/17/2023	100-116-42514	OFFICE SUPPLIES CITY WIDE	206.44
1646718801	101286	02/17/2023	100-222-42201	OFFICE SUPPLIES CITY WIDE	231.53
1646718801	101286	02/17/2023	100-222-42201	OFFICE SUPPLIES CITY WIDE	261.65
1646718801	101286	02/17/2023	100-222-42201	OFFICE SUPPLIES CITY WIDE	330.92
1646718801	101286	02/17/2023	100-222-42201	OFFICE SUPPLIES CITY WIDE	70.19
1646718801	101286	02/17/2023	100-222-42201	OFFICE SUPPLIES CITY WIDE	82.11
1646718801	101286	02/17/2023	100-341-42201	OFFICE SUPPLIES CITY WIDE	182.82
1646718801	101286	02/17/2023	209-553-42514	OFFICE SUPPLIES CITY WIDE	252.70
1646718801	101286	02/17/2023	209-553-42514	OFFICE SUPPLIES CITY WIDE	30.47
1646718801	101286	02/17/2023	212-461-42101	OFFICE SUPPLIES CITY WIDE	193.19
1646718801	101286	02/17/2023	212-461-42101	OFFICE SUPPLIES CITY WIDE	45.20
1646718801	101286	02/17/2023	212-462-42201	OFFICE SUPPLIES CITY WIDE	335.88
				Vendor STA42 - STAPLES BUSINESS CREDIT Total:	**2,770.25**
Vendor: STE20 - STERICYCLE, INC.					
3006336935	101287	02/17/2023	100-222-42101	MECIAL WASTE SERVICES PD	63.14
				Vendor STE20 - STERICYCLE, INC. Total:	**63.14**
Vendor: 2436 - STRATEGIC ENERGY INNOVATIONS					
4372	101230	02/10/2023	212-461-42101	CLIMATE CORPS INTERN	4,650.00
4373	101230	02/10/2023	212-461-42101	CLIMATE CORPS INTERN	4,650.00
				Vendor 2436 - STRATEGIC ENERGY INNOVATIONS Total:	**9,300.00**
Vendor: 2486 - SUKHJINDER SANDHU					
02072023	101288	02/17/2023	100-000-31510	OVERPAYMENT FOR BL R23-05370	19.00
				Vendor 2486 - SUKHJINDER SANDHU Total:	**19.00**
Vendor: 2484 - SUN LIGHT & POWER CO					
02072023	101289	02/17/2023	100-000-31510	REFUND OVERPAYMENT FOR BL23-01060	49.00
				Vendor 2484 - SUN LIGHT & POWER CO Total:	**49.00**
Vendor: SYA01 - SYAR INDUSTRIES, LLC.					
73531868	101231	02/10/2023	100-342-42514	CUTBACK AND PATCH SUPPLIES CY	931.49
				Vendor SYA01 - SYAR INDUSTRIES, LLC. Total:	**931.49**
Vendor: 1253 - TARAH ORNELAS					
885	101290	02/17/2023	209-552-43809	FEBRUARY 2023 NEWSLETTER PSC	305.90
				Vendor 1253 - TARAH ORNELAS Total:	**305.90**
Vendor: 2365 - TRIPEPI, SMITH AND ASSOCIATES, INC.					
9460	101291	02/17/2023	100-111-42101	PROFESSIONAL SERVICES	2,602.50
				Vendor 2365 - TRIPEPI, SMITH AND ASSOCIATES, INC. Total:	**2,602.50**
Vendor: UNI39 - UNITED ROTARY BRUSH CORP.					
CI293438	101232	02/10/2023	500-642-42514	SUPPLIES FOR STREET SWEEPER CY	1,334.89
				Vendor UNI39 - UNITED ROTARY BRUSH CORP. Total:	**1,334.89**
Vendor: UNI07 - UNIVERSAL BUILDING SVCS.					
510870	101233	02/10/2023	500-641-42108	JANITORIAL SERVICES JANUARY 2023 WPCP	534.00
7056	101233	02/10/2023	100-343-42107	JANITORIAL SUPPLIES CY	854.95
				Vendor UNI07 - UNIVERSAL BUILDING SVCS. Total:	**1,388.95**

WARRANT LISTING **Payment Dates: 2/4/2023 - 2/17/2023**

Payable Number	Payment Number	Payment Date	Account Number	Description (Payable)	Amount
Vendor: USB06 - US BANK					
492949557	101234	02/10/2023	525-118-42107	RENTAL COPIERS CITYWIDE	2,709.86
				Vendor USB06 - US BANK Total:	**2,709.86**
Vendor: LUK00 - VIVIENNE F. KEARSLEY-LUKE					
JANUARY 2023	101292	02/17/2023	209-552-43802	GENTLE YOGA CLASSES	73.50
				Vendor LUK00 - VIVIENNE F. KEARSLEY-LUKE Total:	**73.50**
Vendor: 2186 - WEST COAST ARBORISTS, INC.					
1-8731	101235	02/10/2023	106-345-47203	APPIAN WAY SPA REMOVE 2 TREES	6,900.00
				Vendor 2186 - WEST COAST ARBORISTS, INC. Total:	**6,900.00**
Vendor: 1520 - WEX BANK					
87056438	101293	02/17/2023	100-221-44301	FUEL PURCHASE PD	137.12
				Vendor 1520 - WEX BANK Total:	**137.12**
				Grand Total:	**926,552.59**

Report Summary

Fund Summary

Fund	Payment Amount
100 - General Fund	412,142.95
105 - Measure S -2006	7,717.50
106 - MEASURE S-2014	39,358.75
200 - Gas Tax Fund	678.68
201 - Restricted Real Estate Maintenance Fund	106.62
207 - NPDES Storm Water Fund	3,249.31
209 - Recreation Fund	22,825.43
212 - Building & Planning	108,604.34
214 - Solid Waste Fund	1,420.00
285 - Housing Land Held for Resale	2,414.86
325 - City Street Improvements	6,864.00
327 - Park Grants (Measure WW)	47,720.65
500 - Sewer Enterprise Fund	226,916.73
525 - Information Systems	42,547.83
750 - Recognized Obligation Retirement Fund	3,984.94
Grand Total:	**926,552.59**

Account Summary

Account Number	Account Name	Payment Amount
100-000-31510	Other Tax/Business License	620.00
100-10601	Gas Tanks/Corp Yard	2,999.40
100-10602	Gas Tanks/Fire Station	2,983.56
100-110-42201	Office Expense	1,183.41
100-111-42101	Prof Svcs/Professional Ser...	9,494.75
100-111-42201	Office Expense	330.45
100-111-42301	Travel & Training/Conf-Re...	1,780.09
100-111-42303	Travel & Training/Meal Al...	86.00
100-112-42201	Office Expense	41.79
100-112-42514	Admin Exp/Special Depart	18,548.98
100-115-42101	Prof Svcs/Professional Ser...	250.62
100-115-42201	Office Expense	165.46
100-116-42101	Prof Svcs/Professional Ser...	4,888.16
100-116-42102	Prof Svcs/Attorney Servic...	318.00
100-116-42514	Admin Exp/Special Depart	215.89
100-117-41004	Emp Benefits/PERS Retir...	270,577.24
100-221-42101	Prof Svcs/Professional Ser...	171.38
100-221-42107	Prof Svcs/Equipment Mai...	148.70
100-221-42302	Travel & Training/Mileage,..	61.57
100-221-42511	Admin Exp/Equipment Re...	526.50
100-221-42514	Admin Exp/Special Depart	1,650.00
100-221-44301	Other Materials Supp/Fuel	137.12
100-222-42101	Prof Svcs/Professional Ser...	63.14
100-222-42107	Prof Svcs/Equipment Mai...	1,950.00
100-222-42201	Office Expense	2,228.46
100-222-43103	Utilities/Electricity & Pow...	4,870.24
100-223-42101	Prof Svcs/Professional Ser...	156.04
100-223-43103	Utilities/Electricity & Pow...	974.05
100-231-42101	Prof Svcs/Professional Ser...	3,497.90
100-231-42104	Prof Svcs/Paramedic Servi...	235.00
100-231-42107	Prof Svcs/Equipment Mai...	4,377.27
100-231-42108	Prof Svcs/Building-Structu...	2,860.00
100-231-42512	Admin Exp/Abatement	17,640.00
100-231-43103	Utilities/Electricity & Pow...	3,896.20
100-231-43105	Utilities/Cable	124.47
100-231-44306	Other Materials Supp/Ma...	228.43
100-341-42103	Prof Svcs/Temporary Serv...	3,207.61
100-341-42201	Office Expense	182.82

Account Summary

Account Number	Account Name	Payment Amount
100-342-42514	Admin Exp/Special Depart	1,316.72
100-342-44410	Safety Clothing	236.16
100-343-42107	Prof Svcs/Equipment Mai...	854.95
100-343-43102	Utilities/Water	168.04
100-343-44306	Other Materials Supp/Ma...	2,164.58
100-343-44410	Safety Clothing	1,202.27
100-345-42107	Prof Svcs/Equipment Mai...	1,394.65
100-345-42108	Prof Svcs/Building-Structu...	250.00
100-345-43102	Utilities/Water	828.47
100-345-44306	Other Materials Supp/Ma...	1,320.89
100-551-42101	Prof Svcs/Professional Ser...	38,592.75
100-551-42511	Admin Exp/Equipment Re...	142.77
105-231-47101	FF&E/Equipment	7,717.50
106-231-42514	Admin Exp/Special Depart	32,458.75
106-345-47203	Improvements/Parks	6,900.00
200-342-43103	Utilities/Electricity & Pow...	678.68
201-343-43103	Utilities/Electricity & Pow...	106.62
207-344-42107	Prof Svcs/Equipment Mai...	517.90
207-344-42514	Admin Exp/Special Depart	2,691.92
207-344-44306	Other Materials Supp/Ma...	39.49
209-20015	Accounts Payable/Vendor...	20.35
209-20308	Deposits Payable/Recreat...	275.00
209-551-42302	Travel & Training/Mileage,..	319.53
209-551-42515	Admin Exp/Special Events	5,185.90
209-552-42108	Prof Svcs/Building-Structu...	312.60
209-552-42302	Travel & Training/Mileage,..	320.62
209-552-43103	Utilities/Electricity & Pow...	3,863.26
209-552-43802	Program Cost/Class Fees	1,492.45
209-552-43804	Program Cost/Food Progr...	4,944.93
209-552-43809	Program Cost/Newsletter	475.90
209-553-42108	Prof Svcs/Building-Structu...	168.20
209-553-42514	Admin Exp/Special Depart	756.97
209-557-42108	Prof Svcs/Building-Structu...	4,225.00
209-558-42108	Prof Svcs/Building-Structu...	464.72
212-20345	Developer Deposit/Pinole...	24,795.00
212-20346	Developer Deposit/830-8...	50,939.00
212-461-42101	Prof Svcs/Professional Ser...	29,727.18
212-461-42514	Admin Exp/Special Depart	621.00
212-462-42101	Prof Svcs/Professional Ser...	2,186.28
212-462-42201	Office Expense	335.88
214-342-42101	Prof Svcs/Professional Ser...	1,420.00
285-464-42101	Prof Svcs/Professional Ser...	2,414.86
325-342-47205	Improvements/Streets	6,864.00
327-345-47203	Improvements/Parks	47,720.65
500-641-42101	Prof Svcs/Professional Ser...	3,264.00
500-641-42107	Prof Svcs/Equipment Mai...	1,061.28
500-641-42108	Prof Svcs/Building-Structu...	534.00
500-641-43103	Utilities/Electricity & Pow...	120,026.39
500-641-44302	Other Materials Supp/Slu...	5,323.04
500-641-44303	Other Materials Supp/Ch...	12,683.50
500-641-44305	Other Materials Supp/Lab...	796.38
500-641-44306	Other Materials Supp/Ma...	742.63
500-641-44410	Safety Clothing	1,375.39
500-642-42101	Prof Svcs/Professional Ser...	78,198.78
500-642-42107	Prof Svcs/Equipment Mai...	452.21
500-642-42514	Admin Exp/Special Depart	1,334.89
500-642-44306	Other Materials Supp/Ma...	415.76
500-642-44410	Safety Clothing	708.48

Account Summary

Account Number	Account Name	Payment Amount
525-118-42101	Prof Svcs/Professional Ser...	31,362.50
525-118-42105	Prof Svcs/Network Maint...	1,815.00
525-118-42106	Prof Svcs/Software Maint...	4,167.52
525-118-42107	Prof Svcs/Equipment Mai...	2,709.86
525-118-42510	Admin Exp/Software Purch	758.41
525-118-43101	Utilities/Telephone	1,734.54
750-463-42101	Prof Svcs/Professional Ser...	3,984.94
	Grand Total:	**926,552.59**

Project Account Summary

Project Account Key		Payment Amount
None		871,967.94
32534247205RO1902		6,864.00
32734547203PA2203		47,720.65
	Grand Total:	**926,552.59**

Approved by: _____

Date: 2/16/2023

CITY COUNCIL REPORT

9C

DATE: **FEBRUARY 21, 2023**

TO: **HONORABLE MAYOR AND COUNCIL MEMBERS**

FROM: **ERIC CASHER, CITY ATTORNEY**

SUBJECT: **RESOLUTION CONTINUING AUTHORIZED REMOTE TELECONFERENCE MEETINGS PURSUANT TO AB 361**

RECOMMENDATION

Staff recommends that the City Council adopt a resolution authorizing the continued use of remote teleconference meetings pursuant to AB 361.

BACKGROUND

On March 4, 2020, Governor Newsom declared a State of Emergency to make additional resources available and formalize emergency actions across multiple state agencies and departments to help the State prepare for the spread of the novel coronavirus disease ("COVID-19"). The State of Emergency will expire on February 28, 2023.

On March 18, 2020, the City Manager, acting as Director of Emergency Services, proclaimed a local state of emergency due to COVID-19 pursuant to California Government Code Section 8630 and Pinole Municipal Code Chapter 2.32. The local emergency expired on March 31, 2022.

All meetings of the City Council and the City's other legislative bodies, such as the Planning Commission, are open and public, as required by the Ralph M. Brown Act (Government Code section 54950 *et seq*., "Brown Act"). Any member of the public may attend, participate, and watch the City's legislative bodies conduct their business. On March 17, 2020, Governor Newsom issued Executive Order N-29-20 suspending certain provisions of the Brown Act in order to allow local legislative bodies to conduct meetings telephonically or by other means during a declared state of emergency and in order to slow the spread of COVID-19. On September 16, 2021, Governor Newson signed AB 361 into law. AB 361 will sunset on January 1, 2024.

Under AB 361, a public agency may hold a remote meeting if a proclaimed state of emergency is in effect and: (1) state or local officials have imposed or recommended measures to promote social distancing; (2) the public agency holds a meeting for the purpose of determining, by majority vote, whether as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees; or (3) the public agency holds a meeting and has previously determined by majority vote that as a result of the emergency, meeting in person would present imminent

risks to the health or safety of attendees. A local agency must make a finding by majority vote that one or more of these conditions exist every thirty (30) days to continue using the bill's exemption to the Brown Act rules.

On October 19, 2021, the City Council adopted a Resolution Authorizing Remote Teleconference Meetings Pursuant To AB 361 and established virtual meetings for all City Council and City Council appointed Board and Commission meetings. The City has subsequently reevaluated and reaffirmed its finding every thirty (30) days thereafter and determined that the conditions under AB 361 continue to exist, in that either it continues to directly impact the ability of members to meet safely in person, or state or local officials continue to impose or recommend measures to promote social distancing. City Council most recently reaffirmed its findings and adopted a Resolution authorizing continued remote meetings on December 20, 2022.

This staff report discusses whether the conditions under AB 361 continue to exist in order continue the use of remote teleconference meetings, including an in-person hybrid meeting format.

DISCUSSION

Since near the start of the COVID-19 pandemic the City has been able to conduct meetings of its legislative bodies remotely pursuant to Executive Order N-29-20, which suspended certain provisions of the Brown Act. The City has established virtual meetings for all City Council and City Council appointed Board and Commission meetings. The virtual meetings have allowed the Council and advisory bodies to continue to conduct City business from remote locations while ensuring the public's continued access to government meetings in a safe manner.

AB 361 provides for the continued use of remote meetings and exemption to the Brown Act upon a finding that state or local health officials continue to impose or recommend measures to promote social distancing. Such a finding is consistent with the goal of AB 361 "to improve and enhance public access to local agency meetings…by allowing broader access through teleconferencing options" consistent with Executive Order N-29-20.

The conditions that justified the City Council adopting the Resolution Authorizing Remote Teleconference Meetings Pursuant To AB 361 in its meeting of October 19, 2021 continue to exist. The Centers for Disease Control and Prevention ("CDC") continues to recommend measures based upon COVID-19 community levels based on their local context and their unique needs in efforts to slow the spread of COVID-19 and reduce the rate of infection. The CDC looks at three metrics: new COVID-19 admissions per 100,000 population in the past 7 days; the percent of staffed inpatient beds occupied by COVID-19 patients; and total new COVID-19 cases per 100,000 population in the past 7 days, to determine the COVID-19 community level. Social distancing is just one of the recommended practice measures and must be taken into consideration with the risk in a particular setting, including local COVID-19 Community Levels and the important role of ventilation.

Effective March 1, 2022, the CDC and California Department of Health requirement for unvaccinated persons to mask in indoor public settings and businesses was replaced by a strong recommendation that all persons, regardless of vaccine status, mask in indoor public settings and businesses including meetings and state and local government offices serving the public. On March 11, 2022, the universal masking requirement for K-12 and Childcare settings terminated. Effective April 20, 2022, in alignment with the CDC's announcement that its order requiring masking on public transportation and at transportation hubs is no longer in effect, California's requirement for masking on public transit and in transportation hubs terminated.

Notwithstanding, the California Department of Health continues to recommend that individuals in these settings continue to wear a mask and is maintaining the masking requirements in specified high-risk settings such as healthcare facilities, long-term care facilities, and homeless and emergency shelters. The California Department of Health continues to find that wearing a face mask in indoor public settings, regardless of vaccination status, remains a critical component for protecting those that are most vulnerable in our communities, including the unvaccinated, the immunocompromised, or those at risk for severe disease and illness.

On September 20, 2021, and again on March 1, 2022, the Health Officer for Contra Costa County issued recommendations for safely holding public meetings. The recommendations were most recently revised on January 5, 2023. At present, the Contra Costa County Health Officer strongly recommends the use of online meetings as an alternative to in-person meetings, offering the public the opportunity to attend via a call-in option or an internet-based service option, to give those at higher risk of and/or higher concern about COVID-19 an alternative to participating in person. Remote options and social distancing for those present continues to be the recommended format for public meetings as it presents the lowest risk of transmission of COVID-19, which is particularly important in light of the current community prevalence rate.

The proposed resolution re-affirms the necessary findings in order for the City Council, and all of the City's legislative bodies, to continue remote teleconference meetings pursuant to AB 361. Additionally, the resolution is necessary in order to allow Staff to return to an in-person hybrid format to allow those at higher risk and/or concern about COVID-19 an alternative to participating in person.

FISCAL IMPACT

There is no direct fiscal impact from the adoption of the resolution.

ATTACHMENTS

A. Resolution

ATTACHMENT A

RESOLUTION NO. 2023-XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE AUTHORIZING CONTINUED REMOTE TELECONFERENCE MEETINGS PURSUANT TO AB 361

WHEREAS, all City of Pinole ("City") meetings are open and public, as required by the Ralph M. Brown Act (Cal. Gov. Code 54950 – 54963), so that any member of the public may attend, participate, and watch the City's legislative bodies conduct their business; and

WHEREAS, on March 4, 2020, Governor Newsom declared a State of Emergency to make additional resources available, formalize emergency actions already underway across multiple state agencies and departments, and help the State prepare for an anticipated broader spread of the novel coronavirus disease 2019 ("COVID-19"); and

i

WHEREAS, the State of Emergency declared by Governor Newsom remains in effect until February 28, 2023; and

WHEREAS, on March 18, 2020, the City Manager, acting as Director of Emergency Services, proclaimed a local emergency due to COVID-19 pursuant to California Government Code Section 8630 and Pinole Municipal Code Chapter 2.32. The local emergency expired on March 31, 2022; and

WHEREAS, On March 17, 2020, in response to the COVID-19 pandemic, Governor Newsom issued Executive Order N-29-20 suspending certain provisions of the Ralph M. Brown Act in order to allow local legislative bodies to conduct meetings telephonically or by other means; and

WHEREAS, as a result of Executive Order N-29-20, staff set up virtual meetings for all City Council meetings and meetings of all City legislative bodies, such as the Planning Commission; and

WHEREAS, on September 16, 2021, Governor Newsom signed AB 361 (2021) which allows for local legislative bodies and advisory bodies to continue to conduct meetings via teleconferencing under specified conditions and includes a requirement that the City Council make specified findings; and

WHEREAS, on September 20, 2021, Governor Newsom issued Executive Order N-15-21, delaying the full application of AB 361 (2021) until 11:59 p.m. October 1, 2021; and

WHEREAS, on February 25, 2022, Governor Newsom issued Executive Order N-04-22 further extending the sunset of the State of Emergency to an unspecified date. The State of Emergency will expire on February 28, 2023; and

WHEREAS, AB 361 provides that it will sunset on January 1, 2024; and

WHEREAS, in order for legislative bodies to conduct meetings via teleconferencing pursuant to AB 361 (2021), a proclaimed State of Emergency must exist and either State or local officials have imposed or recommended measures to promote social distancing, or, the legislative body determines that meeting in person would present imminent risks to the health and safety of attendees; and

WHEREAS, on October 19, 2021, the City Council adopted Resolution Of The City Council Of The City Of Pinole Authorizing Remote Teleconference Meetings Pursuant To AB 361 upon a finding that the requisite conditions exist for the legislative bodies of the City of Pinole to conduct remote teleconference meetings without compliance with paragraph (3) of subdivision (b) of section 54953; and

WHEREAS, AB 361 (2021) allows the City Council to continue to conduct meetings via teleconference upon a finding every thirty (30) days thereafter, that either a declared state of emergency continues to directly impact the ability of the members to meet safely in person, or state or local health officials continue to impose or recommend measures to promote social distancing; and

WHEREAS, since issuing Executive Order N-08-21, the highly contagious Delta, Omicron and other variants of COVID-19 have emerged, causing an increase in COVID-19 cases throughout the State and Contra Costa County; and

WHEREAS, on August 2, 2021, in response to the Delta variant of COVID-19, the Contra Costa County Health Officer issued Health Order No. COVID19-51, for nearly all individuals to wear masks when inside public spaces and such mandate remains in effect in specified high-risk settings, consistent with California Department of Health recommendations including public transit, healthcare settings and congregate living; and

WHEREAS, on September 20, 2021, and reaffirmed on January 5, 2023, the Contra Costa County Health Officer issued recommendations for safely holding public meetings strongly recommending the availability of remote access as an alternative to participating in person at meetings as it presents the lowest risk of transmission of COVID-19 and such recommendation remains in effect; and

WHEREAS, the Centers for Disease Control and Prevention (“CDC”) recommends safety measures based upon COVID-19 community levels based on their local context and their unique needs in efforts to slow the spread of COVID-19 and reduce the rate of infection; and

WHEREAS, the current Contra Costa County Community Level of spread is categorized as medium such that the Contra Costa County Health Officer recommends social distancing in crowded, indoor places to slow the spread of COVID-19 and reduce the rate of infection; and

WHEREAS, in the interest of public health and safety, and in response to the local recommendation for measures to promote social distancing, the City Council deems it necessary to invoke the provisions of AB 361 related to teleconferencing; and

WHEREAS, the City Council desires to provide a way for the Council, staff, and members of the public to participate in meetings remotely as an alternative to having to attend meetings in person; and

WHEREAS, the City Council hereby finds that the presence of COVID-19 and the increase of cases due to the Delta and Omicron variants would present imminent risks to the health or safety of certain attendees, including legislative bodies and staff, during in person meetings; and

WHEREAS, the City shall ensure that it's meetings comply with the provisions required by AB 361 (2021) for holding teleconferenced meetings; and

WHEREAS, the City Council has re-affirmed the necessary findings in order for the City Council, and all of the City's other legislative bodies, to continue to hold remote teleconference meetings pursuant to AB 361, in whole or in part, and on that basis adopted a Resolution Of The City Council Of The City Of Pinole Authorizing Continued Remote Teleconference Meetings Pursuant To AB 361 on November 16, 2021, and every thirty (30) days thereafter; and

WHEREAS, the City Council has reconsidered the need to conduct meetings remotely within thirty (30) days of the Resolution and finds the need continues to exist.

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Pinole hereby declares as follows:

1. The above recitals are true and correct, and incorporated into this Resolution.

2. In compliance with AB 361 (2021), and in order to continue to conduct teleconference meetings, in whole or in part, without complying with the usual teleconference meeting requirements of the Brown Act, the City Council makes the following findings:

   a) The City Council has reconsidered the circumstances of the State of Emergency; and

   b) Either of the following circumstances exist: The state of emergency continues to directly impact the ability of members to meet safely in person, or State or local officials continue to impose or recommend social distancing measures.

3. The City Council and all of the City's other legislative bodies may continue to meet remotely in compliance with AB 361 (2021), whether in whole or part, in order to better ensure the health and safety of the public.

4. The City Council will revisit the need to conduct meetings remotely within thirty (30) days of the adoption of this resolution.

PASSED AND ADOPTED at a regular meeting of the Pinole City Council held on the 21st day of February, 2023, by the following vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:
ABSTAIN: COUNCILMEMBERS:

I hereby certify that the foregoing resolution was introduced, passed, and adopted on the 21ST day of February, 2023.

_____
Heather Bell, CMC
City Clerk

CITY COUNCIL REPORT

9D

DATE: **FEBRUARY 21, 2023**

TO: **MAYOR AND COUNCIL MEMBERS**

FROM: **MARKISHA GUILLORY, FINANCE DIRECTOR**
ROY SWEARINGEN, CITY TREASURER

SUBJECT: **RECEIVE THE QUARTERLY INVESTMENT REPORT FOR THE SECOND QUARTER (ENDING DECEMBER 31, 2022)**

RECOMMENDATION

Staff recommends that the City Council receive the Quarterly Investment Report for the second quarter (ending December 31, 2022).

BACKGROUND

The City of Pinole Investment Policy requires that a Quarterly Investment Report be submitted to the City Council. The City's investments, as shown in the attached Investment Report for the quarter ending December 31, 2022, conform to the City's Investment Policy as well as all applicable State and federal requirements, including California Government Code Section 53646.

The funds that the City invests, and which are reported in the Quarterly Investment Report, are comprised of cash and investment balances that are held across all City funds. The cash and investment balances across all City funds are "pooled" for investment purposes, with the exception of the assets of the General Reserve, which is discussed further below. Cash is invested in accordance with the City's Investment Policy. Interest earnings on investments are allocated to the various funds based on the cash and investment balances of those funds.

The City also maintains a Section 115 Trust that was established for the purpose of setting aside resources to offset anticipated significant increases in future City pension costs. The cash and investments in the trust are designated as restricted fund balance in the City's General Fund. These funds are invested according to the policy objectives and guidelines of the City's Pension Investment Policy.

REVIEW AND ANALYSIS

Investment Policy

All investments held at December 31, 2022 conform to the City's Investment Policy and all applicable State and federal requirements. The City's investment objectives, in order

of priority, are safety, which is investing in the highest quality securities; liquidity, which is the ability to convert the investment to cash as necessary to meet cash flow requirements; and yield, which is earning a higher return.

Investment Strategy

The City utilizes a passive investment management approach by buying and holding securities until maturity. Earnings on investments held until maturity typically fluctuate with market conditions and are considered “unrealized” prior to maturity. The City expects to yield a gain on all investments at maturity. A “laddered maturity” investment strategy is applied to the long-term portion of the City’s investment portfolio. A laddered portfolio is structured with securities that have different maturity dates. As securities are called or mature, proceeds are reinvested in a new security with another long term at the end of the ladder. Laddering helps to minimize interest-rate risk, increase liquidity, and diversify credit risk.

Staff continues to monitor rates of return on City funds invested and make investments to best achieve the objectives laid out in the Investment Policy.

Second Quarter Investment Summary

As of December 31, 2022, total cash and investments increased by $1,499,077 from the previous quarter, from $52,548,847 to $54,047,924. Typically, the City experiences swings in cash inflow and outflow due to the seasonality of large receipts, such as property taxes, and large disbursements, like debt service that is paid semiannually. The City will have sufficient cash flow to meet the next six months of estimated expenditures.

Investment Instruments

The Finance Director, in consultation with the City Treasurer, selects the instruments in which to invest the City’s funds, in order to best meet the objectives laid out in the City’s Investment Policy. The balances held in different investment instruments at December 31, 2022 are noted in Attachment A. The bulk of the City’s investment funds are invested in the State of California’s Local Agency Investment Fund (LAIF), because of the safety and liquidity of that investment.

Funds in the City’s General Reserve are maintained in an account that is separate from the rest of the pooled funds. This enables the Finance Director to implement a directed investment plan for the General Reserve funds. The City’s practice has been to invest these funds in instruments with longer duration, thereby yielding greater investment earnings.

Investment Yield and Duration

The aggregate yield of the City’s investment portfolio for the quarter ended December 31, 2022 is summarized in Attachment A. The total investment portfolio yielded 2.029% for the second quarter (October through December 2022), up from the 1.59% yielded in the previous quarter (July through September 2022).

For the second quarter, LAIF earned an average annual yield of 2.173%, up from an average yield of 1.513% for the first quarter. LAIF yields gradually decreased between June 2019 and November 2021 and were lower than long-term investment yields in most cases. However, LAIF has shown gradual growth in yield since December 2021.

The General Reserve, which holds the longer-term investments, earned an average yield of 1.817%, up from the 1.667% average yield in the first quarter. No new investment instruments were purchased during the second quarter. Additionally, two certificates of deposit matured, BMW Bank North America and Wells Fargo Bank National Bank West, and were redeemed for cash.

Section 115 Trust

The Section 115 Trust is comprised of a diversified portfolio of investments consistent with the Trust's objectives and liquidity requirements. The funds are invested on behalf of the City by Public Agency Retirement Services (PARS). The portfolio summary for the quarter ending December 31, 2022 is included in Attachment B to this report.

FISCAL IMPACT

There is no fiscal impact as a result of receiving the Quarterly Investment Report.

ATTACHMENTS

A- Investment Report - Quarter Ending December 31, 2022

B- Section 115 Trust Investment Report – Quarter Ending December 31, 2022

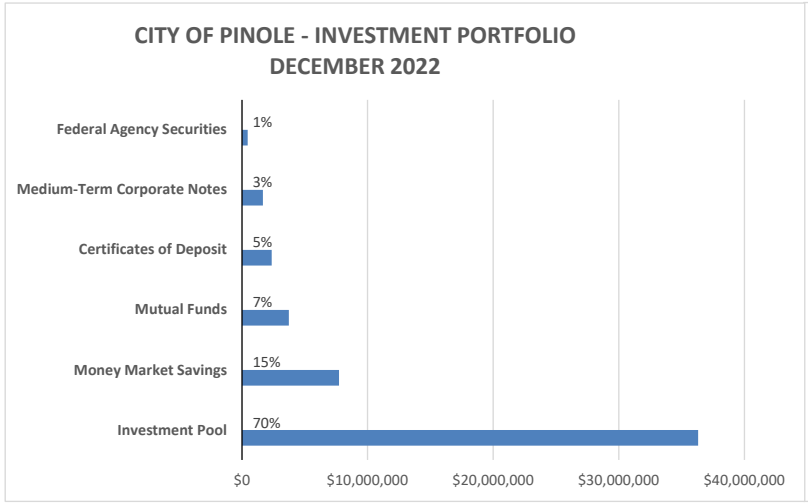
ATTACHMENT A

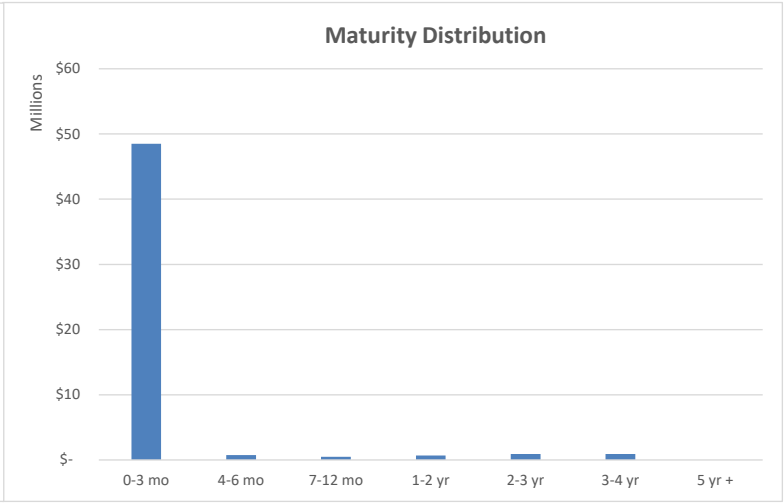
CITY OF PINOLE
INVESTMENT REPORT DECEMBER 2022
PORTFOLIO SUMMARY

Investments	Par Value	Market Value	Book Value	% of Portfolio	Days to Maturity	Yield	Weighted Average Maturity
Investment Pool - LAIF	33,705,926	33,078,634	33,078,634	63.32%	1	2.173	1
Investment Pool - CalTrust	3,235,008	3,235,008	3,235,008	6.19%	1	4.175	0
Money Market Savings	7,726,703	7,726,703	7,726,703	14.79%	1	1.400	0
Mutual Funds	3,725,378	3,725,378	3,725,378	7.13%	1	2.885	0
Certificates of Deposit	2,480,000	2,364,757	2,364,757	4.53%	486	1.477	2
Medium-Term Corporate Notes	1,750,000	1,660,030	1,660,030	3.18%	705	2.155	12
Federal Agency Securities	500,000	453,465	453,465	0.87%	892	0.750	8
Subtotal Investments	$ 53,123,015	$ 52,243,974	52,243,974	100.00%	348	2.029	4
					Average Years:		**1.0**
Cash							
Mechanics Bank - Vendor Checking *	873,842	873,842	873,842		1		
Bank of the West - Payroll Checking *	539,196	539,196	539,196		1		
Bank of the West - Checking (Credit Card Clearing) *	390,912	390,912	390,912		1		
Subtotal Cash	1,803,950	1,803,950	1,803,950		1		
Total Cash and Investments	**$ 54,926,965**	**$ 54,047,924**	**$ 54,047,924**				

*Not included in yield calculations

The above investments are consistent with the City's Investment Policy and allowable under current legislation of the State of California. Investments were selected using safety, liquidity and yield as the criteria. The source of the market values for the investments are provided by US Bank in accordance with the California Government Code requirement. The City has sufficient cash flow to cover anticipated expenditures through the next six months.





Return to Agenda

CITY OF PINOLE
INVESTMENT REPORT DECEMBER 2022
PORTFOLIO DETAILS

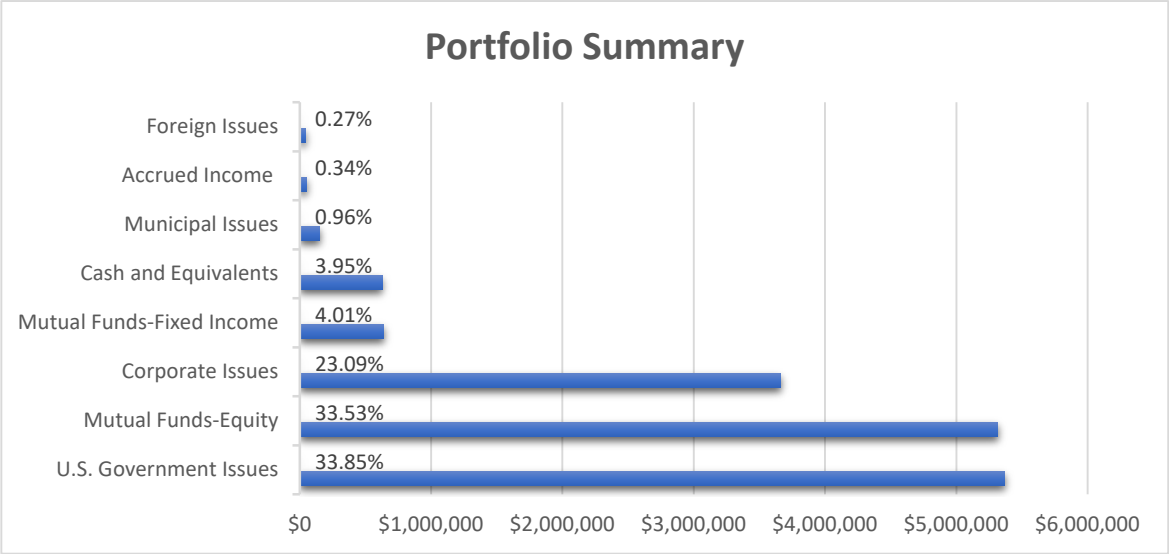
Type / Account Number	CUSIP	Issuer	Investment Description	Manager	GL Acct #	Par Value	Market Value	Book Value	Rate	Yield	Days to Maturity	S&P Rating	Maturity Date	Weighted Average Maturity
Investment Pool														
		Local Agency Investment Fund (LAIF)	Pooled Treasury - State of California	LAIF	999-10201	33,705,926	33,078,634	33,078,634	2.173	2.173	1	N/A		1
		CalTrust - Short Term Fund (City)	Pooled Treasury - Joint Power Financing Authority	CalTrust	999-10202	24,630	24,630	24,630	4.200	4.200	1	N/A		0
		CalTrust - Medium Term Fund (City)	Pooled Treasury - Joint Power Financing Authority	CalTrust	999-10203	3,210,379	3,210,379	3,210,379	4.150	4.150	1	N/A		0
			Subtotal and Average			36,940,934	36,313,642	36,313,642	3.508	3.508	1			0
Money Market Savings														
		Mechanics Bank	Money Market Savings (City)	City	999-10102	7,618,920	7,618,920	7,618,920	2.790	2.790	1	N/A		0
		Bank of the West	Money Market Savings - Police Evidence Trust	City	999-10104	107,782	107,782	107,782	0.010	0.010	1	N/A		0
			Subtotal and Average			7,726,703	7,726,703	7,726,703	1.400	1.400	1			0
Mutual Funds														
19-516680		U.S. Bank	Accrued Income - City Reserve	US Bank	150-10110	24,938	24,938	24,938	1.980	1.980	1	N/A		0
19-516680	31846V203	1st American Government Obligation Fund	Mutual Fund Shares - Class "D" - City Reserve	US Bank	150-10110	3,700,440	3,700,440	3,700,440	3.790	3.790	1	N/A		0
			Subtotal and Average			3,725,378	3,725,378	3,725,378	2.885	2.885	1			0
Certificates of Deposit														
19-516680	064520BG3	Bank of Princeton	Certificates of Deposit - City Reserves	US Bank	150-10110	250,000	230,425	230,425	0.500	0.540	730	N/A	12/30/2024	3
19-516680	38149MAY9	Goldman Sachs BK USA New York	Certificates of Deposit - City Reserves	US Bank	150-10110	246,000	244,278	244,278	2.600	2.620	156	N/A	6/5/2023	1
19-516680	59013KCZ7	Merrick Bank	Certificates of Deposit - City Reserves	US Bank	150-10110	249,000	243,661	243,661	1.650	1.690	272	N/A	9/29/2023	1
19-516680	61690UGW4	Morgan Stanley Bank Na	Certificates of Deposit - City Reserves	US Bank	150-10110	246,000	244,266	244,266	2.600	2.620	157	N/A	6/6/2023	1
19-516680	61760AF46	Morgan Stanley Private Bk Natlassn	Certificates of Deposit - City Reserves	US Bank	150-10110	246,000	244,266	244,266	2.600	2.620	157	N/A	6/6/2023	1
19-516680	70212VAB4	Partners Bk helena Ark	Certificates of Deposit - City Reserves	US Bank	150-10110	247,000	223,755	223,755	0.600	0.660	912	N/A	6/30/2025	4
19-516680	84223QAN7	Southern Bankcorp Bank	Certificates of Deposit - City Reserves	US Bank	150-10110	250,000	232,090	232,090	0.500	0.540	664	N/A	10/25/2024	3
19-516680	856283N51	State Bk Indiana Chicago Ill	Certificates of Deposit - City Reserves	US Bank	150-10110	250,000	227,368	227,368	1.000	1.100	908	N/A	6/26/2025	4
19-516680	85916VDN2	Sterling Bank of Poplar Bluff	Certificates of Deposit - City Reserves	US Bank	150-10110	247,000	242,043	242,043	1.650	1.680	261	N/A	9/18/2023	1
19-516680	87164WC71	Synchrony Bank	Certificates of Deposit - City Reserves	US Bank	150-10110	249,000	232,606	232,606	0.650	0.700	639	N/A	9/30/2024	3
			Subtotal and Average			2,480,000	2,364,757	2,364,757	1.435	1.477	486			2
Medium-Term Corporate Notes														
19-516679	037833DN7	Apple Inc.	2.05% Corporate MTN 9/11/26 - City Reserves	US Bank	150-10110	1,000,000	912,790	912,790	2.050	2.250	1,350	AA+	9/11/2026	24
19-516680	478160BT0	Johnson Johnson	2.05% Corporate MTN 3/1/23 - City Reserves	US Bank	150-10110	750,000	747,240	747,240	2.050	2.060	60	AAA	3/1/2023	1
			Subtotal and Average			1,750,000	1,660,030	1,660,030	2.050	2.155	705			12
Federal Agency Securities														
19-516680	3133ELH80	Federal Farm Credit Bks	.680% Agency Bond 6/10/25	US Bank	150-10110	500,000	453,465	453,465	0.680	0.750	892	AA+	6/10/2025	8
			Subtotal and Average			500,000	453,465	453,465	0.680	0.750	892			8
			Investment Portfolio Total and Average			**$ 53,123,015**	**$ 52,243,974**	**$ 52,243,974**	**1.993**	**2.029**	**348**			**4**

Average Years : 1.0

ATTACHMENT B

CITY OF PINOLE
INVESTMENT REPORT DECEMBER 2022
SECTION 115 TRUST PORTFOLIO SUMMARY

Investments	Market Value	Book Value	% of Market	Yield
Cash and Equivalents	626,050	626,050	3.95%	4.050
U.S. Government Issues	5,366,037	5,775,184	33.85%	3.560
Corporate Issues	3,660,440	4,113,158	23.09%	3.820
Foreign Issues	43,144	49,500	0.27%	5.110
Municipal Issues	152,425	165,479	0.96%	4.590
Mutual Funds-Equity	5,315,675	5,488,319	33.53%	1.460
Mutual Funds-Fixed Income	636,210	640,755	4.01%	2.030
Total Assets	**15,799,981**	**16,858,445**	**99.66%**	**2.880**
Accrued Income	54,502	54,502	0.34%	
Grand Total	**$ 15,854,484**	**$ 16,912,947**	**100%**	



CITY COUNCIL REPORT

9E

DATE: **FEBRUARY 21, 2023**

TO: **MAYOR AND COUNCIL MEMBERS**

FROM: **LILLY WHALEN, COMMUNITY DEVELOPMENT DIRECTOR**

SUBJECT: **RECEIVE THE QUARTERLY REPORT ON IMPLEMENTATION OF THE GREENHOUSE GAS INVENTORY AND CLIMATE ACTION AND ADAPTATION PLAN FOR FISCAL YEAR (FY) 2022-23 SECOND QUARTER**

RECOMMENDATION

Staff recommends that the City Council receive this quarterly report on implementation of the greenhouse gas (GHG) inventory and Climate Action and Adaptation Plan (CAAP) covering the months of October – December 2022.

BACKGROUND

On October 19, 2021, the City Council adopted Resolution No. 2021-93, which declared a climate emergency, directed staff to complete a GHG emissions inventory, and directed staff to prepare a CAAP that includes GHG emission reduction goals that align with the State's GHG emission reduction goals of Senate Bill 32 and Executive Order B-55-18. The City Council also directed staff to present quarterly updates on the City's progress on the GHG emissions inventory and CAAP. Staff last provided a quarterly update on November 15, 2022 that addressed staff and consultant activities for the first quarter of fiscal year (FY) 2022/23 (July - September 2022).

DISCUSSION AND ANALYSIS

This is the second quarterly report for the FY 2022/23 on the City's progress on the GHG emissions inventory and CAAP development. During this period, the focus was on designing the community outreach plan and preparing materials to support outreach such as a community survey, postcard, flyer and banners. Staff was also able to continue to engage with the community and released the community survey and a postcard sent to all postal customers in Pinole.

OCTOBER 2022 ACTIVITIES

- Began preparing a scenario planning and reduction analysis quantification tool and continued to draft GHG emissions reduction measures

- Began developing a community outreach plan and prepared outreach materials
- Reviewed and refined the community survey drafted in the first quarter of FY 2022/23
- Began to prepare a list of adaptation and waste measures
- Engaged with the public at the Dumpster Day event
- Updated the CAAP website[1]

NOVEMBER 2022 ACTIVITIES

- Continued preparing provisional GHG emissions reduction and adaptation measures
- Finalized the community survey and prepared for survey launch
- Drafted and revised outreach materials such as a city-wide postcard and flyer
- Reviewed the draft Vulnerability Assessment prepared by the consultant team coordinating the Housing, Safety and Health & Environmental Justice Element
- Updated the CAAP website

DECEMBER 2022 ACTIVITIES

- Continued drafting provisional greenhouse gas emission reduction and adaptation measures
- Finalized outreach strategy and mapping community outreach events
- Prepared and refined outreach materials such as the CAAP logo, postcard, PCTV materials
- Launched the community survey through many channels, including the Administrative Report, social media, a postcard, PCTV and the website
- Preliminarily reviewing survey results
- Reviewing the draft Vulnerability Assessment and summarizing necessary updates
- Updated the CAAP website

NEXT STEPS/TIMELINE

See **Figure 1** for a CAAP schedule through adoption. The FY2022/23 third quarter report covering January – March 2023 will highlight the following high-level activities:

- The first community workshop, which was held in an open house-style in January
- Interviews with interested parties will begin
- Pop-up outreach events at the farmer's market (scheduled for February 4 and March 11)
- Collection of community survey results (survey was extended to February 23 in order to engage with more community members)

[1] www.ci.pinole.ca.us/climateaction

It is anticipated that in the last quarter of FY2022/23 (April – June) the following high-level activities will occur:

- Interviews with interested parties will conclude
- A second community workshop will be held April 27 to discuss GHG emissions reduction and adaptation measures
- A pop-up outreach event at the farmer's market (April 22)
- Council review/adoption of the CAAP is tentatively scheduled for July

FISCAL IMPACT

There is no fiscal impact related to receiving this report.

ATTACHMENTS

None

Figure 1: *CAAP Schedule*

CITY COUNCIL REPORT

9F

DATE: **FEBRUARY 21, 2023**

TO: **MAYOR AND COUNCIL MEMBERS**

FROM: **SANJAY MISHRA, PUBLIC WORKS DIRECTOR**
MISHA KAUR, CAPITAL IMPROVEMENT AND ENVIRONMENTAL PROGRAM MANAGER

SUBJECT: **FISCAL YEAR (FY) 2022/23 SECOND QUARTER REPORT ON IMPLEMENTATION OF CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS**

RECOMMENDATION

Staff recommends that the City Council receive the Fiscal Year (FY) 2022/23 Second Quarter Report on implementation of Capital Improvement Plan (CIP) projects.

BACKGROUND

The CIP is a multi-year plan/forecast of the City's capital improvement projects. The first year of the CIP is the proposed capital project plan and capital budget for that fiscal year.

The City creates an updated CIP each year based on the condition of the City's current capital assets, the desire for new capital assets, and available funding. Projects in the CIP address the City's major types of capital assets: facilities, parks, sanitary sewer collection and treatment infrastructure, stormwater infrastructure, and roads. The City owns considerable capital assets in other classes as well, including streetlights, traffic control devices, sidewalks, street trees, trash capture devices, waste bins and enclosures, traffic/wayfinding signage, benches, bike racks, monument signs, fleet, and fiber optic conduit.

The CIP serves as a tool for staff to plan, implement, and manage improvements and ongoing upgrades to the City's infrastructure. The Administration and Engineering Division in the Public Works Department is responsible for identifying and completing City capital projects.

REVIEW & ANALYSIS

The City's adopted CIP (Attachment A) contains construction projects and infrastructure assessments. The infrastructure assessments included in the CIP will aid the City in identifying and prioritizing construction projects and will identify funding opportunities for future projects.

Attachment B is a summary of the CIP project lifecycle and a status of each project programmed for FY 2022/23 in the CIP as of the end of the second quarter of FY 2022/23.

Second Quarter CIP Highlights

- Electric Vehicle Charging Stations (FA2002)
  On November 15, 2022, City Council awarded a contract to Lord's Electric for the installation of a dual port level II charging station at the parking lot serving the Public Safety Building. All electric vehicle charging stations which are funded by grants from the California Public Utilities Commission (CPUC) or the California Energy Commission (CEC) must be installed by a licensed contractor. At least one electrician on each installation must hold an Electric Vehicle Infrastructure Training Program (EVITP) certification. The training and certification program addresses technical requirements, safety imperatives, and performance integrity of EV infrastructure. The City anticipates receiving grant funds from Marin Clean Energy and West Contra Costa Transportation Authority to offset some costs of the project. As a result, the Contractor was required to complete the EVITP certification after contract award. The Contractor began the EVITP certification process and provided executed contract documents, proof of insurance, and bonds. Due to supply chain issues, there is a twelve-week lead time on the charging equipment. The anticipated completion date of the project is June 30, 2023.

- Replacement of Diesel Tank (SS2202)
  A 4,000-gallon above ground diesel tank which supplies fuel to a standby generator at the Water Pollution Control Plant and City fleet was replaced in November 2022. This project is complete.

- San Pablo Ave Bridge over BNSF Railroad (RO1710)
  A draft Structure Type Selection Memo and Report was prepared by Quincy Engineering, Inc. (Consultant) and submitted to the California Department of Transportation (Caltrans) for review. The Structure Type Selection report details the process followed by the Consultant and the City of Pinole in selecting and further developing bridge alternatives for the replacement of the San Pablo Avenue bridge. The Structure Type Selection process consists of evaluating and selecting the structure type, performing a constructability review, and conducting a Structure Type Selection meeting with the project team and Caltrans to obtain approval of the structure type. Staff expects to receive Caltrans approval of the structure type by May 9, 2023.

- Active Transportation Plan (IN2106)
  Staff prepared a request for proposals (RFP) for the development of an Active Transportation Plan. The RFP was released on www.publicpurchase.com and the www.ci.pinole.ca.us/bids on November 15, 2022. Responses were due on December 15, 2022. Staff received five (5) proposals and began the evaluation process. The project award will be presented to Council for consideration at an upcoming Council meeting.

- Safety Improvements at Appian Way & Marlesta Rd. (RO1714)
  On October 10, 2022, City Council awarded a construction contract to the lowest responsive and responsible bidder, Gruendl Inc. DBA Ray's Electric for the installation of a traffic signal at the Appian Way and Marlesta Road intersection. The project will also install high-visibility crosswalk striping on all legs of the intersection, green bicycle lane treatment on Appian Way within Project limits, and a slurry seal of the intersection. After contract execution, the Contractor provided proof of insurance and bonds. On November 1, 2022, staff issued a Notice to Proceed. However, the project could not begin as expeditiously as planned due to weather delays. In addition, there is a six-month delay in procurement of electrical parts and traffic poles. The anticipated project completion date is September 30, 2023.

- Sanitary Sewer Rehabilitation (SS2201)
  On October 4, 2022, City staff released an RFP on www.publicpurchase.com and also posted contract documents on www.ci.pinole.ca.us/bids for preliminary engineering design services for phase 1 of the Pinon project described in the City's recently adopted Sanitary Sewer Master Plan. Responses were due on October 26, 2022. A total of 7 responses were received and provided to the review panel for evaluation and scoring. Interviews were conducted between December 6-7, 2022, with the top 3 respondents. Staff received scoring evaluations from the review panel and initiated contract negotiations with the highest ranked firm, West Valley Construction Company, Inc.

- Installation of high-capacity trash bins (PA2101)
  A high-capacity trash bin can hold five to ten times the capacity of a traditional trash bin. There are several concerns related to high-capacity trash bins ranging from the cost, proprietary accessories, software, and manual labor required to lift and remove heavy trash bags. As a result, staff recommends a six month – one year pilot project to install two high-capacity trash bins and monitor their success. Staff obtained quotes from various vendors for the procurement and installation of two high-capacity trash bins.

- Traffic Safety Improvements on the Tennent Avenue Corridor
  On November 1, 2022, City Council received a presentation on traffic safety issues on the Tennent Avenue Corridor and directed staff to move forward with the safety recommendations identified in the presentation for two intersections: Tennent Avenue and Pear Street intersection and Tennent Avenue and Plum Street. The appropriation of funding was not on the agenda. City Council also directed staff to return with a quarterly report and potential modifications to the CIP to implement the recommendations.

  Staff has developed cost estimates to implement the recommendations identified in the presentation. In addition, due to budgetary constraints, staff also developed several interim solutions. The various recommendations and associated cost

estimates are further discussed in the Second Quarter Financial Report (Mid-Year Budget Review).

FISCAL IMPACT

Projects have budgeted sources of funds which have been previously approved by City Council. There is no fiscal impact associated with this status update and deferring master plans to future fiscal years.

ATTACHMENT(S)

A. Adopted Capital Improvement Plan for FY 2022/23 through FY 2026/27

B. CIP Project Lifecycle and Project Status Summary

Return to Agenda

ATTACHMENT A

CITY OF PINOLE
CAPITAL IMPROVEMENT PLAN
FY 2022/23 – 2026/27

Adopted: June 21, 2022

Return to Agenda

CAPITAL IMPROVEMENT PLAN FY 2022/23 – 2026/27

CITY COUNCIL

Vincent Salimi, Mayor

Devin T. Murphy, Mayor Pro Tem

Anthony L. Tave, Council Member

Maureen Toms, Council Member

Norma Martínez-Rubin, Council Member

CITY MANAGER

Andrew Murray

PUBLIC WORKS DIRECTOR

Sanjay Mishra

CAPITAL IMPROVEMENT & ENVIRONMENTAL PROGRAM MANAGER

Misha Kaur

CAPITAL IMPROVEMENT PLAN: FY 2022/23 THROUGH FY 2026/27
TABLE OF CONTENTS

Introduction **1**
Next Steps in Capital Planning **2**
Project Funding **2**
Funding Sources **3**
Grants **4**
Overview of Recommended Capital Budget **5**
Funding Summary **6**
Project Description Sheets – Facilities 9-17
Project Description Sheets – Parks 18-22
Project Description Sheets – Sanitary Sewer 23-29
Project Description Sheets – Stormwater 30-32
Project Description Sheets – Roads 33-44
Project Description Sheets – Infrastructure Assessments 45-53
Unfunded and Unprogrammed Project List **55**
Project Description Sheets 56-67

Introduction

The Capital Improvement Plan (CIP) is a multi-year planning tool used to identify and implement the City's capital needs over the upcoming five-year period. The CIP aligns the needs with appropriate funding, scheduling, and implementation. This document is a working blueprint for building and sustaining publicly funded physical infrastructure. Capital improvements refer to physical assets and include the design, purchase, construction, maintenance, or improvement of public resources (i.e. parks public infrastructure, equipment, public spaces). These improvements influence Pinole's built and natural environment and help guide the trajectory of future growth or change.

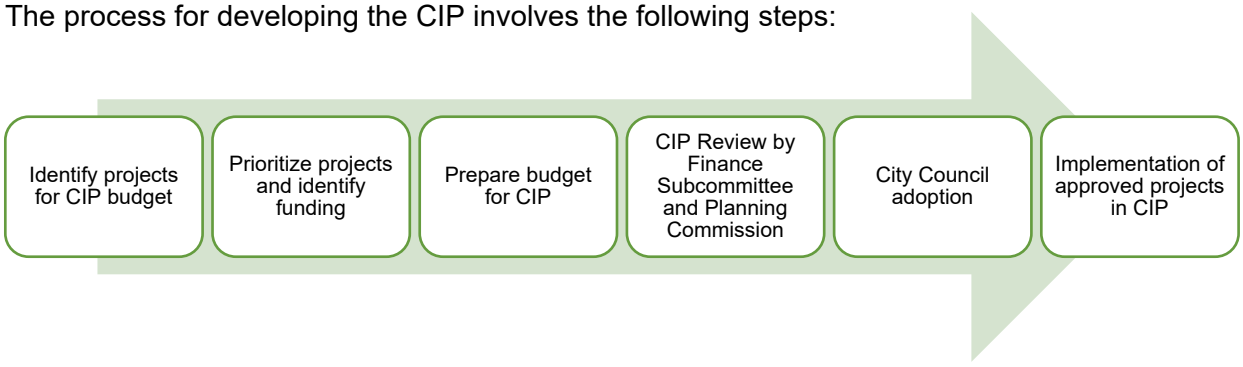
The projects in the CIP fall into the following broad categories: facility maintenance, parks, sewer collection and treatment, stormwater, streets and roads. These projects are developed in collaboration with department heads, and division managers under the direction of the City Manager to ensure all department needs are represented.

The CIP is reviewed and updated annually for capital projects and programs that support City goals and objectives including priorities identified in the 2020-2025 Strategic Plan of developing a disciplined approach to funding infrastructure maintenance and improvements. The City seeks to enhance its focus on the state of the infrastructure throughout the community by first inventorying all the assets, assessing their contributions to a safe and vibrant Pinole, assessing their current conditions, and creating a disciplined investment approach resulting in a strong and purpose driven Capital Investment Plan.

The preparation and adoption of the CIP is an important part of Pinole's financial planning and budgeting process. Proposed projects are reviewed by the Planning Commission for consistency with the General Plan. The Finance Subcomittee also reviews and analyzes all aspects of the CIP and makes recommendations. Project priority and selection is based on specific criteria, such as:

- Consistency with community plans and policies;
- Regulatory compliance;
- Public and political support;
- Sustainability;
- Cost savings or revenue generation;
- Project demand, determined by inventory of existing land, equipment, and facility conditions;
- Economic, environmental, aesthetic or social impacts; and
- Public health, safety or other legal concerns.

The process for developing the CIP involves the following steps:



Next Steps in City Capital Planning

The City will complete condition assessment of all the City's capital assets and identify the funding levels required to maintain these assets. The City will continue to integrate capital planning information into the Long-Term Financial Plan, so City decision makers are aware of the City's capital needs when they consider allocation of the City's limited financial resources and consider possibly pursuing additional sources of City revenue.

Project Funding

A variety of funding sources support projects listed in the CIP. The first year's program in the CIP is adopted by the City Council as the Capital Budget, as a counterpart to the annual Operating Budget. The fiscal resources are appropriated only in the first year, the subsequent four years of the CIP are important for long term planning and subject to further review and modification.

The CIP is funded primarily with funds restricted for specific purposes. The next page descibes various funding sources and their restrictions. Some projects are entirely or partially funded by grants and reimbursements from state and federal government and other agencies.

Funding Sources

Fund #	Fund Name (restriction)	Description
100	General Fund (unrestricted)	The General Fund is the main operating fund for the City. It accounts for sources and uses of resources that (primarily) are discretionary to the City Council in the provision of activities, programs and services deemed necessary and desirable by the community.
106	Measure S 2014 (unrestricted)	Accounts for 2014 voter-approved half-cent Local Use Tax which levies 0.5% each on all merchandise. Although these are unrestricted General Fund revenues, the 2014 Use Taxes have been allocated by the City Council to fund Infrastructure Projects as their highest funding priority.
200	Gas Tax - RMRA (roads and right-of-way)	Accounts for the Highway Users Tax (HUTA) State imposed excise taxes on gasoline and diesel fuel sales within the City limits. Gas Tax funds are restricted for use in the construction, improvement and maintenance of public streets. The taxes are allocated to Pinole through the Road Maintenance and Rehabilitation Account (RMRA) established by the Road Repair and Accountability Act of 2017.
214	Solid Waste	Accounts for special revenue received from Republic Services from a surcharge assessed on customer rates for solid waste services. These funds are set aside for future solid waste capital and for a rate stabilization fund.
215	Measure J (roads only)	Accounts for special sales tax revenues collected by Contra Costa Transportation Authority (CCTA) and reapportioned to cities for local street projects. This fund also accounts for return to source funds and grant funds.
276	Growth Impact Fees (nexus identified needs)	Accounts for development fees collected to mitigate the impact of new development. Provides funds for nexus identified needs only.
325	City Street Improvements (roads only)	Accounts for funds set aside by the City of Pinole to fund street improvement projects. The Measure S 2014 funding plan allocates $250k annually to this fund.
327	Park Grants (parks only)	Accounts for grants and reimbursements from the state and federal government and other agencies related to parks.
377	Arterial Street Rehabilitation (roads only)	Accounts for funds set aside by the City of Pinole to fund arterial street rehabilitation projects. The Measure S 2014 funding plan allocates $250k annually to this fund.
500	Sewer Enterprise (sewer only)	Accounts for fees charged to residents and businesses for sewer utilities. Fees are used to operate the Pinole-Hercules Water Pollution Control Plant which services the Pinole and Hercules areas.

Grants

Certain projects are eligible to receive grant funds from state, federal, or other agencies. Road projects listed in the CIP receive grant funding from a variety of sources such as:

- California Department of Transportation (Caltrans)
  - Highway Bridge Program (HBP) – funds to improve bridge structural safety.
    - Project: RO1710
  - Highway Safety Improvement Program (HSIP) – funds projects that significantly reduce fatalities and injuries on all public roads.
    - Project: IN2104
- West Contra Costa Transportation Advisory Committee (WCCTAC)
  - Subregional Transportation Mitigation Program (STMP) – funds projects that provide congestion relief and mitigate traffic impacts on regional routes through capacity improvements on those routes, improved transit services for subregional and regional travel, and improved facilities that allow West County residents to more efficiently access regional routes and transit service.
    - Projects: RO2105, RO1902, and RO1710
- Metropolitan Transportation Commission (MTC)
  - One Bay Area Grant 2 (OBAG2) – policy framework for MTC's distribution of federal State Transportation Program and Congestion Mitigation and Air Quality Improvement Program funds. The OBAG2 program provides funding for local street and road maintenance, streetscape enhancements, bicycle and pedestrian improvements, Safe Route to School projects, Priority Conservation Areas, and Transportation planning.
    - Project: RO1714
  - Transportation Developlment Act (TDA) Article 3 – funds construction and/or engineering of bicycle or pedestrian capital or quick build projects, maintenance of Class I or Class IV separated bikeways, bicycle and/or pedestrian safety education projects, development of a comprehensive bicycle or pedestrian facilities plans, and restriping Class II bicycle lanes and buffered bicycle lanes.
    - Project: RO1714

The receipt of certain grants and reimbursements typically follow the award of contracts; therefore, other City funding is programmed for front-end financing of the total estimated project costs.

Overview of Recommended Capital Budget

The FY 2022/23 – 2026/27 CIP contains 36 planned public improvement projects, which includes 10 new projects. In addition, there are 9 infrastructure assessments programmed for FY 2022/23 – 2026/27. The CIP also contains information for 24 unfunded and unprogrammed projects. A funded project is one that has identified specific funding, including on-going existing resources to fully implement the project. A partially funded project has funding to accomplish various phases of the project but lacks sufficient funding to complete the project. An unfunded project is one that has been identified in the CIP as a need but no funding secured to implement the project. Should funding become available through grant or other sources, the unfunded list can be reviewed to determine if it is suitable to seek such funding.

CIP projects fall into the following categories: Facilities, Parks, Sanitary Sewer, Stormwater, Streets & Roads, and Infrastructure Assessments. The nomenclature for the project number is derived as follows:

Project numbers begin with the abbreviation of the project category, followed by the year the project was first programmed, and then a unique sequence number. For example, FA2001 refers to a facilities project which was first programmed in 2020 with a unique sequence number of 01. Unfunded projects begin with UF and are followed by a unique sequence number.

Category	Abbreviation
Facilities	FA
Parks	PA
Sewer	SS
Stormwater	SW
Streets & Roads	RO
Infrastructure Assessments	IA
Unfunded	UF

In FY2022/23, there are 23 public improvement projects and 8 infrastructure assessments programmed. Below is a summary of the various funding sources based on project category.

FY 2022/23		PROJECT CATEGORIES						
Funding Sources	**Fund**	Facilities **FA**	Parks **PA**	Sanitary Sewer **SS**	Storm-water **SW**	Streets & Roads **RO**	Infrastructure Assessments **IA**	**FY 2022/23 TOTALS BY FUND**
General Fund	100					$170,000	$165,000	$335,000
Measure S 2014	106	$834,931	$112,440		$418,460	$149,328	$210,000	$1,725,159
Gas Tax	200					$528,910		$528,910
Solid Waste	214		$425,000					$425,000
Measure J	215					$350,000		$350,000
Growth Impact Fees	276				$58,000			$58,000
City Street Improvements	325					$1,685,563	$20,650	$1,706,213
Park Grants	327		$189,758					$189,758
Arterial Street Rehabiliation	377					$758,624		$758,624
Sewer Enterprise	500			$2,300,00		$10,382	$89,853	$2,400,235
FY 2022/23 TOTALS BY PROJECT CATEGORY		$834,931	$727,198	$2,300,000	$476,460	$3,652,807	$3,652,807	**$8,476,899**

rn to Agenda

CITY OF PINOLE
CAPITAL IMPROVEMENT PLAN: FY 2022/23 THROUGH FY 2026/27
FUNDING SUMMARY

SOURCES BY FUND	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	5-Year Total
100 – General Fund	$ 435,000	$ 310,000				$ 745,000
106 – Measure S 2014	$ 1,625,159	$ 1,990,860	$ 890,000	$ 100,000		$ 4,606,019
200 – Gas Tax	$ 528,910		$ 381,082			$ 909,992
200 – Solid Waste	$ 425,000					$ 425,000
215 – Measure J	$ 350,000					$ 350,000
276 – Growth Impact Fees	$ 58,000	$ 30,000	$ 520,000			$ 608,000
325 – City Street Improvements	$ 1,706,213	$ 890,000	$ 727,321	$ 890,000		$ 4,213,534
327 – Park Grants	$ 189,758					$ 189,758
377 – Arterial Streets Rehabilitation	$ 758,624	$ 32,250				$ 790,874
500 – Sewer Enterprise Fund	$ 2,400,235	$ 2,000,000	$ 906,597	$ 800,000	$ 3,800,000	$ 9,906,832
Sources Total	**$ 8,476,899**	**$ 5,253,110**	**$ 3,425,000**	**$ 1,790,000**	**$ 3,800,000**	**$ 22,745,009**
Unfunded Total		**$ 16,293,235**	**$ 9,231,700**	**$ 8,439,200**	**$ 970,000**	**$ 34,934,135**
Total Sources Required	**$ 8,476,899**	**$ 21,546,345**	**$ 12,656,700**	**$ 10,229,200**	**$ 4,770,000**	**$ 57,679,144**

CITY OF PINOLE
CAPITAL IMPROVEMENT PLAN: FY 2022/23 THROUGH FY 2026/27
FUNDING SUMMARY

SOURCES BY FUND	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	5-Year Total
100 - General Fund	$ 435,000	$ 310,000				$ 745,000
106 - Measure S 2014	$ 1,625,159	$ 1,990,860	$ 890,000	$ 100,000		$ 4,606,019
200 - Gas Tax	$ 528,910		$ 381,082			$ 909,992
214 - Solid Waste	$ 425,000					$ 425,000
215 - Measure J	$ 350,000					$ 350,000
276 - Growth Impact Fees	$ 58,000	$ 30,000	$ 520,000			$ 608,000
325 - City Street Improvements	$ 1,706,213	$ 890,000	$ 727,321	$ 890,000		$ 4,213,534
327 - Park Grants	$ 189,758					$ 189,758
377 - Arterial Streets Rehabilitation	$ 758,624	$ 32,250				$ 790,874
500 - Sewer Enterprise Fund	$ 2,400,235	$ 2,000,000	$ 906,597	$ 800,000	$ 3,800,000	$ 9,906,832
Sources Total	**$ 8,476,899**	**$ 5,253,110**	**$ 3,425,000**	**$ 1,790,000**	**$ 3,800,000**	**$ 22,745,009**
Unfunded Total		**$ 16,293,235**	**$ 9,231,700**	**$ 8,439,200**	**$ 970,000**	**$ 34,934,135**
Total Sources Required	**$ 8,476,899**	**$ 21,546,345**	**$ 12,656,700**	**$ 10,229,200**	**$ 4,770,000**	**$ 57,679,144**

FACILITIES

PRJ #	USES BY PROJECT	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Account #	FY 2022-23 Funds	Funding Source
FA2302	Plum St. Parking Lot Improvements		$80,000						
FA2301	Public Safety Building Modernization		$100,000	$100,000	$100,000				
FA2202	Senior Center Modernization	$60,000	$100,000	$100,000			106-343-47201	$60,000	Measure S 2014
FA2201	Faria House Renovations	$420,000					106-343-47201	$420,000	Measure S 2014
FA2002	Electric Vehicle Charging Stations	$50,000					106-343-47201	$50,000	Measure S 2014
FA1902	Energy Upgrades	$120,811					106-343-47201	$120,811	Measure S 2014
FA1901	Senior Center Auxiliary Parking Lot	$184,120	$1,088,860				106-343-47201	$184,120	Measure S 2014
FA1703	City Hall Modernization		$125,000	$125,000					
FA1702	Citywide Roof repairs and replacement		$272,000	$140,000					

PARKS

PRJ #	USES BY PROJECT	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Account #	FY 2022-23 Funds	Funding Source
PA2203	Playground Rubberized Surface Improvements	$237,198					106-343-47201	$47,440	Measure S 2014
							327-345-47203	$189,758	Park Grants
PA2202	Skatepark Rehabilitation			$150,000					
PA2201	Pocket Parks - Galbreth Rd.	$65,000					106-343-47201	$65,000	Measure S 2014
PA2101	Installation of high-capacity trash bins	$425,000					214-345-47203	$425,000	Solid Waste Fund
PA1901	Pinole Valley Park Soccer Field Rehabilitation		$200,000						

SANITARY SEWER

PRJ #	USES BY PROJECT	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Account #	FY 2022-23 Funds	Funding Source
SS2203	Effulent Outfall*	$150,000				$3,000,000	500-641-47201	$150,000	Sewer Enterprise
SS2202	Replacement of Diesel Tank*	$150,000					500-641-47201	$150,000	Sewer Enterprise
SS2201	Sanitary Sewer Rehabilitation	$1,500,000	$800,000	$800,000	$800,000	$800,000	500-642-47201	$1,500,000	Sewer Enterprise
SS2101	Secondary Clarifier - Center Column Rehabilitation*	$350,000					500-641-47201	$350,000	Sewer Enterprise
SS2102	Air Release Valve Replacements*	$50,000					500-641-47201	$50,000	Sewer Enterprise
SS2002	Water Pollution Control Plant Lab Remodel*	$100,000					500-641-47201	$100,000	Sewer Enterprise
SS1702	Sewer Pump Station Rehabilitation		$1,200,000						

STORMWATER

PRJ #	USES BY PROJECT	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Account #	FY 2022-23 Funds	Funding Source
SW2001	Roble Road Drainage Improvements		$30,000	$320,000					
SW2002	Adobe Road Repair and Drainage Improvements		$30,000	$200,000					
SW1901	Hazel Street Storm Drain Improvements	$476,460					106-344-47206	$418,460	Measure S 2014
							276-344-47206	$58,000	Growth Impact Fees

STREETS & ROADS

PRJ #	USES BY PROJECT	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Account #	FY 2022-23 Funds	Funding Source
RO2501	Residential Slurry Seal				$890,000				
RO2401	Cape Seal			$560,000					
RO2301	Residential Slurry Seal		$890,000						
RO2101	Arterial Rehabilitation	$1,187,534	$32,250				200-342-47205	$428,910	Gas Tax - RMRA
							377-342-47205	$758,624	Arterial Rehabilitation
RO2102	Tennent Ave. Rehabilitation	$10,382		$655,000			500-641-47201	$10,382	Sewer Enterprise
RO2105	Appian Way Complete Streets	$100,000				$970,000	325-342-47205	$100,000	WCCTAC - STMP Fees
RO2107	Brandt St. Improvements	$170,000					100-342-47205	$170,000	General Fund
RO1902	Pedestrian Improvements at Tennent Ave. near R X	$61,556		$800,000			325-342-47205	$61,556	WCCTAC - STMP Fees
RO1802	Hazel Street Gap Closure (Sunnyview)			$200,000					
RO1710	San Pablo Ave. Bridge over BNSF Railroad	$1,385,463	$16,293,235	$8,431,700	$8,439,200		325-342-47205	$1,223,746	WCCTAC - STMP Fees
							325-342-47205	$80,000	CCTA Measure J
							325-342-47205	$81,717	Caltrans - HBP
RO1708	Pinole Valley Road Improvements	$100,000					200-342-47205	$100,000	Gas Tax - RMRA
RO1714	Safety Improvements at Appian Way & Marlesta Rd. formerly known as HAWK at Appian Way and Marlesta	$637,872					325-342-47205	$9,144	City Street Improvements
							215-342-47205	$350,000	MTC/OBAG2
							325-342-47205	$129,400	MTC/TDA Article 3
							106-344-47206	$149,328	Measure S 2014

INFRASTRUCTURE ASSESSMENTS

PRJ #	USES BY PROJECT	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Account #	FY 2022-23 Funds	Funding Source
IN2201	Energy Audit	$50,000					106-344-47206	$50,000	Measure S 2014
IN2101	Emergency Power for Critical Facilities	$30,000	$170,000				100-343-47201	$30,000	General Fund
IN2102	Municipal Broadband Feasibility	$60,000					106-118-47201	$60,000	Measure S 2014
IN2103	Recycled Water Feasibility	$60,000	$140,000				100-341-42101	$60,000	General Fund
IN2104	Local Road Safety Plan	$20,650					325-342-47205	$20,650	Caltrans - HSIP
IN2106	Active Transportation Plan	$75,000					100-341-42101	$75,000	General Fund
IN2001	Sanitary Sewer Collection System Master Plan	$89,853					500-642-47201	$89,853	Sewer Enterprise
IN1703	Storm Drainage Master Plan		$75,000	$75,000					
IN1704	Park Master Plan	$100,000					106-344-47206	$100,000	Measure S 2014
	Uses by Project Total	**$8,476,899**	**$21,546,345**	**$12,656,700**	**$10,229,200**	**$4,770,000**			

LEGEND:

• Project numbers: **FA** = Facilities; **PA** = Parks; **SS** = Sanitary Sewer; **SW** = Storm Water; **RO** = Streets & Roads; **IN** = Infrastructure Assessments

* Project cost to be split 50% with the City of Hercules

PROJECT DESCRIPTION SHEETS

FACILITIES

FA2[illegible]2 - Plum St. Parking Lot Improvements

Initial Project Start: July 1, 2023
Initial Project Completion: June 30, 2024
Revised Project Start:
Revised Project Completion:
Project Origin: Staff Recommendation
Multi-year Project: No

Description: To provide a secure parking area for Police vehicles in the Plum St. parking lot. The parking lot will remain open for the public. A portion of the parking lot, approximately 25 spaces will be secured with a chain-link fence with security gates for Police vehicles. The layout of the parking lot is in the preliminary design phase.

Supplemental Information:

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Construction	106			$ 80,000			
	Subtotal			**$ 80,000**			
	Total Cost Estimate: $ 80,000						

FACILITIES

FA2301 - Public Safety Building Modernization

Initial Project Start: July 1, 2023
Initial Project Completion: June 30, 2026
Revised Project Start:
Revised Project Completion:
Project Origin: Staff Recommendation
Multi-year Project: Yes

Description: To extend the useful life of the Public Safety building, there are several items that require attention including but not limited to replacement of the HVAC system, carpet, flooring, water heaters, light fixtures, fans, etc. In addition, the building requires painting (interior and exterior), and the locker rooms also require renovation.

Supplemental Information:

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Construction	106			$ 100,000	$ 100,000	$ 100,000	
	Subtotal			**$ 100,000**	**$ 100,000**	**$ 100,000**	
	Total Cost Estimate: $ 300,000						

rn to Agenda

FACILITIES

FA2202 - Senior Center Modernization

Initial Project Start: July 1, 2022
Initial Project Completion: June 30, 2025
Revised Project Start:
Revised Project Completion:
Project Origin: Council Request
Multi-year Project: Yes

Description: The project includes a facilities condition assessment and design and construction of improvements to modernize the existing Senior Center building located at 2525 Charles Avenue. Work will include upgrades to energy system, roof replacement, and interior renovations.

Supplemental Information:

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Construction	106		$ 60,000	$ 100,000	$ 100,000		
	Subtotal		**$ 60,000**	**$ 100,000**	**$ 100,000**		
	Total Cost Estimate: $ 260,000						

rn to Agenda

FACILITIES

FA2[illegible]1 - Faria House Renovations

Initial Project Start: July 1, 2022
Initial Project Completion: June 30, 2023
Revised Project Start:
Revised Project Completion:
Project Origin: Council Request
Multi-year Project: No

Description: The building commonly referred to as the "Faria House" is a two-story residence constructed in about 1890 and originally located at what is now 1301 Pinole Valley Road. In 2005, the Faria House was relocated to 2100 San Pablo Avenue. On June 7, 2022, City Council directed staff pursue hazard remediation and renovations to create a lower-level office, and upper-level warm shell. The first step is the site remediation to removal all hazardous materials (i.e., asbestos and/or lead based paint) from the first and second floors. This will involve removal of all interior baseboard, door, window trim, lath and plaster (from the ceilings and walls). This will also include removal of all lighting and plumbing fixtures, kitchen "built-in-place" cabinets. Once the site remediation is complete, the lower level of the structure will be ready for tenant improvement for an office use. The upper level will be a warm shell, which means that the upper level will be fully insulated, with walls open and ceiling covered with wallboard, but no other improvements beyond the hazard mitigation work. The upper level would be separated from the lower level with secured "temporary" framing and wallboard partition wall built at the top of the stairs. The lower level will have rough electrical, plumbing, and mechanical installation for an office use. All lower-level rooms would have new wall and ceiling insulation installed and covered with new drywall. The kitchen would remain in the same location, the dining room, which would become the conference room/meeting room would include low-voltage, data, communications for teleconferencing, meetings, the existing bathroom would become a single All Gender restroom, renovated to meet ADA compliance, the existing rooms would become office suites with new electrical sub-panel, rough electrical, rough plumbing and rough mechanical installed. Lower-level rooms will have renewed (or new) flooring, baseboard, and doors etc.

Supplemental Information:

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Construction	106		$ 420,000				
	Subtotal		**$ 420,000**				
	Total Cost Estimate:		**$ 420,000**				

rn to Agenda

FACILITIES

FA2202 - Electric Vehicle Charging Stations

Initial Project Start: July 1, 2020
Initial Project Completion: June 30, 2021
Revised Project Start:
Revised Project Completion: December 30, 2022
Project Origin: Council Request
Multi-year Project: Yes

Description: This project will install a level II dual port electric vehicle charging station at the parking lot serving the Public Safety Building.

Supplemental Information: City staff continue to assess other public locations throughout Pinole for opportunities to incorporate EV charging infrastructure. An energy audit (Project IN2201) of City owned facilities will inform future installations of electric vehicle charging stations.

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Design	106	$ 6,235					
Construction	106		$ 50,000				
	Subtotal	**$ 6,235**	**$ 50,000**				
	Total Cost Estimate: $ 56,235						

rn to Agenda

FACILITIES

FA1902 - Energy Upgrades

Initial Project Start: July 1, 2020
Initial Project Completion: June 30, 2021
Revised Project Start:
Revised Project Completion: June 30, 2023
Project Origin: End of life cycle
Multi-year Project: No

Description: The heating, ventilation, and cooling (HVAC) systems at City Hall and Senior Center have reached the end of their useful life and need to be replaced. A portion of the roof at the Senior Center will also need to be replaced.

Supplemental Information: In October 2020, City staff began working with Marin Clean Energy's (MCE's) Energy Efficiency program to explore opportunities for energy conservation and generation at City owned facilities by replacing the HVAC systems and upgrading streetlights. It was determined that the MCE program could not incentivize HVAC replacement project or the upgrade of the streetlights. This project was formerly known as FA1706 and FA1801. In April 2021, the AC unit at City Hall broke down and was replaced.

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Construction	106	$ 99,189	$ 120,811				
	Subtotal	**$ 99,189**	**$ 120,811**				
	Total Cost Estimate: $ 220,000						

FACILITIES

FA1[illegible]1 - Senior Center Auxiliary Parking Lot

Initial Project Start: July 1, 2020
Initial Project Completion: June 30, 2021
Revised Project Start:
Revised Project Completion: June 30, 2024
Project Origin: Fowler Lot Re-Use Committee
Multi-year Project: Yes

Description: On April 16, 1990 City Council adopted Resolution 2380 authorizing the purchase of 2548 Charles Street. At the time of purchase, City Council determined that construction of a Senior Center was necessary, and that this property was needed to provide sufficient parking for the Center. The parcel is surrounded by municipal parking lots which serve the Senior Center and Old Town Pinole. On February 2, 2021 City Council adopted Resolution 2021-07 and awarded a contract to a consultant for the preliminary engineering and design for the parking lot. The parking lot will be designed to be a multi-benefit project that includes pavement structural section, striping, lighting, bicycle parking, electric vehicle charging stations, stormwater capture and retention, and drought tolerant landscaping. The final design will offer the maximum number of parking spaces while allowing access for both vehicles and pedestrians and include aesthetic design components. On June 7, 2022, City Council directed staff to incorporate the installation of a solar canopy at the site.

Supplemental Information: The Fowler House tenants remained in the properly till 2010 and many discussions took place to determine the best use of the property. It was determined that the house had asbestos and lead paint. On July 17, 2018, City Council adopted Resolution 2018-67 to create the Fowler Lot Re-use Committee to evaluate the reuse and redevelopment of the property. The Committee evaluated uses for the lot and determined the best use of the property is a parking lot. On October 16, 2018, the City Council adopted Resolution No. 2018-93 to approve a contract with a construction company to abate and demolish the Fowler house. The property demolition was completed on March 11, 2019. On July 21, 2020, City Council adopted Resolution 2020–68 to accept the final recommendation of the Committee.

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Design	106	$ 42,535	$ 184,120				
Construction	106			$ 1,088,860			
	Subtotal	**$ 42,535**	**$ 184,120**	**$ 1,088,860**			
	Total Cost Estimate: $1,315,515						

rn to Agenda

FACILITIES

FA1[illegible]3 - City Hall Modernization (formerly known as Paint City Hall)

Initial Project Start: July 1, 2021
Initial Project Completion: June 30, 2022
Revised Project Start: July 1, 2022
Revised Project Completion: June 30, 2024
Project Origin: End of life cycle
Multi-year Project: No

Description: To extend the useful life of the City hall building, there are several items that require attention including but not limited to carpet, flooring, window coverings, light fixtures, etc. The interior and exterior surfaces of the building require repainting as the paint system has reached the end of its useful life. Exterior painting is necessary to maintain external protection from the environment. Fading, chipping paint, along with water and mildew damage necessitates the painting project.

Supplemental Information:

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Construction	106			$ 125,000	$ 125,000		
	Subtotal			**$ 125,000**	**$ 125,000**		
	Total Cost Estimate: $ 250,000						

rn to Agenda

FACILITIES

FA1[illegible]2 - Citywide Roof repairs and replacement

Initial Project Start: July 1, 2020
Initial Project Completion: June 30, 2022
Revised Project Start: July 1, 2022
Revised Project Completion: June 30, 2024
Project Origin: End of life cycle
Multi-year Project: Yes

Description: In 2015, comprehensive visual roof inspections were completed by a contractor on various City owned facilities. The purpose of the inspection was to identify the extent, if any, of moisture intrusion into the existing roof assemblies, document observed roof system deficiencies, determine the overall condition of the existing roof systems and to estimate the service life of the in-place roof assemblies. The roof inspection identified several roofs which need to be repaired or replaced. The roofs at City hall and the Public Safety building need to be replaced.

Supplemental Information:

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Construction	106			$ 272,000	$ 140,000		
	Subtotal			**$ 272,000**	**$ 140,000**		
	Total Cost Estimate: $412,000						

PARKS

PA2[illegible]3 - Playground Rubberized Surface Improvements

Initial Project Start: July 1, 2022
Initial Project Completion: June 30, 2024
Revised Project Start:
Revised Project Completion: June 30, 2023
Project Origin: Staff Recommendation
Multi-year Project: Yes

Description: Replacement of panel rubberized surfaces at Fernandez Park and Pinole Valley Park. Fernandez Park involves replacement of rubberized surface improvements at tot lot and replacement of existing engineered mulch with rubberized surface at older age play equipment. The rubberized surfaces around the play equipment will also be replaced at Pinole Valley Park. These improvements are grant funded through the State of California Department of Parks and Recreation Per Capita funds.

Supplemental Information:

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Construction	327		$ 189,758				
	106	$ 7,640	$ 47,440				
	Subtotal	**$ 7,640**	**$ 237,198**				
	Total Cost Estimate:		**$ 244,838**				

rn to Agenda

PARKS

PA2[illegible]2 - Skatepark Rehabilitation

Initial Project Start: July 1, 2024
Initial Project Completion: June 30, 2025
Revised Project Start:
Revised Project Completion:
Project Origin: Council Request
Multi-year Project: No
Description: Settling of ramps
Supplemental Information:

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Construction	106				$ 150,000		
	Subtotal				**$ 150,000**		
	Total Cost Estimate: $150,000						

rn to Agenda

PARKS

PA2[illegible]1 - Pocket Parks - Galbreth Rd.

Initial Project Start: July 1, 2022
Initial Project Completion: June 30, 2023
Revised Project Start:
Revised Project Completion: June 30, 2024
Project Origin: Council Request
Multi-year Project: No

Description: Installation of two ADA compliant benches and waste receptacles within two pocket parks at a suitable location on Galbreth Ave.

Supplemental Information: To develop the pocket parks, a lot line adjustment may be required.

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Construction	106		$ 65,000				
	Subtotal		**$ 65,000**				
	Total Cost Estimate:		**$ 65,000**				

PARKS

PA2[illegible]1 - Installation of high capacity trash bins

Initial Project Start: July 1, 2021
Initial Project Completion: June 30, 2022
Revised Project Start:
Revised Project Completion: June 30, 2023
Project Origin: Beautification Ad Hoc Committee
Multi-year Project: No

Description: Installation of high capacity, solar powered compacting trash bins at City parks. To get the best value and uniformity at City parks, a RFP will be released to solicit proposals from qualified vendors to provide these bins. Exact costs will not be known until the bidding is complete however staff estimates that 40 bins will be procured for the budgeted project cost.

Supplemental Information: In 2019, the City Council established a Beautification Ad Hoc Committee to analyze options for, and to make recommendations to the Council regarding clean-up and beautification projects in Pinole. Among other projects, the Committee recommended the installation of high capacity, solar powered compacting trash bins at City parks.

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Construction	214		$ 425,000				
	Subtotal		**$ 425,000**				
	Total Cost Estimate:		**$ 425,000**				

rn to Agenda

PARKS

PA1801 - Pinole Valley Park Soccer Field Rehabilitation

Initial Project Start: July 1, 2020
Initial Project Completion: June 30, 2021
Revised Project Start: July 1, 2023
Revised Project Completion: June 30, 2024
Project Origin: Council Request
Multi-year Project: No

Description: There are two soccer fields at Pinole Valley Park which are utilized on an annual basis, the Wright Avenue Soccer Field at the southerly end, and Savage Avenue Soccer Field at the northern end. Both fields are heavily used by soccer leagues and the general public. The Savage Avenue Soccer Field requires substantial rehabilitation which includes: upgrading the irrigation system and ongoing turf maintenance. Turf maintenance includes mowing, fertilizing, aeration, overseeding, and topdressing.

Supplemental Information: This project has been delayed pending the development of a Park Master Plan (CIP Project# PA1704).

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Construction	106			$ 200,000			
	Subtotal			**$ 200,000**			
	Total Cost Estimate: $ 200,000						

rn to Agenda

SANITARY SEWER

SS2203 - Effluent Outfall

Initial Project Start: July 1, 2022
Initial Project Completion: June 30, 2027
Revised Project Start:
Revised Project Completion:
Project Origin: Regulatory Requirement
Multi-year Project: Yes

Description: Effluent pumping capacity of the treatment plant is limited by the capacity of the pipe size at the effluent outfall in Rodeo. Increasing the pipe size at the Effluent Outfall Eductor Station will increase the wet weather effluent pumping capacity and increase the lifespan of the effluent pipe by reducing the pressure in the line during storm events. Project requires coordination with Rodeo.

Supplemental Information: The City of Hercules will be reimburse the Sewer Enterprise fund for 50% of the total project cost.

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Construction	500		$ 150,000				$ 3,000,000
	Subtotal		**$ 150,000**				**$ 3,000,000**
	Total Cost Estimate: $ 3,150,000						

rn to Agenda

SANITARY SEWER

SS2202 - Replacement of Diesel Tank

Initial Project Start: July 1, 2022
Initial Project Completion: June 30, 2023
Revised Project Start:
Revised Project Completion:
Project Origin: End of life cycle
Multi-year Project: No

Description: In-kind replacement of a 4,000 gallon diesel storage tank used to supply fuel to standby generators and City vehicles. The existing tank is compromised.

Supplemental Information: The City of Hercules will be reimburse the Sewer Enterprise fund for 50% of the total project cost.

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Construction	500		$ 150,000				
	Subtotal		**$ 150,000**				
	Total Cost Estimate:		**$ 150,000**				

rn to Agenda

SANITARY SEWER

SS2201 - Sanitary Sewer Rehabilitation

Initial Project Start: July 1, 2022
Initial Project Completion: June 30, 2027
Revised Project Start:
Revised Project Completion:
Project Origin: Master Plan
Multi-year Project: Yes

Description: Various improvements to the Sanitary Sewer collection system, as identified in the Sanitary Sewer Collection System Master Plan.

Supplemental Information:

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Construction	500		$ 1,500,000	$ 800,000	$ 800,000	$ 800,000	$ 800,000
	Subtotal		**$ 1,500,000**	**$ 800,000**	**$ 800,000**	**$ 800,000**	**$ 800,000**
	Total Cost Estimate: $ 4,700,000						

rn to Agenda

SANITARY SEWER

SS2101 - Secondary Clarifier—Center Column Rehabilitation

Initial Project Start: July 1, 2021
Initial Project Completion: June 30, 2022
Revised Project Start: July 1, 2022
Revised Project Completion: June 30, 2023
Project Origin: End of life cycle
Multi-year Project: No

Description: The Secondary Clarifier #5 has reached the end of its useful life. The project will involve removal and replacement of catwalk, drive mechanism, center column, and rake arm.

Supplemental Information: The City of Hercules will be reimburse the Sewer Enterprise fund for 50% of the total project cost.

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Construction	500		$ 350,000				
	Subtotal		**$ 350,000**				
	Total Cost Estimate:		**$ 350,000**				

rn to Agenda

SANITARY SEWER

SS2[illegible]2 - Air Release Valve Replacements

Initial Project Start: July 1, 2021
Initial Project Completion: June 30, 2022
Revised Project Start: July 1, 2022
Revised Project Completion: June 30, 2023
Project Origin: Staff Recommendation
Multi-year Project: No

Description: There are four air relief valves at various locations on the WPCP Effluent Pipeline between the WPCP and the Rodeo treated water discharge point. This project includes removal and replacement of the pipe saddle, short pipe section, isolation valve, and air relief valve. The four locations are: 1) across from the WPCP at 11 Tennent Ave., near the entrance of the SF Bay Trail, 2) On the SF Bay Trail near the corner of Santa Fe and Railroad Ave., 3) At the intersection of Mariposa St. and Railroad Ave. (Rodeo), 4) Outside the gate of Rodeo Sanitary District at 800 San Pablo Ave. (Rodeo).

Supplemental Information: The City of Hercules will be reimburse the Sewer Enterprise fund for 50% of the total project cost.

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Construction	500		$ 50,000				
	Subtotal		**$ 50,000**				
	Total Cost Estimate:		**$ 50,000**				

rn to Agenda

SANITARY SEWER

SS2[illegible]2 - Water Pollution Control Plant Lab Remodel

Initial Project Start: July 1, 2020
Initial Project Completion: June 30, 2021
Revised Project Start: July 1, 2022
Revised Project Completion: June 30, 2023
Project Origin: Regulatory Requirement
Multi-year Project: No

Description: The California Environmental Laboratory Accreditation Program (ELAP) is responsible for accrediting environmental testing labs including the Pinole - Hercules WPCP. The 2019 ELAP inspection results indicated the lab apparatus, countertops, and the fume hood are past their useful life and recommended replacement.

Supplemental Information: The City of Hercules will be reimburse the Sewer Enterprise fund for 50% of the total project cost.

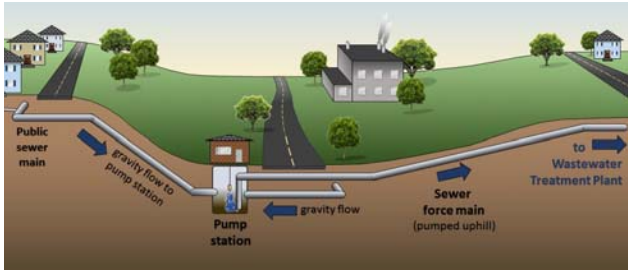
Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Construction	500		$ 100,000				
	Subtotal		**$ 100,000**				
	Total Cost Estimate:		**$ 100,000**				

SANITARY SEWER

SS1702 - Sewer Pump Station Rehabilitation

Initial Project Start: October 1, 2020
Initial Project Completion: August 31, 2022
Revised Project Start: July 1, 2023
Revised Project Completion: June 30, 2024
Project Origin: End of lifecycle
Multi-year Project: No



Description: The City owns and operates two lift stations to convey flow from low lying areas to high elevations where the flow continues by gravity to the wastewater treatment plant. Both pump stations have reached the end of their useful life and need to be rehabilitated.

Supplemental Information: The two pump stations are located on San Pablo Ave. and Hazel St. In FY 2019/20, this project was renamed to include both pump stations. Previously, this project was titled, “Hazel Street Sewer Pump Rehabilitation.”

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Design	500			$ 22,500			
Engineering	500			$ 150,000			
Construction	500			$ 884,000			
Contingency	500			$ 143,500			
	Subtotal			**$ 1,200,000**			
	Total Cost Estimate: $1,200,000						

STORMWATER

SW2201 - Roble Road Storm Drainage Improvements

Initial Project Start: July 1, 2020
Initial Project Completion: June 30, 2021
Revised Project Start: July 1, 2022
Revised Project Completion: June 30, 2024
Project Origin: Staff Recommendation
Multi-year Project: Yes

Description: The existing system appears to have capacity issues at Roble Ave. and Encina Ave. that warrant review and upgrade. This project will assess the collection system for capacity and hydraulic profile and upgrade the system as necessary.

Supplemental Information:

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Engineering	276			$ 30,000			
Construction	276				$ 280,000		
Contingency	276				$ 40,000		
	Subtotal			**$ 30,000**	**$ 320,000**		
	Total Cost Estimate: $ 350,000						

STORMWATER

SW2002 - Adobe Road Storm Drainage Improvements

Initial Project Start: July 1, 2020
Initial Project Completion: June 30, 2021
Revised Project Start: July 1, 2023
Revised Project Completion: June 30, 2025
Project Origin: Staff Recommendation
Multi-year Project: Yes

Description: Adobe Road experienced a failure due to drainage impacts. Installation of a culvert will be required to control the drainage in the area. The area will then be regraded and the road surface will be restored. This road serves only as a service access route.

Supplemental Information:

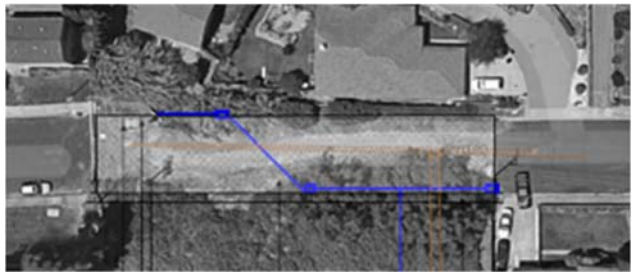
Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Engineering	106			$ 30,000			
Construction	106				$ 175,000		
Contingency	106				$ 25,000		
	Subtotal			**$ 30,000**	**$ 200,000**		
	Total Cost Estimate: $ 230,000						

STORMWATER

SW1801 - Hazel Street Storm Drain Improvements

Initial Project Start: July 1, 2020
Initial Project Completion: June 30, 2021
Revised Project Start:
Revised Project Completion: June 30, 2023
Project Origin: Development Driven
Multi-year Project: Yes



Description: The existing stormwater collection is an open trench system and needs to be converted to an underground conveyance system to facilitate construction of a through road. This project will include connecting the existing storm drain network within Hazel Street between 1087 Hazel St (eastern limits) and 1081 Hazel St. (western limits). In January 2020, the City contacted with Schaff and Wheeler to prepare the preliminary design which includes plan and profile of the pipe and technical specifications.

Supplemental Information: This conversion also aids in compliance with the MSP4 by reducing the potential of contaminants including litter from entering the stormwater system.

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Design	106	$ 54,910					
Construction	106		$ 356,460				
	276		$ 58,000				
Contingency	106		$ 62,000				
	Subtotal	**$ 54,910**	**$ 476,460**				
	Total Cost Estimate:		**$ 531,370**				

rn to Agenda

ROADS

RO2301 - Residential Slurry Seal

Initial Project Start: July 1, 2025
Initial Project Completion: June 30, 2026
Revised Project Start:
Revised Project Completion:
Project Origin: Pavement Management Program
Multi-year Project: No

Description: Based on the most current P-TAP report various segments will be recommended for slurry seal treatment. A slurry seal functions as a topcoat to existing asphalt pavement to preserve and protect the pavement. It is best suited for pavements with mild to moderate damage, such as narrow cracks, but not for severe damage such as potholes.

Supplemental Information:

Budget:

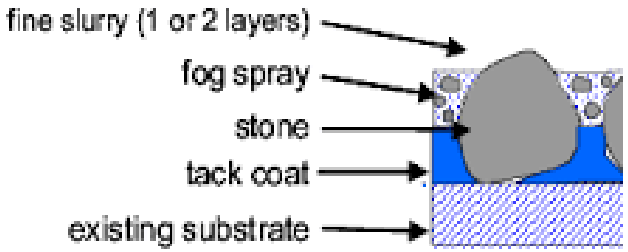
	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Engineering	325					$ 10,000	
Construction	325					$ 800,000	
Contingency	325					$ 80,000	
	Subtotal					**$ 890,000**	
	Total Cost Estimate: $ 890,000						

rn to Agenda

ROADS

RO2[illegible]1 - Cape Seal

Initial Project Start: July 1, 2024
Initial Project Completion: June 30, 2025
Revised Project Start:
Revised Project Completion:
Project Origin: Pavement Management Program
Multi-year Project: No



Description: Based on the most current P-TAP report, various pavement segments will benefit from a cape seal. A cape seal is applied when a slurry seal or micro-surfacing will not adequately address the pavement deterioration. Cape seals are a multi-layered treatment pavement preservation treatment which can extend the life of a pavement by 6-8 years.

Supplemental Information:

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Engineering	325				$ 10,000		
Construction	325				$ 500,000		
Contingency	325				$ 50,000		
	Subtotal				**$ 560,000**		
	Total Cost Estimate: $ 560,000						

rn to Agenda

ROADS

RO2301 - Residential Slurry Seal

Initial Project Start: July 1, 2023
Initial Project Completion: June 30, 2024
Revised Project Start:
Revised Project Completion:
Project Origin: Pavement Management Program
Multi-year Project: No

Description: Based on the most current P-TAP report various segments will be recommended for slurry seal treatment. A slurry seal functions as a topcoat to existing asphalt pavement to preserve and protect the pavement. It is best suited for pavements with mild to moderate damage, such as narrow cracks, but not for severe damage such as potholes.

Supplemental Information:

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Engineering	325			$ 10,000			
Construction	325			$ 800,000			
Contingency	325			$ 80,000			
	Subtotal			**$ 890,000**			
	Total Cost Estimate: $ 890,000						

rn to Agenda

ROADS

RO2101 - Arterial Rehabilitation

Initial Project Start: July 1, 2020
Initial Project Completion: June 30, 2023
Revised Project Start:
Revised Project Completion: June 30, 2024
Project Origin: Pavement Management Program
Multi-year Project: Yes

Description: Based on the 2019 P-TAP report, various segments were recommended for treatment by StreetSaver®. The recommendations will be further validated through a comparative pavement analysis to explore additional treatment options which are not discussed in the P-TAP report. This will allow the City to optimize the available funding. In February 2021, the City selected a consultant to complete the preliminary engineering for this project.

Supplemental Information:

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Engineering	377	$ 18,606	$ 39,874				
Construction	200		$ 428,910				
	377		$ 625,000	$ 215,000			
Contingency	377		$ 93,750	$ 32,250			
	Subtotal	**$ 18,606**	**$ 1,187,534**	**$ 247,250**			

rn to Agenda

ROADS

RO2102 - Tennent Ave. Rehabilitation

Initial Project Start: July 1, 2020
Initial Project Completion: June 30, 2023
Revised Project Start:
Revised Project Completion: June 30, 2025
Project Origin: Pavement Management Program
Multi-year Project: Yes

Description: The construction impacts from the WPCP upgrade project resulted in pavement deterioration. This project will rehabilitate Tennent Ave. from San Pablo Ave. to WPCP. In February 2021, the City selected a consultant to complete the preliminary engineering for this project.

Supplemental Information: In preparation of this project, the City retained a consultant to perform internal CCTV on this section of roadway. The inspection was completed in early 2021. Coordinating collection system improvements with street resurfacing projects ensures that sewer improvements are made prior to the resurfacing so that manholes and valve covers may be properly realigned, and repairs and replacements are made in a cost-effective manner. This also avoids cutting and patching recently paved streets. The City of Hercules will reimburse $86,430 for this project.

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Engineering	500	$ 27,423	$ 10,382				
Construction	200				$ 381,082		
	500				$ 74,597		
	325				$ 167,321		
Contingency	500				$ 32,000		
	Subtotal	**$ 27,423**	**$ 10,382**		**$ 655,000**		
	Total Cost Estimate: $ 692,805						

rn to Agenda

ROADS

RO2105 - Appian Way Complete Streets

Initial Project Start: July 1, 2021
Initial Project Completion: June 30, 2022
Revised Project Start:
Revised Project Completion: June 30, 2023
Project Origin: Staff Recommendation
Multi-year Project: Yes

Description: Completion of preliminary engineering and design to provide continuous sidewalks and bike lanes along Appian Way beginning from unincorporated El Sobrante to about 1500 lineal feet north of the City limit within Pinole. In December 2021, City Council approved a Cooperative Funding Agreement with WCCTAC to receive STMP funds to complete preliminary design for this project.

Supplemental Information: This project will connect with the Contra Costa County's project to provide continuous sidewalks and bike lanes along Appian Way from San Pablo Dam Rd. in unincorporated El Sobrante. This project will involve coordination with Contra Costa County. The construction phase of this project is unfunded and appears in the Unfunded and Unprogrammed list.

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Engineering	325		$ 100,000				
	UF						$ 970,000
	Subtotal		**$ 100,000**				**$ 970,000**
	Total Cost Estimate: $1,070,000						

rn to Agenda

ROADS

RO2107 - Brandt St. Improvements

Initial Project Start: July 1, 2021
Initial Project Completion: June 30, 2023
Revised Project Start:
Revised Project Completion:
Project Origin: Council Request
Multi-year Project: No

Description: Provide improvements on Brandt St. including application of pavement treatments based on type and severity of distresses on existing pavement.

Supplemental Information:

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Engineering	100		$ 50,000				
Construction	100		$ 120,000				
	Subtotal		**$ 170,000**				
	Total Cost Estimate:		**$ 170,000**				

rn to Agenda

ROADS

RO[illegible]2 - Pedestrian Improvements at Tennent Ave. near R x R

Initial Project Start: July 1, 2020
Initial Project Completion: June 30, 2021
Revised Project Start:
Revised Project Completion: June 30, 2025
Project Origin: Staff Recommendation
Multi-year Project: Yes

Description: In 2018, the East Bay Regional Park District completed a trail link to connect Pinole Shores Regional Shoreline to Bayfront Park trail. There remains one very small gap on Tennent Ave. from Bayfront Park to Railroad Ave. Improvements to Tennent Ave. at the Railroad Crossing will facilitate safe movement of bicycles and pedestrians. Since project inception, the scope of work has evolved to include improvements that would maximize parking on Railroad Avenue for park users. In February 2021, the City selected a consultant to complete the preliminary engineering for this project.

Supplemental Information: WCCTAC held its STMP Call for Projects in 2018 which committed $100k in funding for preliminary engineering from the 2006 STMP program for this project. This project is eligible to respond to future STMP Call for Projects to compete for funding to advance the project through construction.

Budget:

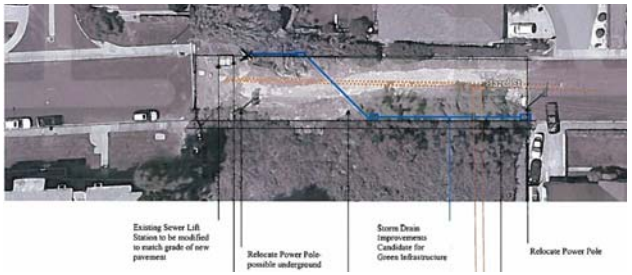
	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Design	325	$ 37,324	$ 61,556				
Construction	325				$ 19,700		
	UF				$ 680,000		
Contingency	UF				$ 100,300		
	Subtotal	**$ 37,324**	**$ 61,556**		**$ 800,000**		
	Total Cost Estimate: $ 898,880						

rn to Agenda

ROADS

RO1902 - Hazel Street Gap Closure (Sunnyview)

Initial Project Start: July 1, 2021
Initial Project Completion: June 30, 2022
Revised Project Start:
Revised Project Completion: July 30, 2025
Project Origin: Development Driven
Multi-year Project: No



Description: A developer has proposed to develop on a vacant lot identified as APN 402-013-060 at the end of Hazel Street. The project proposes the subdivision of the lot into four new parcels and development of single family residences on each new parcel, and execution of a development agreement to make public improvements, including the extension of Hazel Street for roadway connection to Sunnyview Drive - West end of Hazel St.

Supplemental Information: Completion of Project SW1901 prior to this project.

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Construction	276				$ 50,000		
	Developer				$ 150,000		
	Subtotal				**$ 200,000**		
	Total Cost Estimate: $ 200,000						

rn to Agenda

ROADS

RO[illegible]0 - San Pablo Avenue Bridge over BNSF Railroad

Initial Project Start: July 1, 2017
Initial Project Completion: Beyond 5 year term
Revised Project Start:
Revised Project Completion: June 30, 2026
Project Origin: End of life cycle
Multi-year Project: Yes

Description: The San Pablo Avenue bridge over the Burlington Northern Santa Fe Railroad is an integral part of the area's transportation network. The age and condition assessment of the bridge supports replacement. The City was approved for initial funding from the Caltrans Highway Bridge Program (HBP). In February 2020, the City awarded a contract to a consultant for preliminary engineering (PE) to advance the project. The PE will be completed in two phases due to funding limitations. Completion of preliminary design is necessary to develop a final cost estimate for the project. Unfunded portions of this project appear in the Unfunded and Unprogrammed project list as Project UF022.

Supplemental Information: The total budget identified to complete the PE exceeds the amount of funding Caltrans committed to the project of the State's share in the current HBP.

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
PM	325	$ 257,061	$ 80,000	$ 42,439			
Planning & Design	325	$ 537,176	$ 1,225,463	$ (42,439)	$ (7,500)		
	STMP	$ (91,089)	$ (1,223,746)	$ (285,165)			
	HBP	$ (708,856)	$ (81,717)				
	UF						
Construction	STMP						
	UF			$16,578,400	$ 8,439,200	$ 8,439,200	
	Subtotal	**$ (5,709)**	**$ -**	**$16,293,235**	**$ 8,431,700**	**$ 8,439,200**	
	Total Cost Estimate: $33,158,426						

rn to Agenda

ROADS

RO[illegible]8 - Pinole Valley Road Improvements

Initial Project Start: July 1, 2020
Initial Project Completion: June 30, 2021
Revised Project Start: July 1, 2022
Revised Project Completion: June 30, 2023
Project Origin: Council Request
Multi-year Project: No

Description: As part of the high school construction project WCCUSD provided road improvements along the school frontage. Improvements to Pinole Valley Road - from Shea Dr. to Helena Ct. will extend the useful life of the pavement. The existing pavement score is high in this area, so a slurry seal may be the recommended treatment.

Supplemental Information:

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Engineering	200		$ 5,000				
Construction	200		$ 87,000				
Contingency	200		$ 8,000				
	Subtotal		**$ 100,000**				
	Total Cost Estimate:		**$ 100,000**				

rn to Agenda

ROADS

RO[illegible]4 - Safety Improvements at Appian Way and Marlesta Rd. (formerly known as HAWK at Appian Way and Marlesta Rd.)

Initial Project Start: July 1, 2024
Initial Project Completion: June 30, 2025
Revised Project Start: July 1, 2020
Revised Project Completion: June 30, 2023
Project Origin: TAPS
Multi-year Project: Yes

Description: The key elements affecting the safety of pedestrians and cyclists at the Appian Way and Marlesta Way intersection is speed and reduced visibility of approaching traffic due to the topography of the project area. Safety improvements are required to improve crossing conditions for pedestrians and bicyclists. In February 2021, the City selected a Consultant to complete the preliminary engineering for this project.

Supplemental Information: The City secured grant funds to install a traffic signal at this intersection instead of a HAWK.

Budget:

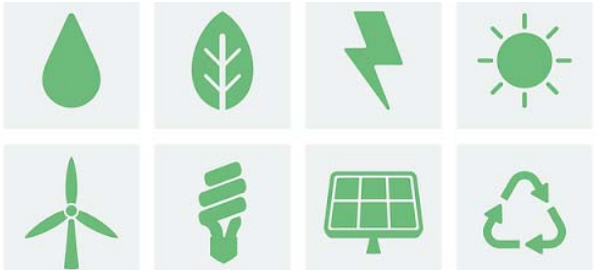
	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Design	325	$ 25,193	$ 9,144				
Construction	OBAG2		$ 350,000				
	TDA		$ 129,400				
	106		$ 67,278				
Contingency	106		$ 82,050				
	Subtotal	**$ 25,193**	**$ 637,872**				
	Total Cost Estimate:		**$ 663,065**				

rn to Agenda

INFRASTRUCTURE ASSESSMENTS

IN22[illegible] - Energy Audit

Initial Project Start: July 1, 2022
Initial Project Completion: June 30, 2023
Revised Project Start:
Revised Project Completion:
Project Origin: Staff Recommendation
Multi-year Project: No
Description:
Supplemental Information:



Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Planning	106		$ 50,000				
	Subtotal		**$ 50,000**				
	Total Cost Estimate:		**$ 50,000**				

rn to Agenda

INFRASTRUCTURE ASSESSMENTS

IN2[illegible] - Emergency Power for Critical Facilities

Initial Project Start: July 1, 2021
Initial Project Completion: June 30, 2023
Revised Project Start: July 1, 2022
Revised Project Completion: June 30, 2024
Project Origin: Council Request
Multi-year Project: Yes

Description: During severe natural hazard events, it is highly likely that utility power will not be available for an extended period of time. Critical facilities will need reliable sources of sustained electrical power to continue operations. This project will: 1) identify critical facilities in need of back-up power in coordination with an Emergency Operations Plan (EOP) , 2) assess power loads in each critical facility that requires back-up power, 3) determine the costs and technology options including solar battery storage, and 4) make any additional recommendations to Council before advancing to construction.

Supplemental Information: The Public Safety Building, Fire Station 74, and the Water Pollution Control Plant have stand by generators.

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Design	100		$ 30,000				
Construction	100			$ 170,000			
	Subtotal		**$ 30,000**	**$ 170,000**			
	Total Cost Estimate: $ 200,000						

rn to Agenda

INFRASTRUCTURE ASSESSMENTS

IN2[illegible] - Municipal Broadband Feasibility

Initial Project Start: July 1, 2021
Initial Project Completion: June 30, 2024
Revised Project Start: July 1, 2022
Revised Project Completion: June 30, 2023
Project Origin: Council Request
Multi-year Project: No

Description: A feasibility study will determine a successful deployment strategy and associated costs for implementing municipal broadband service in Pinole.

Supplemental Information:

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Planning	106		$ 60,000				
	Subtotal		**$ 60,000**				
	Total Cost Estimate:		**$ 60,000**				

INFRASTRUCTURE ASSESSMENTS

IN2[illegible] - Recycled Water Feasibility

Initial Project Start: July 1, 2022
Initial Project Completion: June 30, 2023
Revised Project Start:
Revised Project Completion: June 30, 2024
Project Origin: Council Request
Multi-year Project: Yes

Description: A feasibility study will allow the City to plan and phase the construction of future recycled water distribution system infrastructure. The study will identify potential recycled water customers, evaluate the quantity, quality, and recycled water distribution system options to address the needs of potential users in surrounding areas, seek opportunities to phase the construction of a recycled water delivery system, and develop planning-level cost options for the phased system.

Supplemental Information: Recycled water delays or eliminates the need to construct more potable water facilities, sustains the economy with increased water supply reliability, protects the environment, safeguards investments in parks and landscaping with drought proof or drought resistant water supply, and contributes to a green and healthy environment. In 2019, East Bay Municipal Utility District (EBMUD) prepared an Updated Recycled Waster Plan which considered the potential for potable reuse in EBMUD's water service area. The development of a new recycled water supply for the Phillips 66 refinery in Rodeo using effluent from the Pinole-Hercules and Rodeo wastewater treatment plants was among the recommended non-potable reuse projects. This project is estimated to deliver up to 3.67 MGD of recycled water to the refinery for use in their boilers and cooling towers. The combined final disinfected effluent from both plants would be pumped at the Rodeo Pump Station to the refinery for treatment a new advanced recycled water treatment plan. This project was recommended by EBMUD because it would deliver a large amount of water to a single customer, with comparatively few pipelines required due to the short distance between the sources of wastewater and the Phillips 66 Refinery

Budget:

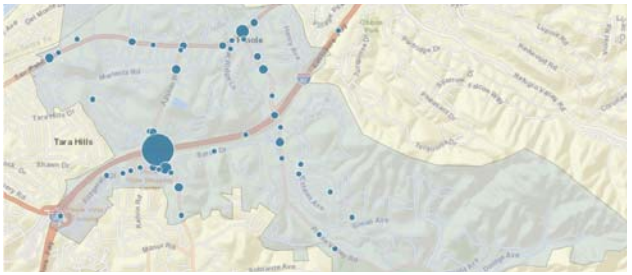
	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Design	100		$ 60,000				
Construction	100			$ 140,000			
	Subtotal		**$ 60,000**	**$ 140,000**			
	Total Cost Estimate: $ 200,000						

rn to Agenda

INFRASTRUCTURE ASSESSMENTS

IN2[illegible] - Local Road Safety Plan

Initial Project Start: July 1, 2020
Initial Project Completion: June 30, 2022
Revised Project Start:
Revised Project Completion: December 30, 2022
Project Origin: Staff Recommendation
Multi-year Project: Yes



Description: Development of a Local Road Safety Plan (LRSP) which will include an existing conditions assessment, development of traffic measures in areas of engineering, education, encouragement, enforcement, emerging technologies along with associated evaluation. The LRSP will include a prioritized list of roadway infrastructure improvements.

Supplemental Information: In July 2020, staff submitted a grant application to Caltrans for funding to develop and implement an LRSP for the City of Pinole. LRSP's allow local governments to identify, analyze, and prioritize roadway safety improvements on roads within their jurisdiction. In the future, an LRSP or its equivalent, will be required for agencies to apply for federal Highway Safety Improvement Plan funds. In October 2020, the City was selected for funding and implementation of an LRSP. In December 2020, the City released a Request for Proposals to seek professional services from licensed engineering firms to develop a LRSP. A contract was awarded to a consultant in April 2021.

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Planning	325	$ 19,013	$ 20,650				
	Subtotal	$ 19,013	**$ 20,650**				
	Total Cost Estimate:		**$ 39,663**				

rn to Agenda

INFRASTRUCTURE ASSESSMENTS

IN2[illegible] - Active Transportation Plan

Initial Project Start: July 1, 2021
Initial Project Completion: June 30, 2022
Revised Project Start: July 1, 2022
Revised Project Completion: June 30, 2023
Project Origin: TAPS
Multi-year Project: No

Description: Development of an Active Transportation Plan will act as a guide for active mobility within and around Pinole. The Plan will identify an integrated network of walkways and bikeways that connect Pinole neighborhoods and communities to employment, education, commercial, recreational, and tourist destinations. The plan will prioritize a set of connected projects, that when fully implemented, will increase active transportation opportunities and make it safe and more convenient for people to walk, bike, and use non-auto forms of travel.

Supplemental Information:

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Planning	100		$ 75,000				
	Subtotal		**$ 75,000**				
	Total Cost Estimate:		**$ 75,000**				

rn to Agenda

INFRASTRUCTURE ASSESSMENTS

IN2[illegible] - Sanitary Sewer Collection System Master Plan

Initial Project Start: July 1, 2020
Initial Project Completion: June 30, 2022
Revised Project Start:
Revised Project Completion: December 30, 2022
Project Origin: Staff Recommendation
Multi-year Project: Yes

Description: In September 2020, the City Council awarded a contract to Carollo Engineers, Inc. to develop a Sanitary Sewer Collection System Master Plan (Plan). The Plan will provide a condition assessment of the sewer collection assets to inform capital planning and effectively serve the wastewater needs of residents and businesses. This plan will also provide a capacity analysis to identify pipes that need to be upsized. Master planning is critical to identify when and where infrastructure upgrades or improvements will be needed to accommodate growth.

Supplemental Information:

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Planning	500	$ 359,147	$ 89,853				
	Subtotal	**$ 359,147**	**$ 89,853**				
	Total Cost Estimate: $ 449,000						

rn to Agenda

INFRASTRUCTURE ASSESSMENTS

IN1[illegible] - Storm Drainage Master Plan

Initial Project Start: July 1, 2020
Initial Project Completion: June 30, 2023
Revised Project Start: July 1, 2023
Revised Project Completion: June 30, 2025
Project Origin: Staff Recommendation
Multi-year Project: Yes

Description: Preparation of a storm drain master plan will provide an analysis of the existing collection system. The plan will identify system deficiencies related to capacity, functionality, and permit compliance. The plan can serve to guide future budget allocations for improvements to the system.

Supplemental Information:

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Planning	106			$ 75,000	$ 75,000		
	Subtotal			**$ 75,000**	**$ 75,000**		
	Total Cost Estimate: $150,000						

rn to Agenda

INFRASTRUCTURE ASSESSMENTS

IN1[illegible]4 - Park Master Plan

Initial Project Start: July 1, 2020
Initial Project Completion: June 30, 2021
Revised Project Start: July 1, 2021
Revised Project Completion: June 30, 2023
Project Origin: Staff Recommendation
Multi-year Project: No

Description: Preparation of a park master plan will aid the City in developing a strategic approach to park maintenance and operation. The master plan will allow the City to quantify and qualify the existing park system, identify deficiencies, and develop a financial analysis of the cost to maintain and operate park assets.

Supplemental Information: This project was added to the CIP in 2017 as an unfunded project; Council approved funding in 2020.

Budget:

	Fund	Prior Funding	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Planning	106		$ 100,000				
	Subtotal		**$ 100,000**				
	Total Cost Estimate:		**$ 100,000**				

UNFUNDED AND UNPROGRAMMED PROJECTS

CAPITAL IMPROVEMENT PLAN: FY 2022/23 THROUGH FY 2026/27
UNFUNDED AND UNPROGRAMMED PROJECTS

#	Unfunded/Unprogrammed Projects
UF001	Railroad Avenue Bridge Removal and Replacement
UF002	Electric Vehicle Charging Stations in City lots
UF003	Parking lot resurfacing
UF004	LLAD Landscape Restoration and Improvement
UF005	Dog Park Restroom Replacement
UF006	Dog Park resurfacing and fencing improvements
UF007	Eucalyptus Grove Restoration
UF008	Fernandez Park Baseball grandstand improvement
UF009	Repave Trails
UF010	ADA Ramps
UF011	Appian Complete Streets
UF012	Bridge Maintenance
UF013	Installation of High intensity Activated crossWALK (HAWK)
UF014	Pavement Maintenance
UF015	I-80/Pinole Valley Rd. Interchange Improvements
UF016	Shale Hill Retaining wall and sidewalk gap
UF017	Sidewalks gaps
UF018	Signal System Upgrades
UF019	San Pablo Sewer Lift Station Upgrade
UF020	Sewer Collection Systemwide Rehabilitation
UF021	Tree Master Plan
UF022	San Pablo Avenue Bridge over BNSF Railroad
UF023	Installation of Solar at City Facilities
UF024	All weather access roads

UF001 - Railroad Avenue Bridge Removal and Replacement

Project Information

The Contra Costa County Flood Control and Water Conservation District has advised removal of the Railroad Avenue Bridge. The bridge is a flood barrier. The first step is to determine if the City of Pinole is the responsible agency for this project.

Origin: Staff Recommendation

Budget Unit: Roads/Sanitary Sewer/ Stormwater

Cost Estimate:

Potential Funding Sources:

UF002 - Electric Vehicle Charging Stations in City lots

Project Information

The City desires to promote and encourage the use of electric vehicles. With increased adoption of alternative fuel vehicles, the need for charging infrastructure is growing. The City wishes to install charging stations in city owned parking lots. The first step is to complete a load study at City owned parking lots to determine the electrical capacity at each site. There may be significant electrical upgrades necessary to install charging stations. Electrical capacity and siting determine ultimately determine the cost of each project. There are incentives available for the charging equipment.

Origin: Council Request

Budget Unit: Facilities

Cost Estimate:

Potential Funding Sources: Bay Area Air Quality Management District, West Contra Costa Transportation Authority, Marin Clean Energy

UF003 - Parking lot resurfacing

Project Information

This project is to maintain and enhance existing City owned parking facilities and infrastructure, to increase parking supply, and to support ongoing multi-modal and streetscape improvements. Improvements include saw cutting and demolition, pavement removal, earthwork, pavement installation, curb and gutter, striping, and signage.

Origin: Staff Recommendation

Budget Unit: Facilities

Cost Estimate:

Potential Funding Sources: Economic stimulus funding

UF004 - LLAD Landscape Restoration and Improvement

Project Information

The Pinole Valley Road Landscape and Lighting Assessment District was formed in 2008. The City installed various improvements on Pinole Valley Road between Henry Avenue and Ramona Street. The district provides maintenance to traffic signals, streetlights, median landscaping, irrigation for landscaping, electricity to traffic signals and streetlights, and graffiti removal. This project will maintain and restore turf, shrubs, plants and trees within the District.

Origin: LLAD Report

Budget Unit: LLAD

Cost Estimate:

Potential Funding Sources: Fund 345 & 348

UF005 - Dog Park Restroom Replacement

Project Information

The existing restroom located at the Dog Park is beyond its useful life and requires replacement.

Origin: Staff Recommendation

Budget Unit: Parks

Cost Estimate:

Potential Funding Sources: -

UF006 - Dog Park resurfacing and fencing improvements

Project Information

Resurfacing and fencing improvements

Origin: Staff Recommendation

Budget Unit: Parks

Cost Estimate:

Potential Funding Sources:

UF007 - Eucalyptus Grove Restoration

Project Information

The open space located between the Old Town area between John St. and Pinole Valley Road is forested with Eucalyptus trees. In 2014, a Safety Inspection was conducted by a consultant. A total of 8 trees were recommended for removal, and root crown excavation was recommended for 3 trees. 2 trees were determined to be hollow and recommended for further investigation to evaluate the level of internal decay. In 2018, the City hired a company to remove 20 Eucalyptus trees in the area. There are still many trees left and many of the prior trees were felled with the trunks remaining on site. This project will remove the remaining trees, both standing and, on the ground, and regreen this area with native trees.

Origin: Council Request

Budget Unit: Parks

Cost Estimate:

Potential Funding Sources:

UF008 - Fernandez Park Baseball grandstand improvement

Project Information

The current grandstand is aging and requires increased maintenance to maintain its serviceability.

Origin: Staff Recommendation

Budget Unit: Parks

Cost Estimate:

Potential Funding Sources:

UF009 - Repave Trails

Project Information

The City's goal is to develop safe, connected, and comfortable bicycle and pedestrian facilities for people of all ages and abilities. Repaving trails will enhance trail access from the City's roadway network to encourage alternative modes of transportation.

Origin: Staff Recommendation

Budget Unit: Parks

Cost Estimate:

Potential Funding Sources:

UF010 - ADA Ramps

Project Information

This project involves removing barriers to accessibility for persons using wheelchairs or other personal assistance devices and improving pedestrian accessibility and safety by reconstructing or upgrading curb ramps at various locations throughout the City.

Origin: Staff Recommendation

Budget Unit: Roads

Cost Estimate:

Potential Funding Sources:

UF011 - Appian Complete Streets

Project Information

This project will provide continuous side-walks and bike lanes along Appian Way from San Pablo Dam Rd. in unincorporated El Sobrante to about 1500 lineal feet north of the city limit within the City of Pinole. The City will seek 2019 STMP funds from West Contra Costa Transportation Authority for preliminary design.

Origin: Staff Recommendation

Budget Unit: Roads

Cost Estimate: $970,000

Potential Funding Sources: -

UF012 - Bridge Maintenance

Project Information

Maintenance of vehicular and pedestrian bridges as identified in the Caltrans Bridge Inspection Reports and Pedestrian Bridge Inspection Reports completed by Quincy Engineering, Inc.

Origin: Staff Recommendation

Budget Unit: Roads

Cost Estimate:

Potential Funding Sources:

UF013 - Installation of High intensity Activated crossWALK (HAWK)

Project Information

A High Intensity Activated crossWALK (HAWK) beacon is a traffic control device used to stop road traffic and facilitate pedestrians to cross more safely. HAWKS are candidate treatments for roads with three or more lanes and generally have an annual average daily traffic above 9,000. HAWKS are considered for all midblock and intersection crossings where roadway speed limits are equal or greater than 40 mph. The safety of various crossings can be improved in Pinole through the installation of a HAWK.

Origin: Staff Recommendation

Budget Unit: Roads

Cost Estimate:

Potential Funding Sources:

UF014 - Pavement Maintenance

Project Information

The City uses a pavement management software known as StreetSaver to strategize the most cost effective method to extend the pavement life. Pavement Maintenance is necessary to maintain the City's pavement network. Deferred maintenance results in increased costs over time.

Origin: Staff Recommendation

Budget Unit: Roads

Cost Estimate: $42,000,000

Potential Funding Sources: Fund 200 and Fund 106

UF015 - I-80/ Pinole Valley Rd. Interchange Improvements

Project Information

This project will widen Pinole Valley Road ramp terminal intersections at I-80 to provide a dedicated right turn lane to the eastbound and westbound I-80 on ramps. This project will also provide crossing enhancements at the Pinole Valley Road and I-80 intersection.

Origin: Staff Recommendation

Budget Unit: Roads

Cost Estimate: $10,959,000

Potential Funding Sources:

UF016 - Shale Hill Retaining wall and sidewalk gap

Project Information

Shale Hill is located on San Pablo Ave. near Oak Ridge Road. The cut slope above the pavement is comprised of shale which is loose and sloughs onto the road. There is no sidewalk in this area because the toe of the embankment is uncontrolled and there is inadequate space to accommodate a sidewalk. Staff has not been successful in securing grant funds for this project.

Origin: Staff Recommendation

Budget Unit: Roads

Cost Estimate:

Potential Funding Sources:

UF017 - Sidewalk gaps

Project Information

This project will address sidewalk gaps by installing public sidewalks where sidewalks are missing on one or both sides of the street. This work will be coordinated with other construction projects. Sidewalk gaps often exist in places with site constraints (i.e. right of way, grade/slopes, or utility conflicts) or are adjacent to properties that have been required to provide sidewalks in the past due to land uses or ownerships. Locations for repair will be selected based on site conditions, pedestrian safety, and adjacent property attributes.

Origin: Staff Recommendation

Budget Unit: Roads

Cost Estimate:

Potential Funding Sources:

UF018 - Signal System Upgrades

Project Information

This project will upgrade various aspects of the City's traffic signal system including: traffic signal controller equipment, vehicle detection, traffic signal arms and heads, battery backup systems, and communications systems to reduce congestion and improve safety for the Pinole community.

Origin: Staff Recommendation

Budget Unit: Roads

Cost Estimate:

Potential Funding Sources:

UF019 - San Pablo Sewer Lift Station Upgrade

Project Information

This project involves upgrading the structural and electrical needs of the San Pablo Ave. lift station to address the safety and operational deficiencies.

Origin: Sanitary Sewer Master Plan

Budget Unit: Sewer

Cost Estimate:

Potential Funding Sources:

UF020 - Sewer Collection Systemwide Rehabilitation

Project Information

In 2020, the City contracted with a consultant to prepare a sanitary sewer collection system master plan. The Master Plan will provide condition assessment of sewer collection assets that will inform capital planning.

Origin: Sanitary Sewer Master Plan

Budget Unit: Sewer

Cost Estimate:

Potential Funding Sources:

UF021 - Tree Master Plan

Project Information

In 2019, the City Council established a Beautification Ad Hoc Committee to analyze options for, and to make recommendations to Council regarding clean-up and beautification projects in Pinole. Among other projects, the Committee recommended the development of a Tree Master Plan to inventory the existing trees, and to develop a plan for managing the tree inventory, including finding tree planting opportunities.

Origin: Beautification AdHoc Committee

Budget Unit:

Cost Estimate: $375,000

Potential Funding Sources: Cal Fire Urban and Community Forestry Grant Program

UF022 - San Pablo Avenue Bridge over BNSF Railroad

Project Information

This project will replace the existing thirteen span reinforced concrete span structure over the Burlington Northern Santa Fe Railroad adjacent to San Pablo Avenue at the easterly limits of the City. On 02/18/20, Council awarded a contract to a Consultant to begin the preliminary engineering (PE) for this project (CIP Project RO1710). The PE will be completed in two phases due to funding limitations. The first phase was necessary to develop a final cost estimate to facilitate pursuing additional funding required to complete all phases including construction.

Origin: End of life cycle

Budget Unit: Roads

Cost Estimate: $35,582,665

Potential Funding Sources: Fund 213, Fund 214, and Economic Stimulus funds.

UF023 - Installation of Solar at City Facilities

Project Information

This project involves procurement and installation of solar panels at City owned facilities to offset the City's electricity consumption and reduce the greenhouse gas impacts.

Origin: Council Request

Budget Unit: Facilities

Cost Estimate:

Potential Funding Sources:

UF024 - All access weather roads

Project Information

The General Plan, Chapter 8 discusses improvement of open space management to reduce wildfire risks. There is a desire to have improved, all-weather access roads through open space to improve access to and from Hercules and El Sobrante to shorten response times and improve mutual aid.

Origin: General Plan

Budget Unit: Roads

Cost Estimate:

Potential Funding Sources:

ATTACHMENT B

CIP Project Lifecycle and Project Status Summary

CIP projects usually have five major phases of their lifecycle, described below.

- Initiation: Projects in the CIP are selected and prioritized based on specific criteria such as consistency with master plans and policies, regulatory requirements, health and safety impacts, and community benefits. The funding is identified for projects and a capital budget is presented to Council for consideration. Once the CIP is adopted by City Council, staff is responsible for project implementation. The initiation phase involves determining whether the project will be managed by City staff or a consultant, assigning the project to a manager, and assembling the project team.

- Planning: The assigned project manager develops the scope, preliminary schedule, and funding requirements, and identifies stakeholders.

  Construction projects can be completed through several delivery methods, including design-build and design-bid-build. In design-build, the same firm/team of firms is selected to design and build the project, whereas in design-bid-build one firm designs the project, then the construction is bid, and a construction firm builds the project. Depending on the delivery method, a construction project can involve several steps which may include design, bid, award, construction, and closeout.

  For non-construction projects such as master planning, staff defines the initial project by identifying major goals and objectives.

  Throughout the project lifecycle, coordination and engagement with various stakeholders is necessary. Stakeholders can include the community, business owners, utilities, funding partners, and other interested and affected parties.

- Execution: For construction projects, the project plans and specifications, and preliminary costs estimates, are prepared. Typically, there are three levels of design review which allow opportunity for coordination and input with stakeholders, utilities, funding partners, and regulatory agencies. The design review usually occurs at 35, 65, and 90 percent of design completion. As the design progresses through each level, the cost estimate becomes more precise. The completed design is reviewed and approved by the City Engineer.

  For a design-bid-build project, the final approved design goes out to bid. The project cost estimate and source of project funding govern which procurement policies and procedures will apply. The City's procurement policy establishes the standards for purchase of goods, services, and supplies. Projects involving federal or State grant funds typically involve stricter and more formalized procedures. In addition, high value public works projects must adhere to

processes established in the California Public Contract Code. A contract is awarded to the most qualified and responsible vendor.

After a contract is awarded and executed with the appropriate insurance and bonds, project construction can begin. The project size and complexity dictate the length of the construction phase.

For master plans, stakeholders are engaged, and links are identified among other infrastructure plans, the General Plan, and other applicable City plans. Next, solutions including conceptual alternatives are developed. Viable solutions are evaluated to ensure they meet the goals and needs of the project. The master plan is a final document which contains a recommended program and/or capital project list.

- Monitoring: Throughout the project lifecycle, staff oversees and monitors the project. Construction projects involve construction management, contract compliance, and project management services, which include technical and administrative tasks. Staff is also responsible for grant administration for projects that are funded by grants.

- Closure: Once construction projects are complete, the as-built drawings are filed for future reference. Closeout activities involve completing project related paperwork including filing the notice of completion with the Contra Costa County Recorder’s office. For master plans, the final plan is presented to City Council.

Return to Agenda

CITY OF PINOLE CAPITAL IMPROVEMENT PLAN

STATUS OF SCHEDULED PROJECTS FOR FY 2022/23 THRU DECEMBER 31, 2022

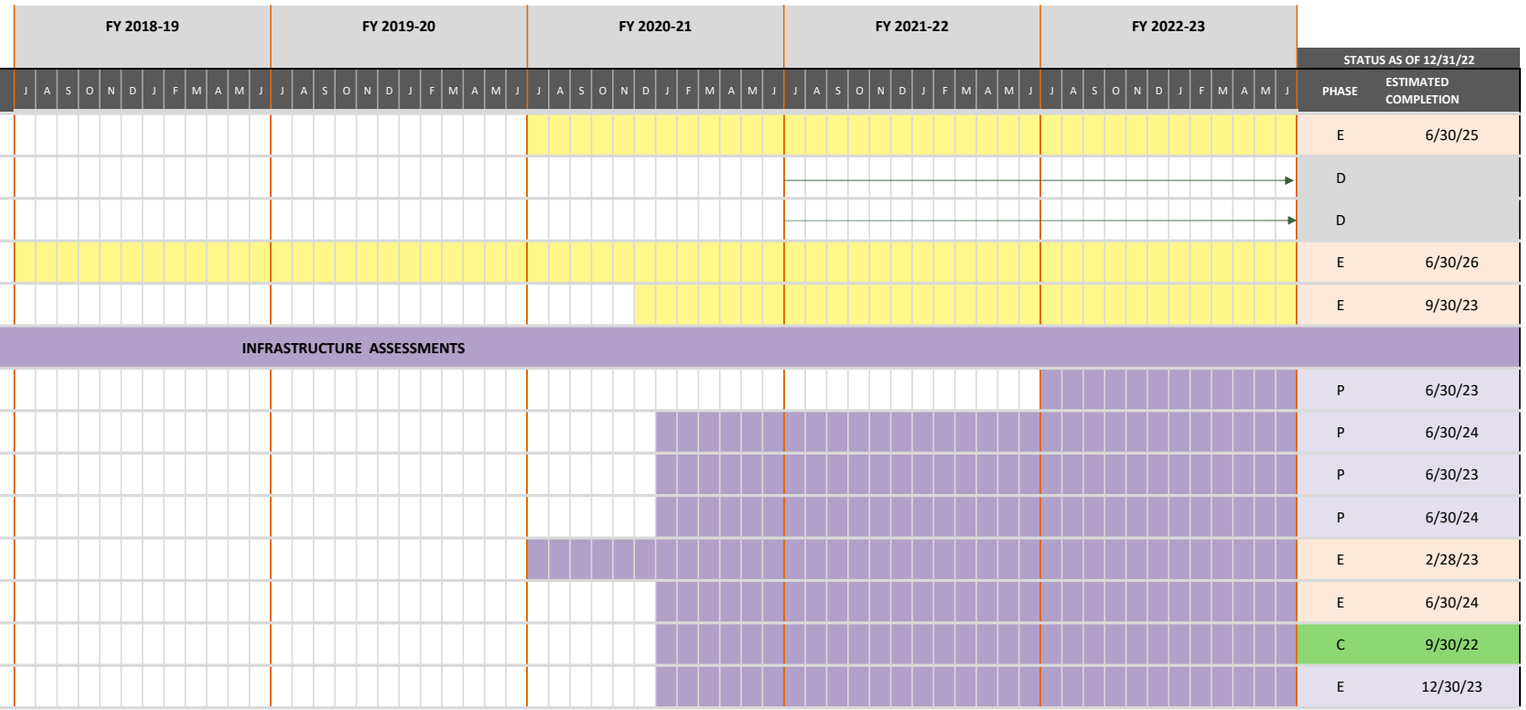
Legend:

Delayed due to limited resources | **C**losure/Complete | **E**xecution | **P**lanning

PRJ. #	NAME OF PROJECT	PROGRESS	SCHEDULED START	SCHEDULED END	STATUS AS OF 12/31/22 PHASE	STATUS AS OF 12/31/22 ESTIMATED COMPLETION
	FACILITIES					
FA2202	Senior Center Modernization	20%	7/1/22	6/30/25	E	6/30/25
FA2201	Faria House Renovations	0%	7/1/22	6/30/23	D	
FA2002	Electric Vehicle Charging Stations	55%	7/1/20	6/30/23	E	6/30/23
FA1902	Energy Upgrades	65%	7/1/20	6/30/23	E	6/30/23
FA1901	Senior Center Auxiliary Parking Lot	20%	7/1/20	6/30/24	E	6/30/24
	PARKS					
PA2203	Playground Rubberized Surface Improvements	50%	7/1/21	6/30/22	E	6/30/23
PA2201	Pocket Parks - Galbreth Rd.	10%	7/1/22	6/30/23	D	
PA2101	Installation of High-Capacity Trash Bins	20%	7/1/21	6/30/23	P	6/30/23
	SANITARY SEWER					
SS2203	Effluent Outfall	0%	7/1/22	6/30/27	P	6/30/27
SS2202	Replacement of Diesel Tank	100%	7/1/21	6/30/23	C	11/17/2022
SS2201	Sanitary Sewer Rehabilitation	15%	7/1/22	6/30/27	P	6/30/24
SS2101	Secondary Clarifier - Center Column Rehabilitation	15%	7/1/20	6/30/23	E	6/30/23
SS2102	Air Release Valve Replacements	25%	7/1/21	6/30/23	E	6/30/23
SS2002	Water Pollution Control Plant Lab Remodel	0%	7/1/20	6/30/23	P	6/30/23
	STORMWATER					
SW1901	Hazel Street Storm Drain Improvements	50%	7/1/20	6/30/23	E	6/30/23
	STREETS AND ROADS					
RO2101	Arterial Rehabilitation	25%	7/1/20	6/30/24	E	6/30/24
RO2102	Tennent Ave. Rehabilitation	20%	7/1/20	6/30/25	E	6/30/25
RO2105	Appian Way Complete Streets Project	10%	7/1/21	6/30/23	D	
RO2107	Brandt St. Improvements	10%	7/1/21	6/30/23	D	

Return to Agenda

PRJ. #	NAME OF PROJECT	PROGRESS	SCHEDULED START	SCHEDULED END	STATUS AS OF 12/31/22 PHASE	STATUS AS OF 12/31/22 ESTIMATED COMPLETION
RO1902	Pedestrian Improvements at Tennent Ave. Near R X R	35%	7/1/20	6/30/24	E	6/30/25
RO1802	Hazel Street Gap Closure (Sunnyview)	0%	7/1/21	6/30/25	D	
RO1708	Pinole Valley Road Improvements	10%	7/1/20	6/30/26	D	
RO1710	San Pablo Ave. Bridge Over BNSF Railroad	10%	7/1/17	6/30/26	E	6/30/26
RO1714	Safety Improvements at Appian Way & Marlesta Rd.	55%	7/1/20	6/30/23	E	9/30/23
	INFRASTRUCTURE ASSESSMENTS					
IN2201	Energy Audit	10%	7/1/22	6/30/23	P	6/30/23
IN2101	Emergency Power for Critical Facilities	10%	7/1/21	6/30/24	P	6/30/24
IN2102	Municipal Broadband Feasibility	5%	7/1/21	6/30/23	P	6/30/23
IN2103	Recycled Water Feasibility	10%	7/1/22	6/30/24	P	6/30/24
IN2104	Local Road Safety Plan	70%	7/1/20	6/30/23	E	2/28/23
IN2106	Active Transportation Plan (RO2106)	25%	7/1/21	6/30/23	E	6/30/24
IN2001	Sanitary Sewer Collection System Master Plan	100%	7/1/20	12/30/22	C	9/30/22
IN1704	Park Master Plan	20%	7/1/20	6/30/23	E	12/30/23



CITY COUNCIL REPORT

9G

DATE **FEBRUARY 21, 2023**

TO: **MAYOR AND COUNCIL MEMBERS**

FROM: **ANDREW MURRAY, CITY MANAGER**

SUBJECT: **RECEIVE THE QUARTERLY REPORT ON IMPLEMENTATION OF THE STRATEGIC PLAN FOR FISCAL YEAR (FY) 2022-23 SECOND QUARTER**

RECOMMENDATION

City staff recommends that the City Council receive the quarterly report on implementation of the Strategic Plan.

BACKGROUND

In February 2020, the City Council adopted the City of Pinole Strategic Plan 2020 – 2025. The Strategic Plan identified four goals for the City (safe and resilient, financially stable, vibrant and beautiful, and high performance) and 22 individual strategies (special projects) to complete over a five-year timeframe.

In August 2020, the City created the Strategic Plan Implementation Action Plan (IAP), which identified the timeframe on which each Strategic Plan strategy would be implemented. The City Council revisited the IAP in January 2021 and approved an updated version, which specified completion dates for each of the strategies. During the January 2021 discussion of the IAP, staff recommended a quarterly report on the status of the implementation of the Strategic Plan strategies, akin to the quarterly reports that staff provides to the Council on the City budget and City investments. Council agreed to this recommendation.

REVIEW & ANALYSIS

Below find a table listing the four goals and 22 strategies contained within the Strategic Plan, along with the start and completion dates for each agreed upon in the January 2021 IAP. Each strategy has been coded with a green, yellow, or red dot to indicate whether the City is on track to achieve the beginning and completion dates specified in the January 2021 IAP. Green indicates that the City is on track to achieve both the beginning and completion dates; yellow indicates that the City is on track to achieve either the beginning or completion date; and red indicates that the City is not on track to achieve either the beginning or completion date. Note that “Year 1” is FY 2020-21. Those strategies that have been completed are shaded gray in the table below. The City has completed ten of the strategies and is currently on track to achieve the beginning and completion dates of many of the remaining strategies.

Goal and Strategy	Year to Begin Strategy (January 2021 IAP)	Year to Complete Strategy (January 2021 IAP)	FY 2021-22 First Quarter Status	Notes on Status
Goal 1: Safe and Resilient Pinole				
Strategy 1. Conduct a citywide asset condition assessment.	Year 1	Year 5		The City is in the midst of multiple asset condition assessments and master plans. At the end of Year 5, the City will have current assessments for all major capital assets.
Strategy 2. Update the emergency preparedness and response plan (including results of the facilities and equipment assessment).	Year 1	Year 1		Staff presented a draft updated Emergency Operations Plan (EOP) to the City Council on August 2, 2022. Staff expects to present a final updated EOP incorporating City Council's feedback and other changes for Council adoption in FY 2022-23 Q4.
Strategy 3. Explore restoring the community emergency response team (CERT) program and conducting annual tabletop exercises and community drills.	Year 3	Year 3		Staff expects to initiate and complete this effort on schedule. The City will have Con Fire provide fire protection services on the City's behalf beginning in 2023. Con Fire does not operate CERT programs. Therefore, the City will need to decide whether it would like to have a CERT program, and which City department will operate it.
Strategy 4. Review, prioritize, and implement as appropriate the 2019 fire service study recommendations.	Year 1	Year 2	Complete	City staff presented its assessment of the fire study and its recommendations regarding next steps to bolster fire service in April 2021. City Council approved staff's recommendations, which staff is now implementing.

Goal 2: Financially Stable Pinole				
Strategy 1. Develop a long-term financial plan (LTFP) and use it to guide budget and financial decisions (including policies regarding reserves and management of liabilities).	Year 1	Year 1	Complete	The City adopted a LTFP in June 2021. The City adopted a second LTFP, for the following fiscal year, in June 2022.
Strategy 2. Conduct a comprehensive fee study to ensure cost recovery of current and potential service fees. (Evaluate implementing an online payment platform.)	Year 1	Year 2	Complete	Staff presented a proposed updated Master Fee Schedule, based on a comprehensive fee study and cost allocation plan, to Council in June 2022, which Council approved. Staff will complete a fee study and recommend updates if appropriate to development impact fees in FY 2022-23. City staff has implemented options for online payments for certain services.
Strategy 3. Establish a program to evaluate grant opportunities and capacity.	Year 2	Year 2		City staff expects complete this project in FY 2022-23.
Strategy 4. Explore an array of revenue generation opportunities to recover costs.	Year 2	Year 3	Complete	Staff has supported the City Council in exploring various revenue generation opportunities, most significantly when the City Council considered placing an increased real property transfer tax (RPTT) measure on the November 2022 ballot. Staff will continue to identify and assess opportunities.
Strategy 5. Develop a disciplined approach to funding infrastructure maintenance and improvements.	Year 1	Year 5		This is an ongoing effort in which staff is currently engaged, and which involves the asset condition assessments, master plans, and annual capital planning process.

Goal 3: Vibrant and Beautiful Pinole				
Strategy 1. Update the General Plan and Three Corridors Specific Plan.	Year 1	Year 4		Updates to the General Plan Housing and Health & Safety Elements in addition to a new Environmental Justice Element are underway, and on target for adoption by May 2023. In Q2 of FY 2022-23, staff will consider the need to update the General Plan and Three Corridors Specific Plan Environmental Impact Report so that high-density residential projects could utilize the EIR for project-specific environmental clearances, which would encourage streamlining the rehabilitation and re-use of undeveloped or under-developed properties. In Q3 of FY 2022-23 staff will begin to objectify subjective standards, which will provide additional certainty to developers and may involve updates to the Three Corridors Specific Plan.
Strategy 2. Develop/create a comprehensive strategy to encourage streamlining the rehabilitation and re-use of undeveloped or under-developed properties.	Year 4	Year 4		Staff expects to initiate and complete this effort on schedule.

Strategy 3. Partner with regional for- and non-profit housing organizations to provide an array of housing options consistent with community income levels.	Year 1	Year 1	Complete	The City has partnered with nonprofit housing organizations to explore and develop affordable housing projects, particularly the Satellite Affordable Housing Associates (SAHA) project at 811 San Pablo Avenue. Staff also processed an application for a 179-unit, 100% affordable senior housing project at 600 Roble Avenue called Vista Woods. Although this is an ongoing effort, it was scheduled as a one-year project in the IAP, and is therefore marked as complete.
Strategy 4. Develop a comprehensive economic development strategy that includes a focus on downtown redevelopment to activate the core of the community as a destination for the region (including gateway and wayfinding signage as well as branding).	Year 1	Year 2	Complete	The City Council adopted the Pinole Economic Development Strategy (EDS) in October 2022.
Strategy 5. Partner regionally to improve and enhance transportation circulation, including public transit, cars, bikes, and pedestrians.	Year 2	Year 4		The City is engaged in several collaborations with other jurisdictions and agencies to enhance transportation. The City Council appropriated funding to create an Active Transportation Plan; the City received funding to collaborate with the County on an Appian Way complete streets project; and the City is requesting that new development projects have facilities to promote transit.
Strategy 6. Conduct a review and update of the City's code enforcement and property maintenance programs with a focus on increased beautification efforts and	Year 1	Year 1		This is an ongoing effort. City staff is continually updating code enforcement policies and procedures. Investment in community amenities is a responsibility of the

investment in community amenities, business districts, and nuisance abatement.				capital improvement plan and the potential creation of business districts will be addressed in the forthcoming Economic Development Strategy.
Goal 4. High Performance Pinole				
Strategy 1. Develop an employee attraction, retention, and development plan. a. Analyze the City's classification and compensation system and update as needed.	Year 1	Year 2	Complete	Staff completed an employee attraction, retention, and development plan ("Talent Management Plan") in June 2022. City staff continuously updates the classification system and seeks Council approval of appropriate compensation changes.
Strategy 2. Conduct a citywide organization review to optimize efficiencies.	Year 1	Year 1	Complete	The City completed a citywide organizational review (assessment) in March 2021.
Strategy 3. Review citywide implementation of best practices and improve processes.	Year 2	Year 5		This is an ongoing effort in which staff is currently engaged. City staff have made many process improvements since the adoption of the Strategic Plan.
Strategy 4. Develop a strategic communication plan (i.e., public information officer, messaging, marketing, technical implementation).	Year 1	Year 2	Complete	The City Council adopted the City of Pinole Communication and Engagement Plan in October 2022.
Strategy 5. Develop a public engagement plan. a. Develop policies and practices that provide a framework for diverse community members to connect, interact, and proactively participate. b. Explore opportunities for meaningful youth participation in city and community life. c. Develop a robust volunteer and internship program.	Year 1	Year 2		The City Council adopted the City of Pinole Communication and Engagement Plan, which addresses public engagement, in October 2022. The City is in the process of finalizing related communication and engagement policies and procedures.

Strategy 6. Develop a comprehensive information technology Strategic Plan.	Year 1	Year 1	Complete	City staff completed a comprehensive IT Plan in June 2022.
Strategy 7. Develop an interagency legislative advocacy program.	Year 2	Year 2		City staff expects complete this project in FY 2022-23.

FISCAL IMPACT

There is no fiscal impact related to receiving this report.

ATTACHMENTS

None

CITY COUNCIL REPORT

9H

DATE: **FEBRUARY 21, 2023**

TO: **MAYOR AND COUNCIL MEMBERS**

FROM: **MARKISHA GUILLORY, FINANCE DIRECTOR**

SUBJECT: **DEVELOPMENT PROCESS AND TIMELINE FOR THE FISCAL YEAR (FY) 2023/24 OPERATING AND CAPITAL BUDGET AND THE LONG-TERM FINANCIAL PLAN**

RECOMMENDATION

Staff recommends that the City Council approve the development process for the Fiscal Year (FY) 2023/24 Operating and Capital Budget and the Long-Term Financial Plan.

BACKGROUND

The City goes through an annual process of developing a budget for the upcoming fiscal year that covers July 1st through June 30th. The City's budget development process is considered an "incremental" budget process, meaning that the budget for the upcoming year is developed based on the current year's budget.

In preparation for the upcoming fiscal year, staff prepares a budget development schedule of key dates and activities that is used to guide the budget and long-term financial planning process.

City staff takes the following steps to create the Final Proposed budget:

- Finance Department uses the current budget, which incorporates any mid-year changes approved by the City Council, as the starting point;
- Finance Department creates a "baseline" budget by taking the ongoing revenues and expenditures included in the current budget and factoring in known or assumed changes to revenues and expenditures (i.e., forecasted changes to different revenue streams, general inflation, known changes to debt service, etc.);
- Departments review and confirm the known and assumed changes incorporated into the baseline budget;
- Departments submit requests for changes to the baseline budget to address proposed special projects or increased service levels;

- Finance Department and City Manager consider department requests for changes to the baseline budget and prepare a Preliminary Proposed budget for the Finance Subcommittee's consideration before presenting it to the full City Council for its consideration;
- Finance Department incorporates changes and prepares the Revised Proposed budget for the City Council's consideration; and
- Finance Department and City Manager incorporate changes and submit the Final Proposed Budget to the City Council for adoption.

The City also updates its Long-Term Financial Plan (LTFP) in tandem with the with the budget. Similar to the steps above, staff takes the following steps to create the Final Proposed LTFP:

- Finance Department uses the current "baseline" budget as the starting point (year one) and forecasts the budget for future fiscal years;
- Finance Department updates the LTFP and includes the updated long-term financial forecast;
- Finance Department and City Manager prepare a Preliminary Proposed LTFP for the Finance Subcommittee's consideration before presenting it to the full City Council for its consideration;
- Finance Department incorporates changes and prepares the Revised Proposed LTFP for the City Council's consideration; and
- Finance Department and City Manager incorporate changes and submit the Final Proposed LTFP to the City Council for adoption.

For FY 2023/24, the City plans to work with a consulting firm to assist the City with strategic financial planning support in the development of the annual budget and long-term financial plan.

REVIEW AND ANALYSIS

Staff has prepared the following schedule of key dates and actions for the development of the FY 2023/24 Operating and Capital Budget and Long-Term Financial Plan (LTFP).

February

February 21: Staff will propose mid-year adjustments to the FY 2022/23 Operating and Capital Budget. The mid-year budget, incorporating any adjustments that the City Council approves on February 21st, will serve as the baseline for the FY 2023/24 budget and the LTFP.

March

March 7: A representative from the California Public Employees' Retirement System (CalPERS) will present to City Council an overview of its returns on investments and projected future budget impacts, strategies to address unfunded liabilities, and relevant legislative updates.

March 29: Finance Subcommittee meeting to review the City's financial policies and potential direction to staff to update.

March/April: Staff will launch a survey to gauge community budget priorities using the Balancing Act interactive survey platform. Results of the survey will be shared with the City Council for its consideration.

April

April 4: The actuarial consultant that the City has engaged will present to the City Council an updated analysis of the impact of projected CalPERS rates on the City's budget, and the forecasted lifespan of the City's Section 115 Trust.

April 12: Staff will present the Preliminary Proposed Long-Term Financial Plan, including the ten- or twenty-year financial forecast and the baseline budget, to the Finance Subcommittee for review and direction. Staff will make updates to the plan based on Subcommittee direction.

April 25: Special City Council meeting (workshop) to review the Preliminary Proposed Long-Term Financial Plan and baseline budget. The meeting will also be an opportunity for Council Members to request that staff analyze potential new programs/expenditures for incorporation into the Revised Proposed budget.

April 29: The City Council will hold a special strategic planning meeting, which might involve discussion of long-term program and budget priorities.

May

May 2: Staff will present the Revised Proposed Long-Term Financial Plan, Preliminary Proposed FY 2023/24 Operating and Capital Budget, and Preliminary Proposed FY 2023/24 Five-Year Capital Improvement Plan (CIP) to the City Council for review and direction. Staff will make updates to the documents based on Council direction.

May 16: Staff will submit the Revised Proposed Long-Term Financial Plan to the City Council for adoption.

June

June 6: Staff will present Final Proposed Long-Term Financial Plan, the Revised Proposed FY 2023/24 Operating and Capital Budget and Revised Proposed FY 2023/24 Five-Year Capital Improvement Plan (CIP) to the City Council for review and direction. Staff will incorporate any changes and prepare the final budget and CIP for Council adoption.

June 20: Staff will submit the Final Proposed FY 2023/24 Operating and Capital Budget, the FY 2023/24 Five-Year Capital Improvement Plan (CIP), and the FY 2023/24 Appropriations Limit to the City Council for adoption.

The table below summarizes the proposed timeline and activities for the development of the budget and LTFP.

Date	Action/Activity
February 21, 2023	**City Council Meeting** • FY 2022/23 Mid-Year Budget Review (Second Quarter Financial Report)
March 7, 2023	**City Council Meeting** • CalPERS Presentation
March 29, 2023	**Finance Subcommittee Meeting** • Financial Policy Updates
March/April 2023	**Community Survey** • Balancing Act – Community Priorities Survey
April 4, 2023	**City Council Meeting** • CalPERS/Section 115 Trust Presentation
April 12, 2023	**Finance Subcommittee Meeting** • Preliminary Proposed Long-Term Financial Plan • Presentation of highlights of baseline budget items (what is included) • Presentation of status of current CIP/baseline for next CIP

Date	Action/Activity
April 25, 2023	**Special City Council Meeting (Workshop)** • Preliminary Proposed Long-Term Financial Plan • Presentation of highlights of baseline budget items (what is included) and Council Member requests for staff analysis of potential additions/deletions • Presentation of status of current CIP/baseline for next CIP and Council Member requests for staff analysis of potential additions/deletions
April 29, 2023	**Special City Council Meeting (Workshop)** • Strategic Planning Session
May 2, 2023	**City Council Meeting** • Preliminary Proposed FY 2023/24 Operating and Capital Budget (with staff analysis of Council Member requested potential additions/deletions) • Preliminary Proposed FY 2023/24 Five-Year Capital Improvement Plan (CIP) (with staff analysis of Council Member requested potential additions/deletions
May 16, 2023	**City Council Meeting** • Revised Proposed Long-Term Financial Plan
June 6, 2023	**City Council Meeting** • Adopt Final Proposed Long- Term Financial Plan • Revised Proposed FY 2023/24 Operating and Capital Budget • Revised Proposed FY 2023/24 Five-Year Capital Improvement Plan (CIP)
June 20, 2023	**City Council Meeting** • Adopt Final Proposed FY 2023/24 Operating and Capital Budget • Adopt Final Proposed FY 2023/24 Five-Year Capital Improvement Plan (CIP) • Adopt FY 2023/24 Appropriations Limit
June 30, 2023	FY 2023/24 Operating and Capital Budget Implemented

FISCAL IMPACT

There is no fiscal impact as a result of receiving this report.

ATTACHMENTS

None

CITY COUNCIL REPORT

9I

DATE: FEBRUARY 21, 2023

TO: MAYOR AND COUNCIL MEMBERS

FROM: MISHA KAUR, CAPITAL IMPROVEMENT AND ENVIRONMENTAL PROGRAM MANAGER

SUBJECT: STORMWATER UTILITY AREA ASSESSMENT FOR FISCAL YEAR 2023-2024

RECOMMENDATION

Staff recommends that the City Council adopt a resolution (Attachment A) approving a stormwater management fee of $35.00 per Equivalent Runoff Unit (ERU) for Fiscal Year (FY) 2023-24 and authorizing the Contra Costa County Flood Control and Water Conservation District (District) to adopt the FY 2023-2024 Stormwater Utility Area Fee for the City of Pinole.

BACKGROUND

The federal Water Pollution Control Act (commonly referred to as the “Clean Water Act”) and its implementing regulations require that certain industrial facilities, construction sites, and municipal separate storm sewer system (MS4) operators obtain a permit for their stormwater discharges under the National Pollutant Discharge Elimination System (NPDES). In California, the federal NPDES stormwater permit program is administered and enforced by the State Water Resources Control Board through the nine (9) Regional Water Quality Control Boards (Water Boards).

The Water Board for the San Francisco Bay Region (hereinafter San Francisco Regional Water Quality Control Board, SFRWQCB) is charged with making critical water quality decisions, including setting standards, issuing waste discharge requirements and NPDES permits, determining compliance, and enforcing requirements for nine counties.[1] The NPDES permits are issued approximately every five years and include applicable provisions of the state Porter-Cologne Act, which is the principal legislation for controlling stormwater pollutants in California.

[1] The nine counties include: Alameda, Contra Costa, San Francisco, Santa Clara (north of Morgan Hill), San Mateo, Marin, Sonoma, Napa, and Solano.

On November 15, 2015, the SFRWQCB reissued its Municipal Regional Stormwater NPDES permit (MRP) to 76 municipalities to regulate discharge of stormwater runoff from the municipal separate storm sewer systems draining into the San Francisco Bay. The reissued MRP, referred to as MRP 2.0, took effect on January 1, 2016, and expired on December 31, 2020. MRP 2.0 was administratively extended until the issuance of the next permit, MRP 3.0. The SFRWQCB adopted the Final Order for the third issuance of the MRP, or MRP 3.0, on May 11, 202 (Order No. R2-2022-0018).

The City of Pinole, eighteen other cities/towns, unincorporated Contra Costa County, and Contra Costa Flood Control and Water Conservation District ("District") joined together as member agencies to form the Contra Costa Clean Water Program (CCCWP) and work collectively as "Contra Costa permitees" under the NPDES permit issued by the SFRWQCB. The CCCWP assists its member agencies with implementation of stormwater quality activities and completion of MRP mandates for new development guidelines, monitoring, program training, and public education. The CCCWP Program Manager directs staff and acts under the direction of the Management Committee which is made up of one representative from each member agency.

The permit mandates included in the MRP are costly for Pinole and other co-permittees. To implement these regulations in an economical manner, municipalities share resources and implement some activities regionally. The Bay Area Stormwater Management Agencies Association (BASMAA) is a consortium of nine San Francisco Bay Area municipal stormwater programs, including CCCWP, focused on regional challenges and opportunities to improve the quality of stormwater through the development of programs that are more cost-effective done regionally than locally. Regional activities include development of new programs, studies and water quality monitoring for pollutants of concern, public education, and reporting required by the MRP.

At the local level, staff focuses on local development design and plan checking, inspection of construction sites, as well as commercial and industrial facilities, street sweeping, maintenance of trash capture devices, and other forms of maintenance activities to reduce stormwater pollution and meet MRP mandates. A comprehensive review of the City's activities and annual accomplishments related to MRP compliance are detailed in a report prepared annually and submitted to the SFRWQCB.

In 1992, AB 2768 was passed which allowed a municipality to request formation of a Stormwater Utility Area (SUA) and an assessment to pay for MRP implementation costs. The CCCWP Management Committee recommended the formation of stormwater utilities as the most cost-effective method for meeting the permit mandates. Sixteen city councils,

including the Pinole City Council, and the County Board of Supervisors adopted resolutions requesting that the District form a SUA for their city territory.

The Board of Supervisors, acting as governing board of the District, provided public notice to all affected property owners before the establishment of the SUAs on June 22, 1993, creating 17 Stormwater Utility Areas. This 1993 Board action also set the first-year assessment rates for each Stormwater Utility Area, as well as maximum rates. Assessments were collected for Fiscal Year 1993–1994 through 2000–2001. On May 9, 2000, the District separated the City of Oakley from Stormwater Utility Area 17. The City of Oakley was established as Stormwater Utility Area 18, at that time, and assessments were collected for Fiscal Year 2000–2001. The District does not collect this assessment for the cities of Richmond and Brentwood. Richmond and Brentwood collect their NPDES levy as a sewer fee.

The District has legal authority to form Stormwater Utility Areas (SUAs) along the City of Pinole's boundaries and levy stormwater utility assessments to fund NPDES Program activities for and on behalf of the City of Pinole. The District estimates the number of ERUs in Pinole's SUA, the number of parcels to be assessed, and the estimated remaining revenue for the current fiscal year. Annually, the City shall determine the cost to be assigned to a single ERU for the forthcoming fiscal year and shall by resolution request the District to adopt SUA levies based on said amount. The SUA is collected through the property tax roll, on behalf of the City. In order for the District to collect these fees, the City is required to set the SUA rate by May 1st of each year. The District has requested the City of Pinole to submit three certified resolutions by April 1, 2023, setting the annual ERU rate for FY 2023-2024. Once the City sets the annual ERU rate for FY 2023-2024, Board of Supervisors conducts a single public hearing to impose the stormwater utility assessments countywide each year.

The District is charged with preparation of necessary reports, resolutions, ordinances, and public notices to complete the public hearing process for adoption of the proposed assessments for the next fiscal year.

Within each jurisdiction the amount of assessment each property receives is based upon the amount of drainage it produces. The benchmark unit, or Equivalent Runoff Unit (ERU), is a single-family parcel between 5,000 sf to 20,000 sf in size. Approximately 2/3 of all Pinole parcels fall into this category. Multi-family units, and single-family residential parcels less than 5000 sf in size, will have a smaller assessment; commercial properties and residential properties greater than 20,000 sf in size will have a larger assessment.

Since FY 2001-2002, the assessment in the City of Pinole has been $35.00 per year per ERU. Under the current County Ordinance, the highest assessment that can be imposed in the City of Pinole is $35.00 per ERU.

REVIEW & ANALYSIS

Staff recommends maintaining assessments at their current level of $35.00 per ERU. Maintaining the current level of funding is vital to maintain current activities and meet MRP compliance. These activities include but are not limited to:

- Implementing stormwater treatment for new land development projects
- Conducting construction inspections
- Participating in local and regional outreach
- Street sweeping and catch basin cleaning
- Conducting commercial inspections and illicit discharge control

It is expected that the new requirements of MRP 3.0 will cause the City to expend additional funds locally to meet permit mandates. The mandates in the proposed MRP 3.0 require local government compliance without a dedicated funding source. However, the potential cost and fines associated with non-compliance are significant.

FISCAL IMPACT

The District maintains a separate fund for each SUA. All administrative costs incurred by District in operating the SUA, including maintenance of the assessment database, preparation of reports and documents, adjusting assessment and reviewing data on disbursements to Pinole and expenditure by Pinole, is borne by the fund.

The District maintains accounting records for “Program Activities” expenditures which are MRP related activities delineated in the CCCWP Agreement, funded by member agencies and governed by the CCCWP Management Committee. The District charges Pinole for Program Activity costs and calculates the proration of Program Activity costs. The District debits Pinole’s SUA Fund for Pinole’s share of said costs incurred.

Annually, but not later than January 31, May 31, and September 10, the District instructs the County Auditor-Controller to disburse to the City revenue from the fund. The amount to be disbursed each time shall be the fund balance less the following deduction: $3,000 or two percent (2%) of the estimated total assessment, whichever is greater.

The SUA assessment will generate approximately $324,151 based on $35 per year per ERU for FY 2023-2024. Approximately $6,483 (2% of estimated SUA) will be held by the District. The District’s cost for calculating Program Activity costs and calculating the SUA

is approximately $584. The auditor's cost for collecting the SUA with the property tax bill is approximately $5,596. The City's estimated share of participation in the CCCWP for FY 2023-2024 is $56,373. Therefore, the SUA assessment will generate an estimated $255,115 to fund local MRP compliance activities that otherwise would have been funded by the General Fund.

ATTACHMENTS

A. Resolution

ATTACHMENT A

RESOLUTION NO. 2023-XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, APPROVING THE RATE OF $35.00 PER EQUIVALENT RUNOFF UNIT (ERU) FOR FISCAL YEAR (FY) 2023-2024 AND AUTHORIZING THE CONTRA COSTA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT (DISTRICT) TO ADOPT THE FY 2023-2024 STORMWATER UTILITY AREA FEE FOR THE CITY OF PINOLE

WHEREAS, the Federal Water Pollution Control Act (Clean Water Act) requires that stormwater discharges in urbanized areas be regulated by a National Pollution Discharge Elimination System (NPDES) permit; and

WHEREAS, in California, the federal NPDES stormwater permit program is administered and enforced by the State Water Resources Control Board through the nine (9) Regional Water Quality Control Boards (Water Boards); and

WHEREAS, the San Francisco Regional Water Quality Control Board (SFRWQCB) is charged with making critical water quality decisions, including setting standards, issuing waste discharge requirements and NPDES permits, determining compliance and enforcing requirements for nine counties including Contra Costa.

WHEREAS, the Contra Costa Clean Water Program (CCCWP) is comprised of nineteen (19) cities, including the City of Pinole, along with the unincorporated Contra Costa County and Contra Costa Flood Control and Water Conservation District (District) and work collectively as “Contra Costa permitees” under a joint Municipal Regional Stormwater Permit (MRP) issued by the SFRWQCB; and

WHEREAS, in 1993, the City of Pinole authorized the Contra Costa County Flood Control and Waste Conservation District (District) to establish a Stormwater Pollution Management Utility District to fund NPDES permit activities; and

WHEREAS, the District established Stormwater Utility Areas under Contra Costa County’s Stormwater Utility Assessment (SUA) Drainage Ordinance No. 93-47; and

WHEREAS, the Stormwater Utility Area agreement between the City of Pinole and the District requires the City to determine the annual SUA rate in its Stormwater Utility Area; and

WHEREAS, the SUA rate is based on the Equivalent Runoff Unit (ERU); and

WHEREAS, it is the intent of the City of Pinole to utilize funds received from its Stormwater Utility Area (SUA) for complying with NPDES permit conditions (MRP 2.0 and MRP 3.0), preventing stormwater pollution and performing drainage system maintenance activities.

NOW, THEREFORE BE IT RESOLVED THAT, the City Council of the City of Pinole hereby approves the rate of $35.00 per equivalent runoff unit (ERU) for Fiscal Year (FY) 2023-24 and authorizes the Contra Costa County Flood Control and Water Conservation District (District) to adopt the FY 2023-2024 stormwater utility area fee for the City of Pinole.

PASSED AND ADOPTED at a regular meeting of the Pinole City Council held on the 21st day of February by the following vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:
ABSTAIN: COUNCILMEMBERS:

I hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on the 21st day of February 2023.

_____
Heather Bell, CMC
City Clerk

CITY COUNCIL REPORT

DATE: **FEBRUARY 21, 2023**

TO: **MAYOR AND COUNCIL MEMBERS**

FROM: **MARKISHA GUILLORY, FINANCE DIRECTOR**

SUBJECT: **RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A CONSULTING SERVICES AGREEMENT FOR STRATEGIC FINANCIAL PLANNING SUPPORT AND TO ALLOCATE FUNDS FOR THE PROJECT**

RECOMMENDATION

Staff recommends that the City Council adopt a resolution (Attachment A) to:

1. Authorize the City Manager to execute a consulting services agreement for strategic financial planning support with Baker Tilly in an amount not to exceed $94,005; and
2. Authorize a $75,000 allocation from the General Fund residual, unrestricted fund balance for the project.

BACKGROUND

On January 13, 2023 the City issued a Request for Proposals (RFP) to solicit proposals from qualified firms to assist the City with strategic financial planning related to the development of the annual budget and the long-term financial plan. The RFP was posted on the City's website, Public Purchase, and the RFP section on the California Society of Municipal Finance Officers' website.

The City received one proposal (Attachment B) in response to the RFP. The City Manager and Finance Director evaluated the proposal received from Baker Tilly, which met all requirements of the RFP. Staff convened a meeting with the firm's managing director to discuss the scope of work in detail as well to communicate the City's needs and expectations for this effort. Following evaluation of the proposal and discussion with the managing director, staff determined that Baker Tilly is qualified to provide services as requested in the RFP.

REVIEW AND ANALYSIS

Staff determined that Baker Tilly is qualified to provide services the City desires as demonstrated in the qualifications and scope of work of the proposal (Attachment B).

Scope of Services

Baker Tilly will provide professional and technical assistance to the City in the development of the City's annual budget and next long-term financial plan. This effort will include the following:

- Review the City's past and current financial condition, including its assets and liabilities, and provide an assessment of the current financial condition, including in relation to peer cities;
- Review the City's past and current service levels, and provide an assessment of current service levels, including in relation to peer cities;
- Review the City's past and current budget (revenues and expenditures), and provide an assessment of the current budget, including in relation to peer cities; and
- Assist the City in the development of the long-term financial plan, including:
    - Collaborate with staff to create a 20-year financial forecast;
    - Design a robust public engagement process to get representative input on desired City services, potential new revenue and debt financial mechanisms, such as local tax measures, special districts, bond financing, and others;
    - Research potential new revenue mechanisms that might be appropriate to meet the City's needs; and
    - Collaborate with City staff to create a long-term financial plan document based on the public engagement process, consultant analyses, and staff input that recommends the ideal balance of services, service levels, and existing and new revenue.

City staff proposes to use the City's standard consulting services agreement to engage the firm for this work.

FISCAL IMPACT

The cost of this project is estimated at $94,005 as detailed in the cost proposal (Attachment B, page 10). Since the funding is not included in the Finance Department's current budget, staff recommends that the City Council authorize an allocation of $75,000 from the General Fund residual, unrestricted fund balance. The remaining $19,005 can be funded by operating savings in the existing budget.

ATTACHMENTS

A – Resolution
B – Revised Proposal from Baker Tilly
C – Standard Consulting Services Agreement

ATTACHMENT A

RESOLUTION NO. 2023-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE AUTHORIZING THE CITY MANAGER EXECUTE A CONSULTING SERVICES AGREEMENT WITH BAKER TILLY FOR STRATEGIC FINANCIAL PLANNING SUPPORT AND TO ALLOCATE FUNDS FOR THE PROJECT

WHEREAS, the City issued a Request for Proposals (RFP) to solicit proposals from qualified firms to assist the City with strategic financial planning related to the development of the annual budget and long-term financial plan; and

WHEREAS, one proposal was received, and was reviewed and evaluated based on the criteria in the RFP and discussion with the firm; and

WHEREAS, staff determined that Baker Tilly is qualified to provide services the City desires as demonstrated in the qualifications and scope of work of the firm's proposal; and

WHEREAS, Baker Tilly will provide strategic financial planning support services, including review of the City's financial condition, budget, services, and service levels; and will assist the City with in the development of its long-term financial plan; and

WHEREAS, Baker Tilly provided a cost proposal in the amount of $94,005 for all costs and fees associated with the project; and

WHEREAS, the current fiscal year 2022/23 operating budget does not include an allocation for the project; and

WHEREAS, staff recommends a budget allocation of $75,000 from the General Fund residual, unrestricted fund balance to fund this project with the remaining $19,005 to be funded by savings in the current fiscal year 2022/23 operating budget; and

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Pinole authorizes:

1. The City Manager to execute a consulting service agreement with Baker Tilly for strategic financial planning support related to the development of the annual budget and long-term financial plan in an amount not to exceed $94,005; and

2. The Finance Director to allocate funds from the General Fund residual, unrestricted fund balance in the amount of $75,000 for the project.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Pinole held on the **21st** day of **February, 2023** by the following vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:
ABSTAIN: COUNCILMEMBERS:

I, hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on the **21st** day of **February, 2023**

_____
Heather Bell, CMC
City Clerk

ATTACHMENT B

bakertilly X Management Partners

February 6, 2023

City of Pinole, California

Proposal for strategic financial planning support

February 10, 2023

Baker Tilly US, LLP
2570 W El Camino Real
Suite 640
Mountain View, CA 94040
+1 (650) 857 1655
bakertilly.com

Ms. Markisha Guillory
Finance Director
City of Pinole
Delivered electronically

Dear Ms. Guillory:

Thank you for the opportunity to submit a proposal to provide strategic financial planning support to the City of Pinole. We have modified this proposal based on your discussion today with Andy Belknap, Managing Director. Based on our understanding of the City's needs and our experience helping California local governments with strategic fiscal guidance, we believe we are the right firm for this engagement. As described in this proposal, our team has extensive experience in developing long-term financial plans for California local governments and associated fiscal sustainability programs.

Our proposal meets your RFP requirements and describes our proposition to meet the City's key objectives of:

- Assessing the City's financial condition,
- Assessing its current and needed future service levels,
- Assessing its budget, and
- Developing a long-term financial plan.

Please note that on October 1, Management Partners combined with Baker Tilly US, LLP. Management Partners has worked with Pinole on numerous important projects over the past few years, including strategic planning, a citywide organization analysis, an emergency operations plan, and Council teambuilding. This experience gives us an understanding of Pinole's priorities and operations that we will bring to this engagement. We have provided additional details on the combination later in this proposal.

This proposal is valid for 90 from its due date. The City of Pinole will continue to be a valued client of Baker Tilly. Thank you for the opportunity to make tangible contributions to your success. We look forward to discussing your questions and feedback.

Sincerely,

Carol Jacobs, Managing Director
Baker Tilly US, LLP
+1 (714) 287-1547 | carol.jacobs@bakertilly.com

Contents

QUALIFICATIONS....1
KEY PERSONNEL....2
SCOPE OF WORK....5
COST PROPOSAL....10
REFERENCES....11
CONFLICTS AND TERMINATIONS....14
STANDARD AGREEMENT....15

Baker Tilly is responsive, interactive and produces the results they say they will. We are very pleased with the services they provide and consider Baker Tilly a leader among accounting and advisory firms.

Controller

bakertilly X Management Partners

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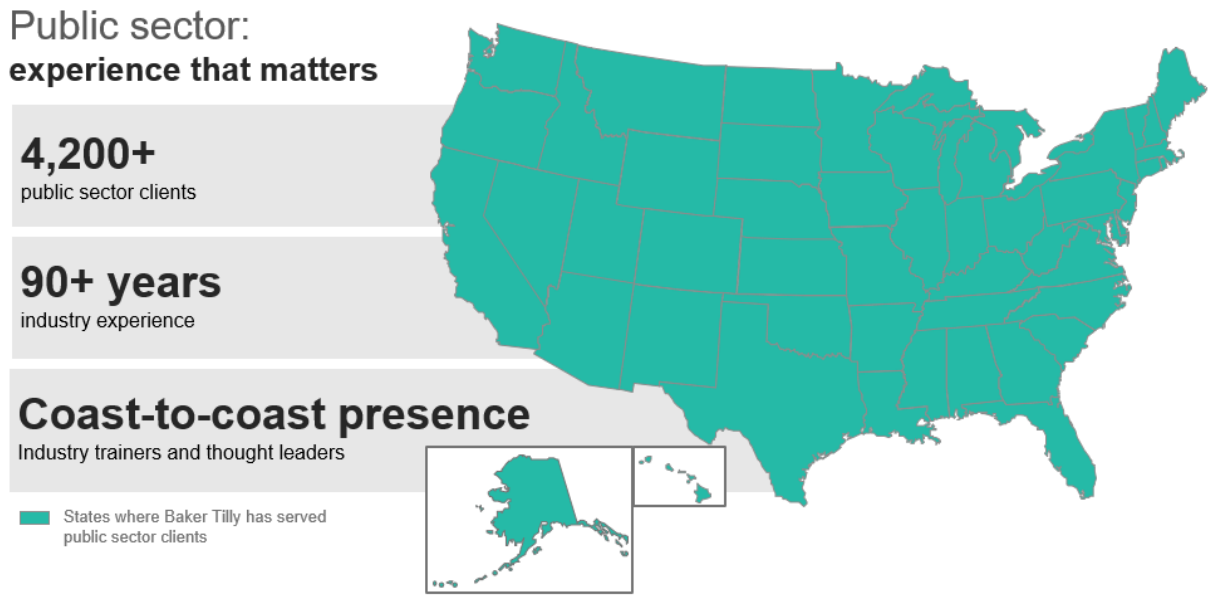
Qualifications

Baker Tilly's public-sector practice team members understand the challenges and opportunities associated with local governments and help clients improve service to their communities.

About Baker Tilly

State and local government is a complex, unique environment shaped by fiscal, regulatory and operational considerations not found in other industries. The California environment for local government is notoriously complicated by state constitutional initiatives limiting revenue options. At Baker Tilly we recognize this complexity and are eager to serve as a valued advisor to the public sector. Nationwide, our state and local government practice serves more than 4,200 state and local governmental entities, including municipalities, special districts, counties, public utilities, school districts and transit.



Celebrating more than 90 years serving our valued clients

As a future-looking firm, we celebrate more than 90 years in the marketplace by honoring our roots and continuing to shape our future. As we help our clients identify new needs and opportunities, we innovate and change to work better.

Our roots took hold in 1931 in Waterloo, Wisconsin, where we began as a public accounting firm specializing in canning factory audits. Since that time, we have grown with more than 40 different business combinations, each with its own rich history, expanding our presence coast to coast and globally and expanding our scope across industries, services, and areas of expertise. One thing has not changed over time: **our shared passion for enhancing our clients' operations and organizations.**

As we reimagine our lasting impact, we remain grounded in our timeless core values. Through dedication, creativity and adaptability, Baker Tilly will become more connected to our clients, our people, our communities, and our profession.

Celebrating our recent combination with Management Partners

The fast pace of change in local government is not slowing down. To continue serving and improving communities, local leaders need trusted consultants to help navigate change. Leading advisory CPA firm Baker Tilly answers by combining forces with Management Partners, effective October 1, 2022.

This combination adds a unique and significant layer of experience to Baker Tilly's robust public sector practice. Your project team members are former local government leaders and managers stemming from all operational facets of municipal government.

Management Partners was founded in 1994 to help local government leaders improve their service to the public. Management Partners consultants worked with cities, counties, towns, and special districts of all sizes across the United States to help them work more effectively and run more efficiently.

Baker Tilly is headquartered in Chicago, Illinois with satellite offices all over the U.S. and the world. This project will be managed from our Mountain View office.

Our combined services include:

- Executive Recruitment
- Executive Coaching
- Executive Performance Assessment
- Organization Assessments
- Organization Development
- Performance Management
- Process Improvement
- Strategic and Business Planning
- Service Sharing and Service Consolidation
- Management Services
- Financial Planning, Budgeting and Analysis

Below we have listed recent clients for whom we have performed strategic financial planning and budgeting engagements. All were performed by Management Partners prior to its combination with Baker Tilly. The development of long-range financial plans is a core service we provide, and we have helped many of the local governments below with this service.

- Albany, California
- Ashland County, Wisconsin
- Brentwood, California
- Clark County, Nevada
- Cloverdale, California
- Concord, California
- Coronado, California
- Crestview Hills, Kentucky
- Daly City, California
- Davis, California
- Dublin, California
- East Palo Alto, California
- El Cerrito, California
- El Monte, California
- Fullerton, California
- Gallup, New Mexico
- Garden Grove, California
- Gateway Cities Council of Governments, California
- Gilroy, California
- Hayward Area Recreation District, California
- Hayward, California
- Healdsburg, California
- Huntington Beach, California
- Independence, Missouri
- Kansas City, Missouri
- Kenmore, Washington
- Loveland, Ohio
- Malibu, California
- Maricopa County, Arizona
- Mercer Island, Washington
- Midpeninsula Regional Open Space District, California
- Monte Sereno, California
- Morro Bay, California
- Murrieta, California
- New Orleans, Louisiana
- Newcastle, Washington
- Orange County, North Carolina
- Oxnard, California
- Paradise, California
- Piqua, Ohio

- Richmond, California
- Riverside, California
- Ross, California
- Sammamish, Washington
- San Bernardino, California
- San Leandro, California
- San Rafael, California
- Santa Clara County Housing, California
- Santa Cruz, California
- Santa Rosa, California
- Scotts Valley, California
- Springboro, Ohio
- Stockton, California
- Suisun City, California
- Sunbury, Pennsylvania
- Tamalpais Community Services District, California
- Tracy, California
- Union City, California
- Vallejo, California
- Walnut Creek, California
- Windsor, California
- Winters, California
- Yuma County, Arizona

The RFP asks for a list of our recent California municipal agency clients. The California clients listed below were also assisted by Management Partners prior to its combination with Baker Tilly.

- Alameda Co. Transportation Commission
- Alameda County
- Alameda
- Albany
- Alhambra
- Anaheim
- Aptos-La Selva Fire Protection District
- Arcata
- Arroyo Grande
- Atherton
- Bakersfield
- Banning Library District
- Belmont
- Benicia
- Berkeley
- Beverly Hills
- Brea
- Brentwood
- Brisbane
- Burbank
- Burien, WA
- Burlingame
- CalTRUST
- Campbell
- Carpinteria
- Carson
- Central Coast Community Energy
- Chino Basin Water Conservation District
- Chula Vista
- Clayton
- Cloverdale
- Concord
- Contra Costa Transportation Authority
- Contra Costa Water District
- Contra Costa Youth Services Bureau
- Coronado
- Costa Mesa Sanitary District
- Costa Mesa
- Cudahy
- Cupertino
- Cypress
- Daly City
- Davis
- Del Mar
- Delta Diablo Sanitation District
- Dixon
- Downey
- Duarte
- Dublin San Ramon Services District
- Dublin
- East Bay Regional Park District
- East Contra Costa Fire Protection
- East Palo Alto
- Eastvale
- El Cerrito
- El Paso de Robles
- El Segundo
- Elk Grove
- Emeryville
- Encinitas
- Encinitas
- Escondido
- Fairfield
- First 5 Alameda County
- First 5 Santa Clara County
- Folsom
- Fontana
- Fremont
- Fullerton
- Galt
- Garden Grove
- Gilroy
- Glendale
- Goleta
- Grover Beach
- Half Moon Bay
- Hayward Area Recreation District
- Hayward Unified School District
- Hayward
- Healdsburg
- Heber Public Utility District
- Hercules
- Hillsborough
- Huntington Beach
- Indian Wells
- Indio
- Isla Vista Community Services District
- Jackson
- La Mesa
- Lafayette
- Laguna Beach Community Clinic
- Laguna Beach
- Lake County
- Lake Forest
- Livermore Pleasanton Fire Department
- Long Beach
- Los Altos Hills
- Los Angeles
- Los Banos
- Los Gatos
- Malibu
- Manhattan Beach
- Manteca
- Marin Municipal Water District
- Marina
- Martinez
- Menlo Park
- Metropolitan Transportation Comm.
- Millbrae

QUALIFICATIONS

- Milpitas
- Mission Viejo
- Modesto
- Monte Sereno
- Monte Vista Water District
- Monterey County
- Monterey
- Moorpark
- Moraga
- Morgan Hill
- Mountain View
- Murrieta
- Napa
- National City
- Newark
- Newport Beach
- North Coast County Water District
- Northern California Power Agency
- Norwalk
- Novato
- Oakland
- Oakley
- Ojai
- Orange County Employees Retirement System
- Orange County LAFCO
- Orange County Power Authority
- Orange County Social Services Agency
- Orange County
- Oxnard
- Pacifica
- Palmdale
- Palo Alto
- Palos Verdes Estates
- Paradise
- Pasadena
- Paso Robles
- Perris
- Petaluma
- Piedmont
- Pinole
- Pismo Beach
- Pleasant Hill Recreation District
- Pleasant Hill
- Pleasanton
- Pomona
- Port of Oakland
- Rancho Adobe Firefighters Association
- Rancho Cordova
- Rancho Cordova
- Rancho Cucamonga
- Redwood City
- Richmond
- Riverside
- Rohnert Park
- Roseville
- Sacramento Suburban Water District
- Sacramento
- Salinas Valley Solid Waste Authority
- Salinas
- San Bernardino County
- San Bernardino
- San Bruno
- San Clemente
- San Fernando
- San Francisco
- San Gabriel Valley COG
- San Joaquin County
- San Jose
- San Leandro
- San Leandro
- San Lorenzo Valley Water District
- San Luis Obispo
- San Marino
- San Mateo County Comm. College
- San Mateo County
- San Mateo Resource Conservation Dist.
- San Rafael
- Santa Ana
- Santa Barbara County
- Santa Clara County
- Santa Clara
- Santa Clarita
- Santa Cruz County
- Santa Cruz Water Department
- Santa Cruz
- Santa Fe Springs
- Santa Maria
- Santa Monica
- Santa Paula
- Santa Rosa
- Saratoga
- Sausalito
- Scotts Valley
- Seal Beach
- Seaside
- Sewer Authority Mid-Coastside
- Shafter
- Silicon Valley Clean Energy
- Simi Valley
- Solvang
- Sonoma
- South El Monte
- South Gate
- South Pasadena
- South San Francisco
- St. Helena
- Stanislaus County
- Stockton
- Suisun City
- Sunnyvale
- Sunnyvale
- Sutter County
- Tamalpais Community Services District
- Tracy
- Transbay Joint Powers Authority (TJPA)
- Truckee
- Tulare
- Tustin
- Union City
- Union Sanitary District
- Upland
- Vacaville
- Vallejo
- Valley Sanitary District
- Valley Water District
- Ventura County Transportation Commission
- Ventura Port District
- Victorville
- Walnut Creek
- Watsonville
- West County Wastewater District
- West Valley Water District
- Western Riverside COG
- Westminster
- Willits
- Windsor
- Winters
- Yountville

Key personnel

Our team of consultants has deep experience helping California cities assess their fiscal health and improve financial sustainability.

Aligning key engagement team members with your goals

Our team of professionals offers a collaborative focus supported by the breadth and depth of our firm's national resources. We believe in strong personal relationships, and this means a personal interest in the City of Pinole from our most experienced team members, including those who know the organization well. Engagement team members are introduced below. We do not intend to use subcontractors for this engagement.

ENGAGEMENT TEAM FOR THE CITY OF PINOLE

Andy Belknap, Managing Director

Role: Project director

Andy has more than 20 years of local government experience, including service as a city manager, public works director, a variety of interim management positions, and as a consultant to California municipalities and special districts. He has a specialization in local government financial management and has led numerous projects to address structural fiscal deficits. Andy has served well over 200 California and Nevada local governments, many on multiple occasions, including 19 of the largest 20 cities.

During 2008 and 2009, Andy served as an expert witness in the City of Vallejo's bankruptcy proceeding. In 2011 and 2014 he served as project manager for the City of Stockton's AB 56 process mediation and subsequent Chapter 9 bankruptcy and recovery. Between 2015 and 2017 he managed the City of San Bernardino's bankruptcy and developed the plan of adjustment for the City, which led to fundamental changes in governance and operations. As a result of bankruptcy recovery and other work, he is expert at identifying alternative service delivery arrangements, as well as developing revenues over a broad array of municipal services.

A trained economist, Andy brings a special expertise to fiscal analysis and public finance issues. His blend of quantitative skills, coupled with a practitioner's understanding of public services and management systems, adds value to all types of organizational and policy analysis.

Paige Sansone, CPA, Partner

Role: Project manager

Paige is a partner focused on budget services and financial planning who specializes in serving local government. Her experience includes assisting with annual budget and long-term financial and capital planning. She is also actively involved in training newly elected officials through various local government associations. Specifically, Paige's qualifications include:

- Partner-in-charge of budget assistance and analysis,

ENGAGEMENT TEAM FOR THE CITY OF PINOLE

- Partner-in-charge of financial and tax impact of governmental consolidation/reorganization, and
- Providing long-term financial and capital planning.

Paige has been a guest speaker at local government events such as the Newly Elected Official Training sponsored by Aim, the ILMCT Clerk-Treasurer's Institute, the County Commissioners Conference, and the Indiana Library Federation. She is a featured instructor of the Aim sponsored Municipal Management Institute.

Steve Montano, Special Advisor

Role: Subject-matter specialist

Steve is a public finance professional with over 25 years of experience and has held a wide range of roles in local government including budget development and administration, long-term strategic business and financial planning, and the analysis of operational areas to improve organizational effectiveness.

After serving in the United States Marine Corps, Steve worked for the U.S. Office of Management and Budget, the City of Palo Alto, the City of San Juan Capistrano, and served most recently as the deputy finance director for the City Newport Beach. In that role he had the responsibility of coordinating the development and preparation of the City's annual long-range fiscal forecast, performing financial planning and analysis associated with capital replacement plans, and developing strategies to achieve City goals in a fiscally responsible manner.

Ashley Garcia, Manager

Role: Public engagement specialist

Ashley has a decade of analytical, human resources, budget, and project management experience in local governments. She has a passion for public service and organizational development, specializing in interdepartmental collaboration. Her local government experience includes progressively responsible roles for the California cities of Huntington Beach, Laguna Niguel, Costa Mesa and Santa Maria. Ashley served as President of the Municipal Management Association of Southern California in 2018, leading the organization as it achieved record membership levels and established a strategic plan for the association.

Jessica Oliphant, Consultant

Role: Analyst

Jessica is experienced in many facets of local government management, including budget preparation and analysis, process improvement, community engagement, and understanding the fiscal impacts of policy changes. She served as a budget analyst in the Finance Department of the City of Kansas City, Missouri and was a Cookingham-Noll City Management Fellow in Kansas City's City Manager's Office. Her duties there included analyzing large fiscal datasets, developing fixed cost rates, analyzing historical budget trends, and improving the process of applying to the City's Board and Commissions.

Jessica provided assistance developing innovative programs in response to the Covid-19 pandemic that Jessica, which resulted in an All-America City award. She

ENGAGEMENT TEAM FOR THE CITY OF PINOLE	
	also served in the AmeriCorps VISTA program, as a research assistant examining management techniques, and as an intern in the ACLU's Women's Rights Project.

THE CITY OF PINOLE WILL RECEIVE TANGIBLE RESULTS WITH BAKER TILLY

All engagement team members are committed to Pinole's success. Their experience and service expertise translate into tangible results for the City.

Scope of work

The Baker Tilly team brings extensive experience helping California cities strengthen their fiscal sustainability and prepare for an unknown future.

As part of its 2020-2025 Strategic Plan, the City of Pinole identified "*Financially Stable Pinole: Ensure the financial health and long-term sustainability of the City*" as one of its four goals. City staff prepared a five-year financial forecast that found:

> *The City is in a relatively strong financial position which is expected to continue through the life of the forecast. According to the status quo forecast, the City will be able to continue to fund its current service levels and has the capacity to address some of the operating and capital improvement needs beyond the baseline. The City will update the LTFP in spring 2023.*

City leaders now wish to embark on an effort to create a robust long-term financial plan. They envision a process of:

- Developing an understanding of current fiscal conditions and service levels,
- Reviewing the City's financial forecast and extending it to 20 years, using the City's forecasting software
- Identifying gaps between current conditions and desired conditions as well as funding gaps,
- Developing strategies in conjunction with City staff to close any identified gaps,
- Working with staff to gather feedback from the public and elected officials on potential budget strategies, and
- Developing a draft and final long-term financial plan.

The depth of experience that our team bring to this engagement, coupled with our creative approach to addressing structural budget challenges, will result in a practical long-term financial plan that will benefit the City of Pinole.

Our suggested work plan for this engagement is described below. Based on our experience, we have made some changes to the order of activities and tasks outlined in the RFP. Our plan is subject to refinement based on discussions with your team.

Activity 1 – Start project

We will begin this project with a kickoff meeting with the City's project team. During this meeting, we will refine the schedule, discuss the project objectives, and review the tasks to be undertaken. We will discuss the establishment of a management steering committee to serve as a sounding board as we develop recommendations. We have found such committees to be useful in projects such as this. We will also submit a document and data request to the City at this time.

Activity 2 – Gather information and establish baseline conditions

Next, we will initiate a careful learning phase to understand the City's current fiscal status and environment. We will review multi-year budget information, including revenue sources and amounts,

expenditure allocations, reserves and other funds, budgetary reductions and cost shifts that have been made to date, the local community, the City's labor environment, and other relevant factors.
The City's existing long-term financial plan, dated June 2022 and looking forward five years, is a well-done and valuable document. We have reviewed it during our preparation of this proposal and look forward to a dialogue with City staff about the information it contains. We anticipate it will inform and provide a framework for the work which we do during this project.

We will assess the City's assets and liabilities, as well as its revenues and expenditures, to develop an understanding of baseline conditions. In addition, we will review budgeting approaches and test budget assumptions against actual experience, and review and factor in the City's inventory of unmet or deferred infrastructure and maintenance needs, to the extent the information is available.

To the extent possible, we will work to understand and quantify the important deferred maintenance and infrastructure issues that the City knows are a fiscal liability but are difficult to define with precision. We know from reading the long-term financial plan that City leaders are working to bring these issues into focus, and we look forward to assisting with this effort, based on our work in other communities.

We will interview the City Manager, Finance Director, and other key staff to add context to the documents. If desired, we can interview members of Pinole City Council during this activity, though it is our experience that Council interviews at this stage are not necessary to developing a full understanding of fiscal conditions.

We will also review current City service levels and conduct peer benchmarking comparisons with similar local governments. We will identify four to six peer agencies and work with City staff to develop and deploy a survey. We will also research best practices and use the information to establish baseline service levels. Due to our vast experience with California municipalities, we understand typical service levels and we also have experience making meaningful comparisons, such as the detailed benchmarking of service levels we accomplished to support the City of Stockton's bankruptcy filing and recovery plan several years ago.

As we develop an understanding of Pinole's baseline conditions, we will seek to identify gaps between revenues and expenditures, in service levels, and elsewhere. We will seek guidance from staff on where opportunities exist and which challenges are especially important to consider. We will summarize our observations at the end of this activity.

Activity 3 – Review, verify and expand long-term financial forecast

As noted above, we have reviewed the City's FY 2022-23 through FY 2026-27 financial forecast and have been impressed with the work of City staff on this forecast. We believe it provides an excellent foundation for the 20-year financial forecast being sought. We will work with City staff to develop a 20-year fiscal model based on the work the City has done and our own modeling techniques, using the City's forecasting tool, Municast. We think that this partnership approach can both independently validate the City-developed forecast and expand on it for the additional forecast period desired.

Activity 4 – Analyze data and optimization opportunities

During this activity, we will analyze the data we have gathered through documents, interviews, and focus groups. We will identify historical trends and create a forecast giving a comprehensive perspective of the factors affecting the financial capacity of the City. This analysis will provide a sound basis for understanding the financial ability to fund services during the next 20 years. It will serve as a starting point for understanding any revenue/expenditure gap or expected changes in service levels.

Other data that are essential to this type of project come from staff, including executive managers, mid-managers and line employees. We find that useful ideas are generated by staff and we will optimize opportunities to hear their suggestions. We will gather input from staff in several ways.

- To maximize our efficiency in this area we will utilize previous work products developed by the City as part of the budget process, which may well include suggestions and ideas from staff.
- All department directors will be interviewed to hear their experiences over the last few years with budget balancing and suggestions for budget stabilization, both on the revenue and expenditure side.
- We will interview the leaders of the City's labor associations to hear their perspectives and suggestions about the budget.
- We will conduct three focus groups to gather input about possible budget stabilization strategies. The composition of the focus groups will be discussed with the project team. A typical approach is to have one focus group comprised of mid-managers and two comprised of line staff from throughout the organization. We typically suggest a random selection process for these focus groups, although other approaches can also be used.
- We will set up a web-based opportunity for any employee to provide his/her input, which may be in the form of an open-ended suggestions or a multi-question survey.

As we analyze the data and input gathered, we will look for optimization opportunities that may exist, alternative service delivery approaches that might be possible, revenue enhancement options, the potential for cost shifts, potential redundancies in program operations, and the potential for organizational consolidation to save resources. We will also assess the strategies employed to date to ascertain which have been most effective in reducing costs and increasing revenues. We will identify budget balancing approaches that are being used by other municipalities that may be appropriate for Pinole. Since we work with many cities, we have a robust knowledge base of alternative approaches that are being applied successfully in the current economic environment.

Activity 5 – Develop strategies and gather feedback

To organize our work, we will develop independent strategies grouped in four dimensions which, taken together, comprise a range of alternatives for closing the deficit gap and creating a stabilized and sustainable budget. They are:

1. New/increased Revenue Sources. This involves identifying new revenue sources based on best practices, including user fee/cost recovery approaches.
2. Expenditure Controls/Shifts. This refers to strategies that cap or save General Fund expenditures either by shifting costs to other funds or service providers.
3. Service Delivery Model Changes. This includes looking at alternative, lower cost service delivery approaches.
4. Service Delivery Reductions. This involves reductions based on prioritizing core services and reducing non-core ones.

Possible strategies include:

- Local tax measures:
- Real property transfer tax
- Parcel tax
- Economic development programs
- Increase current tax rates and/or broaden tax base
- Special districts:
- Assessment district
- Business Improvement District (BID)
- Enhanced Infrastructure Financing District (EIFD)
- Debt financing options

Following our analysis of the data, we will develop a preliminary matrix of short- and long-term strategies to improve the City's financial outlook. The initial matrix will be organized into the categories based on the

four-dimensional approach established above. This is done intentionally to give the City and policy makers a range of options in different policy directions. It will include estimated timeframes (short- vs. long-term) and the expected order of magnitude of the financial results.

We will meet with the City Manager and management steering committee to present our preliminary matrix of strategies to obtain feedback. We will brief City Council members on the preliminary strategies, and then work with City staff to build a public engagement effort to elicit feedback on the strategies.

Public engagement activities will likely include an electronic survey, a public meeting with City Council in attendance, and other outreach activities to be developed based on what would work best in the Pinole setting. We note that the RFP suggests public engagement prior to the development of strategies.

In our experience, it is more effective to develop potential strategies with staff, who understand the feasibility and implications of individual strategies in a way that members of the public cannot be expected to do. Then, when potential strategies have been vetted, public input is valuable in the process of narrowing down strategies that have already been deemed appropriate for the City. Also, it is helpful to be able to articulate the nature of the problem we are trying to solve prior to introducing the preliminary strategies, so having the public engagement trail behind the financial modeling and preliminary strategy development makes the most sense in our view. We are, however, open to any particular staging that City leaders believe would be optimal.

During these events and meetings, we will receive feedback and answer questions that will assist in identifying strategies to be analyzed in greater detail.

Activity 6 – Prepare draft long-term financial plan

Incorporating the feedback received during the project, we will perform a detailed analysis of strategies offering the greatest potential for reducing the fiscal challenges documented in the previous activities. We will identify the following information for each strategy:

- Priority rank,
- Description and rationale,
- Estimated fiscal impact,
- Implementation schedule (short- vs. long-term),
- Implementation barriers and transition requirements, and
- Any one-time costs for implementation.

We will take care to qualitatively weigh the importance of various implementation barriers. Such barriers could range from relatively simple changes in policies or procedures to more complex contract, organizational, or policy changes. The differences in barriers are likely to dictate both the timeframe and the priority for each strategy, as well as the degree of difficulty to implement.

We will present the results of our analysis to the City Manager and management steering committee for feedback. If additional analysis is needed, we will conduct it following that meeting.

During this activity we will also present the draft plan to up to three stakeholder groups, including employees, unions, and another to be established during the project. The value in this undertaking is that the City's executive team and ultimately the elected officials and public will be informed about stakeholder perspectives, including support or opposition about various strategies. Our team will capture all feedback for inclusion into our final presentation.

Activity 7 – Present draft long-term financial plan for feedback

Next, we will prepare a PowerPoint presentation for the public, Mayor, City Council, and executive management team. We will present the strategies along with supporting analysis and seek feedback. This activity will be a public vetting of the recommended strategies and a chance for the City and Baker Tilly's team to hear any concerns and to recalibrate, if necessary, prior to finalizing the recommendations.

Activity 8 – Finalize plan

Incorporating the feedback we receive during Activity 7, we will work with staff to develop a long-term financial and sustainability plan that will include our projections of financial condition. The plan will show the impact that implementation of the recommendations developed in Activity 6 has on the financial condition of the City. It will also include a detailed discussion of the recommendations designed to ensure sustainability, and how they will be implemented.

We will review the draft with the City Manager and management steering committee for clarity and factual accuracy and then finalize it. We will present the final plan to the City Council for adoption.

Since our project team has experience with implementation of the type of fiscal recommendations likely to be associated with the sustainability plan such as tax measures, after adoption we will be available to assist staff with implementation of recommendations if necessary and desirable. We can provide an estimate of costs at the direction of the City. As an example of the type of program management can assistance, we can prepare an implementation action plan with a schedule and associated milestones for each recommendation to support implementation, if this level of support is desired by the City

Cost proposal

Committing to value for fees

The City of Pinole can expect the highest quality service for a fair and reasonable fee. Baker Tilly's fee to perform the project as described in this proposal is $94,005, which includes all fees and costs. Our fees are detailed below as requested in the RFP.

SERVICES	HOURS	STAFF COSTS	NON-STAFF COSTS
Hours Activity 1: Start Project	39	$7,500	$1,700
Activity 2: Gather information and develop baseline conditions	109	$23,400	$0
Activity 3: Review and revise financial forecast	25	$5,605	$0
Activity 4: Analyze data	87	$17,600	$900
Activity 5: Develop strategies	40	$8,600	$0
Activity 6: Develop long-term financial plan	46	$9,500	$1,700
Activity 7: Present draft financial plan for feedback	43	$8,600	$1,700
Activity 8: Finalize plan	26	$5,500	$1,700

PROJECT ROLE	HOURLY RATE
Project director	$295
Project manager	$235
Subject-matter specialist	$225
Public-engagement specialist	$180
Analyst	$180

VALUE FOR FEES PAID

The City of Pinole can expect exceptional service paired with a fair, competitive fee arrangement that allows us to deliver continuous value throughout our relationship.

References

We are always happy to provide references because it is important for you to talk with the organizations we serve. Our similar client base equals experience-derived insights for Pinole.

We encourage you to connect with the clients below to learn more about the value of their relationship with Baker Tilly. The projects described below were performed by Management Partners before its combination with Baker Tilly. Each client will offer a different perspective as you consider your own needs.

City of Concord, California ⇨Budget Strategies for Long-Term City Services

Concord prepared a 10-year financial forecast for their General Fund as part of the FY 2017-18 budget that indicated the potential for a significant long-term structural deficit. The City engaged us to prepare an updated long-range forecast and to identify budget strategies for the City to solve the fiscal gap. We prepared a sophisticated, 20-year fiscal model that incorporated detailed revenue and expenditure forecasting tools based on the city's operating environment and regional economic characteristics. The model indicated a $33 million (30%) fiscal gap between revenues and expenditures upon sunset of the City's 0.5% sales tax measure in FY 2024-25.

Our analysis indicated several budget strategies involving revenue enhancements, expenditure controls and cost shifts, and service delivery changes that the city could explore to resolve the fiscal gap before service level reductions would be necessary. Our work consisted of council and employee interviews, city staff focus groups, engaging labor groups, and research of other approaches used by other agencies. Our work culminated in facilitating a city council workshop to review the fiscal model and budget strategies and their impact. The council was given a hands-on opportunity to work with the model to use a variety of assumptions and scenarios to resolve the fiscal gap. Finally, consensus recommendations were identified through city council deliberations.

This project included developing a long-term fiscal model and then creating strategies for coping with the structural deficit documented in the model. Both the fiscal model and the strategies were presented to the City Council. A full-day workshop was held with the Council to discuss and evaluate strategies and show how the implementation of various strategy “packages” would impact the structural deficit. At the end of the workshop the City Council prioritized strategies for implementation.

Contact:

Ms. Valerie Barone, City Manager
1950 Parkside Drive
Concord, CA 94519
(925) 671-3150
Valerie.Barone@cityofconcord.org

Ms. Karan Reid, Director of Finance
1950 Parkside Drive
Concord, CA 94519
(925) 671-3192
karan.reid@cityofconcord.org

Dates: August 2017 to May 2018

City of El Cerrito, California ⇨Recession Forecast/Budget Strategies

The City of El Cerrito engaged our firm to assist with updating the City’s strategic plan and essentially developing a fiscal sustainability approach given the challenges faced by the City on the economic front. Activities to engage staff and the community included focus groups, interviews, an online community survey and an open house that was hosted by the City. In addition, we conducted a fiscal analysis to understand the financial realities of the City. This independent analysis affirmed the concerns of staff and

community members regarding a lack of reserves and structural budget deficit that left the City in an unsustainable position. The result of this work was a set of proposed goals with the highest priority placed on long-term financial sustainability. Shortly after this work was completed the COVID-19 emergency hit.

The City took immediate cost reducing efforts and requested that we assist in two areas:

1. Recession Forecast. We prepared a recession forecast to assess the fiscal impacts on the General Fund and determine the scale of reductions required for the City to maintain solvency and achieve fiscal sustainability, including the rebuilding of reserves to weather future economic downturns or emergencies.

2. Budget Strategies. We worked closely with City management and the Council to identify potential budget solutions that would solve the fiscal gap.

Our team documented the need to take near term actions to reduce budget requirements by $1.5 million annually to restore reserves. Through workshops with the City Council and management we developed a program to implement a number of strategies to position the City for fiscal recovery.

Contact: Ms. Karen Pinkos, City Manager
10890 San Pablo Avenue
El Cerrito, CA 94530
(510) 215-4300
kpinkos@ci.el-cerrito.ca.us

Dates: September 2019 – Ongoing

City of Richmond, California Fiscal Sustainability Plan and Forecast Dashboard

Management Partners developed a dashboard tool for the City's use based on a financial forecast prepared by another consultant. We worked with staff to update the assumptions in the baseline forecast, updated the forecast for the proposed FY 2021-22 budget, and prepared an interactive dashboard for City leaders to use to visualize the impacts of various budget assumptions and strategies in their long-range forecast. We also developed a set of budget strategies for the Council's consideration in addressing the fiscal gap that was identified in the long-range forecast. The budget strategies included revenue enhancement and expenditure reduction strategies that the Council will consider in developing the City's fiscal sustainability plan for its General Fund.

Contact: Ms. LaShonda White, Deputy City Manager
450 Civic Center Plaza, Richmond, CA 94804
(510) 620-6828
lashonda_white@ci.richmond.ca.us

Dates: November 2020 to July 2021

City of Modesto, California Fiscal and Budget Services

The City of Modesto engaged us to assist staff with the development of the FY 2020-21 budget, improve the annual budget preparation process, and prepare a 10-year financial forecast. The engagement resulted in a clear picture of the city's finances, an annual budget and a financial forecast model that could be easily updated by City staff in the future including modifiable assumptions surrounding major revenue and expenditure types.

Contact: Mr. Joe Lopez, City Manager
City of Modesto
1010 10th Street
Modesto, CA 95354
joelopez@modestogov.com

Dates: December 2019 to July 2020

City of Healdsburg, California Long-Range Fiscal Forecast and Budget Model

Healdsburg is a city of 12,000 located in the heart of Sonoma County wine country. This project involved developing a long-range fiscal model to forecast the City's financial position. Major issues facing Healdsburg include a tourism-reliant economy and attendant risks from wildfires, water availability, and the Covid-19 pandemic. The fiscal model noted a significant rise in transient occupancy tax revenues from a new resort and resumption of travel. This, together with its local sales tax and pension trust fund, provides the potential for funding deferred maintenance and major capital projects, if done so in the context of a sustainable long-term plan that recognizes the potential for volatility in tourism-related revenues.

Contact: Mr. Jeff Kay, City Manager
City of Healdsburg
401 Grove Street
Healdsburg, CA 95448
(707) 431-3317
jkay@ci.healdsburg.ca.us

Dates: June 2021 to September 2021

Town of Windsor, California COVID-19 Recession Diagnostic Tool 2020

We prepared a long-range General Fund forecast tool for the Town of Windsor as it began preparations for its FY 2022 and 2023 biennial budget. The Town had not had a long-range forecast in the past and were concerned about the impacts to sales and transient occupancy taxes on the Town's long-term fiscal sustainability.

Upon completing the fiscal model, which presented a nearly 10% structural gap between ongoing revenues and expenditures, our team was asked to identify budget strategies that would help solve the fiscal gap for presentation and consideration of the Town Council. We identified 23 distinct budget strategies including revenue enhancements, service delivery alternatives, cost efficiencies and service level reductions to the extent that other strategies were not selected or achievable in solving the gap. The strategies identified were four times the value of the fiscal gap, providing Council with sufficient options to bring fiscal sustainability to the Town's General Fund. We facilitated a consensus-building process that helped the Town Council settle on a chosen selection of strategies for implementation.

Finally, we developed a set of guiding budget principles for the Town Council to consider in developing prudent budget management and evaluation of proposals. These principles touched on concepts regarding policies such as budgeting practices, reserves, ongoing resources and operations, use of one-time (windfall) resources, capital project planning, fiscal sustainability planning, and debt management.

Contact: Ms. Jeneen Peterson, Administrative Services Director
Town of Windsor
9291 Old Redwood Highway
Windsor, California 95492
(707) 838-5003
jpeterson@townofwindsor.com

Dates: October 2020 to April 2021

Conflicts and terminations

We are not aware of any existing or potential conflicts of interest that may arise from the firm's work on this project. If this changes, we will notify the City immediately. Regarding contract terminations, s a large accounting firm, Baker Tilly may have contracts terminated for a variety of reasons. In the past, we have lost clients due to the following:

- Mandatory audit firm rotation
- Project completion
- Mergers and acquisitions
- Competitive bidding

The relationship that we maintain with each former client is sensitive and based on trust and confidentiality. We cannot disclose the information surrounding these relationships without each organization's explicit, written permission.

Standard agreement

Per RFP Section III(H), we hereby take exception to the provisions detailed in the exceptions table below. If selected, we will require the ability to propose additional terms and negotiate mutually acceptable revisions to these sections prior to executing a final contract.

Page No.	Section/ Paragraph No.	Proposed Revision
Exceptions to Services Agreement:		
5	4.3.2(d)	**We propose deleting this section entirely.**
6	4.4.7	**We propose deleting this section entirely.**
6	4.5	**We propose revising this section as follows:** **Remedies**. In addition to any other remedies City may have if Consultant fails to provide or maintain any insurance policies or policy endorsements to the extent and within the time herein required, City may, at its sole option: 1) obtain such insurance ~~and deduct and retain the amount of the premiums for such insurance from any sums due under the Agreement;~~ 2) order Consultant to stop work under this Agreement ~~and withhold any payment that becomes due to Consultant hereunder until Consultant demonstrates compliance with the requirements hereof;~~ and/or 3) terminate this Agreement.
6	5.1	**We propose revising this section as follows:** **General Indemnification and Limitation on Damages.** To the fullest extent permitted by law, Contractor shall defend, indemnify and hold City, its officials, officers, employees, volunteers and agents (each a "Covered Person") free and harmless from any and all third-party claims, demands, causes of action, costs, expenses, liability, loss, damage or injury, in law or equity, to tangible personal property or persons, including wrongful death~~, in any manner~~ to the extent such third-party claim is finally determined to be arising out of ~~or incident to any alleged~~ negligent acts, omissions or willful misconduct of Contractor, its officials, officers, employees, agents, subcontractors and subcontractors arising out of or in connection with the performance of the Services, the Project or this Agreement~~, including without limitation the payment of all consequential damages, attorneys' fees and other related costs and expenses~~. Contractor shall defend, at Contractor's own cost, expense and risk, any and all such aforesaid suits, actions or other legal proceedings ~~of every kind~~ that may be brought or instituted against City, its directors, officials, officers, employees, agents or volunteers. Contractor shall pay and satisfy any judgment, award or decree that may be rendered against City or its directors, officials, officers, employees, agents or volunteers, in any such suit, action or other legal proceeding. ~~Contractor shall reimburse City and its directors, officials, officers, employees, agents and/or volunteers, for any and all legal expenses and costs, including reasonable attorneys' fees, incurred by each of them in connection therewith or in enforcing the indemnity herein provided~~. Contractor's obligation to indemnify shall not be restricted to insurance proceeds, if any, received by City or its directors, officials, officers, employees, agents or volunteers. Notwithstanding the

Page No.	Section/ Paragraph No.	Proposed Revision
Exceptions to Services Agreement:		
		foregoing, to the extent Contractor's Services are subject to Civil Code Section 2782.8, the above indemnity shall be limited, to the extent required by Civil Code Section 2782.8, to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Contractor. Notwithstanding the foregoing, City hereby releases Contractor, its subsidiaries and their present or former partners, principals, employees, officers and agents from, and acknowledges that such parties shall not be required to indemnify City or any Covered Person against, any costs, fees, expenses, damages and liabilities (including attorneys' fees and all defense costs) relating to or arising as a result of the acts or omissions of City or any Covered Person. Furthermore, because of the importance of the information that City provides to Contractor with respect to Contractor's ability to perform the services, City hereby releases Contractor and its present and former partners, principals, agents and employees from any liability, damages, fees, expenses and costs, including attorney's fees, relating to the services that arise from or relate to any information, including representations by management, provided by City, its personnel or agents, that is not complete, accurate or current. This Section 5.1 shall survive any expiration or termination of this Agreement. The liability (including attorney's fees and all other costs) of Contractor and its present or former partners, principals, agents or employees related to any claim for damages relating to the services performed under this Contract shall not exceed the fees paid to Contractor for the portion of the work to which the claim relates, except to the extent finally determined to have resulted from the willful misconduct or fraudulent behavior of Contractor relating to such services. This limitation of liability is intended to apply to the full extent allowed by law, regardless of the grounds or nature of any claim asserted, including the negligence of either party. Additionally, in no event shall either party be liable for any lost profits, lost business opportunity, lost data, consequential, special, incidental, exemplary or punitive damages, delays, interruptions, or viruses arising out of or related to this Contract even if the other party has been advised of the possibility of such damages.
9	8.6	**We propose revising this section as follows:** **Options upon Breach by Consultant**. If Consultant materially breaches any of the terms of this Agreement, City's remedies shall included, but not be limited to, the following: 8.6.1 Immediately terminate the Agreement; 8.6.2 Retain the ~~plans, specifications, drawings, reports, design documents, and any other~~ completed work product prepared by Consultant pursuant to this Agreement; 8.6.3 Retain a different consultant to complete the work described in Exhibit A not finished by Consultant; or 8.6.4 ~~Charge Consultant the difference between the cost to complete the work described in Exhibit A that is unfinished at the time of breach and the amount that City would have paid Consultant pursuant to Section 2 if Consultant had completed the work~~ Intentionally omitted.

Page No.	Section/ Paragraph No.	Proposed Revision
Exceptions to Services Agreement:		
9	9.1	**We propose revising this section as follows:** **Records Created as Part of Consultant's Performance.** Subject to Contractor's rights in "Contractor's Knowledge" (as defined below), all ~~reports, data, maps, models, charts, studies, surveys, photographs, memoranda, plans, studies, specifications, records, files, or any other documents or materials, in electronic or any other form,~~ tangible work product that Consultant specifically prepares or obtains for City pursuant to this Agreement and that relate to the matters covered hereunder shall be the property of the City. Consultant hereby agrees to deliver those documents to the City upon ~~termination of the Agreement~~ City's request. It is understood and agreed that the documents and other materials, including but not limited to those described above, prepared pursuant to this Agreement are prepared specifically for the City and are not necessarily suitable for any future or other use. City and Consultant agree that, until final approval by City, all data, plans, specifications, reports and other documents are confidential and will not be released to third parties without prior written consent of both parties. Notwithstanding the foregoing, Contractor will maintain all ownership right, title and interest to all Contractor Knowledge. For purposes of this Agreement "Contractor Knowledge" means Contractor's proprietary programs, modules, products, inventions, designs, data, or other information, including all copyright, patent, trademark and other intellectual property rights related thereto, that are (1) owned or developed by Contractor prior to the Effective Date of this Agreement ("Contractor's Preexisting Knowledge") (2) developed or obtained by Contractor after the Effective Date, that are reusable from client to client and project to project, where the City has not paid for such development; and (3) extensions, enhancements, or modifications of Contractor's Preexisting Knowledge which do not include or incorporate the City's confidential information. To the extent that any Contractor Knowledge is incorporated into the Work Product, Contractor grants to the City a non-exclusive, paid up, perpetual royalty-free worldwide license to use such Contractor Knowledge in connection with the Work Product, and for no other purpose without the prior written consent of Contractor.

ATTACHMENT C

CONSULTING SERVICES AGREEMENT BETWEEN
THE CITY OF PINOLE AND
[NAME OF CONSULTANT]

THIS AGREEMENT for consulting services is made by and between the City of Pinole ("City") and _____("Consultant") (together sometimes referred to as the "Parties") as of _____, 20__(the "Effective Date") in Pinole, California.

Section 1. SERVICES. Subject to the terms and conditions set forth in this Agreement, Consultant shall provide to City the services described in the Scope of Work attached as Exhibit A at the time and place and in the manner specified therein. In the event of a conflict in or inconsistency between the terms of this Agreement and Exhibit A, the Agreement shall prevail.

1.1 Term of Services. The term of this Agreement shall begin on the Effective Date and shall end on_____, and Consultant shall complete the work described in Exhibit A by that date, unless the term of the Agreement is otherwise terminated or extended, as provided for in Section 8. The time provided to Consultant to complete the services required by this Agreement shall not affect the City's right to terminate the Agreement, as provided for in Section 8.

1.2 Standard of Performance. Consultant shall perform all services required pursuant to this Agreement in the manner and according to the standards observed by a competent practitioner of the profession in which Consultant is engaged in the geographical area in which Consultant practices its profession. Consultant shall prepare all work products required by this Agreement in a professional manner and shall conform to the standards of quality normally observed by a person practicing in Consultant's profession.

1.3 Assignment of Personnel. Consultant shall assign only competent personnel to perform services pursuant to this Agreement. In the event that City, in its sole discretion, at any time during the term of this Agreement, desires the reassignment of any such persons, Consultant shall, immediately upon receiving notice from City of such desire of City, reassign such person or persons.

1.4 Time. Consultant shall devote such time to the performance of services pursuant to this Agreement as may be reasonably necessary to meet the standard of performance provided in Section 1.1 above and to satisfy Consultant's obligations hereunder.

Section 2. COMPENSATION. City hereby agrees to pay Consultant an amount not to exceed _____, for all work set forth in Exhibit A and all reimbursable expenses incurred in performing the work. In the event of a conflict between this Agreement and Consultant's proposal regarding the amount of compensation, the Agreement shall prevail. City shall pay Consultant for services rendered pursuant to this Agreement at the time and in the manner set forth herein. The payments specified below shall be the only payments from City to Consultant for services rendered pursuant to this Agreement.

Consultant shall submit all invoices to City in the manner specified herein. Except as specifically authorized by City, Consultant shall not bill City for duplicate services performed by more than one person.

Consultant and City acknowledge and agree that compensation paid by City to Consultant under this Agreement is based upon Consultant's estimated costs of providing the services required hereunder, including salaries and benefits of employees and subcontractors of Consultant. Consequently, the parties further agree that compensation hereunder is intended to include the costs of contributions to any pensions and/or annuities to which Consultant and its employees, agents, and subcontractors may be eligible. City therefore has no responsibility for such contributions beyond compensation required under this Agreement.

2.1 Invoices. Consultant shall submit invoices, not more often than once a month during the term of this Agreement, based on the cost for services performed and reimbursable costs incurred prior to the invoice date. Invoices shall contain the following information:

- Serial identifications of progress bills; i.e., Progress Bill No. 1 for the first invoice, etc.;
- The beginning and ending dates of the billing period;
- A Task Summary containing the original contract amount, the amount of prior billings, the total due this period, the balance available under the Agreement, and the percentage of completion;
- At City's option, for each work item in each task, a copy of the applicable time entries or time sheets shall be submitted showing the name of the person doing the work, the hours spent by each person, a brief description of the work, and each reimbursable expense;
- The total number of hours of work performed under the Agreement by Consultant and each employee, agent, and subcontractor of Consultant performing services hereunder, as well as a separate notice when the total number of hours of work by Consultant and any individual employee, agent, or subcontractor of Consultant reaches or exceeds 800 hours, which shall include an estimate of the time necessary to complete the work described in Exhibit A;
- The Consultant's signature.

2.2 Monthly Payment. City shall make monthly payments, based on invoices received, for services satisfactorily performed, and for authorized reimbursable costs incurred. City shall have 30 days from the receipt of an invoice that complies with all of the requirements above to pay Consultant.

2.3 Final Payment. City shall pay the last 10% of the total sum due pursuant to this Agreement within sixty (60) days after completion of the services and submittal to City of a final invoice, if all services required have been satisfactorily performed.

2.4 Total Payment. City shall pay for the services to be rendered by Consultant pursuant to this Agreement. City shall not pay any additional sum for any expense or cost whatsoever

incurred by Consultant in rendering services pursuant to this Agreement. City shall make no payment for any extra, further, or additional service pursuant to this Agreement.

In no event shall Consultant submit any invoice for an amount in excess of the maximum amount of compensation provided above either for a task or for the entire Agreement, unless the Agreement is modified prior to the submission of such an invoice by a properly executed change order or amendment.

2.5 Hourly Fees. Fees for work performed by Consultant on an hourly basis shall not exceed the amounts shown on the following fee schedule attached hereto as Exhibit B.

2.6 Reimbursable Expenses. Reimbursable expenses are specified in Exhibit B, and shall not exceed _____ ($). Expenses not listed in Exhibit B are not chargeable to City. Reimbursable expenses are included in the total amount of compensation provided under this Agreement that shall not be exceeded.

2.7 Payment of Taxes. Consultant is solely responsible for the payment of employment taxes incurred under this Agreement and any similar federal or state taxes.

2.8 Payment upon Termination. In the event that the City or Consultant terminates this Agreement pursuant to Section 8, the City shall compensate the Consultant for all outstanding costs and reimbursable expenses incurred for work satisfactorily completed as of the date of written notice of termination. Consultant shall maintain adequate logs and timesheets in order to verify costs incurred to that date.

2.9 Authorization to Perform Services. The Consultant is not authorized to perform any services or incur any costs whatsoever under the terms of this Agreement until receipt of authorization from the Contract Administrator.

Section 3. FACILITIES AND EQUIPMENT. Except as set forth herein, Consultant shall, at its sole cost and expense, provide all facilities and equipment that may be necessary to perform the services required by this Agreement. City shall make available to Consultant only the facilities and equipment listed in Exhibit C, and only under the terms and conditions set forth therein.

Section 4. INSURANCE REQUIREMENTS. Before beginning any services under this Agreement, Consultant, at its own cost and expense, shall procure the types and amounts of insurance specified herein and maintain that insurance throughout the term of this Agreement. The cost of such insurance shall be included in the Consultant's bid or proposal. Consultant shall be fully responsible for the acts and omissions of its subcontractors or other agents.

4.1 Workers' Compensation. Consultant shall, at its sole cost and expense, maintain Statutory Workers' Compensation Insurance and Employer's Liability Insurance for any and all persons employed directly or indirectly by Consultant in the amount required by applicable law. The requirement to maintain Statutory Workers' Compensation and Employer's Liability Insurance may be waived by the City upon

written verification that Consultant is a sole proprietor and does not have any employees and will not have any employees during the term of this Agreement.

4.2 Commercial General and Automobile Liability Insurance.

4.2.1 General requirements. Consultant, Consultant, at its own cost and expense, shall maintain commercial general and automobile liability insurance for the term of this Agreement in an amount not less than TWO MILLION DOLLARS ($2,000,000) per occurrence and FOUR MILLION DOLLARS ($4,000,000) aggregate, combined single limit coverage for risks associated with the work contemplated by this Agreement.

4.2.2 Minimum scope of coverage. Commercial general coverage shall be at least as broad as Insurance Services Office Commercial General Liability occurrence form CG 0001 (most recent edition) covering comprehensive General Liability on an "occurrence" basis. Automobile coverage shall be at least as broad as Insurance Services Office Automobile Liability form CA 0001 (most recent edition) covering any auto (Code 1), or if Consultant has no owned autos, hired (code 8) and non-owned autos (Code 9). No endorsement shall be attached limiting the coverage.

4.2.3 Additional requirements. Each of the following shall be included in the insurance coverage or added as a certified endorsement to the policy:

a. The Commercial General and Automobile Liability Insurance shall cover on an occurrence basis.
b. City, its officers, officials, employees, agents, and volunteers shall be covered as additional insureds for liability arising out of work or operations on behalf of the Consultant, including materials, parts, or equipment furnished in connection with such work or operations; or automobiles owned, leased, hired, or borrowed by the Consultant. Coverage can be provided in the form of an endorsement to the Consultant's insurance at least as broad as CG 20 10 11 85, or both CG 20 10 10 01 and CG 20 37 10 01.
c. For any claims related to this Agreement or the work hereunder, the Consultant's insurance covered shall be primary insurance as respects the City, its officers, officials, employees, agents, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, agents or volunteers shall be excess of the Consultant's insurance and non-contributing.
d. The policy shall cover inter-insured suits and include a "separation of Insureds" or "severability" clause which treats each insured separately.
e. Consultant agrees to give at least 30 days prior written notice to City before coverage is canceled or modified as to scope or amount

4.3 Professional Liability Insurance.

4.3.1 General requirements. Consultant, at its own cost and expense, shall maintain for the period covered by this Agreement professional liability insurance for licensed professionals performing work pursuant to this Agreement in an amount not less than ONE MILLION DOLLARS ($1,000,000) per occurrence or claim covering the Consultant's errors and omissions.

4.3.2 Claims-made limitations. The following provisions shall apply if the professional liability coverage is written on a claims-made form:

a. The retroactive date of the policy must be shown and must be before the date of the Agreement.

b. Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the Agreement or the work.

c. If coverage is canceled or not renewed and it is not replaced with another claims-made policy form with a retroactive date that precedes the date of this Agreement, Consultant must provide extended reporting coverage for a minimum of five (5) years after completion of work under this Agreement.

d. A copy of the claim reporting requirements must be submitted to the City prior to the commencement of any work under this Agreement.

4.4 All Policies Requirements.

4.4.1 Submittal Requirements. Consultant shall submit the following to City prior to beginning services:

a. Certificate of Liability Insurance in the amounts specified in this Agreement; and

b. Additional Insured Endorsement as required for the General Commercial and Automobile Liability Polices.

4.4.2 Acceptability of insurers. All insurance required by this section is to be placed with insurers with a Bests' rating of no less than A:VII.

4.4.3 Deductibles and Self-Insured Retentions. Insurance obtained by the Consultant shall have a self-insured retention or deductible of no more than ONE HUNDRED THOUSAND DOLLARS ($100,000).

4.4.4 Wasting Policies. No policy required herein shall include a "wasting" policy limit (i.e. limit that is eroded by the cost of defense).

4.4.5 Waiver of Subrogation. Consultant hereby agrees to waive subrogation which any insurer or contractor may require from Consultant by virtue of the payment of any loss. Consultant agrees to obtain any endorsements that may be

necessary to effect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer.

4.4.6 Subcontractors. Consultant shall include all subcontractors as insureds under its policies or shall furnish separate certificates and endorsements for each subcontractor. All coverages for subcontractors shall be subject to all of the requirements stated herein, and Consultant shall ensure that City, its officers, officials, employees, agents, and volunteers are covered as additional insured on all coverages.

4.4.7 Excess Insurance. If Consultant maintains higher insurance limits than the minimums specified herein, City shall be entitled to coverage for the higher limits maintained by the Consultant.

4.5 Remedies. In addition to any other remedies City may have if Consultant fails to provide or maintain any insurance policies or policy endorsements to the extent and within the time herein required, City may, at its sole option: 1) obtain such insurance and deduct and retain the amount of the premiums for such insurance from any sums due under the Agreement; 2) order Consultant to stop work under this Agreement and withhold any payment that becomes due to Consultant hereunder until Consultant demonstrates compliance with the requirements hereof; and/or 3) terminate this Agreement.

Section 5. INDEMNIFICATION AND CONSULTANT'S RESPONSIBILITIES.

5.1 General Indemnification. To the fullest extent permitted by law, Contractor shall defend, indemnify and hold City, its officials, officers, employees, volunteers and agents free and harmless from any and all claims, demands, causes of action, costs, expenses, liability, loss, damage or injury, in law or equity, to property or persons, including wrongful death, in any manner arising out of or incident to any alleged negligent acts, omissions or willful misconduct of Contractor, its officials, officers, employees, agents, subcontractors and subcontractors arising out of or in connection with the performance of the Services, the Project or this Agreement, including without limitation the payment of all consequential damages, attorneys' fees and other related costs and expenses. Contractor shall defend, at Contractor's own cost, expense and risk, any and all such aforesaid suits, actions or other legal proceedings of every kind that may be brought or instituted against City, its directors, officials, officers, employees, agents or volunteers. Contractor shall pay and satisfy any judgment, award or decree that may be rendered against City or its directors, officials, officers, employees, agents or volunteers, in any such suit, action or other legal proceeding. Contractor shall reimburse City and its directors, officials, officers, employees, agents and/or volunteers, for any and all legal expenses and costs, including reasonable attorneys' fees, incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Contractor's obligation to indemnify shall not be restricted to insurance proceeds, if any, received by City or its directors, officials, officers, employees, agents or volunteers. Notwithstanding the foregoing, to the extent Contractor's Services are subject to Civil Code Section 2782.8, the above indemnity shall be limited, to the extent required by Civil Code Section 2782.8, to claims that arise out of,

pertain to, or relate to the negligence, recklessness, or willful misconduct of the Contractor. This Section 5.1 shall survive any expiration or termination of this Agreement.

5.2 PERS Indemnification. In the event that Consultant or any employee, agent, or subcontractor of Consultant providing services under this Agreement is determined by a court of competent jurisdiction or the California Public Employees Retirement System (PERS) to be eligible for enrollment in PERS as an employee of City, Consultant shall indemnify, defend, and hold harmless City for the payment of any employee and/or employer contributions for PERS benefits on behalf of Consultant or its employees, agents, or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of City.

Section 6. STATUS OF CONSULTANT.

6.1 Independent Contractor. At all times during the term of this Agreement, Consultant shall be an independent contractor and shall not be an employee of City. City shall have the right to control Consultant only insofar as the results of Consultant's services rendered pursuant to this Agreement and assignment of personnel pursuant to Subparagraph 1.3; however, otherwise City shall not have the right to control the means by which Consultant accomplishes services rendered pursuant to this Agreement. Notwithstanding any other City, state, or federal policy, rule, regulation, law, or ordinance to the contrary, Consultant and any of its employees, agents, and subcontractors providing services under this Agreement shall not qualify for or become entitled to, and hereby agree to waive any and all claims to, any compensation, benefit, or any incident of employment by City, including but not limited to eligibility to enroll in the California Public Employees Retirement System (PERS) as an employee of City and entitlement to any contribution to be paid by City for employer contributions and/or employee contributions for PERS benefits.

6.2 Consultant No Agent. Except as City may specify in writing, Consultant shall have no authority, express or implied, to act on behalf of City in any capacity whatsoever as an agent. Consultant shall have no authority, express or implied, pursuant to this Agreement to bind City to any obligation whatsoever.

Section 7. LEGAL REQUIREMENTS.

7.1 Governing Law. The laws of the State of California shall govern this Agreement.

7.2 Compliance with Applicable Laws. Consultant and any subcontractors shall comply with all laws applicable to the performance of the work hereunder.

7.3 Other Governmental Regulations. To the extent that this Agreement may be funded by fiscal assistance from another governmental entity, Consultant and any subcontractors shall comply with all applicable rules and regulations to which City is bound by the terms of such fiscal assistance program.

7.4 Licenses and Permits. Consultant represents and warrants to City that Consultant and

its employees, agents, and any subcontractors have all licenses, permits, qualifications, and approvals of whatsoever nature that are legally required to practice their respective professions. Consultant represents and warrants to City that Consultant and its employees, agents, any subcontractors shall, at their sole cost and expense, keep in effect at all times during the term of this Agreement any licenses, permits, and approvals that are legally required to practice their respective professions. In addition to the foregoing, Consultant and any subcontractors shall obtain and maintain during the term of this Agreement valid Business Licenses from City.

7.5 Pinole Business License. Consultant shall obtain a City of Pinole business license according to the terms of Title 5 of the City of Pinole Municipal Code and deliver to City proof of such business license prior to beginning work under this Agreement. Work under this Agreement cannot begin until the City receives proof that Consultant has obtained a City of Pinole business license.

7.6 Nondiscrimination and Equal Opportunity. Consultant shall not discriminate, on the basis of a person's race, religion, color, national origin, age, physical or mental handicap or disability, medical condition, marital status, sex, or sexual orientation, against any employee, applicant for employment, subcontractor, bidder for a subcontract, or participant in, recipient of, or applicant for any services or programs provided by Consultant under this Agreement. Consultant shall comply with all applicable federal, state, and local laws, policies, rules, and requirements related to equal opportunity and nondiscrimination in employment, contracting, and the provision of any services that are the subject of this Agreement, including but not limited to the satisfaction of any positive obligations required of Consultant thereby.

Consultant shall include the provisions of this Subsection in any subcontract approved by the Contract Administrator or this Agreement.

Section 8. TERMINATION AND MODIFICATION.

8.1 Termination. City may cancel this Agreement at any time and without cause upon written notification to Consultant.

In the event of termination, Consultant shall be entitled to compensation for services performed to the effective date of termination; City, however, may condition payment of such compensation upon Consultant delivering to City any or all documents, photographs, computer software, video and audio tapes, and other materials provided to Consultant or prepared by or for Consultant or the City in connection with this Agreement.

8.2 Extension. City may, in its sole and exclusive discretion, extend the end date of this Agreement beyond that provided for in Subsection 1.1. Any such extension shall be specified in writing by the City. Consultant understands and agrees that if City issues such an extension, City shall have no obligation to provide Consultant with compensation beyond the maximum amount provided for in this Agreement. Similarly, unless authorized

by the City, City shall have no obligation to reimburse Consultant for any otherwise reimbursable expenses incurred during the extension period.

8.3 Amendments. The parties may amend this Agreement only by a writing signed by all the parties.

8.4 Assignment and Subcontracting. City and Consultant recognize and agree that this Agreement contemplates personal performance by Consultant and is based upon a determination of Consultant's unique professional competence, experience, and specialized professional knowledge. Moreover, a substantial inducement to City for entering into this Agreement was and is the personal reputation and competence of Consultant. Consultant may not assign this Agreement or any interest therein without the prior written approval of the City. Consultant shall not subcontract any portion of the performance contemplated and provided for herein, other than to the subcontractors noted in the proposal, without prior written approval of the City.

8.5 Survival. All obligations arising prior to the termination of this Agreement and all provisions of this Agreement allocating liability between City and Consultant shall survive the termination of this Agreement.

8.6 Options upon Breach by Consultant. If Consultant materially breaches any of the terms of this Agreement, City's remedies shall included, but not be limited to, the following:

8.6.1 Immediately terminate the Agreement;

8.6.2 Retain the plans, specifications, drawings, reports, design documents, and any other work product prepared by Consultant pursuant to this Agreement;

8.6.3 Retain a different consultant to complete the work described in Exhibit A not finished by Consultant; or

8.6.4 Charge Consultant the difference between the cost to complete the work described in Exhibit A that is unfinished at the time of breach and the amount that City would have paid Consultant pursuant to Section 2 if Consultant had completed the work.

Section 9. KEEPING AND STATUS OF RECORDS.

9.1 Records Created as Part of Consultant's Performance. All reports, data, maps, models, charts, studies, surveys, photographs, memoranda, plans, studies, specifications, records, files, or any other documents or materials, in electronic or any other form, that Consultant prepares or obtains pursuant to this Agreement and that relate to the matters covered hereunder shall be the property of the City. Consultant hereby agrees to deliver those documents to the City upon termination of the Agreement. It is understood and

agreed that the documents and other materials, including but not limited to those described above, prepared pursuant to this Agreement are prepared specifically for the City and are not necessarily suitable for any future or other use. City and Consultant agree that, until final approval by City, all data, plans, specifications, reports and other documents are confidential and will not be released to third parties without prior written consent of both parties.

9.2 Consultant's Books and Records. Consultant shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, and other records or documents evidencing or relating to charges for services or expenditures and disbursements charged to the City under this Agreement for a minimum of three (3) years, or for any longer period required by law, from the date of final payment to the Consultant to this Agreement.

9.3 Inspection and Audit of Records. Any records or documents that Section 9.2 of this Agreement requires Consultant to maintain shall be made available for inspection, audit, and/or copying at any time during regular business hours, upon oral or written request of the City. Under California Government Code Section 8546.7, if the amount of public funds expended under this Agreement exceeds TEN THOUSAND DOLLARS ($10,000.00), the Agreement shall be subject to the examination and audit of the State Auditor, at the request of City or as part of any audit of the City, for a period of three (3) years after final payment under the Agreement.

Section 10 MISCELLANEOUS PROVISIONS.

10.1 Attorneys' Fees. If a party to this Agreement brings any action, including an action for declaratory relief, to enforce or interpret the provision of this Agreement, the prevailing party shall be entitled to reasonable attorneys' fees in addition to any other relief to which that party may be entitled. The court may set such fees in the same action or in a separate action brought for that purpose.

10.2 Venue. In the event that either party brings any action against the other under this Agreement, the parties agree that trial of such action shall be vested exclusively in the state courts of California in the County of Contra Costa or in the United States District Court for the Northern District of California.

10.3 Severability. If a court of competent jurisdiction finds or rules that any provision of this Agreement is invalid, void, or unenforceable, the provisions of this Agreement not so adjudged shall remain in full force and effect. The invalidity in whole or in part of any provision of this Agreement shall not void or affect the validity of any other provision of this Agreement.

10.4 No Implied Waiver of Breach. The waiver of any breach of a specific provision of this Agreement does not constitute a waiver of any other breach of that term or any other term of this Agreement.

10.5 Successors and Assigns. The provisions of this Agreement shall inure to the benefit of and shall apply to and bind the successors and assigns of the parties.

10.6 Use of Recycled Products. Consultant shall endeavor to prepare and submit all reports, written studies and other printed material on recycled paper to the extent it is available at equal or less cost than virgin paper.

10.7 Conflict of Interest. Consultant may serve other clients, but none whose activities within the corporate limits of City or whose business, regardless of location, would place Consultant in a "conflict of interest," as that term is defined in the Political Reform Act, codified at California Government Code Section 81000 *et seq.*

Consultant shall not employ any City official in the work performed pursuant to this Agreement. No officer or employee of City shall have any financial interest in this Agreement that would violate California Government Code Sections 1090 *et seq.*

Consultant hereby warrants that it is not now, nor has it been in the previous twelve (12) months, an employee, agent, appointee, or official of the City. If Consultant was an employee, agent, appointee, or official of the City in the previous twelve months, Consultant warrants that it did not participate in any manner in the forming of this Agreement. Consultant understands that, if this Agreement is made in violation of Government Code §1090 *et.seq.*, the entire Agreement is void and Consultant will not be entitled to any compensation for services performed pursuant to this Agreement, including reimbursement of expenses, and Consultant will be required to reimburse the City for any sums paid to the Consultant. Consultant understands that, in addition to the foregoing, it may be subject to criminal prosecution for a violation of Government Code § 1090 and, if applicable, will be disqualified from holding public office in the State of California.

Consultant will comply with all conflict of interest laws and regulations including, without limitation, City's Conflict of Interest Code (on file in the City Clerk's Office). It is incumbent upon the Consultant or Consultant's firm to notify the City pursuant to section 10.10 Notices of any staff changes relating to this Agreement.

a. In accomplishing the scope of services of this Agreement, all officers, employees and/or agents of Consultant(s), unless as indicated in Subsection b., will be performing a very limited and closely supervised function, and, therefore, are unlikely to have a conflict of interest arise. No disclosures are required for any officers, employees, and/or agents of Consultant, except as indicated in Subsection b.

_____

Initialed by City Attorney's Office

b. In accomplishing the scope of services of this Agreement, Consultant(s) will be performing a specialized or general service for the City, and there is substantial likelihood that the Consultant's work product will be presented, either written or orally, for the purpose of influencing a governmental decision. As a result, the following Consultant(s) shall be subject to the Disclosure Category "1-5" of the City's Conflict of Interest Code:

_____ _____

_____ _____

10.8 Solicitation. Consultant agrees not to solicit business at any meeting, focus group, or interview related to this Agreement, either orally or through any written materials.

10.9 Contract Administration. This Agreement shall be administered by _____who shall act as the City's representative. All correspondence shall be directed to or through_____or his or her designee.

10.10 Notices. Any written notice to Consultant shall be sent to:

_____
_____
_____

Any written notice to City shall be sent to:

_____
_____
_____

10.11 Professional Seal. Where applicable in the determination of the City, the first page of a technical report, first page of design specifications, and each page of construction drawings shall be stamped/sealed and signed by the licensed professional responsible for the report/design preparation.

10.12 Integration; Incorporation. This Agreement, including all the exhibits attached hereto, represents the entire and integrated agreement between City and Consultant and supersedes all prior negotiations, representations, or agreements, either written or oral. All exhibits attached hereto are incorporated by reference herein.

10.13 Counterparts. This Agreement may be executed in multiple counterparts, each of which shall be an original and all of which together shall constitute one agreement.

The Parties have executed this Agreement as of the Effective Date.

CITY OF PINOLE

Andrew Murray, City Manager

CONSULTANT

[NAME, TITLE]

Consultant's City of Pinole Business License #:_____

Attest:

Heather Bell, City Clerk

Approved as to Form:

Eric S. Casher, City Attorney

Return to Agenda

EXHIBIT A

SCOPE OF SERVICES

.

EXHIBIT B

COMPENSATION SCHEDULE AND HOURLY FEES

EXHIBIT C
CITY-FURNISHED FACILITIES

City shall furnish physical facilities such as desks, filing cabinets, and conference space, as may be reasonably necessary for Consultant's use while consulting with City employees and reviewing records and the information in possession of the City. The location, quantity, and time of furnishing those facilities shall be in the sole discretion of City. In no event shall City be obligated to furnish any facility that may involve incurring any direct expense, including but not limited to computer, long-distance telephone or other communication charges, vehicles, and reproduction facilities.

CITY COUNCIL REPORT 9K

DATE: FEBRUARY 21, 2023

TO: MAYOR AND COUNCILMEMBERS

FROM: LILLY WHALEN, COMMUNITY DEVELOPMENT DIRECTOR

SUBJECT: ADOPT A RESOLUTION APPROVING A FIRST AMENDMENT TO DISPOSITION AND DEVELOPMENT AGREEMENT BETWEEN THE CITY OF PINOLE AND SATELLITE AFFORDABLE HOUSING ASSOCIATES FOR ADDITIONAL $1.2 MILLION LOAN FOR AFFORDABLE HOUSING DEVELOPMENT AT 811 SAN PABLO AVENUE AND APPROVING AN APPROPRIATION OF THE TOTAL LOAN AMOUNT OF $3.2 MILLION FROM THE HOUSING FUND'S UNRESTRICTED AVAILABLE FUND BALANCE

RECOMMENDATION

It is recommended that the City Council adopt a resolution approving a First Amendment to Disposition and Development Agreement between the City of Pinole and Satellite Affordable Housing Associates ("SAHA") for property located at 811 San Pablo Avenue (the "Property") to increase a City loan by $1,200,000 (to a total of $3,200,000) and reduce the annual interest rate from 3% to 0% to develop the Property with 33 units of affordable housing. Additionally, staff recommends a total budget allocation of $3,200,000 from the Housing Fund's unrestricted/available fund balance for this purpose.

BACKGROUND

The City of Pinole ("City") and SAHA entered into a Disposition and Development Agreement ("DDA") dated July 6, 2021 to develop a 0.60-acre vacant lot at 811 San Pablo Avenue ("Property") with 33 units of affordable housing. The Property is owned by the City as Housing Successor to the former Pinole Redevelopment Agency. The City agreed to provide a $1,180,000 purchase loan (the appraised value of the Property) and a $2,000,000 construction loan from Low and Moderate Income Housing Funds ("Housing Funds"). The appropriation for the $2,000,000

Construction Loan has not yet been appropriated from the Housing Fund's unrestricted available fund balance.

Since executing the DDA, SAHA has secured nearly all development financing (see Table 1) and is positioned to obtain building permits and begin construction by June 2023. On January 9, 2023, SAHA requested an additional $1,200,000 in loan financing from the City and an interest rate reduction from 3% to 0%. The funds will close a final financing gap and keep the Property's operating cash flow positive for 20 years as required by State and County financing sources.

The request is due to escalating development and borrowing costs. Since SAHA's estimates from 2020, total development costs have increased by 35% and hard construction costs have increased by 21%. The largest cost increases are construction loan interest (138%) and a new $1,600,000 operating deficit reserve required by other funding sources.

Table 1
Permanent Financing Sources
811 San Pablo Avenue

Source	Amount
4% Federal Tax Credit Equity	$13,374,120
Sponsor Loan - Certificated State Credits	$2,045,367
City of Pinole (Land Purchase Loan)	$1,180,000
City of Pinole (Construction Loan)	$3,200,000
County HOME	$2,636,280
Developer Fee	$100,000
GP Equity	$1,154,682
HCD Veterans Housing and Homelessness Prevention Program (VHHP)	$7,848,120
Construction Loan - Tax Exempt Bond	$15,295,723
Construction Loan - Taxable	$3,715,868
Total	**$50,550,160**

SAHA has also applied for a Home Depot Veteran Housing Grant for $800,000. If awarded, the grant will be used for solar panels, furnishings, and utility connection fees. This would not offset any other financing sources.

REVIEW AND ANALYSIS

The following reasons support Staff's recommendation for City Council to approve SAHA's request:

- The additional $1,200,000 in loan funds and the interest rate reduction will ensure that construction begins by June 2023, which is necessary to meet construction timeline and cash flow requirements of other financing sources.
- If the City denies the request, SAHA risks losing other financing, resulting in significant project delay or failure.
- The City Purchase and Construction Loans will provide an affordable housing subsidy of approximately $133,000 per residential unit (9% of total development cost). The City's housing consultant RSG finds this reasonable based on comparable projects in the region and their experience underwriting affordable housing projects throughout the State.
- If the City does not spend Housing Funds in a timely manner, it will have what is known as "excess surplus" that needs to be transferred to a local housing agency for expenditure on affordable housing. Based on current projections, and assuming no use of remaining Housing Funds before 2026, providing an additional $1,200,000 from the Housing Find to the SAHA project will help ensure that the City will likely not incur an "excess surplus" issue prior to 2026. See Table 2, below.
- Providing additional loan funds to SAHA will help ensure that 33 units of housing for very-low and low income households are under construction in starting in June of 2023 while at the same time allow the City to thoughtfully distribute remaining Housing Funds to other affordable housing projects. As a part of Program 6 in the City's 6th Cycle Housing Element the City will be developing a Housing Fund Policy. The policy will set priorities and goals for the use of affordable housing funds in the City as well as investigate the creation of an in-lieu fee as an additional alternative to the City's inclusionary housing requirement.

Table 2
Permanent Financing Sources Excess Surplus and City/SAHA Loan Options Assuming No Use of Remaining Housing Funds Before 2026
811 San Pablo Avenue

SAHA Loan Scenario	Date of Excess Surplus Incurred, Assuming No Use of Remaining Housing Funds	Excess Surplus Amount	Deadline to Spend/Encumber Excess Surplus Before Transferred
$3.2 million loan (staff recommendation)	6/30/26	$785,000	6/30/29
$2.0 million loan to SAHA (current agreement)	6/30/24	$12,000 (likely mitigated by administration costs)	6/30/27
$0 to SAHA (project fails)	6/30/23	$1,800,000	6/30/26

The purchase loan and construction loan will be repaid annually from residual receipts, and the balance will be due at the end of a 55-year term. The interest rate reduction from 3% to 0% represents a reduction in interest income of $1.2 million over 20 years (when most affordable housing projects are refinanced) or $3.3 million over 55 years. However, staff believes the above benefits outweigh the reduction in interest income.

FISCAL IMPACT

Approving SAHA's request will result in a total distribution of $3,200,000 from the restricted Housing Fund's available fund balance and up to $3.3 million in reduced interest payments over 55 years. There is additional de minimis City Attorney and staff costs to prepare an amendment to the DDA.

The Housing Fund balance is approximately $5.7 million. It will grow to an estimated $6.5 million by June 2023. SAHA's request to increase the $2,000,000 construction loan from the City by $1,200,000 will bring the total loan request to $3,200,000. If a $3.2 million loan is provided to SAHA, and an estimated $825,000 is reserved for future administrative costs, the Housing Fund will have approximately $2.5 million remaining to assist other affordable housing projects. This is enough to make a significant contribution to create additional affordable housing in Pinole.

If SAHA's request is not approved and/or the project fails, the City may need to give up some Housing Funds to a local housing agency as "excess surplus" for not spending funds in a timely manner.

ATTACHMENTS

A- Resolution
B- First Amendment to the Development and Disposition Agreement

ATTACHMENT A

RESOLUTION NO. 2023-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE APPROVING A FIRST AMENDMENT TO DISPOSITION AND DEVELOPMENT AGREEMENT BETWEEN THE CITY OF PINOLE AND SATELLITE AFFORDABLE HOUSING ASSOCIATES (SAHA) FOR ADDITIONAL $1.2 MILLION LOAN FOR AFFORDABLE HOUSING DEVELOPMENT AT 811 SAN PABLO AVENUE AND A TOTAL BUDGET APPROPRIATION OF $3,200,000 FROM THE HOUSING FUND'S UNRESTRICTED AVAILABLE FUND BALANCE

WHEREAS, the City of Pinole (the "City") is the owner of certain property located at 811 San Pablo Avenue in the City of Pinole, California, County Assessor's Parcel Number 402-166-030 (the "Property"); and

WHEREAS, the Property was purchased by the former Redevelopment Agency of the City of Pinole (the "Agency") with low- and moderate-income housing funds in accordance with Community Redevelopment Law (Health and Safety Code Sections 33000 et seq.).; and

WHEREAS, on July 6, 2021 the City and Satellite Affordable Housing Associates (SAHA) (the "Developer") entered a Disposition and Development Agreement (the "DDA") that sets forth the terms and conditions under which the City will convey the Property to the Developer; and

WHEREAS, under the DDA the City agrees to provide a $1,180,000 purchase loan (the appraised value of the Property) in the form of a residual receipts loan and a $2,000,000 construction loan from the City's Low and Moderate Income Housing Fund (the "Housing Fund") to assist with costs related to the construction of the Project for the development of 33 units of very-low and low-income housing at the Property (the "Project"); and

WHEREAS, the appropriation for the originally approved $2,000,000 construction loan has not yet been appropriated from the Housing Fund's unrestricted available fund balance; and

WHEREAS, since executing the DDA, SAHA has secured nearly all development financing and is positioned to obtain building permits and begin construction by June 2023 as required by State and County financing sources; and

WHEREAS, since development estimates from 2020, total development costs for the Project have increased by 35% and hard construction costs have increased by 21% with the largest cost increases being construction loan interest (138%) and a new $1,600,000 operating deficit reserve required by other funding sources; and

WHEREAS, on January 9, 2023, SAHA requested an additional $1,200,000 in loan financing from the City, bringing the total construction loan to $3,200,000, and has also

requested an interest rate reduction from 3% to 0% in order to close a final financing gap and keep the Project's operating cash flow positive for 20 years as required by State and County financing sources; and

WHEREAS, the additional $1,200,000 in loan funds and the interest rate reduction will ensure that the construction of the Project begins by June 2023, which is necessary to meet construction timeline and cash flow requirements of other financing sources; and

WHEREAS, the total City purchase and construction loans willprovide an affordable housing subsidy of approximately $133,000 per residential unit (9% of total development cost) which is reasonable based on comparable projects in the region; and

WHEREAS, if the City does not spend Housing Funds in a timely manner, it will have what is known as "excess surplus" that needs to be transferred to a local housing agency for expenditure on affordable housing and based on current projections, and assuming no use of remaining Housing Funds before 2026, providing an additional $1,200,000 from the Housing Fund to the SAHA project will ensure that the City will likely not incur an "excess surplus" issue prior to 2026; and

WHEREAS, if SAHA's request is not granted they risk losing other financing, resulting in significant project delay or failure; and

WHEREAS, the disposition and development of the Property pursuant to the amended DDA will be of benefit to the community by helping to ensure that 33 units of housing for very-low and low income households are under construction starting in June of 2023 while at the same time allow the City to thoughtfully distribute remaining Housing Funds to other affordable housing projects.

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Pinole hereby:

Section 1: Declares the above recitals are true and correct and incorporated by this reference.

Section 2: Approves the First Amendment to Disposition and Development Agreement between the City of Pinole and SAHA increasing the construction loan by $1.2 million to a total construction loan of $3,200,000 and reducing the interest rate on the construction loan from 3% to 0% for the construction of the Project.

Section 3: Authorizes the City Manager, or their designee, to execute the First Amendment to Disposition and Development Agreement, with such changes as may be approved by the City Attorney, and to take all actions and execute all documents necessary to carry out the intent of this Resolution.

Section 4: Authorizes a budget appropriation of $3,200,000 from the Housing Fund's unrestricted/available fund balance for the loan to SAHA.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Pinole held on the **21st** day of **February, 2023** by the following vote:

AYES:	COUNCILMEMBERS:
NOES:	COUNCILMEMBERS:
ABSENT:	COUNCILMEMBERS:
ABSTAIN:	COUNCILMEMBERS:

I, hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on the **21st** day of **February, 2023**

_____

Heather Bell, CMC
City Clerk

ATTACHMENT B

FIRST AMENDMENT TO DISPOSITION AND DEVELOPMENT AGREEMENT BY AND BETWEEN THE CITY OF PINOLE AND SATELLITE AFFORDABLE HOUSING ASSOCIATES

This **FIRST AMENDMENT TO DISPOSITION AND DEVELOPMENT AGREEMENT** (this "**Amendment**"), amending that certain Disposition and Development Agreement (as amended, the "**DDA**") dated July 6, 2021, by and between the City of Pinole, a California municipal corporation (the "**City**") and Satellite Affordable Housing Associates, a California nonprofit public benefit corporation (the "**Developer**") is made as of February 21, 2023. Capitalized terms used and not defined in this Amendment have the meaning set forth in the DDA.

RECITALS

WHEREAS, the City is the owner of certain property located at 811 San Pablo Avenue in the City of Pinole, California, County Assessor's Parcel Number 402-166-030 (the "**Property**"); and

WHEREAS, the Property was purchased by the former Redevelopment Agency of the City of Pinole with low- and moderate-income housing funds in accordance with Community Redevelopment Law (Health and Safety Code Sections 33000 et seq.); and

WHEREAS, on July 6, 2021 the City and the Developer entered into the DDA, which sets forth the terms and conditions under which the City will convey the Property to the Developer; and

WHEREAS, under the DDA the City agreed to provide a Two Million Dollar ($2,000,000) Construction Loan from Low and Moderate Income Housing Funds to assist with costs related to the construction of the Project; and

WHEREAS, the Developer has requested and the City has agreed to provide additional financing in the amount of One Million Two Hundred Thousand Dollars ($1,200,000) and the City has agreed to increase the Construction Loan to Three Million Two Hundred Thousand Dollars ($3,200,000); and

WHEREAS, the Developer has requested that the City lower the rate on the Construction Loan from 3% to 0% and the City has agreed to make changes to the City Documents to reflect the reduction in the interest rate to 0%; and

NOW THEREFORE, for valuable consideration, the City and the Developer hereby agree to amend the DDA as follows:

Section 1. Recital H is hereby revised in its entirety as follows:

.

H. The City has also agreed to provide a loan in the amount of Three Million Two Hundred Thousand Dollars ($3,200,000) (the "**Construction Loan**") to the Developer to assist with costs related to the construction of the Project.

Section 2. Under Article I Section 1 of the DDA, the definition of "**Construction Loan**" is revised as follows:

"**Construction Loan**" means the Three Million Two Hundred Thousand Dollar ($3,200,000) loan to be provided to the Developer from low- and moderate-income funds held by the City.

Section 3. Section 2.2.B.3.a. is hereby amended as follows (~~strike-through~~ is deletion and underline is addition):

a. The Developer has obtained all financing commitments necessary to construct, own and operate the Project, upon terms reasonably acceptable to the Developer, including the Purchase Loan from the City in the amount of One Million One Hundred Eighty Thousand Dollars ($1,180,000) and the Construction Loan in the amount of not to exceed ~~Two Million Dollars ($2,000,000)~~ Three Million Two Hundred Thousand Dollars ($3,200,000) pursuant to the Loan Agreement, and (i) all conditions to the release and expenditure of the initial draw of funds described in the approved Financing Plan as the source of construction financing for the Project have been met or will be met upon conveyance of the Property to the Developer and that such funds will be available upon conveyance of the Property, (ii) all approvals permits, and authorizations which are conditioned upon conveyance will be received promptly after conveyance, and (iii) all construction financing (including draws subsequent to the initial draw of funds) will be available upon conveyance of the Property to the Developer subject to all lender-required conditions to the release of draws subsequent to the initial draw.

Section 4. Section 5.2 is hereby amended as follows (~~strike-through~~ is deletion and underline is addition):

5.2 Construction Loan. The City hereby agrees to provide the Construction Loan in the form of a note in the amount of ~~Two Million Dollars ($2,000,000)~~ Three Million Two Hundred Thousand Dollars ($3,200,000). Simple interest will accrue on the outstanding principal balance of the Construction Loan at a per annum rate of interest equal to ~~three percent (3%)~~ zero percent (0%) (or such interest rate as is necessary to meet the requirements of the tax investor), commencing on the Close of Escrow.

Section 5. The City Documents attached in form only as Exhibits to the DDA will be revised upon execution to reflect the terms of this Amendment.

Section 6. All other terms and conditions under the DDA remain in full force and effect.

SIGNATURES ON FOLLOWING PAGE

IN WITNESS WHEREOF, City and Developer have executed this Amendment as of the date first above written.

City of Pinole,
a California municipal corporation

By: _____
Andrew Murray
City Manager

ATTEST:

By: _____
City Clerk
Heather Bell, CMC

REVIEWED AS TO FORM

By: _____
City Attorney
Eric Casher

Satellite Affordable Housing Associates,
a California Non-Profit Public Benefit Corporation

By: _____
Susan Friedland

CITY COUNCIL REPORT

9L

DATE: **FEBRUARY 21, 2023**

TO: **MAYOR AND COUNCIL MEMBERS**

FROM: **ROXANE STONE, DEPUTY CITY CLERK**

SUBJECT: **PLACEMENT OF LIENS FOR DELINQUENT UNPAID WASTE COLLECTION CHARGES FALLING DELINQUENT BETWEEN SEPTEMBER AND DECEMBER 2022, CONSIDERED AT AN ADMINISTRATIVE HEARING ON FEBRUARY 2, 2023**

RECOMMENDATION

Staff recommends that the City Council adopt a resolution authorizing the placement of liens for the purpose of collecting outstanding payments for garbage collection services pursuant to PMC Section 8.08.110 (b) and (c).

BACKGROUND

Pursuant to Section 8.08 of the Pinole Municipal Code, an administrative hearing was held on February 2, 2023, regarding unpaid garbage collection services that fell delinquent between September and December 2022. No parties attended the hearing to protest the charges. The administrative hearing was the final step in the process to collect the delinquencies, prior to Council approval to place the liens on the subject properties to recover the full amount owed, including delinquent charges and administrative fees.

FISCAL IMPACT

The City of Pinole receives an administrative recovery charge for each lien at the time of tax settlement or payment of the lien. There are 122 properties on which liens are being imposed, representing a total of $58,244.80 in delinquent service charges. The total administrative recovery fee is $60 per lien; a portion of which is remitted to Contra Costa County. The administrative recovery fees are $7,320.00; the total lien amount including recovery fees are $50,924.89.

Following approval by Council, a revised list will be provided to the City Clerk for recording, removing properties where accounts have been brought current since the publication of this report.

ATTACHMENT

A: Resolution

ATTACHMENT A

RESOLUTION NO. 2023-XX

RESOLUTION OF THE CITY COUNCIL OF PINOLE, CALIFORNIA, PLACING LIENS ON PROPERTIES SITUATED IN THE CITY OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS UNPAID WASTE COLLECTION CHARGES FROM AN ADMINISTRATIVE HEARING CONDUCTED FEBRUARY 2, 2023

WHEREAS, pursuant to the Municipal Code of the City of Pinole, Chapter 8.08, Section 8.08.090, subscription to garbage collection service is required for all premises in the City of Pinole, and the premises described in Exhibit "A" located in the City of Pinole, County of Contra Costa, State of California, were provided with garbage collection services as required by PMC, Chapter 8.08; and

WHEREAS, pursuant to the provisions of Section 8.08.110, the owners of said premises were notified in writing of their requirement to subscribe to and make payment for garbage collection services as provided in said Code Section; and

WHEREAS, the owners of the premises failed to make payment for garbage collection services as required (collection charges fell delinquent between September and December 2022); and

WHEREAS, pursuant to the provisions of Section 8.08.110, a hearing was held on February 2, 2023; and

WHEREAS, as a result thereof, the City of Pinole has incurred expenses for delinquent collection charges and administrative costs as enumerated in Exhibit "A"*, which amounts remain unpaid.

NOW THEREFORE BE IT RESOLVED that pursuant to Section 8.08.110 of the Municipal Code of the City of Pinole, the City Council of the City of Pinole does hereby place a lien against said premises for the amounts as described above and as applicable to each specific premise identified as Exhibit "A" attached hereto and, by this reference, incorporated herein; and

BE IT FURTHER RESOLVED that the City Clerk is hereby directed to record this resolution with the Office of the Recorder of Contra Costa County, California.

PASSED AND ADOPTED this 21ST day of February 2023**,** by the following vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:
ABSTAIN: COUNCILMEMBERS:

I, hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on this 21st day of February 2023.

_____

Heather Bell, CMC
City Clerk

*** Exhibit A is not included as an attachment to this resolution that is posted on the City website or disseminated as part of the City Council Agenda Packet. The names of the individuals are confidential until the liens are recorded and become public record.**

CITY COUNCIL REPORT

12A

DATE: **FEBRUARY 21, 2023**

TO: **MAYOR AND COUNCIL MEMBERS**

FROM: **LILLY WHALEN, COMMUNITY DEVELOPMENT DIRECTOR**

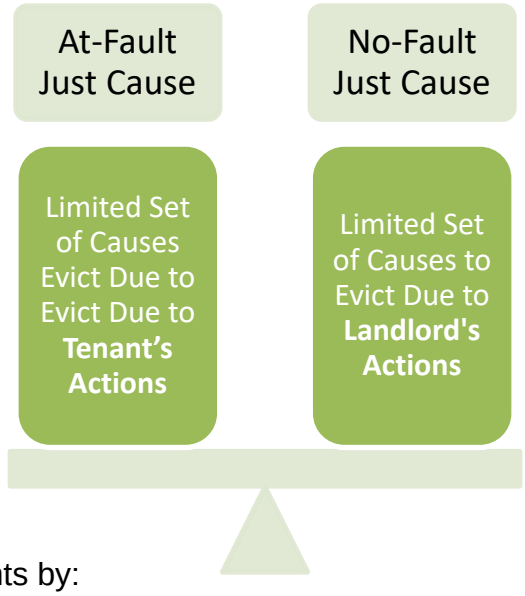
SUBJECT: **OVERVIEW OF "JUST CAUSE" EVICTION REGULATIONS AND PROVIDE POSSIBLE DIRECTION TO CITY STAFF**

RECOMMENDATION

Receive an overview presentation of "just cause" eviction regulations and possibly provide direction to City staff.

BACKGROUND

The City Council requested a future City Council agenda item to learn more about just cause eviction regulations.



"Just cause" – also known as "good cause" or "for cause" – eviction laws are tenant protections that prevent evictions and promote housing stability by **limiting the causes** for which a landlord can (1) evict a tenant or (2) refuse to renew a tenant's lease when the tenant is not at fault or in violation of any law. The allowable "causes" for eviction are separated into "at-fault" just causes and "no-fault" just causes.

Just cause laws aim to benefit low-income tenants by:

- **Protecting renters** from evictions for no fault of their own.
- Delivering a **sense of stability** to tenants.
- Discouraging renters from **self-evicting** when they receive eviction notices from landlords.
- Empowering tenants experiencing poor living conditions, discrimination, or other illegal landlord behavior to **advocate for improvements** with landlords or file complaints **without fear of retaliation**.
- In some cases, protecting tenants from **unreasonable rent increases**.

Just cause laws can be enacted at federal, state, or local levels. Currently, no federal just cause laws exist. However, five states across the country have implemented just cause legislation: New Jersey, California, New Hampshire, Oregon, and Washington. New Jersey was the first state to pass such renter protections (in 1974), and Washington is the most recent (in 2021).

Just cause legislation enacted by state and local jurisdictions typically includes three core Components: (1) the definition of the **legal grounds for eviction**, (2) the placing **of limits on rent increases**, and (3) the enhancement **of written notice requirements**. This background section provides an overview of the tenant/landlord relationship in California and background on tenant protections at the state, regional, and local level.

Landlord/Tenant Relationship in California

General Information About Landlords and Tenants. A landlord is a person or entity that owns a rental unit. The landlord rents the rental unit to another person, called a tenant, for the tenant to live in. The tenant obtains the right to the exclusive use and possession of the rental unit during the rental period. Sometimes, the landlord is called the owner, and the tenant is called a resident. A rental unit is an apartment, house, duplex, condominium, accessory dwelling unit (ADU), room, or other structure or part thereof that a landlord rents to a tenant to live in. Because a tenant uses the rental unit to live in, it is called a residential rental unit or dwelling unit. Often, a landlord will retain a rental agent or property manager to manage their rental property. The agent or property manager is compensated by the landlord to represent the landlord's interests. In some instances, the tenant will deal with the rental agent or property manager on behalf of the landlord. In other instances, the tenant will deal directly with the landlord. For example, a tenant can work directly with the agent or property manager to resolve problems with the rental unit.

Rental Agreements and Leases. Before a tenant can rent a rental unit, the landlord and tenant must enter into a rental agreement or lease. A "lease" generally refers to a written agreement while a "rental agreement" generally includes both oral and written agreements. However, these terms are synonymous and can be used interchangeably.

The tenant’s right to use and possess the landlord’s rental unit is called a tenancy. The rental agreement includes the terms and conditions that will govern the tenancy, including the length of the tenancy, the amount of the rent, the timing when the rent payments are due, and the amount of the security deposit.

Fixed Term and Periodic Tenancies. Whether the parties choose an oral or written agreement, either agreement must address the length of the tenancy or rental period. There are two types of tenancies, a tenancy for a fixed term and a tenancy for a periodic term. Fixed-term tenancies are tenancies that last for a set amount of time and have a defined expiration date, such as six months or one year. It is important to understand that the tenant is bound by the agreement until the agreement expires, which means that the tenant must pay the rent and perform all of the tenant's obligations under the agreement during the entire tenancy. There are some advantages to having a fixed-term tenancy.

For instance, the landlord cannot raise the tenant's rent during the tenancy, unless the rental agreement expressly allows rent increases. Also, the landlord cannot terminate the tenancy while the rental agreement is in effect unless the tenant breaches a term in the rental agreement (for example, the tenant fails to pay rent, damages the property, or commits illegal activity on the premises). A fixed-term tenancy gives the tenant the security of a long-term agreement at a known cost.

Periodic tenancies are tenancies that continue for successive periods until the landlord or tenant gives the other party proper notification that they want to end the tenancy. Examples of periodic tenancies are tenancies that run from week to week or month to month. A periodic-term tenancy does not state the total number of weeks or months that the rental agreement will be in effect. The tenant can continue to live in the rental unit as long as the tenant continues to pay rent and the landlord does not provide proper notice of termination in a manner provided by law. If a tenant is protected by just cause eviction protections, a landlord cannot ask a tenant to leave for no reason even during a month-to-month tenancy.

Highlighted Additional Landlord-Tenant Provisions

- **Application fee.** Landlords in California may charge a nonrefundable application fee that is no greater than their actual out-of-pocket costs for things such as screening services and the reasonable value of time spent by the landlord or an agent in obtaining information about the applicant. The application screening fee cannot exceed $30, adjusted annually with an increase in the Consumer Price Index (CPI).

- **Security deposit.** California landlords can charge no more than two months' rent as a security deposit for unfurnished rentals. For furnished rentals, the maximum security deposit increases to three months' rent. State law does not require landlords to pay interest on security deposits. However, local laws could require interest. Landlords have 21 calendar days after the tenant has vacated the premises to provide the tenant with an itemized statement indicating the amount of and use of the security deposit and to return any remaining portion of the security deposit.

- **Disclosures.** Under state law, California landlords must disclose specific information to tenants (usually in the lease or rental agreement), such as whether the gas or electricity in the tenant's rental also serves other areas and information about toxic mold if the landlord knows that mold on the property exceeds exposure limits or poses a threat to the tenant's health.

- **Paying rent.** Landlords are not required to give tenants a rent payment grace period. Rent is due on the date specified in the lease or rental agreement, and a landlord can consider it late if it is not paid on that date. However, if the lease or rental agreement gives the tenant a grace period for paying rent, the landlord must

honor it, and cannot consider rent to be late until after the grace period has passed. Any late fee must be a reasonable estimate of the cost that the landlord incurs because the rent is late (for example, any interest or collection costs), and the lease or rental agreement must include specific information about late fees.

- **Late rent.** When a tenant is late with rent, the landlord cannot file an eviction suit until the landlord has given the tenant a properly written and served three-day notice to pay rent or quit. The three days does not include Saturdays, Sundays, and other judicial holidays. If the tenant does not pay the rent owed or move out within those three days, the landlord can file an eviction lawsuit.

- **Withholding rent.** California landlords are legally required to offer and maintain habitable rentals. Tenants may withhold rent, move out without notice, sue the landlord, call state or local health inspectors, or exercise the right to "repair and deduct" if a landlord fails to take care of important repairs, such as a broken heater. First, the defect must be a serious one that the tenant has attempted—unsuccessfully—to have the landlord fix. The tenant can then fix the problem (either on their own or by hiring a handyperson) and deduct the cost from rent. However, the tenant cannot spend more than one month's rent on the repair, and the tenant cannot have used the repair and deduct remedy twice already in the past 12 months. The tenant must also adhere to any local rules regarding the repair and deduct remedy.

- **Termination and Eviction.** See section below for information on the California Tenant Protection Act of 2019.

California's Tenant Protection Act of 2019

The "Tenant Protection Act of 2019", or Assembly Bill (AB) 1482, is effective in California January 1, 2020 through January 1, 2030. AB 1482 requires landlords to have a "just cause" to evict a tenant who has lived in a rental for 12 months or longer. The law applies both to month-to-month and longer-term leases and a "just cause" distinguishes between two different categories of evictions: "**at-fault**" and "**no-fault**". Each of these categories of "just cause" limit the causes for which a landlord can evict a tenant, require noticing to the tenant, and in some cases, require the landlord to allow the tenant to correct a breach prior to eviction or compensate the tenant for relocation expenses.

At-fault evictions are due to tenant's actions (e.g., failure to pay rent). **No-fault evictions** are when the eviction is beyond the tenant's control (e.g., landlord would like to move into the unit). Additionally, AB 1482 contains rent cap provisions. It limits annual rent increases to the lower of no more than 5% plus the percentage change in the cost of living for the region in which the property is located, or 10%.

The following provides an overview of the different categories of just cause evictions under AB 1482 in addition to the types of properties covered under and exempted from the law.

- **At-fault evictions.** In the case of an at-fault eviction, a landlord must serve the tenant with a 3-day written notice to allow the tenant to correct, or "cure" any of the "at fault" causes in **Figure 1** before evicting. Additional "at fault" causes involve tenant behavior that is at odds with California's laws for tenant behavior (known as "statutory causes"). These types of "at-fault" causes do not require the landlord to allow the tenant to correct, or "cure" prior to eviction. Statutory "at-fault" causes are provided in **Figure 2**. No relocation compensation is required of the landlord to the tenant under an "at-fault" eviction.

Figure 1: Curable "at-fault" causes to evict tenant under AB 1482 (landlord must allow tenant to correct before eviction)

- Fails to pay the rent on time
- Breaks the lease or rental agreement and will not fix the problem (like keeping a cat when pets are not allowed)
- Damages the property, bringing down the value (commits "waste")
- Becomes a serious nuisance by disturbing other tenants and neighbors even after being asked to stop
- Refuses to sign a new lease that is similar to the old lease
- Assigns or sublets in violation of the lease

Figure 2: Statutory "at-fault" causes to evict tenant under AB 1482 (landlord can proceed with eviction process)

- Refusal to allow a lawful entry
- Failing to move out after giving the landlord a notice to terminate
- Using the unit for an unlawful purpose (illegal activity like drug dealing, or zoning code violations like operating a business)
- Failing to move out after the landlord has terminated the tenant's employment, agency, or license (in the case of for resident managers and maintenance or cleaning staff)

- **"No-fault" evictions**. In the case of a no-fault eviction the landlord must compensate the tenant for relocation expenses. The compensation is one month's rent and can be in the form of waiving the last month's rent or making a payment to the tenant. The landlord does not have to pay relocation compensation if the tenant's behavior caused the government to issue the abatement order. "No-fault" causes for evictions are listed in **Figure 3**.

Figure 3: "No-fault" causes to evict tenant under AB 1482 (landlord must compensate tenant for relocation expenses)

- An owner's or relative's intent to occupy the unit (provided that the lease contains a notice of that possibility).
- The landlord's planned withdrawal of the unit from the rental market.
- Notice from the government to vacate based on the need to address a violation of health or safety or other codes, or any other court or administrative order that requires vacating the unit.
- The planned demolition or substantial remodeling of the unit. Substantial remodeling does not include cosmetic upgrades, but does include replacement or substantial modification of any structural, electrical, plumbing, or mechanical system that requires a permit from a governmental agency, or the abatement of hazardous materials, including lead-based paint, mold, or asbestos that cannot be reasonably accomplished in a safe manner with the tenant in place and that requires the tenant to vacate the residential real property for at least 30 days.

- **Exemptions.** There are some property types and situations that are exempt from provisions of AB 1482. Overarching, tenancies where none of the tenants have resided in the unit for 12 months or more are exempt. The law does not provide any tenant protection for short term occupancies of less than one year. Specifically, the following in **Figure 4** are exempted from both rent control and just cause restrictions in California state law.

Figure 4: AB 1482 Exemptions from Just Cause Evictions and Rent Control

- Tenancy of less than 12 months
- Deed restricted affordable housing
- Duplex where the owner occupied one of the units during the beginning of the tenancy and remains in occupancy
- Multi-family residences whose certificates of occupancy were issued in the last 15 years
- Properties that are already subject to a local rent control and just cause ordinance
- Dormitories owned and operated by schools
- Transient and tourist hotel occupancy
- Non-owner occupied single-family homes, townhomes, and condominiums owned by individuals, family trusts, or limited liability companies so long as the LLC does not have any corporate members.

Additionally, some properties are exempt from just cause requirements but not rent control under AB 1482 (see **Figure 5**).

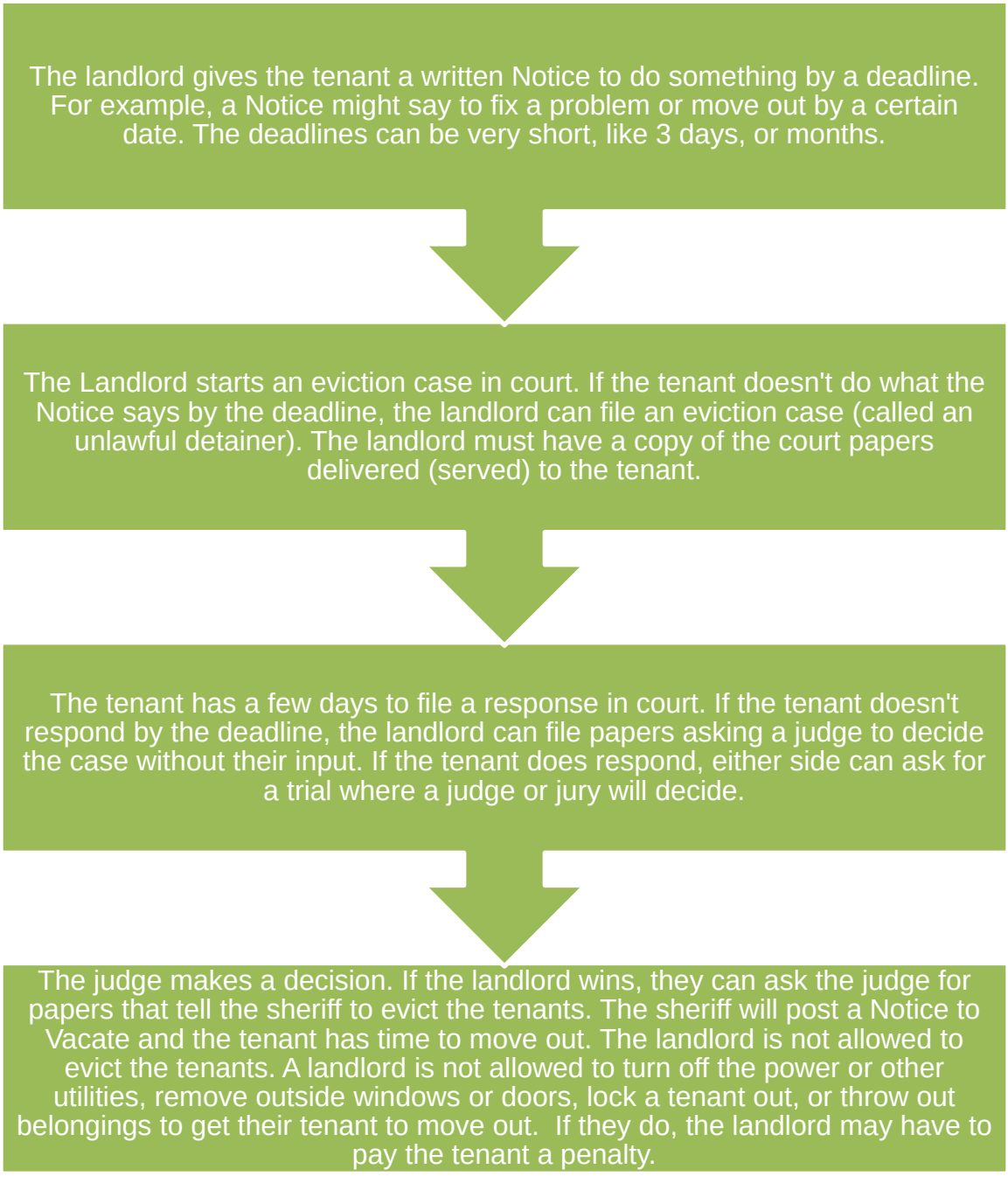
Figure 5:Exemptions from Just Cause Evictions only in AB 1482

- Owner-occupied housing where the tenant and owner share bathroom or kitchen facilities. Must be the owner's principal residence.
- Single-family, owner-occupied properties. This includes residences in which the owner-occupant rents no more than two units or bedrooms. The rented units or bedrooms can be accessory dwelling units or junior accessory dwelling units.

Eviction Process

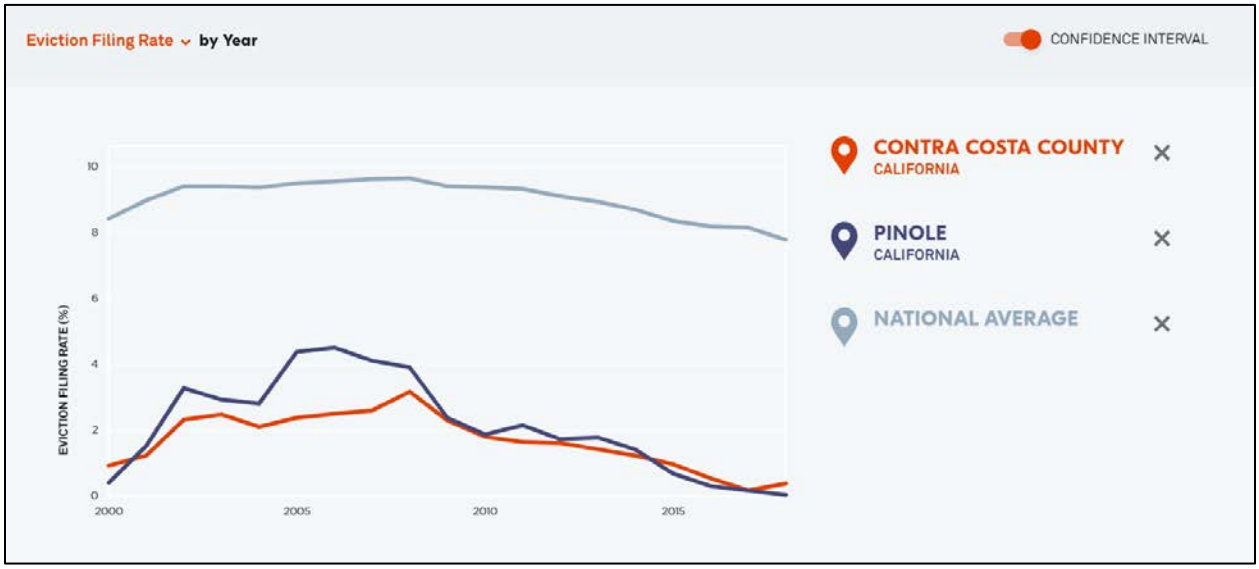
A landlord must meet many legal requirements before they can ask for a court order that says their tenant must move out. The process includes the steps outlined in **Figure 6.**

Figure 6: General Eviction Process in California



According to the Eviction Lab[1], a Princeton University team of researchers, students, and website architects who publish nationwide eviction data, in 2018 2% of renter householders were threatened with evictions in Contra Costa County. There were approximately 7.7 eviction filings per day that year, for a total of 2,800 filings total. In Pinole, the data shows that in 2018 there was only one eviction filing in the City. **Figure 7** below shows a graph from the Eviction Lab comparing the eviction filing rate in Pinole and Contra Costa County to the national average from 2000 through 2018 (the latest data year).

Figure 7: Eviction Filing Rate from 2000-2018 in Pinole, Contra Costa compared to Nationwide Average



COVID Tenant Protection Programs

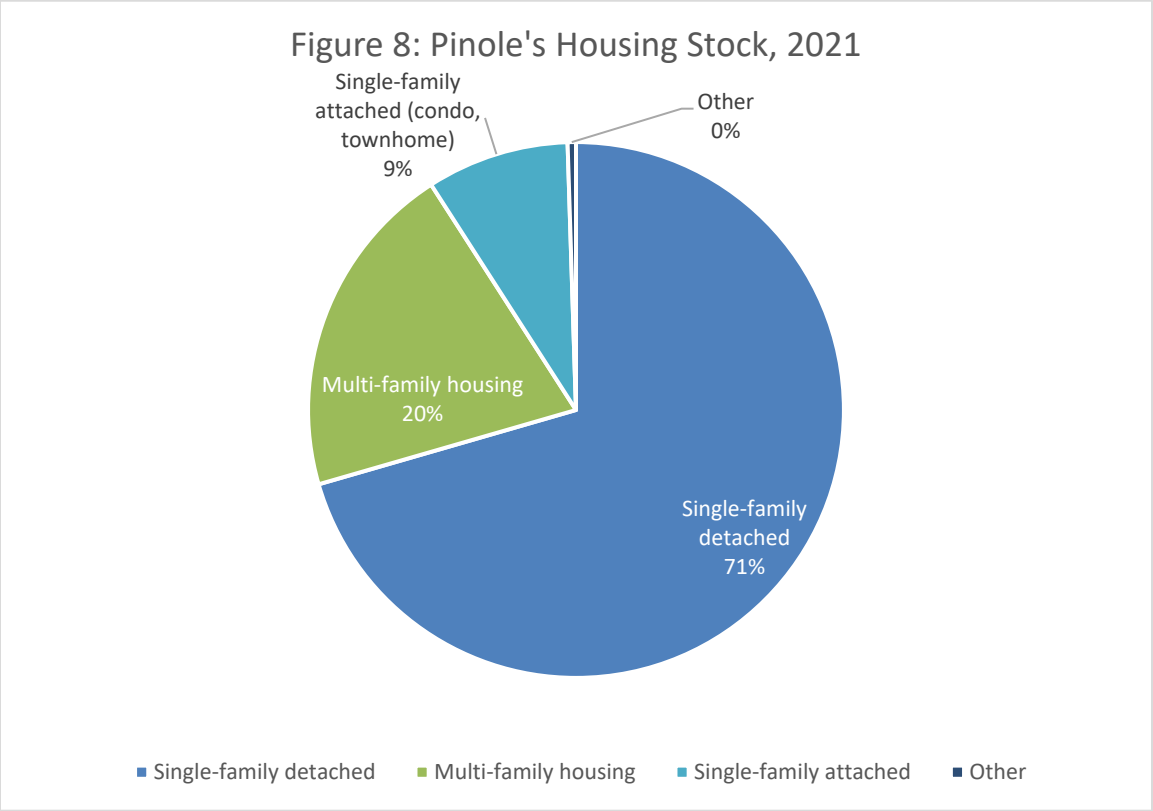
The California COVID-19 Tenant Relief Act and the COVID-19 Rental Housing Recovery Act protected renters impacted financially as a result of COVID-19 through March 31, 2022. From October 1, 2021 through March 31, 2022, the law required any landlord wanting to evict a tenant for failing to pay rent as a result of COVID-19 hardship to first apply for rental assistance before proceeding with an eviction lawsuit.

Similar to many communities during the onset of the pandemic, Contra Costa County enacted a temporary eviction moratorium for certain residential tenants for nonpayment of rent due to COVID-19 hardships in addition to other issues, and a moratorium on certain residential rent increases through September 30, 2021. Pinole similarly enacted an urgency ordinance regarding a temporary eviction moratorium in that was in effect through May 2020. Most residents of Contra Costa County are no longer protected by an eviction moratorium.

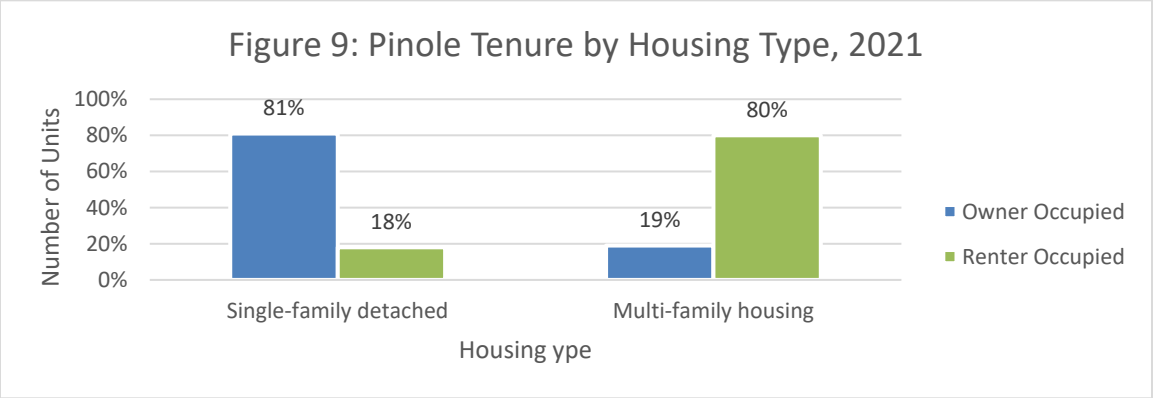
[1] www.evictionlab.org

Pinole's Current Rental Stock and Tenant Protection Programs

Pinole's Rental Stock. According to the 6th Cycle Housing Element, in 2021 Pinole's housing inventory was 7,169 units. Single-family detached units comprised the largest percentage of housing stock, of approximately 70%, with 5,056 units. Multifamily housing made up 20% with 1,461 units. Single-family attached (e.g., townhome, condominium) housing made up approximately 9% of the housing stock with 616 units. See **Figure 8**.



Most of Pinole's housing stock is composed of owner-occupied, detached single-family homes (69%) followed by renter-occupied, detached single-family homes (16%). Analyzing the tenure split of the various housing building types reveals that 81% of detached single-family homes were owner occupied. Multifamily housing was predominantly renter occupied (80%). See **Figure 9**. The most common unit size for renter-occupied units in Pinole is two-bedroom units (39%), followed by three-bedroom units (28%).



In terms of household income levels of rental units, of the City's rental stock in 2018, a total of 260 units (comprising 13% of total renter-occupied housing stock) were occupied by extremely-low income households, with annual gross incomes in 2018 under $34,850 for a family of four. A total of 380 units, or 19% of the renter-occupied housing stock, were occupied by very low-income households, with annual gross incomes in 2018 under $58,100 for a family of four. Finally, a total of 315 units, or 16% of the renter-occupied housing stock, were occupied by low-income households, with annual gross incomes in 2018 under $89,600 for a family of four.

With regard to rental prices, in 2020, the median rental price in Pinole was $1,997. This is a 30% increase from the 10-year low of $1,538 in 2015. In 2018 approximately 48% of all renters in the City were paying more than 30% of their income on housing, which is considered "overpayment." This includes 205 extremely low-income households, 310 very low-income households and 215 low-income households that year.

Pinole regulates rental units under the Residential Health and Safety Rental Inspection Program. The City also performs substandard housing inspections pursuant to AB 838. Other than protections provided in state-wide protections under AB 1482, Pinole has not adopted local regulations that would provide just eviction or rent cap protections for tenants.

Residential Health and Safety Rental Inspection Program. The City of Pinole requires that rental units in the City be inspected to meet habitability and safety standards. The intent is to ensure that rental stock is maintained and compliant with City codes and requires an inspection once every three years to ensure compliance with all applicable City ordinances or other laws relating to housing, including the substandard housing provisions of the Housing Code. A business license must also be maintained for each property used for rental purposes.

383 active business licenses for a total of 1,020 rental units are on file in the City. Of those units, 15 properties contain five rental units or more, 12 contain quadplexes (four rental units), four contain triplexes (three rental units), 11 contain duplexes and 333 are for single-family homes. It is estimated that multifamily housing in the City totaled 1,461 units

in 2021, and therefore, there are a number of units that may not be up-to-date with business license and/or inspection requirements. The rental inspection program has had varying levels of attention paid to it over the years, and staff recognizes that a database of rental units, with up-to-date information regarding business license and inspection status, in addition to public outreach is needed to make the program successful. With new permit and project technology coming online in the summer of 2023, in addition to onboarding of new key staff positions such as Building Official and Building Inspector I/II, staff anticipates that the rental inspection program will become up-to-date and more robust starting in the FY23/24 fiscal year.

Substandard Housing Inspection. California AB 838 provides a process to address tenant complaints of substandard building conditions and provides right of entry to the City to enter and inspect and direct correction. AB 838 requires the City conduct an inspection of property when it receives a complaint of a lead hazard violation or substandard building condition to determine whether the conditions are substandard. If a substandard condition is found, the City must prepare an inspection report and provide free, certified copies of the inspection report and citations issued, if any, to the complaining tenant and to all potentially affected tenants, residents, and occupants. A "substandard" building condition under AB 838 are conditions that endanger the life, limb, health, property, safety, or welfare of the public or the occupants and includes but is not limited to inadequate sanitation, structural hazards, nuisances, faulty weather protection, fire hazards, buildings unsafe under applicable fire or building codes.

DISCUSSION AND ANALYSIS

The following provides three different options for City Council to consider with respect to a discussion regarding tenant protections in the City.

1. Rely on existing State Law AB 1482. The City could continue to rely on state law for renter protection. The City could enhance resources available online by adding information to the City's website about AB 1482. Additionally, implementation of Program 20 (Displacement Prevention/Housing Mobility) in the 6th Cycle Housing Element will involve meeting/workshops to inform residents and landlords of sources of income protection and state rent control laws such as AB 1482. Through this program the City will also coordinate outreach efforts to inform landlords and tenants of recent changes to state law that prevent source of income discrimination, including allowance of housing choice vouchers (HCVs) to establish a renter's financial eligibility.

2. Adopt existing State Law AB 1482. In addition to the enhanced notification/information about tenants rights as described in option 1 above, the City could consider adopting an ordinance that mirrors the protections in AB 1482. The goal of adopting the regulations of AB 1482 into the City's Municipal Code via an Ordinance would be to provide additional local protections to tenants and extend the protections granted by AB 1482 beyond 2030 (the year AB 1482 will sunset unless amended by the State Legislature). The Ordinance could be relied upon as an affirmative defense in a court proceeding for an unlawful detainer and may be the basis of civil

litigation brought by a tenant. The City would not be enforcing the Ordinance, since it is not involved in the unlawful detainer process. Therefore, there would be no additional staff effort required associated with implementing the Ordinance other than providing notification to the community.

3. Adopt stronger protections than State Law AB 1482. The California Tenant Protection Act of 2019 does not replace local just cause eviction laws that provide tenants greater protection. The City could consider adopting just cause eviction regulations that are more protective for tenants than State law. Some examples from other jurisdictions include:

- A 2022 ballot measure in Oakland expanded just cause eviction standards to include protections for tenants in recreational vehicles, tiny homes, and newly constructed homes. In addition, the measure prohibits no-fault evictions for children and educators during the school year, as well as prohibiting an eviction on the basis of a tenant failing to sign a new lease.
- A 2023 ordinance adopted in Los Angeles includes a "Universal Just Cause" policy which applies protections to all tenants, a provision that ensures no tenant will be evicted for falling behind a small amount on rent, and a relocation assistance policy for renters facing large rental increases. Finally, roommates and pets who were adopted during the pandemic and otherwise not noted on a tenant's lease and without a landlord's approval may remain in place for another year.

In addition to establishing just causes for eviction, ordinances also include relocation assistance components and noticing requirements. Additionally, while often tied to a rent control ordinance, some cities in California have established a just cause ordinance without a rent control program in place. For example, for tenants who rent their unit for a minimum of two years in San Diego, landlords are limited to just cause reasons for eviction. Unlike rent control, just cause eviction ordinances can cover the entire rental market including units built after 1995, single-family homes, and duplexes.

There are a number of questions City Council may want to consider in studying more protective just cause eviction regulations, including the following:

- **When should just-cause eviction protections apply?** What types of units and landlords (e.g. small vs. large) should be regulated in this way?

- **What should qualify as a just cause for eviction?** What grounds should be included as just or un-just causes for eviction? What circumstances should allow an owner to evict tenants in order to convert their units to another use?

- **What are the costs of just-cause eviction protections?** These types of protections can increase the cost of evictions for landlords, and also limit landlords' control over an important aspect of their ownership rights. Such regulations, therefore, may make investment in the stock to which the protections apply less

appealing, potentially having a negative effect on the growth and quality of the housing stock in a jurisdiction. This may be especially relevant in smaller jurisdictions where many rentals are in smaller buildings that may also be owner-occupied or have non-professional landlords who may be ill-equipped to manage tenant relationships.

Additionally, depending on the type of regulations desired there could be associated financial costs to the City for staff (legal and otherwise) time to establish, monitor, enforce and report on a program.

- **Should there be additional penalties for landlords who fail to comply with just cause eviction requirements?** Some jurisdictions impose civil or criminal penalties on landlords who violate just cause policies. In California, landlords may have to pay relocation costs for tenants being evicted for personal use, substantial renovations, or condo conversion. In many jurisdictions, landlords may have to pay damages and attorneys fees to wrongfully evicted tenants. Requiring landlords to compensate tenants being evicted without cause can also serve to discourage landlords from taking such actions while at the same time helping to mitigate the burden imposed on tenants.

- **What other procedural protections are available?** Many jurisdictions adopt other forms of procedural and substantive eviction protections that are not part of any just cause program. Procedural protections may include notice requirements, discovery rights, and the right to a jury trial. Substantive defenses to eviction available in some jurisdictions include retaliation, breach of the implied warranty of habitability, and violation of applicable consumer protection statutes.

Other dedicated affordable housing actions (in the form or programs or Ordinances) to prevent or mitigate displacement of existing tenants due to escalating rents can include the following:

- Minimum lease term ordinances, like Mountain View's, require longer-term leases for renters as opposed to month-to-month.
- Stand-alone locally required relocation assistance ordinances for "no-fault" evictions (i.e., in order for landlord to move in, or if landlord is renovating) have been adopted by some communities.
- Foreclosure assistance program (financial or otherwise) for homeowners when they are at risk of foreclosure (may be provided by federal grant funding) may avoid tenant displacement.
- Rental repair and rehabilitation programs provide funding or other assistance that help landlords with repairs and rehabilitation of rental housing, which avoids tenant displacement.
- Source of income non-discrimination ordinances outlaw discrimination based on sources of income, which is defined to encompass all sources of lawful income

including rental assistance programs administered by public entities or nonprofits. Source of income nondiscrimination laws can help protect families that receive rental assistance from displacement both by stabilizing their right to remain in their current housing and by providing them more opportunities to find housing in their communities if they need to move.

Next Steps

If City Council desires to engage further on this topic, staff recommends Council give direction to staff in the following manner:

- Conduct stakeholder outreach/consultation. This could include the following:
  - Engage all landlords (rental license holders) and tenants in city in a survey
  - Convene a meeting with landlord association (East Bay Rental Housing Association and/or others)
  - Convene a meeting with local real estate professionals
  - Convene a meeting with Bay Area Legal Aid, ECHO Housing, Eviction Defense Center, Tenants Together, Centro Legal de la Raza
- Return to Council with more information verifying and clearly defining the identified problem and identifying possible actions to address the problem

Resources for Renters

Tenants facing eviction or other issues may be entitled to free help from one of these organizations:

- Bay Area Legal Aid – 510-250-5270
- Centro Legal de la Raza – 510-437-1554
- Eviction Defense Center (for residents of West County) – 510-452-4541
- Contra Costa Senior Legal Services (for residents aged 60+) – 925-609-7900

FISCAL IMPACT

There is no fiscal impact to receiving this presentation.

ATTACHMENTS

None

CITY COUNCIL REPORT

12B

DATE: **FEBRUARY 21, 2023**

TO: **MAYOR AND COUNCIL MEMBERS**

FROM: **MARKISHA GUILLORY, FINANCE DIRECTOR**

SUBJECT: **RECEIVE THE FISCAL YEAR (FY) 2022/23 SECOND QUARTER (MID-YEAR) FINANCIAL REPORT AND ADOPT A RESOLUTION AUTHORIZING BUDGET AMENDMENTS**

RECOMMENDATION

Staff recommends that the City Council receive the Fiscal Year (FY) 2022/23 Second Quarter ("Mid-Year") Financial Report and adopt a resolution authorizing related budget adjustments.

BACKGROUND

The City operates on an annual budget cycle. Through the budget, the City Council approves revenue estimates and authorizes City staff to expend the City's limited financial resources. The City Council adopts an original budget prior to the start of each fiscal year, then makes adjustments to the budget throughout the year to reflect changes in expected revenues and to increase or decrease expenditures to address changes in policy or operational priorities.

As one of the many activities that the City undertakes to help ensure its financial soundness, staff provides quarterly financial reports on the City's budget condition. Following the conclusion of the second quarter of the fiscal year, staff conducts a second quarter/mid-year budget review.

The mid-year review provides an in-depth assessment of the City's revenues and expenditures during the first half of the fiscal year (July through December). It helps determine whether the City is on track to meet the budget for the fiscal year or if adjustments are necessary. It also includes a projection of the fiscal year end results, which serves as the starting point for the development of next year's budget and the long-term financial forecast.

It is important to note that Pinole, like other communities, has been and continues to be impacted by the fiscal and health effects of COVID-19 and its subsequent variants. Fiscal impacts have been identified and noted in this mid-year report where applicable.

REVIEW & ANALYSIS

Staff has reviewed the City's budget results through second quarter, from July 1, 2022 through December 31, 2022. City revenues and expenditures are mostly on track with original budgeted amounts. Staff does recommend some budget adjustments, which are discussed within this report and in Attachment A. Additionally, staff has included two items for the City Council's consideration for funding on page 14.

General Fund Analysis

General Fund (including Measure S 2006 and 2014) revenues and expenditures are mostly on track with original budgeted amounts.

The originally adopted FY 2022/23 General Fund budget included $28.1 million in revenues, $29 million in expenditures, and $883,662 use of unassigned fund balance (residual, unrestricted funds) to fund several new critical positions as well as several Council-directed initiatives.

The FY 2022/23 budget is primarily a status quo budget, meaning that it does not include any major changes to City programs or services. It does include the following noteworthy items:

- Increases in staffing to respond to key community priorities and organizational needs, including additional Police Officers and capital project staff;
- One-time special projects, such as:
    - Active Transportation Plan;
    - Brandt Court improvements;
    - City Hall planting/landscaping improvements;
    - Communication and engagement consulting;
    - Diversity, equity, and inclusion (DEI) consulting;
    - Emergency power for critical facilities;
    - Fleet-wide replacement of Police in-car MDC computers;
    - Installation of high-capacity trash bins;
    - Legislative advocacy consulting;
    - Municipal broadband planning;
    - Non-capital recommendations of Beautification Ad Hoc Committee;
    - On-call consultants for capital projects;
    - Recycled water master planning; and
    - Weatherization/energy efficiency program.
- A "vacancy savings factor;" and
- The appropriation of the City's remaining American Rescue Plan Act (ARPA) funds to the General Fund to backfill the City's loss of general revenue due to the COVID-19 pandemic.

The revised FY 2022/23 budget includes $28.1 million in revenues, $29.2 million in expenditures, and $1.1 million use of unassigned fund balance.

As of the mid-year, the City is projecting to end FY 2022/23 with total revenues of $28.1 million, expenditures of $29.5 million (including recommended mid-year adjustments), and use of fund balance of $1.4 million. With mid-year budget adjustments, the General Fund unassigned fund balance is projected to be $9.2 million at the end of the fiscal year. The table below summarizes the General Fund budget.

General Fund (including Measure S 2006 and 2014)	FY 2022/23 Original Budget	FY 2022/23 Revised Budget	Proposed Adjustments	FY 2022/23 Amended Budget	FY 2022/23 YTD Actuals w/ Encumb.	% of Amended Budget	Projected Year-End
Revenues	$ 28,111,479	$ 28,111,479		$ 28,111,479	$ 13,744,141	49%	$ 28,111,479
Expenditures	28,995,141	29,183,934	301,000	29,484,934	13,541,743	46%	29,484,934
Net surplus/deficit	(883,662)	(1,072,455)	(301,000)	(1,373,455)	$ 202,399		(1,373,455)
Beginning Fund Balance	10,613,156	10,613,156		10,613,156			10,613,156
Ending Fund Balance	**$ 9,729,494**	**$ 9,540,701**		**$ 9,239,701**			**$ 9,239,701**

General Fund Revenue (including Measure S 2006 and 2014)

The City Council authorized revenues in the amount of $28,111,479 in the original FY 2022/23 General Fund budget, including Measure S 2006 and 2014. General Fund actual revenues through the second quarter of FY 2022/23 totaled $13,744,141, 49% of the amended budget. Staff does not recommend any adjustments to General Fund revenues as actuals are on track with original budgeted amounts. The table below summarizes the General Fund budgeted revenues.

Category	FY 2022/23 Original Budget	FY 2022/23 Revised Budget	Proposed Adjustments	FY 2022/23 Amended Budget	FY 2022/23 YTD Actuals	% of Amended Budget	Projected Year-End
Property Taxes	$ 4,776,626	$ 4,776,626		$ 4,776,626	$ 2,978,073	62%	$ 4,776,626
Sales and Use Taxes	4,582,095	4,582,095		4,582,095	1,775,159	39%	4,582,095
Sales and Use Taxes - Measure S 200	2,451,000	2,451,000		2,451,000	965,019	39%	2,451,000
Sales and Use Taxes - Measure S 201	2,451,000	2,451,000		2,451,000	965,004	39%	2,451,000
Utility Users Tax	1,934,150	1,934,150		1,934,150	1,022,128	53%	1,934,150
Franchise Taxes	786,790	786,790		786,790	232,129	30%	786,790
Other Taxes: TOT	440,000	440,000		440,000	217,775	49%	440,000
Other Taxes: Business License	412,500	412,500		412,500	108,177	26%	412,500
Intergovernmental Taxes	2,215,948	2,215,948		2,215,948	1,099,865	50%	2,215,948
Public Safety Charges	1,405,108	1,405,108		1,405,108	131,311	9%	1,405,108
Total Other Revenue	549,640	549,640		549,640	178,098	32%	549,640
Revenue Total:	22,004,857	22,004,857	-	22,004,857	9,672,737	44%	22,004,857
Transfer In from Section 115 Trust	2,016,612	2,016,612		2,016,612	-	0%	2,016,612
Transfer In from ARPA Fund	4,090,010	4,090,010		4,090,010	4,071,404	100%	4,090,010
Revenue/Sources Total:	**$ 28,111,479**	**$ 28,111,479**	**$ -**	**$ 28,111,479**	**$ 13,744,141**	**49%**	**$28,111,479**

Sales Tax

Sales tax is the City's largest general revenue stream, representing 43% of total ongoing General Fund revenues. For the second quarter, sales tax collected, including Measure S funds, were $3,705,182, 39% of the amended budget. There is typically a delay in the timing of sales tax receipts. Despite the ongoing economic impacts of COVID-19, sales tax receipts remained stable. Even with rising prices due to inflation, consumer spending in the fuel and restaurant categories were up. Spending in the general consumer goods slowed with electronic stores experiencing the sharpest declines within this category.

Property Tax

Property tax is the City's second largest revenue stream. For the second quarter, total property tax revenue was $2,978,073, 62% of the amended budget. It is comprised of four segments – secured, unsecured, supplemental, and transfer tax. The largest segment is secured property tax. It is received in three installments in December (55%), April (40%), and June of each year (5%). Secured property tax revenue includes the basic 1% property tax of $2,949,175 and the Redevelopment Property Tax Trust Fund (RPTTF) of $1,490,951. This is revenue that has resulted from the dissolution of the former Pinole Redevelopment Agency and represents the shift from the Agency receiving tax increment revenue to the various taxing entities receiving the tax revenue. The RPTTF revenue will convert to "normal" property tax revenue when all of the former Agency's outstanding debt is paid off and the Successor Agency is formally dissolved. Dissolution is currently expected to occur sometime after the final debt service payment in FY 2023/24.

All Other General Fund Revenue

Utility Users' Tax (UUT) is levied on telecommunication, electricity, gas, and mobile telephones. For the second quarter, UUT revenues collected were $1,022,128, 53% of the amended budget. The amount collected is consistent with the timing of receipts.

Franchise Tax is levied on gas, electricity, cable, and refuse. For the second quarter, revenues collected were $232,129, 30% of the amended budget. The amount collected is consistent with the timing of receipts.

Transient Occupancy Tax (TOT), also known as the "hotel tax," is levied on persons staying 30 days or less in a motel or lodging facility within City limits. For the second quarter, revenues collected were $217,775, 49% of the amended budget. The amount collected is consistent with the timing of receipts.

Business License Tax is assessed on all businesses doing business within City limits. For the second quarter, revenues collected were $108,177, 26% of the amended budget. The bulk of this revenue is typically received in January during the annual license renewal process.

Intergovernmental Taxes is comprised of the Motor Vehicle License Fee (VLF), which is the City's share of motor vehicle license fees levied, collected, and apportioned by the State. This category also includes the Homeowners Property Tax Relief, which is a reimbursement from the State to offset loss of property tax for the state-imposed homeowner exemption. This revenue is received in two equal installments. For the second quarter, revenue collected was $1,099,865, 50% of the amended budget. The second installment will be received in June 2023.

Public safety charges are received for dispatch services provided to the cities of Hercules and San Pablo under an Intergovernmental Service Sharing agreement. The

revenue is received on a quarterly basis. The payments were received in January and are therefore not reflected in this mid-year report.

Other revenues include permits, fees, fines and forfeitures, rental income, proceeds from the sale of property, investment income, and grants. All revenues in this category totaled $178,098, 32% of the amended budget. The timing of receipts for revenues in this category varies.

The transfer in comes from the Section 115 Trust to offset the increase in pension costs in the General Funds. The amount of the transfer will be based on total expenditures at year-end. In addition, the General Fund budget includes a transfer in of $4,090,010 from the American Rescue Plan Act (ARPA) Fund. This is the remaining balance of the City's ARPA allocation which will be used to backfill the loss of revenue caused by the economic impacts of the pandemic.

General Fund Expenditures (including Measure S 2006 and 2014)

The City Council authorized expenditures in the amount of $28,995,141 in the original FY 2022/23 General Fund budget. The revised budget was increased to $29,183,934. The amended budget proposes $29,484,934 in General Fund expenditures. General Fund actual expenditures through the second quarter of totaled $13,541,743, 46% of the amended budget. The table below summarizes the General Fund budgeted expenditures.

Category	FY 2022/23 Original Budget	FY 2022/23 Revised Budget	Proposed Adjustments	FY 2022/23 Amended Budget	FY 2022/23 YTD Actuals w/ Encumb.	% of Amended Budget	Projected Year-End
Salaries & Wages	$ 11,492,312	$ 11,462,312		$ 11,462,312	$ 5,446,291	48%	$11,462,312
Benefits	7,496,535	7,496,535		7,496,535	3,684,577	49%	7,496,535
Professional/Admin Services	4,253,726	4,282,075	105,000	4,387,075	1,582,038	36%	4,387,075
Other Operating	286,311	286,311	120,000	406,311	148,572	37%	406,311
Materials and Supplies	229,200	229,200		229,200	174,700	76%	229,200
Interdepartmental Charges	(689,039)	(689,039)	6,000	(683,039)	95,630	-14%	(683,039)
Asset/Capital Outlay	3,258,109	3,448,553	70,000	3,518,553	577,966	16%	3,518,553
Debt Service	596,107	596,107		596,107	596,045	100%	596,107
Other Financing Uses/Transfe	2,071,880	2,071,880		2,071,880	1,235,925	60%	2,071,880
Expenditure Total:	**$ 28,995,141**	**$ 29,183,934**	**$ 301,000**	**$ 29,484,934**	**$ 13,541,743**	46%	**$29,484,934**

Actuals in most of the expenditure categories were at or below 50%. Those that were above 50% are discussed below.

- Materials and Supplies were 76% of the amended budget primarily due to purchases of fuel and safety clothing and supplies.
- Debt Service expenditures were 100% of the amended budget due to the payment of the annual debt service for the 2006 pension obligation bonds.
- Other Financing Uses/Transfers Out were at 60% of the amended budget due to the transfer of funds from the General Fund to other funds, including the transfer to the General Reserve Fund ($650,925), City Street Fund ($250,000), Arterial Streets Rehabilitation Fund ($250,000), and Equipment Reserve Fund ($85,000).

In addition to the summary of expenditures by category, a summary of expenditures by department is provided below.

Department	FY 2022/23 Original Budget	FY 2022/23 Revised Budget	Proposed Adjustments	FY 2022/23 Amended Budget	FY 2022/23 YTD Actuals w/ Encumb.	% of Amended Budget	Projected Year-End
City Council	$ 176,396	$ 188,396		$ 188,396	$ 88,717	47%	$ 188,396
City Manager	615,943	615,943		615,943	258,816	42%	615,943
City Clerk	586,347	586,347		586,347	221,140	38%	586,347
City Treasurer	8,662	8,662		8,662	3,909	45%	8,662
City Attorney	321,057	321,057		321,057	175,971	55%	321,057
Finance Department	632,747	632,747	95,000	727,747	308,043	42%	727,747
Human Resources	768,472	768,472		768,472	324,398	42%	768,472
Non-Departmental	3,629,942	3,629,942		3,629,942	2,597,667	72%	3,629,942
Information Technology	102,600	102,600		102,600	-	0%	102,600
Police Department	10,535,459	10,535,459		10,535,459	5,117,969	49%	10,535,459
Fire Department	5,514,428	5,514,428	50,000	5,564,428	2,928,611	53%	5,564,428
Public Works	5,099,752	5,267,545	146,000	5,413,545	1,282,394	24%	5,413,545
Community Development	527,464	536,464	10,000	546,464	135,576	25%	546,464
Community Services	475,872	475,872		475,872	98,532	21%	475,872
Expenditure Total:	**$ 28,995,141**	**$ 29,183,934**	**$ 301,000**	**$ 29,484,934**	**$ 13,541,743**	**46%**	**$29,484,934**

Most departmental spending was at or below 50% for the second quarter. Those that were above 50% are discussed below.

- City Attorney expenditures were at 55% of the amended budget because the reimbursements (credits) from other City departments for legal services were not processed until January. Reimbursements are processed in the month following the end of each quarter.
- Non-Departmental expenditures were at 72% of the amended budget due to the payment of the annual debt service for the 2006 pension obligation bonds and transfers out to other funds.
- Fire Department expenditures were at 53% of the amended budget primarily due to materials and supplies, and other operating expenses that fluctuate throughout the fiscal year.

General Fund revenues and expenditures are on target with budgeted amounts as expected at this point in the fiscal year. However, staff recommends several General Fund budget adjustments to fund some operational needs. The proposed adjustments, totaling $301,000, are as follows:

- Professional Services ($105,000) –
    - Increase Finance budget by $95,000 for consulting work on the development of the budget and long-term financial plan, and an actuarial study on the City's pension costs and Section 115 Trust;
    - Increase Community Development - Code Enforcement budget by $10,000 as there has been an increase in cases that need a show cause hearing prior to the City being able to conduct abatement;
- Interdepartmental Charges ($6,000) –
    - Increase Public Works budget by $6,000 for its share of the community development permit software;
- Asset/Capital Outlay ($190,000) –

- Increase Public Works budget by $140,000 for attorney costs and settlement of Fernandez Park project ($120,000) and park tree maintenance ($20,000); and
- Increase Fire budget by $50,000 for Station 74 upgrades, which was authorized in the FY 2021/22 budget, but the work was not completed that year.

Overall, the General Fund has sufficient resources to continue to fund the City's ongoing operations as well as some one-time items. As mentioned above, the General Fund unassigned fund balance is projected to be $9.2 million at the end of this fiscal year. The City also maintains a separate General Reserve Fund which maintains a balance equal to 50% (six months of expenditure coverage) of total ongoing General Fund expenditures. The current balance is $8.9 million.

Other Funds Analysis

The following analysis provides explanations of the financial activity for select non-general funds with substantial financial activity. Attachment A includes detailed financial information for all funds.

Special Revenue Funds

Gas Tax Fund (Fund 200)

The Gas Tax Fund accounts for revenue from State excise taxes on gasoline and diesel fuel sales (referred to as the Highway Users Tax Account (HUTA)) as well as revenue from the Road Repair and Accountability Act of 2017 (SB1) (referred to as the Road Maintenance and Rehabilitation Account (RMRA)). Gas Tax Fund resources are restricted for use in the construction and maintenance of public streets. These funds support both annual operating and capital projects. For the second quarter, revenues were $437,883, 44% of the amended budget. Expenditures, including encumbrances, were $295,482, 25% of the amended budget. Actual expenditures are low due to the timing of capital projects. Staff recommends a $50,000 expenditure increase for citywide pavement marking and striping ($30,000) and pothole repair ($20,000).

Gas Tax Fund	FY 2022/23 Original Budget	FY 2022/23 Revised Budget	Proposed Adjustments	FY 2022/23 Amended Budget	FY 2022/23 YTD Actuals	% of Amended Budget	Projected Year-End
Revenues	$ 1,003,271	$ 1,003,271		$ 1,003,271	$ 437,883	44%	$ 1,003,271
Expenditures	1,144,557	1,144,557	50,000	1,194,557	281,372	25%	1,210,731
Net surplus/deficit	(141,286)	(141,286)	(50,000)	(191,286)	$ 156,510		(207,460)
Beginning Fund Balance	729,304	729,304		729,304			729,304
Ending Fund Balance	**$ 588,018**	**$ 588,018**		**$ 538,018**			**$ 521,844**

Public Safety Augmentation Fund (Fund 203)

The Public Safety Augmentation Fund (PSAF) accounts for monies allocated by the County Auditor-Controller under Proposition 172 from the statewide 0.5% sales tax based on a share of statewide taxable sales. These funds are used exclusively for public safety personnel costs. For the second quarter, revenues were $81,839, 47% of the amended budget. Expenditures were $99,046, 26% of the amended budget, and are low due to vacant positions.

Public Safety Augmentation Fund	FY 2022/23 Original Budget	FY 2022/23 Revised Budget	Proposed Adjustments	FY 2022/23 Amended Budget	FY 2022/23 YTD Actuals w/ Encumb.	% of Amended Budget	Projected Year-End
Revenues	$ 172,766	$ 172,766		$ 172,766	$ 81,839	47%	$ 172,766
Expenditures	387,365	387,365		387,365	99,046	26%	387,365
Net surplus/deficit	(214,599)	(214,599)	-	(214,599)	$ (17,207)		(214,599)
Beginning Fund Balance	517,190	517,190		517,190			517,190
Ending Fund Balance	**$ 302,591**	**$ 302,591**		**$ 302,591**			**$ 302,591**

Supplemental Law Enforcement Services Fund (206)

The Supplemental Law Enforcement Services Fund (SLESF) accounts for funds received from the County under AB 3229, which enacted the Citizens Option for Public Safety (COPS) Program, through which the City receives $100,000 annually. In addition to the $100,000 annual payment, the City receives a Growth Allocation payment. The funds are used to partially offset officer personnel costs. For the second quarter, revenues were $146,789, 93% of the amended budget. Expenditures were $111,067, 61% of the amended budget.

Supplemental Law Enforcement Services Fund	FY 2022/23 Original Budget	FY 2022/23 Revised Budget	Proposed Adjustments	FY 2022/23 Amended Budget	FY 2022/23 YTD Actuals w/ Encumb.	% of Amended Budget	Projected Year-End
Revenues	$ 158,327	$ 158,327		$ 158,327	$ 146,789	93%	$ 158,327
Expenditures	111,067	111,067		111,067	68,052	61%	111,067
Net surplus/deficit	47,260	47,260	-	47,260	$ 78,737		47,260
Beginning Fund Balance	372,015	372,015		372,015			372,015
Ending Fund Balance	**$ 419,275**	**$ 419,275**		**$ 419,275**			**$ 419,275**

NPDES Storm Water Fund (Fund 207)

The NPDES Storm Water Fund accounts for assessments collected by the County via property tax bills and provided to the City for stormwater programs pursuant to the National Pollutant Discharge Elimination System (NPDES) regulations, a federally mandated program. Assessments are levied at $35 per Equivalent Runoff Unit (ERU). Revenues are typically received in December, April, and June through property tax assessments. For the second quarter, revenue was $5,580, 2% of the amended budget. The first property tax installment is received in the third quarter. Expenditures were $149,922, 44% of the amended budget.

NPDES Storm Water Fund	FY 2022/23 Original Budget	FY 2022/23 Revised Budget	Proposed Adjustments	FY 2022/23 Amended Budget	FY 2022/23 YTD Actuals w/ Encumb.	% of Amended Budget	Projected Year-End
Revenues	$ 253,422	$ 253,422		$ 253,422	$ 5,580	2%	253,422
Expenditures	336,938	336,938		336,938	149,922	44%	253,422
Net surplus/deficit	(83,516)	(83,516)	-	(83,516)	$ (144,343)		-
Beginning Fund Balance	(38,938)	(38,938)		(38,938)			(38,938)
Ending Fund Balance	**$ (122,454)**	**$ (122,454)**		**$ (122,454)**			**$ (38,938)**

Recreation Department Fund (Fund 209)

The Recreation Department Fund accounts for funds received from fees for participation in recreational programs. The recreation programs of the Community Services Department have been and continue to be impacted by the pandemic. These programs have operated on a limited basis to comply with health and safety guidelines. For the second quarter, revenues were $186,831, 33% of the amended budget. Expenditures were $780,598, 41% of the amended budget. The Recreation Department Fund budget includes transfers in from the General Fund and Measure S 106 Fund, which will be transferred later in the fiscal year based on actual need. Staff recommends a net $69,780 revenue decrease due to lower than projected participation in the various programs and facility rentals. Staff also recommends a net $175,781 expenditure increase mostly for unexpected HVAC system repair and maintenance at the Senior Center.

Recreation Fund	FY 2022/23 Original Budget	FY 2022/23 Revised Budget	Proposed Adjustments	FY 2022/23 Amended Budget	FY 2022/23 YTD Actuals w/ Encumb.	Projected Year-End
Revenues						
Program Revenue	$ 558,000	$ 558,000	$ (69,780)	$ 488,220	$ 186,831	$ 488,220
Transfers In	675,831	675,831		675,831	-	1,600,108
Total Revenues	1,233,831	1,233,831	(69,780)	1,164,051	186,831	2,088,328
Expenditures	1,918,034	1,918,034	175,781	2,093,815	780,598	2,093,815
Net surplus/deficit	(684,203)	(684,203)	106,001	(929,764)	$ (593,767)	(5,487)
Beginning Fund Balance	5,488	5,488		5,488		5,488
Ending Fund Balance	**$ (678,716)**	**$ (678,716)**		**$ (924,277)**		**$ 0**

Building & Planning Fund (Fund 212)

The Building & Planning Fund accounts for funds received from fees and permits for building and planning services. Fees are collected to recover the cost primarily related to inspections and plan checks performed. The second quarter, revenues were $510,819, 11% of the amended budget. Expenditures were $927,780, 40% of the amended budget. Staff recommends a net $2,539,897 revenue decrease. This is due to applications for two big development projects not being pulled in this fiscal year (but anticipated for next fiscal year) plus the effect the fee study changes have had on larger projects. Staff also recommends a net $83,899 expenditure decrease, which includes a decrease for salary savings due to position vacancies ($301,396); and an increase for the carryover of the budgets (authorized last fiscal year) for the community development permit system ($192,497) and permit technician backfill to assist with building permits backlog ($25,000).

Building and Planning Fund	FY 2022/23 Original Budget	FY 2022/23 Revised Budget	Proposed Adjustments	FY 2022/23 Amended Budget	FY 2022/23 YTD Actuals w/ Encumb.	% of Amended Budget	Projected Year-End
Revenues	$ 4,828,448	$ 4,828,448	$ (2,539,897)	$ 2,288,551	$ 510,819	11%	$ 2,288,551
Transfers In	-	-	-	-	-	0%	-
Total Revenues	$ 4,828,448	$ 4,828,448	$ (2,539,897)	$ 2,288,551	$ 510,819	11%	2,288,551
Expenditures	2,410,793	2,410,793	(83,899)	2,326,894	927,780	40%	2,326,894
Net surplus/deficit	2,417,655	2,417,655	(2,455,998)	(38,343)	$ (416,961)		(38,343)
Beginning Fund Balance	(532,755)	(532,755)		(532,755)			(532,755)
Ending Fund Balance	**$ 1,884,900**	**$ 1,884,900**		**$ (571,098)**			**$ (571,098)**

Refuse Management Fund (Fund 213)

The Refuse Management Fund accounts for resources received from the City's franchise waste hauler, Republic Services, from a monthly fee imposed under AB 939 on all residential customers in Pinole. These revenues are restricted to programs and activities that promote recycling of solid waste and source reduction. For the second quarter, revenues were $31,009, 47% of the amended budget. Expenditures were $62,029, 37% of the amended budget.

Refuse Management Fund	FY 2022/23 Original Budget	FY 2022/23 Revised Budget	Proposed Adjustments	FY 2022/23 Amended Budget	FY 2022/23 YTD Actuals w/ Encumb.	% of Amended Budget	Projected Year-End
Revenues	$ 66,060	$ 66,060		$ 66,060	$ 31,009	47%	$ 66,060
Expenditures	167,825	167,825		167,825	62,029	37%	167,825
Net surplus/deficit	(101,765)	(101,765)	-	(101,765)	$ (31,020)		(101,765)
Beginning Fund Balance	150,843	150,843		150,843			150,843
Ending Fund Balance	**$ 49,078**	**$ 49,078**		**$ 49,078**			**$ 49,078**

Solid Waste Fund (Fund 214)

The Solid Waste Fund accounts for funds received from Republic Services from a monthly fee it assesses on customer rates for solid waste services. These funds are set aside for future solid waste capital projects and for a rate stabilization fund. For the second quarter, revenue was $211,999, 58% of the amended budget. Expenditures were $140,274, 21% of the amended budget.

Solid Waste Fund	FY 2022/23 Original Budget	FY 2022/23 Revised Budget	Proposed Adjustments	FY 2022/23 Amended Budget	FY 2022/23 YTD Actuals w/ Encumb.	% of Amended Budget	Projected Year-End
Revenues	$ 368,000	$ 368,000		$ 368,000	$ 211,999	58%	$ 368,000
Expenditures	682,778	682,778		682,778	140,274	21%	682,778
Net surplus/deficit	(314,778)	(314,778)	-	(314,778)	$ 71,725		(314,778)
Beginning Fund Balance	2,063,224	2,063,224		2,063,224			2,063,224
Ending Fund Balance	**$ 1,748,446**	**$ 1,748,446**		**$ 1,748,446**			**$ 1,748,446**

Rate Stabilization Fund (Fund 216)

The Rate Stabilization Fund was created to account for the excess revenues from the solid waste post collection contract with Republic Services. Twenty-five percent (25%) of the surplus funds, generated from prior years' rate increases, are set aside to offset year-over-year rate fluctuations; thereby, leveling the annual rates paid by consumers. Per Resolution 2013-91, the City was required to establish a rate stabilization fund, separate from the Solid Waste Fund (214), for the excess revenues collected.

Revenue from the Fund 214 will be received later in the fiscal year. There are no budgeted expenditures for FY 2022/23.

Rate Stabilization Fund	FY 2022/23 Original Budget	FY 2022/23 Revised Budget	Proposed Adjustments	FY 2022/23 Amended Budget	FY 2022/23 YTD Actuals w/ Encumb.	% of Amended Budget	Projected Year-End
Revenues	$ 15,000	$ 15,000		$ 15,000	$ 190	1%	$ 15,380
Expenditures	-	-		-	-	0%	-
Net surplus/deficit	15,000	15,000	-	15,000	$ 190		15,380
Beginning Fund Balance	199,959	199,959		199,959			199,959
Ending Fund Balance	**$ 214,959**	**$ 214,959**		**$ 214,959**			**$ 215,339**

Measure J Fund (Fund 215)

The Measure J Fund accounts for special sales tax revenues collected by the Contra Costa Transportation Authority (CCTA) and reapportioned to the cities for local street projects. The City must submit a checklist each year to confirm compliance with a Growth Management Program in order to receive these funds. Estimates of annual funding are provided by the CCTA, and jurisdiction allocations are based on a formula that considers both population and road mileage. For the second quarter, revenues were $19,111, 5% of the amended budget. Expenditures were $85,823, 13% of the amended budget. Actual expenditures are low due to the timing of capital projects. Staff recommends a $5,000 expenditure increase for the streetlight software subscription previously deducted from CCTA's payment to the City.

Measure J Fund	FY 2022/23 Original Budget	FY 2022/23 Revised Budget	Proposed Adjustments	FY 2022/23 Amended Budget	FY 2022/23 YTD Actuals w/ Encumb.	% of Amended Budget	Projected Year-End
Revenues	$ 390,848	$ 390,848		$ 390,848	$ 19,111	5%	$ 390,848
Expenditures	639,880	639,880	5,000	644,880	85,823	13%	644,880
Net surplus/deficit	(249,032)	(249,032)	(5,000)	(254,032)	$ (66,711)		(254,032)
Beginning Fund Balance	2,325,449	2,325,449		2,325,449			2,325,449
Ending Fund Balance	**$ 2,076,417**	**$ 2,076,417**		**$ 2,071,417**			**$ 2,071,417**

American Rescue Plan Act Fund (Fund 217)

The American Rescue Plan Act Fund accounts for the $4,605,009 allocated to the City from the federal government from the American Rescue Plan Act (ARPA) of 2021. In July 2022, the City received the second installment of its total allocation. The remaining funds are budgeted to be transferred to the General Fund to backfill for the loss of revenue during the pandemic.

American Rescue Plan Act Fund	FY 2022/23 Original Budget	FY 2022/23 Revised Budget	Proposed Adjustments	FY 2022/23 Amended Budget	FY 2022/23 YTD Actuals w/ Encumb.	% of Amended Budget	Projected Year-End
Revenues	$ 2,302,505	$ 2,302,505		$ 2,302,505	$ 2,302,505	100%	$ 2,302,505
Expenditures	4,090,010	4,090,010		4,090,010	4,090,010	100%	4,090,010
Net surplus/deficit	(1,787,505)	(1,787,505)	-	(1,787,505)	$ (1,787,505)		(1,787,505)
Beginning Fund Balance	1,787,505	1,787,505		1,787,505			1,787,505
Ending Fund Balance	**$ -**	**$ -**		**$ -**			**$ -**

Growth Impact Fund (276)

The Growth Impact Fund accounts for development fees collected to mitigate the impact of new development. Specifically, it provides for the expansion, design,

construction, or upgrade to facilities, roadways, and equipment. The City collects impact fees for police, fire protection, municipal, community, wastewater, roadways, and drainage. For the second quarter, impact fee revenue was $16,042. There were no expenditures.

Growth Impact Fund	FY 2022/23 Original Budget	FY 2022/23 Revised Budget	Proposed Adjustments	FY 2022/23 Amended Budget	FY 2022/23 YTD Actuals w/ Encumb.	FY 2021/22 YTD Actuals w/ Encumb.	% of Amended Budget	Projected Year-End
Revenues	$ 1,608,476	$ 1,608,476	$ (1,115,476)	$ 493,000	$ 16,042	$ -	1%	$ 493,000
Expenditures	58,000	58,000		58,000	-	-	0%	58,000
Net surplus/deficit	1,550,476	1,550,476	(1,115,476)	435,000	$ 16,042	$ -		435,000
Beginning Fund Balance	2,701,825	2,701,825		2,701,825				2,701,825
Ending Fund Balance	**$ 4,252,300**	**$ 4,252,300**		**$ 3,136,824**				**$ 3,136,824**

Housing Assets for Resale Fund (285)

The Housing Assets for Resale Fund accounts for activities associated with administering housing programs of the former Pinole Redevelopment Agency, use of Housing Set Aside funds, and the provision of affordable housing within the community. Revenue from the repayment of a loan will be received from the Successor Agency later in the fiscal year. For the second quarter, expenditures were $54,099, 15% of the revised budget.

Housing Assets for Resale Fund	FY 2022/23 Original Budget	FY 2022/23 Revised Budget	Proposed Adjustments	FY 2022/23 Amended Budget	FY 2022/23 YTD Actuals w/ Encumb.	% of Amended Budget	Projected Year-End
Revenues	$ 917,883	$ 917,883		$ 917,883	$ 13,020	1%	$ 917,883
Expenditures	327,475	388,685		388,685	59,099	15%	388,685
Net surplus/deficit	590,408	529,198	-	529,198	$ (46,079)		529,198
Beginning Fund Balance	7,746,133	7,746,133		7,746,133			7,746,133
Ending Fund Balance	**$ 8,336,541**	**$ 8,275,331**		**$ 8,275,331**			**$ 8,275,331**

Lighting and Landscape District Fund (Fund 310)

The Lighting and Landscape District Fund accounts for assessments to property owners to maintain median lighting and landscaping within the Pinole Valley Road North and South areas. Revenue is received in December, April, and June with property tax payments. For the second quarter, revenue was $28,741, 45% of the amended budget. Expenditures were $29,756, 48% of the amended budget.

Landscape and Lighting District Fund	FY 2022/23 Original Budget	FY 2022/23 Revised Budget	Proposed Adjustments	FY 2022/23 Amended Budget	FY 2022/23 YTD Actuals w/ Encumb.	% of Amended Budget	Projected Year-End
Revenues	$ 63,911	$ 63,911		$ 63,911	$ 28,741	45%	$ 63,911
Expenditures	62,125	62,125		62,125	29,756	48%	62,125
Net surplus/deficit	1,786	1,786	-	1,786	$ (1,015)		1,786
Beginning Fund Balance	43,110	43,110		43,110			43,110
Ending Fund Balance	**$ 44,896**	**$ 44,896**		**$ 44,896**			**$ 44,896**

Capital Project Funds

City Street Improvement (Fund 325)

The City Street Improvements Fund accounts for an annual $250,000 transfer from Measure S 2014 for street improvement projects. Additionally, it accounts for various federal, state, and other grants for road projects. Grant revenue is received on a

reimbursement basis, after expenditures are incurred. For the second quarter, revenues were $437,760, 27% of the amended budget. Expenditures, including encumbrances were $445,334, 26% of the amended budget. Actual expenditures are low due to the timing of capital projects.

City Street Improvement Fund	FY 2022/23 Original Budget	FY 2022/23 Revised Budget	Proposed Adjustments	FY 2022/23 Amended Budget	FY 2022/23 YTD Actuals w/ Encumb.	% of Amended Budget	Projected Year-End
Revenues	$ 1,651,210	$ 1,651,210		$ 1,651,210	$ 437,760	27%	$ 1,698,462
Expenditures	1,706,213	1,706,213		1,706,213	445,334	26%	1,706,213
Net surplus/deficit	(55,003)	(55,003)	-	(55,003)	$ (7,574)		(7,751)
Beginning Fund Balance	1,552,990	1,552,990		1,552,990			1,552,990
Ending Fund Balance	**$ 1,497,987**	**$ 1,497,987**		**$ 1,497,987**			**$ 1,545,239**

Arterial Streets Rehabilitation (Fund 377)

The Arterial Streets Rehabilitation Fund accounts for an annual $250,000 transfer from Measure S 2014 for street rehabilitation projects. For the second quarter, expenditures, including encumbrances, were $88,897, 11% of the revised budget. Actual expenditures are low due to the timing of capital projects.

Arterial Streets Rehabilitation Fund	FY 2022/23 Original Budget	FY 2022/23 Revised Budget	Proposed Adjustments	FY 2022/23 Amended Budget	FY 2022/23 YTD Actuals w/ Encumb.	% of Amended Budget	Projected Year-End
Revenues	$ 250,000	$ 250,000		$ 250,000	$ 250,000	100%	$ 250,000
Expenditures	810,312	810,312		810,312	88,897	11%	250,000
Net surplus/deficit	(560,312)	(560,312)		(560,312)	$ 161,103		-
Beginning Fund Balance	49,887	49,887		49,887			49,887
Ending Fund Balance	**$ (510,425)**	**$ (510,425)**		**$ (510,425)**			**$ 49,887**

Enterprise Funds

Sewer Enterprise Fund (Fund 500)

The Sewer Enterprise Fund accounts for fees charged to residents and businesses for sewer utilities. Fees are used to operate the Pinole-Hercules Wastewater Treatment Plant, which serves the Pinole and Hercules areas. Revenues are received with the property tax payments in December, April, and June. For the second quarter, revenues were $4,219,761, 50% of the amended budget. Expenditures, including encumbrances, were $3,482,517, 31% of the amended budget. Staff recommends a total $130,000 expenditure increase for the sludge removal project ($30,000), sanitary sewer overflow mitigation project ($70,000), and air release valve replacements ($30,000).

Sewer Enterprise Fund	FY 2022/23 Original Budget	FY 2022/23 Revised Budget	Proposed Adjustments	FY 2022/23 Amended Budget	FY 2022/23 YTD Actuals w/ Encumb.	% of Amended Budget	Projected Year-End
Revenues	$ 8,366,176	$ 8,366,176		$ 8,366,176	$ 4,219,761	50%	$ 8,366,176
Expenditures	11,258,624	11,258,624	130,000	11,388,624	3,482,517	31%	11,401,581
Net surplus/deficit	(2,892,448)	(2,892,448)	(130,000)	(3,022,448)	$ 737,244		(3,035,405)
Beginning Fund Balance	22,228,477	22,228,477		22,228,477			22,228,477
Ending Fund Balance	**$ 19,336,029**	**$ 19,336,029**		**$ 19,206,029**			**$ 19,193,072**

Cable Access TV Fund (Fund 505)

The Cable Access TV Fund accounts for revenue received from cable franchise fees, video production and broadcast charges, and Public, Educational, and Governmental (PEG) access fees. PEG access fees are designated for equipment purchases. Transfers from the General Fund also help support the operating costs. For the second quarter, revenues were $91,481, 17% of the amended budget. The major revenue sources are received one month after the close of the previous quarter. Expenditures were $238,501, 37% of the amended budget.

Cable Access TV Fund	FY 2022/23 Original Budget	FY 2022/23 Revised Budget			FY 2022/23 YTD Actuals	% of Revised Budget	Projected Year-End
Revenues	$ 374,928	$ 374,928			$ 91,481	24%	$ 374,928
Transfers In	160,124	160,124			-	0%	277,080
Total Revenue	$ 535,052	$ 535,052			$ 91,481	17%	652,008
Expenditures	646,780	646,780			238,501	37%	646,780
Net surplus/deficit	(111,728)	(111,728)			$ (147,020)		$ 5,228
Beginning Fund Balance	(5,227)	(5,227)					(5,227)
Ending Fund Balance	**$ (116,956)**	**$ (116,956)**					**$ 0**

Information Systems Fund (Fund 525)

The Information Systems Fund is an internal service fund used to account for activities that provide technology goods or services to other City funds and departments on a cost-reimbursement basis. For the second quarter, indirect cost allocations (reimbursements received from other City departments for information technology services) were $473,552, 26% of the amended budget. Expenditures, including encumbrances were $827,146, 45% of the amended budget. Staff recommends a $341,600 increase to indirect cost allocations and to expenditures to carry forward the budget allocation authorized in FY 2021/22 for the community development software project ($326,828), citywide zoom subscription ($7,372), and first installment for the new City website ($7,400).

Information Technology Fund	FY 2022/23 Original Budget	FY 2022/23 Revised Budget	Proposed Adjustments	FY 2022/23 Amended Budget	FY 2022/23 YTD Actuals w/ Encumb.	% of Amended Budget	Projected Year-End
Expenditures	1,482,335	1,482,335	341,600	1,823,935	827,146	45%	1,823,935
Indirect Cost Allocations	(1,482,335)	(1,482,335)	(341,600)	(1,823,935)	(473,552)	26%	(1,823,935)
Net surplus/deficit	0	0	-	0	353,595		0
Beginning Fund Balance	-	-		-			-
Ending Fund Balance	**$ 0**	**$ 0**		**$ 0**			**$ 0**

The FY 2022/23 budget and actual revenue, expenditures, and ending fund balance for each City fund is listed in Attachment A.

Additional Items for City Council Consideration

In addition to the budget adjustments recommended above, staff recommends that the City Council consider allocating funds to the following critical projects.

1. TRAFFIC SAFETY IMPROVEMENTS ON THE TENNENT AVENUE CORRIDOR

On November 1, 2022, Council received information on traffic safety issues on the Tennent Avenue corridor. The City retained a traffic consultant (CSW-ST2) to conduct a traffic study that involved a speed survey, traffic counts that include vehicle, pedestrian, and bicycle, evaluation of current circulation patterns, and community input, which included a meeting with representatives of St. Joseph, to formulate recommendations for traffic safety improvements. Based upon site observation, collision history, and traffic volume, the consultant analyzed several traffic calming safety measures in addition to all way stop control. These included roundabouts, raised crosswalks, bulb-outs, high visibility striping, refuge islands, and a Rectangular Rapid-Flashing Beacon (RRFB). These measures are consistent with the Federal Highway Administration's guidance for improving safety.

Based on this analysis, the consultant and City staff identified the following potential traffic safety improvements for two intersections on the Tennent Avenue corridor.

Tennent Avenue and Pear Street

- Bulb outs at all the corners which will require removal of several parking stalls to increase visibility;
- High visibility crosswalks and pavement markings on all legs; and
- High visibility yield road signs.

Tennent Avenue and Plum Street

- Bulb outs at all the corners which will require removal of several parking stalls to increase visibility;
- A Rectangular Rapid Flashing Beacon (RRFB);
- High visibility crosswalks and pavement markings on all legs; and
- High visibility yield road signs.

The estimated cost of the above recommended improvements at Tennent Avenue and Pear Street is $440,000, of which 10% is design. The estimated cost of the recommended improvements at Tennent Avenue and Plum Street is $520,000, of which 10% is design. These cost estimates include drainage improvements and road reconstruction and a contingency and cost escalation for construction in 2023.

Due to budget constraints, City staff and the consultant are recommending the following options as immediate improvements.

Tennent Avenue and Pear Street

- Striped bulb outs with soft bollards on the circumference at all corners (existing parking stall markings will be removed);
- High visibility crosswalks and pavement markings on all legs; and
- High visibility yield road signs.

Tennent Avenue and Plum Street

- Striped bulb outs with soft bollards on the circumference at all corners (existing parking stall markings will be removed);

- A Rectangular Rapid Flashing Beacon (RRFB);
- High visibility crosswalks and pavement markings on all legs; and
- High visibility yield road signs.

The estimated cost of the above options is $110,000, which includes design and a 10% contingency.

2. PUBLIC SAFETY BUILDING MODERNIZATION

The project is under Facilities in the Capital Improvement Plan (Project #FA2301) to be funded over three years starting in FY 2023/24. However, due to the age of the building and significant maintenance costs, staff recommends that the funding ($100,000) be allocated in the current fiscal year to complete some of the improvements, including new flooring, light fixtures, and others.

Next Steps

The FY 2022/23 Third Quarter Financial Report will be presented to the City Council in May 2023.

FISCAL IMPACT

In this FY 2022/23 Mid-Year Budget Report, staff recommends budget adjustments as summarized below and described in detail in Attachment A.

- Net increase in General Fund (Fund 100) expenditures of $111,000.
- Net increase in Measure S 2006 Fund (Fund 105) expenditures of $50,000.
- Net increase in Measure S 2014 Fund (Fund 106) expenditures of $140,000.
- Net increase in Gas Tax Fund (Fund 200) expenditures of $50,000.
- Net decrease in Recreation Fund (Fund 209) revenues of $69,780; net increase in expenditures of $175,781.
- Net decrease in Building and Planning Fund (Fund 212) revenues of $2,539,897; net decrease in expenditures of $83,899.
- Net increase in Measure J Fund (Fund 215) expenditures of $5,000.
- Net decrease in Parkland Dedication Fund (Fund 275) of $1,293,134.
- Net decrease in Growth Impact Fee Fund (Fund 276) of $1,115,476.
- Net increase in Sewer Enterprise Fund (Fund 500) expenditures of $130,000.
- Net increase in Information Systems Fund (Fund 525) expenditures of $341,600, offset by an increase in indirect cost allocations (reimbursements) of $341,600.

Additionally, if the City Council authorizes funding for the Traffic Safety Improvements on the Tennent Avenue Corridor project and the Public Safety Building Modernization project, the use of the General Fund unassigned fund balance will increase by the authorized amount.

ATTACHMENTS

A – FY 2022/23 Mid-Year (Second Quarter) Financial Report Summary by Fund
B – Resolution
Exhibit A: Amendments to the Budget and Program of Services

ATTACHMENT A

City of Pinole, CA

For FY2022/23 Period Ending: 12/31/22

	Original Budget	Revised Budget	Proposed Adjustments	Amended Budget	YTD Actual	Encumbrances	Total	Variance Favorable (Unfavorable)	Percent Used	Projected Year-End	Notes
General Fund (including Measure S 2006 and 2014)											
Revenue											
311- Property Taxes	4,776,626	4,776,626		4,776,626	2,978,073		2,978,073	(1,798,553)	62%	4,776,626	
312- Sales and Use Taxes	4,582,095	4,582,095		4,582,095	1,775,159		1,775,159	(2,806,936)	39%	4,582,095	
312- Sales and Use Taxes-Meas S 2006	2,451,000	2,451,000		2,451,000	965,019		965,019	(1,485,981)	39%	2,451,000	
312- Sales and Use Taxes-Meas S 2014	2,451,000	2,451,000		2,451,000	965,004		965,004	(1,485,996)	39%	2,451,000	
313- Utility Users Tax	1,934,150	1,934,150		1,934,150	1,022,128		1,022,128	(912,022)	53%	1,934,150	
314- Franchise Taxes	786,790	786,790		786,790	232,129		232,129	(554,661)	30%	786,790	
315- Other Taxes	852,500	852,500		852,500	325,952		325,952	(526,548)	38%	852,500	
Other Tax/Transient Occupancy Tax	*440,000*	*440,000*		*440,000*	*217,775*		*217,775*	*(222,225)*	*49%*	*440,000*	
Other Tax/Business License	*412,500*	*412,500*		*412,500*	*108,177*		*108,177*	*(304,323)*	*26%*	*412,500*	
321- Intergovernmental Taxes	2,215,948	2,215,948		2,215,948	1,099,865		1,099,865	(1,116,084)	50%	2,215,948	
323- State Grants	40,000	40,000		40,000	12,362		12,362	(27,638)	31%	40,000	
324- Other Grants	47,026	47,026		47,026	-		-	(47,026)	0%	47,026	
332- Permits	68,700	68,700		68,700	32,336		32,336	(36,364)	47%	68,700	
341- Review Fees	28,000	28,000		28,000	40,105		40,105	12,105	143%	28,000	
342- Other Fees	43,194	43,194		43,194	13,251		13,251	(29,943)	31%	43,194	
343- Abatement Fees	36,000	36,000		36,000	15,475		15,475	(20,525)	43%	36,000	
351- Fines and Forfeiture	22,050	22,050		22,050	8,589		8,589	(13,461)	39%	22,050	
361- Public Safety Charges	1,405,108	1,405,108		1,405,108	131,311		131,311	(1,273,797)	9%	1,405,108	
370- Interest and Investment Income	150,000	150,000		150,000	(5,122)		(5,122)	(155,122)	-3%	150,000	
381- Rental Income	89,896	89,896		89,896	43,983		43,983	(45,913)	49%	89,896	
383- Reimbursements	18,674	18,674		18,674	11,055		11,055	(7,619)	59%	18,674	
384- Other Revenue	5,100	5,100		5,100	3,916		3,916	(1,184)	77%	5,100	
392- Proceeds from Sale of Property	1,000	1,000		1,000	2,148		2,148	1,148	215%	1,000	
Revenue Total:	**22,004,857**	**22,004,857**	**-**	**22,004,857**	**9,672,737**	**-**	**9,672,737**	**(12,332,119)**	**44%**	**22,004,857**	
399- Pension Trust 115 Transfer	2,016,612	2,016,612	-	2,016,612	-		-	(2,016,612)	0%	2,016,612	
399- ARPA Fund Transfer	4,090,010	4,090,010	-	4,090,010	4,071,404		4,071,404	(18,606)	100%	4,090,010	
Sources Total:	**28,111,479**	**28,111,479**	**-**	**28,111,479**	**13,744,141**	**-**	**13,744,141**	**(14,367,337)**	**49%**	**28,111,479**	
Fund: 100- General Fund											
Expenditures											
Division: 110- City Council Total:	170,496	182,496		182,496	88,717		88,717	93,779	49%	182,496	
Division: 111- City Manager Total:	615,943	615,943		615,943	258,816		258,816	357,127	42%	615,943	
Division: 112- City Clerk Total:	586,347	586,347		586,347	221,140		221,140	365,207	38%	586,347	
Division: 113- City Treasurer Total:	8,662	8,662		8,662	3,909		3,909	4,753	45%	8,662	
Division: 114- City Attorney Total:	321,057	321,057		321,057	175,971		175,971	145,086	55%	321,057	
City Attorney Services	*583,740*	*583,740*		*583,740*	*305,685*		*305,685*	*278,055*	*52%*	*583,740*	
City Attorney Indirect Cost Allocations	*(262,683)*	*(262,683)*		*(262,683)*	*(129,715)*		*(129,715)*	*(132,968)*	*49%*	*(262,683)*	
Division: 115- Finance Department Total:	627,847	627,847	95,000	722,847	305,009		305,009	417,838	42%	722,847	[1]
Division: 116- Human Resources Total:	768,472	768,472		768,472	324,398		324,398	444,074	42%	768,472	
Division: 117- General Government Total:	961,955	961,955		961,955	765,697		765,697	196,258	80%	961,955	
Total Administrative:	**4,060,779**	**4,072,779**	**95,000**	**4,167,779**	**2,143,657**	**-**	**2,143,657**	**2,024,122**	**51%**	**4,167,779**	
Division: 221- Police Operations Total:	4,892,111	4,892,111		4,892,111	2,501,567	57,081	2,558,648	2,333,463	52%	4,892,111	
Division: 222- Police Support Services Total:	1,538,502	1,538,502		1,538,502	543,452		543,452	995,050	35%	1,538,502	
Division: 223- Dispatch WBCC Total:	2,169,105	2,169,105		2,169,105	1,201,852	1,950	1,203,802	965,303	55%	2,169,105	
Division: 231- Fire Total:	4,212,704	4,212,704		4,212,704	2,252,312		2,252,312	1,960,392	53%	4,212,704	
Total Public Safety:	**12,812,422**	**12,812,422**	**-**	**12,812,422**	**6,499,183**	**59,031**	**6,558,214**	**6,254,208**	**51%**	**12,812,422**	
Division: 341- Administration/Engineering Total:	736,363	736,363	6,000	742,363	213,783		213,783	528,580	29%	742,363	[2]
Division: 342- Road Maintenance Total:	212,969	212,969		212,969	44,365		44,365	168,604	21%	212,969	
Division: 343- Facility Maintenance Total:	611,147	611,147		611,147	334,105		334,105	277,042	55%	611,147	
Division: 345- Park Maintenance Total:	539,309	539,309		539,309	147,919		147,919	391,390	27%	539,309	
Public Works Total:	**2,099,788**	**2,099,788**	**6,000**	**2,105,788**	**740,172**	**-**	**740,172**	**1,365,616**	**35%**	**2,105,788**	
Division: 461- Planning Total:	77,192	77,192		77,192	35,000		35,000	42,192	45%	77,192	
Division: 465- Code Enforcement Total:	253,452	262,452	10,000	272,452	45,854		45,854	226,598	17%	272,452	[3]
Division: 466- Economic Development Total:	176,820	176,820		176,820	54,722		54,722	122,098	31%	176,820	
Community Development Total:	**507,464**	**516,464**	**10,000**	**526,464**	**135,576**		**135,576**	**390,888**	**26%**	**526,464**	
Division: 551- Recreation Administration Total:	454,022	454,022		454,022	98,532		98,532	355,490	22%	454,022	
Community Services Total:	**454,022**	**454,022**	**-**	**454,022**	**98,532**	**-**	**98,532**	**355,490**	**22%**	**454,022**	
Debt Service:	596,107	596,107		596,107	596,045		596,045	62	100%	596,107	
Operating Transfer Out:	1,353,880	1,353,880		1,353,880	650,925		650,925	702,955	48%	1,353,880	
Expenditure Total:	**21,884,462**	**21,905,462**	**111,000**	**22,016,462**	**10,864,090**	**59,031**	**10,923,121**	**(11,093,341)**	**50%**	**22,016,462**	

NOTES:

[1] Increase budget for professional services for the development of the budget and long-term financial plan and pension actuarial study.

[2] Increase budget for share of community development permit software.

[3] Increase budget for Code Enforcement hearing officer for remainder of the fiscal year. Uptick in cases that need a show cause hearing prior to City being able to conduct abatement.

City of Pinole, CA

For FY2022/23 Period Ending: 12/31/22

	Original Budget	Revised Budget	Proposed Adjustments	Amended Budget	YTD Actual	Encumbrances	Total	Variance Favorable (Unfavorable)	Percent Used	Projected Year-End	Notes
Fund: 105 - Measure S -2006											
Expenditures											
Division: 115- Finance Department Total:	2,450	2,450		2,450	1,367		1,367	1,083	56%	2,450	
Division: 221- Police Operations Total:	1,718,135	1,718,135		1,718,135	718,961		718,961	999,174	42%	1,718,135	
Division: 231- Fire Total:	727,182	727,182	50,000	777,182	405,776		405,776	371,406	52%	777,182	[4]
Expenditures Total:	**2,447,767**	**2,447,767**	**50,000**	**2,497,767**	**1,126,104**	**-**	**1,126,104**	**1,371,663**	**45%**	**2,497,767**	
Fund: 106 - Measure S-2014											
Expenditures											
Division: 110- City Council Total:	5,900	5,900		5,900	-		-	5,900	0%	5,900	
Division: 115- Finance Department Total:	2,450	2,450		2,450	1,667		1,667	783	68%	2,450	
Division: 118- Information Systems Total:	102,600	102,600		102,600	-		-	102,600	0%	102,600	
Total Administrative:	**110,950**	**110,950**	**-**	**110,950**	**1,667**	**-**	**1,667**	**109,283**	**2%**	**110,950**	
Division: 221- Police Operations Total:	110,000	110,000		110,000	37,269		37,269	72,731	34%	110,000	
Division: 222- Police Support Services Total:	107,606	107,606		107,606	55,837		55,837	51,769	52%	107,606	
Division: 231- Fire Total:	574,542	574,542		574,542	270,524		270,524	304,018	47%	574,542	
Total Public Safety:	**792,148**	**792,148**	**-**	**792,148**	**363,630**	**-**	**363,630**	**428,518**	**46%**	**792,148**	
Division: 341- Admin/Engineering Total:	296,518	296,518		296,518	31,553	3,245	34,798	261,720	12%	296,518	
Division: 342- Road Maintenance Total:	627,512	714,675		714,675	32,988		32,988	681,687	5%	714,675	
Division: 343- Facility Maintenance Total:	1,298,025	1,328,655		1,328,655	90,769	370,756	461,525	867,130	35%	1,328,655	
Division: 344- NPDES Storm Drain Total:	418,460	418,460		418,460	2,382		2,382	416,078	1%	418,460	
Division: 345- Park Maintenance Total:	359,449	409,449	140,000	549,449	10,529		10,529	538,920	2%	549,449	[5]
Public Works Total:	**2,999,964**	**3,167,757**	**140,000**	**3,307,757**	**168,221**	**374,001**	**542,222**	**2,765,535**	**16%**	**3,307,757**	
Division: 461- Planning Total:	20,000	20,000		20,000	-		-	20,000	0%	20,000	
Community Development Total:	**20,000**	**20,000**	**-**	**20,000**	**-**	**-**	**-**	**20,000**	**0%**	**20,000**	
Division: 552- Senior Center Total:	7,000	7,000		7,000	-		-	7,000	0%	7,000	
Division: 553- Tiny Tots Total:	4,850	4,850		4,850	-		-	4,850	0%	4,850	
Division: 554- Youth Center Total:	10,000	10,000		10,000	-		-	10,000	0%	10,000	
Community Services Total:	**21,850**	**21,850**	**-**	**21,850**	**-**	**-**	**-**	**21,850**	**0%**	**21,850**	
Sewer Collections Total:	-	-		-	-		-	-	0%	-	
Sub-Total:	**3,944,912**	**4,112,705**	**140,000**	**4,252,705**	**533,517**	**374,001**	**907,518**	**3,345,187**	**21%**	**4,252,705**	
Operating Transfer Out:	718,000	718,000		718,000	585,000		585,000	133,000	81%	718,000	
Expenditure Total:	**4,662,912**	**4,830,705**	**140,000**	**4,970,705**	**1,118,517**	**374,001**	**1,492,518**	**3,478,187**	**30%**	**4,970,705**	
General Fund and Measure S Expenditure Total:	**28,995,141**	**29,183,934**	**301,000**	**29,484,934**	**13,108,711**	**433,032**	**13,541,743**	**15,943,191**	**46%**	**29,484,934**	
General Fund and Measure S Net Results:	**(883,662)**	**(1,072,455)**	**(301,000)**	**(1,373,455)**	**635,430**	**(433,032)**	**202,398**	**(1,575,853)**	**-15%**	**(1,373,455)**	
Fund Balance July 1, 2022	**10,613,156**	**10,613,156**		**10,613,156**	**10,613,156**					**10,613,156**	
Estimated Fund Balance June 30, 2023	**9,729,494**	**9,540,701**		**9,239,701**	**11,248,586**					**9,239,701**	
Fund: 150 - General Reserve											
370- Interest and Investment Income	-	-		-	19,125		19,125	19,125	0%	38,250	
Revenue Total:	**-**	**-**	**-**	**-**	**19,125**	**-**	**19,125**	**19,125**	**0%**	**38,250**	
399- Transfer In Total:	650,925	650,925		650,925	650,925		650,925	-	100%	650,925	
General Reserve Net Results:	**650,925**	**650,925**	**-**	**650,925**	**670,050**		**670,050**	**19,125**	**103%**	**689,175**	
Fund Balance July 1, 2022	**8,192,602**	**8,192,602**		**8,192,602**	**8,192,602**					**8,192,602**	
Estimated Fund Balance June 30, 2023	**8,843,527**	**8,843,527**		**8,843,527**	**8,862,652**					**8,881,777**	
Fund: 160 - Equipment Reserve											
392- Sale of Property	-	-		-	-		-	-	0%	-	
Revenue Total:	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	
399- Transfers In Total:	85,000	85,000		85,000	85,000		85,000	-	100%	85,000	
Sources Total:	**85,000**	**85,000**	**-**	**85,000**	**85,000**	**-**	**85,000**	**-**	**100%**	**85,000**	
Expenditures											
Division: 342- Road Maintenance Total:	120,000	120,000		120,000	39,434	-	39,434	80,566	33%	120,000	
Division: 345- Park Maintenance Total:	80,000	80,000		80,000	-		-	80,000	0%	80,000	
Division: 461- Planning Total:	5,000	5,000		5,000	-		-	5,000	0%	5,000	
Expenditures Total:	**205,000**	**205,000**	**-**	**205,000**	**39,434**	**-**	39,434	**165,566**	**19%**	**205,000**	
Equipment Reserve Net Results:	**(120,000)**	**(120,000)**		**(120,000)**	**45,566**	**-**	**45,566**	**165,566**	**-38%**	**(120,000)**	
Fund Balance July 1, 2022	**241,166**	**241,166**		**241,166**	**241,166**					**241,166**	
Estimated Fund Balance June 30, 2023	**121,166**	**121,166**		**121,166**	**286,732**					**121,166**	

NOTES:

[4] Increase budget for Fire Station 74 maintenance and updates.

[5] Increase budget for attorney fees and settlement of Fernandez Park restroom project ($120,000), and public tree maintenance program ($20,000).

City of Pinole, CA

For FY2022/23 Period Ending: 12/31/22

	Original Budget	Revised Budget	Proposed Adjustments	Amended Budget	YTD Actual	Encumbrances	Total	Variance Favorable (Unfavorable)	Percent Used	Projected Year-End	Notes
Fund: 200 - Gas Tax Fund											
321- Intergovernmental Taxes	990,635	990,635		990,635	435,327		435,327	(555,308)	44%	990,635	
370- Interest and Investment Income	5,000	5,000		5,000	1,139		1,139	(3,861)	23%	5,000	
383- Reimbursements	7,636	7,636		7,636	1,417		1,417	(6,219)	19%	7,636	
Revenue Total:	**1,003,271**	**1,003,271**	**-**	**1,003,271**	**437,883**	**-**	**437,883**	**565,388**	**44%**	**1,003,271**	
Expenditures											
Division: 341- Admin and Engineering Total:	-	-		-	2,064	14,110	16,174	(16,174)	0%	16,174	
Division: 342- Road Maintenance Total:	1,144,557	1,144,557	50,000	1,194,557	279,308		279,308	915,249	23%	1,194,557	[6]
Expenditures Total:	**1,144,557**	**1,144,557**	**50,000**	**1,194,557**	**281,372**	**14,110**	295,482	**899,075**	**25%**	**1,210,731**	
Gas Tax Fund Net Results:	**(141,286)**	**(141,286)**		**(191,286)**	**156,510**	**(14,110)**	**142,401**	**333,687**	**-74%**	**(207,460)**	
Fund Balance July 1, 2022	**729,304**	**729,304**		**729,304**	**729,304**					**729,304**	
Estimated Fund Balance June 30, 2023	**588,018**	**588,018**		**538,018**	**885,815**					**521,844**	
Fund: 201 - Restricted Real Estate Maintenance Fund											
342- Other Fees	3,175	3,175		3,175	475		475	(2,700)	15%	3,175	
381- Rental Income	36,816	36,816		36,816	-		-	(36,816)	0%	36,816	
384- Other Revenue	-	-		-	-		-	-	0%	-	
Revenue Total:	**39,991**	**39,991**	**-**	**39,991**	**475**	**-**	**475**	**39,516**	**1%**	**39,991**	
Expenditures											
Division: 343- Facility Maintenance Total:	26,000	26,000		26,000	8,781		8,781	17,219	34%	26,000	
Expenditures Total:	**26,000**	**26,000**	**-**	**26,000**	**8,781**	**-**	8,781	**17,219**	**34%**	**26,000**	
Restricted Real Estate Maint Fund Net Results:	**13,991**	**13,991**		**13,991**	**(8,306)**		**(8,306)**	**(22,297)**	**-59%**	**13,991**	
Fund Balance July 1, 2022	**164,881**	**164,881**		**164,881**	**164,881**					**164,881**	
Estimated Fund Balance June 30, 2023	**178,872**	**178,872**		**178,872**	**156,575**					**178,872**	
Fund: 203 - Public Safety Augmentation Fund											
321- Intergovernmental Taxes	170,266	170,266		170,266	81,339		81,339	(88,927)	48%	170,266	
370- Interest and Investment Income	2,500	2,500		2,500	500		500	(2,000)	20%	2,500	
Revenue Total:	**172,766**	**172,766**	**-**	**172,766**	**81,839**	**-**	**81,839**	**(90,927)**	**47%**	**172,766**	
Expenditures											
Division: 221- Police Operations Total:	387,365	387,365		387,365	99,046		99,046	288,319	26%	387,365	
Expenditures Total:	**387,365**	**387,365**	**-**	**387,365**	**99,046**	**-**	99,046	**288,319**	**26%**	**387,365**	
Public Safety Augmentation Fund Net Results:	**(214,599)**	**(214,599)**		**(214,599)**	**(17,207)**		**(17,207)**	**197,392**	**8%**	**(214,599)**	
Fund Balance July 1, 2022	**517,190**	**517,190**		**517,190**	**517,190**					**517,190**	
Estimated Fund Balance June 30, 2023	**302,591**	**302,591**		**302,591**	**499,983**					**302,591**	
Fund: 205 - Traffic Safety Fund											
351- Fines and Forfeitures	45,000	45,000		45,000	10,567		10,567	(34,433)	23%	45,000	
370- Interest and Investment Income	1,500	1,500		1,500	253		253	(1,247)	17%	1,500	
Revenue Total:	**46,500**	**46,500**	**-**	**46,500**	**10,821**	**-**	**10,821**	**(35,679)**	**23%**	**46,500**	
Expenditures											
Division: 227- Police Grants Total:	21,059	21,059		21,059	4,822		4,822	16,237	23%	21,059	
Expenditures Total:	**21,059**	**21,059**	**-**	**21,059**	**4,822**	**-**	4,822	**16,237**	**23%**	**21,059**	
Traffic Safety Fund Net Results:	**25,441**	**25,441**		**25,441**	**5,998**		**5,998**	**(19,443)**	**24%**	**25,441**	
Fund Balance July 1, 2022	**251,826**	**251,826**		**251,826**	**251,826**					**251,826**	
Estimated Fund Balance June 30, 2023	**277,267**	**277,267**		**277,267**	**257,825**					**277,267**	
Fund: 206 - Supplemental Law Enforcement Svc Fund											
323- State Grants	156,727	156,727		156,727	146,120		146,120	(10,607)	93%	156,727	
370- Interest and Investment Income	1,600	1,600		1,600	669		669	(931)	42%	1,600	
Revenue Total:	**158,327**	**158,327**	**-**	**158,327**	**146,789**	**-**	**146,789**	**(11,538)**	**93%**	**158,327**	
Expenditures											
Division: 227- Police Grants Total:	111,067	111,067		111,067	68,052		68,052	43,015	61%	111,067	
Expenditures Total:	**111,067**	**111,067**	**-**	**111,067**	**68,052**	**-**	68,052	**43,015**	**61%**	**111,067**	
Sup Law Enforce Svc Fund Net Results:	**47,260**	**47,260**		**47,260**	**78,737**		**78,737**	**31,477**	**167%**	**47,260**	
Fund Balance July 1, 2022	**372,015**	**372,015**		**372,015**	**372,015**					**372,015**	
Estimated Fund Balance June 30, 2023	**419,275**	**419,275**		**419,275**	**450,752**					**419,275**	

NOTES:

[6] Increase budget for Citywide pavement marking/striping ($30,000) and pothole repair program ($20,000).

City of Pinole, CA

For FY2022/23 Period Ending: 12/31/22

	Original Budget	Revised Budget	Proposed Adjustments	Amended Budget	YTD Actual	Encumbrances	Total	Variance Favorable (Unfavorable)	Percent Used	Projected Year-End	Notes
Fund: 207 - NPDES Storm Water Fund											
321- Intergovernmental Taxes	253,272	253,272		253,272	5,915		5,915	(247,357)	2%	253,272	
370- Interest and Investment Income	150	150		150	(335)		(335)	(485)	-224%	150	
Revenue Total:	**253,422**	**253,422**	**-**	**253,422**	**5,580**	**-**	**5,580**	**(247,842)**	**2%**	**253,422**	
Expenditures											
Division: 342- Road Maintenance Total:	12,005	12,005		12,005	-		-	12,005	0%	12,005	
Division: 344- NPDES Storm Drain Total:	324,933	324,933		324,933	149,922		149,922	175,011	46%	241,417	
Expenditures Total:	**336,938**	**336,938**	**-**	**336,938**	**149,922**	**-**	149,922	**187,016**	**44%**	**253,422**	
NPDES Storm Water Fund Net Results:	**(83,516)**	**(83,516)**		**(83,516)**	**(144,343)**		**(144,343)**	**(60,827)**	**173%**	**-**	
Fund Balance July 1, 2022	**(38,938)**	**(38,938)**		**(38,938)**	**(38,938)**					**(38,938)**	
Estimated Fund Balance June 30, 2023	**(122,454)**	**(122,454)**		**(122,454)**	**(183,281)**					**(38,938)**	
Fund: 209 - Recreation Fund											
Division: 551- Recreation Administration	70,268	70,268	7,000	77,268	8,899		8,899	(68,370)	12%	77,268	[7]
Division: 552- Senior Center	216,130	216,130	(49,080)	167,050	79,802		79,802	(87,248)	48%	167,050	[8]
Division: 553- Tiny Tots	172,021	172,021	(33,482)	138,539	48,666		48,666	(89,873)	35%	138,539	[9]
Division: 554- Youth Center	17,855	17,855	(13,068)	4,787	6,103		6,103	1,316	127%	4,787	[10]
Division: 555- Day Camp	7,560	7,560		7,560	5,113		5,113	(2,447)	68%	7,560	
Division: 557- Swim Center	63,500	63,500	19,000	82,500	38,140		38,140	(44,361)	46%	82,500	[11]
Division: 558- Memorial Hall	10,316	10,316		10,316	-		-	(10,316)	0%	10,316	
Division: 559- Tennis	350	350	(150)	200	110		110	(90)	55%	200	[12]
Revenue Total:	**558,000**	**558,000**	**(69,780)**	**488,220**	**186,831**	**-**	**186,831**	**(301,388)**	**38%**	**488,220**	
Operating Transfers in:	675,831	675,831		675,831	-		-	(675,831)	0%	1,600,108	
Sources Total	**1,233,831**	**1,233,831**	**(69,780)**	**1,164,051**	**186,831**	**-**	**186,831**	**(977,219)**	**16%**	**2,088,328**	
Expenditures											
Division: 117- General Government Total:	-	-		-	3,648		3,648	(3,648)	0%	-	
Division: 551- Recreation Administration Total:	694,990	694,990	18,860	713,850	253,720	7,229	260,949	452,901	37%	713,850	[13]
Division: 552- Senior Center Total:	579,673	579,673	135,470	715,143	261,173		261,173	453,970	37%	715,143	[14]
Division: 553- Tiny Tots Total:	174,421	174,421	714	175,135	77,241		77,241	97,894	44%	175,135	[15]
Division: 554- Youth Center Total:	247,067	247,067	(5,146)	241,921	71,995		71,995	169,926	30%	241,921	[16]
Division: 555- Day Camp Total:	74,116	74,116	500	74,616	18,586		18,586	56,030	25%	74,616	[17]
Division: 557- Swim Center Total:	126,917	126,917	26,983	153,900	81,981		81,981	71,919	53%	153,900	[18]
Division: 558- Memorial Hall Total:	14,200	14,200		14,200	3,870		3,870	10,330	27%	14,200	
Division: 559- Tennis Total:	6,650	6,650	(1,600)	5,050	1,156		1,156	3,894	23%	5,050	[19]
Expenditures Total:	**1,918,034**	**1,918,034**	**175,781**	**2,093,815**	**773,369**	**7,229**	**780,599**	**1,313,216**	**37%**	**2,093,815**	
Recreation Fund Net Results:	**(684,203)**	**(684,203)**	**106,001**	**(929,764)**	**(586,538)**	**(7,229)**	**(593,767)**	**335,997**	**64%**	**(5,487)**	
Fund Balance July 1, 2022	**5,488**	**5,488**		**5,488**	**5,488**					**5,488**	
Estimated Fund Balance June 30, 2023	**(678,716)**	**(678,716)**		**(924,277)**	**(581,050)**					**0**	

NOTES:

[7] Increase budget for field usage based on actuals and revenue expected from upcoming spring sports.

[8] Decrease Senior Center revenue budget due to net lower than projected revenue from facility rental and program fees.

[9] Decrease Tiny Tots revenue budget due to lower than projected program fees.

[10] Decrease Youth Center revenue budget due to lower than projected youth camp fees, facility rental, and other contributions.

[11] Increase Swim Center revenue budget due to projected increase in swim fee revenue.

[12] Decrease Tennis revenue budget due to tennis rentals continuing to decline.

[13] Increase Recreation Admin expenditure budget for Director travel/training and office furniture, holiday tree and decorations which were not originally budgeted.

[14] Increase Senior Center expenditure budget for unexpected HVAC system repair and maintenance.

[15] Increase Tiny Tots expenditure budget for HVAC service.

[16] Decrease Youth Center expenditure budget for lower program costs due to lower participation.

[17] Increase Day Camp expenditure for bank fees related to RecDesk online registration system.

[18] Increase Swim Center expenditure budget for professional services, RecDesk admin fees, and utilities.

[19] Decrease Tennis expenditure budget for lower utility costs.

City of Pinole, CA

For FY2022/23 Period Ending: 12/31/22

	Original Budget	Revised Budget	Proposed Adjustments	Amended Budget	YTD Actual	Encumbrances	Total	Variance Favorable (Unfavorable)	Percent Used	Projected Year-End	Notes
Fund: 212 - Building & Planning											
323- State Grants	225,000	225,000		225,000	-		-	(225,000)	0%	225,000	
332- Permits	2,427,800	2,427,800	(1,876,417)	551,383	164,335		164,335	(387,048)	30%	551,383	[20]
341- Review Fees	1,020,000	1,020,000	41,242	1,061,242	274,813		274,813	(786,429)	26%	1,061,242	[20]
342- Other Fees	1,036,000	1,036,000	(704,722)	331,278	72,336		72,336	(258,942)	22%	331,278	[20]
343- Abatement Fees	19,600	19,600		19,600	-		-	(19,600)	0%	19,600	
344- Impact Fees	87,048	87,048		87,048	402		402	(86,646)	0%	87,048	
351- Fines and Forfeiture	-	-		-	2,408		2,408	2,408	0%	-	
370- Interest and Investment Income	7,000	7,000		7,000	(3,476)		(3,476)	(10,476)	-50%	7,000	
384- Other Revenue	6,000	6,000		6,000	-		-	(6,000)	0%	6,000	
Revenue Total:	**4,828,448**	**4,828,448**	**(2,539,897)**	**2,288,551**	**510,819**	**-**	**510,819**	**(1,777,733)**	**22%**	**2,288,551**	
Operating Transfers In:	-	-		-	-		-	-	0%	-	
Sources Total	**4,828,448**	**4,828,448**	**(2,539,897)**	**2,288,551**	**510,819**	**-**	**510,819**	**(1,777,733)**	**22%**	**2,288,551**	
Expenditures											
Division: 461- Planning Total:	1,183,849	1,183,849		1,183,849	547,180		547,180	636,669	46%	1,183,849	[21]
Division: 462- Building Inspection Total:	1,226,944	1,226,944	(83,899)	1,143,045	380,000	600	380,600	762,445	33%	1,143,045	[22]
Expenditures Total:	**2,410,793**	**2,410,793**	**(83,899)**	**2,326,894**	**927,180**	**600**	927,780	**1,399,114**	**40%**	**2,326,894**	
Building & Planning Net Results:	**2,417,655**	**2,417,655**	**(2,455,998)**	**(38,343)**	**(416,361)**	**(600)**	**(416,961)**	**(378,618)**	**1087%**	**(38,343)**	
Fund Balance July 1, 2022	**(532,755)**	**(532,755)**		**(532,755)**	**(532,755)**					**(532,755)**	
Estimated Fund Balance June 30, 2023	**1,884,900**	**1,884,900**		**(571,098)**	**(949,116)**					**(571,098)**	
Fund: 213 - Refuse Management Fund											
323- State Grants	60,060	60,060		60,060	30,975		30,975	(29,085)	52%	60,060	
370- Interest and Investment Income	6,000	6,000		6,000	34		34	(5,966)	1%	6,000	
Revenue Total:	**66,060**	**66,060**	**-**	**66,060**	**31,009**	**-**	**31,009**	**(35,051)**	**47%**	**66,060**	
Expenditures											
Division: 346- Waste Reduction Total:	167,825	167,825		167,825	62,029		62,029	105,796	37%	167,825	
Expenditures Total:	**167,825**	**167,825**	**-**	**167,825**	**62,029**	**-**	62,029	**105,796**	**37%**	**167,825**	
Refuse Management Fund Net Results:	**(101,765)**	**(101,765)**		**(101,765)**	**(31,020)**		**(31,020)**	**70,745**	**30%**	**(101,765)**	
Fund Balance July 1, 2022	**150,843**	**150,843**		**150,843**	**150,843**					**150,843**	
Estimated Fund Balance June 30, 2023	**49,078**	**49,078**		**49,078**	**119,823**					**49,078**	
Fund: 214 - Solid Waste Fund											
323- State Grants	-	-		-	-		-	-	0%	-	
370- Interest and Investment Income	8,000	8,000		8,000	2,386		2,386	(5,614)	30%	8,000	
383- Reimbursements	360,000	360,000		360,000	209,613		209,613	(150,387)	58%	360,000	
Revenue Total:	**368,000**	**368,000**	**-**	**368,000**	**211,999**	**-**	**211,999**	**(156,001)**	**58%**	**368,000**	
Expenditures											
Division: 342- Road Maintenance Total:	257,778	257,778	-	257,778	41,548	98,726	140,273	117,505	54%	257,778	
Division: 345- Park Maintenance Total:	425,000	425,000		425,000	-		-	425,000	0%	425,000	
Expenditures Total:	**682,778**	**682,778**	**-**	**682,778**	**41,548**	**98,726**	140,273	**542,505**	**21%**	**682,778**	
Solid Waste Fund Net Results:	**(314,778)**	**(314,778)**		**(314,778)**	**170,451**	**(98,726)**	**71,725**	**386,503**	**-23%**	**(314,778)**	
Fund Balance July 1, 2022	**2,063,224**	**2,063,224**		**2,063,224**	**2,063,224**					**2,063,224**	
Estimated Fund Balance June 30, 2023	**1,748,446**	**1,748,446**		**1,748,446**	**2,233,675**					**1,748,446**	
Fund: 215 - Measure C and J Fund											
324- Other Grants	382,848	382,848		382,848	17,445		17,445	(365,403)	5%	382,848	
370- Interest and Investment Income	8,000	8,000		8,000	1,667		1,667	(6,333)	21%	8,000	
Revenue Total:	**390,848**	**390,848**	**-**	**390,848**	**19,111**	**-**	**19,111**	**(371,737)**	**5%**	**390,848**	
Expenditures											
Division: 117- General Government Total:	-	-		-	-		-	-	0%	-	
Division: 341- Administration/Engineering Total:	186,999	186,999		186,999	66,682		66,682	120,317	36%	186,999	
Division: 342- Road Maintenance Total:	450,881	450,881	5,000	455,881	19,141		19,141	436,740	4%	455,881	[23]
Division: 343- Facility Maintenance Total:	2,000	2,000		2,000	-		-	2,000	0%	2,000	
Expenditures Total:	**639,880**	**639,880**	**5,000**	**644,880**	**85,823**	**-**	85,823	**559,057**	**13%**	**644,880**	
Measure C and J Fund Net Results:	**(249,032)**	**(249,032)**	**(5,000)**	**(254,032)**	**(66,711)**		**(66,711)**	**187,321**	**26%**	**(254,032)**	
Fund Balance July 1, 2022	**2,325,449**	**2,325,449**		**2,325,449**	**2,325,449**					**2,325,449**	
Estimated Fund Balance June 30, 2023	**2,076,417**	**2,076,417**		**2,071,417**	**2,258,737**					**2,071,417**	

NOTES:

[20] Decrease budget as applications for two large development projects are being deferred to FY 2023/24. The decreases are partially offset by revenue that will be collected from payments that were deferred until the user fee study was completed; the analysis to determine amounts owed are in progress.

[21] Increase budget for climate action plan and sustainability fellow.

[22] Decrease budget for salary savings due to vacancies ($301,696); Increase budget for community development software system ($204,960) and permit technician backfill to assist with building permits backlog $25,000).

[23] Increase budget for street light software subscription.

City of Pinole, CA

For FY2022/23 Period Ending: 12/31/22

	Original Budget	Revised Budget	Proposed Adjustments	Amended Budget	YTD Actual	Encumbrances	Total	Variance Favorable (Unfavorable)	Percent Used	Projected Year-End	Notes
Fund: 216 - Rate Stabilization Fund											
370- Interest and Investment Income	-	-		-	190		190	190	0%	380	
383- Reimbursements	15,000	15,000		15,000	-		-	(15,000)	0%	15,000	
Revenue Total:	**15,000**	**15,000**	-	**15,000**	**190**	-	**190**	**(14,810)**	**0%**	**15,380**	
Expenditures Total:	-	-		-	-		-	-	0%	-	
Rate Stabilization Fund Net Results:	**15,000**	**15,000**		**15,000**	**190**		**190**	**(14,810)**	**0%**	**15,380**	
Fund Balance July 1, 2022	**199,959**	**199,959**		**199,959**	**199,959**					**199,959**	
Estimated Fund Balance June 30, 2023	**214,959**	**214,959**		**214,959**	**200,149**					**215,339**	
Fund: 217 - American Rescue Plan Act Fund											
322- Federal Grants	2,302,505	2,302,505		2,302,505	2,302,505		2,302,505	-	100%	2,302,505	
Revenue Total:	**2,302,505**	**2,302,505**	-	**2,302,505**	**2,302,505**	-	**2,302,505**	**-**	**100%**	**2,302,505**	
Expenditures											
399- Transfers Out	4,090,010	4,090,010		4,090,010	4,090,010		4,090,010	-	100%	4,090,010	
Expenditures Total:	**4,090,010**	**4,090,010**	-	**4,090,010**	**4,090,010**	-	4,090,010	**-**	**100%**	**4,090,010**	
American Rescue Plan Act Fund Net Results:	**(1,787,505)**	**(1,787,505)**		**(1,787,505)**	**(1,787,505)**		**(1,787,505)**	**-**	**100%**	**(1,787,505)**	
Fund Balance July 1, 2022	**1,787,505**	**1,787,505**		**1,787,505**	**1,787,505**					**1,787,505**	
Estimated Fund Balance June 30, 2023	**-**	**-**		**-**	**-**					**-**	
Fund: 225 - Asset Seizure-Adjudicated Fund											
370- Interest and Investment Income	-	-		-	8		8	8	0%	8	
Revenue Total:	**-**	**-**	-	**-**	**8**	-	**8**	**8**	**0%**	**8**	
Expenditures											
Division: 221- Police Operations Total:	58,231	58,231		58,231	16,348		16,348	41,883	28%	33,000	
Expenditures Total:	**58,231**	**58,231**	-	**58,231**	**16,348**	-	**16,348**	**41,883**	**28%**	**33,000**	
Asset Seizure-Adjudicated Fund Net Results:	**(58,231)**	**(58,231)**		**(58,231)**	**(16,340)**		**(16,340)**	**41,891**	**28%**	**(32,992)**	
Fund Balance July 1, 2022	**57,576**	**57,576**		**57,576**	**57,576**					**57,576**	
Estimated Fund Balance June 30, 2023	**(655)**	**(655)**		**(655)**	**41,236**					**24,584**	
Fund: 226 - CASp Certification and Training Fund											
342- Other Fees	-	-		-	2,255		2,255	2,255	0%	2,255	
Revenue Total:	**-**	**-**	-	**-**	**2,255**	-	**2,255**	**2,255**	**0%**	**2,255**	
Expenditures Total:	-	-			-		-	-	0%	-	
CASp Certification and Training Fund Net Results:	**-**	**-**			**2,255**		**2,255**	**2,255**	**0%**	**2,255**	
Fund Balance July 1, 2022	**35,590**	**35,590**		**35,590**	**35,590**					**35,590**	
Estimated Fund Balance June 30, 2023	**35,590**	**35,590**		**35,590**	**37,845**					**37,845**	
Fund: 275 - Parkland Dedication Fund											
344- Impact Fees	1,293,134	1,293,134	(1,293,134)	(0)	-		-	0	0%		[24]
370- Interest and Investment Income	-	-		-	-		-	-	0%	-	
Revenue Total:	**1,293,134**	**1,293,134**	**(1,293,134)**	**(0)**	**-**	-	**-**	**0**	**0%**	**-**	
Expenditures Total:	-	-		-	-		-	-	0%	(22,653)	
Parkland Dedication Fund Net Results:	**1,293,134**	**1,293,134**	**(1,293,134)**	**(0)**	**-**	-	**-**	**0**	**0%**	**22,653**	
Fund Balance July 1, 2022	**(22,653)**	**(22,653)**		**(22,653)**	**(22,653)**					**(22,653)**	
Estimated Fund Balance June 30, 2023	**1,270,480**	**1,270,480**		**(22,654)**	**(22,653)**					**(0)**	
Fund: 276 - Growth Impact Fund											
344- Impact Fees	1,608,476	1,608,476	(1,115,476)	493,000	13,414		13,414	(479,585)	3%	493,000	[25]
370- Interest and Investment Income	-	-		-	2,627		2,627	2,627	0%	-	
Revenue Total:	**1,608,476**	**1,608,476**	**(1,115,476)**	**493,000**	**16,042**	-	**16,042**	**(476,958)**	**3%**	**493,000**	
Expenditures											
Division: 344- NPDES Storm Drain Total:	58,000	58,000		58,000	-		-	58,000	0%	58,000	
Expenditures Total:	**58,000**	**58,000**	-	**58,000**	-	-	-	**58,000**	**0%**	**58,000**	
Growth Impact Fund Net Results:	**1,550,476**	**1,550,476**		**1,550,476**	**16,042**		**16,042**	**(418,958)**	**1%**	**435,000**	
Fund Balance July 1, 2022	**2,701,825**	**2,701,825**		**2,701,825**	**2,701,825**					**2,701,825**	
Estimated Fund Balance June 30, 2023	**4,252,300**	**4,252,300**		**4,252,300**	**2,717,866**					**3,136,824**	

NOTES:

[24] Remove budget as there are no development projects that are subject to parkland dedication rules.

[25] Decrease budget as applications for two large development projects are being deferred to FY 2023/24.

City of Pinole, CA

For FY2022/23 Period Ending: 12/31/22

	Original Budget	Revised Budget	Proposed Adjustments	Amended Budget	YTD Actual	Encumbrances	Total	Variance Favorable (Unfavorable)	Percent Used	Projected Year-End	Notes
Fund: 285 - Housing Land Held for Resale											
370- Interest and Investment Income	50,000	50,000		50,000	5,237		5,237	(44,763)	10%	50,000	
384- Other Revenue	-	-		-	-		-	-	0%	-	
393- Loan/Bond Proceeds	867,883	867,883		867,883	7,783		7,783	(860,100)	1%	867,883	
Revenue Total:	**917,883**	**917,883**	-	**917,883**	**13,020**	-	**13,020**	**(904,863)**	**1%**	**917,883**	
Expenditures											
Division: 461- Planning Total:	53,436	53,436		53,436	24,253		24,253	29,183	45%	53,436	
Division: 464- Housing Administration Total:	274,039	335,249		335,249	34,846		34,846	300,403	10%	335,249	
Expenditures Total:	**327,475**	**388,685**	-	**388,685**	**59,099**	-	59,099	**329,586**	**15%**	**388,685**	
Housing Land Held for Resale Net Results:	**590,408**	**529,198**		**529,198**	**(46,079)**		**(46,079)**	**(575,277)**	**-9%**	**529,198**	
Fund Balance July 1, 2022	**7,746,133**	**7,746,133**		**7,746,133**	**7,746,133**					**7,746,133**	
Estimated Fund Balance June 30, 2023	**8,336,541**	**8,275,331**		**8,275,331**	**7,700,054**					**8,275,331**	
Fund: 310 - Lighting & Landscape Districts											
321- Intergovernmental Taxes	56,411	56,411		56,411	28,741		28,741	(27,670)	51%	56,411	
383- Reimbursements	7,500	7,500		7,500	-		-	(7,500)	0%	7,500	
Revenue Total:	**63,911**	**63,911**	-	**63,911**	**28,741**	-	**28,741**	**(35,170)**	**45%**	**63,911**	
Expenditures											
Division: 347- Landscape & Lighting PVR North Total	32,315	32,315		32,315	18,216		18,216	14,099	56%	32,315	
Division: 348- Landscape & Lighting PVR South Total	29,810	29,810		29,810	11,541		11,541	18,269	39%	29,810	
Expenditures Total:	**62,125**	**62,125**	-	**62,125**	**29,756**	-	29,756	**32,369**	**48%**	**62,125**	
Lighting & Landscape Districts Net Results:	**1,786**	**1,786**		**1,786**	**(1,015)**		**(1,015)**	**(2,801)**	**-57%**	**1,786**	
Fund Balance July 1, 2022	**43,110**	**43,110**		**43,110**	**43,110**					**43,110**	
Estimated Fund Balance June 30, 2023	**44,896**	**44,896**		**44,896**	**42,094**					**44,896**	
Fund: 317 - Pinole Valley Caretaker Fund											
381- Rental Income	15,000	15,000		15,000	-		-	(15,000)	0%	-	
Revenue Total:	**15,000**	**15,000**	-	**15,000**	-	-	-	**(15,000)**	**0%**	-	
Expenditures											
Division: 345- Park Maintenance Total:	15,055	15,055		15,055	1,303		1,303	13,752	9%	(983)	
Expenditures Total:	**15,055**	**15,055**	-	**15,055**	**1,303**	-	1,303	**13,752**	**9%**	**(983)**	
Pinole Valley Caretaker Fund Net Results:	**(55)**	**(55)**		**(55)**	**(1,303)**		**(1,303)**	**(1,248)**	**2369%**	**983**	
Fund Balance July 1, 2022	**(983)**	**(983)**		**(983)**	**(983)**					**(983)**	
Estimated Fund Balance June 30, 2023	**(1,038)**	**(1,038)**		**(1,038)**	**(2,286)**					**(0)**	
Fund: 324 - Public Facilities Fund											
Expenditures											
Division: 343- Facility Maintenance Total:	60,000	60,000		60,000	-		-	60,000	0%	60,000	
Division: 345- Park Maintenance Total:	10,000	10,000		10,000	-		-	10,000	0%	10,000	
Expenditures Total:	**70,000**	**70,000**	-	**70,000**	-	-	-	**70,000**	**0%**	**70,000**	
Public Facilities Fund Net Results:	**(70,000)**	**(70,000)**		**(70,000)**	-		-	**70,000**	**0%**	**(70,000)**	
Fund Balance July 1, 2022	**541,649**	**541,649**		**541,649**	**541,649**					**541,649**	
Estimated Fund Balance June 30, 2023	**471,649**	**471,649**		**471,649**	**541,649**					**471,649**	
Fund: 325 - City Street Improvements											
322- Federal Grants	-	-		-			-	-	0%	-	
323- State Grants	97,747	97,747		97,747	146,416		146,416	48,670	150%	146,416	
324- Other Grants	1,303,463	1,303,463		1,303,463	42,760		42,760	(1,260,703)	3%	1,303,463	
351- Fines and Forfeiture	-	-		-	-		-	-	0%	-	
383- Reimbursements	-	-		-	(1,417)		(1,417)	(1,417)	0%	(1,417)	
Revenue Total:	**1,401,210**	**1,401,210**	-	**1,401,210**	**187,760**	-	**187,760**	**(1,213,450)**	**13%**	**1,448,462**	
Operating transfers in Total:	250,000	250,000		250,000	250,000		250,000	-	100%	250,000	
Sources Total:	**1,651,210**	**1,651,210**	-	**1,651,210**	**437,760**		**437,760**	**(1,213,450)**	**27%**	**1,698,462**	
Expenditures											
Division: 342- Road Maintenance Total:	1,706,213	1,706,213		1,706,213	97,798	347,536	445,334	1,260,879	26%	1,706,213	
Expenditures Total:	**1,706,213**	**1,706,213**	-	**1,706,213**	**97,798**	**347,536**	445,334	**1,260,879**	**26%**	**1,706,213**	
City Street Improvements Net Results:	**(55,003)**	**(55,003)**	-	**(55,003)**	**339,962**	**(347,536)**	**(7,574)**	**47,429**	**14%**	**(7,751)**	
Fund Balance July 1, 2022	**1,552,990**	**1,552,990**		**1,552,990**	**1,552,990**					**1,552,990**	
Estimated Fund Balance June 30, 2023	**1,497,987**	**1,497,987**		**1,497,987**	**1,892,952**					**1,545,239**	

City of Pinole, CA

For FY2022/23 Period Ending: 12/31/22

	Original Budget	Revised Budget	Proposed Adjustments	Amended Budget	YTD Actual	Encumbrances	Total	Variance Favorable (Unfavorable)	Percent Used	Projected Year-End	Notes
Fund: 327 - Park Grants (Measure WW)											
323- State Grant	189,758	189,758		189,758	-		-	(189,758)	0%	189,758	
370- Interest and Investment Income	-	-		-	24		24	24	0%	-	
Revenue Total:	**189,758**	**189,758**	**-**	**189,758**	**24**	**-**	**24**	**(189,734)**	**0%**	**189,758**	
Expenditures											
Division: 345- Park Maintenance Total:	189,758	189,758		189,758	-		-	189,758	0%	189,758	
Expenditures Total:	**189,758**	**189,758**	**-**	**189,758**	**-**	**-**	**-**	**189,758**	**0%**	**189,758**	
Park Grants (Measure WW) Net Results:	**-**	**-**		**-**	**24**		**24**	**24**	**0%**	**-**	
Fund Balance July 1, 2022	**25,236**	**25,236**		**25,236**	**25,236**					**25,236**	
Estimated Fund Balance June 30, 2023	**25,236**	**25,236**		**25,236**	**25,260**					**25,236**	
Fund: 377 - Arterial Streets Rehabilitation Fund											
Operating transfers in Total:	250,000	250,000		250,000	250,000		250,000	-	100%	250,000	
Sources Total:	**250,000**	**250,000**	**-**	**250,000**	**250,000**	**-**	**250,000**	**-**	**100%**	**250,000**	
Expenditures											
Division: 342- Road Maintenance Total:	810,312	810,312		810,312	61,674	27,223	88,897	721,415	11%	250,000	
Expenditures Total:	**810,312**	**810,312**	**-**	**810,312**	**61,674**	**27,223**	88,897	**721,415**	**11%**	**250,000**	
Arterial Streets Rehabilitation Fund Net Results:	**(560,312)**	**(560,312)**	**-**	**(560,312)**	**188,326**	**(27,223)**	**161,103**	**721,415**	**-29%**	**-**	
Fund Balance July 1, 2022	**49,887**	**49,887**		**49,887**	**49,887**					**49,887**	
Estimated Fund Balance June 30, 2023	**(510,425)**	**(510,425)**		**(510,425)**	**238,213**					**49,887**	
Fund: 500 - Sewer Enterprise Fund											
363- Sewer Enterprise Charges	8,266,176	8,266,176		8,266,176	4,210,799		4,210,799	(4,055,377)	51%	8,266,176	
370- Interest and Investment Income	100,000	100,000		100,000	8,962		8,962	(91,038)	9%	100,000	
383- Reimbursements	-	-		-	-		-	-	0%	-	
384- Other Revenue	-	-		-	-		-	-	0%	-	
392- Proceeds from Sale of Property	-	-		-	-		-	-	0%	-	
Revenue Total:	**8,366,176**	**8,366,176**	**-**	**8,366,176**	**4,219,761**	**-**	**4,219,761**	**(4,146,415)**	**50%**	**8,366,176**	
Expenditures											
Division: 117- General Government Total:	-	-		-	12,957		12,957	(12,957)	0%	12,957	
Division: 641- Sewer Treatment Plant/Shared Total:	6,229,371	6,229,371	60,000	6,289,371	2,137,404	113,994	2,251,398	4,037,973	36%	6,289,371	[26]
Division: 642- Sewer Collections Total:	3,417,629	3,417,629	70,000	3,487,629	528,796	255,131	783,928	2,703,702	22%	3,487,629	[27]
Division: 644- WPCP Equipment/Debt Service Total:	1,611,624	1,611,624		1,611,624	434,235		434,235	1,177,389	27%	1,611,624	
Expenditures Total:	**11,258,624**	**11,258,624**	**130,000**	**11,388,624**	**3,113,392**	**369,125**	3,482,517	**7,906,107**	**31%**	**11,401,581**	
Sewer Enterprise Fund Net Results:	**(2,892,448)**	**(2,892,448)**	**(130,000)**	**(3,022,448)**	**1,106,369**	**(369,125)**	**737,243**	**3,759,691**	**-24%**	**(3,035,405)**	
Fund Balance July 1, 2022	**22,228,477**	**22,228,477**		**22,228,477**	**22,228,477**					**22,228,477**	
Estimated Fund Balance June 30, 2023	**19,336,029**	**19,336,029**		**19,206,029**	**23,334,846**					**19,193,072**	
Fund: 503 - Plant Expansion Fund											
370- Interest and Investment Income	-	-		-	-		-	-	0%	-	
383- Reimbursements	-	-		-	-		-	-	0%	-	
Revenue Total:	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	
Expenditures											
Division: 643- Sewer Projects/Shared Total:	-	-		-	175,727	1,113	176,839	(176,839)	0%	175,727	
Expenditures Total:	**-**	**-**	**-**	**-**	**175,727**	**1,113**	176,839	**(176,839)**	**0%**	**175,727**	
Plant Expansion Fund Net Results:	**-**	**-**		**-**	**(175,727)**	**(1,113)**	**(176,839)**	**(176,839)**	**0%**	**(175,727)**	
Fund Balance July 1, 2022	**1,658,044**	**1,658,044**		**1,658,044**	**1,658,044**					**1,658,044**	
Estimated Fund Balance June 30, 2023	**1,658,044**	**1,658,044**		**1,658,044**	**1,482,317**					**1,482,317**	

NOTES:

[26] Increase budget for sludge removal ($30,000) and the air release valve replacement project (CIP #SS2102) ($30,000).

[27] Increase budget for sanitary sewer overflow mitigation.

City of Pinole, CA

For FY2022/23 Period Ending: 12/31/22

	Original Budget	Revised Budget	Proposed Adjustments	Amended Budget	YTD Actual	Encumbrances	Total	Variance Favorable (Unfavorable)	Percent Used	Projected Year-End	Notes
Fund: 505 - Cable Access TV											
314- Franchise Taxes	52,972	52,972		52,972	9,772		9,772	(43,200)	18%	52,972	
365- Cable TV Charges	316,956	316,956		316,956	81,709		81,709	(235,247)	26%	316,956	
370- Interest and Investment Income	-	-		-	-		-	-	0%	-	
384- Other Revenue	5,000	5,000		5,000	-		-	(5,000)	0%	5,000	
Revenue Total:	**374,928**	**374,928**	**-**	**374,928**	**91,481**	**-**	**91,481**	**(283,447)**	**24%**	**374,928**	
Operating transfers in Total:	160,124	160,124	-	160,124	-		-	(160,124)	0%	277,080	
Sources Total	**535,052**	**535,052**		**535,052**	**91,481**	**-**	**91,481**	**(443,571)**	**17%**	**652,008**	
Expenditures											
Division: 119- Cable Access TV Total:	444,432	444,432		444,432	163,190		163,190	281,242	37%	444,432	
Division: 120- Cable Access-Community Services Tot	4,642	4,642		4,642	21		21	4,621	0%	4,642	
Division: 121- Cable Access-Contract Services Total:	197,707	197,707		197,707	75,290		75,290	122,417	38%	197,707	
Expenditures Total:	**646,780**	**646,780**	**-**	**646,780**	**238,501**	**-**	**238,501**	**408,279**	**37%**	**646,780**	
Cable Access TV Net Results:	**(111,728)**	**(111,728)**		**(111,728)**	**(147,020)**	**-**	**(147,020)**	**(35,292)**	**132%**	**5,228**	
Fund Balance July 1, 2022	**(5,227)**	**(5,227)**		**(5,227)**	**(5,227)**					**(5,227)**	
Estimated Fund Balance June 30, 2023	**(116,956)**	**(116,956)**		**(116,956)**	**(152,248)**					**0**	
Fund: 525 - Information Systems											
399- Operating Transfers In	-	-	-	-	-		-	-	0%	-	
Sources Total:	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	
Expenditures											
Division: 118- Information Systems Total:	1,482,335	1,482,335	341,600	1,823,935	476,009	351,137	827,146	996,789	45%	1,823,935	[28]
Expenditures Total:	**1,482,335**	**1,482,335**	**341,600**	**1,823,935**	**476,009**	**351,137**	**827,146**	**(996,789)**	**45%**	**1,823,935**	
Indirect cost allocations Total:	(1,482,335)	(1,482,335)	(341,600)	(1,823,935)	(473,552)		(473,552)	1,350,383	26%	(1,823,935)	[28]
Information Systems Net Results:	**0**	**0**	**-**	**0**	**2,458**	**351,137**	**353,595**	**-**	**0%**	**0**	
Fund Balance July 1, 2022	-	-		-	-					-	
Estimated Fund Balance June 30, 2023	**-**	**-**		**0**	**2,458**					**0**	
Fund: 700 - Pension Fund											
370- Interest and Investment Income	1,140,017	1,140,017		1,140,017	(151,600)		(151,600)	(1,291,617)	-13%	570,008	
Revenue Total:	**1,140,017**	**1,140,017**	**-**	**1,140,017**	**(151,600)**	**-**	**(151,600)**	**(1,291,617)**	**-13%**	**570,008**	
Expenditures											
Division: 115- Finance Total:	40,000	40,000		40,000	39,117		39,117	883	98%	50,000	
Transfers Out Total:	2,016,612	2,016,612		2,016,612	-		-	2,016,612	0%	2,016,612	
Expenditures Total:	**2,056,612**	**2,056,612**	**-**	**2,056,612**	**39,117**		**39,117**	**(2,017,495)**	**2%**	**2,066,612**	
Pension Fund Net Results:	**(916,595)**	**(916,595)**		**(916,595)**	**(190,717)**		**(190,717)**	**725,878**	**21%**	**(1,496,604)**	
Fund Balance July 1, 2022	**16,045,223**	**16,045,223**		**16,045,223**	**16,045,223**					**16,045,223**	
Estimated Fund Balance June 30, 2023	**15,128,628**	**15,128,628**		**15,128,628**	**15,854,505**					**14,548,619**	
Fund: 750 - Recognized Obligation Retirement Fund											
311- Property Taxes	250,000	250,000		250,000	171,210		171,210	(78,790)	68%	250,000	
370- Interest and Investment Income	-	-		-	(5,240)		(5,240)	(5,240)	0%	-	
392- Proceeds from Sale of Property				-	-		-	-	0%	-	
393- Loan/Bond Proceeds	5,000	5,000		5,000	-		-	(5,000)	0%	5,000	
Revenue Total:	**255,000**	**255,000**	**-**	**255,000**	**165,970**	**-**	**165,970**	**(89,030)**	**65%**	**255,000**	
Expenditures											
Division: 463- Successor Agency to RDA Total:	227,378	227,378		227,378	109,344		109,344	118,034	48%	227,378	
Expenditures Total:	**227,378**	**227,378**	**-**	**227,378**	**109,344**		**109,344**	**(118,034)**	**48%**	**227,378**	
Recognized Obligation Retirement Fund Net Results:	**27,622**	**27,622**		**27,622**	**56,626**		**56,626**	**(207,064)**	**205%**	**27,622**	

NOTES:

[28] Increase budget to carry forward the budget allocation authorized in FY 2021/22 for the community development software project ($326,828), citywide Zoom subscription ($7,372), and the first installment for the new City website $7,400).

ATTACHMENT B

RESOLUTION NO. 2023-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, AMENDING THE CITY BUDGET FOR FISCAL YEAR 2022/23

WHEREAS, the City Council did adopt a Budget for City Operations by Resolution number 2022-46 on June 21, 2022; and

WHEREAS, the Finance Director has presented proposed recommendations for amendment of the Adopted Fiscal Year 2022/23 Operating and Capital Budget as part of a Mid-Year Budget Review at the regular City Council Meeting held on February 21, 2023; and

WHEREAS, the City Council has considered these recommended changes, as to the matter of the City budget; and

WHEREAS, the City Council has solicited public input on the proposed amendments to the Fiscal Year 2022/23 Operating and Capital Budget.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Pinole as follows:

Amendments to the budget and program of services for the City of Pinole for Fiscal Year 2022/23 commencing July 1, 2022 and ending June 30, 2023 are hereby approved and adopted, as set forth in Exhibit A (herein incorporated).

PASSED AND ADOPTED this 21st day of February 2023**,** by the following vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:
ABSTAIN: COUNCILMEMBERS:

I hereby certify that the foregoing resolution was introduced, passed and adopted on this **21st** day of **February, 2023**.

_____
Heather Bell, CMC
City Clerk

FY 2022/23 Mid-Year Adjustments

EXHIBIT A

General Fund (Fund 100)	
Expenditures	$111,000
Measure S 2006 Fund (Fund 105)	
Expenditures	$50,000
Measure S 2014 Fund (Fund 106)	
Expenditures	$140,000
Gas Tax Fund (Fund 200)	
Expenditures	$50,000
Recreation Fund (Fund 209)	
Revenue	-$69,780
Expenditures	$175,781
Building and Planning Fund (Fund 212)	
Revenue	-$2,539,897
Expenditures	-$83,899
Measure J Fund (Fund 215)	
Expenditures	$5,000
Parkland Dedication Fund (Fund 275)	
Revenue	-$1,293,134
Growth Impact Fee Fund (Fund 276)	
Revenue	-$1,115,476
Sewer Enterprise Fund (Fund 500)	
Expenditures	$130,000
Information Systems Fund (Fund 525)	
Indirect Cost Allocations	-$341,600
Expenditures	$341,600

CITY COUNCIL REPORT

12C

DATE: **FEBRUARY 21, 2023**

TO: **MAYOR AND COUNCIL MEMBERS**

FROM: **SANJAY MISHRA, PUBLIC WORKS DIRECTOR**

SUBJECT: **ADOPTION OF CITY OF PINOLE LOCAL ROADWAY SAFETY PLAN (LRSP)**

RECOMMENDATION

City staff recommends that the Council adopt a resolution approving the City of Pinole Local Roadway Safety Plan (LRSP), attached.

BACKGROUND

A LRSP is a mechanism through which local governments identify roadway safety issues in their jurisdictions and recommend countermeasures. In the future, a LRSP (or its equivalent) will be required for a jurisdiction to apply for federal Highway Safety Improvement Plan (HSIP) funds.

In July 2020, staff submitted a grant application to Caltrans for funding to develop a LRSP for the City of Pinole. The maximum amount of grant funding available is calculated based on population, roadway centerline miles, and lane miles. Based on the formula, the maximum LRSP funding amount available to the City of Pinole is $40,000. LRSP grant regulations state that Caltrans will provide funding for 90% of the total cost and require that the applicant match the remaining 10% with local funds. On October 2, 2020, Caltrans staff informed City staff that Pinole's grant application was selected for funding in an amount of $40,000, with a local match requirement of $4,445. Subsequently a Master Agreement and a Program Supplemental Agreement for the LRSP project was executed with Caltrans.

The City, with the assistance of a consultant, TJKM, has developed LRSP for Pinole. A LRSP is developed through a standard methodology primarily driven by the history of collisions between cars and other cars, bicyclists, and pedestrians in the community. The proposed LRSP identifies the City's "most vulnerable intersections" based on past collision data as well as community input and recommends countermeasures for these intersections involving the "5 E's" of highway safety – engineering, enforcement, education, emergency response, and emerging technologies.

Community Engagement/Outreach

Community engagement and outreach was an important part and requirement of the development of the LRSP. City staff performed public notification and outreach using its social media platforms Facebook and Nextdoor, as well as the City Manager's Administrative Reports, Traffic and Pedestrian Safety (TAPS) committee meetings, and the City website. A project website was created at www.pinolelrsp.com to solicit public input through a survey and interactive map in which the public could identify locations of various safety concerns and provide comments, review other public input, review collision history data, see project updates, and review the draft LRSP.

Key stakeholders included in the community engagement and outreach were City staff, the City of Pinole Police Department, West Contra Costa Unified School District, TAPS, Contra Costa Transportation Authority, and City of Pinole residents. Two virtual stakeholder meetings were held, on December 15, 2021 and February 6, 2023, to review project goals and findings, and to solicit feedback from the group.

REVIEW AND ANALYSIS

The past five years of collision history (2015-2019) was collected and evaluated for City roadways. Due to COVID, the collision data for the years 2020 and 2021 were considered unreliable and were not included as part of this analysis per Caltrans guidance. Based on the collision data analysis and the stakeholder working group input, the LRSP addresses multiple Strategic Highway Safety Plan (SHSP) challenge areas such as bicyclists, intersections, pedestrians, distracted driving, and aggressive driving. The LRSP provides a list of countermeasures for priority intersections and roadways segments based on collision analysis and the feedback from City staff, other stakeholders, and the public. Non-engineering strategies were also developed through stakeholder and public input with City staff.

The engineering countermeasures in the plan also coincide with HSIP funding requirements. Table 4 of the LRSP lists the top eight identified high-collision intersections along with the types of collisions. Table 5 lists the collision rate of the top eight identified high-collision corridors along with the number of Fatal and Severe Injury (F+SI) collisions and total collisions. Table 13 is a list of countermeasures recommended.

The LRSP should be updated every five years to remain eligible for state and federal funding. Following adoption of the LRSP, staff intend to submit grant funding applications to obtain funds for identified safety improvements.

FISCAL IMPACT

There is no direct fiscal impact for adopting the proposed LRSP. The Council had previously approved a not to exceed amount of $40,000 to complete this task.

ATTACHMENTS

A: Resolution
B: City of Pinole Local Roadway Safety Plan

ATTACHMENT A

RESOLUTION NO. 2023-XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE, COUNY OF CONTRA COSTA, STATE OF CALIFORNIA, ADOPTING LOCAL ROADWAY SAFETY PLAN

WHEREAS, a Local Roadway Safety Plan (LRSP) is a data driven process that provides the framework for organizing stakeholders to identify, analyze, and prioritize roadway safety improvements on local and rural roads while contributing to the success of the state Strategic Highway Safety Plan (SHSP); and

WHEREAS, the LRSP is being created for the purpose of complying with new state and federal grant funding requirements related to the Highway Safety Improvement Program (HSIP); and

WHEREAS, the LRSP has been developed through the coordinated efforts of City of Pinole staff and consultants, stakeholder working group meetings, and input from the public through a series of public virtual engagements and a public review period; and

WHEREAS, based on five years of collision history (2015-2019) analysis and stakeholder working group input, the LRSP creates a framework to systemically identify and analyze traffic safety-related issues, recommend safety projects, and countermeasures; and

WHEREAS, the LRSP will serve not only as a requirement for grant fund eligibility but also a blueprint for addressing traffic safety issues throughout the community across the “5 E’s” of highway safety – engineering, enforcement, education, emergency response, and emerging technologies; and

WHEREAS, the LRSP is a living documents that should be updated every five years to remain eligible for state and federal funding.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Pinole hereby adopts the Local Roadway Safety Plan detailed in Attachment B.

PASSED AND ADOPTED at a regular meeting of the Pinole City Council held on the 21st day of February 2023 by the following vote, to-wit:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:
ABSTAIN: COUNCILMEMBERS:

I, hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on the 21st day of February 2023

_____

Heather Bell, CMC
City Clerk

CITY OF PINOLE

LOCAL ROADWAY SAFETY PLAN

FINAL REPORT

FEBRUARY 15, 2023

TJKM

Return to Agenda

CONTENTS

Executive Summary 1
Report Organization 5
1. Introduction 6
What is an LRSP? 6
Process 6
Goals and Objectives 7
Study Area 9
2. Safety Partners 11
3. Existing Planning Efforts 14
4. Collision Data and Analysis 19
Data Collection 21
Collision Data Analysis Results 21
Summary 45
5. Emphasis Areas 46
The 4 E's of Traffic Safety 46
Existing Traffic Safety Efforts in the City of Pinole 47
Factors Considered in the Determination of Emphasis Areas 48
6. Countermeasure Selection 55
Identification of Countermeasures 55
Countermeasure Toolbox 55
7. Viable Safety Projects 59
8. Implementation and Evaluation 64
Implementation 64
Monitoring and Evaluation 66
LRSP Update 66

Return to Agenda

FIGURES

Figure 1. Study Area 9
Figure 2. Zoom Meeting from Stakeholder Meeting 11
Figure 3. City of Pinole LRSP Project Website 12
Figure 4. Comments Received via Interactive Map 12
Figure 5. Public Comments on Traffic Safety by Location 13
Figure 6. Injury Collisions in the City of Pinole (2015-2019) 20
Figure 7. Collisions by Severity (2015-2019) 21
Figure 8. Five Year Collision Trend 22
Figure 9. Intersection vs Roadway Collisions – All Collisions 23
Figure 10. Collision Type – All Collisions vs. F+SI Collisions 23
Figure 11. Violation Categories: All Collisions vs. F+SI Collisions 24
Figure 12. Motor Vehicle Involved with: All Collisions vs. F+SI Collisions 24
Figure 13. Lighting Conditions: All Collisions vs. F+SI Collisions 25
Figure 14. Weather Conditions: All Collisions vs. F+SI Collisions 25
Figure 15. Time of Day: All Collisions vs. F+SI Collisions 26
Figure 16. F+SI Collisions: Roadway Segment vs. Intersection 26
Figure 17. Severe Injury Collisions (2015-2019) 27
Figure 18. F+SI Collisions: Collision Type vs Location (2015-2019) 28
Figure 19. F+SI Collisions: Collision Type vs Violation Category (2015-2019) 28
Figure 20. F+SI Collisions: Collision Type vs Severity (2015-2019) 29
Figure 21. F+SI Roadway Collisions: Collision Type vs Primary Collision Factor (2015-2019) 29
Figure 22. F+SI Roadway Collisions: Collision Type vs Mode (2015-2019) 30
Figure 23. F+SI Roadway Collisions: Collision Mode vs Lighting (2015-2019) 30
Figure 24. F+SI Intersection Collisions: Collision Type vs Primary Collision Factor (2015-2019) 31
Figure 25. F+SI Intersection Collisions: Collision Type vs Mode (2015-2019) 31
Figure 26. F+SI Intersection Collisions: Collision Mode vs lighting (2015-2019) 32
Figure 27. City of Pinole Broadside Collisions (2015-2019) 35
Figure 28. City of Pinole Pedestrian Collisions (2015-2019) 36
Figure 29. City of Pinole Unsafe Speed Collisions (2015-2019) 37
Figure 30. City of Pinole DUI Collisions (2015-2019) 38
Figure 31. City of Pinole Severity Index 40
Figure 32. City of Pinole High Injury Network 42

Return to Agenda

TABLES

Table 1. City of Pinole Commute to Work Census Data 10
Table 2. Collisions by Severity and Facility Type 22
Table 3. EPDO Score used in HSIP Cycle 11 39
Table 4. High Injury Intersections 43
Table 5. High Injury Corridors 44
Table 6. Existing Programs Summary 47
Table 7. Emphasis Area 1 Strategies 49
Table 8. Emphasis Area 2 Strategies 50
Table 9. Emphasis Area 3 Strategies 51
Table 10. Emphasis Area 4 Strategies 52
Table 11. Emphasis Area 5 Strategies 53
Table 12. Emphasis Area 6 Strategies 54
Table 13. Countermeasures selected for the City of Pinole 56
Table 14. List of Viable Safety Projects 61
Table 15. List of Potential Funding Sources 64

APPENDICES

Appendix A List of Community Feedback Comments
Appendix B Summary of Planning Documents
Appendix C Extended list of High Injury Intersections Ranking
Appendix D Consolidated High Injury Collision Database
Appendix E LRSM Excerpt
Appendix F Countermeasure Toolbox
Appendix G B/C Ratio Calculations

EXECUTIVE SUMMARY

The City of Pinole's Local Roadway Safety Plan (LRSP) is a comprehensive plan that creates a framework to systemically identify and analyze traffic safety related issues and recommend projects and countermeasures to enhance safety for all modes of transportation for ages and abilities. The LRSP identified safety patterns throughout the City, developed a toolbox of countermeasures to address them, and proposed projects to improve safety at key locations. The plan used data-driven collision analysis of local roadways to identify transportation safety improvement needs, including pedestrian, bicycle and vehicular safety improvements. Input from stakeholders and the community played a key role in the development of the LRSP.

The LRSP takes a proactive approach to addressing safety needs. It is viewed as a guidance document that can be a source of information and ideas. The LRSP should be viewed as a living document that can be updated to reflect changing local needs and priorities. The development of the LRSP was funded by the Federal Highway Administration (FHWA) and the California Department of Transportation (Caltrans), and is a requirement for the City of Pinole to be eligible to receive federal funding for local roadway safety improvement projects in the future. This document summarizes an analysis of collisions that occurred in City of Pinole, identifies high-injury locations, and recommends countermeasures at each of these high-risk locations.

GOALS OF THE LRSP

The City and Consultant prepared the goals of the LRSP:

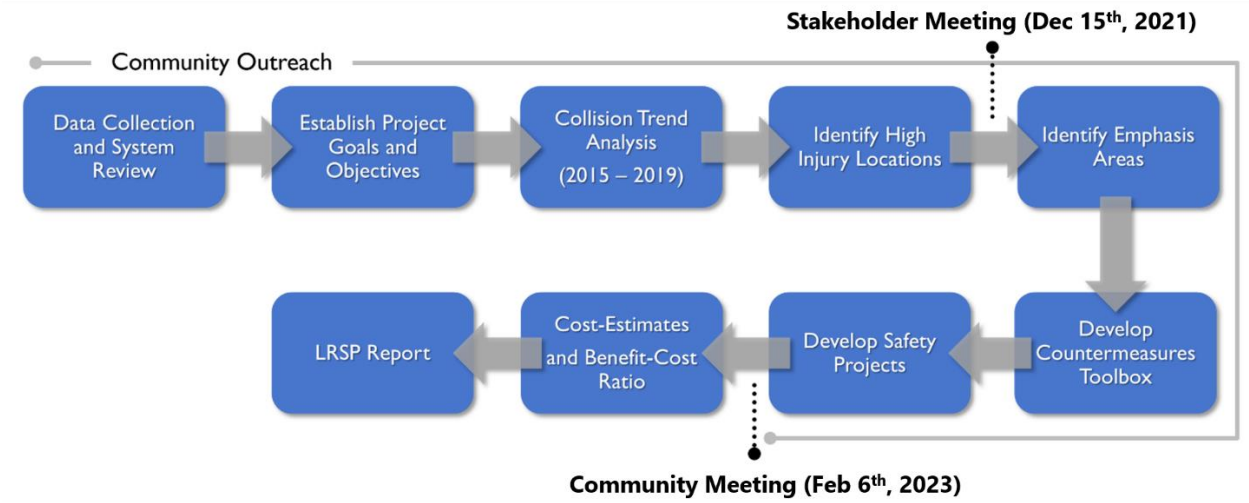
- Goal 1: Identify and analyze road safety issues from a systemic perspective and recommend improvements
- Goal 2: Improve pedestrian and bicyclist safety through the application of proven effective countermeasures
- Goal 3: Coordinate the actions of key stakeholders to implement road safety improvements and Emergency response in the City of Pinole
- Goal 4: Continually seek funding for safety improvements
- Goal 5: Ensure that all safety improvements are made in a fair and equitable manner for all residents of the City of Pinole

PROCESS

The City and Consultant followed the FHWA six step LRSP development process to develop the City's LRSP:

- Develop plan goals and objectives
- Analyze collision data
- Meet with stakeholders/safety partners
- Determine focus areas and identify crash reduction strategies
- Prioritize countermeasures/projects

- Prepare the LRSP



COLLISION DATA

Collision data was obtained for a five-year period from 2015 to 2019 from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) and the University of California at Berkeley SafeTREC's Transportation Injury Mapping Service (TIMS). For the purpose of this report the data was analyzed for a five-year period from 2015 to 2019 from Transportation Injury Mapping Service's Traffic Collision Database.

COLLISION TREND

Key findings on patterns and trends:

- A total of 311 collisions occurred between 2015 and 2019.
- 9 collisions resulted in severe injuries, 15 resulted in a visible injury, 48 resulted in a complaint of pain injury, and 239 resulted in PDO collisions. No fatalities are reported.
- The year 2015 had highest number of collisions with 92 collisions, and 2019 had the lowest number of collisions with 39 collisions.
- The highest number of injury collisions occurred within 250 feet of an intersection (84%).
- Rear-end and sideswipe collisions, each accounted for 31% of total collisions. 33% of broadside collisions resulted into F+SI collisions.
- Unsafe speed accounted for 24% of all collisions, followed by improper turning (21%).
- Most of the F+SI collisions occurred between 4:00 p.m. and 7:00 p.m.,
- 54% of all collisions were motor vehicle involved with other motor vehicles followed by motor vehicle involved with a parked motor vehicle (25%), and fixed objects (12%).
- There were a total of 16 bicycle and pedestrian collisions during the study period, of which 7 were bicycle and 9 pedestrian collisions.

HIGH RISK LOCATIONS

The collision analysis was performed on all City streets. The corridors were ranked to show the top 8 high-collision intersections and top 8 high-collision roadway segments.

Key findings of identifying high-risk intersections are as follows:

- There were a total of 26 injury collisions that occurred at the intersection
- 6 collisions led to F+SI
- The intersection of Appian Way and Fitzgerald Drive had the highest number of injury collisions overall (7)

Key findings of identifying high-risk roadway segment are as follows:

- There were a total of 37 injury collisions that occurred on the roadway segments
- 7 collisions led to F+SI collisions
- Pinole Valley Road between San Pablo Avenue to Collins Avenue had the highest number of injury collisions with 10, followed by San Pablo Avenue between Oak Ridge Road to Pinole Valley Road with seven injury collisions

EMPHASIS AREAS

Emphasis areas are focus areas for the LRSP that are identified through the comprehensive collision analysis of the identified high injury locations within the City of Pinole. The six emphasis area identified for the City of Pinole are:

A. Improve Intersection Safety
B. Reduce Nighttime Collisions
C. Reduce Unsafe Speed Collisions
D. Reduce Broadside (T-bone) Collisions
E. Reduce Automobile Right-of-Way Violations
F. Improve Pedestrian Safety

VIABLE SAFETY PROJECTS

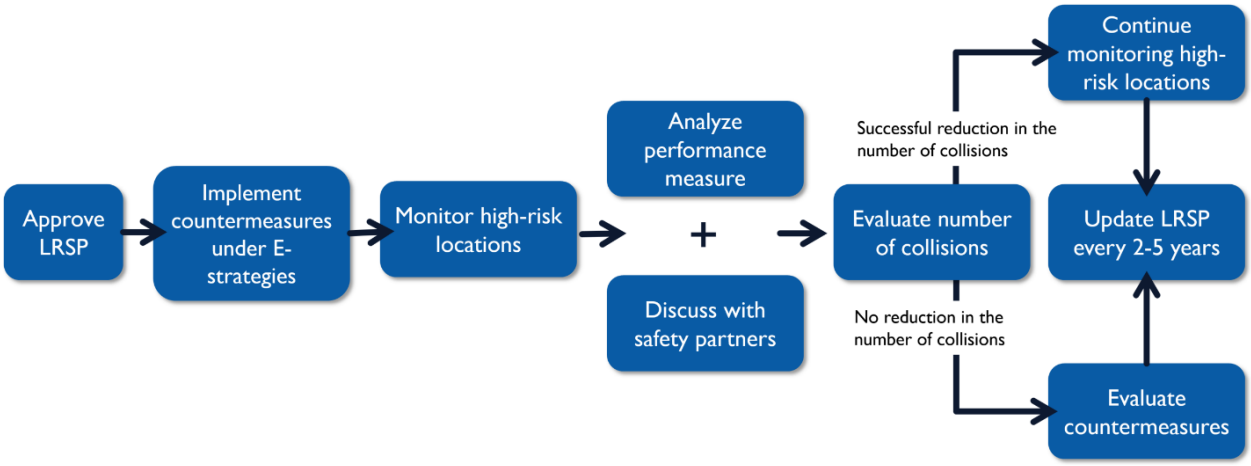
A set of nine safety projects were created for the high-risk intersections and roadway segments.

- Project 1: Signalized Intersections (Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number, Improve signal timing (coordination, phases, red, yellow, or operation), Provide protected left turn phase (left turn lane already exists))
- Project 2: Pedestrian Safety at Signalized Intersections (Install advance stop bar before crosswalk, Install raised median on approaches (S.I.), Install raised pavement markers and striping (Through Intersection))
- Project 3: Safety at Unsignalized Intersections (Add intersection lighting (NS.I.), Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs, Install Rectangular Rapid Flashing Beacon (RRFB))
- Project 4: Citywide Signal Upgrade
- Project 5: Citywide Street light Inventory

- Project 6: Roadway Segments (Add Segment Lighting, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning), Install delineators, reflectors and/or object markers)
- Project 7: Roadway Segments (Install centerline rumble strips/stripes, Install edge-lines and centerlines, Install Rectangular Rapid Flashing Beacon (RRFB))
- Project 8: Roadway Segments (Road Diet (Reduce travel lanes from 4 to 3 and add a two way left-turn and bike lanes), Install dynamic/variable speed warning signs, Install/upgrade pedestrian crossing (with enhanced safety features))
- Project 9: Citywide Regulatory and Warning Sign Inventory

IMPLEMENTATION AND EVALUATION

The LRSP is a guidance document that is recommended to be updated every two to five years in coordination with the safety partners. The LRSP document provides engineering, education, enforcement, and emergency medical service-related countermeasures that can be implemented throughout the City to reduce F+SI collisions. It is recommended that the City of Pinole implement the selected projects in high-collision locations in coordination with other projects proposed for the City's infrastructure development in their future Capital Improvement Plans. After implementing countermeasures, the performance measures for each emphasis area should be evaluated annually. The most important measure of success of the LRSP should be reducing F+SI collisions throughout the City. If the number of F+SI collisions does not decrease over time, then the emphasis areas and countermeasures should be re-evaluated.



Report Organization

CHAPTER 1 – INTRODUCTION

The Introduction describes what an LRSP is and details the study area. It also summarizes the systemic approach involved in preparing the LRSP and goal and objectives of the plan.

CHAPTER 2 – SAFETY PARTNERS AND PUBLIC OUTREACH

Involvement of safety partners is critical in the success of the LRSP. For the City of Pinole, this included the City Department Staff from Public Works, the City of Pinole Police Department, West Contra Costa Unified School District, City of Pinole Traffic and Pedestrian Safety Committee, and City of Pinole residents. This chapter summarizes the public outreach involvement of the stakeholders in the LRSP process.

CHAPTER 3 – EXISTING PLANNING EFFORTS

This chapter summarizes City and regional planning documents and projects that are relevant to the LRSP. It ensures that the recommendations of the LRSP are in line with existing goals, objectives, policies, or projects.

CHAPTER 4 – COLLISION DATA AND ANALYSIS

This chapter summarizes the collision data analysis approach and presents preliminary as well as detailed collision analysis and findings in the study area.

CHAPTER 5 – EMPHASIS AREAS

This chapter identifies the top six emphasis areas for the City and the safety strategies for each.

CHAPTER 6 – COUNTERMEASURE IDENTIFICATION

This chapter identifies the engineering countermeasures were selected for each of the high-risk locations and for the emphasis areas. These were based off of approved countermeasures from the Caltrans Local Roadway Safety Manual (LRSM) used in HSIP grant calls for projects. The intention is to give the City potential countermeasures for each location that can be implemented either in future HSIP calls for projects, or using other funding sources, such as the City's Capital Improvement Program. Non-engineering countermeasures were also selected using the 4 E's strategies, and are included with the emphasis areas.

CHAPTER 7 – SAFETY PROJECTS

This chapter summarizes the list of viable safety projects applicable to the high-risk intersections and roadway segments, along with the cost for implementation and their benefit cost ratio.

CHAPTER 8 – IMPLEMENTATION AND EVALUATION

This chapter summarizes the process of implementation, monitoring, evaluation, and future updates.

1. INTRODUCTION

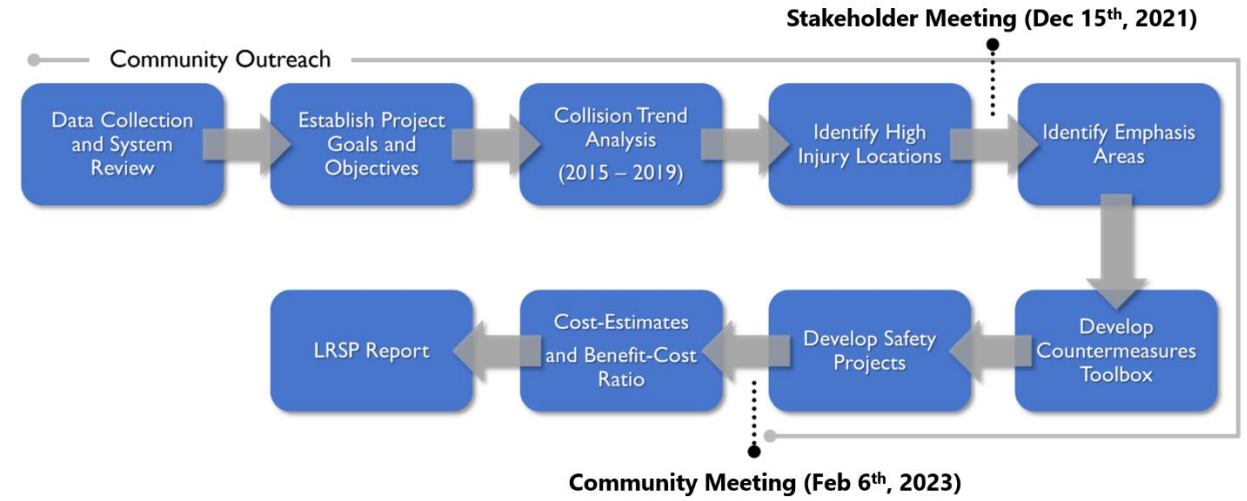
What is an LRSP?

The LRSP is a localized data-driven traffic safety plan that provides opportunities to address unique roadway safety needs and reduce the number of F+SI collisions for all modes. The LRSP creates a framework to systemically identify and analyze traffic safety-related issues, recommend safety projects, and countermeasures. It facilitates the development of local agency partnerships and collaboration, resulting in the development of a prioritized list of improvements that can qualify for HSIP funding. The LRSP is a proactive approach to addressing safety needs and is viewed as a living document that can be constantly reviewed and revised to reflect evolving trends, and community needs and priorities.

Process

The City and Consultant followed the FHWA LRSP development process to develop the City's LRSP. The systemic approach in preparing the LRSP involves the following steps:

- Develop plan goals and objectives
- Analyze collision data
- Meet with stakeholders/safety partners
- Determine focus areas and identify crash reduction strategies
- Prioritize countermeasures/projects
- Prepare the LRSP



Goals and Objectives

GOAL 1: IDENTIFY AND ANALYZE ROAD SAFETY ISSUES FROM A SYSTEMIC PERSPECTIVE AND RECOMMEND IMPROVEMENTS

Objective 1: *Determine where, when, and how F+SI collisions occur in the City of Pinole using the data-driven Systemic Safety Analysis process and implement appropriate and proven countermeasures.*

Objective 2: *Improve roadway planning, design, operations, and connectivity to enhance safety and mobility for users of all ages and abilities.*

Objective 3: *Implement traffic calming strategies on residential streets to discourage speeding and other unsafe driving behaviors.*

Objective 4: *Ensure that all recommended improvements are consistent with City, County, State, and Federal plans (such as, California Strategic Highway Safety Plan).*

GOAL 2: IMPROVE PEDESTRIAN AND BICYCLIST SAFETY THROUGH THE APPLICATION OF PROVEN EFFECTIVE COUNTERMEASURES

Objective 1: *Identify safety concerns and hot spots in the City of Pinole where bicycle and pedestrian collisions occur and address them with appropriate and effective engineering countermeasures.*

Objective 2: *Conduct educational programs to educate bicyclists, pedestrians, and motorists about the importance of sharing the public right-of-way safely. This can be accomplished through after-school programs, police department initiatives, or other public/privately sponsored initiatives.*

Objective 3: *Improve the safety and efficiency of sidewalks, walkways, and crossings by eliminating hazards and minimizing conflicts with vehicular traffic.*

Objective 4: *Prioritize improvements that promote Safe Routes to School efforts or are located near schools.*

GOAL 3: COORDINATE THE ACTIONS OF KEY STAKEHOLDERS TO IMPLEMENT ROAD SAFETY IMPROVEMENTS AND EMERGENCY RESPONSE IN THE CITY OF PINOLE

Objective 1: *Coordinate efforts between Public Works, the Sheriff Department, the Fire Department, and the EMS agencies to ensure a coherent approach to traffic safety issues, including:*

- *Implementation of safety improvements*
- *Public education on safely traveling in the public right-of-way, regardless of mode*
- *Enforcement of traffic safety laws in the public right-of-way*
- *Minimizing impacts to emergency response times*

Objective 2: *Collaborate with local, regional, and state partners to identify and address traffic safety issues, and ensure a coordinated response.*

GOAL 4: CONTINUALLY SEEK FUNDING FOR SAFETY IMPROVEMENTS

Objective 1: *Ensure that the LRSP complies with HSIP guidelines to apply for funding for identified countermeasures.*

Objective 2: *Provide a prioritized list of improvements that will serve as a guide for City investments and grant applications.*

Objective 3: *Continually seek funding sources to implement engineering, education, enforcement, and emergency response solutions to road safety issues in the City of Pinole.*

GOAL 5: ENSURE THAT ALL SAFETY IMPROVEMENTS ARE MADE IN A FAIR AND EQUITABLE MANNER FOR ALL RESIDENTS OF THE CITY OF PINOLE

Objective 1: *Where feasible, conduct community outreach to inform residents about upcoming safety enhancements and solicit their input.*

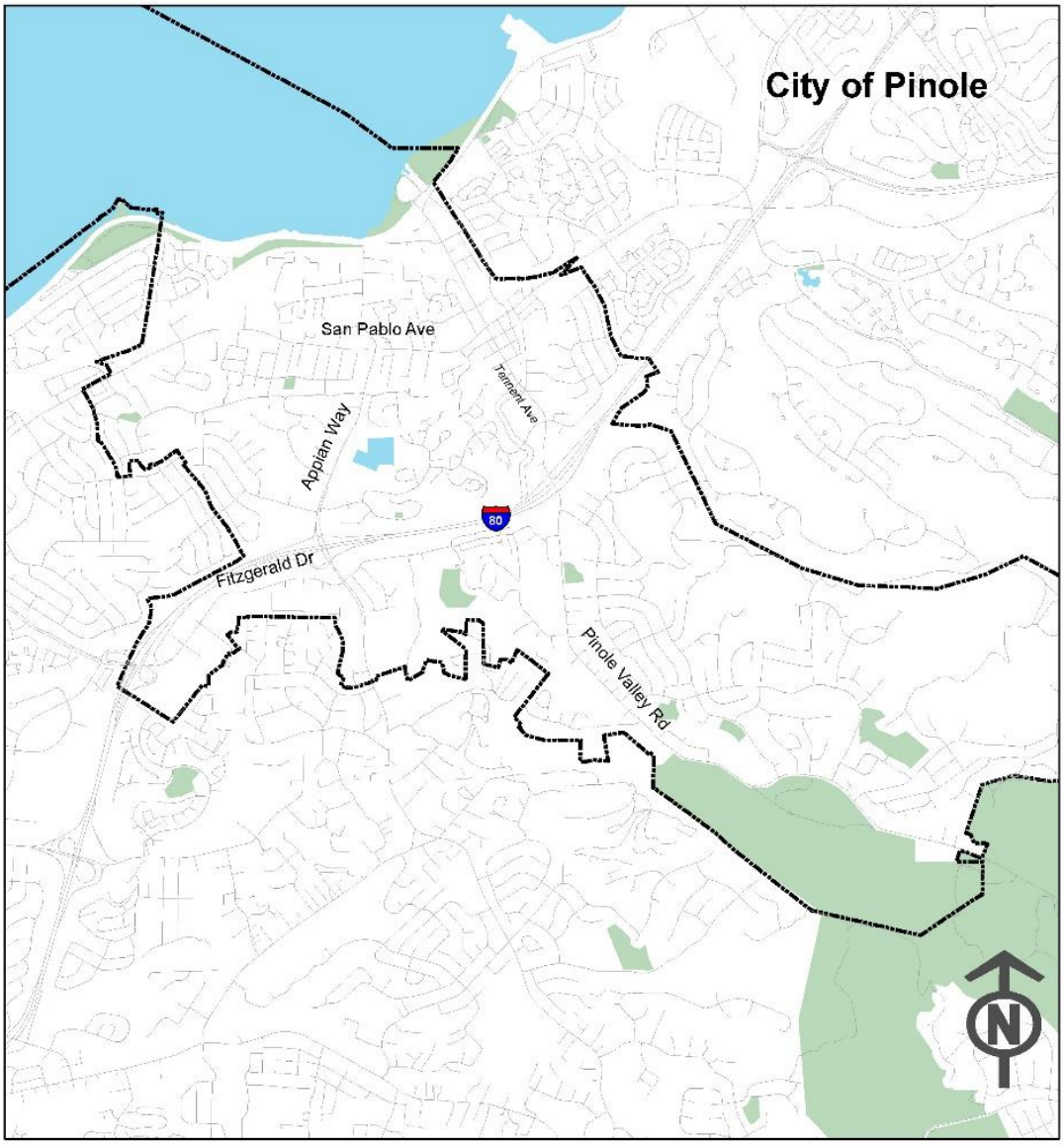
Objective 2: *Provide a forum for residents to lodge complaints about traffic safety, as well as for City officials to respond to such complaints.*

Objective 3: *Ensure that equity is a primary factor in selecting where to make traffic safety improvements.*

Study Area

The City of Pinole is located in the Contra Costa County, California. It covers a total approximate area of 18 square miles. The City's estimated population is approximately 19,022 (US Census 2020). The study area is mapped in **Figure 1** on the following page.

Figure 1. Study Area



According to five-year estimates from the American Community Survey (ACS)[1] 2019 from the U.S. Census, 73.6 percent of City of Pinole commuters get to work by driving alone, versus 73.7 percent

[1]American Community Survey (ACS) 2019
https://data.census.gov/table?q=Pinole+city,+California&t=Transportation&tid=ACSDT5Y2019.B08141

statewide. The second most common method of commuting to work in Pinole is Carpool at 10.7 percent. The different modes of transportation used by City of Pinole residents to commute to work are shown in **Table 1** below.

Table 1. City of Pinole Commute to Work Census Data

Commute to Work	City of Pinole	California
Drive Alone	73.6%	73.7%
Carpool	10.7%	10.1%
Public Transportation	9.8%	5.1%
Walked	1.3%	2.6%
Work from Home	3.4%	5.9%
Other	1.2%	2.6%

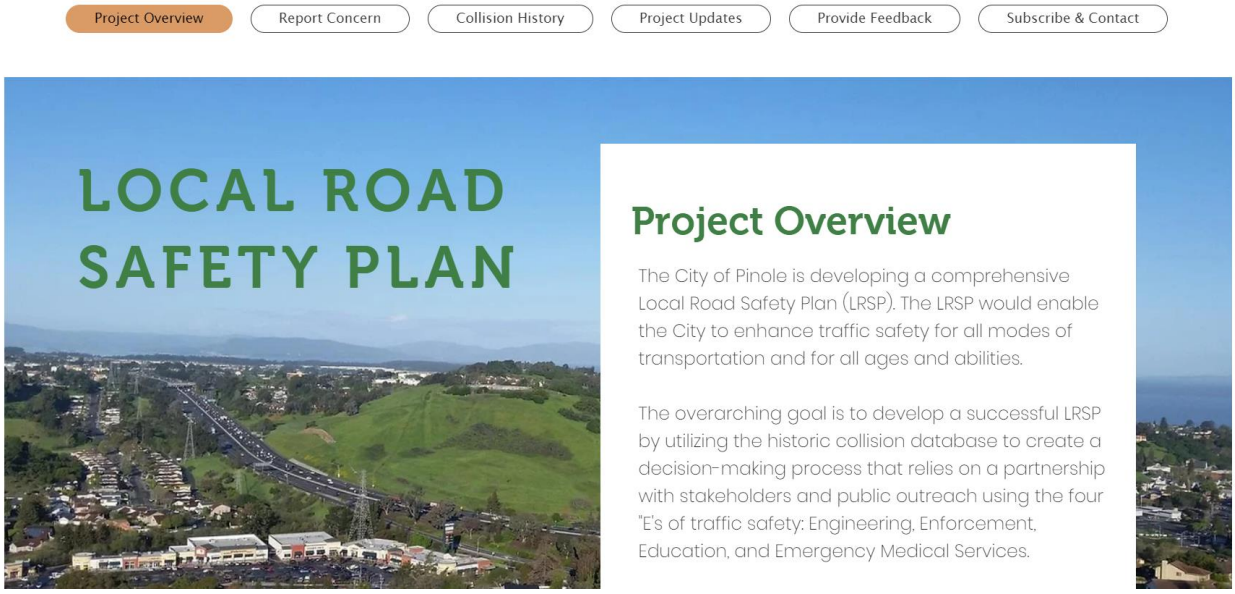
2. SAFETY PARTNERS

Safety partners are vital to the development and implementation of an LRSP. For City of Pinole, these include City staff, the City of Pinole Police Department, West Contra Costa Unified School District, City of Pinole Traffic and Pedestrian Safety Committee, and City of Pinole residents. A virtual Stakeholder meeting was conducted on December 15, 2021 to review project goals and findings, and to solicit feedback from the group.

Figure 2. Zoom Meeting from Stakeholder Meeting

This stakeholder outreach was supplemented by a project website with an interactive platform. The interactive map was used to solicit input from City of Pinole residents and stakeholders outside the confines of traditional meetings.

Figure 3. City of Pinole LRSP Project Website



In total, 407 comments were received through the project website for City of Pinole LRSP of which 382 comments were received using the interactive map. Pinole Valley Road received the most comments, with the main concerns being pedestrian safety, and speeding. The comments received via the interactive map are shown in **Figure 4**, and summarized in **Figure 5**. In **Figure 4**, each dot and line represents a comment provided by a community member.

Figure 4. Comments Received via Interactive Map

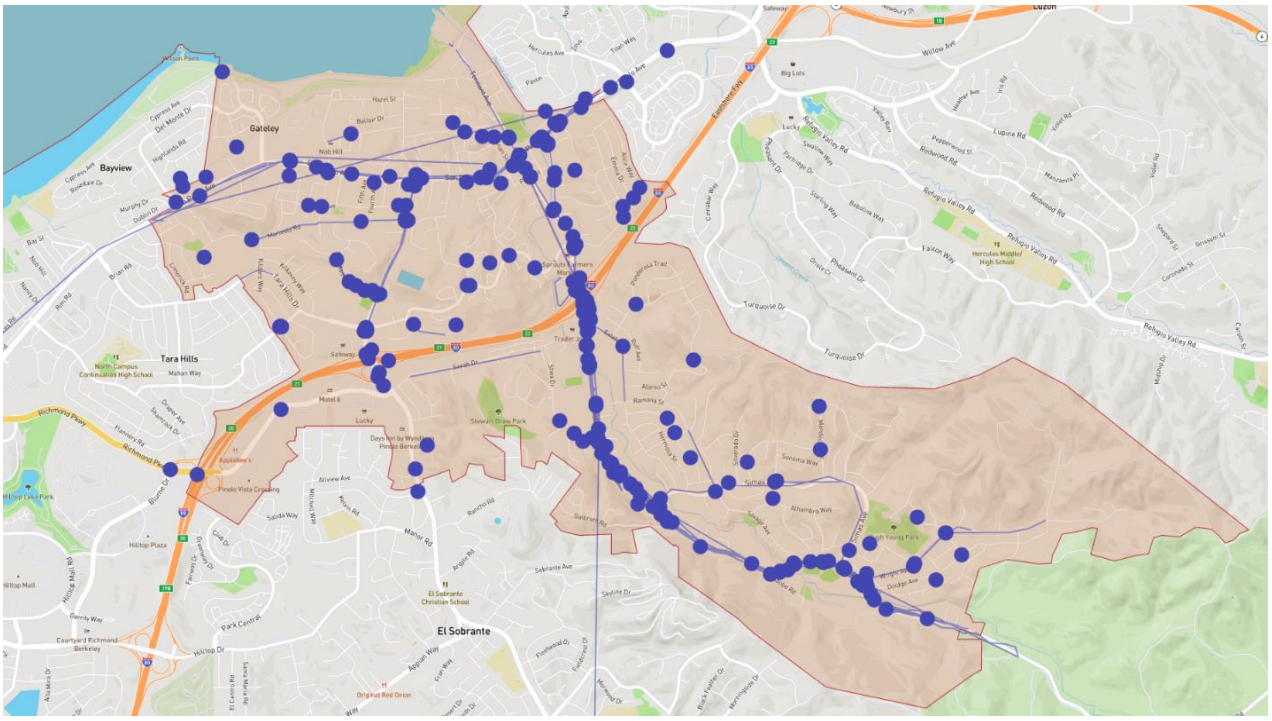
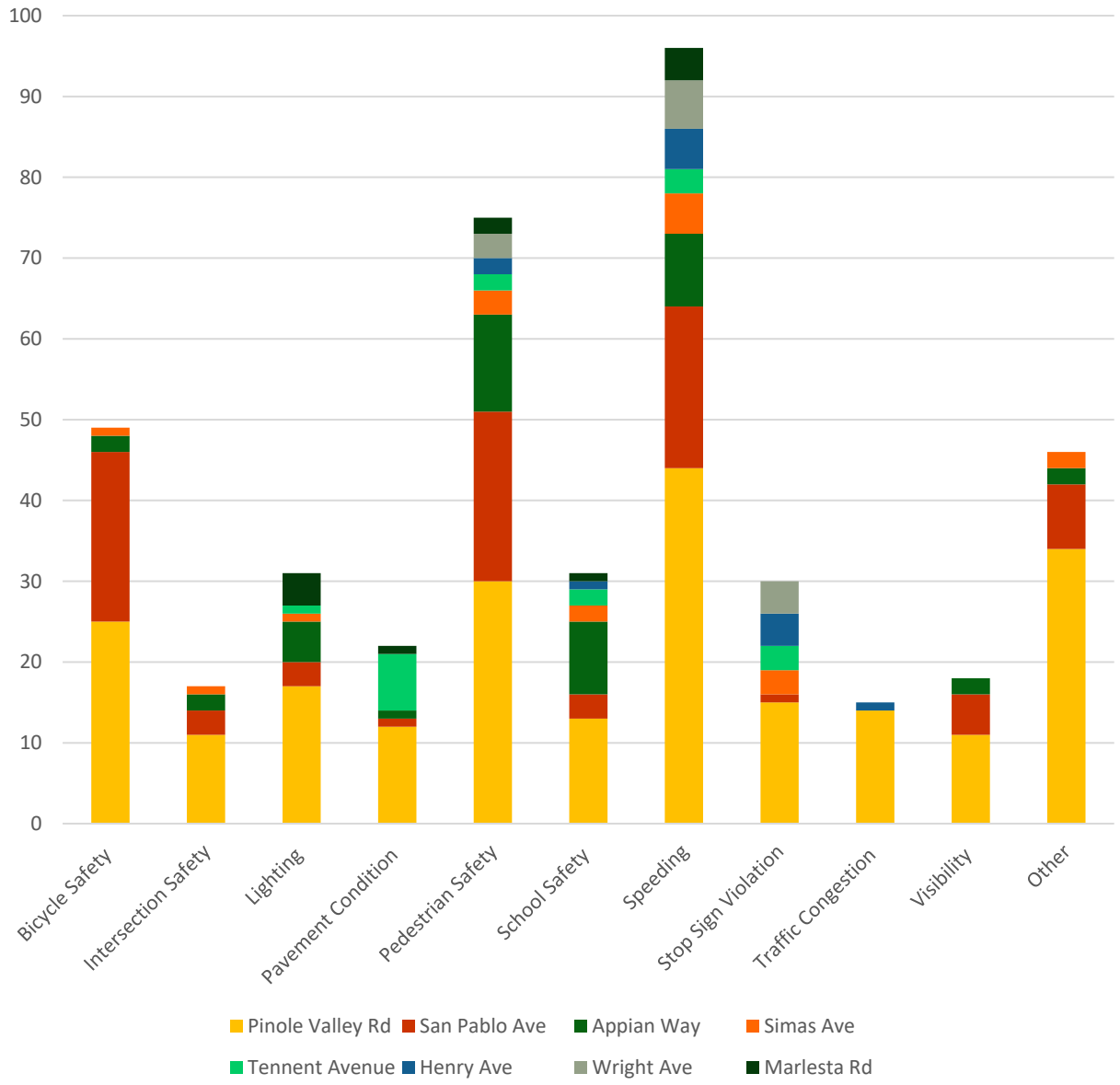


Figure 5. Public Comments on Traffic Safety by Location



Note: Top 8 corridors with most comments are included in this chart. Top 10 categories are named and remaining all categories are included in 'other'. Category was chosen based on the primary issue listed in the comment. Each comment was assigned to the major road if at an intersection.

The community comments collected through Interactive map platform is included in **Appendix A**.

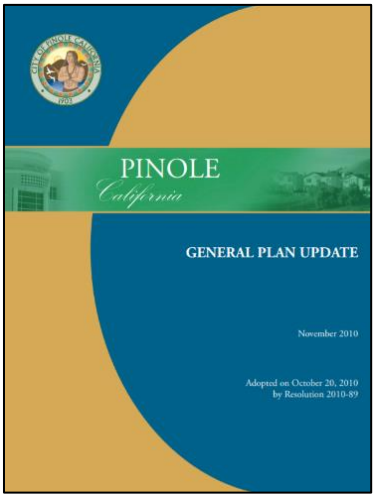
3. EXISTING PLANNING EFFORTS

This chapter summarizes the planning documents, projects underway, and studies reviewed for the City of Pinole LRSP. The purpose of this chapter is to ensure the LRSP vision, goals, and E's strategies (Education, Enforcement, Engineering, and Emergency Medical Services (EMS)) are aligned with prior planning efforts, planned transportation projects, and non-infrastructure programs for the City. The documents reviewed are listed below:

1. City of Pinole General Plan (2010)
2. City of Pinole Neighborhood Traffic Calming Policy (2008)
3. City of Pinole Three Corridors Specific Plan (2010) Updated (2018)
4. Old Town Pinole Parking & Pedestrian Safety Study (2020)
5. Capital Improvement Plan (FY 2021/22 – 2025/26)
6. City of Pinole Operating Budget (2020-2021)
7. Contra Costa Countywide Bike and Pedestrian Plan (2018)
8. CCTA Transportation Expenditure Plan (2020)
9. CCTA Countywide Comprehensive Transportation Plan (2017)
10. Contra Costa County Transportation Analysis Guidelines (2020)
11. West County Action Plan (2017)
12. West Contra Costa High-Capacity Transit Study (2017)

The following sections include brief descriptions of these documents and how they inform the development of the LRSP. A more detailed list of relevant policies and projects is listed in **Appendix B.**

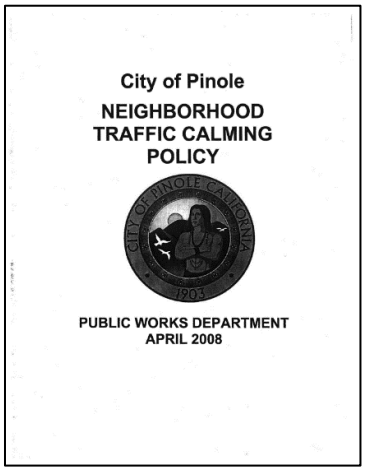
CITY OF PINOLE GENERAL PLAN (2010)



The General Plan presents a vision to make Pinole a sustainable community where the citizens act as stewards for the environment, the economy, and the social equality of the community, preserving Pinole's historic past, while maintaining a healthy economy for all members of the community now and in the future. The plan's Circulation and Transportation Element provides the data concerning existing and future conditions on a factual basis for community goals, policies, and implementing actions for existing and proposed roadway improvements and other transportation needs. These goals and policies inform City's Local Roadway Safety Plan to improve roadway safety for active transportation users while encouraging users to choose walking, bicycling, and transit as a mode of transportation in Pinole.

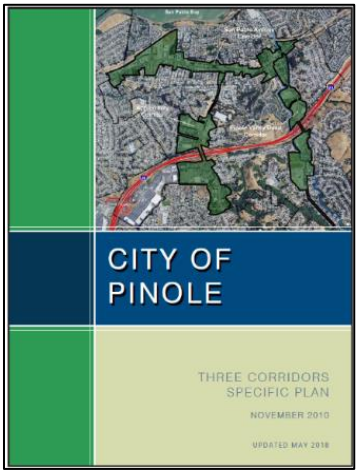
CITY OF PINOLE NEIGHBORHOOD TRAFFIC CALMING POLICY (2008)

The City of Pinole Neighborhood Traffic Calming Policy aims to improve the livability of our neighborhoods and minimize adverse impacts of vehicular traffic on residential and pedestrian safety streets through a system of education, enforcement, and engineering. The Neighborhood Traffic Calming Policy has been designed to ensure that each neighborhood with a demonstrated traffic problem has access to neighborhood traffic calming measures. This document suggests various countermeasures to elevate street safety in Pinole neighborhoods.



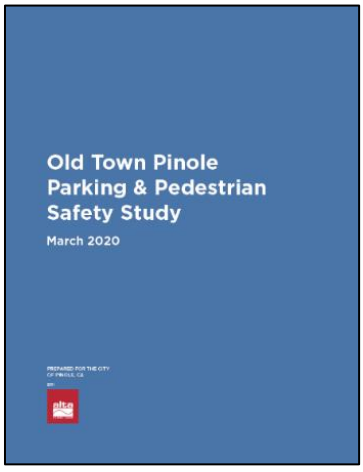
CITY OF PINOLE THREE CORRIDORS SPECIFIC PLAN (2010) UPDATED (2018)

The City of Pinole Three Corridors Specific Plan is a regulatory and economic development tool that local government uses to implement their General Plan and to guide development in a well-defined sub-area of the community. While the General Plan is the primary guide for growth and development within Pinole, this Specific Plan seeks to establish a direct connection between the City of Pinole's General Plan and economic and revitalization opportunities within the three Specific Plan corridors. An overall goal is the orderly development of three project area(s) – San Pablo Avenue, Pinole Valley Road, and Appian Way – consistent with the City's General Plan and, more specifically, with the community's vision developed through the Specific Plan public outreach process.



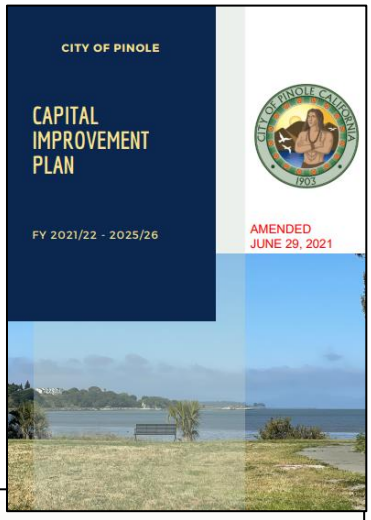
OLD TOWN PINOLE PARKING & PEDESTRIAN SAFETY STUDY (2020)

The purpose of this study is to develop recommendations for Old Town Pinole to utilize parking more effectively and improve pedestrian safety within the study area. The study goal is also to enhance the connection between Old Town Pinole and the SF Bay Trail while fostering the small town design elements that make Old Town Pinole unique will enhance the experience of those walking in Old Town Pinole. The safety element of this document recommends pedestrian safety improvements within the Old Town Pinole and highlights the scope of the further safety study.



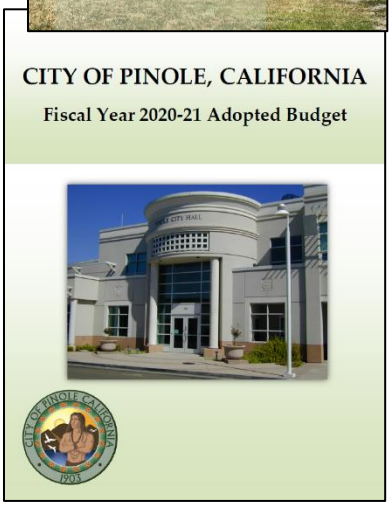
CAPITAL IMPROVEMENT PLAN (FY 2021/22 – 2025/26)

The Capital Improvement Plan (CIP) is a multi-year planning tool used to identify and implement the City's capital needs over the upcoming five-year period. The CIP aligns the needs with appropriate funding, scheduling, and implementation. This document is a working blueprint for building and sustaining publicly funded physical infrastructure. These improvements influence Pinole's built and natural environment and help guide the trajectory of future growth or change.



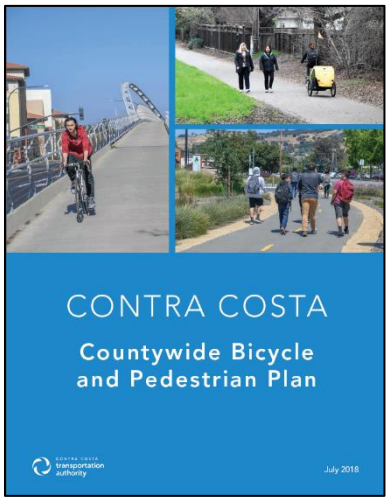
CITY OF PINOLE OPERATING BUDGET (2020-21)

The Operating Budget is the complete budget used to finance all the day-to-day operations and obligations of the City. The budget includes general government administration and operations, debt service, capital expenditures, and transfer payments for a particular fiscal year. The fiscal year 2020-21 operating budget of the City of Pinole illustrates City's financial capabilities with ongoing and future expenditures. This budget also addresses the budget impact due to the COVID-19 situation.



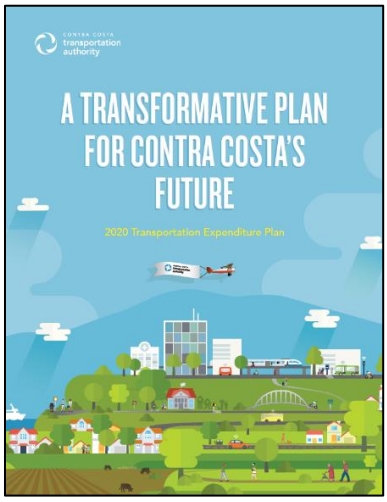
CONTRA COSTA COUNTYWIDE BIKE AND PEDESTRIAN PLAN (2018)

Revised in 2018, the Contra Costa Countywide Bike and Pedestrian Plan entails new policies, best practices and standards developed over the last decade as well as newly-adopted local active transportation plans. This plan highlights the need of increased interest and support for walking and bicycling. The plan also includes the pedestrian and bicycle collision density, design for pedestrian facilities, pedestrian priority area, level of traffic stress for bicycle users, and existing and proposed bicycle facilities. The improvements identified in this plan will inform the safety improvements and strategies to be recommended in the City's Local Road Safety Plan.



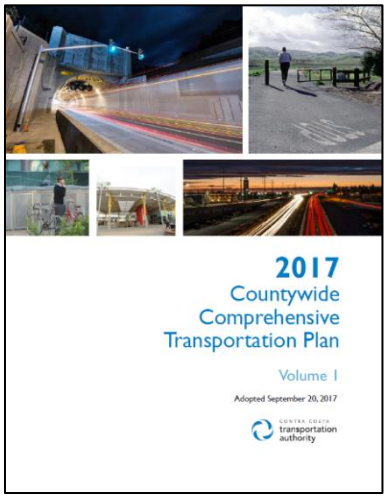
CCTA TRANSPORTATION EXPENDITURE PLAN (TEP) (2020)

The 2020 Transportation Expenditure Plan is a carefully curated set of solutions designed to bring Contra Costa's transportation system into the future by moving more people efficiently, encouraging mode shift, and promoting shared mobility options for all. The TEP is intentionally designed to be equitable across the entire County, based on population. This plan reflects the current progress of transportation projects in Contra Costa County and the commitment to pursuing transportation policies, planning, and investments.



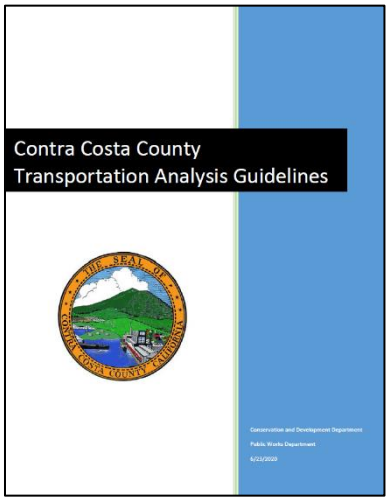
CCTA COUNTYWIDE COMPREHENSIVE TRANSPORTATION PLAN (2017)

The 2017 Countywide Comprehensive Transportation Plan (CTP) provides the policy framework and steps necessary for the CCTA to achieve its vision. It includes an analysis of challenges and opportunities; a definition of the vision, goals, and strategies; and defines how the CTP will be carried out through a Long-Range Transportation Investment Program and an Implementation Program, with defined responsibilities and a schedule of activities. The CTP outlines the various strategies for addressing transportation and growth management issues within Contra Costa County.

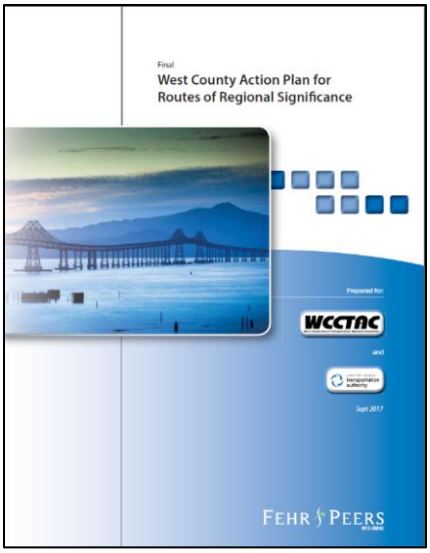


CONTRA COSTA COUNTY TRANSPORTATION ANALYSIS GUIDELINES (2020)

The Contra Costa County Transportation Analysis Guidelines (TAG) are provided to aid in the preparation of traffic analysis for project applicants and staff. The purpose of this document is to establish a uniform approach, methodology, and toolset to evaluate the impacts of land-use decisions and related transportation projects on the County's transportation system. This is a living document and is updated periodically to reflect newly acquired data and relevant policies. Capital Road Improvement and Complete Streets policies mentioned in this document will serve as a reference while developing a City's Local Road Safety Plan.



WEST COUNTY ACTION PLAN (2017)



The purpose of the West County Action Plan is for each Regional Transportation Planning Committee (RTPC) to work cooperatively to establish overall goals, set performance measures for designated Routes of Regional Significance, and outline a set of projects, programs, measures, and actions that will support the achievement of the Multi-modal Transportation Service Objectives. Action Plans are required to be prepared by the RTPC for each subarea of Contra Costa County (West, Central, East, Lamorinda, and the Tri-Valley). CCTA is responsible for funding this effort, and for coordinating and knitting together the Action Plans from each RTPC into the Countywide Comprehensive Transportation Plan (CTP).

WEST CONTRA COSTA HIGH-CAPACITY TRANSIT STUDY (2017)

West Contra Costa High-Capacity Transit Study to evaluate options for expanding transit capacity and creating a more robust transit network. The results of the study are intended to serve as a resource for the West Contra Costa County Transportation Advisory Committee (WCCTAC), the cities, the County, and transit agencies to determine which projects should be advanced for further study, with consideration given to costs, funding opportunities, and consistency with local plans and policies. It provides WCCTAC with the information necessary to determine and advance the most promising HCT alternatives to benefit a wide range of people and trip types in West County.

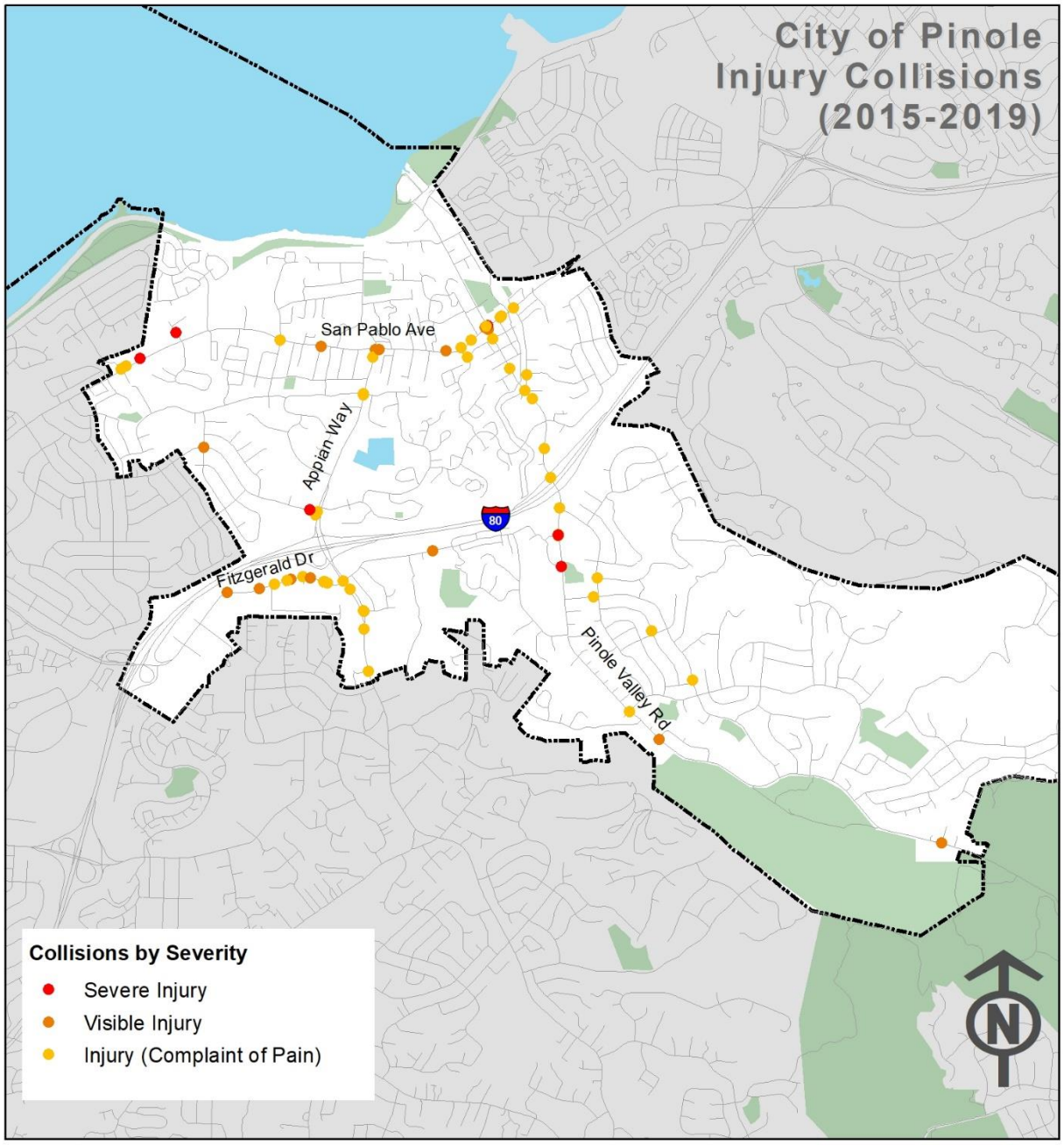
4. COLLISION DATA AND ANALYSIS

This chapter summarizes the results of the collision analysis of collisions that have occurred in the City of Pinole between January 1, 2015 and December 31, 2019, as part of the LRSP. This chapter includes the following sections:

- Data Collection
- Collision Data Analysis
- Fatal and Severe Injury Collision Analysis
- Geographic Collision Analysis
- High Injury Network
- Summary

The LRSP focuses on systemically identifying and analyzing traffic safety issues and recommends appropriate safety improvements. The chapter starts with an analysis of the collisions of all severity for the City of Pinole, including Property Damage Only (PDO) collisions. Further on, a detailed analysis was conducted for fatal and severe injury (F+SI) collisions that have occurred on the City's roadways. After this data was segregated, a comprehensive evaluation was conducted based on factors such as collision severity, type of collision, primary collision factor, lighting, weather and time of the day. **Figure 6** illustrates all the injury collisions that have occurred in the City of Pinole from 1/1/2015 to 12/31/2019.

Figure 6. Injury Collisions in the City of Pinole (2015-2019)



Data Collection

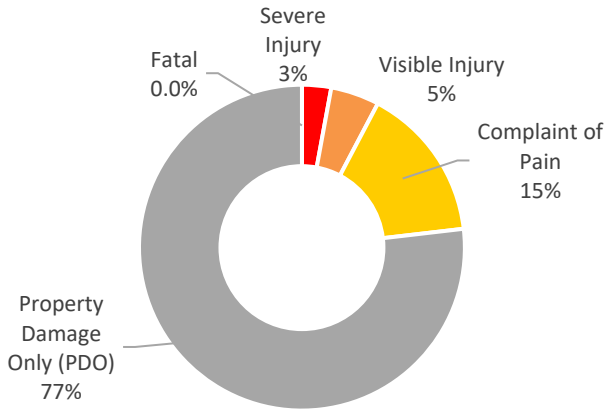
Collision data helps understand different factors that might be influencing collision patterns and various factors leading to collisions in a given area. For the purpose of this analysis, a five-year jurisdiction-wide collision data, from 2015 to 2019 was retrieved from Transportation Injury Mapping System (TIMS) and Statewide Integrated Traffic Records System (SWITRS). Collisions that occurred on state routes were excluded for this analysis. The collision data was analyzed and plotted in ArcMap to identify high-risk intersections and roadways segments.

Collision Data Analysis Results

COLLISION ANALYSIS BY SEVERITY

There were a total of 311 collisions reported City-wide from 2015 to 2019. Out of these, 239 collisions (77 percent) were PDO collisions, 48 collisions (15 percent) led to complaint of pain injury and 15 collisions (5 percent) led to a visible injury. There were 9 F+SI (fatal and severe injury) collisions, 9 collisions (3 percent) led to a severe injury and 0 collisions led to a fatality. **Figure 7** illustrates the classification of all collisions based on severity.

Figure 7. Collisions by Severity (2015-2019)



The analysis first includes a comparative evaluation between all collisions and F+SI collisions, based on various factors including but on limited to the collision trend, primary collision factor, collision type, facility type, motor vehicle involved with, weather, lighting, and time of the day. Further on, a comprehensive analysis is conducted for only F+SI collisions. F+SI collisions cause the most damage to those affected, infrastructure and the aftermath of these collisions lead to great expenses for jurisdiction administration. The LRSP process thus focuses on these collision locations to proactively identify and counter their respective safety issues.

The collision data was segregated by facility type, i.e. based on collisions occurring on intersections and roadway segments. For the purposes of the analysis, a collision was designated to have occurred at an intersection if it occurred within 250 feet of it. The reported collisions categorized by facility type and collision severity are presented in **Table**

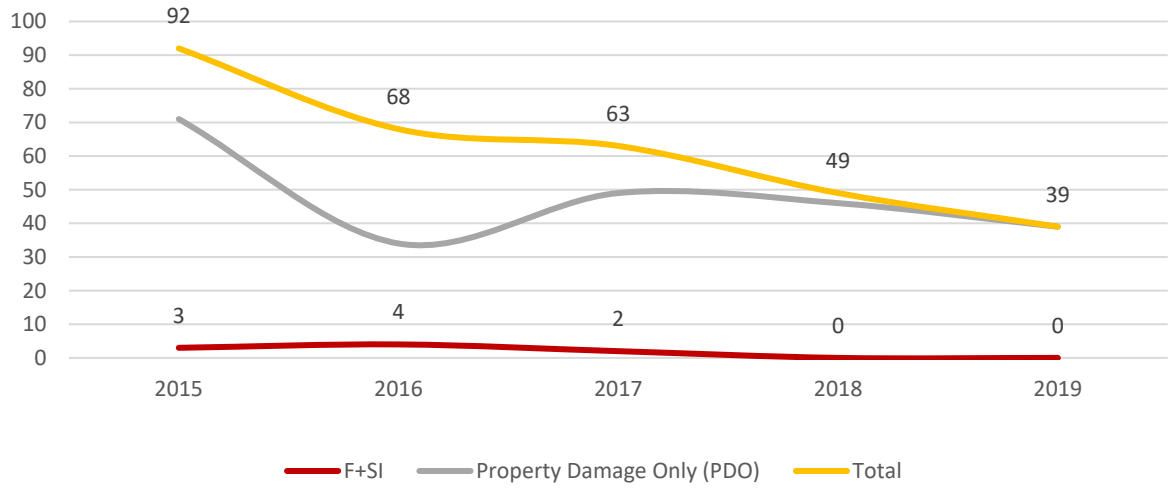
Table 2. Collisions by Severity and Facility Type

Collision Severity	Roadway Segment	Intersection	Total
Fatal	0	0	0
Severe Injury	3	6	9
Visible Injury	4	11	15
Complaint of Pain	6	42	48
Property Damage Only (PDO)	36	203	239
Total	49	262	311

TREND

For all collisions, the number of reported collisions decreased from 2015 to 2019. The highest number of collisions (92 collisions) were observed in 2015 and the lowest number of collisions (39) were observed in 2019. A total of 9 F+SI (fatal and severe injury) collisions occurred in the City of Pinole during the study period. They were observed to be the lowest (0 collision) in 2018 and 2019, and the highest in 2016 (4 collisions). **Figure 8** illustrates the five-year collision trend for all collisions, F+SI (fatal and severe injury) collisions and also PDO collisions.

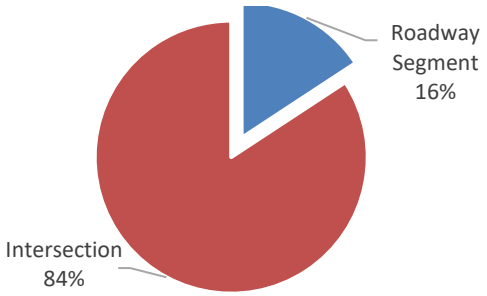
Figure 8. Five Year Collision Trend



ROADWAY SEGMENT VS. INTERSECTION

When evaluating the roadway geometry, it was observed that the majority of collisions occurred at intersections. In the City of Pinole, 84% of all collisions (262 collisions) occurred at intersections whereas 16% (49 collisions) occurred on roadway segments. This classification by facility type can be observed in **Figure 9.**

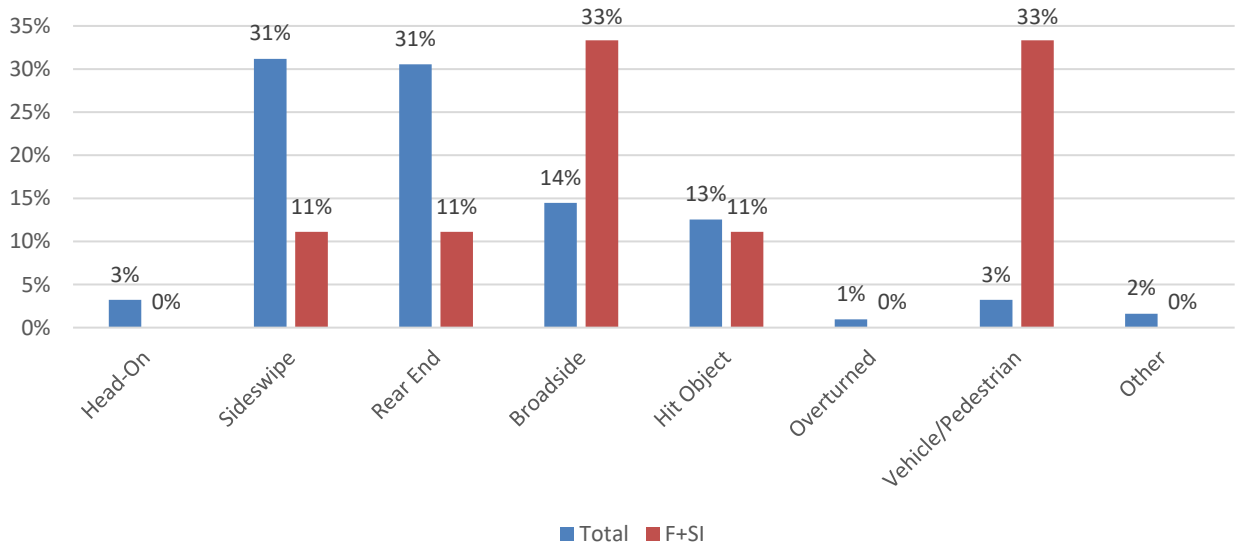
Figure 9. Intersection vs Roadway Collisions – All Collisions



COLLISION TYPE

Considering all collisions, the most commonly occurring collision type was rear end collisions (31 percent), and sideswipe collisions (31 percent). The collision type for F+SI collisions are noticeably different. For F+SI (fatal and severe injury) collisions, the most commonly occurring collision type was vehicle/pedestrian collisions (33 percent) and broadside (or T-bone) collisions (33%) in which the side of one vehicle is hit by the front or back of another vehicle. **Figure 10** illustrates the collision type for all collisions as well as F+SI (fatal and severe injury) collisions.

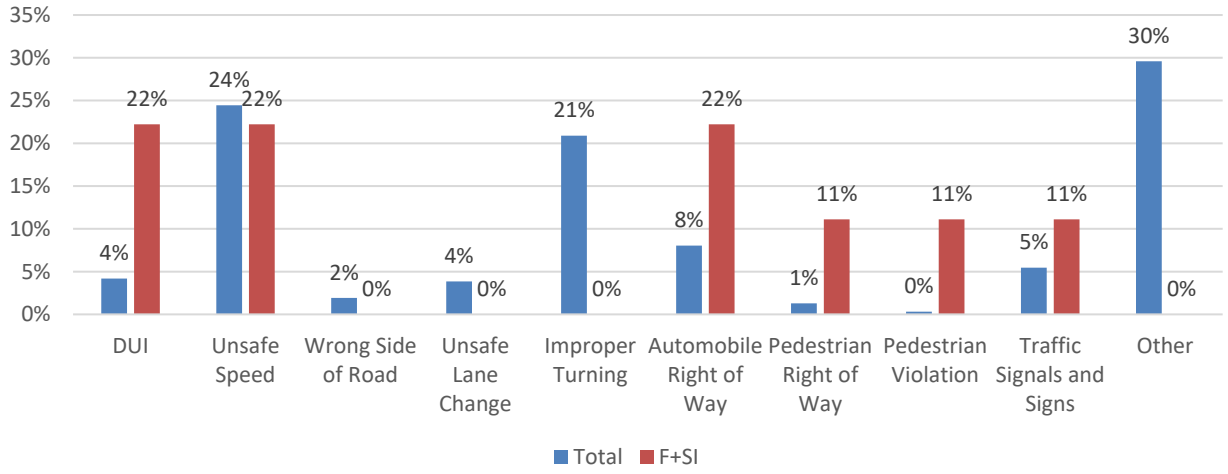
Figure 10. Collision Type – All Collisions vs. F+SI Collisions



PRIMARY COLLISION FACTOR

Considering all collisions, the most common violation category was observed to be unsafe speed (24 percent) and improper turning collisions (21 percent). For F+SI (fatal and severe injury) collisions automobile right of way (22 percent), unsafe speed (22 percent) and driving under influence (22 percent) was observed to be the violation categories. **Figure 11** illustrates the violation category for all collisions and F+SI (fatal and severe injury) collisions.

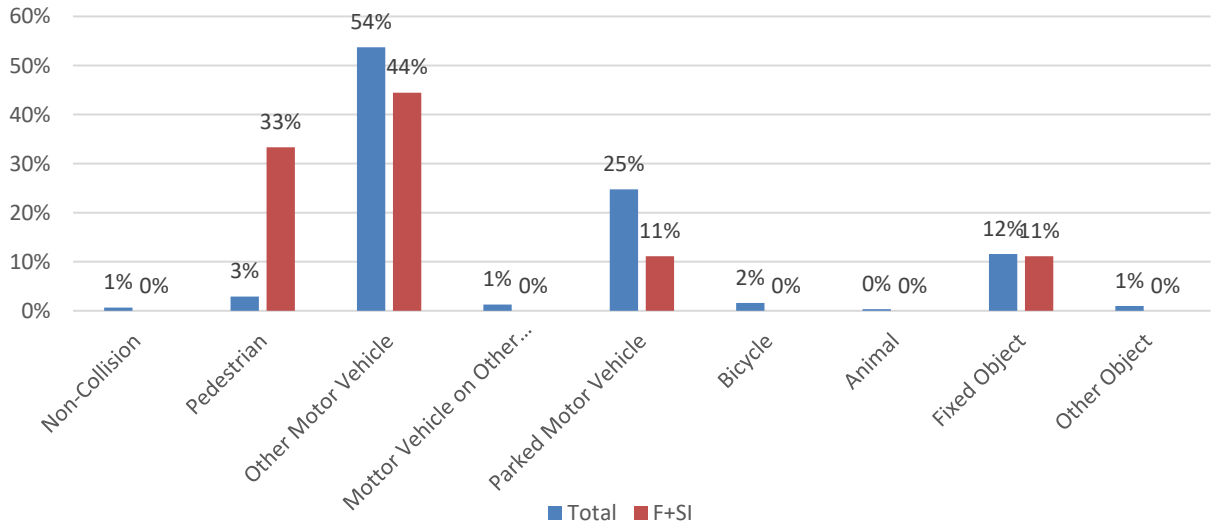
Figure 11. Violation Categories: All Collisions vs. F+SI Collisions



MOTOR-VEHICLE INVOLVED WITH

Considering all collisions, 54 percent of the collisions occurred between two motor vehicles. The remaining collisions include motor vehicle involved with parked vehicles (25 percent) and fixed object (12 percent). For F+SI (fatal and severe injury) collisions, 44 percent of the collisions involved another motor vehicle, 33 percent involved a pedestrian and 11 percent involved a fixed object/other object. **Figure 12** illustrates the percentage for all collisions as well as F+SI (fatal and severe injury) collisions.

Figure 12. Motor Vehicle Involved with: All Collisions vs. F+SI Collisions

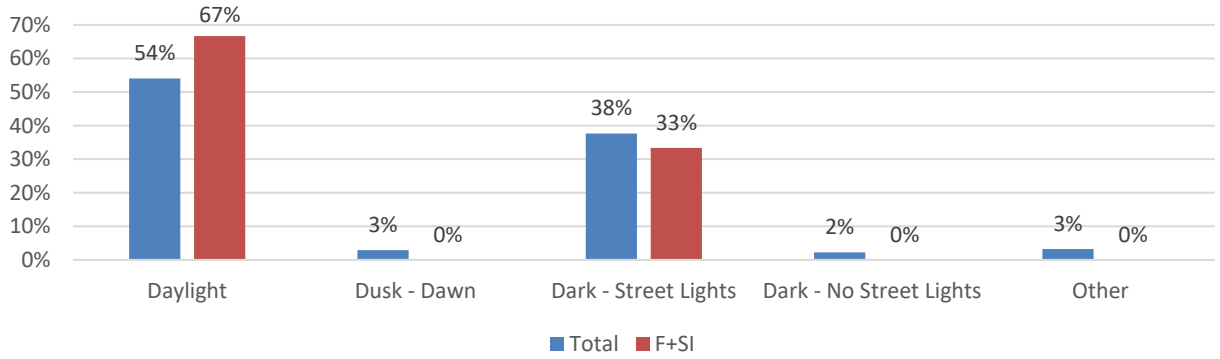


LIGHTING

For collisions of all severity, 54 percent of collisions have occurred in daylight and 38 percent of collisions have occurred in the dark on streets with street lights. For F+SI (fatal and severe injury) collisions, collision lighting conditions follows a similar trend, with 67 percent of collisions having

occurred in daylight and 33 percent of collisions occurred in the dark on streets with street lights. **Figure 13** illustrates the lighting condition for all collisions and F+SI (fatal and severe injury) collisions.

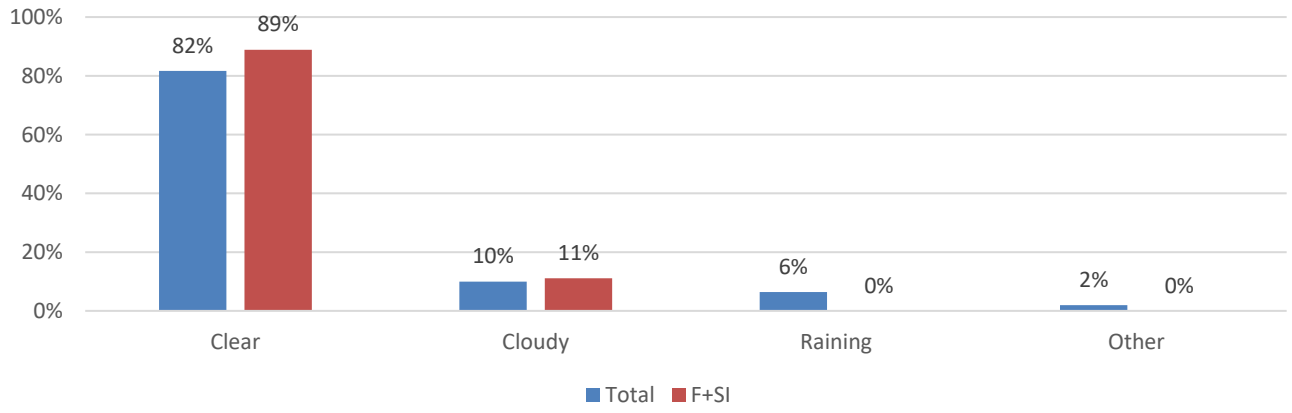
Figure 13. Lighting Conditions: All Collisions vs. F+SI Collisions



WEATHER

For all collisions, 82 percent of the collisions have occurred during clear weather conditions. For F+SI (fatal and severe injury) collisions similar trends have been observed, with 89 percent of the collisions having occurred during clear weather conditions. **Figure 14** illustrates the percentage distribution of weather conditions during occurrence of collisions of all severity as well as F+SI (fatal and severe injury) collisions.

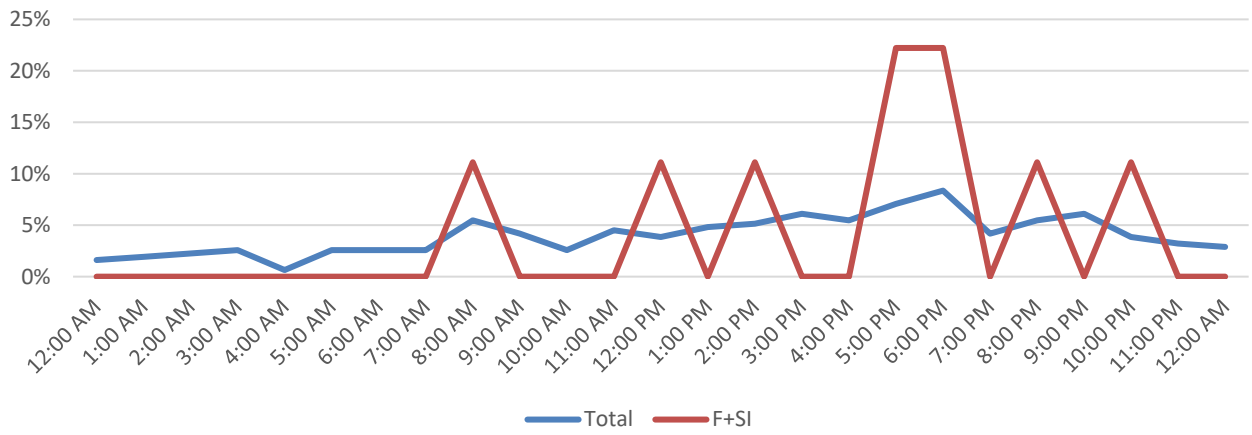
Figure 14. Weather Conditions: All Collisions vs. F+SI Collisions



TIME OF THE DAY

For collisions of all severity, maximum number of collisions have occurred between 6:00 p.m. to 7:00 p.m. (8 percent) and the minimum number of collisions have occurred between 4:00 a.m. to 5:00 a.m. (1 percent). For all F+SI (fatal and severe injury) collisions, maximum number of collisions have been observed to occur between 5:00 p.m. to 7:00 p.m. **Figure 15** illustrates the percentage of collisions occurring during the day for all collisions as well as F+SI (fatal and severe injury) collisions.

Figure 15. Time of Day: All Collisions vs. F+SI Collisions



FATAL AND SEVERE INJURY (F+SI) COLLISIONS

This section describes a detailed collision analysis performed for F+SI (fatal and severe injury) collisions occurring at roadway segments and intersections in the City of Pinole. Of the total 9 F+SI (fatal and severe injury) collisions that occurred during the study period, 3 collisions (33 percent) occurred on roadway segments and 6 collisions (67 percent) occurred at intersections. This distribution is illustrated in **Figure 16**.

Figure 16. F+SI Collisions: Roadway Segment vs. Intersection

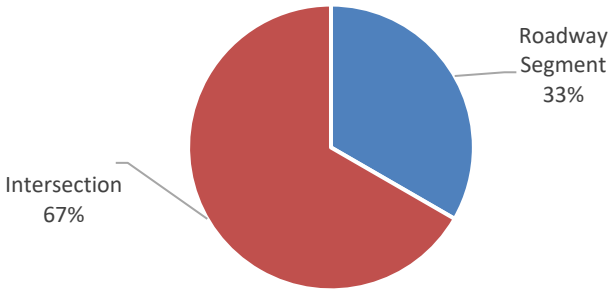
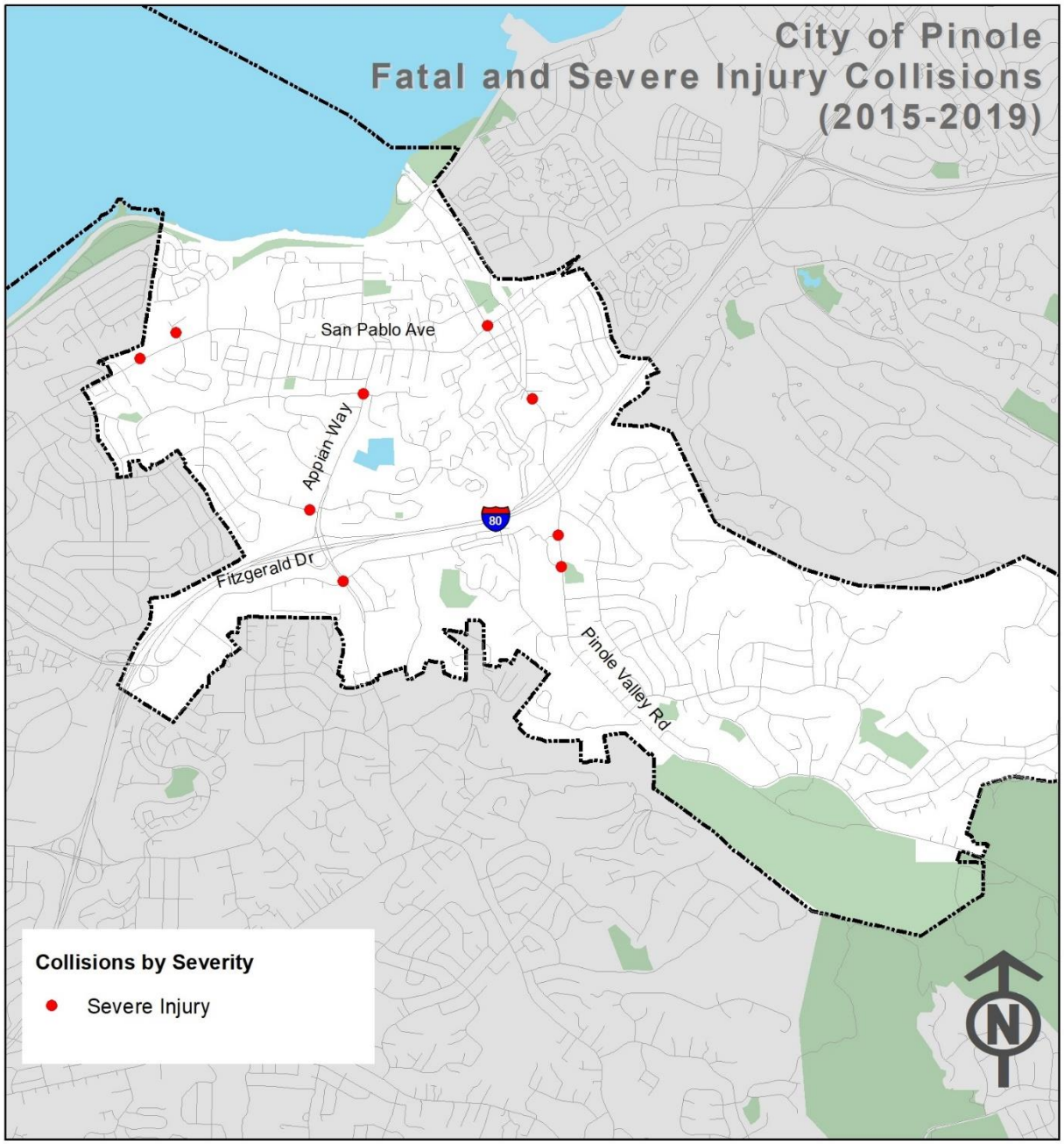


Figure 17 illustrates the F+SI (fatal and severe injury) collisions that occurred in the jurisdiction in the study period.

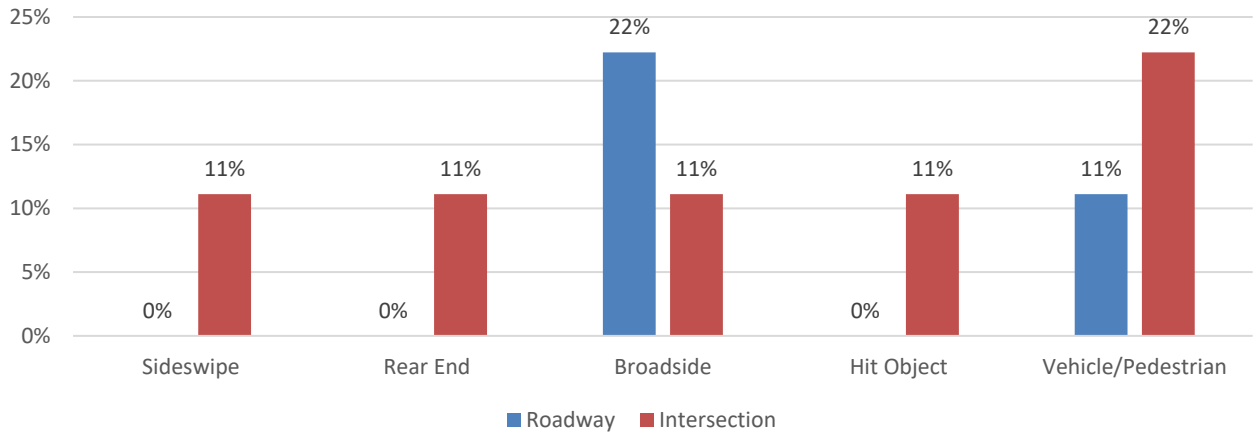
Figure 17. Severe Injury Collisions (2015-2019)



COLLISION TYPE AND LOCATION TYPE

For fatal and severe injury (F+SI) collisions, the most common collision type was broadside and vehicle/pedestrian collisions. Broadside collision types that led to a fatal or severe injury more commonly occurred on roadways, while vehicle/pedestrian collision types that led to a fatal or severe injury more commonly occurred at intersections. **Figure 18** shows fatal and severe injury collisions locations as well as the collision type.

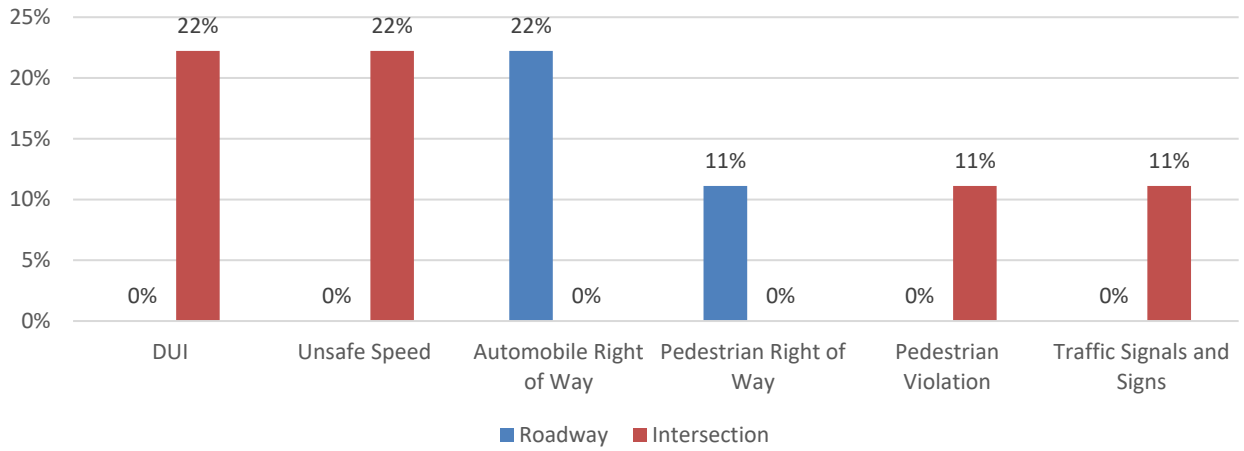
Figure 18. F+SI Collisions: Collision Type vs Location (2015-2019)



VIOLATION CATEGORY AND LOCATION TYPE

For fatal and severe injury (F+SI) collisions, the most common collision type was DUI collisions, unsafe speed collisions and automobile right of way collisions. DUI and unsafe speed F+SI collisions occurred only at intersection and automobile right of way F+SI (fatal and severe injury) collisions occurred only at roadways. **Figure 19** shows fatal and severe injury collisions as well as the location type and violation category.

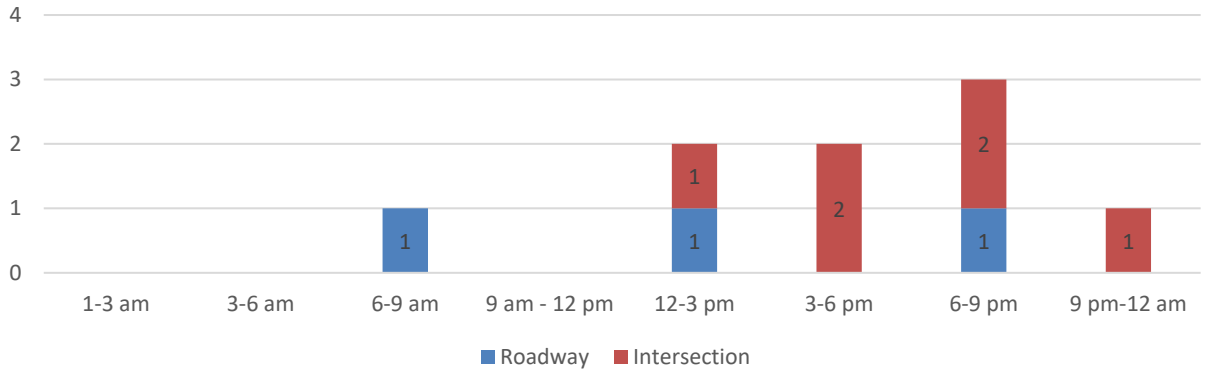
Figure 19. F+SI Collisions: Collision Type vs Violation Category (2015-2019)



TIME OF DAY AND LOCATION TYPE

For fatal and severe injury (F+SI) collisions, collisions have been observed to occur in the afternoon/evening hours between 3-9 pm. **Figure 20** shows fatal and severe injury collisions as well as the location type and time of day.

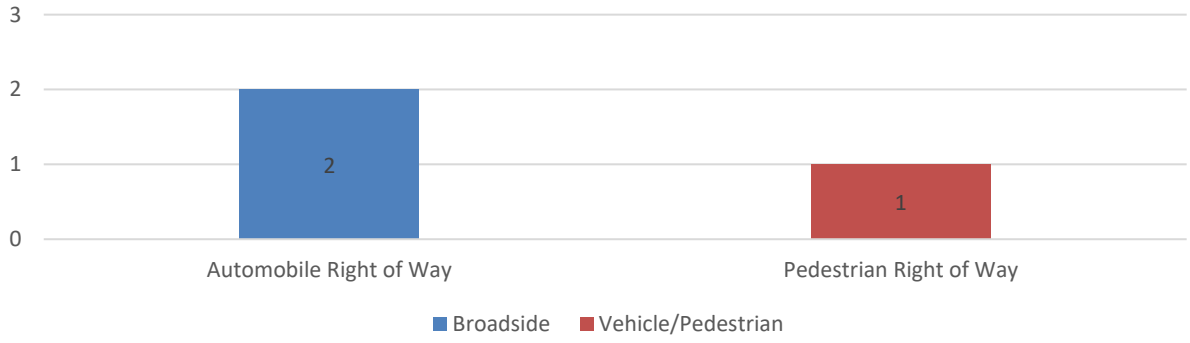
Figure 20. F+SI Collisions: Collision Type vs Severity (2015-2019)



ROADWAY COLLISION TYPE VS PRIMARY COLLISION FACTOR

For roadway fatal and severe injury (F+SI) collisions, the most common primary collision factor automobile right of way collisions, which resulted in 2 fatal and severe collisions. **Figure 21** shows fatal and severe injury collisions as well as the collision type and primary collision factor.

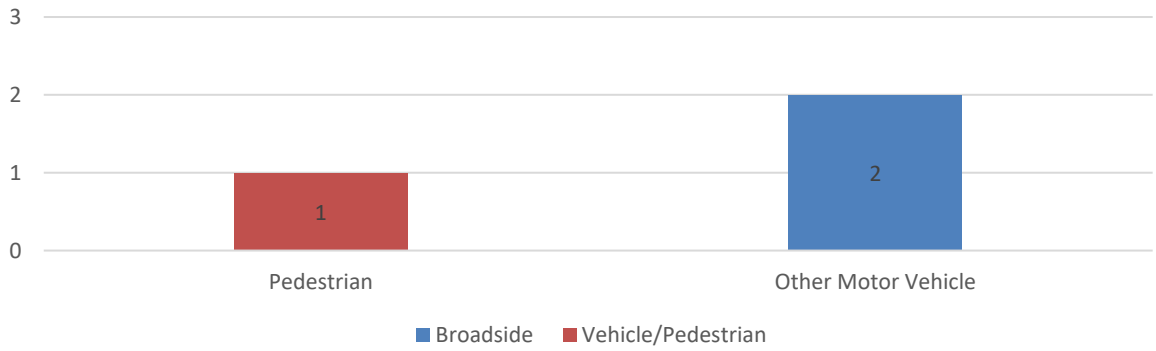
Figure 21. F+SI Roadway Collisions: Collision Type vs Primary Collision Factor (2015-2019)



ROADWAY COLLISION TYPE VS MODE

For roadway fatal and severe injury (F+SI) collisions, the most common collision type was broadside that involved another motor vehicle. **Figure 22** shows fatal and severe injury roadway collision types as well as mode.

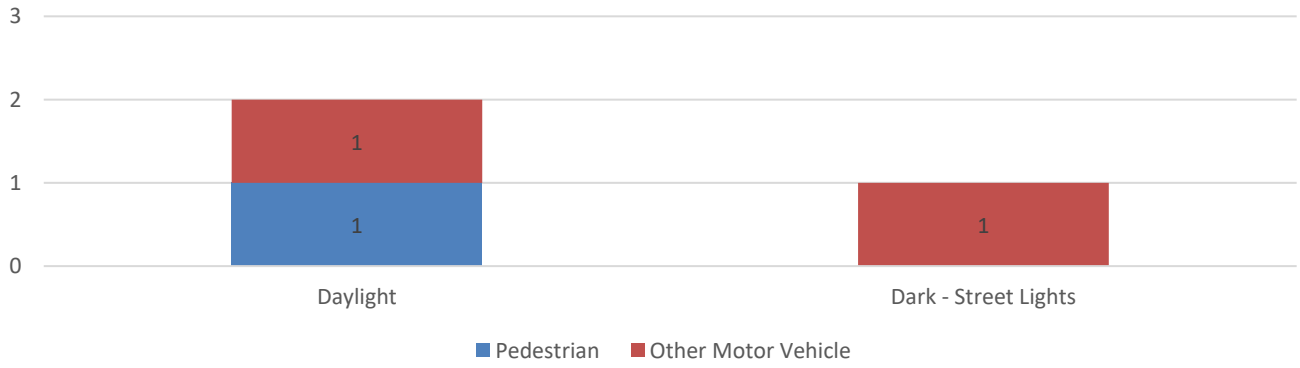
Figure 22. F+SI Roadway Collisions: Collision Type vs Mode (2015-2019)



Roadway Collision Mode vs Lighting

For roadway fatal and severe injury (F+SI) collisions, the most common collision mode was other motor vehicle. **Figure 23** shows fatal and severe injury roadway collision mode as well as lighting conditions.

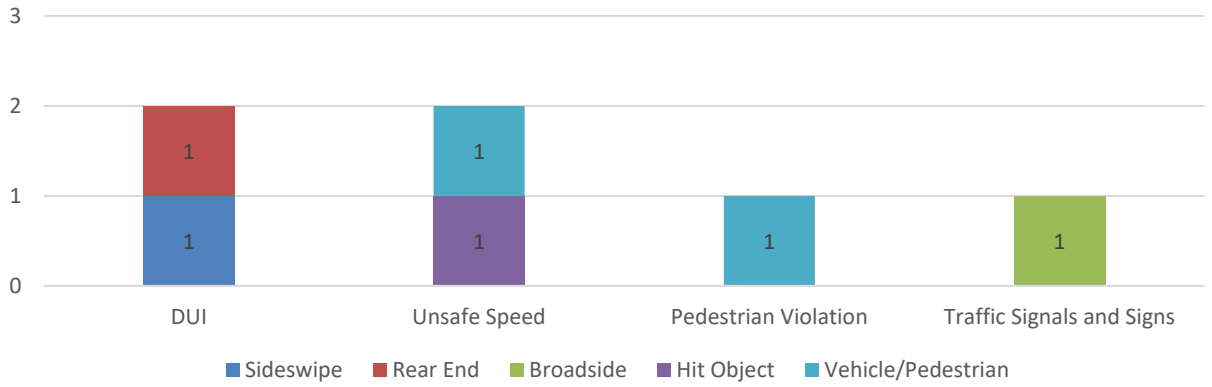
Figure 23. F+SI Roadway Collisions: Collision Mode vs Lighting (2015-2019)



INTERSECTION COLLISION TYPE VS PRIMARY COLLISION FACTOR

For intersection fatal and severe injury (F+SI) collisions, the most common primary collision factor was DUI and unsafe speed, which resulted in 2 fatal and severe collisions each. **Figure 24** shows fatal and severe injury collisions as well as the collision type and primary collision factor.

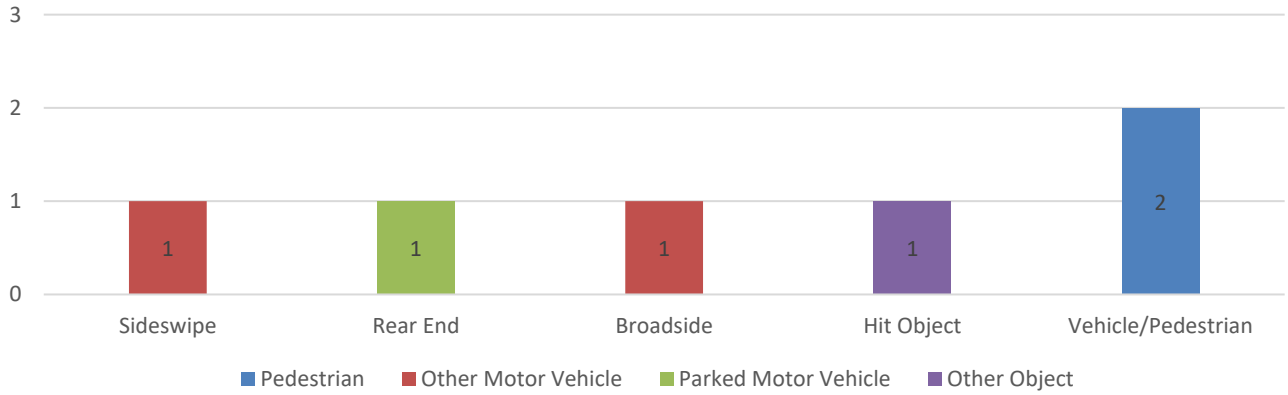
Figure 24. F+SI Intersection Collisions: Collision Type vs Primary Collision Factor (2015-2019)



INTERSECTION COLLISION TYPE VS MODE

For intersection fatal and severe injury (F+SI) collisions, the most common collision type was vehicle/pedestrian collisions. **Figure 25** shows fatal and severe injury collision mode as well as the collision type.

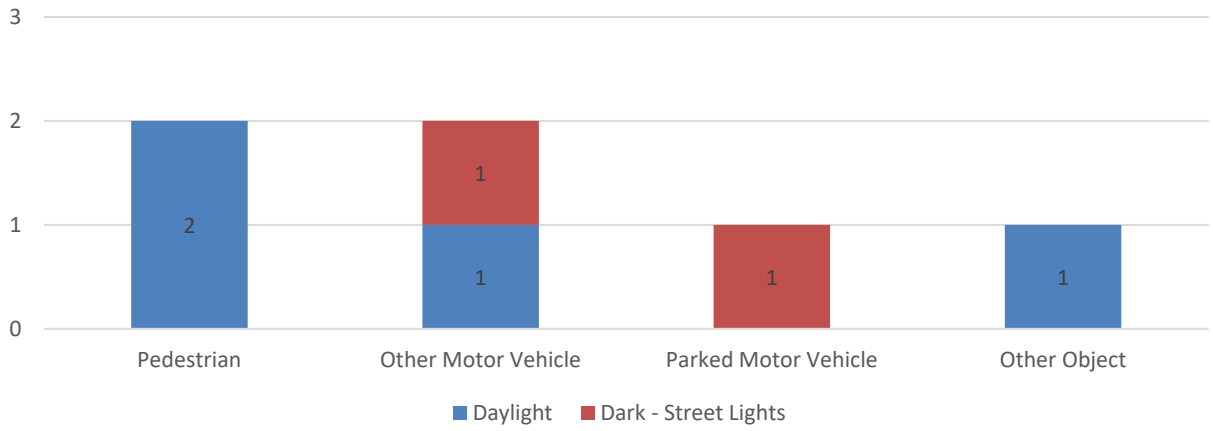
Figure 25. F+SI Intersection Collisions: Collision Type vs Mode (2015-2019)



INTERSECTION COLLISION MODE VS LIGHTING

For intersection fatal and severe injury (F+SI) collisions, the most common collision mode was pedestrians or other motor vehicles. **Figure 26** shows fatal and sever injury collisions mode as well as lighting conditions.

Figure 26. F+SI Intersection Collisions: Collision Mode vs lighting (2015-2019)



GEOGRAPHIC COLLISION ANALYSIS

This section describes a detailed geographic collision analysis performed for injury collisions occurring at roadway segments and intersections in the City of Pinole. The above collision analysis was used to identify four main collision factors that highlight the top trends among collisions in Pinole. These four collision factors were identified to be broadside collisions, pedestrian collisions, unsafe speed collisions and DUI collisions.

Broadside Collisions

Broadside collisions, also known as T-bone collisions, occur when the side of one vehicle is hit by the front or back of another vehicle. For F+SI collisions in the City of Pinole, 33 percent of collisions were broadside collisions. **Figure 27** shows the distribution of broadside collisions throughout the City of Pinole between 2015 and 2019. Appian Way, Pinole Valley Road and San Pablo Avenue have a higher concentration of broadside collisions, compared to other Pinole roads.

Pedestrian Collisions

For F+SI collisions in the City of Pinole, 33 percent of collisions were pedestrian collisions. **Figure 28** shows the distribution of pedestrian collisions throughout the City of Pinole between 2015 and 2019. Fitzgerald Drive, Tennent Avenue and Oak Ridge Road have a higher concentration of pedestrian collisions, compared to other Pinole roads. The Office of Traffic Safety ranked Pinole 91th out of 102 similarly sized cities with high levels of pedestrian collisions (one being the highest, or worst)[2].

Unsafe Speed Collisions

For F+SI collisions in the City of Pinole, 22 percent of collisions were unsafe speed collisions. **Figure 29** shows the distribution of unsafe speed collisions throughout the City of Pinole between 2015 and 2019. Appian Way, Fitzgerald Drive, and San Pablo Avenue have a higher concentration of unsafe speed collisions, compared to other Pinole roads. The Office of Traffic Safety ranked Pinole 90th out of 102 similarly sized cities with high levels of speed related collisions (one being the highest, or worst)[3].

DUI Collisions

For F+SI (fatal and severe injury) collisions in the City of Pinole, 22 percent of collisions were due to driving under the influence (DUI) violations. **Figure 30** shows the distribution of DUI collisions

[2] California Office of Traffic Safety. (2018). Office of Traffic Safety Rankings 2018. https://www.ots.ca.gov/media-and-research/crash-rankings-results/?wpv-wpcf-year=2018&wpv-wpcf-city_county=Pinole&wpv_filter_submit=Submit

[3] California Office of Traffic Safety. (2018). Office of Traffic Safety Rankings 2018. https://www.ots.ca.gov/media-and-research/crash-rankings-results/?wpv-wpcf-year=2018&wpv-wpcf-city_county=Pinole&wpv_filter_submit=Submit

throughout the City of Pinole between 2015 and 2019. San Pablo Avenue, Pinole Valley Road and Sarah Drive have a higher concentration of DUI collisions, compared to other Pinole roads. The Office of Traffic Safety ranked Pinole 78th out of 102 similarly sized cities with high levels of alcohol involved collisions (one being the highest, or worst)[4].

[4] California Office of Traffic Safety. (2018). Office of Traffic Safety Rankings 2018. https://www.ots.ca.gov/media-and-research/crash-rankings-results/?wpv-wpcf-year=2018&wpv-wpcf-city_county=Pinole&wpv_filter_submit=Submit

Figure 27. City of Pinole Broadside Collisions (2015-2019)

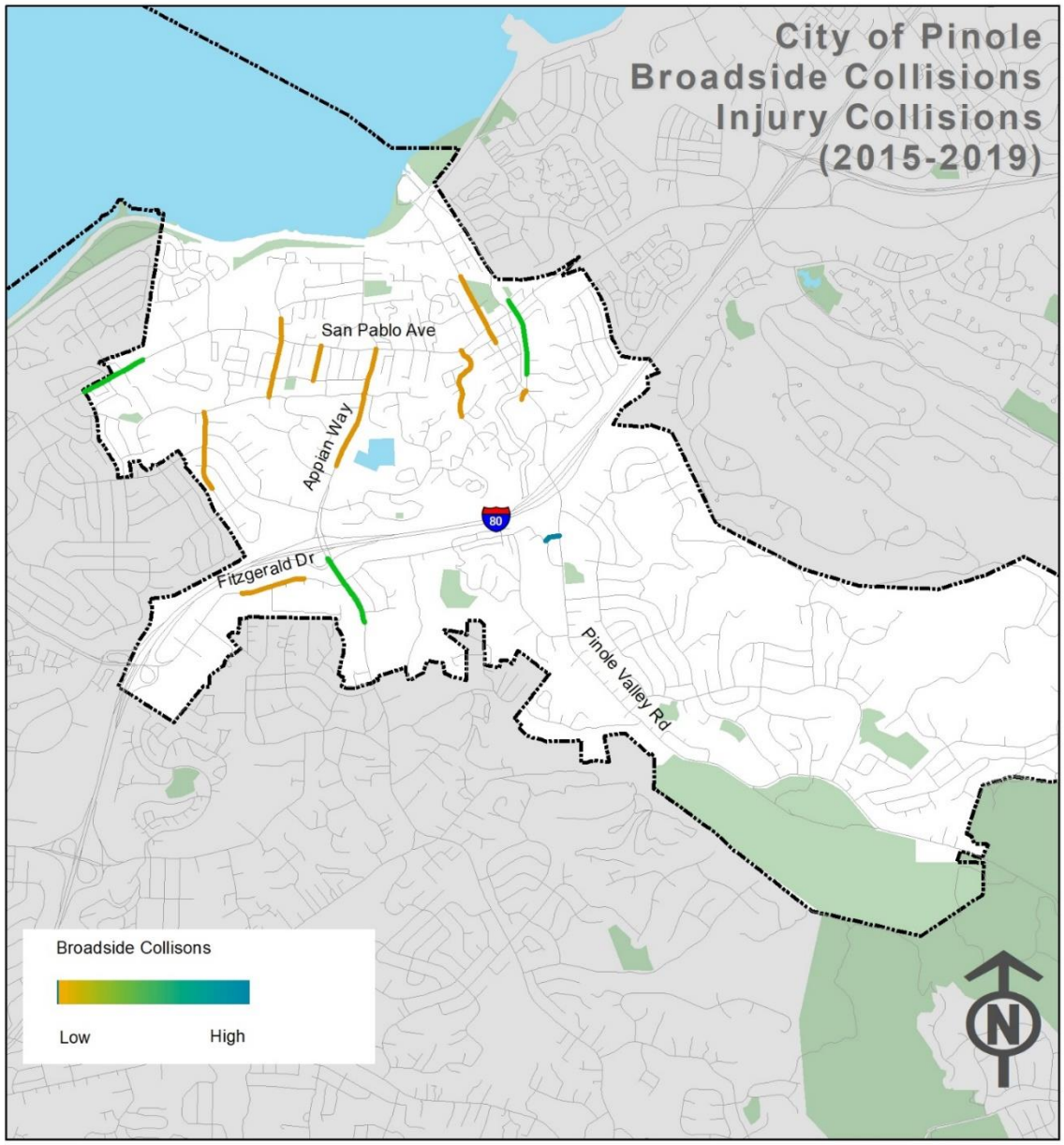


Figure 28. City of Pinole Pedestrian Collisions (2015-2019)

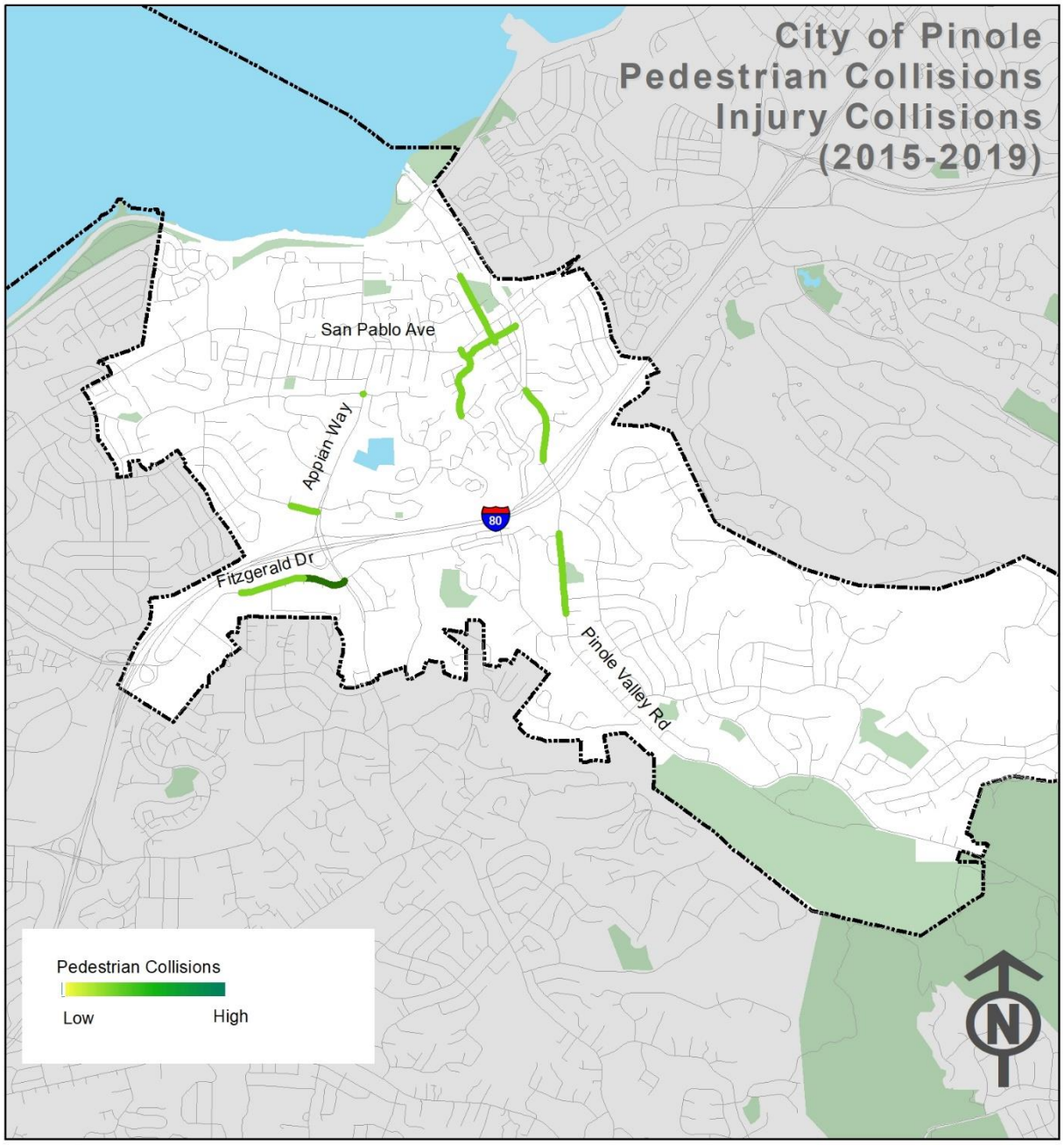


Figure 29. City of Pinole Unsafe Speed Collisions (2015-2019)

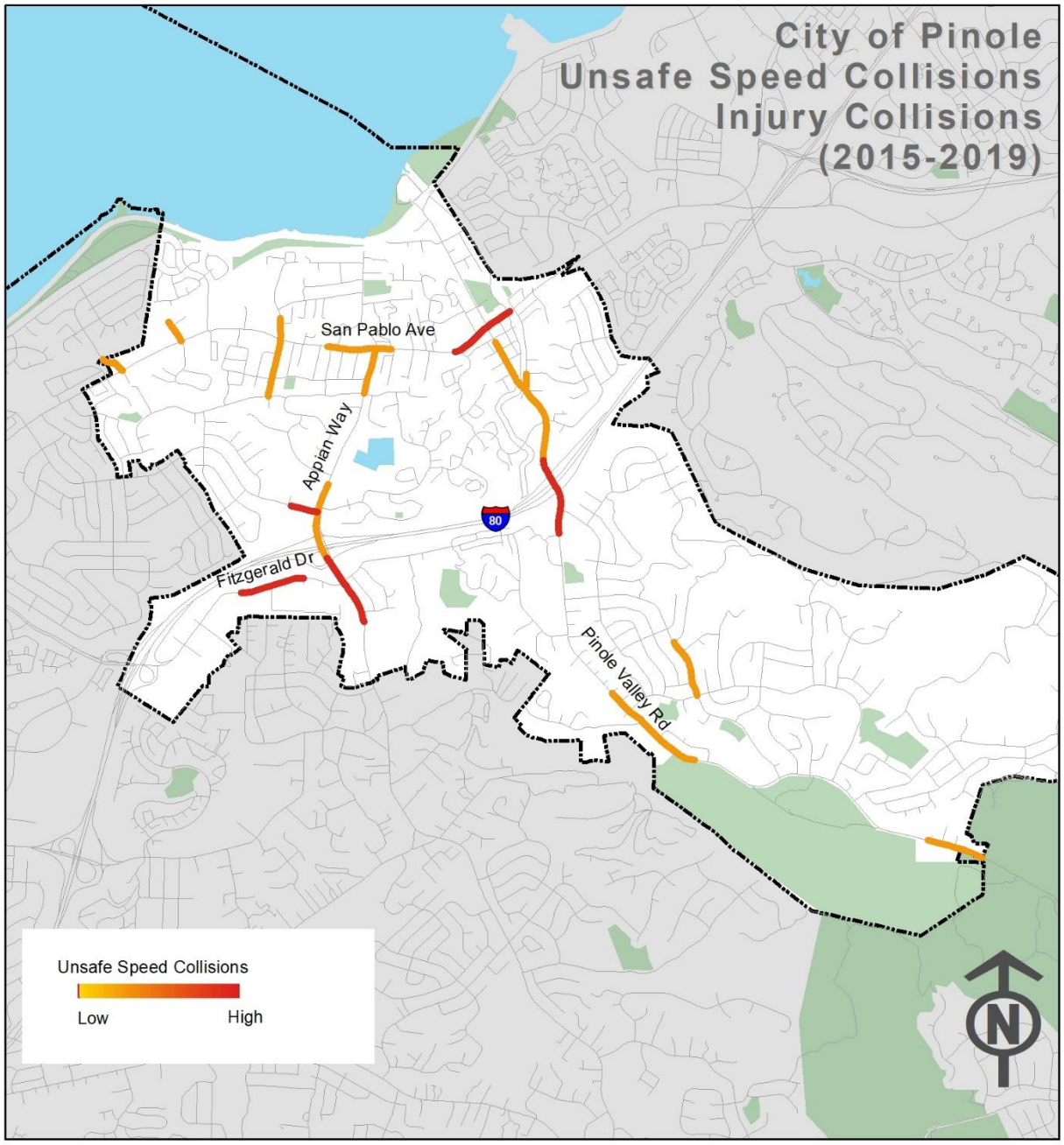
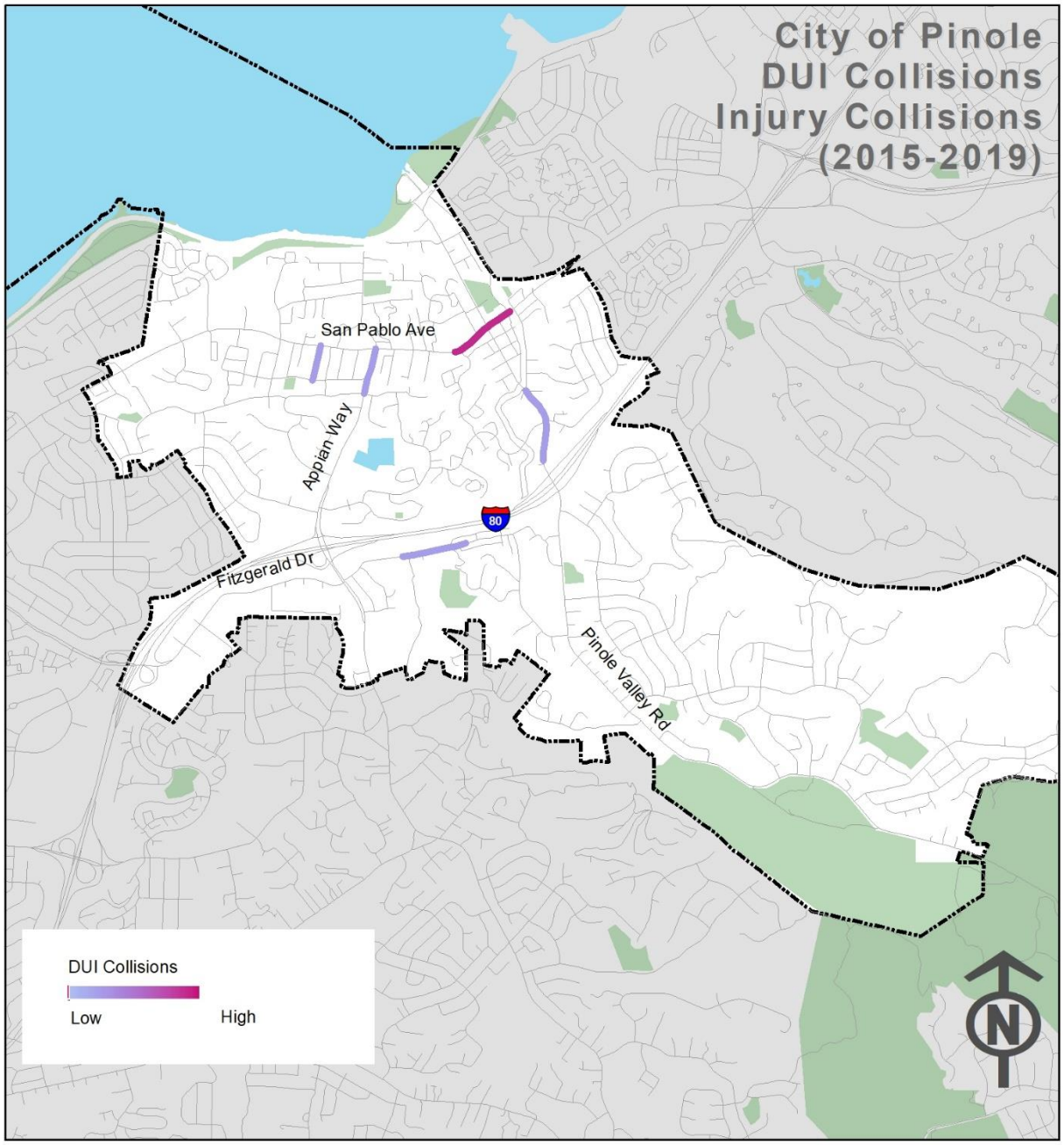


Figure 30. City of Pinole DUI Collisions (2015-2019)



COLLISION SEVERITY WEIGHT

A collision severity weight was used to identify the high severity collision network, using the Equivalent Property Damage Only (EPDO) method. The EPDO method accounts for both the severity and frequency of collisions by converting each collision to an equivalent number of property damage only (PDO) collisions. The EPDO method assigns a crash cost and score to each collision according to the severity of the crash weighted by the comprehensive crash cost. These EPDO scores are calculated using a simplified version of the comprehensive crash costs per HSIP Cycle 11 application. The weights used in the analysis are shown below in **Table 3.** The mentioned EPDO score is derived from the crash costs defined in Table 7-1 of Highway Safety Manual (HSM), First Edition, 2010. The adjusted 2022 dollar amount of crash costs is mentioned in the Appendix D of Caltrans Local Roadway Safety Manual (version 1.6).

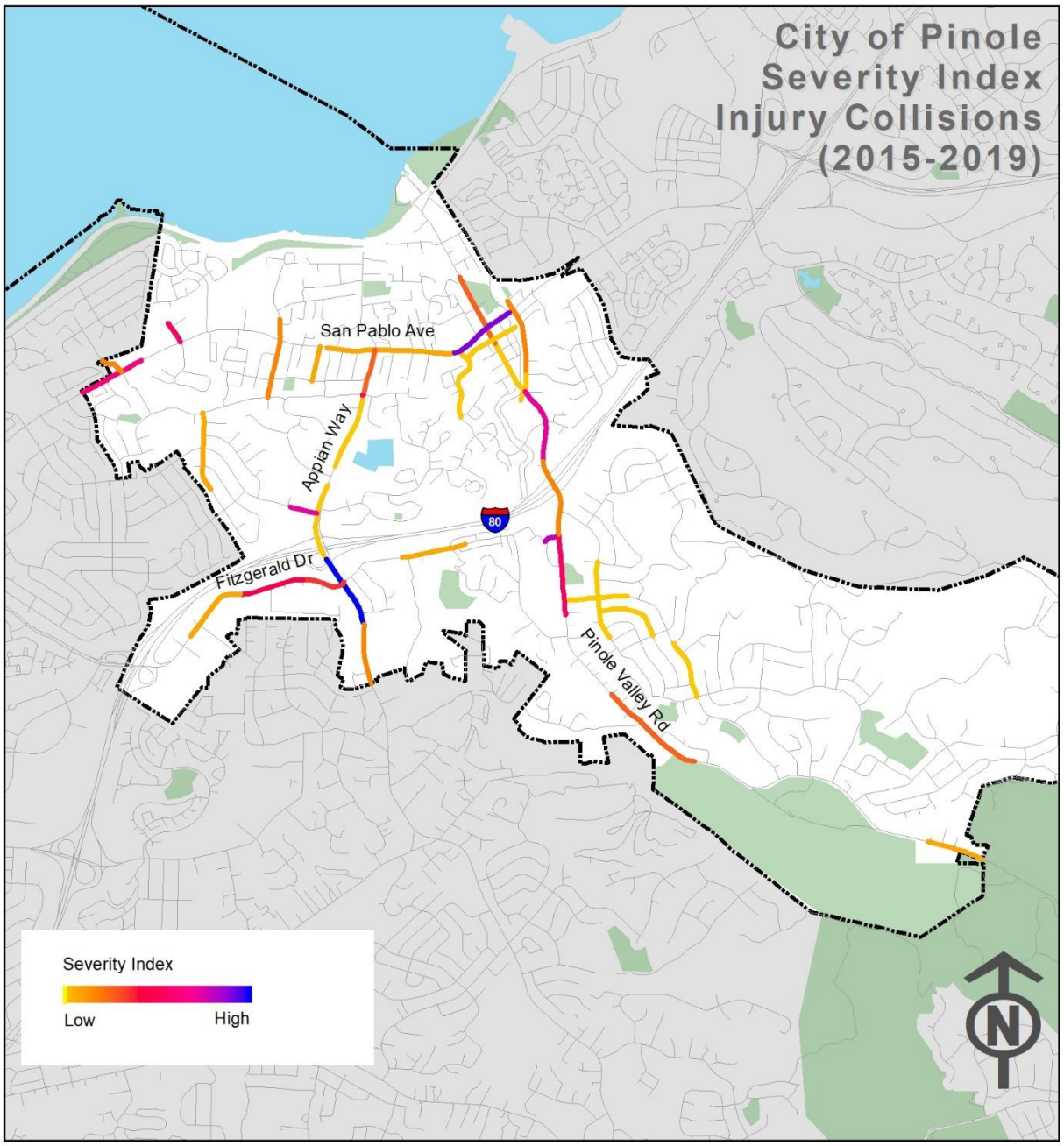
Table 3. EPDO Score used in HSIP Cycle 11

Collision Severity	EPDO Score
Fatal and Severe Injury Combined	165*
Visible Injury	11
Possible Injury	6
PDO	1

*This is the score used in Highway Safety Improvement Program (HSIP) Cycle 11 for collisions on roadways segments, to simplify the analysis this study uses the same score for all F+SI collisions regardless of location.

The EPDO scores for all collisions can then be aggregated in a variety of ways to identify collision patterns, such as location hot-spots. The weighted collisions for the City of Pinole were geolocated onto Pinole's road network. **Figure 31** shows the location and geographic concentration of collisions by their EPDO score.

Figure 31. City of Pinole Severity Index

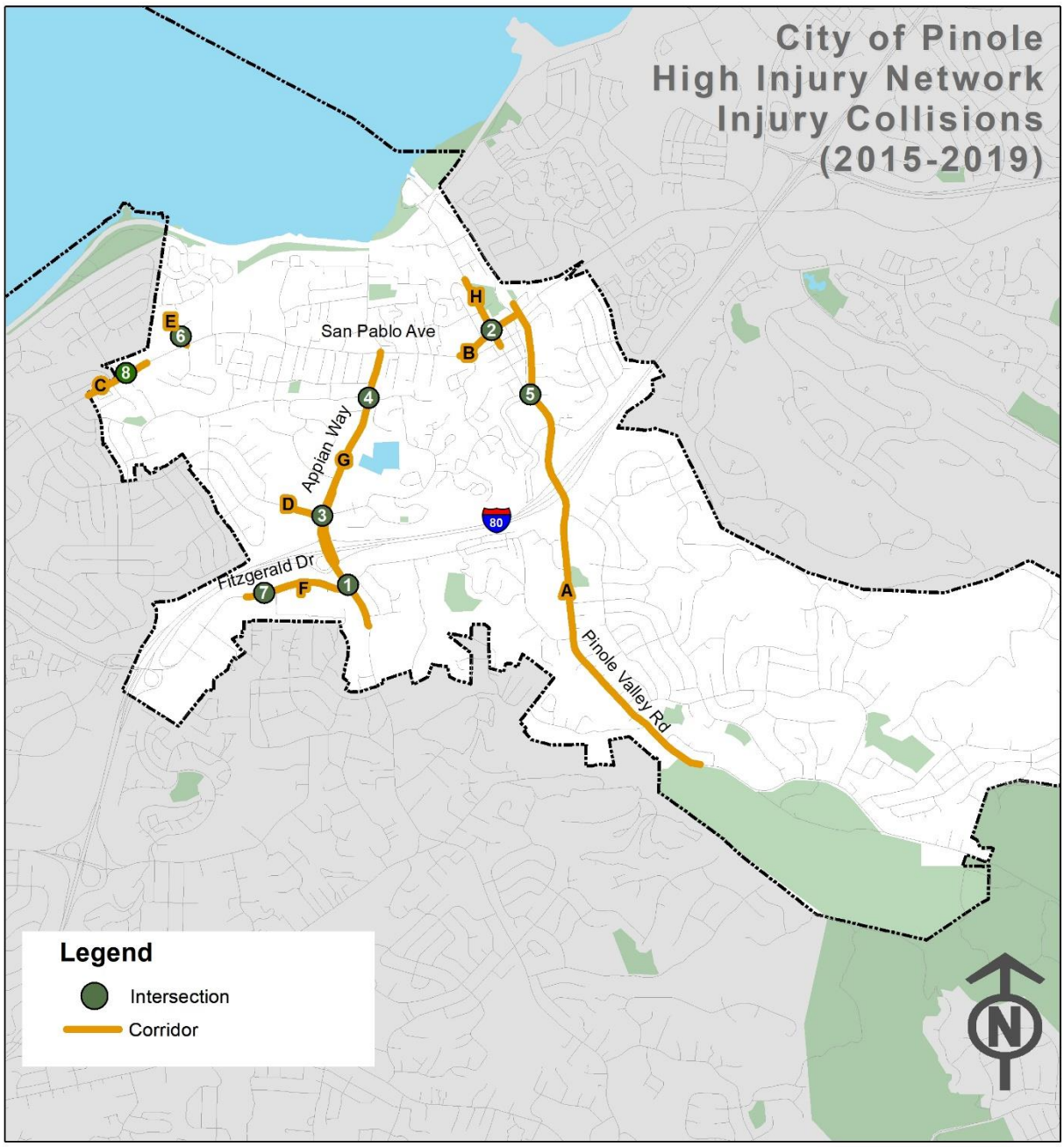


HIGH INJURY NETWORK

Following the detailed collision analysis, the next step was to identify the high-risk roadway segments and intersections in the City of Pinole. The methodology for scoring the high injury locations is the same method as used in the severity weight section. **Figure 32** shows the top 8 high-collision roadway segments, and top 8 high-collision intersections. This high collision network has a total of 48 injury collisions and 9 F+SI collisions, which represents 65 percent of injury collisions and 100 percent of F+SI collisions in Pinole and only about 6 percent of Pinole's roadway network.

For the purposes of the high collision network analysis, intersections include collisions that occurred within 250 feet of it and roadways include all collisions that occurred along the roadway except for collisions that occurred directly at an intersection, or collisions that are assigned a 0 value in distance from intersection value column in the Statewide Integrated Traffic Records System (SWITRS).

Figure 32. City of Pinole High Injury Network



INTERSECTION RANKING

Eight intersections were identified as high injury intersections. There were a total of 6 F+SI collisions that occurred at these intersections. The intersection of Appian Way and Fitzgerald Drive has the highest EPDO score.

Table 4 lists the EPDO score of the top 8 identified high-collision intersections along with the type of collisions and the number of F+SI collisions that occurred at these locations. The extended list of High Injury Intersections is included in the **Appendix C**.

Table 4. High Injury Intersections

ID	Intersection	Total Collisions	F+SI Collisions	Broadside Collisions	Veh/Ped Collisions	Unsafe Speed Collisions	DUI Collisions	EPDO Score
1	Appian Way and Fitzgerald Dr	7	1	2	1	2	0	201
2	San Pablo Ave and Tennent Ave	4	1	1	1	0	1	193
3	Appian Way and Canyon Dr and Tara Hills	4	1	0	1	2	0	183
4	Appian Way and Marlesta Rd	3	1	2	1	0	0	177
5	Pinole Valley Rd/ Tennent Ave and Ellerhorst St	3	1	1	0	0	1	177
6	Walter Ave and San Pablo Ave	1	1	0	0	1	0	165
7	Fitzgerald Dr and Best Buy Parking Lot	2	0	0	1	0	0	17
8	San Pablo Ave and Del Monte	2	0	0	0	1	0	12

ROADWAY SEGMENT RANKING

Eight corridors were identified as high injury corridors. There was a total 7 F+SI collisions on these corridors. The corridor with the highest amount of F+SI collisions is Pinole Valley Road with 3 F+SI collisions.

Table 5 lists the collision rate of the top eight identified high-collision corridors along with the number of F+SI collisions and total collisions.

Table 5. High Injury Corridors

ID	Corridors	Total	F+SI	Broadside	Veh/ Ped	Unsafe Speed	DUI	Length (miles)	EPDO Score
		Collisions							
A	Pinole Valley Rd: San Pablo Ave to Collins Ave	10	3	3	1	4	1	1.9	547
B	San Pablo Ave: Oak Ridge Rd to Pinole Valley Rd	7	1	0	0	2	3	0.3	211
C	San Pablo Ave: Golden Gate Park to Del Monte Dr	3	1	2	0	1	0	0.3	177
D	Tara Hills: Kilkenny Way to Appian Way	2	1	0	1	2	0	0.3	171
E	Walter Ave: North Terminus to San Pablo Ave	1	1	0	0	1	0	0.1	165
F	Fitzgerald Dr: Jovita Ln to Appian Way	7	0	0	2	0	0	0.6	52
G	Appian Way: San Pablo Ave to Michael Dr	6	0	1	0	4	0	1.0	36
H	Tennent Ave: Buena Vista Dr to Plum St	1	0	1	0	0	0	0.3	11

Summary

For F+SI collisions in the City of Pinole, 33 percent of collisions were broadside collisions. This calls for evaluating broadside collisions along the high injury network and other locations throughout the City with similar characteristics. Improvements at these location may consist of improved signal hardware/larger signal heads, provide protected left turn phase, convert signal to mast arm (from pedestal-mounted), raised medians at the approach to intersections and others.

For F+SI collisions in the City of Pinole, 33 percent of collisions were pedestrian collisions. This calls for evaluating pedestrian conditions along the high injury network and throughout the City with similar characteristics that are highly unsafe for pedestrians. Improvements at these locations can include reducing pedestrian crossing distances, installing high visibility crosswalks, installing pedestrian refuge islands, installing RRFBs (rectangular rapid flashing beacons), and installing bulb outs.

In addition, TJKM also evaluated collisions near Railroad Avenue and at the rail-grade crossing. These collision reports were provided by City of Pinole Police Department. Based on report description, it is recommended for City to team up with applicable railroad operator agency to identify the countermeasures for the collisions on or near railroad. The Intersection of Tennent Avenue and Railroad Avenue is near the railroad crossing. The City has secured funding to complete preliminary engineering and design to improve the crossing conditions at the Tennent Avenue and railroad crossing which includes new flashlight signal assembly, improving pavement markings, adding rolled curbs and paved sidewalks.

The next steps include identifying strategies corresponding to the 4 Es of safety (Engineering, Enforcement, Education and EMS) to comprehensively make the roadways of the City of Pinole safer for all modes of transportation.

5. EMPHASIS AREAS

Emphasis areas are focus areas for the LRSP that are identified through the comprehensive collision analysis of the identified high injury locations within Pinole. Emphasis areas help in identifying appropriate safety strategies and countermeasures with the greatest potential to reduce collisions occurring at the high injury locations. They can include (but not be limited to): specific collision types, human behaviors, facility types, and specific locations or corridors.

This chapter summarizes the top six emphasis areas identified for Pinole. These emphasis areas were derived from the consolidated high injury collision database (**Appendix D**) where top injury factors were identified by combing the data manually. The high injury collision database contains only collisions occurring at the high injury intersections or along the high injury corridors. Along with findings from the data analysis, stakeholder input was also considered to refine the emphasis areas specific to Pinole.

The following are the identified emphasis areas –

- Improve Intersection Safety
- Reduce Nighttime Collisions
- Reduce Unsafe Speed Collisions
- Reduce Broadside Collisions
- Reduce Automobile Right-of-Way Violations
- Improve Pedestrian Safety

The 4 E's of Traffic Safety

LRSP utilizes a comprehensive approach to safety incorporating "4 E's of traffic safety": **E**ngineering, **E**nforcement, **E**ducation and **E**mergency Medical Services (EMS). This approach recognizes that not all locations can be addressed solely by infrastructure improvements.

Some of the common violation types that may require a comprehensive approach are speeding, failure-to-yield to pedestrians, red light running, aggressive driving, failure to wear safety belts, distracted driving, and driving while impaired. When locations are identified as having these types of violations, coordination with the appropriate law enforcement agencies is needed to arrange visible targeted enforcement to reduce the potential for future driving violations and related crashes and injuries.

To improve safety, education efforts can also be used to supplement enforcement. Additionally, education efforts can supplement enforcement to improve the efficiency of each. Education can also be employed in the short-term to address the most pertinent violations and high-risk locations until the recommended infrastructure project can be implemented, addressed under Engineering improvements and countermeasures. Similarly, Emergency Medical Services entails

strategies around supporting organizations that provide rapid response and care when responding to collisions causing injury, by stabilizing victims and transporting then to facilities.

Existing Traffic Safety Efforts in the City of Pinole

The City of Pinole has established programs and initiatives implementing safety strategies corresponding to the 4 E's of traffic safety. The strategies detailed in this memorandum can supplement these existing programs and concentrate on high injury collision locations and crash types. These initiatives are summarized in **Table 6** below.

Table 6. Existing Programs Summary

Program/Document	Description	E's Addressed
City of Pinole Neighborhood Traffic Calming Policy (2008)	The objective of the City of Pinole Neighborhood Traffic Calming Policy is to improve the livability of our neighborhoods and to minimize adverse impacts of vehicular traffic on residential and pedestrian safety streets through a system of education, enforcement, and engineering.	Education, Enforcement, Engineering
Old Town Pinole Parking & Pedestrian Safety Study	The safety element of this document contains recommendations for pedestrian safety improvements within Old Town Pinole.	Engineering
Contra Costa Countywide Bike and Pedestrian Plan (2018)	Details bicycle and pedestrian improvements on County significant corridors. Includes many detailed priority bike and pedestrian projects	Engineering
Contra Costa County Vision Zero	The County is in the process of developing a Plan to address severe and fatal collisions on County-owned roadways. The implementation strategy will include engineering, education, and/or enforcement measures	Engineering, Education, Enforcement, EMS
City of Pinole Police Department	The City of Pinole Police Department strives to enforce traffic laws throughout Pinole by concentrating on roads with the highest violations.	Enforcement
City of Pinole Traffic and Pedestrian Safety Commission	The Traffic & Pedestrian Safety Commission (TAPS) is dedicated to protecting the citizens and pedestrians of Pinole. Discussions are encouraged regarding a multimodal transportation plan as several other cities in the county have adopted a similar plan to help secure grants for pedestrian safety and improved transportation.	Engineering, Education,

Factors Considered in the Determination of Emphasis Areas

This section presents collision data analysis of collision type, collision factors, facility type, roadway geometries, and party level data, analyzed for the various emphasized areas. Emphasis areas were determined by factors that led to the highest amount of injury collisions, with a specific emphasis on F+SI injury collisions. Pinole experienced a total of 47 collisions at high injury network locations during the 2015-2019 study period, including nine F+SI collisions. The data presented below in each emphasis area is based on these collisions.

Each emphasis area is accompanied by comprehensive programs, policies and countermeasures to reduce collisions on City roads in that specific emphasis area. It will provide the basis by which the countermeasure toolbox is developed for each identified high-risk location.

Note: Engineering countermeasures are based on the Caltrans LRSM and are used in HSIP calls for projects. They are categorized as follows:

- S = Signalized Intersections Countermeasures
- NS = Non-Signalized Intersections Countermeasures
- R = Roadway Segments Countermeasures

An excerpt of the Caltrans LRSM providing additional details on each countermeasure is included in **Appendix E**.

EMPHASIS AREA 1 – INTERSECTION SAFETY

The City of Pinole experienced a total 47 reported injury collisions on the high injury network. 35 (74 percent) of these collisions occurred at intersections, including 6 fatal and severe injury (F+SI) collisions. The following collision data is based on only intersection injury collisions that occurred on the high injury network in the City of Pinole, followed by strategies to make these locations safer (**Table 7**).

33%
Fatal and Severe Injury involved a pedestrian

43%
Unsafe speed collisions

31%
Rear end collisions

Table 7. Emphasis Area 1 Strategies

Objective: To reduce the number of fatal and severe injury collisions at intersections.			
	Strategies	**Performance Measure**	**Agencies/ Organizations**
Education	Conduct public information and education campaign for intersection safety laws regarding traffic signals, stop signs, and turning left or right.	Number of education campaigns	City/ School District/ Police Department
Enforcement	Targeted enforcement at high-risk intersections to monitor traffic law violations right-of-way violations, speed limit laws and other violations that occur at intersections.	Number of tickets issued.	Police Department
Engineering	• S02, Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number • S03, Improve signal timing (coordination, phases, red, yellow, or operation) • S08, Convert signal to mast arm (from pedestal-mounted) • S09, Install raised pavement markers and striping (Through Intersection) • NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs • NS07, Upgrade intersection pavement markings (NS.I.)	Number of intersections improved.	City
EMS	S05, Install emergency vehicle pre-emption systems	EMS vehicle response time.	City/ Health Department

EMPHASIS AREA 2 – NIGHTTIME COLLISIONS

The City of Pinole experienced a total 47 reported injury collisions on the high injury network. 18 (38 percent) of these collisions occurred at nighttime, including 3 fatal and severe injury (F+SI) collisions. The following collision data is based on only nighttime injury collisions that occurred on the high injury network in the City of Pinole, followed by strategies to make these locations safer (**Table 8**).

66%
Fatal and Severe Injury were DUI collisions

28%
Automobile right of way collisions

22%
Hit object collisions

Table 8. Emphasis Area 2 Strategies

Objective: To reduce the number of fatal and severe injury collisions that occur at nighttime			
	Strategies	**Performance Measure**	**Agencies/ Organizations**
Education	Conduct public information and education campaign for safety laws regarding and the larger risk of collisions during the nighttime.	Number of outreach events and safety campaigns.	City/ School District/ Police Department
Enforcement	Targeted enforcement at high-risk locations to monitor collisions that occur at nighttime.	Number of citations issued	Police Department
Engineering	• S01, Add intersection lighting • S02, Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size and number • S10, Install flashing beacon as warning • NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs • R01, Add segment lighting • R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning) • R27, Install delineators, reflectors and/or object markers • R26, Install dynamic/ variable speed warning signs • R27, Install delineators, reflectors and/or object markers	Number of locations improved.	City
EMS	Improve resource deployment for emergency responses at collision sites.	EMS vehicle response time.	City/ Health Department

EMPHASIS AREA 3 – UNSAFE SPEED COLLISONS

The City of Pinole experienced a total 47 reported injury collisions on the high injury network. 15 (47 percent) of these collisions were unsafe speed collisions, including 2 fatal and severe injury (F+SI) collisions. The following are major findings based on unsafe speed injury collisions that occurred on the high injury network in the City of Pinole followed by strategies to make these locations safer (**Table 9**).

67%
Rear end collisions

40%
Collisions occurred on Appian Way

27%
Hit and run collisions

Table 9. Emphasis Area 3 Strategies

Objective: Reduce the number of fatal and severe injury collisions that are a result of unsafe speed.			
	Strategy	**Performance Measure**	**Agencies/ Organizations**
Education	Conduct public information and education campaign for safety laws regarding unsafe speed and its dangers.	Number of education campaigns	City/ School District/ Police Department
Enforcement	Targeted enforcement at high-risk locations to monitor unsafe speed.	Number of tickets issued.	Police Department
Engineering	• S16/NS04/NS05, Convert intersection to roundabout • NS07, Upgrade intersection pavement markings (NS.I.) • R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning) • R27, Install delineators, reflectors and/or object markers • R26, Install dynamic/ variable speed warning signs • R28, Install edge-lines and centerlines • R36PB, Install/upgrade pedestrian crossing (with enhanced safety features) • Decrease width of travel lanes. • Simplify turn configurations. • Decrease curb radius of intersections.	Number of locations improved.	City
EMS	S05, Install emergency vehicle pre-emption systems	EMS vehicle response time.	City/ Health Department

EMPHASIS AREA 4 – BROADSIDE COLLISIONS

The City of Pinole experienced a total 47 reported injury collisions on the high injury network. 11 (23 percent) of these collisions were broadside collisions, including 3 fatal and severe injury (F+SI) collisions. The following collision data is based on only broadside injury collisions that occurred on the high injury network in the City of Pinole, followed by strategies to make these locations safer (**Table 10**).

64%
Automobile right of way collisions

64%
Occurred at an intersection

27%
Occurred on Pinole Valley Rd

Table 10. Emphasis Area 4 Strategies

Objective: To reduce the number of fatal and severe injury broadside collisions.			
	Strategies	**Performance Measure**	**Agencies/ Organizations**
Education	Conduct public information and education campaign for intersection safety laws regarding traffic lights, stop signs, and turning left or right.	Number of education campaigns	City/ School District/ Police Department
Enforcement	Targeted enforcement at high-risk locations.	Number of citations and/or warnings issued.	Police Department
Engineering	• S02, Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number • S03, Improve signal timing (coordination, phases, red, yellow, or operation) • S08, Convert signal to mast arm (from pedestal-mounted) • S09, Install raised pavement markers and striping (Through Intersection) • S16/NS04/NS05, Convert intersection to roundabout • NS02, Convert to all-way STOP control (from 2-way or Yield control) • NS03, Install signals • NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs • NS07, Upgrade intersection pavement markings (NS.I.) • NS08, Install flashing beacons at stop controlled intersections	Number of locations improved to mitigate night-time collisions.	City
EMS	Improve resource of deployment for emergency responses to collision sites.	EMS vehicle response time at night.	City/ Health Department

EMPHASIS AREA 5 – AUTOMOBILE RIGHT OF WAY COLLISONS

The City of Pinole experienced a total 47 reported injury collisions on the high injury network. 10 (21 percent) of these collisions were automobile right of way violations, including 2 fatal and severe injury (F+SI) collisions. The following collision data is based on only automobile right of way injury collisions that occurred on the high injury network in the City of Pinole, followed by strategies to make these locations safer (**Table 11**).

80%
Involved another motor vehicle

35%
Broadside collisions

30%
Occurred on Fitzgerald Drive

Table 11. Emphasis Area 5 Strategies

Objective: To reduce the number of automobile right of way collisions.			
	Strategies	**Performance Measure**	**Agencies/ Organizations**
Education	Conduct public information and education campaign for intersection safety laws regarding traffic lights, stop signs, and turning left or right.	Number of education campaigns.	City/ School District/ Police Department
Enforcement	Targeted enforcement at locations with most automobile right of way collisions.	Number of citations issued	Police Department
Engineering	• S02, Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number • S03, Improve signal timing (coordination, phases, red, yellow, or operation) • S08, Convert signal to mast arm (from pedestal-mounted) • S09, Install raised pavement markers and striping (Through Intersection) • S16/NS04/NS05, Convert intersection to roundabout • NS02, Convert to all-way STOP control (from 2-way or Yield control) • NS03, Install signals • NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs • NS07, Upgrade intersection pavement markings (NS.I.) • NS08, Install flashing beacons at stop controlled intersections • NS11, Improve sight distance to intersection (Clear Sight Triangles)	Number of locations improved.	City
EMS	S05, Install emergency vehicle pre-emption systems	EMS vehicle response time.	City/ Health Department

EMPHASIS AREA 6 – PEDESTRIAN COLLISIONS

The City of Pinole experienced a total 47 reported injury collisions on the high injury network. 7 (15 percent) of these collisions were pedestrian collisions, including 3 fatal and severe injury (F+SI) collisions. The following collision data is based on only pedestrian injury collisions that occurred on the high injury network in the City of Pinole, followed by strategies to make these locations safer (**Table 12**).

57%
involved a pedestrian crossing in a crosswalk at intersection

43%
Occurred at nighttime

43%
Occurred on Fitzgerald Drive

Table 12. Emphasis Area 6 Strategies

Objective: To reduce the number of fatal and severe injury pedestrian collisions			
	Strategies	**Performance Measure**	**Agencies/ Organizations**
Education	Conduct pedestrian safety campaigns and outreach to raise their awareness of pedestrian safety needs through media outlets and social media.	Number of education campaigns.	City/ School District/ Police Department
Enforcement	• Targeted enforcement at high-risk locations especially near schools and downtown	Number of citations issued.	Police Department
Engineering	• S21PB, Modify signal phasing to implement a Leading Pedestrian Interval (LPI) • NS07, Upgrade intersection pavement markings (NS.I.) • NS19PB, Install raised medians (refuge islands) • NS21PB/R35PB, Install/upgrade pedestrian crossing (with enhanced safety features) • R36PB, Install raised pedestrian crossing • R37PB, Install Rectangular Rapid Flashing Beacons (RRFB) • High-visibility ladder crosswalks • Mid-block curb extension • In-road yield sign for pedestrian crossing at crosswalk • The City should apply for HSIP pedestrian set aside funds every two years	Number of locations improved.	City
EMS	Improve resource deployment for emergency responses at collision sites.	EMS vehicle response time.	City/ Health Department

6. COUNTERMEASURE SELECTION

Identification of Countermeasures

Upon the identification of high-risk locations and Emphasis Areas, the next step was to identify appropriate safety countermeasures. The Caltrans LRSM provides 82 countermeasures, of which 20 are eligible in the current HSIP call for signalized intersections, 24 for un-signalized intersections, and 38 for roadway segments. The LRSM provides guidance on where to apply the countermeasures, including the crash types each countermeasure would address, and a Crash Reduction Factor (CRF) for each countermeasure. The Federal Highway Administration (FHWA) CMF Clearinghouse and published research papers were reviewed by the project team to gain additional insight on CRFs and effectiveness of specific countermeasures.

The project team conducted a thorough review of the high-injury locations (intersections and roadway segments) using aerial photography and Google Maps Street View software. Crash characteristics of all collisions occurring on the High Injury Network were considered. After combining the physical and collision characteristics, the project team developed a table of preliminary countermeasures that address each of the six identified Emphasis Areas. The table was refined by selecting up to six countermeasures for each high-risk location that were most commonly recommended among all Emphasis Areas. By doing this, the project team was able to identify countermeasures with the greatest opportunity for systemic implementation.

Countermeasure Toolbox

Engineering countermeasures were selected for each of the high-risk locations and for the emphasis areas. These were based on approved countermeasures from the Caltrans LRSM used in HSIP grant calls for projects. The intention is to give the City potential countermeasures for each location that can be implemented either in future HSIP calls for projects, or using other funding sources, such as the CIP (Capital Improvement Program). Non-engineering countermeasures were also selected using the four E's strategies, and are included with the emphasis areas. The countermeasure toolbox in **Appendix F** details the draft countermeasures for each high-risk location and emphasis area, separated by intersections and roadway segments. While not all of these countermeasures will be included in the resulting safety projects, they are included to give the City a toolbox for implementing future safety improvements through other means, such as the CIP.

Table 13 provides a description of each countermeasure appropriate for City of Pinole along with the CRF, federal funding eligibility, and opportunity for systemic implementation. An excerpt of the LRSM, detailing each available HSIP countermeasure referenced in the recommendations tables, is included as **Appendix E**.

Table 13. Countermeasures selected for the City of Pinole

Code	Countermeasure Name	Countermeasure Description	CRF	Federal Funding	Systemic Approach Opportunity
S01	Add intersection lighting	Provision of lighting at intersection.	40%	90%	Medium
S02	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	Includes New LED lighting, signal back plates, retro-reflective tape outlining the back plates, or visors to increase signal visibility, larger signal heads, relocation of the signal heads, or additional signal heads.	15%	90%	Very High
S03	Improve signal timing (coordination, phases, red, yellow, or operation)	Includes adding phases, lengthening clearance intervals, eliminating or restricting higher-risk movements, and coordinating signals at multiple locations.	15%	50%	Very High
S07	Provide protected left turn phase (left turn lane already exists)	Left turns are widely recognized as the highest-risk movements at signalized intersections. Providing Protected left-turn phases for signalized intersections with existing left turn pockets significantly improve the safety for left-turn maneuvers by removing the need for the drivers to navigate through gaps in oncoming/opposing through vehicles	30%	90%	High
S09	Install raised pavement markers and striping (Through Intersection)	Adding clear pavement markings can guide motorists through complex intersections. When drivers approach and traverse through complex intersections, drivers may be required to perform unusual or unexpected maneuvers	10%	90%	Very High
S12	Install raised median on approaches (S.I.)	Raised medians next to left turn lanes at intersections offer a cost effective means for reducing crashes and improving operations at higher volume intersections	25%	90%	Medium
S16	Convert intersection to roundabout (from signal)	Signalized intersections that have a significant crash problem and the only alternative is to change the nature of the intersection itself. Roundabouts can also be very effective at intersections with complex geometry and intersections with frequent left-turn movements.	Varies	90%	Low
S20PB	Install advance stop bar before crosswalk (Bicycle Box)	Signalized Intersections with a marked crossing, where significant bicycle and/or pedestrians volumes are known to occur.	15%	90%	Very High
NS01	Add intersection lighting (NS.I.)	Provision of lighting at intersection.	40%	90%	Medium
NS06	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	Additional regulatory and warning signs at or prior to intersections will help enhance the ability of approaching drivers to perceive them.	15%	90%	Very High

Code	Countermeasure Name	Countermeasure Description	CRF	Federal Funding	Systemic Approach Opportunity
NS11	Improve sight distance to intersection (Clear Sight Triangles)	Unsignalized intersections with restricted sight distance and patterns of crashes related to lack of sight distance where sight distance can be improved by clearing roadside obstructions without major reconstruction of the roadway.	20%	90%	High
NS15	Create directional median openings to allow (and restrict) left-turns and u-turns (NS.I.)	Crashes related to turning maneuvers include angle, rear-end, pedestrian, and sideswipe (involving opposing left turns) type crashes. If any of these crash types are an issue at an intersection, restriction or elimination of the turning maneuver may be the best way to improve the safety of the intersection.	50%	90%	Medium
NS21PB	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	Intersections with signalized pedestrian crossing that have high turning vehicles volumes and have had pedestrian vs. vehicle crashes.	60%	90%	Very High
NS22PB	Install Rectangular Rapid Flashing Beacon (RRFB)	Rectangular Rapid Flashing Beacon (RRFB) includes pedestrian-activated flashing lights and additional signage that enhance the visibility of marked crosswalks and alert motorists to pedestrian crossings. It uses an irregular flash pattern that is similar to emergency flashers on police vehicles. RRFBs are installed at unsignalized intersections and mid-block pedestrian crossings.	35%	90%	Medium
R01	Add Segment Lighting	Provision of lighting along roadways.	35%	100%	Medium
R14	Road Diet (Reduce travel lanes from 4 to 3 and add a two way left-turn and bike lanes)	Areas noted as having a higher frequency of head-on, left-turn, and rear-end crashes with traffic volumes that can be handled by only 2 free flowing lanes. Using this strategy in locations with traffic volumes that are too high could result in diversion of traffic to routes less safe than the original four-lane design.	30%	90%	Medium
R21	Improve pavement friction (High Friction Surface Treatments)	Improving the skid resistance at locations with high frequencies of wet road crashes and/or failure to stop crashes	55%	100%	High
R22	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	Additional or new signage can address crashes caused by lack of driver awareness or compliance of roadway signing.	15%	90%	Very High
R26	Install dynamic/variable speed warning signs	Includes the addition of dynamic speed warning signs (also known as Radar Speed Feedback Signs)	30%	100%	High
R27	Install delineators, reflectors and/or object markers	Installation of delineators, reflectors and/or object markers are intended to warn drivers of an approaching curve or	15%	90%	Very High

Code	Countermeasure Name	Countermeasure Description	CRF	Federal Funding	Systemic Approach Opportunity
		fixed object that cannot easily be removed.			
R28	Install edge-lines and centerlines	Any road with a history of run-off-road right, head-on, opposite-direction-sideswipe, or run-off-road-left crashes is a candidate for this treatment -install where the existing lane delineation is not sufficient to assist the motorist in understanding the existing limits of the roadway. Depending on the width of the roadway, various combinations of edge line and/or center line pavement markings may be the most appropriate.	25%	100%	Very High
R30	Install centerline rumble strips/stripes	Center Line rumble strips/stripes can be used on virtually any roadway – especially those with a history of head-on crashes.	20%	100%	High
R31	Install edgeline rumble strips/stripes	Shoulder and edge line milled rumble strips/stripes should be used on roads with a history of roadway departure crashes.	15%	100%	High
R35PB	Install/upgrade pedestrian crossing (with enhanced safety features)	Roadway segments with no controlled crossing for a significant distance in high-use midblock crossing areas and/or multilane roads locations. Flashing beacons, curb extensions, medians and pedestrian crossing islands and/or other safety features should be added to complement the standard crossing elements.	35%	90%	Medium
R37PB	Install Rectangular Rapid Flashing Beacon (RRFB)	Rectangular Rapid Flashing Beacon (RRFB) includes pedestrian-activated flashing lights and additional signage that enhance the visibility of marked crosswalks and alert motorists to pedestrian crossings. It uses an irregular flash pattern that is similar to emergency flashers on police vehicles. RRFBs are installed at unsignalized intersections and mid-block pedestrian crossings	35%	100%	Medium

* Code: S - Signalized intersection improvements
NS - Non-signalized intersection improvements
R - Roadway segment improvements

7. VIABLE SAFETY PROJECTS

This chapter summarizes the process of selecting safety projects as part of the analysis for the City of Pinole LRSP. The next step after the identification of high-risk locations, emphasis areas and applicable countermeasures was to identify location specific safety improvements for all high-risk roadway segments and intersections.

Specific countermeasures and improvements were selected from the 2022 LRSM from Caltrans, where:

- S refers to improvements at signalized locations,
- NS refers to improvements at non-signalized locations, and
- R refers to improvements at roadway segments.

The corresponding number refers to the countermeasure number in the LRSM (2022). The countermeasures were grouped into safety projects for high-risk intersections and roadway segments. A total of five safety projects were developed. All countermeasures were identified based on the technical teams' assessment of viability that consisted of extensive analysis, observations, City staff input, and stakeholder/community input. The most applicable and appropriate countermeasures as identified have been grouped together to form projects that can help make high-injury locations safer.

Table 14 lists the safety projects for high-risk intersections and roadway segments, along with total base planning level cost (2022 dollar amounts) estimates and the resultant preliminary Benefit-Cost (B/C) Ratio. The "Total Benefit" estimates were calculated for the proposed improvements being evaluated in the proactive safety analysis. This "Total Benefit" is divided by the "Total Cost per Location" estimates for the proposed improvements, giving the resultant B/C Ratio. The B/C Ratio Calculation follows the methodology as mentioned in the LRSM (2022).

Appendix G lists the detailed methodology to calculate B/C Ratio, as well as the complete cost, benefit and B/C Ratio calculation spreadsheet.

These safety projects were chosen based on the previously completed collisions analysis, which was used to identify main collision attributes that were found to be leading factors of fatal and severe collisions in City of Pinole. These collision factors are shown below, as well as viable safety projects that can help address these factors.

Broadside Collisions represented the 14% collisions of all severity and a significant percentage of F+SI collisions (33%). Viable safety projects to help address these collisions include improving signal timing, installing raised pavement markers, installing intersection lighting, improving pavement friction, installing/upgrading larger stop signs or other intersection regulatory/warning signs, and installing flashing beacons as advance warning.

Pedestrian Collisions made up 33% of F+SI collisions as well as 3% of all injury collisions. Viable safety projects to help address these collisions include installing advance stop bar before crosswalk, modifying signal phasing to implement a Leading Pedestrian Interval (LPI) and installing Rectangular Rapid Flashing Beacon (RRFB).

Unsafe speed was the most common violation type among all injury collisions (24%), as well as the most common violation causing F+SI collisions (22%). Viable safety projects to help address these violations include installing raised pavement markers and striping (Through Intersection), improving signal timing, installing flashing beacons as advance warning, installing/upgrading signs with new fluorescent sheeting, installing dynamic/variable speed warning signs.

DUI Collisions: DUI violations represented a significant portion of F+SI collisions (22%) and 4% of all injury collisions. Viable safety projects to help address these collisions include upgrading/installing signs with new fluorescent sheeting; installing edge line and centerline; adding intersection lighting, and improving intersection pavement markings.

The next step in the process after safety projects is to prepare HSIP applications. TJKM has provided a service to prepare grant ready material for one pedestrian set aside HSIP Cycle 11 application for City of Pinole. However, it should be noted that while the LRSP projects were based on high-injury locations, HSIP applications can expanded to include many locations across the City. HSIP is a competitive grant funding source based on a benefit/cost analysis. The benefit value is calculated automatically based on crash data document by law enforcement and standard cost data. The cost of some measures may adversely impact the benefit to cost ratio making the grant application less competitive for funding.

Below is the list of identified projects for the City of Pinole, with a preliminary cost estimate for each location and the resulting benefit-cost ratio of the project (the title of each countermeasure is located in a separate table below). The cost per location includes construction costs, Plans, Specifications, and Estimates (PS&E), environmental reporting costs, construction engineering costs, and a 10% contingency in 2022 dollars. Construction costs are based on industry standards in the Bay Area and TJKM's knowledge and experience of the area. Our team is consistently updating our unit prices to match current construction costs.

Table 14. List of Viable Safety Projects

Location	CM1	CM2	CM3	Cost per Location	Total Cost	B/C Ratio
Project #1: Signalized Intersections (Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number, Improve signal timing (coordination, phases, red, yellow, or operation), Provide protected left turn phase (left turn lane already exists))						
Appian Way and Fitzgerald Dr	S02	S03		$13,790	$183,792	27.00
San Pablo Ave and Tennent Ave		S03		$8,610		
Appian Way and Canyon Dr and Tara Hills	S02	S03		$53,410		
Pinole Valley Road/ Tennent Ave/Ellerhorst St	S02	S03		$81,060		
San Pablo Ave and Pinole Valley Rd		S03		$8,610		
San Pablo Ave and Pinon Ave/Appian Way		S03	S07	$9,702		
Pinole Valley Rd and Estates Ave		S03		$8,610		
Project #2: Pedestrian Safety at Signalized Intersections (Install advance stop bar before crosswalk, Install raised median on approaches (S.I.), Install raised pavement markers and striping (Through Intersection))						
Appian Way and Fitzgerald Dr	S20PB			$68,243	$514,548	12.19
San Pablo Ave and Tennent Ave	S20PB			$60,459		
Appian Way and Canyon Dr and Tara Hills	S20PB	S12		$62,734		
Pinole Valley Road/ Tennent Ave/Ellerhorst St		S12		$95,312		
Fitzgerald Dr and Best Buy Parking Lot	S20PB		S09	$47,222		
San Pablo Ave and Pinole Valley Rd	S20PB	S12	S09	$103,858		
Pinole Valley Rd and Estates Ave	S20PB		S09	$76,720		
Project #3: Safety at Unsignalized Intersections (Add intersection lighting (NS.I.), Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs, Install Rectangular Rapid Flashing Beacon (RRFB))						
Walter Ave and San Pablo Ave	NS01	NS06	NS22PB	$238,455	$879,830	10.90
Pinole Valley Rd and Simas Ave		NS06	NS22PB	$144,725		
Pinole Valley Rd and Wright Ave	NS01	NS06	NS22PB	$241,815		
Pinole Valley Rd and Rafaela St		NS06		$4,865		
Wright Ave and Carol St		NS06		$6,195		
Pinole Valley Rd and Savage Ave	NS01	NS06	NS22PB	$235,515		
Simas Ave and Moraga Dr		NS06		$8,260		
Project #4: Citywide Signal Upgrade						
Citywide Signalized Intersections	S02			-	-	-
Project #5: Citywide Street light Inventory						
Citywide Intersections and Roadway Segments	S01	NS01	R01	-	-	-

Project #6: Roadway Segments (Add Segment Lighting, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning), Install delineators, reflectors and/or object markers)						
Pinole Valley Rd: San Pablo Ave to Collins Ave	R22	R27	R01	$1,198,179	$1,469,474	18.41
San Pablo Ave: Oak Ridge Rd to Pinole Valley Rd	R22	R27		$17,981		
San Pablo Ave: Golden Gate Park to Del Monte Dr	R22	R27		$9,198		
Tara Hills: Kilkenny Way to Appian Way	R22	R27		$11,588		
Walter Ave: North Terminus to San Pablo Ave	R22	R27	R01	$88,613		
Fitzgerald Dr: Jovita Ln to Appian Way	R22	R27		$44,050		
Appian Way: San Pablo Ave to Michael Dr	R22	R27		$77,344		
Tennent Ave: San Pablo Ave to Pinole Valley Rd	R22	R27		$22,523		
Project #7: Roadway Segments (Install centerline rumble strips/stripes, Install edge-lines and centerlines, Install Rectangular Rapid Flashing Beacon (RRFB))						
Pinole Valley Rd: San Pablo Ave to Collins Ave	R30		R37PB	$339,794	$914,375	23.18
San Pablo Ave: Oak Ridge Rd to Pinole Valley Rd		R28		$19,194		
San Pablo Ave: Golden Gate Park to Del Monte Dr		R28		$6,591		
Tara Hills: Kilkenny Way to Appian Way		R28		$22,764		
Walter Ave: North Terminus to San Pablo Ave	R30	R28		$3,511		
Tennent Ave: San Pablo Ave to Pinole Valley Rd	R30	R28	R37PB	$522,522		
Project #8: Roadway Segments (Road Diet (Reduce travel lanes from 4 to 3 and add a two way left-turn and bike lanes), Install dynamic/variable speed warning signs, Install/upgrade pedestrian crossing (with enhanced safety features))						
Pinole Valley Rd: San Pablo Ave to Collins Ave		R26		$236,845	$1,483,510	10.82
San Pablo Ave: Oak Ridge Rd to Pinole Valley Rd	R14			$360,675		
Tara Hills: Kilkenny Way to Appian Way	R14			$211,750		
Fitzgerald Dr: Jovita Ln to Appian Way	R14	R26	R35PB	$447,440		
Appian Way: San Pablo Ave to Michael Dr		R26		$226,800		
Project #9: Citywide Regulatory and Warning Sign Inventory						
Citywide Roadway Segments	R22			-	-	-
Project #10: Pedestrian Set-aside (Install Rectangular Rapid Flashing Beacon (RRFB))						
Tennent Ave (at Plum St & Pear St)	R37PB			$248,300	$248,300	-

Notes: CM – countermeasure. B/C ratio is the dollar amount of benefits divided by the cost of the countermeasure.

COUNTERMEASURE NAME

NS01	Add intersection lighting (NS.I.)
NS06	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs
NS22PB	Install Rectangular Rapid Flashing Beacon (RRFB)
R01	Add Segment Lighting
R14	Road Diet (Reduce travel lanes from 4 to 3 and add a two way left-turn and bike lanes)
R22	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)
R26	Install dynamic/variable speed warning signs
R27	Install delineators, reflectors and/or object markers
R28	Install edge-lines and centerlines
R30	Install centerline rumble strips/stripes
R35PB	Install/upgrade pedestrian crossing (with enhanced safety features)
R37PB	Install Rectangular Rapid Flashing Beacon (RRFB)
S01	Add intersection lighting
S02	Improve signal hardware: lenses, mounting, size, and number
S03	Improve signal timing (coordination, phases, red, yellow, or operation)
S07	Provide protected left turn phase (left turn lane already exists)
S09	Install raised pavement markers and striping (Through Intersection)
S12	Install raised median on approaches (S.I.)
S20PB	Install advance stop bar before crosswalk

8. IMPLEMENTATION AND EVALUATION

This chapter describes the steps the City may take to evaluate the success of this plan and steps needed to update the plan in the future. The LRSP is a guidance document and requires periodic updates to assess its efficacy and re-evaluate potential solutions. It is recommended to update the plan every two to five years in coordination with the identified safety partners. This document was developed based on community needs, stakeholder input, and collision analysis conducted to identify priority emphasis areas throughout the City. The implementation of strategies under each emphasis area would aim to reduce F+SI collisions in the coming years.

Implementation

The LRSP is a guidance document that is recommended to be updated every two to five years in coordination with the safety partners. The LRSP document provides engineering, education, and enforcement related countermeasures that can be implemented throughout the City to reduce F+SI collisions. It is recommended that the City of Pinole implement the selected projects in high-collision locations in coordination with other projects proposed for the City's infrastructure development in their future CIP. After implementing countermeasures, the performance measures for each emphasis area should be evaluated annually. The most important measure of success of the LRSP should be reducing F+SI collisions throughout the City. If the number of F+SI collisions does not decrease over time, then the emphasis areas and countermeasures should be re-evaluated.

Funding is a critical component of implementing any safety project. While the HSIP program is a common source of funding for safety projects, there are numerous other funding sources that could be pursued for such projects. (See **Table 15** below).

Table 15. List of Potential Funding Sources

Funding Source	Funding Agency	Amount Available	Next Estimated Call for Projects	Applicable E's	Notes
Active Transportation Program	Caltrans, California Transportation Commission, MTC	~$450 million per cycle (every two years)	2022	Engineering, Education	Can be used for most active transportation related safety projects as well as education programs. Funding available through Caltrans or MTC
Highway Safety Improvement Program	Caltrans		2024	Engineering	Most common grant source for safety projects

Funding Source	Funding Agency	Amount Available	Next Estimated Call for Projects	Applicable E's	Notes
Office of Traffic Safety Grants	California Office of Traffic Safety	Varies by grant	Closes January 31st annually	Education, Enforcement, Emergency Response	10 grants available to address various components of traffic safety
Affordable Housing and Sustainable Communities Program	Strategic Growth Council and Dept. of Housing and Community Development	~$405 million	2022	Engineering, Education	Must be connected to affordable housing projects; typically focuses on bike/pedestrian infrastructure/programs
Urban Greening	California Natural Resources Agency	$28.5 million	2022	Engineering	Focused on bike/pedestrian infrastructure and greening public spaces
Local Streets and Road Maintenance and Rehabilitation	CTC (distributed to local agencies)	$1.5 billion statewide	N/A; distributed by formula	Engineering	Typically pays for road maintenance type projects
RAISE Grant	USDOT	~$1 billion	2022	Engineering	Typically used for larger infrastructure projects
Sustainable Transportation Equity Project	California Air Resources Board	~$19.5 million	TBD; most recent call in 2020	Engineering, Education	Targets projects that will increase transportation equity in disadvantaged communities
Transformative Climate Communities	Strategic Growth Council	~$90 million	TBD; most recent call in 2020	Engineering	Funds community-led projects that achieve major reductions in greenhouse gas emissions in disadvantaged communities
Safe Streets and Roads for All (SS4A)	USDOT	$200k - $50 million	2022	Engineering	Two types of SS4A grants available: Action Plan Grants and Implementation Grants

For HSIP Cycle 11, one pedestrian set aside application was submitted by the City of Pinole for RRFB at two unsignalized intersections.

The City of Pinole has planned roadway safety improvement of installation of Traffic Signal Control at the intersection of Appian Way and Marlesta Road. In addition, the City is working closely with Contra Costa Transportation Authority (CCTA) to secure funding to install smart signals at various major arterials.

Monitoring and Evaluation

For the success of the LRSP, it is crucial to monitor and evaluate the 4 E-strategies continuously. Monitoring and evaluation help provide accountability, ensure the effectiveness of the countermeasures for each emphasis area, and help make decisions needed for new strategies. The process would help the City make informed decisions regarding the implementation plan's progress and accordingly, update the goals and objectives of the plan.

After implementing countermeasures, the strategies should be evaluated annually as per their performance measures. The evaluation should be recorded in a before-after study to validate the effectiveness of each countermeasure as per the following observations:

- Number of F+SI collisions
- Number of police citations
- Number of public comments and concerns

Evaluation should be conducted during similar time periods and durations each year. The most important measure of success of the LRSP should be reduction in F+SI collisions throughout the City. If the number of F+SI collisions doesn't decrease initially, then the countermeasures should be evaluated as per the other observations, as mentioned above. The effectiveness of the countermeasures should be compared to the goals for each emphasis area.

LRSP Update

The LRSP is a guidance document and is recommended to be updated every two to five years after adoption. After monitoring performance measures focused on the status and progress of the E's strategies in each emphasis area, the next LRSP update can be tailored to resolve any continuing safety problems. An annual stakeholder meeting with the safety partners is also recommended to discuss the progress for each emphasis area and oversee the implementation plan. The document should then be updated as per the latest collision data, emerging trends, and the E's strategies' progress and implementation.

APPENDICES

APPENDIX A. LIST OF COMMUNITY FEEDBACK COMMENTS

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
778dxw9wwt73	1	POINT (-122.290922 38.005368)	Y	San Pablo Ave	San Pablo Ave/Tennent Ave	free right turn from SPA to Tennant Ave is dangerous for pedestrians	Pedestrian	Pedestrian Safety
778dxw9wwt73	2	POINT (-122.285638 37.996686)	N	Pinole Valley Rd	Pinole Valley Rd- Near Eastshore Fwy	Congestion getting onto East Bound I-80. Metering lights cause onramp traffic to back-up to Pinole Valley Road.	Motor Vehicles	Intersection Safety
4aah7l8ezj79	4	POINT (-122.286011 37.997003)	N	Pinole Valley Rd	Pinole Valley Rd- Near Eastshore Fwy	The Cal trans light for the I-80 signs are burnt-out.	Motor Vehicles	Lighting
9vza3ihm77la	5	POINT (-122.302286 37.99515)	Y	Appian Way	Appian Way/Canyon Dr	BIKES: Left turns to Tara Hills Dr. are extremely dangerous and difficult to merge left beforehand across the two lanes of traffic. There needs to be a true bike lane starting at the highway off-ramp that does NOT include sewer grates, and ways to make protected crossings and left turns safely. Also needs true bike access around the gas station with a dedicated bike lane for at least the block before the McDonald's.	Bicycle	Bicycle Safety
9vza3ihm77la	6	POINT (-122.298317 38.004146)	Y	Pinole Valley Rd	Pinole Ave/San Pablo Ave	This spot seems safe enough. I have seen a car vs. pedestrian fatality there, but it was basically suicide by truck, not the fault of road design.	Pedestrian	Pedestrian Safety
9vza3ihm77la	7	POINT (-122.298317 38.004146)	Y	Pinole Valley Rd	Pinole Ave/San Pablo Ave	This spot seems safe enough. I have seen a car vs. pedestrian fatality there, but it was basically suicide by truck, not the fault of road design.	Motor Vehicles	Pedestrian Safety
9vza3ihm77la	7	POINT (-122.293628 38.004264)	N	San Pablo Ave	San Pablo Ave	Buy an easement, clear this landowner's debris off the road, and create a real bike lane with adequate visibility for cars to see bikes on this blind curve.	Bicycle	Visibility
9vza3ihm77la	7	POINT (-122.293628 38.004264)	N	San Pablo Ave	San Pablo Ave	Buy an easement, clear this landowner's debris off the road, and create a real bike lane with adequate visibility for cars to see bikes on this blind curve.	Bicycle	Bicycle Safety
7e7487vow7s3	8	POINT (-122.285939 37.996741)	N	Pinole Valley Rd	Pinole Valley Rd- Near Eastshore Fwy	It is difficult when making right turn to see oncoming traffic. If individuals are speeding there is very little time for correction and may result in an accident.	Motor Vehicles	Visibility
7e7487vow7s3	8	POINT (-122.285939 37.996741)	N	Pinole Valley Rd	Pinole Valley Rd- Near Eastshore Fwy	It is difficult when making right turn to see oncoming traffic. If individuals are speeding there is very little time for correction and may result in an accident.	Motor Vehicles	Speeding
8gov2uba7ry9	9	POINT (-122.299344 38.001699)	Y	Appian Way	Appian Way/Marlesta Rd	High speeds coming from the I-80 direction at all hours of the day. The intersection of Appian and Marlesta is significantly dangerous for both drivers coming from MarlestA onto Appian and especially for dangerous those walking and crossing the intersection. Everyone ways drive 15 to 20 mph above the speed limit. It's especially concerning since children who attend Pinole Junior just a couple of blocks away use it as a main thoroughfare.	Motor Vehicles	Pedestrian Safety
8gov2uba7ry9	9	POINT (-122.299344 38.001699)	Y	Appian Way	Appian Way/Marlesta Rd	High speeds coming from the I-80 direction at all hours of the day. The intersection of Appian and Marlesta is significantly dangerous for both drivers coming from MarlestA onto Appian and especially for dangerous those walking and crossing the intersection. Everyone ways drive 15 to 20 mph above the speed limit. It's especially concerning since children who attend Pinole Junior just a couple of blocks away use it as a main thoroughfare.	Motor Vehicles	Visibility
8gov2uba7ry9	9	POINT (-122.299344 38.001699)	Y	Appian Way	Appian Way/Marlesta Rd	High speeds coming from the I-80 direction at all hours of the day. The intersection of Appian and Marlesta is significantly dangerous for both drivers coming from MarlestA onto Appian and especially for dangerous those walking and crossing the intersection. Everyone ways drive 15 to 20 mph above the speed limit. It's especially concerning since children who attend Pinole Junior just a couple of blocks away use it as a main thoroughfare.	Pedestrian	Pedestrian Safety

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
8gov2uba7ry9	9	POINT (-122.299344 38.001699)	Y	Appian Way	Appian Way/Marlesta Rd	High speeds coming from the I-80 direction at all hours of the day. The intersection of Appian and Marlesta is significantly dangerous for both drivers coming from MarlestA onto Appian and especially for dangerous those walking and crossing the intersection. Everyone ways drive 15 to 20 mph above the speed limit. It's especially concerning since children who attend Pinole Junior just a couple of blocks away use it as a main thoroughfare.	Pedestrian	Visibility
8gov2uba7ry9	10	POINT (-122.29938 38.001821)	Y	Appian Way	Appian Way/Marlesta Rd	High speeds coming from the I-80 direction at all hours of the day. The intersection of Appian and Marlesta is significantly dangerous for both drivers coming from MarlestA onto Appian and especially for dangerous those walking and crossing the intersection. Everyone ways drive 15 to 20 mph above the speed limit. It's especially concerning since children who attend Pinole Junior just a couple of blocks away use it as a main thoroughfare.	Motor Vehicles	Pedestrian Safety
8gov2uba7ry9	10	POINT (-122.29938 38.001821)	Y	Appian Way	Appian Way/Marlesta Rd	High speeds coming from the I-80 direction at all hours of the day. The intersection of Appian and Marlesta is significantly dangerous for both drivers coming from MarlestA onto Appian and especially for dangerous those walking and crossing the intersection. Everyone ways drive 15 to 20 mph above the speed limit. It's especially concerning since children who attend Pinole Junior just a couple of blocks away use it as a main thoroughfare.	Pedestrian	Pedestrian Safety
3i3cx4pxl3d7	11	POINT (-122.290822 38.005533)	Y	San Pablo Ave	San Pablo Ave/Tennent Ave	People driving recklessly and running the red lights through Old town	Motor Vehicles	Red Light Violation
3i3cx4pxl3d7	11	POINT (-122.290822 38.005533)	Y	San Pablo Ave	San Pablo Ave/Tennent Ave	People driving recklessly and running the red lights through Old town	Motor Vehicles	Speeding
7ive6pbx6wd3	12	POINT (-122.300528 38.00429)	Y	San Pablo Ave	San Pablo Ave/Third Street	Sidewalk ends, crosswalk uncontrolled and people come over a blind crest in the Western direction often accelerating from the light at high speed. It would be nice to have a full sidewalk or at least a crosswalk with a light.	Pedestrian	Pavement Condition
7ive6pbx6wd3	13	POINT (-122.305169 38.004504)	Y	San Pablo Ave	San Pablo Ave/Sunnyview Dr	Many signal light posts in Pinole are installed directly in the middle of the narrow sidewalk, forcing people in wheelchairs and parents with strollers into the street as there is no other way around. These poles should be relocated to the dirt behind the sidewalk and the sidewalks widened	Pedestrian	Intersection Safety
9g4kim2d34j7	16	POINT (-122.314351 38.004248)	Y	San Pablo Ave	San Pablo Ave/ Del Monte Dr	Wish this stretch of San Pablo was more pedestrian friendly. Longer cross walk times and reduced speed limits. We like to walk from Nob HIll Rd to San Pablo and then cross San Pablo to the shore line. It's always pretty intimidating, especially with small children and elderly people who don't walk that fast.	Pedestrian	Pedestrian Safety
9g4kim2d34j7	17	POINT (-122.316604 38.002765)	Y	San Pablo Ave	San Pablo Ave/ Del Monte Dr	People drive extremely fast along San Pablo. The crossing time for pedestrians to get across the road is very short. Kids and older folks should be able to access the bay trail from the Nob Hill area safely! On this stretch of San Pablo Ave I would like to see wider side walks, longer crossing times, protected bike lanes, and more public transit. Pinole is a great place to live. Let's prioritize walking, biking, public transit and other options that are healthy and good for the environment. Thanks!	Pedestrian	Speeding

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
9g4kim2d34j7	17	POINT (-122.316604 38.002765)	Y	San Pablo Ave	San Pablo Ave/ Del Monte Dr	People drive extremely fast along San Pablo. The crossing time for pedestrians to get across the road is very short. Kids and older folks should be able to access the bay trail from the Nob Hill area safely! On this stretch of San Pablo Ave I would like to see wider side walks, longer crossing times, protected bike lanes, and more public transit. Pinole is a great place to live. Let's prioritize walking, biking, public transit and other options that are healthy and good for the environment. Thanks!	Pedestrian	Pedestrian Safety
9g4kim2d34j7	17	POINT (-122.316604 38.002765)	Y	San Pablo Ave	San Pablo Ave/ Del Monte Dr	People drive extremely fast along San Pablo. The crossing time for pedestrians to get across the road is very short. Kids and older folks should be able to access the bay trail from the Nob Hill area safely! On this stretch of San Pablo Ave I would like to see wider side walks, longer crossing times, protected bike lanes, and more public transit. Pinole is a great place to live. Let's prioritize walking, biking, public transit and other options that are healthy and good for the environment. Thanks!	Pedestrian	Bicycle Safety
9g4kim2d34j7	17	POINT (-122.316604 38.002765)	Y	San Pablo Ave	San Pablo Ave/ Del Monte Dr	People drive extremely fast along San Pablo. The crossing time for pedestrians to get across the road is very short. Kids and older folks should be able to access the bay trail from the Nob Hill area safely! On this stretch of San Pablo Ave I would like to see wider side walks, longer crossing times, protected bike lanes, and more public transit. Pinole is a great place to live. Let's prioritize walking, biking, public transit and other options that are healthy and good for the environment. Thanks!	Bicycle	Speeding
9g4kim2d34j7	17	POINT (-122.316604 38.002765)	Y	San Pablo Ave	San Pablo Ave/ Del Monte Dr	People drive extremely fast along San Pablo. The crossing time for pedestrians to get across the road is very short. Kids and older folks should be able to access the bay trail from the Nob Hill area safely! On this stretch of San Pablo Ave I would like to see wider side walks, longer crossing times, protected bike lanes, and more public transit. Pinole is a great place to live. Let's prioritize walking, biking, public transit and other options that are healthy and good for the environment. Thanks!	Bicycle	Pedestrian Safety
9g4kim2d34j7	17	POINT (-122.316604 38.002765)	Y	San Pablo Ave	San Pablo Ave/ Del Monte Dr	People drive extremely fast along San Pablo. The crossing time for pedestrians to get across the road is very short. Kids and older folks should be able to access the bay trail from the Nob Hill area safely! On this stretch of San Pablo Ave I would like to see wider side walks, longer crossing times, protected bike lanes, and more public transit. Pinole is a great place to live. Let's prioritize walking, biking, public transit and other options that are healthy and good for the environment. Thanks!	Bicycle	Bicycle Safety
6bd9g2iwf6va	18	POINT (-122.28601 37.996721)	N	Pinole Valley Rd	Pinole Valley Rd- Near Eastshore Fwy	Traffic signal/irrigation boxes obstruct clear of sight	Motor Vehicles	Visibility
6bd9g2iwf6va	19	POINT (-122.285917 37.996495)	N	Pinole Valley Rd	Pinole Valley Rd- Near Eastshore Fwy	Traffic signal/irrigation control obstructs line of site of pedeatrians	Motor Vehicles	Visibility
9g4kim2d34j7	16	POINT (-122.314351 38.004248)	Y	San Pablo Ave	San Pablo Ave/ Del Monte Dr	Wish this stretch of San Pablo was more pedestrian friendly. Longer cross walk times and reduced speed limits. We like to walk from Nob HIll Rd to San Pablo and then cross San Pablo to the shore line. It's always pretty intimidating, especially with small children and elderly people who don't walk that fast.	Pedestrian	Speeding

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
7zm4xwt9l487	22	POINT (-122.289114 38.006615)	Y	San Pablo Ave	San Pablo Ave/Pinole Valley Rd	Its very dangerous to cross pinole valley road at SP ave (as a pedestrian) heading west. The drivers trying to turn left from SP ave onto PV road dont notice pedestrians, and the drivers turning right onto SP ave from PV barely stop for the light. Very dangerous for walkers. Also, (not as important) Rafaela is a short cut to by pass that light (for motorists heading east) at commute times. They rarely look when they zip down Rafaela and make a quick left on John St to get to SP ave.	Pedestrian	Pedestrian Safety
2yo73jn7cgs2	23	POINT (-122.286602 37.997543)	N	Pinole Valley Rd	Pinole Valley Rd- Near Eastshore Fwy	Drivers roll through the lights without looking for pedestrians or bicycles at this location.	Pedestrian	Pedestrian Safety
2yo73jn7cgs2	23	POINT (-122.286602 37.997543)	N	Pinole Valley Rd	Pinole Valley Rd- Near Eastshore Fwy	Drivers roll through the lights without looking for pedestrians or bicycles at this location.	Pedestrian	Bicycle Safety
2yo73jn7cgs2	23	POINT (-122.286602 37.997543)	N	Pinole Valley Rd	Pinole Valley Rd- Near Eastshore Fwy	Drivers roll through the lights without looking for pedestrians or bicycles at this location.	Bicycle	Pedestrian Safety
2yo73jn7cgs2	23	POINT (-122.286602 37.997543)	N	Pinole Valley Rd	Pinole Valley Rd- Near Eastshore Fwy	Drivers roll through the lights without looking for pedestrians or bicycles at this location.	Bicycle	Bicycle Safety
2yo73jn7cgs2	24	POINT (-122.264991 37.980285)	Y	Pinole Valley Rd	Pinole Valley Rd/Wright Ave	Drivers fail to look to the right when they come to the stop sign. They only look to the left to look for cars. I have almost been hit many, many times as I am walking in this area. Typically, I don't trust the cars so I walk up further on Wright and walk behind the cars.	Pedestrian	Pedestrian Safety
2yo73jn7cgs2	25	POINT (-122.271257 37.980909)	Y	Pinole Valley Rd	Pinole Valley Rd/Savage Ave	It would be nice if speed bumps can be put in this general location. Many children are getting out of vehicles to get into the school. Parents have stopped their cars and they don't always have 100% control of their children. This bend in the road, coming from Savage Ave. towards the school, is a speed demon's delight.	Pedestrian	School Safety
2yo73jn7cgs2	25	POINT (-122.271257 37.980909)	Y	Pinole Valley Rd	Pinole Valley Rd/Savage Ave	It would be nice if speed bumps can be put in this general location. Many children are getting out of vehicles to get into the school. Parents have stopped their cars and they don't always have 100% control of their children. This bend in the road, coming from Savage Ave. towards the school, is a speed demon's delight.	Pedestrian	Speeding
2yo73jn7cgs2	26	POINT (-122.285044 37.99088)	Y	Pinole Valley Rd	Pinole Valley Rd/Ramona St	When drivers are stopped at this intersection, they often don't look to the right to see if someone is about to cross the road. Students cross here and they are at risk.	Pedestrian	Curve Unsafe
2ul2y3cle3ra	27	POINT (-122.299193 38.001681)	Y	Marlesta Rd	Marlesta Road/Appian Way	This crosswalk should be lit up for when a pedestrian needs to cross the street. It is a wide, busy street and as a pedestrian I don't feel safe crossing the street pushing my baby with a stroller. Also, I walk my son from soccer practice from Pinole Middle to my home on Marlesta and Appian Way is very dark at dawn. There needs to be more light post along Appian Way from the middle school all the way to San Pablo Ave.	Pedestrian	Lighting
3na88w28anf6	28	POINT (-122.308006 38.005208)	Y	San Pablo Ave	San Pablo Ave/Meadow Ave	Can we have markers illuminating the crosswalk or flashing lights so people can cross safely?	Pedestrian	Pedestrian Safety
3na88w28anf6	29	POINT (-122.303396 38.00442)	Y	San Pablo Ave	San Pablo Ave/Madrone Ave	Can we have illuminated markers or flashing lights to help people cross safely?	Pedestrian	Pedestrian Safety
3na88w28anf6	30	POINT (-122.29932 38.001717)	Y	Appian Way	Appian Way/Marlesta Rd	Can we have illuminated markers or flashing lights to help people cross safely? This one is probably the most dangerous/urgent	Pedestrian	Pedestrian Safety
4oa64meh2sf4	32	POINT (-122.286771 38.000734)	N	Pinole Valley Rd	Pinole Valley Rd	Cars traveling at 45-55 mph in a school zone causing accidents more than 2/3 times a year. From Hwy 80 to downtown Pinole on Tennant Ave.	Pedestrian	Speeding
6ni2ygv2cpl8	33	POINT (-122.285904 37.99659)	N	Pinole Valley Rd	Pinole Valley Rd- Near Eastshore Fwy	Limited sight distance when turning right onto Pinole Valley Road from Pinole Valley Road exit ramp off I-80E.	Motor Vehicles	Visibility

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
6ni2ygv2cpl8	34	POINT (-122.285759 37.995704)	N	Pinole Valley Rd	Pinole Valley Rd	Driveway out of Trader Joe's Shopping Center onto Pinole Valley Road is very steep, impeding good traffic flow in and out of parking lot.	Motor Vehicles	Pavement Condition
27ac26i9o7b8	36	POINT (-122.283726 37.98679)	N	Pinole Valley Rd	Pinole Valley Rd/ Johanna Court	EXCESSIVE SPEEDING IN THE RESIDENTIAL AREA OF PINOLE VALLEY ROAD BETWEEN SHEA DRIVE, GRANADA COURT, AND SIMAS AVENUE	Motor Vehicles	Speeding
73vzt9is2a96	38	POINT (-122.291572 37.999643)	Y	Henry Ave	Henry Ave/Oak Ridge Rd	Henry Avenue traffic in both directions often does not come to near a complete stop and occasionally stop signs are run at speeds of 25+ mph. This is not an exaggeration. Rolling at 2 mph with eye contact is NOT what I am describing and what most folks do and I'm ok with that if not the letter of the law. It's the dangerous drivers that need to be stopped. Add speed bumps on both sides of Henry?	Pedestrian	Stop Sign Violation
73vzt9is2a96	38	POINT (-122.291572 37.999643)	Y	Henry Ave	Henry Ave/Oak Ridge Rd	Henry Avenue traffic in both directions often does not come to near a complete stop and occasionally stop signs are run at speeds of 25+ mph. This is not an exaggeration. Rolling at 2 mph with eye contact is NOT what I am describing and what most folks do and I'm ok with that if not the letter of the law. It's the dangerous drivers that need to be stopped. Add speed bumps on both sides of Henry?	Pedestrian	Speeding
73vzt9is2a96	38	POINT (-122.291572 37.999643)	Y	Henry Ave	Henry Ave/Oak Ridge Rd	Henry Avenue traffic in both directions often does not come to near a complete stop and occasionally stop signs are run at speeds of 25+ mph. This is not an exaggeration. Rolling at 2 mph with eye contact is NOT what I am describing and what most folks do and I'm ok with that if not the letter of the law. It's the dangerous drivers that need to be stopped. Add speed bumps on both sides of Henry?	Bicycle	Stop Sign Violation
73vzt9is2a96	38	POINT (-122.291572 37.999643)	Y	Henry Ave	Henry Ave/Oak Ridge Rd	Henry Avenue traffic in both directions often does not come to near a complete stop and occasionally stop signs are run at speeds of 25+ mph. This is not an exaggeration. Rolling at 2 mph with eye contact is NOT what I am describing and what most folks do and I'm ok with that if not the letter of the law. It's the dangerous drivers that need to be stopped. Add speed bumps on both sides of Henry?	Bicycle	Speeding
73vzt9is2a96	38	POINT (-122.291572 37.999643)	Y	Henry Ave	Henry Ave/Oak Ridge Rd	Henry Avenue traffic in both directions often does not come to near a complete stop and occasionally stop signs are run at speeds of 25+ mph. This is not an exaggeration. Rolling at 2 mph with eye contact is NOT what I am describing and what most folks do and I'm ok with that if not the letter of the law. It's the dangerous drivers that need to be stopped. Add speed bumps on both sides of Henry?	Motor Vehicles	Stop Sign Violation
73vzt9is2a96	38	POINT (-122.291572 37.999643)	Y	Henry Ave	Henry Ave/Oak Ridge Rd	Henry Avenue traffic in both directions often does not come to near a complete stop and occasionally stop signs are run at speeds of 25+ mph. This is not an exaggeration. Rolling at 2 mph with eye contact is NOT what I am describing and what most folks do and I'm ok with that if not the letter of the law. It's the dangerous drivers that need to be stopped. Add speed bumps on both sides of Henry?	Motor Vehicles	Speeding
6r8s3hxh8m78	40	POINT (-122.288147 38.00744)	N	San Pablo Ave	San Pablo Avenue/ John St	I recently had to use west cat on Sam Pablo Ave and change keys the west at stop has absolutely No lighting the trees are all over grown . It is very dark and unsafe . Lights need to be added immediately.	Pedestrian	Lighting
28aff33f7ce9	42	POINT (-122.295785 38.007469)	N	Primrose Lane	Primrose Lane	opening this right of way between cul-de-sacs for pedestrian/bike access would allow much safer and shorter routes across the neighborhood into downtown Pinole, without needing to bike on San Pablo Ave.	Bicycle	Pedestrian Safety

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
28aff33f7ce9	42	POINT (-122.295785 38.007469)	N	Primrose Lane	Primrose Lane	opening this right of way between cul-de-sacs for pedestrian/bike access would allow much safer and shorter routes across the neighborhood into downtown Pinole, without needing to bike on San Pablo Ave.	Bicycle	Bicycle Safety
28aff33f7ce9	43	POINT (-122.285861 38.008867)	N	San Pablo Ave	San Pablo Ave	Would be great to continue a safe bike route here	Bicycle	Bicycle Safety
28aff33f7ce9	44	POINT (-122.288864 38.008153)	N	Charles Ave	Charles Ave	possible connection between bike paths here? Anything to get off San Pablo Ave which does not feel safe for bikes anywhere.	Bicycle	Bicycle Safety
3av8u2h4bxl3	45	POINT (-122.302306 37.993768)	Y	I80	I80/Appain Way	Used to be I80 west lane before 2nd bridge built. Traffic backs up on Tara Hills as most drivers use curb lane to make right turn on to Appian. Then drivers jockey for lane position on Appian. Ideally lane can be added to Appian as I80W entry. But painting I80W only suggestion on curb lane on Appian and I80E/Appian suggestion on Tara Hills would improve traffic flow.	Motor Vehicles	Curve Unsafe
3av8u2h4bxl3	45	POINT (-122.302306 37.993768)	Y	I80	I80/Appain Way	Used to be I80 west lane before 2nd bridge built. Traffic backs up on Tara Hills as most drivers use curb lane to make right turn on to Appian. Then drivers jockey for lane position on Appian. Ideally lane can be added to Appian as I80W entry. But painting I80W only suggestion on curb lane on Appian and I80E/Appian suggestion on Tara Hills would improve traffic flow.	Motor Vehicles	Pavement Condition
7iel9gig6u93	47	POINT (-122.29848 38.00402)	Y	San Pablo Ave	San Pablo Ave/Appian Way	Drivers coming up Pinon towards San Pablo, there is a winding road curves becomes a blind spot right before the stoplight. Drivers turning left from Appian way onto San Pablo Avenue, can't see drivers from Pinon until really late.	Motor Vehicles	Visibility
7iel9gig6u93	47	POINT (-122.29848 38.00402)	Y	San Pablo Ave	San Pablo Ave/Appian Way	Drivers coming up Pinon towards San Pablo, there is a winding road curves becomes a blind spot right before the stoplight. Drivers turning left from Appian way onto San Pablo Avenue, can't see drivers from Pinon until really late.	Motor Vehicles	Curve Unsafe
7iel9gig6u93	47	POINT (-122.29848 38.00402)	Y	San Pablo Ave	San Pablo Ave/Appian Way	Drivers coming up Pinon towards San Pablo, there is a winding road curves becomes a blind spot right before the stoplight. Drivers turning left from Appian way onto San Pablo Avenue, can't see drivers from Pinon until really late.	Motor Vehicles	Intersection Safety
8ae34666ryw4	48	POINT (-122.31315 38.010473)	N	San Francisco Bay Trail	San Francisco Bay Trail	LACK OF ENFORCEMENT ANYWHERE. THE 4 E's = ENFORCEMENT ENFORCEMENT ENFORCEMENT ENFORCEMENT	Motor Vehicles	Enforcement
8ae34666ryw4	48	POINT (-122.31315 38.010473)	N	San Francisco Bay Trail	San Francisco Bay Trail	LACK OF ENFORCEMENT ANYWHERE. THE 4 E's = ENFORCEMENT ENFORCEMENT ENFORCEMENT ENFORCEMENT	Bicycle	Enforcement
8ae34666ryw4	48	POINT (-122.31315 38.010473)	N	San Francisco Bay Trail	San Francisco Bay Trail	LACK OF ENFORCEMENT ANYWHERE. THE 4 E's = ENFORCEMENT ENFORCEMENT ENFORCEMENT ENFORCEMENT	Pedestrian	Enforcement
3yx9ye8cuz26	49	POINT (-122.299194 38.001696)	Y	Appian Way	Appian Way/Marlesta Rd	pedestrian crosswalk. The actual speed limit is 35, drivers constantly speed above 50. It's very dangerous people cannot cross here	Pedestrian	Pedestrian Safety
8k3e4ux3zh96	50	POINT (-122.28407 37.987394)	N	Pinole Valley Rd	Pinole Valley Rd	Dangerous speeding traffic in Residential Area on Pinole Valley Road between Shea Drive, Granada Court and Simas Avenue	Bicycle	Speeding
8k3e4ux3zh96	50	POINT (-122.28407 37.987394)	N	Pinole Valley Rd	Pinole Valley Rd	Dangerous speeding traffic in Residential Area on Pinole Valley Road between Shea Drive, Granada Court and Simas Avenue	Pedestrian	Speeding

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
9f9mcf8w7778	57	POINT (-122.299358 38.001697)	Y	Appian Way	Appian Way/Marlesta Rd	This area is super dangerous the speed limit is 35mph drivers constantly speeding above 50mph. There are tons of people that ride the bus from here and there are also children. If you are a pedestrian even if you try to cross the street at the crosswalk cars do not stop because of speeding. The sidewalks are super skinny here and no one in their right mind would ride a bike around. It would be nice to have a roundabout here that way pedestrians can cross, cars wouldn't speed as fast and the city could plant trees in the center of the roundabout to add a little bit more character.	Pedestrian	Intersection Improvement
9f9mcf8w7778	57	POINT (-122.299358 38.001697)	Y	Appian Way	Appian Way/Marlesta Rd	This area is super dangerous the speed limit is 35mph drivers constantly speeding above 50mph. There are tons of people that ride the bus from here and there are also children. If you are a pedestrian even if you try to cross the street at the crosswalk cars do not stop because of speeding. The sidewalks are super skinny here and no one in their right mind would ride a bike around. It would be nice to have a roundabout here that way pedestrians can cross, cars wouldn't speed as fast and the city could plant trees in the center of the roundabout to add a little bit more character.	Pedestrian	Speeding
9f9mcf8w7778	57	POINT (-122.299358 38.001697)	Y	Appian Way	Appian Way/Marlesta Rd	This area is super dangerous the speed limit is 35mph drivers constantly speeding above 50mph. There are tons of people that ride the bus from here and there are also children. If you are a pedestrian even if you try to cross the street at the crosswalk cars do not stop because of speeding. The sidewalks are super skinny here and no one in their right mind would ride a bike around. It would be nice to have a roundabout here that way pedestrians can cross, cars wouldn't speed as fast and the city could plant trees in the center of the roundabout to add a little bit more character.	Pedestrian	Pedestrian Safety
87epx7pla9p3	58	POINT (-122.297727 37.988411)	N	Appian Way	Appain Way	Sidewalk access is constantly overgrown by weeds making it nearly inaccessible for pedistrians to safely utilize and in some cases totally inaccessible to those using wheelchairs, walkers etc.Telephone poles add to this.	Pedestrian	Pavement Condition
87epx7pla9p3	59	POINT (-122.293025 38.00471)	N	San Pablo Ave	San Pablo Ave	Referred to as Shale (Shell) Hill. This might be in the CIP, but funding was never identified. There is no passable pedestrian walkway, nor is it safe for a bicyclists because it is also on a curve.	Pedestrian	Pedestrian Safety
87epx7pla9p3	59	POINT (-122.293025 38.00471)	N	San Pablo Ave	San Pablo Ave	Referred to as Shale (Shell) Hill. This might be in the CIP, but funding was never identified. There is no passable pedestrian walkway, nor is it safe for a bicyclists because it is also on a curve.	Bicycle	Bicycle Safety

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
2rj7j4ufk9l6	60	POINT (-122.285728 37.996634)	Y	I80	I80/Pinole Valley Rd	First , the useless signage that I have already emailed cal trans on regarding the two lanes accessing south bound I80. Better surface/lane marking would improve things as well. Two, for the amount of usage this intersection gets, both morning and late afternoon/evening, it needs to have a dedicated right turn lane for I-80 north bound and some solution that will help traffic to move more efficiently and with less cluelessness by drivers. Ideally the entrances to both jack in the box and chevron would be accessible by estates drive only. I've had people make right turns across the front end of my car when they get tired of waiting in line to access the freeway on ramp. You also need to somehow make it impossible, or at least glaringly obvious, that the outer left turn lane does not go straight, when, and if, they actually utilize that lane but disregard the signage.	Motor Vehicles	Curve Unsafe
2rj7j4ufk9l6	60	POINT (-122.285728 37.996634)	Y	I80	I80/Pinole Valley Rd	First , the useless signage that I have already emailed cal trans on regarding the two lanes accessing south bound I80. Better surface/lane marking would improve things as well. Two, for the amount of usage this intersection gets, both morning and late afternoon/evening, it needs to have a dedicated right turn lane for I-80 north bound and some solution that will help traffic to move more efficiently and with less cluelessness by drivers. Ideally the entrances to both jack in the box and chevron would be accessible by estates drive only. I've had people make right turns across the front end of my car when they get tired of waiting in line to access the freeway on ramp. You also need to somehow make it impossible, or at least glaringly obvious, that the outer left turn lane does not go straight, when, and if, they actually utilize that lane but disregard the signage.	Motor Vehicles	Intersection Safety
2rj7j4ufk9l6	61	POINT (-122.288198 38.002362)	Y	Tennet Avenue	Tennet Avenue/Peach Street	The intersection of PVR and tenant needs re-painting. Drivers seem to believe that the right turn from PVR to PVR is a two lane turn lane. Very scary when a big suv turns left in the outer lane, and there are cars parked on PVR, so the suv swerves into your path, or you.	Motor Vehicles	Stop Sign Violation
2rj7j4ufk9l6	62	POINT (-122.280602 37.984809)	Y	Pinole Valley Rd	Pinole Valley Ave/ Simas Ave	Surface needs repainting, more obvious signage that only one of those lanes goes straight. Accident waiting to happen. Better yet, take a cue from Richmond and make it a two lane road with a center lane for turns. Then plant some trees or something, it's really ugly there.	Pedestrian	Pavement Condition
2rj7j4ufk9l6	62	POINT (-122.280602 37.984809)	Y	Pinole Valley Rd	Pinole Valley Ave/ Simas Ave	Surface needs repainting, more obvious signage that only one of those lanes goes straight. Accident waiting to happen. Better yet, take a cue from Richmond and make it a two lane road with a center lane for turns. Then plant some trees or something, it's really ugly there.	Pedestrian	Pedestrian Safety
2rj7j4ufk9l6	62	POINT (-122.280602 37.984809)	Y	Pinole Valley Rd	Pinole Valley Ave/ Simas Ave	Surface needs repainting, more obvious signage that only one of those lanes goes straight. Accident waiting to happen. Better yet, take a cue from Richmond and make it a two lane road with a center lane for turns. Then plant some trees or something, it's really ugly there.	Pedestrian	Stop Sign Violation

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
3co8y62idu87	63	POINT (-122.280489 37.9848)	Y	Pinole Valley Rd	Pinole Valley Ave/ Simas Ave	Speeding on Pinole Valley Rd has always been an issue. I walk this street twice a day. Between Simas and Wright Ave the speeding has increased even in the school zone. I have witnessed cars going over the speed limit and cars passing other cars into oncoming traffic. On the corner of Pinole Valley Rd and Savage Ave there is a cross walk that cars rarely low down for. I've seen a dead deer, raccoons and most recently the valley resident peacock hit by speeding cars.	Pedestrian	Speeding
7ii2ulg8uxx8	65	POINT (-122.271177 37.980953)	N	Pinole Valley Rd	Pinole Valley Rd	Cars come at high speed westbound near school, around blind corner. Families use that area for pick up of students for nearby school with no crosswalk or signs for cars to slow.	Pedestrian	School Safety
7ii2ulg8uxx8	65	POINT (-122.271177 37.980953)	N	Pinole Valley Rd	Pinole Valley Ave	Cars come at high speed westbound near school, around blind corner. Families use that area for pick up of students for nearby school with no crosswalk or signs for cars to slow.	Motor Vehicles	Speeding
7ii2ulg8uxx8	65	POINT (-122.271177 37.980953)	N	Pinole Valley Rd	Pinole Valley Rd	Cars come at high speed westbound near school, around blind corner. Families use that area for pick up of students for nearby school with no crosswalk or signs for cars to slow.	Pedestrian	School Safety
7ii2ulg8uxx8	65	POINT (-122.271177 37.980953)	N	Pinole Valley Rd	Pinole Valley Ave	Cars come at high speed westbound near school, around blind corner. Families use that area for pick up of students for nearby school with no crosswalk or signs for cars to slow.	Motor Vehicles	Speeding
7ii2ulg8uxx8	66	POINT (-122.286356 37.997725)	Y	I80	I80/Pinole Valley Rd	Cars blow through red light often, resulting in accidents	Motor Vehicles	Red Light Violation
7ii2ulg8uxx8	66	POINT (-122.286356 37.997725)	Y	I80	I80/Pinole Valley Rd	Cars blow through red light often, resulting in accidents	Motor Vehicles	Speeding
7ii2ulg8uxx8	67	POINT (-122.280652 37.984773)	Y	Pinole Valley Rd	Pinole Valley Ave/Simas Ave	cars driving eastbound on Pinole Valley Road from the left turn lane (turning to Simas) instead drive straight, causing dangerous situations with cars in lane designated to go straight.	Motor Vehicles	Curve Unsafe
3co8y62idu87	63	POINT (-122.280489 37.9848)	Y	Pinole Valley Rd	Pinole Valley Ave/ Simas Ave	Speeding on Pinole Valley Rd has always been an issue. I walk this street twice a day. Between Simas and Wright Ave the speeding has increased even in the school zone. I have witnessed cars going over the speed limit and cars passing other cars into oncoming traffic. On the corner of Pinole Valley Rd and Savage Ave there is a cross walk that cars rarely low down for. I've seen a dead deer, raccoons and most recently the valley resident peacock hit by speeding cars.	Pedestrian	Pedestrian Safety
3co8y62idu87	63	POINT (-122.280489 37.9848)	Y	Pinole Valley Rd	Pinole Valley Ave/ Simas Ave	Speeding on Pinole Valley Rd has always been an issue. I walk this street twice a day. Between Simas and Wright Ave the speeding has increased even in the school zone. I have witnessed cars going over the speed limit and cars passing other cars into oncoming traffic. On the corner of Pinole Valley Rd and Savage Ave there is a cross walk that cars rarely low down for. I've seen a dead deer, raccoons and most recently the valley resident peacock hit by speeding cars.	Pedestrian	Bicycle Safety
3co8y62idu87	63	POINT (-122.280489 37.9848)	Y	Pinole Valley Rd	Pinole Valley Ave/ Simas Ave	Speeding on Pinole Valley Rd has always been an issue. I walk this street twice a day. Between Simas and Wright Ave the speeding has increased even in the school zone. I have witnessed cars going over the speed limit and cars passing other cars into oncoming traffic. On the corner of Pinole Valley Rd and Savage Ave there is a cross walk that cars rarely low down for. I've seen a dead deer, raccoons and most recently the valley resident peacock hit by speeding cars.	Pedestrian	Stop Sign Violation

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
3co8y62idu87	63	POINT (-122.280489 37.9848)	Y	Pinole Valley Rd	Pinole Valley Ave/ Simas Ave	Speeding on Pinole Valley Rd has always been an issue. I walk this street twice a day. Between Simas and Wright Ave the speeding has increased even in the school zone. I have witnessed cars going over the speed limit and cars passing other cars into oncoming traffic. On the corner of Pinole Valley Rd and Savage Ave there is a cross walk that cars rarely low down for. I've seen a dead deer, raccoons and most recently the valley resident peacock hit by speeding cars.	Pedestrian	Speeding
3co8y62idu87	63	POINT (-122.280489 37.9848)	Y	Pinole Valley Rd	Pinole Valley Ave/ Simas Ave	Speeding on Pinole Valley Rd has always been an issue. I walk this street twice a day. Between Simas and Wright Ave the speeding has increased even in the school zone. I have witnessed cars going over the speed limit and cars passing other cars into oncoming traffic. On the corner of Pinole Valley Rd and Savage Ave there is a cross walk that cars rarely low down for. I've seen a dead deer, raccoons and most recently the valley resident peacock hit by speeding cars.	Pedestrian	Pedestrian Safety
3co8y62idu87	63	POINT (-122.280489 37.9848)	Y	Pinole Valley Rd	Pinole Valley Ave/ Simas Ave	Speeding on Pinole Valley Rd has always been an issue. I walk this street twice a day. Between Simas and Wright Ave the speeding has increased even in the school zone. I have witnessed cars going over the speed limit and cars passing other cars into oncoming traffic. On the corner of Pinole Valley Rd and Savage Ave there is a cross walk that cars rarely low down for. I've seen a dead deer, raccoons and most recently the valley resident peacock hit by speeding cars.	Pedestrian	Bicycle Safety
3co8y62idu87	63	POINT (-122.280489 37.9848)	Y	Pinole Valley Rd	Pinole Valley Ave/ Simas Ave	Speeding on Pinole Valley Rd has always been an issue. I walk this street twice a day. Between Simas and Wright Ave the speeding has increased even in the school zone. I have witnessed cars going over the speed limit and cars passing other cars into oncoming traffic. On the corner of Pinole Valley Rd and Savage Ave there is a cross walk that cars rarely low down for. I've seen a dead deer, raccoons and most recently the valley resident peacock hit by speeding cars.	Pedestrian	Stop Sign Violation
7ii2ulg8uxx8	68	POINT (-122.277963 37.987667)	N	Colusa St	Colusa St	high speed endangering children playing in the street	Pedestrian	School Safety
7ii2ulg8uxx8	69	POINT (-122.279696 37.990016)	N	Colusa St	Colusa St	cars travel at high speed around corners and with cars parked on each side, the space to pass is limited, and dangerous	Pedestrian	Speeding
7ii2ulg8uxx8	70	POINT (-122.279139 37.989161)	N	Colusa St	Colusa St	camper parked on street, creating blind corner for cars traveling west on Lucas unable to see speeding cars coming south on Colusa.	Motor Vehicles	Visibility
8an2rjf6va6a	71	POINT (-122.286426 37.997482)	N	Pinole Valley Rd	Pinole Vally Rd	Traffic back up, lights out of sync between CalTrans and signal maintenance	Motor Vehicles	Lighting
8an2rjf6va6a	72	POINT (-122.301525 37.997295)	Y	Appian Way	Appain Way/Maan Drive	School traffic and parking,	Motor Vehicles	School Safety
8an2rjf6va6a	73	POINT (-122.263246 37.978701)	N	Pinole Valley Rd	Pinole Vally Rd	Speed	Motor Vehicles	Speeding
8an2rjf6va6a	74	POINT (-122.30873 37.99051)	N	Fitzgerald Rd	Fitzgerald Rd	Speed	Motor Vehicles	Speeding
9cv8dpl7hsb6	75	POINT (-122.29845 38.004257)	Y	Appian Way	Appian Way/Pinole Ave	Vehicles driving north on Appian Way, fail to yield to vehicles making a left from Pinion onto San Pablo Ave.	Motor Vehicles	Curve Unsafe
8366ega4alk3	76	POINT (-122.279684 37.983888)	Y	Pinole Valley Rd	Pinole Valley Rd	People speeding right through cross walk as I'm crossing w my baby. Every day this happens. It's terrifying. Maybe we can add flashing lights or something??	Pedestrian	Speeding
8366ega4alk3	78	POINT (-122.279295 37.983854)	Y	Pinole Valley Rd	Pinole Valley Rd/ Sarita Court	Suggestions of no parking on the corner of sarita where the stop sign is. Cars park there and block the view of the sidewalk and people who are crossing street. Safety hazard when turning blindly.	Pedestrian	Visibility
9xvy6ueb88f3	79	POINT (-122.301442 37.992464)	N	Appian Way	Appain Way/ I80	Time of light needs to be changed at this intersection. At the exact same time light turns red the other is green. It should be a couple seconds before changing green to avoid accidents due to people running red lights.	Motor Vehicles	Lighting

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
6hnv33gmj2y3	80	POINT (-122.285736 37.99559)	Y	Pinole Valley Rd	Pinole Valley Rd/ Estates Avenue	Traffic in right lane of PVR stopped up by traffic in Trader Joe's parking, plus backup of traffic waiting at the light to turn left onto Estates. PVR becomes essentially one lane at that point, PVR traffic sometimes backing up onto PVR exit from eastbound I80	Motor Vehicles	Road too Narrow
6hnv33gmj2y3	81	POINT (-122.286447 37.997663)	Y	Pinole Valley Rd	Pinole Valley Rd	Morning commute traffic from westbound I80 bombing through the intersection at Pinole Valley Rd to continue westbound on I80	Motor Vehicles	Intersection Safety
6hnv33gmj2y3	82	POINT (-122.286 37.996715)	Y	Pinole Valley Rd	Pinole Valley Rd	Some kind of utility box obstructs view of traffic approaching on Pinole Valley Road	Motor Vehicles	Visibility
6hnv33gmj2y3	83	POINT (-122.301326 37.992707)	N	Appian Way	Appain Way/ I80	Afternoon commute traffic eastbound on I80 blowing through the intersection to continue eastbound on I80	Motor Vehicles	Speeding
6hnv33gmj2y3	84	POINT (-122.285713 37.995101)	Y	Pinole Valley Rd	Pinole Valley Rd/ Estates Avenue	Jaywalking, Pinole Valley Road between Estates and Pinole Valley High School, all times of the day	Pedestrian	Pedestrian Safety
6hnv33gmj2y3	85	POINT (-122.285561 37.992993)	N	Pinole Valley Rd	Pinole Valley Rd	Commercial vehicle double parking on PVR to make deliveries to businesses in that strip	Motor Vehicles	Large Trucks
6hnv33gmj2y3	85	POINT (-122.285561 37.992993)	N	Pinole Valley Rd	Pinole Valley Rd	Commercial vehicle double parking on PVR to make deliveries to businesses in that strip	Pedestrian	Large Trucks
6hnv33gmj2y3	86	POINT (-122.314988 37.986684)	N	Richmond Parkway	Richmond Parkway	Afternoon commute: extremely late merge from Richmond Parkway into lane for on ramp to eastbound I80	Motor Vehicles	Intersection Safety
4ix8lt9pai3a	88	POINT (-122.308085 38.004335)	N	Meadow Avenue	Meadow Avenue	Cars come off of San Pablo fast and there is no stop sign where Meadow and Meadow meet. We live on the corner and cars come tearing through there.	Motor Vehicles	Speeding
37vyp98xch24	89	POINT (-122.286487 37.997574)	N	Pinole Valley Rd	Pinole Valley Rd	Please consider adding a several second delay between light changes. This would be especially effective between the ramp exiting hwy 80 west and the left turn arrow from PV Road to the entrance ramp to how 80 west.	Motor Vehicles	Lighting
8r7urx7pyw9a	90	POINT (-122.286555 38.000249)	Y	Pinole Valley Rd	Pinole Valley Rd/ Hendry Ave	The speed driven at this point is far above the posted limit- many times 45-50 mph - causing many bad accidents on Pinole Valley Rd. School speed limits are not observed and the turning right lane at Henry Ave. creates confusion and cars vie for a place going to one lane on PVR.	Motor Vehicles	School Safety
8r7urx7pyw9a	90	POINT (-122.286555 38.000249)	Y	Pinole Valley Rd	Pinole Valley Rd/ Hendry Ave	The speed driven at this point is far above the posted limit- many times 45-50 mph - causing many bad accidents on Pinole Valley Rd. School speed limits are not observed and the turning right lane at Henry Ave. creates confusion and cars vie for a place going to one lane on PVR.	Motor Vehicles	Speeding
3ex7anp6xmv4	91	POINT (-122.271623 37.986243)	Y	Simas Ave	Simas Ave/Moraga Dr	We live at 2601 Moraga Drive a corner house at the intersection of Simas Ave and Moraga Dr and is now a 4 way stop for approximately 10 years. When this neighborhood was originally built it was not. I assume the 4 way stop was added to slow vehicle traffic down but this has only increased problems as a lot of drivers either ignore the stop signs completely or the speed up after making a quick stop or speed quickly to a stop. This causes a lot of vehicle traffic noise for all the homes within the intersection area that wasn't present before the 4 way stop was put in. The 4 way stop has done little to aid in vehicle traffic obeying the residential speed limit and certainly isn't monitored by police traffic enforcement. I would ask that the 2 stop signs on Simas Ave. be removed so traffic can resume unimpeded reducing traffic noise levels and the constant rapidly slowing down and speeding up of those vehicles that do actually stop.	Motor Vehicles	Intersection Safety

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
3ex7anp6xmv4	91	POINT (-122.271623 37.986243)	Y	Simas Ave	Simas Ave/Moraga Dr	We live at 2601 Moraga Drive a corner house at the intersection of Simas Ave and Moraga Dr and is now a 4 way stop for approximately 10 years. When this neighborhood was originally built it was not. I assume the 4 way stop was added to slow vehicle traffic down but this has only increased problems as a lot of drivers either ignore the stop signs completely or the speed up after making a quick stop or speed quickly to a stop. This causes a lot of vehicle traffic noise for all the homes within the intersection area that wasn't present before the 4 way stop was put in. The 4 way stop has done little to aid in vehicle traffic obeying the residential speed limit and certainly isn't monitored by police traffic enforcement. I would ask that the 2 stop signs on Simas Ave. be removed so traffic can resume unimpeded reducing traffic noise levels and the constant rapidly slowing down and speeding up of those vehicles that do actually stop.	Motor Vehicles	Stop Sign Violation
3ex7anp6xmv4	91	POINT (-122.271623 37.986243)	Y	Simas Ave	Simas Ave/Moraga Dr	We live at 2601 Moraga Drive a corner house at the intersection of Simas Ave and Moraga Dr and is now a 4 way stop for approximately 10 years. When this neighborhood was originally built it was not. I assume the 4 way stop was added to slow vehicle traffic down but this has only increased problems as a lot of drivers either ignore the stop signs completely or the speed up after making a quick stop or speed quickly to a stop. This causes a lot of vehicle traffic noise for all the homes within the intersection area that wasn't present before the 4 way stop was put in. The 4 way stop has done little to aid in vehicle traffic obeying the residential speed limit and certainly isn't monitored by police traffic enforcement. I would ask that the 2 stop signs on Simas Ave. be removed so traffic can resume unimpeded reducing traffic noise levels and the constant rapidly slowing down and speeding up of those vehicles that do actually stop.	Motor Vehicles	Speeding
3ig9faw8wbj4	92	POINT (-122.261106 37.981424)	Y	Wright Ave	Wright Avenue/ Carol St	Kids being hit by cars who do not stop. Constant Speeding.	Pedestrian	Speeding
3ig9faw8wbj4	93	POINT (-122.261185 37.981272)	Y	Wright Ave	Wright Avenue/ Carol St	Cars don't stop. Need to traffic countermeasures.	Motor Vehicles	Speeding
3ig9faw8wbj4	93	POINT (-122.261185 37.981272)	Y	Wright Ave	Wright Avenue/ Carol St	Cars don't stop. Need to traffic countermeasures.	Pedestrian	Speeding
3ovo3xtr3se4	94	POINT (-122.303475 38.006797)	Y	Bay View Farm Rd	Bay View Farm Rd/ Hemleb Court	Thank you for this opportunity to speak. Traffic speeds up to approximately 50mph between Sunnyview Drive and Hemleb Court on Bay View Farm Road. Cars regularly make 'donuts' where Belfair Drive intersects Bay View Farm Road on this stretch of the street. We need traffic bumps or something similar to promote safety and to protect animals, people and other drivers. Gathering signatures to start the process to request traffic bumps is not a safe option during the COVID outbreak. Sincerely, Laurie Mason	Motor Vehicles	Speeding

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
3ovo3xtr3se4	94	POINT (-122.303475 38.006797)	Y	Bay View Farm Rd	Bay View Farm Rd/ Hemleb Court	Thank you for this opportunity to speak. Traffic speeds up to approximately 50mph between Sunnyview Drive and Hemleb Court on Bay View Farm Road. Cars regularly make 'donuts' where Belfair Drive intersects Bay View Farm Road on this stretch of the street. We need traffic bumps or something similar to promote safety and to protect animals, people and other drivers. Gathering signatures to start the process to request traffic bumps is not a safe option during the COVID outbreak. Sincerely, Laurie Mason	Pedestrian	Stop Sign Violation
3ovo3xtr3se4	94	POINT (-122.303475 38.006797)	Y	Bay View Farm Rd	Bay View Farm Rd/ Hemleb Court	Thank you for this opportunity to speak. Traffic speeds up to approximately 50mph between Sunnyview Drive and Hemleb Court on Bay View Farm Road. Cars regularly make 'donuts' where Belfair Drive intersects Bay View Farm Road on this stretch of the street. We need traffic bumps or something similar to promote safety and to protect animals, people and other drivers. Gathering signatures to start the process to request traffic bumps is not a safe option during the COVID outbreak. Sincerely, Laurie Mason	Motor Vehicles	Pedestrian Safety
3ovo3xtr3se4	94	POINT (-122.303475 38.006797)	Y	Bay View Farm Rd	Bay View Farm Rd/ Hemleb Court	Thank you for this opportunity to speak. Traffic speeds up to approximately 50mph between Sunnyview Drive and Hemleb Court on Bay View Farm Road. Cars regularly make 'donuts' where Belfair Drive intersects Bay View Farm Road on this stretch of the street. We need traffic bumps or something similar to promote safety and to protect animals, people and other drivers. Gathering signatures to start the process to request traffic bumps is not a safe option during the COVID outbreak. Sincerely, Laurie Mason	Pedestrian	Speeding
3ovo3xtr3se4	94	POINT (-122.303475 38.006797)	Y	Bay View Farm Rd	Bay View Farm Rd/ Hemleb Court	Thank you for this opportunity to speak. Traffic speeds up to approximately 50mph between Sunnyview Drive and Hemleb Court on Bay View Farm Road. Cars regularly make 'donuts' where Belfair Drive intersects Bay View Farm Road on this stretch of the street. We need traffic bumps or something similar to promote safety and to protect animals, people and other drivers. Gathering signatures to start the process to request traffic bumps is not a safe option during the COVID outbreak. Sincerely, Laurie Mason	Motor Vehicles	Stop Sign Violation
3ovo3xtr3se4	94	POINT (-122.303475 38.006797)	Y	Bay View Farm Rd	Bay View Farm Rd/ Hemleb Court	Thank you for this opportunity to speak. Traffic speeds up to approximately 50mph between Sunnyview Drive and Hemleb Court on Bay View Farm Road. Cars regularly make 'donuts' where Belfair Drive intersects Bay View Farm Road on this stretch of the street. We need traffic bumps or something similar to promote safety and to protect animals, people and other drivers. Gathering signatures to start the process to request traffic bumps is not a safe option during the COVID outbreak. Sincerely, Laurie Mason	Pedestrian	Pedestrian Safety

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
8b3jwu8sa4b7	95	POINT (-122.289149 38.006573)	Y	Pinole Valley Rd	Pinole Valley Rd/ San Pablo Ave	Traffic light at San Pablo and Pinole Valley should have a left turn arrow. Traffic can back up on San Pablo waiting for cars to turn and often, on-going traffic must stop to allow for left turns.	Motor Vehicles	Lighting
8b3jwu8sa4b7	96	POINT (-122.288282 38.002245)	Y	Tennet Avenue	Tennet Avenue/ Pinole Valley Rd	Traffic is backed up at the traffic light on Pinole Valley Road at Tennent. During peak dismissal times for the elementary school, the light does not allow for enough cars to leave the school's parking lot, thus backing traffic inside and outside the school. Can we get a right turn only lane on Tennent (turning right into the school) and have the lights adjusted to a longer green for those exiting the school. Times of excess traffic is between 2:20 and 2:40 pm M, T, Thur, F). Wednesday dismissal is at 1:45 to 2:00.	Motor Vehicles	Lighting
8b3jwu8sa4b7	96	POINT (-122.288282 38.002245)	Y	Tennet Avenue	Tennet Avenue/ Pinole Valley Rd	Traffic is backed up at the traffic light on Pinole Valley Road at Tennent. During peak dismissal times for the elementary school, the light does not allow for enough cars to leave the school's parking lot, thus backing traffic inside and outside the school. Can we get a right turn only lane on Tennent (turning right into the school) and have the lights adjusted to a longer green for those exiting the school. Times of excess traffic is between 2:20 and 2:40 pm M, T, Thur, F). Wednesday dismissal is at 1:45 to 2:00.	Motor Vehicles	Pavement Condition
8b3jwu8sa4b7	97	POINT (-122.286783 37.998056)	N	Pinole Valley Rd	Pinole Valley Rd	Traffic lights between Henry and I-80 are not synced to allow for ease of traffic getting onto I-80 East. Those cars turning left under the freeway can block the path of those cars going straight and those trying to enter I-80 going west. Lights should be synced.	Motor Vehicles	Curve Unsafe
8b3jwu8sa4b7	97	POINT (-122.286783 37.998056)	N	Pinole Valley Rd	Pinole Valley Rd	Traffic lights between Henry and I-80 are not synced to allow for ease of traffic getting onto I-80 East. Those cars turning left under the freeway can block the path of those cars going straight and those trying to enter I-80 going west. Lights should be synced.	Motor Vehicles	Lighting
3ig9faw8wbj4	92	POINT (-122.261106 37.981424)	Y	Wright Ave	Wright Avenue/ Carol St	Kids being hit by cars who do not stop. Constant Speeding.	Pedestrian	Pedestrian Safety
83lkg7tz86s6	98	POINT (-122.261178 37.981256)	Y	Wright Ave	Wright Avenue/ Carol St	Everyone speeds up and rolls this stop sign in both directions . There have been numerous crashes right after this sign coming from Pinole valley road . I live right by this sign and watch cars do it everyday .	Pedestrian	Speeding
83lkg7tz86s6	98	POINT (-122.261178 37.981256)	Y	Wright Ave	Wright Avenue/ Carol St	Everyone speeds up and rolls this stop sign in both directions . There have been numerous crashes right after this sign coming from Pinole valley road . I live right by this sign and watch cars do it everyday .	Pedestrian	Stop Sign Violation
3nt2nnx7hk8a	99	POINT (-122.258742 37.983236)	Y	Wright Ave	Wright Avenue/Victor Street	This stop sign is ignored by too many. Something too encourage people not to fly through it. i have 2 kids at 2435 wright ave. & it's a little scary how fast some people drive through. thank you!	Pedestrian	Stop Sign Violation
4m647cx9wr7a	100	POINT (-122.285633 37.993467)	N	Pinole Valley Rd	Pinole Valley Rd	massive traffic jam on schooldays on Pinole Valley rd in front of Trader Joe shopping center	Motor Vehicles	Stop Sign Violation
6yzu4w3ap347	101	POINT (-122.3017 38.003929)	Y	San Pablo Ave	San Pablo Ave/ 4th Avenue	People go extremely fast on our street to cut around the traffic light on appian and San Pablo. We would like a speed bump put in on 4th, close to where it meets San pablo	Motor Vehicles	Speeding

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
94jm3bzd99x6	102	POINT (-122.280666 37.98479)	Y	Pinole Valley Rd	Pinole Valley Rd/ Simas Ave	In the 5 years we've lived here I have seen numerous people use the left turn lane to go straight heading towards Pinole Valley Park. Also witnessed several cars fail to stop at all. In one incident, I witnessed a young driver swerve around several cars in the right lane, into the left turn lane, run the stop sign and continue straight, ending up in the oncoming traffic lane headed straight for me. Thankfully, he went to the correct lane just in time. Clearer signs/road markings, and possibly a stop light could help.	Motor Vehicles	Speeding
94jm3bzd99x6	102	POINT (-122.280666 37.98479)	Y	Pinole Valley Rd	Pinole Valley Rd/ Simas Ave	In the 5 years we've lived here I have seen numerous people use the left turn lane to go straight heading towards Pinole Valley Park. Also witnessed several cars fail to stop at all. In one incident, I witnessed a young driver swerve around several cars in the right lane, into the left turn lane, run the stop sign and continue straight, ending up in the oncoming traffic lane headed straight for me. Thankfully, he went to the correct lane just in time. Clearer signs/road markings, and possibly a stop light could help.	Motor Vehicles	Stop Sign Violation
94jm3bzd99x6	103	POINT (-122.273359 37.981426)	N	Pinole Valley Rd	Pinole Valley Rd	Cars travel well over the 25mph school zone when children are present. I've nearly been rear ended several times when pulling into a parking spot to pick up my child, even though I always signal. My child has only been at this school for five months and I can't count how many times it's happened. Cars also often drive well over the posted 35mph at all times of the day/night.	Motor Vehicles	School Safety
94jm3bzd99x6	103	POINT (-122.273359 37.981426)	N	Pinole Valley Rd	Pinole Valley Rd	Cars travel well over the 25mph school zone when children are present. I've nearly been rear ended several times when pulling into a parking spot to pick up my child, even though I always signal. My child has only been at this school for five months and I can't count how many times it's happened. Cars also often drive well over the posted 35mph at all times of the day/night.	Pedestrian	School Safety
98ije3v32f68	104	POINT (-122.285317 37.988837)	N	Shea Dr	Shea Dr	Red zone needs to be repainted on Shea and Pinole Valley Road. Pinole High parents park in red zone prior to end of school and block cars from being able to turn right, so traffic backs up hill and congests area.	Motor Vehicles	Pavement Condition
98ije3v32f68	104	POINT (-122.285317 37.988837)	N	Shea Dr	Shea Dr	Red zone needs to be repainted on Shea and Pinole Valley Road. Pinole High parents park in red zone prior to end of school and block cars from being able to turn right, so traffic backs up hill and congests area.	Pedestrian	Pavement Condition
98ije3v32f68	105	POINT (-122.285538 37.996435)	N	Pinole Valley Rd	Pinole Valley Rd	Traffic backs up at the east bound hwy 80 on ramp in the mornings Mon-Fri, when the metering lights are on and when Pinole Valley High lets out. Can this corner be made into a free right to alleviate the congestion?	Motor Vehicles	Traffic Congestion
98ije3v32f68	106	POINT (-122.270185 37.981463)	Y	Pinole Valley Rd	Pinole Valley Rd/Savage Ave	Can we get lighted crosswalks at the crosswalk by Savage Dr? People driving southbound, coming around turn by Ellerhorst Elem. have difficulty seeing people trying to cross.	Pedestrian	Lighting
98ije3v32f68	107	POINT (-122.268047 37.981513)	N	Pinole Valley Rd	Pinole Valley Rd	Can we get a lighted crosswalk in front of park for children trying to cross?	Pedestrian	Lighting
98ije3v32f68	108	POINT (-122.266449 37.981211)	Y	Pinole Valley Rd	Pinole Valley Rd/ Simas Ave	Can we get a lighted crosswalk for people trying to cross into south end of park by baseball field? Need better visibility and advanced notice for people trying to cross over Pinole Valley Rd.	Pedestrian	Lighting

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
98ije3v32f68	108	POINT (-122.266449 37.981211)	Y	Pinole Valley Rd	Pinole Valley Rd/ Simas Ave	Can we get a lighted crosswalk for people trying to cross into south end of park by baseball field? Need better visibility and advanced notice for people trying to cross over Pinole Valley Rd.	Pedestrian	Visibility
6962cb9g9n6a	109	POINT (-122.280267 37.984753)	Y	Pinole Valley Rd	Pinole Valley St/Simas Ave	crossing pinole valley road to go to the dog park is treacherous. the speed limit is 35. many cars do not stop for pedestrians. i don't understand why you have so many traffic lights by the high school and a lower speed limit when older children cross there. where young children cross to go to the park, soccer or baseball fields cars go speeding without restraint. it is more common for a car not to slow down or stop for pedestrians than have a car with a courteous driver. please reduce the speed limit and put more stop signs to make crossing easier. thank you.	Pedestrian	Speeding
6962cb9g9n6a	109	POINT (-122.280267 37.984753)	Y	Pinole Valley Rd	Pinole Valley St/Simas Ave	crossing pinole valley road to go to the dog park is treacherous. the speed limit is 35. many cars do not stop for pedestrians. i don't understand why you have so many traffic lights by the high school and a lower speed limit when older children cross there. where young children cross to go to the park, soccer or baseball fields cars go speeding without restraint. it is more common for a car not to slow down or stop for pedestrians than have a car with a courteous driver. please reduce the speed limit and put more stop signs to make crossing easier. thank you.	Pedestrian	Pedestrian Safety
6cw74c7sxb9r	111	POINT (-122.286688 37.989118)	N	Shea Dr	Shea Dr	This has 3-way traffic with 2 stop signs at the intersection of Shea Dr. & Avis Way. The traffic driving up hill on Shea Dr. does NOT have a stop sign. The traffic going downhill on Shea Dr. fails to stop at the stop sign 8+ times out of 10. This is extremely dangerous as there are children walking to both Stewart Elementary School & Pinole Valley High School. The Our Saviour Lutheran Church is located on Avis Way so there is more much more traffic than just residential. I can't tell you how many times cars coming up Shea Dr. that are turning left on to Avis Way (no stop sign) have had to slam on their brakes or barely miss being hit by people running the Stop Sign on Shea Dr. at Avis Way. I live on Avis Way and have watched car after car run this stop sign for hours at a time. This is very dangerous!	Pedestrian	Stop Sign Violation
6cw74c7sxb9r	111	POINT (-122.286688 37.989118)	N	Shea Dr	Shea Dr	This has 3-way traffic with 2 stop signs at the intersection of Shea Dr. & Avis Way. The traffic driving up hill on Shea Dr. does NOT have a stop sign. The traffic going downhill on Shea Dr. fails to stop at the stop sign 8+ times out of 10. This is extremely dangerous as there are children walking to both Stewart Elementary School & Pinole Valley High School. The Our Saviour Lutheran Church is located on Avis Way so there is more much more traffic than just residential. I can't tell you how many times cars coming up Shea Dr. that are turning left on to Avis Way (no stop sign) have had to slam on their brakes or barely miss being hit by people running the Stop Sign on Shea Dr. at Avis Way. I live on Avis Way and have watched car after car run this stop sign for hours at a time. This is very dangerous!	Pedestrian	Curve unsafe

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
6cw74c7sxb9r	111	POINT (-122.286688 37.989118)	N	Shea Dr	Shea Dr	This has 3-way traffic with 2 stop signs at the intersection of Shea Dr. & Avis Way. The traffic driving up hill on Shea Dr. does NOT have a stop sign. The traffic going downhill on Shea Dr. fails to stop at the stop sign 8+ times out of 10. This is extremely dangerous as there are children walking to both Stewart Elementary School & Pinole Valley High School. The Our Saviour Lutheran Church is located on Avis Way so there is more much more traffic than just residential. I can't tell you how many times cars coming up Shea Dr. that are turning left on to Avis Way (no stop sign) have had to slam on their brakes or barely miss being hit by people running the Stop Sign on Shea Dr. at Avis Way. I live on Avis Way and have watched car after car run this stop sign for hours at a time. This is very dangerous!	Pedestrian	Speeding
6zy4u87lxz78	112	POINT (-122.29931 38.001766)	Y	Marlesta Rd	Marlesta Road/Appian Way	Cars driving too fast. No stop light. Not pedestrian safe because cars drive so fast. No middle space as you're crossing the streets. No bike lanes.	Pedestrian	Speeding
6zy4u87lxz78	112	POINT (-122.29931 38.001766)	Y	Marlesta Rd	Marlesta Road/Appian Way	Cars driving too fast. No stop light. Not pedestrian safe because cars drive so fast. No middle space as you're crossing the streets. No bike lanes.	Pedestrian	Pedestrian Safety
6zy4u87lxz78	112	POINT (-122.29931 38.001766)	Y	Marlesta Rd	Marlesta Road/Appian Way	Cars driving too fast. No stop light. Not pedestrian safe because cars drive so fast. No middle space as you're crossing the streets. No bike lanes.	Pedestrian	Lighting
6zy4u87lxz78	113	POINT (-122.2993 38.002581)	Y	Nob Hill	Nob Hill/Appian Way	There is little to no lighting right here. The turn is too sharp and short. We need some type of middle grass lane here.	Motor Vehicles	Lighting
6zy4u87lxz78	114	POINT (-122.30566 38.002497)	Y	Nob Hill	Nob Hill Ave/ Sunny View Dr	It's a bit unsafe right here to turn right.	Motor Vehicles	Curve Unsafe
6zy4u87lxz78	115	POINT (-122.305291 38.004655)	Y	San Pablo Ave	San Pablo Ave	Not safe for bikes. We need bike lanes!	Bicycle	Bicycle Safety
23z84w4ke8v3	116	POINT (-122.289059 38.006561)	Y	San Pablo Ave	San Pablo Ave/ Pinole Valley Rd	Pedestrian crossing SPA unsafe with right turn vehicles heading towards Hercules. Vehicles spreading eastward towards Hercules.	Bicycle	Curve unsafe
23z84w4ke8v3	117	POINT (-122.287743 38.007551)	N	San Pablo Ave	San Pablo Ave	Red light running. Speeding traffic both directions. Right turn green light on John Street only functions in the am hours.	Motor Vehicles	Red Light Violation
23z84w4ke8v3	117	POINT (-122.287743 38.007551)	N	San Pablo Ave	San Pablo Ave	Red light running. Speeding traffic both directions. Right turn green light on John Street only functions in the am hours.	Motor Vehicles	Speeding
23z84w4ke8v3	117	POINT (-122.287743 38.007551)	N	San Pablo Ave	San Pablo Ave	Red light running. Speeding traffic both directions. Right turn green light on John Street only functions in the am hours.	Motor Vehicles	Lighting
3dc6wj9j7lp3	118	POINT (-122.266338 37.981085)	Y	Pinole Valley Rd	Pinole Valley Rd/ Simas Ave	Crosswalk from Simas to the Pinole Valley Park should have Reflector dots/buttons.	Pedestrian	Pedestrian Safety
3dc6wj9j7lp3	119	POINT (-122.264683 37.98005)	Y	Pinole Valley Rd	Pinole Valley Rd/ Wright Ave	Crosswalk from Wright Ave to the Pinole Valley Park should have reflector dots/buttons on pavement.	Pedestrian	Pedestrian Safety
3fsz84rm434d	120	POINT (-122.267593 37.98158)	Y	Pinole Valley Rd	Pinole Valley Rd/ Monte Verde Dr	There is no street sign at the intersection of Pinole Valley Road and Monte Verde Drive. Also, the crosswalk from Monte Verde Drive to Pinole Valley Park needs reflectors in the pavement.	Motor Vehicles	Lighting
3fsz84rm434d	120	POINT (-122.267593 37.98158)	Y	Pinole Valley Rd	Pinole Valley Rd/ Monte Verde Dr	There is no street sign at the intersection of Pinole Valley Road and Monte Verde Drive. Also, the crosswalk from Monte Verde Drive to Pinole Valley Park needs reflectors in the pavement.	Pedestrian	Lighting
3fsz84rm434d	121	POINT (-122.264493 37.982614)	N	Carol St	Carol St	Raised sidewalk at 3718 Carol Street due to roots.	Pedestrian	Pavement Condition

rn to Agenda

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7lg279rm8no3	122	POINT (-122.286299 37.997483)	N	Pinole Valley Rd	Pinole Valley Rd/ I80	when NB on PVR at the intersection of Hwy 80 - the light for the turn onto WB 80 - you can't see what color the light is when the morning sun is hitting the light. So, when the cars come off EB 80 exit to PVR - - this is setting up a dangerous situation	Motor Vehicles	Lighting
34tpw4cps866	123	POINT (-122.294784 38.003964)	Y	San Pablo Ave	San Pablo Ave/Alvarez Ave	on Sampablo and Alvarez cross-section, we need a traffic light. drivers never stop for pedestrians.	Pedestrian	Lighting
6pw2nxn6ybe6	124	POINT (-122.285262 37.988867)	Y	Shea Dr	Shea Dr	At the end of the Pinole High School day, parents line up to pick up their children at the turn right lane at the corner of PV Road & Shea. This blocks and back ups vehicle traffic. Can the city post a "no parking" during these pick up time?	Motor Vehicles	School Safety
9zp7k2con6c9	125	POINT (-122.299344 38.001657)	Y	Marlesta Rd	Marlesta Road/Appian Way	High speed traffic both ways do not stop for pedestrians! sidewalks narrow, overgrown by weeds do not give any protection.	Pedestrian	Pavement Condition
9zp7k2con6c9	125	POINT (-122.299344 38.001657)	Y	Marlesta Rd	Marlesta Road/Appian Way	High speed traffic both ways do not stop for pedestrians! sidewalks narrow, overgrown by weeds do not give any protection.	Pedestrian	Speeding
7ro9dty3omx7	126	POINT (-122.282019 37.996726)	Y	Ponderosa Trail	Ponderosa Trail/ Faria Ave	Traffic coming downhill on Faria to intersection with Ponderosa Trail, due to the blind spot, driver coming up from Faria making left turn into Ponderosa often miss fast traffic coming down the hill. Recommend a stop sign be installed on Faria at the intersection.	Motor Vehicles	Speeding
7ro9dty3omx7	126	POINT (-122.282019 37.996726)	Y	Ponderosa Trail	Ponderosa Trail/ Faria Ave	Traffic coming downhill on Faria to intersection with Ponderosa Trail, due to the blind spot, driver coming up from Faria making left turn into Ponderosa often miss fast traffic coming down the hill. Recommend a stop sign be installed on Faria at the intersection.	Motor Vehicles	Intersection Safety
7d7o7n2mvy96	127	POINT (-122.271475 37.986289)	Y	Moraga Dr	Moraga Dr/Simas Ave	This intersection needs a crosswalk as it is used by kids going to Ellerhorst via Amber Schwartz Park.	Pedestrian	Pedestrian Safety
6io486i624j7	128	POINT (-122.302297 37.995304)	Y	Tara Hills Dr	Tara Hills Dr/Canyon Dr	The signal phasing keeps getting changed and it is dangerous. When Appian has the red the Tara Hills leg should get the green followed by the Canyon leg. When it is reverse and Canyon goes first you cannot see red light runners due to the topography of the intersection.	Motor Vehicles	Red Light Violation
6io486i624j7	128	POINT (-122.302297 37.995304)	Y	Tara Hills Dr	Tara Hills Dr/Canyon Dr	The signal phasing keeps getting changed and it is dangerous. When Appian has the red the Tara Hills leg should get the green followed by the Canyon leg. When it is reverse and Canyon goes first you cannot see red light runners due to the topography of the intersection.	Pedestrian	Lighting
6io486i624j7	128	POINT (-122.302297 37.995304)	Y	Tara Hills Dr	Tara Hills Dr/Canyon Dr	The signal phasing keeps getting changed and it is dangerous. When Appian has the red the Tara Hills leg should get the green followed by the Canyon leg. When it is reverse and Canyon goes first you cannot see red light runners due to the topography of the intersection.	Motor Vehicles	Speeding
6io486i624j7	128	POINT (-122.302297 37.995304)	Y	Tara Hills Dr	Tara Hills Dr/Canyon Dr	The signal phasing keeps getting changed and it is dangerous. When Appian has the red the Tara Hills leg should get the green followed by the Canyon leg. When it is reverse and Canyon goes first you cannot see red light runners due to the topography of the intersection.	Pedestrian	Red Light Violation
6io486i624j7	128	POINT (-122.302297 37.995304)	Y	Tara Hills Dr	Tara Hills Dr/Canyon Dr	The signal phasing keeps getting changed and it is dangerous. When Appian has the red the Tara Hills leg should get the green followed by the Canyon leg. When it is reverse and Canyon goes first you cannot see red light runners due to the topography of the intersection.	Motor Vehicles	Lighting

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
6io486i624j7	128	POINT (-122.302297 37.995304)	Y	Tara Hills Dr	Tara Hills Dr/Canyon Dr	The signal phasing keeps getting changed and it is dangerous. When Appian has the red the Tara Hills leg should get the green followed by the Canyon leg. When it is reverse and Canyon goes first you cannot see red light runners due to the topography of the intersection.	Pedestrian	Speeding
6io486i624j7	129	POINT (-122.299205 38.001708)	Y	Marlesta Rd	Marlesta Road/Appian Way	We are on the list to get a pedestrian activated signal installed and it needs to happen. There should not be an uncontrolled crossing across six lanes of traffic on a grade.	Pedestrian	Pedestrian Safety
82cty8et9sia	130	POINT (-122.285723 37.995601)	N	Pinole Valley Rd	Pinole Valley Rd	The design of the parking lot at the Pinole Valley Shopping Center is terrible. The driveway at PVR@Estates should be made and exit only with the driveway at the other end enter only, and the flow of the parking lot needs to be improved as it is impossible to get in and out without having to wait through many signal cycles	Motor Vehicles	Road too Narrow
8ix69nk4hwr9	131	POINT (-122.293729 38.004204)	N	San Pablo Ave	San Pablo Ave	Erosion - no shoulder for bikes on this blind corner	Bicycle	Bicycle Safety
7pi2niu7ab68	132	POINT (-122.298662 38.003747)	N	Appian Way	Appain Way	I live in the neighborhood and like to walk as much as possible. I have frequent issues when trying to cross the street at that intersection. Cars driving down Appian way making a left hand turn on to San Pablo are NOT watching for pedestrians. The light should have a delay so that pedestrians can safely cross without risk from cars turning left.	Pedestrian	Pedestrian Safety
7pi2niu7ab68	132	POINT (-122.298662 38.003747)	N	Appian Way	Appain Way	I live in the neighborhood and like to walk as much as possible. I have frequent issues when trying to cross the street at that intersection. Cars driving down Appian way making a left hand turn on to San Pablo are NOT watching for pedestrians. The light should have a delay so that pedestrians can safely cross without risk from cars turning left.	Pedestrian	Lighting
7pi2niu7ab68	133	POINT (-122.292191 38.003888)	Y	Oak Ridge Rd	Oak Ridge Rd/School St	I was hit by a car in while walking in the crosswalk by a car turning left from Oak Ridge. It was dark, and the lighting at the cross walk is poor. Better lighting would make it safer and easier for cars to see pedestrians. Also - the car that hit me did not stop. I was shocked by the whole thing, but fortunately not injured.	Pedestrian	Lighting
84tze6eek9o6	134	POINT (-122.288681 38.006175)	Y	Rafaela Street	Rafaela Street/ Pinole Valley Rd	There needs to be a red painted blocked off no parking area of a minimum of 2 car lengths at the corner of Rafaela	Motor Vehicles	Pavement Condition
84tze6eek9o6	135	POINT (-122.288672 38.006255)	Y	Rafaela Street	Rafaela Street/ Pinole Valley Rd	Emerging from Rafaela Street and attempting to head left or right onto Pinole Valley Road has the sight line severely blocked by cars parked on the east side of PVR at the corner of RS. There needs to be at least 2 spaces blocked off in red so that one may see cars flying around a blind curve. The odds of getting T-boned are huge and both physical and financial harm are quite inevitable, regardless of one's safe approach inching out. The loss of 2 parking spaces is of minimal concern, while preserving life + financial security is the HIGHEST priority! I have driven for 58 years with no ticket on my record, nor have I hit anyone, yet that record will come to a crashing end soon, NOT due to any malfeasance on my part. It's truly an accident waiting to happen! Please solve the problem with a simple coat of paint and get important priorities in order. 64 seniors coming and going from Pinole Grove Housing make this a well traveled corner and others have remarked about its scary aspect.	Motor Vehicles	Pavement Condition

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
7xn3x4smo7m3	136	POINT (-122.28874 38.006178)	Y	Rafaela Street	Rafaela St/ Pinole Valley Rd	The view of oncoming traffic on Pinole Valley Road as one emerges from Rafaela Street to turn onto PVR is constantly obscured due to cars parking right up to the corner, especially SUV's and tinted windows, as the corner coming around is nearly a blind one with speeders. The east side curb on PVR at the RS corner needs to have a red no parking area painted for a minimum of 2 spaces in order to eradicate the problem. The odds of getting T-boned are HUGE, regardless of the care taken in creeping out, as the view is blocked, likely resulting in an accident through no fault of a driver emerging slowly from Rafaela Street to get at least a minimum view before proceeding. With cars parked right on the corner, it's often impossible to not have a close call or get hit. 64 residents coming and going from Pinole Grove Housing means that the corner is usually busy. A loss of 2 parking spots pales in comparison to the potential loss of a life or permanent maiming, let alone the financial loss.	Motor Vehicles	Pavement Condition
7xn3x4smo7m3	136	POINT (-122.28874 38.006178)	Y	Rafaela Street	Rafaela St/ Pinole Valley Rd	The view of oncoming traffic on Pinole Valley Road as one emerges from Rafaela Street to turn onto PVR is constantly obscured due to cars parking right up to the corner, especially SUV's and tinted windows, as the corner coming around is nearly a blind one with speeders. The east side curb on PVR at the RS corner needs to have a red no parking area painted for a minimum of 2 spaces in order to eradicate the problem. The odds of getting T-boned are HUGE, regardless of the care taken in creeping out, as the view is blocked, likely resulting in an accident through no fault of a driver emerging slowly from Rafaela Street to get at least a minimum view before proceeding. With cars parked right on the corner, it's often impossible to not have a close call or get hit. 64 residents coming and going from Pinole Grove Housing means that the corner is usually busy. A loss of 2 parking spots pales in comparison to the potential loss of a life or permanent maiming, let alone the financial loss.	Motor Vehicles	Visibility
8s227og7akk4	137	POINT (-122.271608 37.986268)	Y	Simas Ave	Simas Ave/ Moraga Dr	People are going 50 mph down Simas Ave and running the stop sign on Simas Ave and Moraga Ave.	Motor Vehicles	Stop Sign Violation
8s227og7akk4	137	POINT (-122.271608 37.986268)	Y	Simas Ave	Simas Ave/ Moraga Dr	People are going 50 mph down Simas Ave and running the stop sign on Simas Ave and Moraga Ave.	Motor Vehicles	Speeding
6vyw8vy2ngf8	139	POINT (-122.301288 37.997337)	N	Appian Way	Appain Way	Elementary and middle school location. Cars speed by on Appian Way. Need traffic slowing during school pickup/drop off.	Motor Vehicles	Speeding
6vyw8vy2ngf8	139	POINT (-122.301288 37.997337)	N	Appian Way	Appain Way	Elementary and middle school location. Cars speed by on Appian Way. Need traffic slowing during school pickup/drop off.	Motor Vehicles	School Safety
6vyw8vy2ngf8	139	POINT (-122.301288 37.997337)	N	Appian Way	Appain Way	Elementary and middle school location. Cars speed by on Appian Way. Need traffic slowing during school pickup/drop off.	Motor Vehicles	Speeding
6vyw8vy2ngf8	139	POINT (-122.301288 37.997337)	N	Appian Way	Appain Way	Elementary and middle school location. Cars speed by on Appian Way. Need traffic slowing during school pickup/drop off.	Motor Vehicles	School Safety
6vyw8vy2ngf8	140	POINT (-122.298765 37.99556)	N	Canyon Dr	Canyon Drive	Residential street at bottom of hill. Many families with young children live there. There is also a park. Cars speed down the street. Speed bumps needed	Motor Vehicles	Speeding

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
6vyw8vy2ngf8	140	POINT (-122.298765 37.99556)	N	Canyon Dr	Canyon Drive	Residential street at bottom of hill. Many families with young children live there. There is also a park. Cars speed down the street. Speed bumps needed	Motor Vehicles	Pedestrian Safety
7ye2bdj3nuf9	142	POINT (-122.287882 38.007342)	Y	San Pablo Ave	San Pablo Ave/John St	This is a major crossing for pedestrians to the WestCat bus stop. I regularly observe cars blowing the red light as they are driving south down San Pablo Ave.	Pedestrian	Red Light Violation
7ye2bdj3nuf9	143	POINT (-122.28902 38.006549)	Y	San Pablo Ave	San Pablo Ave/ Pinole Valley Rd	With the opening of the East Bay Coffee shop, parking cars, pedestrians and jay walkers are crossing San Pablo Ave in heavy traffic. Cars turning north (right) onto San Pablo Ave from Pinole Vally Road make the turn quickly into the cross walk. This has created a very unsafe intersection.	Motor Vehicles	Curve unsafe
7ye2bdj3nuf9	143	POINT (-122.28902 38.006549)	Y	San Pablo Ave	San Pablo Ave/ Pinole Valley Rd	With the opening of the East Bay Coffee shop, parking cars, pedestrians and jay walkers are crossing San Pablo Ave in heavy traffic. Cars turning north (right) onto San Pablo Ave from Pinole Vally Road make the turn quickly into the cross walk. This has created a very unsafe intersection.	Pedestrian	Curve unsafe
8td68bze28p8	145	POINT (-122.300639 37.99341)	Y	I80	I80/ Appain Way	Very dangerous blockage of view by cars parked on Pinole Valley road at corner of Rafaela Street! View is blocked 3-5 days each week by SUV's and trucks with tinted windows so that cars flying around a blind corner may not be seen until it's too late! Even inching out is no protection! The spot nearest the corner could be saved, but the 2nd-3rd spots behind it need to be painted RED! Every resident at Pinole Grove Housing I've spoken with has commented on the terror experienced. A mere can of paint would prevent any mayhem! Please act soon! Easy solution doable and losing two spots is better than losing two lives!	Motor Vehicles	Visibility
8td68bze28p8	145	POINT (-122.300639 37.99341)	Y	I80	I80/ Appain Way	Very dangerous blockage of view by cars parked on Pinole Valley road at corner of Rafaela Street! View is blocked 3-5 days each week by SUV's and trucks with tinted windows so that cars flying around a blind corner may not be seen until it's too late! Even inching out is no protection! The spot nearest the corner could be saved, but the 2nd-3rd spots behind it need to be painted RED! Every resident at Pinole Grove Housing I've spoken with has commented on the terror experienced. A mere can of paint would prevent any mayhem! Please act soon! Easy solution doable and losing two spots is better than losing two lives!	Pedestrian	Pavement Condition
8td68bze28p8	145	POINT (-122.300639 37.99341)	Y	I80	I80/ Appain Way	Very dangerous blockage of view by cars parked on Pinole Valley road at corner of Rafaela Street! View is blocked 3-5 days each week by SUV's and trucks with tinted windows so that cars flying around a blind corner may not be seen until it's too late! Even inching out is no protection! The spot nearest the corner could be saved, but the 2nd-3rd spots behind it need to be painted RED! Every resident at Pinole Grove Housing I've spoken with has commented on the terror experienced. A mere can of paint would prevent any mayhem! Please act soon! Easy solution doable and losing two spots is better than losing two lives!	Motor Vehicles	Visibility

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
8td68bze28p8	145	POINT (-122.300639 37.99341)	Y	I80	I80/ Appain Way	Very dangerous blockage of view by cars parked on Pinole Valley road at corner of Rafaela Street! View is blocked 3-5 days each week by SUV's and trucks with tinted windows so that cars flying around a blind corner may not be seen until it's too late! Even inching out is no protection! The spot nearest the corner could be saved, but the 2nd-3rd spots behind it need to be painted RED! Every resident at Pinole Grove Housing I've spoken with has commented on the terror experienced. A mere can of paint would prevent any mayhem! Please act soon! Easy solution doable and losing two spots is better than losing two lives!	Pedestrian	Pavement Condition
29x2kkn3tl36	147	POINT (-122.302306 37.995364)	Y	Tara Hills Dr	Tara Hills Dr/Canyon Dr	Red light runners every single day of the week.	Motor Vehicles	Red Light Violation
29x2kkn3tl36	148	POINT (-122.301908 37.994044)	N	I80	I80/ Appain Way	People come off the ramp onto Appian Way and then cross over three lanes to go to Safeway directions, often coming close to crashing into people because they are in a hurry.	Motor Vehicles	Pedestrian Safety
2lw3g3d9kkw6	150	POINT (-122.279811 37.98414)	N	Pinole Valley Rd	Pinole Valley Rd	The stretch of road between the Simas stop sign and Ellenhorst School is like a raceway, especially Fri-Sat. Traffic does NOT stop at the crosswalk for pedestrians, cars and motorcycles driving unsafely and at excessive speeds	Pedestrian	Speeding
7dx7ubw72ni3	151	POINT (-122.288716 38.006162)	Y	Pinole Valley Rd	Pinole Vally Rd/Rafaela St	Extremely dangerous intersection as one attempts to emerge from Rafaela Street onto Pinole Valley Road due to parked cars, often SUV's with tinted windshields blocking the view south, so that inching out offers ZERO protection from getting T-boned. One marked off parked spot needs to be painted (red?) The second spot from the corner would provide a safe view. I have detailed photos and diagrams to prove my point and show my solution. Please contact me to provide evidence. Physical and financial harm await any driver due to no fault of their own, yet they'd be cited! Joel Kuechle (510) 529-4979 joelkuechle@yahoo.com. Every day=another possible calamity. One lost parking spot is better than a lost life or maiming. Please reply!	Motor Vehicles	Pavement Condition
7dx7ubw72ni3	151	POINT (-122.288716 38.006162)	Y	Pinole Valley Rd	Pinole Vally Rd/Rafaela St	Extremely dangerous intersection as one attempts to emerge from Rafaela Street onto Pinole Valley Road due to parked cars, often SUV's with tinted windshields blocking the view south, so that inching out offers ZERO protection from getting T-boned. One marked off parked spot needs to be painted (red?) The second spot from the corner would provide a safe view. I have detailed photos and diagrams to prove my point and show my solution. Please contact me to provide evidence. Physical and financial harm await any driver due to no fault of their own, yet they'd be cited! Joel Kuechle (510) 529-4979 joelkuechle@yahoo.com. Every day=another possible calamity. One lost parking spot is better than a lost life or maiming. Please reply!	Motor Vehicles	Curve unsafe
7yhi7j49jcv3	152	POINT (-122.302473 37.995165)	Y	Tara Hills Dr	Tara Hills Dr/Canyon Dr	People are making a right turn on RED from Tara Hill Dr to Appian way. A bright lighted sign would be helpful in getting the driver's attention	Motor Vehicles	Curve unsafe
7yhi7j49jcv3	152	POINT (-122.302473 37.995165)	Y	Tara Hills Dr	Tara Hills Dr/Canyon Dr	People are making a right turn on RED from Tara Hill Dr to Appian way. A bright lighted sign would be helpful in getting the driver's attention	Motor Vehicles	Lighting

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
7yhi7j49jcv3	153	POINT (-122.294696 37.997838)	Y	Henry Ave	Henry Ave/Ridgecrest Rd	Drivers are not always stopping at the Three-way stop. I have had to be extra careful of non-stopping drivers. Maybe a stopsign warning sign 200-300 feet would alert the driver and hopefully get a positive reaction. I have seen many times drivers make a right onto Henry Ave from Ridgecrest without stopping, I would hate to be the person crossing the street	Pedestrian	Pedestrian Safety
7yhi7j49jcv3	153	POINT (-122.294696 37.997838)	Y	Henry Ave	Henry Ave/Ridgecrest Rd	Drivers are not always stopping at the Three-way stop. I have had to be extra careful of non-stopping drivers. Maybe a stopsign warning sign 200-300 feet would alert the driver and hopefully get a positive reaction. I have seen many times drivers make a right onto Henry Ave from Ridgecrest without stopping, I would hate to be the person crossing the street	Pedestrian	Speeding
3f8vw33j2a74	154	POINT (-122.291617 38.006609)	Y	Tennet Avenue	Tennent Ave/Park St	Drivers traveling northbound on Tennent ave. often do not see pedestrians crossing in the crosswalk from Park st. towards Fernandez park. I have almost been hit two times while legally crossing in the crosswalk and have seen dozens of cars completely roll through the stop sign without looking left. I think it's because drivers are bad at three way stops, four way stops they look both ways, but for some reason at three way stops they don't look left/right. I suggest better signage for pedestrians with a button to trigger flashing lights, like many towns/cities have.	Pedestrian	Speeding
3f8vw33j2a74	154	POINT (-122.291617 38.006609)	Y	Tennet Avenue	Tennent Ave/Park St	Drivers traveling northbound on Tennent ave. often do not see pedestrians crossing in the crosswalk from Park st. towards Fernandez park. I have almost been hit two times while legally crossing in the crosswalk and have seen dozens of cars completely roll through the stop sign without looking left. I think it's because drivers are bad at three way stops, four way stops they look both ways, but for some reason at three way stops they don't look left/right. I suggest better signage for pedestrians with a button to trigger flashing lights, like many towns/cities have.	Pedestrian	Pedestrian Safety
29ep2c23i9f3	155	POINT (-122.288178 38.00408)	N	Pinole Valley Rd	Pinole Valley Rd	Pedestrian Safety Issue: Limited visibility for pedestrians/bikers crossing the street from the Pinole Creek Bridge side. Cars speeding down Pinole Valley Road add to this concern.	Pedestrian	Speeding
29ep2c23i9f3	155	POINT (-122.288178 38.00408)	N	Pinole Valley Rd	Pinole Valley Rd	Pedestrian Safety Issue: Limited visibility for pedestrians/bikers crossing the street from the Pinole Creek Bridge side. Cars speeding down Pinole Valley Road add to this concern.	Pedestrian	Visibility
4sn7psp7vbi7	156	POINT (-122.289997 38.00424)	N	Tennet Avenue	Tennent Ave	No stop sign to allow families to cross the street safely or flashing lights to let speeding cars know there are kids in the crosswalk. It's so close to the school and I've personally have had close encounters with speeding cars while trying to cross.	Pedestrian	Pedestrian Safety
4sn7psp7vbi7	156	POINT (-122.289997 38.00424)	N	Tennet Avenue	Tennent Ave	No stop sign to allow families to cross the street safely or flashing lights to let speeding cars know there are kids in the crosswalk. It's so close to the school and I've personally have had close encounters with speeding cars while trying to cross.	Pedestrian	Speeding
2hu6886xex87	157	POINT (-122.270208 37.981354)	Y	San Pablo Ave	Savage Ave/ Pinole Valley Rd	Speeding traffic at crosswalk to PV Park	Pedestrian	Speeding
2hu6886xex87	158	POINT (-122.308003 38.005169)	N	San Pablo Ave	San Pablo Ave	Uncontrolled Crosswalk makes crossing the street very dangerous	Pedestrian	Speeding
2hu6886xex87	159	POINT (-122.298553 38.004345)	Y	Pinole Valley Rd	Pinole Ave/San Pablo Ave	Southbound Pinion needs its own through light, northbound Appian left turn lane is uncontrolled	Pedestrian	Lighting
2hu6886xex87	159	POINT (-122.298553 38.004345)	Y	Pinole Valley Rd	Pinole Ave/San Pablo Ave	Southbound Pinion needs its own through light, northbound Appian left turn lane is uncontrolled	Motor Vehicles	Lighting
6s9tar3hd93a	160	POINT (-122.285795 37.994288)	N	Pinole Valley Rd	Pinole Valley Rd	Lord help anyone trying to get out of this center if anything happens	Pedestrian	Speeding

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
6s9tar3hd93a	160	POINT (-122.285795 37.994288)	N	Pinole Valley Rd	Pinole Valley Rd	Lord help anyone trying to get out of this center if anything happens	Motor Vehicles	Speeding
3euu9rtd9bf4	161	POINT (-122.308037 38.005238)	Y	San Pablo Ave	San Pablo Ave/Meadow Ave	A lot of times drivers don't see pedestrians crossing the street here. A crosswalk alert system would be great here.	Pedestrian	Pedestrian Safety
3euu9rtd9bf4	162	POINT (-122.299351 38.001685)	Y	Marlesta Rd	Marlesta Road/Appian Way	This crosswalk needs lights. Or maybe even a stop sign at this intersection, people drive entirely too fast on this stretch of Appian way. I've nearly been hit more than once crossing the street here.	Pedestrian	Speeding
4r4uwl7bbl33	163	POINT (-122.266025 37.982201)	Y	Simas Ave	Simas Ave/Remuda Way	Making this intersection a 3-way stop sign. There has been accidents due to poor visibility when making a left turn onto Simas Ave.	Motor Vehicles	Curve unsafe
4r4uwl7bbl33	163	POINT (-122.266025 37.982201)	Y	Simas Ave	Simas Ave/Remuda Way	Making this intersection a 3-way stop sign. There has been accidents due to poor visibility when making a left turn onto Simas Ave.	Pedestrian	Curve unsafe
64v9rg926v27	164	POINT (-122.264968 37.980188)	Y	Pinole Valley Rd	Pinole Valley Rd/Wright Ave	The stop sign is constantly neglected. Cars drive above the speed limit (circa 60 mph) emanating from this intersection heading out of town towards Alhambra. A few individuals use this intersection as well as the nearby parking lot of the soccer field to spin donuts or to have slideshow activities. Because this location is in the heart of the valley, the toxic smoke completely blocks 100% of the visibility. Also, the toxic smoke enters into the nearby homes creating a toxic environmental hazard.	Motor Vehicles	Stop Sign Violation
64v9rg926v27	165	POINT (-122.280675 37.984808)	Y	Pinole Valley Rd	Pinole Valley Rd/ Simas Ave	The intersection of Pinole Valley Road and Simas has a left turn only lane. Cars continually use the left lane to continue straight on Pinole Valley Road creating a very hazardous condition as two cars must merge into one lane, in thee intersection and creates a hazard for the vehicle that has thee right of way. Similarly, the car that does not have the right of way is forced to move into the oncoming traffic lane.	Motor Vehicles	Intersection Safety
64v9rg926v27	166	POINT (-122.285744 37.996702)	N	Pinole Valley Rd	Pinole Valley Rd/I80	The two lanes that merge into three lanes heading towards the two freeway entrances is not very clear for many motorists. Dotted stripe through the intersection is not very visible. Cars still battle for the center lane through the underpass.	Motor Vehicles	Pavement Condition
669tdd2m32z8	167	POINT (-122.298568 38.004386)	Y	Pinole Valley Rd	Pinole Ave/San Pablo Ave	Adjust traffic light to delay Eastbound traffic (hill and blind spot) from merging into oncoming traffic going westbound and turning left onto San Pablo Ave.	Motor Vehicles	Lighting
669tdd2m32z8	168	POINT (-122.298154 38.004168)	N	San Pablo Ave	San Pablo Ave	Move the bus stop further down to the next block. Bus is obstructing visibility for oncoming traffic (numerous collisions) merging from San Pablo Ave. and Appian Way heading North.	Motor Vehicles	Visibility
669tdd2m32z8	168	POINT (-122.298154 38.004168)	N	San Pablo Ave	San Pablo Ave	Move the bus stop further down to the next block. Bus is obstructing visibility for oncoming traffic (numerous collisions) merging from San Pablo Ave. and Appian Way heading North.	Transit	Visibility
3y9ddk2fls44	169	POINT (-122.283001 38.002507)	Y	Alice Way	Alice Way/Henry Ave	Cars running through store sign.	Motor Vehicles	Stop Sign Violation
3y9ddk2fls44	170	POINT (-122.281762 38.003608)	N	Alice Way	Alice Way	Cars parking on corners block view around winding roadways	Motor Vehicles	Visibility
3y9ddk2fls44	171	POINT (-122.282992 38.001872)	N	Henry Ave	Henry Ave	Cars driving too fast on downhill around winding road often around service vehicles	Motor Vehicles	Speeding
3y9ddk2fls44	172	POINT (-122.286703 38.00005)	N	Pinole Valley Rd	Pinole Valley Rd	Traffic back ups during commute	Motor Vehicles	Traffic Congestion
3y9ddk2fls44	173	POINT (-122.286262 37.998288)	N	Pinole Valley Rd	Near Pinole Valley Rd	Line to Starbucks backs up but trying to prevent patrons going in this way makes no sense. This is the main access for Pinole citizens	Motor Vehicles	Traffic Congestion
3y9ddk2fls44	174	POINT (-122.286712 38.000134)	N	Pinole Valley Rd	Pinole Valley Rd	Traffic bAckip during commit hours	Motor Vehicles	Traffic Congestion
3y9ddk2fls44	175	POINT (-122.289649 37.998897)	N	Henry Ave	Henry Ave	Increased traffic on this road since Sprouts opened.	Motor Vehicles	Traffic Congestion
3y9ddk2fls44	176	POINT (-122.294537 37.997848)	N	Henry Ave	Henry Ave	Drivers running stop sign	Motor Vehicles	Stop Sign Violation

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
3y9ddk2fls44	178	POINT (-122.293583 38.006673)	N	Buena Vista Dr	Buena Vista Dr	People come from Emma and turn right onto Alice without stopping. There is. Curve so they cannot see oncoming cars. Lots of near misses.	Motor Vehicles	Curve unsafe
8vs869rub4n3	179	POINT (-122.285627 37.995215)	N	Fraser Court	Pinole Valley Rd	Between school letting and commuters coming from San Pablo dam road the traffic is horrible. Just about everyone blocks the intersection	Motor Vehicles	Traffic Congestion
93cpm2bt9th6	180	POINT (-122.29076 38.005537)	Y	Estates Ave	Sab Pablo Ave/ Tennent Ave	Pedestrians crossing north (toward Tina's) from this corner are in the blind spot (caused by roof support at corner of windshield) of vehicles turning left from Tennant (by antlers) into northbound San Pablo Ave.	Pedestrian	Pedestrian Safety
93cpm2bt9th6	180	POINT (-122.29076 38.005537)	Y	Estates Ave	Sab Pablo Ave/ Tennent Ave	Pedestrians crossing north (toward Tina's) from this corner are in the blind spot (caused by roof support at corner of windshield) of vehicles turning left from Tennant (by antlers) into northbound San Pablo Ave.	Pedestrian	Curve unsafe
2mc62nle7a49	182	POINT (-122.289099 38.006601)	Y	Victor St	Pinole Valley Rd/ San Pablo Ave	Patrons running across the street and motorists attempting to park in front of or near East Bay Coffee	Motor Vehicles	Traffic Congestion
2mc62nle7a49	183	POINT (-122.289099 38.006484)	Y	Diablo Ct	Pinole Valley Rd/ San Pablo Ave	Motorists rushing and patrons leaving East Bay Coffee in attempts to get to their vehicles parked across the street, in front of or nearby. Sometimes while haphazardly walking with hot coffee and cell phone. Dangerous intersection.	Pedestrian	Traffic Congestion
23zy2fc3wrw3	184	POINT (-122.294925 38.006925)	Y	Quinan St	Summit Dr/ Buena Vista Dr	No one stops at this stop sign when coming from summit to Buenavista, and many coming from Buenavista come very fast and cut the corner when entering Summit. I suggest a speed bump on the summit drive segment, two or three car-lengths west of the Buenavista intersection.	Motor Vehicles	Speeding
23zy2fc3wrw3	184	POINT (-122.294925 38.006925)	Y	Helena Ct	Summit Dr/ Buena Vista Dr	No one stops at this stop sign when coming from summit to Buenavista, and many coming from Buenavista come very fast and cut the corner when entering Summit. I suggest a speed bump on the summit drive segment, two or three car-lengths west of the Buenavista intersection.	Motor Vehicles	Stop Sign Violation
9zf9ce2km8i9	185	POINT (-122.268163 37.988166)	Y	Shawn Dr	Tamalpais Dr/Mendocino Dr	People commonly run the stop sign. Both streets have considerable traffic.	Motor Vehicles	Stop Sign Violation
9zf9ce2km8i9	186	POINT (-122.268257 37.990689)	Y	Goularte Dr	Goularte Dr/Mendocino Dr	People run the stop sign on Mendocino often. This is the main entrance to this major housing development, and the traffic on Goulart moves at a higher speed.	Motor Vehicles	Speeding
9zf9ce2km8i9	186	POINT (-122.268257 37.990689)	Y	Goularte Dr	Goularte Dr/Mendocino Dr	People run the stop sign on Mendocino often. This is the main entrance to this major housing development, and the traffic on Goulart moves at a higher speed.	Motor Vehicles	Stop Sign Violation
7ib7vp6m2cra	189	POINT (-122.291575 38.006549)	Y	Tennet Avenue	Tennant Ave/ Park St	Whole road is bumpy & needs to be repaved and smooth.	Motor Vehicles	Pavement Condition
7ib7vp6m2cra	189	POINT (-122.291575 38.006549)	Y	Tennet Avenue	Tennant Ave/ Park St	Whole road is bumpy & needs to be repaved and smooth.	Pedestrian	Pavement Condition
7ib7vp6m2cra	189	POINT (-122.291575 38.006549)	Y	Tennet Avenue	Tennant Ave/ Park St	Whole road is bumpy & needs to be repaved and smooth.	Bicycle	Pavement Condition
7ib7vp6m2cra	190	POINT (-122.290335 38.004766)	Y	Tennet Avenue	Tennent Ave/ Pear St	Whole road is bumpy & needs to be repaved and smooth. Was paved in 2020 & I see no difference! Still bumpy and feels like ur off roading. Roads need to be straight and smooth.	Motor Vehicles	Pavement Condition
7ib7vp6m2cra	190	POINT (-122.290335 38.004766)	Y	Tennet Avenue	Tennent Ave/ Pear St	Whole road is bumpy & needs to be repaved and smooth. Was paved in 2020 & I see no difference! Still bumpy and feels like ur off roading. Roads need to be straight and smooth.	Pedestrian	Pavement Condition
7ib7vp6m2cra	190	POINT (-122.290335 38.004766)	Y	Tennet Avenue	Tennent Ave/ Pear St	Whole road is bumpy & needs to be repaved and smooth. Was paved in 2020 & I see no difference! Still bumpy and feels like ur off roading. Roads need to be straight and smooth.	Bicycle	Pavement Condition
7ib7vp6m2cra	191	POINT (-122.28571 37.995634)	N	Pinole Valley Rd	Pinole Valley Rd	Potholes in this intersection.	Motor Vehicles	Pavement Condition
7ib7vp6m2cra	191	POINT (-122.28571 37.995634)	N	Pinole Valley Rd	Pinole Valley Rd	Potholes in this intersection.	Pedestrian	Pavement Condition
7ib7vp6m2cra	191	POINT (-122.28571 37.995634)	N	Pinole Valley Rd	Pinole Valley Rd	Potholes in this intersection.	Bicycle	Pavement Condition
7ib7vp6m2cra	192	POINT (-122.285685 37.996662)	N	Pinole Valley Rd	Pinole Valley Rd	Again road is bumpy with potholes. Don't understand why Pinole roads are bumpy and not smooth as other cities (Walnut Creek for example)	Motor Vehicles	Pavement Condition

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
7ib7vp6m2cra	192	POINT (-122.285685 37.996662)	N	Pinole Valley Rd	Pinole Valley Rd	Again road is bumpy with potholes. Don't understand why Pinole roads are bumpy and not smooth as other cities (Walnut Creek for example)	Pedestrian	Pavement Condition
7ib7vp6m2cra	192	POINT (-122.285685 37.996662)	N	Pinole Valley Rd	Pinole Valley Rd	Again road is bumpy with potholes. Don't understand why Pinole roads are bumpy and not smooth as other cities (Walnut Creek for example)	Bicycle	Pavement Condition
6ba4y6opk2k6	193	POINT (-122.276051 37.985689)	N	Simas Ave	Simas Ave	Many vehicles rush through this stop sign without stopping. There is a daycare on Simas and I walk everyday morning at 8am and evening at 5:30pm to drop off and pick up my children. There are numerous instances where the vehicles drive past without stopping. I was almost hit twice while walking across the street within the parameters of the street walking lines. Please put a blinking stop sign here.	Pedestrian	Stop Sign Violation
6ba4y6opk2k6	194	POINT (-122.270093 37.981367)	N	Pinole Valley Rd	Pinole Valley Rd	This is a highly footed traffic area for walkers, joggers and those going to the park. The vehicles crossing Pinole Valley Road often drive too fast and do not stop even if there are pedestrians waiting to cross. Please put in a flashing light or timed street light for pedestrian safety.	Pedestrian	Lighting
6ba4y6opk2k6	194	POINT (-122.270093 37.981367)	N	Pinole Valley Rd	Pinole Valley Rd	This is a highly footed traffic area for walkers, joggers and those going to the park. The vehicles crossing Pinole Valley Road often drive too fast and do not stop even if there are pedestrians waiting to cross. Please put in a flashing light or timed street light for pedestrian safety.	Pedestrian	Speeding
6ba4y6opk2k6	194	POINT (-122.270093 37.981367)	N	Pinole Valley Rd	Pinole Valley Rd	This is a highly footed traffic area for walkers, joggers and those going to the park. The vehicles crossing Pinole Valley Road often drive too fast and do not stop even if there are pedestrians waiting to cross. Please put in a flashing light or timed street light for pedestrian safety.	Pedestrian	Pedestrian Safety
6ba4y6opk2k6	195	POINT (-122.268015 37.981482)	Y	Pinole Valley Rd	Pinole Valley Rd/ Monte Verde Dr	This is a highly footed traffic area for walkers, joggers and those going to the park. The vehicles crossing Pinole Valley Road often drive too fast and do not stop even if there are pedestrians waiting to cross. Please put in a flashing light along the walking paint for pedestrian safety.	Pedestrian	Lighting
6ba4y6opk2k6	195	POINT (-122.268015 37.981482)	Y	Pinole Valley Rd	Pinole Valley Rd/ Monte Verde Dr	This is a highly footed traffic area for walkers, joggers and those going to the park. The vehicles crossing Pinole Valley Road often drive too fast and do not stop even if there are pedestrians waiting to cross. Please put in a flashing light along the walking paint for pedestrian safety.	Pedestrian	Speeding
6ba4y6opk2k6	195	POINT (-122.268015 37.981482)	Y	Pinole Valley Rd	Pinole Valley Rd/ Monte Verde Dr	This is a highly footed traffic area for walkers, joggers and those going to the park. The vehicles crossing Pinole Valley Road often drive too fast and do not stop even if there are pedestrians waiting to cross. Please put in a flashing light along the walking paint for pedestrian safety.	Pedestrian	Pedestrian Safety
6ba4y6opk2k6	196	POINT (-122.266493 37.981153)	Y	Simas Ave	Simas Ave/ Pinole Valley Rd	This is a highly footed traffic area for walkers, joggers and those going to the park. The vehicles crossing Pinole Valley Road often drive too fast and do not stop even if there are pedestrians waiting to cross. Please put in a flashing light along the walking paint for pedestrian safety.	Pedestrian	Lighting
6ba4y6opk2k6	196	POINT (-122.266493 37.981153)	Y	Simas Ave	Simas Ave/ Pinole Valley Rd	This is a highly footed traffic area for walkers, joggers and those going to the park. The vehicles crossing Pinole Valley Road often drive too fast and do not stop even if there are pedestrians waiting to cross. Please put in a flashing light along the walking paint for pedestrian safety.	Pedestrian	Speeding

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
6ba4y6opk2k6	196	POINT (-122.266493 37.981153)	Y	Simas Ave	Simas Ave/ Pinole Valley Rd	This is a highly footed traffic area for walkers, joggers and those going to the park. The vehicles crossing Pinole Valley Road often drive too fast and do not stop even if there are pedestrians waiting to cross. Please put in a flashing light along the walking paint for pedestrian safety.	Pedestrian	Pedestrian Safety
7ms8rtp7mfx8	197	POINT (-122.299327 38.001664)	N	Appian Way	Appain Way	This area needs flashing lights or something to alert drivers someone needs to cross. I've witnessed multiple people almost get hit here.	Pedestrian	Lighting
7ms8rtp7mfx8	198	POINT (-122.302143 37.993501)	N	Appian Way	Appain Way	Something needs to be done to protect this guardrail from having cars hit it and go off onto the freeway. Over the years it's happened numerous times and just fixed back the way it was before someone hit it.	Motor Vehicles	Speeding
8esa7ycn8r76	199	POINT (-122.285856 37.996838)	N	Pinole Valley Rd	Pinole Valley Rd	People from the right straight line merging into turning lane	Motor Vehicles	Curve unsafe
8esa7ycn8r76	200	POINT (-122.287752 37.989841)	N	Shea Dr	Shea Dr	Stop sign needed for kids to cross	Pedestrian	Pedestrian Safety
2j47fxg2tw77	201	POINT (-122.28325 37.986611)	N	Pinole Valley Rd	Pinole Valley Rd	A large pickup-truck with trailer is consistently parked here with an additional trailer a few houses down from this location. Trailers are often times filled with junk. Other than giving the neighborhood a trashy look obscure the view for people trying to enter traffic safely.	Motor Vehicles	Visibility
2j47fxg2tw77	201	POINT (-122.28325 37.986611)	N	Pinole Valley Rd	Pinole Valley Rd	A large pickup-truck with trailer is consistently parked here with an additional trailer a few houses down from this location. Trailers are often times filled with junk. Other than giving the neighborhood a trashy look obscure the view for people trying to enter traffic safely.	Motor Vehicles	Large Trucks
4t3ukz7yzl63	202	POINT (-122.28666 38.00467)	N	Fraser Court	Fraser Court	If Linda Heights needs to be evacuated in an emergency, this gate should be able to be opened REMOTELY from the Pinole Dispatch center providing an additional pathway to safety.	Pedestrian	Pavement Condition
4vb6kox2pyb8	204	POINT (-122.285741 37.996961)	N	Pinole Valley Rd	Pinole Valley Rd	The on-/off-ramps intersection is not efficient. It is the choke-point and causes back-up all the way to Ramona during some parts of the day. Need a right-turn lane onto EB 80. Better signage/lane striping for getting into the two left turn lanes to WB 80 from one lane. Drivers don't always understand there are two left-turn lanes and don't go through the intersection when one lane is full (and one open).	Motor Vehicles	Traffic Congestion
4vb6kox2pyb8	204	POINT (-122.285741 37.996961)	N	Pinole Valley Rd	Pinole Valley Rd	The on-/off-ramps intersection is not efficient. It is the choke-point and causes back-up all the way to Ramona during some parts of the day. Need a right-turn lane onto EB 80. Better signage/lane striping for getting into the two left turn lanes to WB 80 from one lane. Drivers don't always understand there are two left-turn lanes and don't go through the intersection when one lane is full (and one open).	Motor Vehicles	Intersection Safety
4vb6kox2pyb8	205	POINT (-122.285774 37.995608)	Y	Pinole Valley Rd	Pinole Valley Rd/ Estates Ave	Left turn pocket to Estates Ave fills up. One problem is that drivers often don't pull forward far enough, thus drivers can't get into the left turn pocket and wait in the though-lane, backing it up. Can you add signage that tells drivers to pull forward in the left turn pocket?	Motor Vehicles	Traffic Congestion
4vb6kox2pyb8	205	POINT (-122.285774 37.995608)	Y	Pinole Valley Rd	Pinole Valley Rd/ Estates Ave	Left turn pocket to Estates Ave fills up. One problem is that drivers often don't pull forward far enough, thus drivers can't get into the left turn pocket and wait in the though-lane, backing it up. Can you add signage that tells drivers to pull forward in the left turn pocket?	Motor Vehicles	Intersection Safety
4vb6kox2pyb8	206	POINT (-122.286486 37.997745)	Y	Pinole Valley Rd	Pinole Valley Rd	The red-light running through-out the city is out of control. Need to crack down.	Motor Vehicles	Red Light Violation

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
4vb6kox2pyb8	207	POINT (-122.284907 37.988841)	Y	Pinole Valley Rd	Pinole Valley Rd/ Granagda Ct	Need to eliminate the new left-turn pockets to Shea and Granada. These lanes take up too much road width. There is no shoulder and the through traffic is too close to pedestrians on the sidewalk.	Motor Vehicles	Pedestrian Safety
6hkm7ndf9xg3	209	POINT (-122.283016 37.994249)	N	Estates Ave	Estates Ave	There is a light pole but no street light at this point on Estates Ave. There is a speed bump close to it. Having a street light on the electric pole will make it easier to see the speed bump.	Motor Vehicles	Lighting
6hkm7ndf9xg3	209	POINT (-122.283016 37.994249)	N	Estates Ave	Estates Ave	There is a light pole but no street light at this point on Estates Ave. There is a speed bump close to it. Having a street light on the electric pole will make it easier to see the speed bump.	Motor Vehicles	Visibility
69l8e2wkl9xa	210	POINT (-122.298493 38.004317)	Y	Pinole Valley Rd	Pinole Ave/San Pablo Ave	There are no turn lights and we live in the area off of Piñon. We almost get hit everytime we drive straight onto Appian so please put in a turn light arrow in both directions on the Appian, Piñon axis. There is one on San Pablo in both directions but the Piñon Appian drive is risking our lives daily.	Pedestrian	Pedestrian Safety
69l8e2wkl9xa	210	POINT (-122.298493 38.004317)	Y	Pinole Valley Rd	Pinole Ave/San Pablo Ave	There are no turn lights and we live in the area off of Piñon. We almost get hit everytime we drive straight onto Appian so please put in a turn light arrow in both directions on the Appian, Piñon axis. There is one on San Pablo in both directions but the Piñon Appian drive is risking our lives daily.	Pedestrian	Lighting
4gt6bk8jad44	211	POINT (-122.264987 37.98026)	Y	Pinole Valley Rd	Pinole Valley Rd/Wright Ave	NO ONE stops at this stop sign at the corner of Wright Avenue and PV Road. Very dangerous for pedestrians crossing the street here because it is a blind corner.	Motor Vehicles	Stop Sign Violation
2o9jxz7dcx39	212	POINT (-122.285726 37.995749)	N	Pinole Valley Rd	Pinole Valley Rd	Very poorly designed intersection with many people ignoring traffic laws to yield to uphill traffic and not turn left towards I-80 in front of traffic coming downhill on Estates. All directions continuously block intersection/run red lights, etc and do not utilize the middle lane under I=80 for left turn, instead blocking the intersection	Motor Vehicles	Red Light Violation
2o9jxz7dcx39	212	POINT (-122.285726 37.995749)	N	Pinole Valley Rd	Pinole Valley Rd	Very poorly designed intersection with many people ignoring traffic laws to yield to uphill traffic and not turn left towards I-80 in front of traffic coming downhill on Estates. All directions continuously block intersection/run red lights, etc and do not utilize the middle lane under I=80 for left turn, instead blocking the intersection	Motor Vehicles	Intersection Safety
2o9jxz7dcx39	212	POINT (-122.285726 37.995749)	N	Pinole Valley Rd	Pinole Valley Rd	Very poorly designed intersection with many people ignoring traffic laws to yield to uphill traffic and not turn left towards I-80 in front of traffic coming downhill on Estates. All directions continuously block intersection/run red lights, etc and do not utilize the middle lane under I=80 for left turn, instead blocking the intersection	Motor Vehicles	Traffic Congestion
2o9jxz7dcx39	213	POINT (-122.265381 37.98035)	N	Pinole Valley Rd	Pinole Valley Rd	constant stop sign runners, if area were more frequently patrolled and up Wright ave at Carol St., same thing. Ticketing income would triple if stop sign runs and speeders were tagged.	Motor Vehicles	Stop Sign Violation
2o9jxz7dcx39	214	POINT (-122.301025 37.991931)	Y	I80	I80/Appain Way	People not realizing both right lanes turn onto I-80 and trying to cut you off making the Fitzgerald left turn and pushing into the far right I-80 entrance land, there are two lanes for this.	Motor Vehicles	Curve Unsafe
2o9jxz7dcx39	215	POINT (-122.277733 37.993458)	N	Ponderosa Trail	Ponderosa Trail	more trespassing than traffic. .our HOA had the curb at top of Ponderosa Trail painted red to avoid loiterers there and we are always seeing people parked up there, not just to quickly enjoy the sunset, but eating, doing whatever, and dumping their trash & fast food garbage on our HOA property.	Motor Vehicles	Pavement Condition
99mkf6cn7fz3	216	POINT (-122.284057 37.98735)	N	Pinole Valley Rd	Pinole Valley Rd	Too much speeding. Have witnessed drivers going past cars on the right side of the road near the sidewalk, while speeding down Pinole Valley Road and running the Red Lights.	Motor Vehicles	Speeding

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
99mkf6cn7fz3	218	POINT (-122.259505 37.980467)	N	Doidge Ave	Doidge Ave	Speeding and running the Stop Sign	Motor Vehicles	Stop Sign Violation
99mkf6cn7fz3	218	POINT (-122.259505 37.980467)	N	Doidge Ave	Doidge Ave	Speeding and running the Stop Sign	Motor Vehicles	Speeding
99mkf6cn7fz3	218	POINT (-122.259505 37.980467)	N	Doidge Ave	Doidge Ave	Speeding and running the Stop Sign	Motor Vehicles	Speeding
99mkf6cn7fz3	219	POINT (-122.260906 37.984169)	N	Victor St	Victor St	Too much speeding on Wright Avenue. Cars not stopping for Stop Signs	Motor Vehicles	Stop Sign Violation
99mkf6cn7fz3	220	POINT (-122.275076 37.986182)	N	Diablo Ct	Diablo Ct	Speeding	Motor Vehicles	Speeding
99mkf6cn7fz3	221	POINT (-122.283974 38.009555)	N	San Pablo Ave	San Pablo Ave	Too much speeding and cutting in and out of traffic without regard for the other cars	Motor Vehicles	Speeding
8wl878dnw7b8	223	POINT (-122.292689 38.006618)	N	Quinan St	Quinan St	No traffic related concern but road needs to be repaved, rough pavement.	Motor Vehicles	Pavement Condition
8wl878dnw7b8	224	POINT (-122.285959 37.996548)	N	Pinole Valley Rd	Pinole Valley Rd/I80	Right turn NEEDS to be a “NO TURN ON RED” I have seen too many accidents here due too the fact at traffic turning right into Pinole valley rd exiting I-80 E cannot see oncoming traffic from the left side of Pinole valley Rd.	Motor Vehicles	Curve Unsafe
8fi8bee7wop6	225	POINT (-122.301475 37.9973)	Y	Appian Way	Appian Way/ Mann Drive	The addition of WCMS to pinole middle school has created traffic congestion. We need help reworking the turn signal to Mann Dr and adding crosswalks closer to the school	Motor Vehicles	School Safety
8fi8bee7wop6	225	POINT (-122.301475 37.9973)	Y	Appian Way	Appian Way/ Mann Drive	The addition of WCMS to pinole middle school has created traffic congestion. We need help reworking the turn signal to Mann Dr and adding crosswalks closer to the school	Motor Vehicles	Lighting
7iv6mhh6rlc4	226	POINT (-122.285511 37.995942)	N	Pinole Valley Rd	Pinole Valley Rd	No bike lanes, lots of cars pulling in and out of shopping areas without checking for bikes	Bicycle	Bicycle Safety
7iv6mhh6rlc4	227	POINT (-122.286006 37.99718)	N	Pinole Valley Rd	Pinole Valley Rd	Difficult and dangerous to navigate on a bike	Bicycle	Bicycle Safety
7iv6mhh6rlc4	228	POINT (-122.287366 38.001516)	N	Pinole Valley Rd	Pinole Valley Rd	No bike lane, only one travel lane and cars often parked on the curb forcing bikes into the travel lane	Bicycle	Bicycle Safety
7iv6mhh6rlc4	229	POINT (-122.288159 38.004499)	N	Pinole Valley Rd	Pinole Valley Rd	Cars going fast, cars parked in shoulder forcing bikes into the travel lane	Bicycle	Speeding
7iv6mhh6rlc4	229	POINT (-122.288159 38.004499)	N	Pinole Valley Rd	Pinole Valley Rd	Cars going fast, cars parked in shoulder forcing bikes into the travel lane	Bicycle	Bicycle Safety
7iv6mhh6rlc4	230	POINT (-122.28794 38.007316)	Y	San Pablo Ave	San Pablo Ave/John St	No bike lane	Bicycle	Bicycle Safety
7iv6mhh6rlc4	231	POINT (-122.286181 38.008343)	N	San Pablo Ave	San Pablo Ave	No bike lane, this is practically a highway with wide lanes and cars traveling at high speeds	Bicycle	Speeding
7iv6mhh6rlc4	231	POINT (-122.286181 38.008343)	N	San Pablo Ave	San Pablo Ave	No bike lane, this is practically a highway with wide lanes and cars traveling at high speeds	Bicycle	Bicycle Safety
7iv6mhh6rlc4	232	POINT (-122.279678 38.011713)	N	San Pablo Ave	San Pablo Ave	Extremely narrow bike lane often with debris, this is practically a highway with wide lanes and cars traveling at high speeds	Motor Vehicles	Road too Narrow
7iv6mhh6rlc4	232	POINT (-122.279678 38.011713)	N	San Pablo Ave	San Pablo Ave	Extremely narrow bike lane often with debris, this is practically a highway with wide lanes and cars traveling at high speeds	Motor Vehicles	Speeding
7iv6mhh6rlc4	233	POINT (-122.298628 37.986998)	N	Appian Way	Appian Way	cars parked in shoulder forcing bikes into the travel lane	Bicycle	Speeding
7iv6mhh6rlc4	233	POINT (-122.298628 37.986998)	N	Appian Way	Appian Way	cars parked in shoulder forcing bikes into the travel lane	Bicycle	Bicycle Safety
7r8eh79328n8	234	POINT (-122.301784 37.997486)	N	Mann Dr	Mann Dr	There is so much foot and car traffic here due to two schools at the same site. There needs to be crosswalks put in across from the entries into the school on Mann Dr. There also needs to be more parking available along appian way. There is a huge congestion and safety issue here.	Pedestrian	School Safety
7r8eh79328n8	234	POINT (-122.301784 37.997486)	N	Mann Dr	Mann Dr	There is so much foot and car traffic here due to two schools at the same site. There needs to be crosswalks put in across from the entries into the school on Mann Dr. There also needs to be more parking available along appian way. There is a huge congestion and safety issue here.	Pedestrian	Pedestrian Safety
46v49672tud8	235	POINT (-122.303612 37.998062)	N	Mann Dr	Mann Dr	Should not allow cars turning left into driveway from Mann - should be one way traffic into school driveway	Motor Vehicles	School Safety
46v49672tud8	236	POINT (-122.302433 37.997557)	N	Mann Dr	Mann Dr	Need a crosswalk and consistent timed crossing for pedestrians, cars on Mann, and cars coming out of school driveway	Pedestrian	Pedestrian Safety
8m9344atn2r8	237	POINT (-122.28205 37.985858)	N	Pinole Valley Rd	Pinole Valley Rd	Speeding/drag racing	Motor Vehicles	Speeding

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
6k8i2agw6ha3	238	POINT (-122.260168 37.978155)	N	Pinole Valley Rd	Pinole Valley Rd	Speeding, cars passing each other by crossing over the double yellow line, this is a major bike and pedestrian route and people are at risk, property damage resulting from vehicle accidents, large industrial size trucks use this small country road that is not designed to handle the heavy loads causing the ground to shudder as they go by resulting in property damage to the homes adjacent to the street.	Motor Vehicles	Speeding
6k8i2agw6ha3	238	POINT (-122.260168 37.978155)	N	Pinole Valley Rd	Pinole Valley Rd	Speeding, cars passing each other by crossing over the double yellow line, this is a major bike and pedestrian route and people are at risk, property damage resulting from vehicle accidents, large industrial size trucks use this small country road that is not designed to handle the heavy loads causing the ground to shudder as they go by resulting in property damage to the homes adjacent to the street.	Motor Vehicles	Indusrial Safety
6k8i2agw6ha3	238	POINT (-122.260168 37.978155)	N	Pinole Valley Rd	Pinole Valley Rd	Speeding, cars passing each other by crossing over the double yellow line, this is a major bike and pedestrian route and people are at risk, property damage resulting from vehicle accidents, large industrial size trucks use this small country road that is not designed to handle the heavy loads causing the ground to shudder as they go by resulting in property damage to the homes adjacent to the street.	Motor Vehicles	Large Trucks
97pln2uj3gv6	239	POINT (-122.284787 37.988641)	N	Helena Ct	Helena Ct	Huge safety concern. There is a utility pole in the middle of the sidewalk. It blocks wheelchairs users and they cannot access the sidewalk cutout. This obstacle causes the wheelchair user to have to drive in the street.	Pedestrian	Visibility
97pln2uj3gv6	240	POINT (-122.28485 37.989361)	N	Estrella Ct	Estrella Ct	Dangerous safety concern regarding accessibility for wheelchair users. There is a utility pole in the middle of the sidewalk. This obstacle results in the wheelchair user having to drive in the street and not being able to access the sidewalk cutout.	Pedestrian	Pedestrian Safety
97pln2uj3gv6	240	POINT (-122.28485 37.989361)	N	Estrella Ct	Estrella Ct	Dangerous safety concern regarding accessibility for wheelchair users. There is a utility pole in the middle of the sidewalk. This obstacle results in the wheelchair user having to drive in the street and not being able to access the sidewalk cutout.	Pedestrian	Visibility
67jhi3p7z7sa	241	POINT (-122.289988 38.004299)	Y	Tennet Avenue	Tennent Ave/ Plum St	There is a school on Plum street, it is very busy during mornings and afternoon. Cars DO NOT stop for the parents or kids. There needs to be a stop sign or flashing lights installed to help pedestrians cross the street. Cars speed down Tennent, something needs ti be done in order to prevent a horrible accident from happening. This area also needs to be policed in the mornings. The parents disregard the No Left turn and tickets need to be issued. This causes a bigger traffic jam with parents not following the No left turn on Plum during morning and afternoon hours of school.	Motor Vehicles	School Safety
67jhi3p7z7sa	241	POINT (-122.289988 38.004299)	Y	Tennet Avenue	Tennent Ave/ Plum St	There is a school on Plum street, it is very busy during mornings and afternoon. Cars DO NOT stop for the parents or kids. There needs to be a stop sign or flashing lights installed to help pedestrians cross the street. Cars speed down Tennent, something needs ti be done in order to prevent a horrible accident from happening. This area also needs to be policed in the mornings. The parents disregard the No Left turn and tickets need to be issued. This causes a bigger traffic jam with parents not following the No left turn on Plum during morning and afternoon hours of school.	Pedestrian	Stop Sign Violation

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
67jhi3p7z7sa	241	POINT (-122.289988 38.004299)	Y	Tennet Avenue	Tennent Ave/ Plum St	There is a school on Plum street, it is very busy during mornings and afternoon. Cars DO NOT stop for the parents or kids. There needs to be a stop sign or flashing lights installed to help pedestrians cross the street. Cars speed down Tennent, something needs ti be done in order to prevent a horrible accident from happening. This area also needs to be policed in the mornings. The parents disregard the No Left turn and tickets need to be issued. This causes a bigger traffic jam with parents not following the No left turn on Plum during morning and afternoon hours of school.	Motor Vehicles	School Safety
67jhi3p7z7sa	241	POINT (-122.289988 38.004299)	Y	Tennet Avenue	Tennent Ave/ Plum St	There is a school on Plum street, it is very busy during mornings and afternoon. Cars DO NOT stop for the parents or kids. There needs to be a stop sign or flashing lights installed to help pedestrians cross the street. Cars speed down Tennent, something needs ti be done in order to prevent a horrible accident from happening. This area also needs to be policed in the mornings. The parents disregard the No Left turn and tickets need to be issued. This causes a bigger traffic jam with parents not following the No left turn on Plum during morning and afternoon hours of school.	Pedestrian	Stop Sign Violation
72o6jo9l7jtf	243	POINT (-122.308652 37.995403)	N	Shawn Dr	Shawn Dr	Please put a stop sign at Kildare Way and Shawn Dr. Shawn Dr. and Kildare Way is very dangerous for pedestrians to cross because cars are speeding on Shawn Dr. from both directions. There is also a hill that tops at the next intersection (Cornelius Dr. and Shawn Dr.) and when at the corner of Kildare Way and Shawn Dr, you are not able to see the incoming car because the hill creates a blind spot. By the time you notice the car, it is too late since that block is so short and people speed down that short hill. Cars also speed on Shawn Dr. coming from the corner of Tara Hills and Shawn Dr. By the time they reach Shawn Dr. and Kildare Way, cars have reached high speeds and since there are some bushy trees from homes, you are not able to see the car until you have stepped into the street. Having a stop sign will protect the pedestrians, pets and other drivers crossing Shawn Dr. My neighbor's dog got run over on that intersection. Please put a stop sign at Kildare and Shawn.	Pedestrian	Speeding

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
72o6jo9l7jtf	243	POINT (-122.308652 37.995403)	N	Shawn Dr	Shawn Dr	Please put a stop sign at Kildare Way and Shawn Dr. Shawn Dr. and Kildare Way is very dangerous for pedestrians to cross because cars are speeding on Shawn Dr. from both directions. There is also a hill that tops at the next intersection (Cornelius Dr. and Shawn Dr.) and when at the corner of Kildare Way and Shawn Dr, you are not able to see the incoming car because the hill creates a blind spot. By the time you notice the car, it is too late since that block is so short and people speed down that short hill. Cars also speed on Shawn Dr. coming from the corner of Tara Hills and Shawn Dr. By the time they reach Shawn Dr. and Kildare Way, cars have reached high speeds and since there are some bushy trees from homes, you are not able to see the car until you have stepped into the street. Having a stop sign will protect the pedestrians, pets and other drivers crossing Shawn Dr. My neighbor's dog got run over on that intersection. Please put a stop sign at Kildare and Shawn.	Pedestrian	Pedestrian Safety
72o6jo9l7jtf	245	POINT (-122.308779 37.99546)	Y	Shawn Dr	Shawn Dr/Kildare Way	Please put a stop sign at the corner of Kildare way and Shawn Dr. Cars speed coming from both directions on Shawn Dr. There is also a blind spot at this intersection because you are not able to see the cars coming from Cornelius and Shawn Dr. since the hill tops off at that intersection. By the time you see the car, it is too late and it's already almost halfway down the block. There are bushy trees on the other direction of Shawn Dr. so you are not able to see the cars coming from Tara Hills on Shawn Dr. My neighbor's pet got run over at Kildare Way and Shawn Dr. Please make this corner safe for residents and pets. Please put a stop sign at Kildare Way and Shawn Dr.	Pedestrian	Pedestrian Safety
72o6jo9l7jtf	245	POINT (-122.308779 37.99546)	Y	Shawn Dr	Shawn Dr/Kildare Way	Please put a stop sign at the corner of Kildare way and Shawn Dr. Cars speed coming from both directions on Shawn Dr. There is also a blind spot at this intersection because you are not able to see the cars coming from Cornelius and Shawn Dr. since the hill tops off at that intersection. By the time you see the car, it is too late and it's already almost halfway down the block. There are bushy trees on the other direction of Shawn Dr. so you are not able to see the cars coming from Tara Hills on Shawn Dr. My neighbor's pet got run over at Kildare Way and Shawn Dr. Please make this corner safe for residents and pets. Please put a stop sign at Kildare Way and Shawn Dr.	Pedestrian	Speeding
873b8yxj4t7a	246	POINT (-122.30268 38.001618)	N	Marlesta Rd	Marlesta Rd	More street lighting on Marlesta Rd as it is very poor	Motor Vehicles	Lighting
873b8yxj4t7a	246	POINT (-122.30268 38.001618)	N	Marlesta Rd	Marlesta Rd	More street lighting on Marlesta Rd as it is very poor	Pedestrian	Lighting
873b8yxj4t7a	247	POINT (-122.306625 38.002599)	Y	Patrick Dr	Patrick Dr/ Nob Hill Ave	More street lighting and STOP signs on Nob Hill	Pedestrian	Lighting
32sfy49fo9m9	248	POINT (-122.303085 37.997833)	N	Mann Dr	Mann Dr	Pinole Middle School + West County Mandarin School: dangerous conditions particularly in morning when children are arriving at school. Heavy traffic, motorists in a hurry, poor visibility. Area needs traffic calming urgently	Pedestrian	Speeding
32sfy49fo9m9	248	POINT (-122.303085 37.997833)	N	Mann Dr	Mann Dr	Pinole Middle School + West County Mandarin School: dangerous conditions particularly in morning when children are arriving at school. Heavy traffic, motorists in a hurry, poor visibility. Area needs traffic calming urgently	Pedestrian	Visibility
32sfy49fo9m9	248	POINT (-122.303085 37.997833)	N	Mann Dr	Mann Dr	Pinole Middle School + West County Mandarin School: dangerous conditions particularly in morning when children are arriving at school. Heavy traffic, motorists in a hurry, poor visibility. Area needs traffic calming urgently	Pedestrian	School Safety

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
32sfy49fo9m9	248	POINT (-122.303085 37.997833)	N	Mann Dr	Mann Dr	Pinole Middle School + West County Mandarin School: dangerous conditions particularly in morning when children are arriving at school. Heavy traffic, motorists in a hurry, poor visibility. Area needs traffic calming urgently	Pedestrian	Pedestrian Safety
32sfy49fo9m9	249	POINT (-122.301868 37.997537)	N	Mann Dr	Mann Dr	Pinole Middle: Dangerous area with many children on foot. Needs traffic calming	Pedestrian	Pedestrian Safety
32sfy49fo9m9	249	POINT (-122.301868 37.997537)	N	Mann Dr	Mann Dr	Pinole Middle: Dangerous area with many children on foot. Needs traffic calming	Pedestrian	School Safety
7hx8pib76hw4	250	POINT (-122.280163 37.984315)	N	Pinole Valley Rd	Pinole Valley Rd	no bike lane or safe way for bicyclists to traverse the narrow roadway.	Bicycle	Bicycle Safety
7hx8pib76hw4	250	POINT (-122.280163 37.984315)	N	Pinole Valley Rd	Pinole Valley Rd	no bike lane or safe way for bicyclists to traverse the narrow roadway.	Bicycle	Road too Narrow
7hx8pib76hw4	251	POINT (-122.277183 37.982412)	N	Pinole Valley Rd	Pinole Valley Rd	no shoulder for bicyclists.	Bicycle	Bicycle Safety
7hx8pib76hw4	251	POINT (-122.277183 37.982412)	N	Pinole Valley Rd	Pinole Valley Rd	no shoulder for bicyclists.	Bicycle	Road too Narrow
7hx8pib76hw4	252	POINT (-122.264163 37.979282)	N	Pinole Valley Rd	Pinole Valley Rd	vegetation overgrown and not safe for bicyclists to pass without riding in the roadway.	Bicycle	Bicycle Safety
7hx8pib76hw4	253	POINT (-122.270645 37.981057)	N	Pinole Valley Rd	Pinole Valley Rd	why does the bike lane just stop? There are no bike lane markings at all east to the city limits.	Bicycle	Bicycle Safety
7hx8pib76hw4	254	POINT (-122.293283 38.00421)	N	San Pablo Ave	San Pablo Ave	the blind roadway is very unsafe for bicyclists and there's no bike lane or shoulder.	Bicycle	Bicycle Safety
7hx8pib76hw4	255	POINT (-122.314837 38.003129)	N	San Pablo Ave	San Pablo Ave	hillside falling onto and over the sidewalk. Makes it unsafe for pedestrians to use the sidewalk.	Pedestrian	Pedestrian Safety
7hx8pib76hw4	256	POINT (-122.306058 38.004827)	N	San Pablo Ave	San Pablo Ave	neglected service access panels on the sidewalk. It's not flat and is a significant trip hazard.	Pedestrian	Pedestrian Safety
8tc832s9zcm8	257	POINT (-122.285696 37.994281)	N	Pinole Valley Rd	Pinole Valley Rd	People making unprotected lefts out of the parking lot. This should probably be a right turn only out of the parking lot and or if lefts are wanted to be allowed you probably need a light here.	Motor Vehicles	Curve unsafe
8tc832s9zcm8	258	POINT (-122.285526 37.993161)	N	Pinole Valley Rd	Pinole Valley Rd	Unprotected lefts out of the parking lot. This also should be a right turn only out of the parking lot.	Motor Vehicles	Curve unsafe
8tc832s9zcm8	259	POINT (-122.273701 37.987425)	N	Tamalpais Dr	Tamalpais Dr	People go zooming up and down this part of Tamalpais sometimes going about 35-40 mph despite this being a residential neighborhood. I've seen a few near misses. Wondering if a speed bump or two might be helpful.	Motor Vehicles	Speeding
9zg6der37zr9	260	POINT (-122.265004 37.980147)	Y	Pinole Valley Rd	Pinole Valley Rd/Wright Ave	No one ever stops at this stop sign and it’s right near a park	Motor Vehicles	Stop Sign Violation
9voz4dri4s99	262	POINT (-122.289457 38.006383)	Y	San Pablo Ave	San Pablo Ave/ Pinole Valley Rd	I think it would be really helpful to have a crosswalk here for the path!	Pedestrian	Pedestrian Safety
8nt3nf92ind7	263	POINT (-122.28907 38.006442)	Y	San Pablo Ave	San Pablo Ave/ Pinole Valley Rd	Because there is no turn lane here or at Tennent Avenue, people coming down to Pablo Avenue from Hercules speed around this corner to get in front of cars coming up the hill toward Hercules. I have almost been hit in this crosswalk over a dozen times. One gentleman decided to park and get out and curse me out for being in the crosswalk when I had the light. People do not pay attention and they are always speeding. If there is anyway to make a designated turn lane here or at Tennett Avenue on San Pablo Ave., it would greatly reduce the amount of quick turns people make without looking for pedestrians in the crosswalk.	Pedestrian	Speeding

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
8nt3nf92ind7	263	POINT (-122.28907 38.006442)	Y	San Pablo Ave	San Pablo Ave/ Pinole Valley Rd	Because there is no turn lane here or at Tennent Avenue, people coming down to Pablo Avenue from Hercules speed around this corner to get in front of cars coming up the hill toward Hercules. I have almost been hit in this crosswalk over a dozen times. One gentleman decided to park and get out and curse me out for being in the crosswalk when I had the light. People do not pay attention and they are always speeding. If there is anyway to make a designated turn lane here or at Tennett Avenue on San Pablo Ave., it would greatly reduce the amount of quick turns people make without looking for pedestrians in the crosswalk.	Pedestrian	Pedestrian Safety
6r8efo7nee48	264	POINT (-122.28914 38.006584)	Y	San Pablo Ave	San Pablo Ave/ Pinole Valley Rd	A left turn arrow on to Pinole Valley Road from San Pablo would be nice.	Motor Vehicles	Intersection Safety
4ob3dua2scc9	265	POINT (-122.310899 38.000538)	Y	Marlesta Rd	Local Road/ Marlesta Rd	This area needs better school zone safety. People often speed through the stop signs.	Motor Vehicles	Speeding
4ob3dua2scc9	265	POINT (-122.310899 38.000538)	Y	Marlesta Rd	Local Road/ Marlesta Rd	This area needs better school zone safety. People often speed through the stop signs.	Motor Vehicles	School Safety
4ob3dua2scc9	266	POINT (-122.29935 38.001667)	Y	Appian Way	Appian Way/Marlesta Rd	This area needs a safer way for pedestrians to cross. Possibly traffic light for when some is there to safely make it. Theirs often people speeding down the hill.	Motor Vehicles	Speeding
4ob3dua2scc9	266	POINT (-122.29935 38.001667)	Y	Appian Way	Appian Way/Marlesta Rd	This area needs a safer way for pedestrians to cross. Possibly traffic light for when some is there to safely make it. Theirs often people speeding down the hill.	Motor Vehicles	School Safety
8zf9nal6dzr9	267	POINT (-122.25755 37.981936)	Y	Doidge Ave	Doidge Ave/Victor St	People always run these stop signs. There are a lot of young children in this neighborhood and it's a safety concern.	Motor Vehicles	School Safety
8zf9nal6dzr9	267	POINT (-122.25755 37.981936)	Y	Doidge Ave	Doidge Ave/Victor St	People always run these stop signs. There are a lot of young children in this neighborhood and it's a safety concern.	Motor Vehicles	Stop Sign Violation
8zf9nal6dzr9	268	POINT (-122.265012 37.980134)	Y	Pinole Valley Rd	Pinole Valley Rd/Wright Ave	People always run the stop signs here on PV Road and Wright Ave both coming from the backroads and coming from town.	Motor Vehicles	Stop Sign Violation
8zf9nal6dzr9	268	POINT (-122.265012 37.980134)	Y	Pinole Valley Rd	Pinole Valley Rd/Wright Ave	People always run the stop signs here on PV Road and Wright Ave both coming from the backroads and coming from town.	Motor Vehicles	School Safety
4tm3uf87lf86	270	POINT (-122.271753 37.985247)	Y	Alhambra Way	Alhambra Way/ Moraga Dr	There is no stop sign at this intersection which means right of way is confusing and potentially dangerous.	Motor Vehicles	Intersection Safety
4tm3uf87lf86	271	POINT (-122.268912 37.981543)	Y	Pinole Valley Rd	Pinole Valley Rd/Monte Vista Dr	I would recommend another pedestrian crosswalk here as many go to the fields from here and cross PVR here which is dangerous given the speed of the cars on PVR.	Pedestrian	Pedestrian Safety
4tm3uf87lf86	272	POINT (-122.267942 37.981487)	Y	Pinole Valley Rd	Pinole Valley Rd/Monte Vista Dr	I would suggest a Stop Sign here to slow down the traffic on PVR. Given how popular this park is there is a lot of pedestrian foot traffic and children and the cars on PVR go much too fast to stop.	Pedestrian	Speeding
4tm3uf87lf86	272	POINT (-122.267942 37.981487)	Y	Pinole Valley Rd	Pinole Valley Rd/Monte Vista Dr	I would suggest a Stop Sign here to slow down the traffic on PVR. Given how popular this park is there is a lot of pedestrian foot traffic and children and the cars on PVR go much too fast to stop.	Pedestrian	Pedestrian Safety
4tm3uf87lf86	273	POINT (-122.271933 37.980804)	Y	Pinole Valley Rd	Pinole Valley Rd	At the end of Adobe Road is the dog park so a lot of foot traffic. However, there are a few dangerous aspects of this intersection. There is no sidewalk on the Firehouse/Adobe Road side of PVR. So if you're walking you have to cross PVR here which is difficult. Could there be a pedestrian cross walk here? Or a sidewalk built?	Pedestrian	Pedestrian Safety
9bo2ra3gl9v6	274	POINT (-122.264378 37.979595)	Y	Pinole Valley Rd	Pinole Valley Rd	Cars don't stop at stop signs, speeding	Motor Vehicles	Stop Sign Violation
9bo2ra3gl9v6	274	POINT (-122.264378 37.979595)	Y	Pinole Valley Rd	Pinole Valley Rd	Cars don't stop at stop signs, speeding	Motor Vehicles	Speeding

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
6cv4nd8bfh98	275	POINT (-122.264735 37.98035)	y	Pinole Valley Rd	Pinole Valley Rd/Wright Ave	Curbs need to be red just in first half- block as children & Pedestrians frequently cross to head to out ball field, soccer field & climbing structure parks, so when cars are parked it's hard to see; cars coming down Doidge must pull way out to see due to angle and parked cars. Highly recommend WestCat Bus 16 easily resume old patterns: go up Doidge here at West junction of Wright and Doidge, to again circle around at top of loop and come down Victor St for equity and ease of those in many blocks riding bus east of Wright. It's more equitable, makes shorter walks for those with groceries… and there's less traffic on Doidge than Wright.	Pedestrian	Pedestrian Safety
6cv4nd8bfh98	276	POINT (-122.258771 37.983233)	y	Wright Ave	Wright Ave/Victor St	Traffic ignores stop sign here	Motor Vehicles	Stop Sign Violation
6cv4nd8bfh98	276	POINT (-122.258771 37.983233)	y	Wright Ave	Wright Ave/Doidge Ave	Traffic ignores stop sign here, speeding	Pedestrian	Pedestrian Safety
629ti2nkw6x7	1		N	Sunnyview Court	Sunnyview Court	Unsafe for bicyclists	Bicycle	Bicycle Safety
8sll8ck6ols3	2		N	Pinole Valley Rd	Pinole Valley Rd	Pinole Valley Rd from San Pablo to Alhambra. Cycling safety is a major concern. Perhaps lanes much like on Castro Ranch road. Green lanes and pylons for riders. Also, a stop sign at the corner of PVR and Collins Dr at Elmhurst Elementary.	Bicycle	Bicycle Safety
22wru8sc6awf	3		N	Pinole Valley Rd	Pinole Valley Rd	Fitzgerald Dr and Appain Way people run the red lights. Pinole Valley Rd - people having been going at least 50mph or greater.	Motor Vehicles	Speeding
22wru8sc6awf	3		N	Pinole Valley Rd	Pinole Valley Rd	Fitzgerald Dr and Appain Way people run the red lights. Pinole Valley Rd - people having been going at least 50mph or greater.	Motor Vehicles	Red Light Violation
4aah7l8ezj79	4		Y	Pinole Valley Rd	Pinole Valley Rd/ Simas	Speeding here is out of control. The noise from the speeders echoes throughout the valley because this is next to the hill. Need traffic calming and/or enforcement. We also need a noise ordinance to curb the intentionally loud engines.	Motor Vehicles	Enforcement
4aah7l8ezj79	4		Y	Pinole Valley Rd	Pinole Valley Rd/ Simas	Speeding here is out of control. The noise from the speeders echoes throughout the valley because this is next to the hill. Need traffic calming and/or enforcement. We also need a noise ordinance to curb the intentionally loud engines.	Motor Vehicles	Speeding
4aah7l8ezj79	5		N	Pinole Valley Rd	Pinole Valley Rd	The school and city made a mistake in the design of this segment of the road. The traffic lane to too close to the sidewalk. There is no shoulder. The residents cant even put their garbage out at the curb. Consider eliminating the left turn lane to Shea Drive.	Motor Vehicles	Road too Narrow
9vza3ihm77la	6		N	Pinole Valley Rd	Pinole Valley Rd	Sharrows are not safe enough for bikes on this stretch of road. Bikes need the dedicated lane to continue, and green paint is needed in the block approaching the freeway so that cars know to expect bikes.	Bicycle	Intersection Safety
9vza3ihm77la	6		N	Pinole Valley Rd	Pinole Valley Rd	Sharrows are not safe enough for bikes on this stretch of road. Bikes need the dedicated lane to continue, and green paint is needed in the block approaching the freeway so that cars know to expect bikes.	Bicycle	Bicycle Safety
9vza3ihm77la	7		Y	San Pablo Ave	San Pablo Ave and Belmont Way	This is an absolute death trap for cyclists in both directions. Cars are going too fast for us to not have a dedicated bike lane both directions. There are several pedestrian crossings where pedestrian crossing lights should be added that can be activated with a button press.	Pedestrian	Pedestrian Safety

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
9vza3ihm77la	7		Y	San Pablo Ave	San Pablo Ave and Belmont Way	This is an absolute death trap for cyclists in both directions. Cars are going too fast for us to not have a dedicated bike lane both directions. There are several pedestrian crossings where pedestrian crossing lights should be added that can be activated with a button press.	Bicycle	Bicycle Safety
9vza3ihm77la	8		N	San Pablo Ave	San Pablo Ave	These two bike/ped path sections need to be connected more safely across San Pablo Ave. A crosswalk with distinctive paving and/or pedestrian-activated crossing lights would increase trail usage on both sides and help businesses by enabling another safe crossing through downtown.	Bicycle	Bicycle Safety
9vza3ihm77la	8		N	San Pablo Ave	San Pablo Ave	These two bike/ped path sections need to be connected more safely across San Pablo Ave. A crosswalk with distinctive paving and/or pedestrian-activated crossing lights would increase trail usage on both sides and help businesses by enabling another safe crossing through downtown.	Pedestrian	Pedestrian Safety
9vza3ihm77la	9		N	Rail Road Ave	Rail Road Ave	This stretch isn't terrible for bikes because of the low traffic, but I think it would help downtown if the road from the EBRPD bridge and path looked a bit more appealing and welcoming into town.	Bicycle	Bicycle Safety
7e7487vow7s3	10		N	Pinole Valley Rd	Pinole Valley Rd	This area needs traffic humps. There are always cars speeding down this stretch of road and these humps are a cost effective way to slow them.	Motor Vehicles	Speeding
4om66buj4u84	11		N	Marlen Court	Marlen Court	Speed. In the early AM and late PM, there are vehicles that are driving way too fast to be within speed limits - especially near Ellerhorst Elementary. There have been multiple crashes on multiple houses on this street due to speed in the past. Recommend more stop signs to slow the traffic down.	Motor Vehicles	Speeding
7ive6pbx6wd3	12		N	San Pablo Ave	San Pablo Ave	This section of San Pablo is a defacto freeway because our freeways are clogged due to lack of available public transit. I would love to see all of San Pablo reduced to one lane of motor vehicle traffic in each direction with guarded bike lanes on each side and light rail or dedicated bus lanes in the center.	Bicycle	Bicycle Safety
7ive6pbx6wd3	13		Y	San Pablo Ave	San Pablo Ave/ Appian Way	Let's bring Pinole into a sustainable future not dependent on motor vehicles by converting some of our fast, dangerous 2 lane roads into slower moving streets with bike lanes. Offer public transit that works and give people alternatives to driving like safe lanes for commuting by bike.	Bicycle	Bicycle Safety
2xnf2s7d6ps6	14		N	San Pablo Ave	San Pablo Ave	All of San Pablo. There are tons of potholes, there aren't sidewalks on both sides of the roads in some areas. It's impossible to ride on the street if you're a on a bicycle. Bike lanes are necessary	Bicycle	Bicycle Safety
3o28zat2p3g8	15		Y	San Pablo Ave	San Pablo Ave/ Appian Way	It is difficult for both cars and pedestrians to distinguish when it is ok to cross/pass. Perhaps making the cross-walk light up when a pedestrian is crossing to increase visibility would be helpful.	Pedestrian	Visibility
3o28zat2p3g8	15		Y	San Pablo Ave	San Pablo Ave/ Appian Way	It is difficult for both cars and pedestrians to distinguish when it is ok to cross/pass. Perhaps making the cross-walk light up when a pedestrian is crossing to increase visibility would be helpful.	Pedestrian	Pedestrian Safety
36njo6kzp6k4	16		Y	Pinole Valley Rd	Pinole Valley Rd/ Simas Ave	No bike lane, no sidewalk, no shoulder.	Pedestrian	Pedestrian Safety
36njo6kzp6k4	16		Y	Pinole Valley Rd	Pinole Valley Rd/ Simas Ave	No bike lane, no sidewalk, no shoulder.	Bicycle	Bicycle Safety
36njo6kzp6k4	17		Y	Pinole Valley Rd	Pinole Valley Rd/ Simas Ave	Unprotected walking path	Pedestrian	Pedestrian Safety
36njo6kzp6k4	18		N	Pinole Valley Rd	Pinole Valley Rd	Terrible path/trail conditions. Unsafe, usually sketchy people hanging out	Pedestrian	Pedestrian Safety

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
4i8tgz9m6e37	19		Y	Pinole Valley Rd	Pinole Valley Rd/Helena Ct	for cyclists, this is incredibly dangerous as the lane narrows in such a way that it cannot accommodate both a car and a bike. It narrows on a curve. Putting in a green bike lane to tell cars that bikes can use the entire lane might be helpful. This wasn't a problem before the PVHS work.	Bicycle	Curve unsafe
4i8tgz9m6e37	19		Y	Pinole Valley Rd	Pinole Valley Rd/Helena Ct	for cyclists, this is incredibly dangerous as the lane narrows in such a way that it cannot accommodate both a car and a bike. It narrows on a curve. Putting in a green bike lane to tell cars that bikes can use the entire lane might be helpful. This wasn't a problem before the PVHS work.	Bicycle	Bicycle Safety
4i8tgz9m6e37	20		N	Pinole Valley Rd	Pinole Valley Rd	for cyclists, coming from the light at the library, this is dangerous because it is narrow before the first sharrow appears. Cars do not expect bikes to be in the lane.	Bicycle	Bicycle Safety
4i8tgz9m6e37	20		N	Pinole Valley Rd	Pinole Valley Rd	for cyclists, coming from the light at the library, this is dangerous because it is narrow before the first sharrow appears. Cars do not expect bikes to be in the lane.	Bicycle	Road too Narrow
2yo73jn7cgs2	21		N	Pinole Valley Rd	Pinole Valley Rd	Walkers cross near the fire station to get to Adobe Road. A pedestrian crosswalk should be put in this area. It might also slow down the traffic that's headed towards the elementary school.	Pedestrian	Pedestrian Safety
2yo73jn7cgs2	21		N	Pinole Valley Rd	Pinole Valley Rd	Walkers cross near the fire station to get to Adobe Road. A pedestrian crosswalk should be put in this area. It might also slow down the traffic that's headed towards the elementary school.	Pedestrian	School Safety
6hp4923sya96	22		Y	San Pablo Ave	San Pablo Ave/ Pinole Valley Rd	This intersection continues to be extremely dangerous for pedestrians. Cars that turn left from SPA (coming from Hercules) onto PVA and cars turning on to SPA from PVA often do not see pedestrians.	Pedestrian	Pedestrian Safety
6hp4923sya96	23		Y	San Pablo Ave	San Pablo Ave/ Pinole Valley Rd	traffic speeds down the hill from Hercules and the intermittent stop light does not seem to help. Also, fast traffic on SPA going up the hill.	Motor Vehicles	Speeding
2ul2y3cle3ra	24		N	Appian Way	Appain Way	In need of more light posts for pedestrians to walk safely once it gets dark. Cars drive too fast down this road.	Pedestrian	Pedestrian Safety
2ul2y3cle3ra	24		N	Appian Way	Appain Way	In need of more light posts for pedestrians to walk safely once it gets dark. Cars drive too fast down this road.	Pedestrian	Lighting
6e4h7c6s4w28	25		N	Pinole Valley Rd	Pinole Valley Rd	People seem to forget this is a neighborhood where old people live they use it as a shortcut to get to Hercules	Motor Vehicles	Pedestrian Safety
69sm7yg94aj4	26		Y	Simas Ave	Simas Ave/Moraga Dr	Kids often cross the street here to go through Amber Schwartz Park on their way to Ellerhorst Elementary School. There is a stop sign but no crosswalk. Please paint a crosswalk.	Pedestrian	Pedestrian Safety
69sm7yg94aj4	26		Y	Simas Ave	Simas Ave/Moraga Dr	Kids often cross the street here to go through Amber Schwartz Park on their way to Ellerhorst Elementary School. There is a stop sign but no crosswalk. Please paint a crosswalk.	Pedestrian	School Safety
69sm7yg94aj4	27		N	Pinole Valley Rd	Pinole Valley Rd	There is no bike lane on this side of Pinole Valley road, yet it is the route many students take to the high school.	Bicycle	Bicycle Safety
69sm7yg94aj4	28		N	Shea Dr	Shea Dr	This area is not bike friendly although it is the main route from Pinole Valley to the junior high school and shops on Fitzgerald.	Bicycle	Bicycle Safety
3lw7ksy4xko4	29		N	Pinole Valley Rd	Pinole Valley Rd	bike lane and car traffic lanes suddenly narrow and merge together with no warning - suprising both the car driver and the bicyclist if they happen to be adjacent to one another at the point where this narrowing occurs.	Bicycle	Bicycle Safety
3lw7ksy4xko4	29		N	Pinole Valley Rd	Pinole Valley Rd	bike lane and car traffic lanes suddenly narrow and merge together with no warning - suprising both the car driver and the bicyclist if they happen to be adjacent to one another at the point where this narrowing occurs.	Bicycle	Road too Narrow

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
7w7sxv4c7fo9	31		Y	Shea Dr	Shea Dr/ Pinole Valley Rd	Dangerous speeding traffic on Pinole Valley Road in both directions between Shea Drive and Simas Avenue!	Motor Vehicles	Speeding
83kge643lwh6	32		Y	Pinole Valley Rd	Pinole Valley Rd/ Helena Ct	Speed limit is 35 mph. Please reduce the speed to 25 mph for safety of the residents.	Motor Vehicles	Speeding
3zf44722as98	34		Y	Pinole Valley Rd	Pinole Valley Rd/ Collis Ave	Speeding. After the stop sign at simas cars accelerate all the way down pinole valley til about the dog park. Perhaps another stop sign would slow them down.	Motor Vehicles	Speeding
3zf44722as98	34		Y	Pinole Valley Rd	Pinole Valley Rd/ Collis Ave	Speeding. After the stop sign at simas cars accelerate all the way down pinole valley til about the dog park. Perhaps another stop sign would slow them down.	Motor Vehicles	Stop Sign Violation
7iel9gig6u93	35		N	San Pablo Ave	San Pablo Ave	No bike path or sidewalk	Pedestrian	School Safety
7iel9gig6u93	35		N	San Pablo Ave	San Pablo Ave	No bike path or sidewalk	Bicycle	Bicycle Safety
9f9mcf8w7778	36		N	San Pablo Ave	San Pablo Ave	This area is not good for pedestrians or bike riders there are no bike lanes and the sidewalks are extremely skinny. Cars speed down this road constantly despite the police speed signs they try to put every day. This city needs more walkable bike-friendly locations that bring people into town maybe something that connects better to the bay trail	Pedestrian	School Safety
9f9mcf8w7778	36		N	San Pablo Ave	San Pablo Ave	This area is not good for pedestrians or bike riders there are no bike lanes and the sidewalks are extremely skinny. Cars speed down this road constantly despite the police speed signs they try to put every day. This city needs more walkable bike-friendly locations that bring people into town maybe something that connects better to the bay trail	Bicycle	Bicycle Safety
7ii2ulg8uxx8	37		N	Pinole Valley Rd	Pinole Valley Rd	From bridge to Marlin Court and past (both directions) is like a racetrack, resulting in many accidents	Pedestrian	School Safety
7ii2ulg8uxx8	37		N	Pinole Valley Rd	Pinole Valley Rd	From bridge to Marlin Court and past (both directions) is like a racetrack, resulting in many accidents	Bicycle	Bicycle Safety
37vyp98xch24	39		Y	Lucas Ave	Lucas Ave/Ramona St	Ramona St gets a lot of through traffic. Vehicles travel much to fast in this residential area (well over 25 mph). There are many walkers, runners, dog walkers, children, etc. here every day. I'd like to see a couple of stop signs or speed bumps as well as some speed limit signage.	Pedestrian	School Safety
37vyp98xch24	39		Y	Lucas Ave	Lucas Ave/Ramona St	Ramona St gets a lot of through traffic. Vehicles travel much to fast in this residential area (well over 25 mph). There are many walkers, runners, dog walkers, children, etc. here every day. I'd like to see a couple of stop signs or speed bumps as well as some speed limit signage.	Bicycle	Bicycle Safety
37vyp98xch24	40		N	Pinole Valley Rd	Pinole Valley Rd	All of the street markings/painting along Estates Drive needs to be redone. The speed bumps are nearly impossible to see as are any lane markings or stops at intersections!	Motor Vehicles	Pavement Condition
9h2pd7e3ikv4	41		Y	Tennet Avenue	Tennet Ave/San Pablo Ave	Speed! Cars, trucks, buses, motorcycles! From the Pinole Valley/Tennent split to San Pablo Ave, there is nothing to slow down the traffic. We live on Tennent and I sometimes clock different vehicles (my own "research") up to over 40mph. It's dangerous (church/school crossings, fire station, bikes, etc.) and noisy. It's also hard on the road, itself, which was finally mostly smoothed out, recently (our mini-"earthquakes" have subsided some since vehicles at least aren't hitting potholes as they rush to beat the signal at San Pablo). Seriously, it would greatly enhance safety AND quality of life in our little Old Town--make it less like a freeway!	Motor Vehicles	Speeding
9h2pd7e3ikv4	42		Y	San Pablo Ave	San Pablo Ave/ Charles Ave	Speed! Such a narrow road--even mitigated by a stop sign--on which the speed limit is only a weak suggestion!	Motor Vehicles	Stop Sign Violation
9h2pd7e3ikv4	42		Y	San Pablo Ave	San Pablo Ave/ Charles Ave	Speed! Such a narrow road--even mitigated by a stop sign--on which the speed limit is only a weak suggestion!	Motor Vehicles	Speeding

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
9h2pd7e3ikv4	43		N	San Pablo Ave	San Pablo Ave	Speed! I understand that it's a major thoroughfare. And there IS traffic mitigation (signals/electronic signage). But I, as I shepherd my grandkids across the road to the Park, and my husband, who crosses to get to the Senior Center, are amazed at how so many cars have to brake heavily to stop or accelerate quickly when the light turns, in a big hurry to get through the Old Town area. One feels the frustration. Don't know the answer. But it doesn't feel safe...	Motor Vehicles	Speeding
3ig9faw8wbj4	44		N	Pinole Valley Rd	Pinole Valley Rd	Need for bike path/road share	Bicycle	Bicycle Safety
2td4v8x8khb6	45		N	San Pablo Ave	San Pablo Ave	Hazardous road for walking and biking (narrow sidewalk and no bicycle lane)	Bicycle	Bicycle Safety
2td4v8x8khb6	45		N	San Pablo Ave	San Pablo Ave	Hazardous road for walking and biking (narrow sidewalk and no bicycle lane)	Pedestrian	School Safety
3ovo3xtr3se4	46		N	Bay Farm Rd	Bay Farm Rd	Speeding traffic and cars making 'donuts' where the rubber tires squeal and create clouds of smoke over the houses.	Motor Vehicles	Donuts
8e4o7gga3949	47		N	Tara Hills Dr	Tara Hill Dr	Very high speed traffic at all times of day. Intersection of Kildare and Tara Hills Drive used for spinning donuts. Not a safe situation when school is in session at Shannon School.	Motor Vehicles	Donuts
6tl2foa92mk4	48		Y	Pinole Valley Rd	Pinole Valley Rd/Downer St	At the entersection of Downer Street and Pinole Valley Road! Every day I see so many cars not stopping at any of the stop signs!	Motor Vehicles	Stop Sign Violation
79pdj9fk63ut	49		Y	Pinole Valley Rd	Pinole Valley Rd/Monte Verde Dr	Cars do not stop at all at these crosswalks across pinole valley road right near the park and soccer field where many children and pedestrians need to cross. I have almost been hit several times walking my dog. We need to install flashing crosswalk lights or at least put up more reflective xwalk signs for drivers.	Pedestrian	Speeding
79pdj9fk63ut	49		Y	Pinole Valley Rd	Pinole Valley Rd/Monte Verde Dr	Cars do not stop at all at these crosswalks across pinole valley road right near the park and soccer field where many children and pedestrians need to cross. I have almost been hit several times walking my dog. We need to install flashing crosswalk lights or at least put up more reflective xwalk signs for drivers.	Pedestrian	Pedestrian Safety
77n9emu7y7y9	50		N	Pinole Valley Rd	Pinole Valley Rd	Cars that are going to or from San Pablo Dam Road drive way over the speed limit on this stretch of road and don't pay attention to the pedestrian crosswalks. This is especially dangerous because there are lots of elementary school aged and younger children who are crossing the street either to get to Ellerhorst Elementary or to get to Pinole Valley Park.	Pedestrian	Pedestrian Safety
77n9emu7y7y9	51		N	Doidge Ave	Doidge Ave	Cars drive way over the speed limit on this residential street, and the majority of cars don't even stop at the stop signs, they just briefly slow down.	Motor Vehicles	Speeding
9twf6wbt2is9	52		Y	Pinole Valley Rd	Pinole Valley Rd	extremely large trucks travel through this corridor to bypass the I80. This is creating seismic activity and creating dangerous situations for elementary school and high school along this route. Prospose limiting large semi trailers to certain tonnage along this route. Posting signs or speed bumps will help slow down the traffic as well.	Motor Vehicles	School Safety
9twf6wbt2is9	52		Y	Pinole Valley Rd	Pinole Valley Rd	extremely large trucks travel through this corridor to bypass the I80. This is creating seismic activity and creating dangerous situations for elementary school and high school along this route. Prospose limiting large semi trailers to certain tonnage along this route. Posting signs or speed bumps will help slow down the traffic as well.	Motor Vehicles	Large Trucks

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
98ije3v32f68	53		Y	Pinole Valley Rd	Pinole Valley Rd/Wright Ave	Area has had a problem with vehicles doing "donuts"/"sideshows" on Pinole Valley Road from Wright Ave to Taper Court. Problem has been reported repeatedly and is on-going for the last few years. Can we get dips or speed bumps put in?	Motor Vehicles	Speeding
98ije3v32f68	53		Y	Pinole Valley Rd	Pinole Valley Rd/Wright Ave	Area has had a problem with vehicles doing "donuts"/"sideshows" on Pinole Valley Road from Wright Ave to Taper Court. Problem has been reported repeatedly and is on-going for the last few years. Can we get dips or speed bumps put in?	Motor Vehicles	Donuts
3bf22c8rd6h4	54		N	Pinole Valley Rd	Pinole Valley Rd	Direction: N/B PVR starting at the signal South of the E/B HY 80 on ramp. There are 2 left turn lanes getting onto W/B Hy80 and one lane going thru the intersection. During busy traffic, cars approaching the intersection (before the signal) are all trying to get into their desired lanes. Cars in the right lane, speeding up to get into the left turn lanes, and cars in the left lane trying to get into the single lane to go through the intersection. There is no transition space for either lanes. There is also a solid white line between the left lanes and the single lane, which is illegal to cross but people have to do it because there is no transition. 2nd issue is cars caught in the left turn lanes who really want to go thru the intersection, will go straight from the left turn lane to continue N/B PVR. Since the right lane phases out into the left lane, there is a natural conversion of the cars in the one lane North of the freeway overpass.	Motor Vehicles	Intersection Safety
3bf22c8rd6h4	54		N	Pinole Valley Rd	Pinole Valley Rd	Direction: N/B PVR starting at the signal South of the E/B HY 80 on ramp. There are 2 left turn lanes getting onto W/B Hy80 and one lane going thru the intersection. During busy traffic, cars approaching the intersection (before the signal) are all trying to get into their desired lanes. Cars in the right lane, speeding up to get into the left turn lanes, and cars in the left lane trying to get into the single lane to go through the intersection. There is no transition space for either lanes. There is also a solid white line between the left lanes and the single lane, which is illegal to cross but people have to do it because there is no transition. 2nd issue is cars caught in the left turn lanes who really want to go thru the intersection, will go straight from the left turn lane to continue N/B PVR. Since the right lane phases out into the left lane, there is a natural conversion of the cars in the one lane North of the freeway overpass.	Motor Vehicles	Curve unsafe
7t9vbz7gm4t8	55		Y	Wright Ave	Wright Ave/Victor St	Speeding is out of control. It is not uncommon to see people exceeding 50mph in this unregulated stretch of Wright Ave between Victor and Doidge. Recently a woman lost control of her car, totaled her car and 2 others parked and did almost $4k damage to my truck. There needs to be stop signs at Towns Ct and Marcas where they intersect with Wright Ave. There are stop signs at all similar intersections on Doidge. I feel that this would slow people down and make it safer for my kids, me, and my neighbors who walk frequently.	Motor Vehicles	Speeding

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
7t9vbz7gm4t8	55		Y	Wright Ave	Wright Ave/Victor St	Speeding is out of control. It is not uncommon to see people exceeding 50mph in this unregulated stretch of Wright Ave between Victor and Doidge. Recently a woman lost control of her car, totaled her car and 2 others parked and did almost $4k damage to my truck. There needs to be stop signs at Towns Ct and Marcas where they intersect with Wright Ave. There are stop signs at all similar intersections on Doidge. I feel that this would slow people down and make it safer for my kids, me, and my neighbors who walk frequently.	Motor Vehicles	Pedestrian Safety
7lg279rm8no3	56		N	Pinole Valley Rd	Pinole Valley Rd	the two stop lights ... at Estrella and Shea on Southbound PVR are lined up such that the line of sight leads the driver to "see" the first light - but not realize that there is a second light until driver is right up on it. The drivers coming down Shea on a green light are in jeopardy of people running the red light on SB PVR.	Motor Vehicles	Speeding
7lg279rm8no3	56		N	Pinole Valley Rd	Pinole Valley Rd	the two stop lights ... at Estrella and Shea on Southbound PVR are lined up such that the line of sight leads the driver to "see" the first light - but not realize that there is a second light until driver is right up on it. The drivers coming down Shea on a green light are in jeopardy of people running the red light on SB PVR.	Motor Vehicles	Red Light Violation
8zt9vl2ww8t6	57		N	San Pablo Ave	San Pablo Ave	Crossing the street is very dangerous and driving is to this don't make since cars don't stop for people crossing the street need a light somebody gonna get hurt	Pedestrian	Pedestrian Safety
8zt9vl2ww8t6	57		N	San Pablo Ave	San Pablo Ave	Crossing the street is very dangerous and driving is to this don't make since cars don't stop for people crossing the street need a light somebody gonna get hurt	Pedestrian	Speeding
3kgs8zrb24x9	58		N	San Pablo Ave	San Pablo Ave	cars don't stop don't make since somebody gonna get hurt need a light	Pedestrian	Pedestrian Safety
3kgs8zrb24x9	58		N	San Pablo Ave	San Pablo Ave	cars don't stop don't make since somebody gonna get hurt need a light	Pedestrian	Speeding
9zp7k2con6c9	59		Y	Appian Way	Appian Way/Mann Dr	Cars are coming down AND up the hill with very high speed. Unsafe for pedestrians, children and animals. Many pedestrian accidents in the past, including fatal.	Pedestrian	Pedestrian Safety
9zp7k2con6c9	59		Y	Appian Way	Appian Way/Mann Dr	Cars are coming down AND up the hill with very high speed. Unsafe for pedestrians, children and animals. Many pedestrian accidents in the past, including fatal.	Pedestrian	Speeding
7d7o7n2mvy96	60		N	Pinole Valley Rd	Pinole Valley Rd	Pinole Valley Road needs better bike lanes on each side to support kids riding to Ellerhorst Elementary and to Pinole Valley High School	Bicycle	Bicycle Safety
7d7o7n2mvy96	61		N	Simas Ave	Simas Ave	Simas Ave needs better bike lanes to support kids (and others) riding to school and around town.	Bicycle	School Safety
7d7o7n2mvy96	61		N	Simas Ave	Simas Ave	Simas Ave needs better bike lanes to support kids (and others) riding to school and around town.	Bicycle	Bicycle Safety
8ix69nk4hwr9	62		N	San Pablo Ave	San Pablo Ave	speeding	Motor Vehicles	Speeding
7ye2bdj3nuf9	63		N	San Pablo Ave	San Pablo Ave	The south bound lane on San Pablo Ave, including the railroad bridge, is a major source of speeding vehicles coming into downtown Pinole, creating unsafe conditions for pedestrians, parking cars, and bicycles. There needs to be some significant traffic calming devices included into the construction of the replacement bridge.	Pedestrian	Pedestrian Safety

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
7ye2bdj3nuf9	63		N	San Pablo Ave	San Pablo Ave	The south bound lane on San Pablo Ave, including the railroad bridge, is a major source of speeding vehicles coming into downtown Pinole, creating unsafe conditions for pedestrians, parking cars, and bicycles. There needs to be some significant traffic calming devices included into the construction of the replacement bridge.	Bicycle	Bicycle Safety
6cu4sft3jmz4	64		N	Pinole Valley Rd	Pinole Valley Rd	Traffic using Tennent/Pinole Valley Rd from San Pablo Ave to and from I-80 on and off ramps poses a risk to cyclists and pedestrians when drivers disregard speed limits. Increasingly, those drivers appear when there is a traffic accident on I-80 and drivers use Pinole Valley Rd/Tennent as an alternate route to the next on/off ramps or San Pablo Valley Rd to continue their travel. There are also frequent backups from I-80 onto Pinole Valley Rd. at the Eastbound offramp -- whether or not there is an accident on the freeway.	Pedestrian	Pedestrian Safety
6cu4sft3jmz4	64		N	Pinole Valley Rd	Pinole Valley Rd	Traffic using Tennent/Pinole Valley Rd from San Pablo Ave to and from I-80 on and off ramps poses a risk to cyclists and pedestrians when drivers disregard speed limits. Increasingly, those drivers appear when there is a traffic accident on I-80 and drivers use Pinole Valley Rd/Tennent as an alternate route to the next on/off ramps or San Pablo Valley Rd to continue their travel. There are also frequent backups from I-80 onto Pinole Valley Rd. at the Eastbound offramp -- whether or not there is an accident on the freeway.	Bicycle	Bicycle Safety
6cu4sft3jmz4	65		N	Pinole Valley Rd	Pinole Valley Rd	See prior comment about regular traffic backups fro I-80 Eastbound at the Pinole Valley Rd. offramp toward Pinole Valley. Ugh!	Motor Vehicles	Traffic Congestion
8vr3tbv3yga8	66		N	Pinole Valley Rd	Pinole Valley Rd	PINOLE VALLEY ROAD BETWEEN SHEA DRIVE AND SIMAS AVENUE.	Motor Vehicles	Traffic Congestion
8vr3tbv3yga8	67		N	Pinole Valley Rd	Pinole Valley Rd	SPEEDING TRAFFIC IN BOTH DIRECTIONS	Motor Vehicles	Speeding
4zu3wwp3i6f9	68		N	San Pablo Ave	San Pablo Ave	It is difficult for people on bicycles to safely pass through here. A dedicated bike lane would help.	Bicycle	Bicycle Safety
4zu3wwp3i6f9	69		N	San Pablo Ave	San Pablo Ave	A dedicated bike lane would be helpful here.	Bicycle	Bicycle Safety
3y82dfl83ap9	71		N	Pinole Valley Rd	Pinole Valley Rd	Although there is a crosswalk here, drivers still fly through it even when my small children and I are clearly waiting to cross. It often appears that they don't even see us. There have also been times when one car has stopped to let us by, and a car goes around them on the right shoulder to drive straight through the crosswalk. It's quite dangerous and would benefit from a traffic light or a blinking crosswalk light.	Pedestrian	Pedestrian Safety
3y82dfl83ap9	71		N	Pinole Valley Rd	Pinole Valley Rd	Although there is a crosswalk here, drivers still fly through it even when my small children and I are clearly waiting to cross. It often appears that they don't even see us. There have also been times when one car has stopped to let us by, and a car goes around them on the right shoulder to drive straight through the crosswalk. It's quite dangerous and would benefit from a traffic light or a blinking crosswalk light.	Bicycle	Bicycle Safety
7wr84fmc8nm4	72		N	San Pablo Ave	San Pablo Ave	Speeding on San Pablo Avenue specially in afternoon rush hour has become dangerous.	Motor Vehicles	Speeding
7l6b9t3uea93	73		N	Pinole Valley Rd	Pinole Valley Rd	Traffic is horrendous trying to get out of the valley and backs up from PVHS to I80. Should there be a wildfire in the valley, people won't be able to get out! I talked with a city official and they said it would only cost $500k to add another lane near Taco Bell to widen a way out onto 180. I feel if the city is asking for citizen's input on roads/traffic they need to address which are of highest safety concern.	Motor Vehicles	Speeding

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
4cv4xtc8gdm8	74		N	Appian Way	Appian Way	Elementary and middle school located here. The speed and quantity along along Appian Way during school drop-off and pick-up hours is intense. Aside from a couple of signs (which are hidden behind trees), there is little to protect young children walking to school. In addition, with the planned development at Doctor's Medical Center, the traffic situation will only worsen. More traffic controls -- such as radar detectors, speed bumps, additional crosswalks -- are needed.	Motor Vehicles	School Safety
4cv4xtc8gdm8	74		N	Appian Way	Appian Way	Elementary and middle school located here. The speed and quantity along along Appian Way during school drop-off and pick-up hours is intense. Aside from a couple of signs (which are hidden behind trees), there is little to protect young children walking to school. In addition, with the planned development at Doctor's Medical Center, the traffic situation will only worsen. More traffic controls -- such as radar detectors, speed bumps, additional crosswalks -- are needed.	Motor Vehicles	Speeding
4cv4xtc8gdm8	75		N	Canyon Dr	Canyon Dr	Cars come very quickly down Canyon Drive. While the top of the hill has some white markings to slow cars, there is nothing once cars pass the stop sign. This is a residential neighborhood with children and a park. Speed bumps or similar control measures are needed.	Motor Vehicles	Stop Sign Violation
4cv4xtc8gdm8	75		N	Canyon Dr	Canyon Dr	Cars come very quickly down Canyon Drive. While the top of the hill has some white markings to slow cars, there is nothing once cars pass the stop sign. This is a residential neighborhood with children and a park. Speed bumps or similar control measures are needed.	Motor Vehicles	Speeding
2bk3vsc4f2w8	76		N	Pinole Valley Rd	Pinle Valley Rd	The shrubbery and utility box blocks the view of oncoming traffic when making a right hand turn from E/B 80 onto PVR.	Motor Vehicles	Visibility
2zuo6kmp3776	77		N	Pinole Valley Rd	Pinle Valley Rd	Left lane dividing into two left turn lanes to drive into 80W - have better signage and ground paint that the left lane feeds into two left turning lanes. This will prevent significant backup that occurs on the left lane on Pinole Valley Rd.	Motor Vehicles	Traffic Congestion
2zuo6kmp3776	77		N	Pinole Valley Rd	Pinle Valley Rd	Left lane dividing into two left turn lanes to drive into 80W - have better signage and ground paint that the left lane feeds into two left turning lanes. This will prevent significant backup that occurs on the left lane on Pinole Valley Rd.	Motor Vehicles	Intersection Safety
2zuo6kmp3776	78		N	Pinole Valley Rd	Pinole Valley Rd	Repaint stop sign line on Pinole Valley Rd at Wright Ave. Also improve pedestrian sidewalk along Pinole Valley Park to Wright Ave	Pedestrian	Pavement Condition
4r4uwl7bbl33	79		N	Remuda Way	Remuda Way	Left turn traffic here has terrible line of sight. Traffic will speed down southbound Simas and is difficult to see traffic going northbound on Simas Ave.	Motor Vehicles	Speeding
4r4uwl7bbl33	79		N	Remuda Way	Remuda Way	Left turn traffic here has terrible line of sight. Traffic will speed down southbound Simas and is difficult to see traffic going northbound on Simas Ave.	Motor Vehicles	Traffic Congestion
4r4uwl7bbl33	79		N	Remuda Way	Remuda Way	Left turn traffic here has terrible line of sight. Traffic will speed down southbound Simas and is difficult to see traffic going northbound on Simas Ave.	Motor Vehicles	Intersection Safety
4r4uwl7bbl33	80		N	Shea Dr	Shea Dr	Traffic making a left turn can backup this street when school is out. Make this section NO PARKING. and have a dedicated Left Turn lane.	Motor Vehicles	Intersection Safety
4r4uwl7bbl33	80		N	Shea Dr	Shea Dr	Traffic making a left turn can backup this street when school is out. Make this section NO PARKING. and have a dedicated Left Turn lane.	Motor Vehicles	School Safety

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
64v9rg926v27	82		N	Pinole Valley Rd	Pinole Valley Dr	The 25 mph speed limit while students are present is constantly is constantly violated. Also, speeding above the speed limit when students are not present.	Motor Vehicles	School Safety
93cpm2bt9th6	83		N	Henry Ave	Henry Ave	Need crosswalk to connect trail, and traffic calling for downhill traffic.	Motor Vehicles	School Safety
93cpm2bt9th6	83		N	Henry Ave	Henry Ave	Need crosswalk to connect trail, and traffic calling for downhill traffic.	Motor Vehicles	Pedestrian Safety
23zy2fc3wrw3	84		N	San Pablo Ave	San Pablo Ave	These existing flashing lights are helpful, but this is still dangerous because cars from southwest direction are fast and don't always stop. Want a full stoplight with pedestrian activation.	Motor Vehicles	Pedestrian Safety
23zy2fc3wrw3	84		N	San Pablo Ave	San Pablo Ave	These existing flashing lights are helpful, but this is still dangerous because cars from southwest direction are fast and don't always stop. Want a full stoplight with pedestrian activation.	Motor Vehicles	Speeding
667pb6b3e6k7	85		N	Pinole Valley Rd	Pinole Valley Dr	Oversized pickup trucks with large trailers attached filled with 'junk' obscure view for safely entering traffic from driveways	Motor Vehicles	Visibility
667pb6b3e6k7	85		N	Pinole Valley Rd	Pinole Valley Dr	Oversized pickup trucks with large trailers attached filled with 'junk' obscure view for safely entering traffic from driveways	Motor Vehicles	Large Trucks
9ou48ljs9soa	86		N	Simas Ave	Simas Ave	many drivers going way too fast through here	Motor Vehicles	Speeding
3bab3xfw3jm4	87		N	Pinole Valley Rd	Pinole Valley Rd	Biking along this road is near impossible and dangerous due to the high speeds of vehicles and how close they get to bicyclists. A more obvious and protected bike lane is needed here to connect the Pinole Valley neighborhood to Old Town Pinole and the Bay Trail's bike path.	Bicycle	Bicycle Safety
4p2rfl439s96	88		N	Simas Ave	Simas Ave	Cross walk is subject to fast drivers who are not always paying attention. there is a home daycare on this corner. I think we should have a flashing lights to get drivers attention when crossing the street.	Pedestrian	Pedestrian Safety
4p2rfl439s96	88		N	Simas Ave	Simas Ave	Cross walk is subject to fast drivers who are not always paying attention. there is a home daycare on this corner. I think we should have a flashing lights to get drivers attention when crossing the street.	Pedestrian	Speeding
8esa7ycn8r76	89		N	Pinole Valley Rd	Pinole Valley Rd	No yeilding, blocking intersection	Pedestrian	Pedestrian Safety
8esa7ycn8r76	89		N	Pinole Valley Rd	Pinole Valley Rd	No yeilding, blocking intersection	Pedestrian	Traffic Congestion
8esa7ycn8r76	90		N	Pinole Valley Rd	Pinole Valley Rd	People from the left lane drifting into the right lane	Motor Vehicles	Intersection Safety
6ha7w4vme6d9	91		N	Appian Way	Appian Way	Students from both West County Mandarin School (elementary aged kids) and Pinole Middle School are using this cross walk to get to school in the mornings and in the afternoons. Cars are often speeding on Appian Way. There should be flashing pedestrian cross walk lights here and more obvious signage that kids are crossing at this intersection. I also think the left turn from Appian onto Mann Drive should be a no left turn during school morning traffic hours, so that families are forced to do the a one way loop by driving further down Appian Way, turning left onto Marlesta, left on McDonald, and right onto Mann Drive. This would help alleviate congestion and unsafe driving practices.	Motor Vehicles	School Safety

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
6ha7w4vme6d9	91		N	Appian Way	Appian Way	Students from both West County Mandarin School (elementary aged kids) and Pinole Middle School are using this cross walk to get to school in the mornings and in the afternoons. Cars are often speeding on Appian Way. There should be flashing pedestrian cross walk lights here and more obvious signage that kids are crossing at this intersection. I also think the left turn from Appian onto Mann Drive should be a no left turn during school morning traffic hours, so that families are forced to do the a one way loop by driving further down Appian Way, turning left onto Marlesta, left on McDonald, and right onto Mann Drive. This would help alleviate congestion and unsafe driving practices.	Motor Vehicles	Pedestrian Safety
6ha7w4vme6d9	92		N	Appian Way	Appian Way	A traffic barrier should go up on Appian Drive between the cross-directional lanes to prevent illegal and dangerous u-turns from the middle of the street. Frequently during the Pinole Middle School morning traffic hours (when the left turn lane onto Mann Drive is backed up), I have seen cars pass the intersection, then stop traffic in the middle of the road to flip a u-turn and go back up Appian Way to make a right turn onto Mann Drive. This is so unsafe and also creates congestion on Appian Way. Some kind of barrier preventing middle of the road u-turns would be so helpful here.	Motor Vehicles	Intersection Safety
4vb6kox2pyb8	93		N	Pinole Valley Rd	Pinole Valley Rd	ALL of Pinole Valley Road should be 25-30 MPH speed limit. We need to get the speeding under control.	Motor Vehicles	Speeding
2dz9djc2ja4a	94		N	Pinole Valley Rd	Pinole Valley Rd	Difficult merging conditions especially when there is queuing.	Motor Vehicles	Intersection Safety
2dz9djc2ja4a	95		N	Rail Road Ave	Rail Road Ave	Unsafe crossing conditions	Pedestrian	Pedestrian Safety
2dz9djc2ja4a	96		N	Rail Road Ave	Rail Road Ave	Difficulty crossing railroad crossing due to poor visibility and no crossing controls.	Motor Vehicles	Visibility
7np3uz7olu26	97		N	Pinole Valley Rd	Pinole Valley Rd	Drivers come through way too quickly in both directions cutting from the San Pablo Dam Road to the 80 freeway. They are driving over the speed limit and don't stop at the crosswalks by Pinole Valley Park. There are a lot of elementary school students who walk to school or home, and it is very unsafe.	Motor Vehicles	Speeding
7np3uz7olu26	97		N	Pinole Valley Rd	Pinole Valley Rd	Drivers come through way too quickly in both directions cutting from the San Pablo Dam Road to the 80 freeway. They are driving over the speed limit and don't stop at the crosswalks by Pinole Valley Park. There are a lot of elementary school students who walk to school or home, and it is very unsafe.	Motor Vehicles	School Safety
7np3uz7olu26	98		Y	Wright Ave	Wright Ave/Victor St	Drivers speed down Wright and don't stop at the stop sign.	Motor Vehicles	Speeding
7np3uz7olu26	98		Y	Wright Ave	Wright Ave/Victor St	Drivers speed down Wright and don't stop at the stop sign.	Motor Vehicles	Stop Sign Violation
2ak9hag2r9i3	99		Y	Appian Way	Appian Way/Mann Dr	Parents picking up their kids are making illegal u-turns past the Appian/Mann intersection on the Appian hill to get to both schools. Cars are double parked and making u-turns on Mann because of picking up kids. Kids running out between double parked cars and cars driving through isn't safe for children. I can't even drive down Mann to get to my own house without waiting in a line of jammed cars. It's very frustrating and unsafe.	Motor Vehicles	Intersection Safety
37gzm7iea9e7	100		N	Pinole Valley Rd	Pinole Valley Ave	Heavy traffic most days, on and out of trader Joe's parking lot	Motor Vehicles	Traffic Congestion
729x38yim288	101		N	Marlesta Rd	Marlesta Rd	Speeding, school traffic,	Motor Vehicles	Speeding
729x38yim288	101		N	Marlesta Rd	Marlesta Rd	Speeding, school traffic,	Motor Vehicles	School Safety
43jmu3vo4rhy	103		N	Pinole Valley Rd	Pinole Valley Ave	Traffic back up when school is letting out	Motor Vehicles	Traffic Congestion
9bo2ra3gl9v6	105		N	Doidge Ave	Doidge Ave	Speeding problems	Motor Vehicles	Speeding

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
Email	1		N	Appian Way	Appian Way	Hi there, I just found out today (closing date for comments) about the traffic safety program. I'm sure other parents at Pinole Middle and West County Mandarin School have similar concerns about traffic safety at the school campus. It is important for the city to be aware of this issue because child safety is extremely important	Motor Vehicles	School Safety
Email	2		Y	I80		Concerns not addressed about drivers being able to quickly, safely evacuate - see state evaluation sent 18 months-two years ago. Also daily jams to get onto I-80, either direction, increase collision danger to pedestrians, bicyclists, new or distracted drivers in area near I-80 intersections. These are ongoing priorities that have not yet been successfully addressed; they need full attention that involves various agencies- CalTrans, WestCat bus stops, etc.	Motor Vehicles	Intersection Safety
Email	3		Y	I80		Concerns not addressed about drivers being able to quickly, safely evacuate - see state evaluation sent 18 months-two years ago. Also daily jams to get onto I-80, either direction, increase collision danger to pedestrians, bicyclists, new or distracted drivers in area near I-80 intersections. These are ongoing priorities that have not yet been successfully addressed; they need full attention that involves various agencies- CalTrans, WestCat bus stops, etc.	Bicycle	Bicycle Safety
Email	4		Y	I80		Concerns not addressed about drivers being able to quickly, safely evacuate - see state evaluation sent 18 months-two years ago. Also daily jams to get onto I-80, either direction, increase collision danger to pedestrians, bicyclists, new or distracted drivers in area near I-80 intersections. These are ongoing priorities that have not yet been successfully addressed; they need full attention that involves various agencies- CalTrans, WestCat bus stops, etc.	Pedestrian	Pedestrian Safety
Email	5					Thank you for your efforts. My wife, kids and myself are avid bike riders and pedestrians here in Pinole. We love walking down town and riding to nearby cities for events and dining. We can definitely use safer routes to get around.		
Email	6		Y			Need update in signage, traffic cameras at dangerous intersections, speed monitors, and bumps to force slowdown.		
Email	7		Y	Pinole Valley Rd	Pinole Valley Rd	The intersection of Pinole Valley Road & Estates is especially a mess when PV High lets out in the afternoon. There is gridlock with cars coming out of the shopping center, cars driving down Pinole Valley Road and cars trying to turn from Estates. It is dangerous and time consuming. A fire engine or ambulance would not be able to get through the area in an emergency. Tickets should be issued. Perhaps U-Turns should not be allowed during that time.	Motor Vehicles	Intersection Improvement
Email	8		Y	Pinole Valley Rd	Pinole Valley Rd	The intersection of Pinole Valley Road & Estates is especially a mess when PV High lets out in the afternoon. There is gridlock with cars coming out of the shopping center, cars driving down Pinole Valley Road and cars trying to turn from Estates. It is dangerous and time consuming. A fire engine or ambulance would not be able to get through the area in an emergency. Tickets should be issued. Perhaps U-Turns should not be allowed during that time.	Motor Vehicles	Traffic Congestion

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
Email	9					Concerns - to help increase pedestrian safety at intersections: 1) accessible pedestrian signals (APS) should be considered at all major intersections 2) consider "no right on red" at intersections where vehicle/ped conflict occurred in the crosswalks 3) curb cuts should not be installed on the diagonal - each line of travel should have it's own ramp - this is especially important for people who are blind and visually impaired as well as for those who use wheelchairs 4) tactile warning surfaces should be at all corners (truncated domes) 5) the principles of universal design should be used at all times to make Pinole more ped friendly and walkable		
Email	10					Instead of only focusing on car collisions, I'd like to see the city focus on making it safer for pedestrians, including children, to be able to safely walk to school/the park/shops etc.		
Email	11					Bike lanes please!!!		
Email	12		Y	San Pablo Ave	San Pablo Ave	To whom it may concern, There's a very dangerous corner at 5th Ave. and San Pablo. Cars are aloud to park in front of 1149 San Pablo Ave. all the way to the corner of 5th Ave. making it difficult to make a left or right turn onto San Pablo Ave. In front of 1139 there is a red curb painted to prohibit parking in that spot. Is it possible to paint the red curb in front of 1149 San Pablo Ave. and remove the paint in front of 1139 San Pablo Ave.? That way it will allow drivers to see East bound oncoming traffic.		
Email	13							
Email	14		N	Appian Way	Appian Way	High traffic during the usual commutes and school drop offs and pick up is a concern. Often there is a line of cars not moving but is not understood by those trying to get on the freeways or major streets. There seems to be more speeding on those and surrounding streets especially by young drivers.	Motor Vehicles	School Safety
Email	15		Y	Pinole Valley Rd	Pinole Valley Rd	The lights that were installed on PV Rd. after the HS completion are atrocious. Getting down PV rd. is a slog. You ruined a good road. You also caused speeding to increase as people no longer have to stop at the former stop sign and, due to the capricious lights, they(me, too) speed up to make the next one if it's green. Lastly, there is NO enforcement of speeding on PV. Rd. A speed gun is not enforcement. What do the police do?	Motor Vehicles	Traffic Congestion
Email	16		Y	Pinole Valley Rd	Pinole Valley Rd	The lights that were installed on PV Rd. after the HS completion are atrocious. Getting down PV rd. is a slog. You ruined a good road. You also caused speeding to increase as people no longer have to stop at the former stop sign and, due to the capricious lights, they(me, too) speed up to make the next one if it's green. Lastly, there is NO enforcement of speeding on PV. Rd. A speed gun is not enforcement. What do the police do?	Motor Vehicles	Speeding
Email	17		Y	Pinole Valley Rd	Pinole Valley Rd	The lights that were installed on PV Rd. after the HS completion are atrocious. Getting down PV rd. is a slog. You ruined a good road. You also caused speeding to increase as people no longer have to stop at the former stop sign and, due to the capricious lights, they(me, too) speed up to make the next one if it's green. Lastly, there is NO enforcement of speeding on PV. Rd. A speed gun is not enforcement. What do the police do?	Motor Vehicles	Stop Sign Violation

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
Email	18		Y	Sarah Drive	Sarah Drive	Sarah Drive stop signs are notoriously ignored. As younger families continue to populate these older neighborhoods, it's important to enforce the existing signage and speed limits that are commonly ignored. I would recommend installing raised intersections or speed humps/cushions with cutaways in the middle to continue to promote bike riding.	Motor Vehicles	Stop Sign Violation
Email	19		Y	Sarah Drive	Sarah Drive	Sarah Drive stop signs are notoriously ignored. As younger families continue to populate these older neighborhoods, it's important to enforce the existing signage and speed limits that are commonly ignored. I would recommend installing raised intersections or speed humps/cushions with cutaways in the middle to continue to promote bike riding.	Motor Vehicles	Stop Sign Violation
Email	20		Y	Sarah Drive	Sarah Drive	Sarah Drive stop signs are notoriously ignored. As younger families continue to populate these older neighborhoods, it's important to enforce the existing signage and speed limits that are commonly ignored. I would recommend installing raised intersections or speed humps/cushions with cutaways in the middle to continue to promote bike riding.	Motor Vehicles	Intersection Safety
Email	21		Y	Sarah Drive	Sarah Drive	Sarah Drive stop signs are notoriously ignored. As younger families continue to populate these older neighborhoods, it's important to enforce the existing signage and speed limits that are commonly ignored. I would recommend installing raised intersections or speed humps/cushions with cutaways in the middle to continue to promote bike riding.	Bicycle	Bicycle Safety
Email	22		Y	Sarah Drive	Sarah Drive	Sarah Drive stop signs are notoriously ignored. As younger families continue to populate these older neighborhoods, it's important to enforce the existing signage and speed limits that are commonly ignored. I would recommend installing raised intersections or speed humps/cushions with cutaways in the middle to continue to promote bike riding.	Pedestrian	Pedestrian Safety
Email	23		Y	Pinole Valley Rd	Pinole Valley Rd	Pinole's roads have fallen into disrepair in several locations. the most noticeable and quickest fix would be to improve the signage and painting up to State standards. Many signs aren't visible due to foliage. Some signs are weathered to the point of not being adequate. The road painting is terrible in many locations - Lines have disappeared, markings on speed bumps are missing, and in some cases too many signs. Thank you	Motor Vehicles	Stop Sign Violation
Email	24		Y	Pinole Valley Rd	Pinole Valley Rd	Pinole's roads have fallen into disrepair in several locations. the most noticeable and quickest fix would be to improve the signage and painting up to State standards. Many signs aren't visible due to foliage. Some signs are weathered to the point of not being adequate. The road painting is terrible in many locations - Lines have disappeared, markings on speed bumps are missing, and in some cases too many signs. Thank you	Motor Vehicles	Intersection Improvement
Email	25		Y	Pinole Valley Rd	Pinole Valley Rd	Excessive and dangerous speeding traffic on Pinole Valley Road between Shea Drive, Granada Court, and Simas Avenue in both directions since last year 2020 when the City of Pinole replaced the Stop Signs at Shea Drive and Granada Court with Traffic Lights that are always on Green and a higher speed limit from 25 mph to 35 mph that everybody now exceeds when the City turned this once safe neighborhood into a racetrack and freeway for no good reason! And the City put the people who live here on Pinole Valley Road at risk and in harm's way for a life-threatening disaster here every day because there are no longer any traffic safeguards or restrictions or police enforcement!	Motor Vehicles	Speeding

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
Email	26		Y	Pinole Valley Rd	Pinole Valley Rd	Driver are going to fast on PVR	Motor Vehicles	Speeding
Email	27		Y	Pinole Valley Rd	Pinole Valley Rd	Driver are going to fast on PVR	Motor Vehicles	Speeding
Email	28		Y	Pinole Valley Rd	Pinole Valley Rd	Driver are going to fast on PVR	Motor Vehicles	Speeding
Email	29		Y	Pinole Valley Rd	Pinole Valley Rd	I urge to you expand your Local Road Safety Plan to consider not only collision history, but current dangerous driver behaviors that present a potential for future accidents. Vehicles race at high speed down Pinole Valley Road; and while the added traffic lights in front of Pinole Valley High School have helped that situation somewhat, it still happens frequently enough to be of concern. An added annoyance is the noise from unmufflered vehicles and motorcycles travelling at high speed. Two areas of ongoing concern are the red-light violations at the westbound Pinole Valley Road freeway exit (onto Pinole Valley Road), and the intersection of Fitzgerald Drive and Appian Way. Vehicles turning left from Fitzgerald Drive onto Appian Way ignore the red light and keep proceeding forward and turning left. How about installing a camera at these locations and issuing fines for violations? Finally, if the City has any authority for traffic and parking behavior in the Trader Joe's shopping center, it's time to cite vehicles (including commercial delivery vehicles) that are double-parked, parked in red-marked areas, and blocking traffic. I have had numerous close-calls and near-collisions trying to get around a delivery truck or private van/SUV blocking the 2-lane south entrance/exit of the shopping center. The worst spot is in the area of Jamba Juice. Vehicles regularly park right in the cross-walk, blocking the path of wheelchair users.	Motor Vehicles	School Safety
Email	30		Y	Pinole Valley Rd	Pinole Valley Rd	I urge to you expand your Local Road Safety Plan to consider not only collision history, but current dangerous driver behaviors that present a potential for future accidents. Vehicles race at high speed down Pinole Valley Road; and while the added traffic lights in front of Pinole Valley High School have helped that situation somewhat, it still happens frequently enough to be of concern. An added annoyance is the noise from unmufflered vehicles and motorcycles travelling at high speed. Two areas of ongoing concern are the red-light violations at the westbound Pinole Valley Road freeway exit (onto Pinole Valley Road), and the intersection of Fitzgerald Drive and Appian Way. Vehicles turning left from Fitzgerald Drive onto Appian Way ignore the red light and keep proceeding forward and turning left. How about installing a camera at these locations and issuing fines for violations? Finally, if the City has any authority for traffic and parking behavior in the Trader Joe's shopping center, it's time to cite vehicles (including commercial delivery vehicles) that are double-parked, parked in red-marked areas, and blocking traffic. I have had numerous close-calls and near-collisions trying to get around a delivery truck or private van/SUV blocking the 2-lane south entrance/exit of the shopping center. The worst spot is in the area of Jamba Juice. Vehicles regularly park right in the cross-walk, blocking the path of wheelchair users.	Motor Vehicles	Improper Parking

rn to Agenda

Respondent	#	Lat Long	Intersection? (Y/N)	Major Road	Name	Comment Received	Mode	Pertinent Issue
Email	31		Y	Pinole Valley Rd	Pinole Valley Rd	I urge to you expand your Local Road Safety Plan to consider not only collision history, but current dangerous driver behaviors that present a potential for future accidents. Vehicles race at high speed down Pinole Valley Road; and while the added traffic lights in front of Pinole Valley High School have helped that situation somewhat, it still happens frequently enough to be of concern. An added annoyance is the noise from unmufflered vehicles and motorcycles travelling at high speed. Two areas of ongoing concern are the red-light violations at the westbound Pinole Valley Road freeway exit (onto Pinole Valley Road), and the intersection of Fitzgerald Drive and Appian Way. Vehicles turning left from Fitzgerald Drive onto Appian Way ignore the red light and keep proceeding forward and turning left. How about installing a camera at these locations and issuing fines for violations? Finally, if the City has any authority for traffic and parking behavior in the Trader Joe's shopping center, it's time to cite vehicles (including commercial delivery vehicles) that are double-parked, parked in red-marked areas, and blocking traffic. I have had numerous close-calls and near-collisions trying to get around a delivery truck or private van/SUV blocking the 2-lane south entrance/exit of the shopping center. The worst spot is in the area of Jamba Juice. Vehicles regularly park right in the cross-walk, blocking the path of wheelchair users.	Motor Vehicles	Intersection Improvement
Email	32		Y	Appian Way	Appian Way	I recall when pedestrians pressed walk buttons (e.g., Appian Way and Sarah Drive) it also activated bird chirps to alert motorists of crossing pedestrians. Bird chirp alerts should be reactivated for major pedestrian crosswalks.	Pedestrian	Pedestrian Safety
Email	33		Y	Sarah Drive	Sarah Drive	I recall when pedestrians pressed walk buttons (e.g., Appian Way and Sarah Drive) it also activated bird chirps to alert motorists of crossing pedestrians. Bird chirp alerts should be reactivated for major pedestrian crosswalks.	Pedestrian	Pedestrian Safety
Community Meeting	1		Y	Appian Way	Appian Way/Tara Hills Dr	An eastbound right turn lane should be dedicated for traffic merging to WB I-80 to avoid conflict between traffic at the intersection.	Motor Vehicles	Intersection Improvement
Community Meeting	2		N			Add traffic calming projects on residential streets.	Motor Vehicles	Speeding
Community Meeting	3		N	Pinole Valley Rd	Pinole Valley Rd	Add bike lane on northbound side of roadway on Pinole Valley Road between Shea Dr and Simas Ave.	Bicycle	Bicycle Safety
Community Meeting	4		Y	Marlesta Rd	Marlesta Rd/Kildare Wy	Improve Traffic Safety near Shannon Elementary school especially at Kildare and Marlesta intersection	Pedestrian	School Safety
Community Meeting	5		Y	San Pablo Ave	San Pablo Ave/John St	On San Pablo Avenue there have been more accidents, including a pedestrian vehicle accident at Pinole Valley Rd., a powered pole hit in front of my house, a vehicle rear ender at John Street, vehicle collisions at Fernandez Ave. and at John Street intersections, a tree knocked over near John Street, street poles at Fernandez corner by a vehicle, etc. I have been documenting these photos since San Pablo Avenue is "out of control,"	Motor Vehicles	Intersection Improvement
Community Meeting	6		Y	San Pablo Ave	San Pablo Ave/Pinole Valley Rd	Add left turn arrow at San Pablo/Pinole Valley Road intersections and readjust yellow-red timings.	Motor Vehicles	Signal Improvement

APPENDIX B. SUMMARY OF PLANNING DOCUMENTS

Table 1: Matrix of Planning Goals, Policies, and Projects

Document	Highlights

City of Pinole General Plan (2010)	• Goal CE.1: Reduce vehicle miles traveled and encourage the use of public transit.
	• Goal CE.2: Achieve a coordinated regional and local transportation system that minimizes traffic congestion and efficiently serves users.
	• Goal CE.3: Provide timely input and effective means (as appropriate) of programming street and highway improvements to maintain the objective peak hour level of service without detrimentally impacting community character or commercial activity.
	• Goal CE.4: Establish programs to support sidewalk, trail and street enhancements, where feasible.
	• Goal CE.5: Provide adequate parking and loading facilities while encouraging alternative means of transportation.
	• Goal CE.6: Reduce the amount of peak hour automobile congestion on city streets, as appropriate.
	• Goal CE.7: Support bicycle use as a mode of transportation by enhancing infrastructure to accommodate bicycles and riders.
	  • Policy CE 7.1: Enhance the City's bikeway network through the use of Class I, II and III bikeways.
	  • Policy CE 7.2: Establish standards for new development and redevelopment projects to support bicycle use.
	  • Policy CE 7.3: Establish a network of multi-use paths to facilitate safe and direct off-street bicycle and pedestrian travel.
	  • Policy CE 7.4: Establish bicycle safety as a priority through ongoing public education.
	• Goal CE.8: Provide a safe network of well-maintained pedestrian walkways throughout Pinole that encourages walking as a form of non-motorized transportation.
	  • Policy CE 8.1: Require development to provide pedestrian walkways that are safe, interconnected and accessible by all members of the community
	  • Policy CE 8.2: Encourage the community to take advantage of Pinole's pedestrian facilities and recreational opportunities and increase non-motorized modes of transportation.

Document	Highlights
	• Policy CE 8.3: Design access ways to school facilities that will ensure public safety. • Policy CE 8.4: Encourage the location of basic shopping and services within walkable distances to residential areas.
City of Pinole Neighborhood Traffic Calming Policy (2008)	Goals • Reduce the speed of vehicles on residential streets, with demonstrated speeding problems, to levels consistent with speeds on more typical City of Pinole residential streets. • Increase safety by reducing demonstrated accident patterns on impacted residential streets to levels consistent with those of typical City of Pinole residential streets. • Develop and emphasize focused neighborhood educational programs, which address residential traffic problems. • Implement· selective enforcement actions in neighborhoods with demonstrated or perceived traffic-related problems. • Eliminate, or discourage, non-local, cut-through traffic on residential streets. The following measures support the implementation of program goals: • Encourage citizen participation throughout the Program by seeking the input of affected residents and non-resident property owners through neighborhood meetings, written communication, and open forum opportunities with Traffic Committee and with City Council. • Minimize impacts on emergency vehicle response times caused by the implementation of neighborhood traffic calming measures. • Limit the potential for shifting traffic problems from one residential neighborhood to another when implementing traffic calming measures. • Respond to complaints in a timely manner. Recommended Traffic Calming Tools: • Higher Visibility Crosswalks • Entrance Treatment • Speed Humps • Curb Extensions or Chokers (Bulb-Outs) • Traffic Circles • Roundabout

Document	Highlights
	• One-Way Streets • Median Barriers • Semi-Diverted or Half Closures • Diagonal Diverters • Cul-de-sac or Street Closure • Traffic Calming Signs
City of Pinole Three Corridors Specific Plan (2010) updated (2018)	Goals • To facilitate the transition of the San Pablo, Pinole Valley Road, and Appian Way corridors so that they complement the land uses and development pattern planned for the corridors through the implementation of this specific plan • To maintain and improve vehicular traffic circulation within the Specific Plan Areas to safely and efficiently move both local and through traffic to its destination • Accommodate future demand for circulation by all modes of transportation • To implement traffic calming techniques in specific areas to improve traffic and pedestrian safety • To create attractive urban streetscapes with design and amenities that are visually compatible with and enhance planned private development pursuant to this specific plan, and that support pedestrian use and outdoor activities Policies • The City will implement a comprehensive plan for a coordinated street circulation system that will provide for the safe and efficient movement of people and goods within and through the Specific Plan Areas. • All future roadway and intersection improvements will consider pedestrian and traffic safety first and foremost. Modifications to the standards, regulations, and/or guidelines contained herein are permitted in those instances where safety is at issue. • The City will implement traffic calming measures, as designated in this Specific Plan, to facilitate the creation of a pedestrian friendly environment throughout the Specific Plan Area in general, and in specified pedestrian-oriented retail, mixed-use and residential development areas along San Pablo Avenue. • The City will continue to oversee circulation system improvements within the Specific Plan Areas that is capable of

Document	Highlights
	adequately accommodating a reasonable increase in future traffic demands • The City will discourage through traffic and truck traffic for those roadway segments that are not designed to handle such traffic • The City will employ measures that will discourage through traffic on local streets • The City will ensure that there are clear rights-of-way for safe passage of pedestrians and bicyclists using San Pablo Avenue, Pinole Valley Road and Appian Way • The City will provide access for people who are disabled or impaired at all pedestrian crosswalks, and will include audible pedestrian crossing signal devices, and other appropriate safety measures at signalized pedestrian crosswalks where the City Engineer deems them appropriate • Any future roadway and intersection improvements undertaken by the City shall be in conformance to, and consistent with, this specific plan. • The City will continue to analyze traffic congestion and evaluate strategies to improve the efficiency of the local transportation and circulation system Corridor 1 circulation element concepts: Sab Pablo Avenue • Strengthen bicycle connections between Old Town and Appian Way • Strengthen pedestrian connections between Tennent Avenue by widening and making existing sidewalks continuous within the corridor, adding bike routes and paths along the corridor • Narrow San Pablo Avenue in Old Town to improve walkability Corridor 2 circulation element concepts: Pinole Valley Road • Strengthen pedestrian connections between Pinole Valley Shopping Center and the Valley (south of Interstate 80) by widening and making existing sidewalks continuous within the corridor, adding bike routes and paths along the corridor • Improve public transportation connections between the Valley (south of I-80) and the Pinole Valley Shopping Center and maximize safety through shelter, lighting, signage, and visibility • Improve and create visual and physical linkages to Pinole Valley Creek via bike paths, pedestrian walkways, and amenities and

Document	Highlights
	by orienting commercial uses toward the creek and to the edge of Pinole Valley Road Corridor 3 circulation element concepts: Appian Way • Strengthen bicycle connections along the Appian Way corridor between Old Town and the Appian Way shopping centers • Strengthen pedestrian connections between the junior high school and the Appian Way shopping centers
Old Town Pinole Parking & Pedestrian Safety Study (2020)	Goals • Completing a parking study to determine parking utilization in accordance with the General Plan and in response to Old Town Pinole business concerns • Improving pedestrian safety in arriving to their destinations in Old Town Pinole, especially from underutilized parking lots • Increasing connectivity between parking and destinations, including the Bayfront • Enhancing Old Town Pinole's unique character as both a destination and as a pedestrian experience Priority Pedestrian Facility Improvement Recommendations: 1. Tennent at San Pablo • Extend sidewalk to the intersection to remove gap Reduced corner radius • Curb extension • High-Vis crossing markings • Street trees and planting • On-street parking • Consolidate additional driveways 2. Pinole Creek Trail and Pinole Valley Rd at San Pablo Ave • Pedestrian signal, synced with Pinole Valley • Curb extension • High Vis crossing markings • Match dimensions from Fernandez Ave • Relocate driveway to Rafaela St. 3. Bayfront Park • 8'-10' wide Shared Use Path • High Visibility Crossing markings • Re-orient existing crossing • Curb Extension • Maintain 22'-24' wide driveway

Document	Highlights
	• Existing RR tracks and crossing arms • Signage & Wayfinding Opportunity
Capital Improvement Plan (FY 2021/22 – 2025/26	Project Priority and Selection Criteria • Consistency with community plans and policies • Public and political support • Sustainability • Cost savings or revenue generation • Project demand, determined by inventory of existing land, equipment, and facility conditions • Economic, environmental, aesthetic or social impacts • Public health, safety or other legal concerns Road Projects: City Street Improvement Funding sources • Arterial Streets Rehabilitation 377 • Rule 20A • Gas Tax • Measure J Funded Projects • Pavement Maintenance and Rehabilitation Program – road maintenance and rehabilitation. • Pinole Valley Road Improvements – Improvements on Pinole Valley Road at completion of Pinole Valley High School construction. • Pinole Road Underground District – Underground utilities on Pinole Valley Road to complement the Pinole Valley High School Project • San Pablo Avenue Bridge over BNSF Railroad – Replace San Pablo Ave bridge • San Pablo Avenue Rehabilitation – Cold mill 2 ½ inches of asphalt concrete pavement and replace with new HMA, reconstruct 13 curb ramps, replace damaged sidewalk and close sidewalk gap • Installation of a HAWK at Appian and Marlesta • Hazel Street Gap Closure – Hazel Street four-lot subdivision project roadway improvements • Pedestrian improvements at Tennent near RXR –Improvements to Tennent Ave at the Railroad crossing to facilitate the movement of bicycles and pedestrians adjacent to vehicle traffic

Document	Highlights
Contra Costa Countywide Bike and Pedestrian Plan (2018)	Goals • Encourage more people to walk and bicycle • Increase safety and security for pedestrians and bicyclists • Create a safe, connected, and comfortable network of bikeways and walkways for all ages and abilities • Increase the livability and attractiveness of Contra Costa's communities and districts • Equitably serve all of Contra Costa's communities while ensuring that public investments are focused on projects with the greatest benefits Objectives • Increase the share of trips made by walking and bicycling in Contra Costa • Reduce the rate of pedestrian and bicycle fatalities and injuries per capita • Increase the number of miles of low-stress bikeways in Contra Costa • Increase the number of jurisdictions in Contra Costa with bicycle, pedestrian, or active transportation plans • Integrate complete street principles and best practices into Authority funding and design guidance Low-Stress Bikeway (Class I) facilities in Pinole: • Along Pinole Creek north of I-80 (Existing) • Along Pinole Creek south of I-80 (Proposed) • San Francisco Bay Trail (Proposed) • Along San Pablo Avenue (Proposed) • Along Appian Way (Proposed)
CCTA Transportation Expenditure Plan (2020)	Goals • Relieve Traffic Congestion on Highways and Interchanges • Make Bus, Ferry, Passenger Train, and BART Rides Safer, Cleaner, and More Reliable • Provide Accessible and Safe Transportation for Children, Seniors, Veterans, and People with Disabilities • Improve Transportation in Our Communities Projects • Enhance I-80, I-580 (Richmond-San Rafael Bridge), Transit, and BART Corridor • Improve Transit Reliability Along the I-80 Corridor

Document	Highlights
	• Relieve Congestion and Improve Local Access Along the I-80 Corridor • Improve Traffic Flow on Major Roads in West County • Enhance Ferry Service and Commuter Rail in West County • Improve Traffic Flow and Local Access to Richmond-San Rafael Bridge Along I-580 and Richmond Parkway • Seamless Connected Transportation Options
CCTA Countywide Comprehensive Transportation Plan (2017)	• GOAL 1: Support the efficient, safe, and reliable movement of people and goods using all available travel modes • GOAL 2: Manage growth to sustain Contra Costa's economy, preserve its environment and support its communities • GOAL 3: Expand safe, convenient and affordable alternatives to the single-occupant vehicle • GOAL 4: Maintain the transportation system • GOAL 5: Continue to invest wisely to maximize the benefits of available funding Routes of Regional Significance in Pinole: • Interstate 80 • Appian Way from San Pablo Ave to city limit • San Pablo Avenue within the city limits

Contra Costa County Transportation Analysis Guidelines (2020)	Transportation Policy Framework
	• Senate Bill 743 – California Environmental Quality Act
	• County General Plan
	  • Growth Management Element
	  • Transportation and Circulation Element
	• Capital Road Improvement & Preservation Program
	• Complete Streets
	  • Contra Costa County Complete Streets Principles
	  • Contra Costa County Complete Streets Implementation Measures
	• Vision Zero Contra Costa County
	• County Ordinance Code
	  • Section 74-4.006 – Electric Vehicle ("EV") Charging
	  • Chapter 82-16 – Off-Street Parking
	  • Chapter 82-32 – Transportation Demand Management
	  • Title 9 - Subdivisions
	• Contra Costa Transportation Authority

Document	Highlights
	• CCTA Technical Procedures • CCTA Countywide Bicycle and Pedestrian Plan • CCTA Action Plans for Routes of Regional Significance
West County Action Plan (2017)	Goals • Provide efficient and effective local and regional transit services • Expand high-capacity transit in West County • Increase use of active transportation modes • Complete and expand the regional trail system • Pursue and sponsor transportation demand management programs to reduce single occupant vehicle travel • Actively manage growth to support regional land use and transportation goals • Improve the efficiency of highway and arterial operations • Maintain existing transportation facilities in adequate condition to provide safe and effective service • Support and improve quality of life in communities impacted by rail transport Actions for West County Routes of Regional Significance within the City of Pinole: • Implement the recommendations of the Complete Streets plans that affect San Pablo Avenue • Implement the recommendations of the Appian Way Alternatives Analysis and Complete Streets Study • Implement Pinole San Pablo Avenue Bridge Replacement over BNSF Railroad – Complete Street
West Contra Costa High-Capacity Transit Study (2017)	Goals • Increase transit ridership by providing efficient, frequent, and reliable service • Improve connections between transit systems and services • Expand transit in competitive corridors to new and underserved travel markets • Protect and enhance the environment and maintain a high quality of life • Support sustainable urban growth • Provide equitable access for residents and businesses • Make efficient use of public financial resources

APPENDIX C. EXTENDED LIST OF HIGH INJURY INTERSECTIONS RANKING IN CITY OF PINOLE

City of Pinole LRSP - High Injury Intersection Ranking			
ID	**Intersection**	**EPDO Score**	**Traffic Control**
I-1	San Pablo Ave and Tennet	193	Signalized
I-2	Appian Way and Fritzgerald	183	Signalized
I-3	Appian Way and Canyon Dr and Tara Hills	183	Signalized
I-4	Appian Way and Marlesta Rd	177	Two Way Stop Controlled
I-5	Pinole Valley Road, Tennet Ave Ellerhorst St	171	Signalized
I-6	Walter and San Pablo	165	Two Way Stop Controlled
I-7	San Pablo Ave and Appian Way/Pinon Ave	28	Signalized
I-8	San Pablo Ave and Del Monte Dr/Belmont Wa	18	Signalized
I-9	Fitzgerald Dr and Best Buy	17	Signalized
I-10	Appian Way and Michael Drive	12	Two Way Stop Controlled
I-11	San Pablo Ave and Fernandez Ave	12	Signalized
I-12	San Pablo Ave and Sunnyview Dr	12	Signalized
I-13	San Pablo Ave and Pinole Valley Road	12	Signalized
I-14	Fitzgerald Dr and KFC Driveway	12	One Way Stop Controlled
I-15	Sarah Dr and Geoffrey Ct	11	One Way Stop Controlled

APPENDIX D. CONSOLIDATED HIGH INJURY COLLISION DATABASE

CASE_ID	HIN	ACCIDENT_YEAR	PROC_DATE	JURIS	COLLISION_DATE	COLLISION_TI	Hour
6869718	6869718	2015	4/13/2015	707	3/11/2015	829	8
6869722	6869722	2015	4/13/2015	707	3/10/2015	1443	14
6928141	6928141	2015	6/2/2015	707	5/9/2015	2345	23
6934070	6934070	2015	6/9/2015	707	4/27/2015	2250	22
6936250	6936250	2015	10/15/2015	707	5/15/2015	1218	12
7189422	7189422	2016	2/25/2016	707	1/27/2016	2011	20
7097553	7097553	2015	10/21/2015	707	10/8/2015	1809	18
7121523	7121523	2015	11/20/2015	707	10/7/2015	1818	18
7131881	7131881	2015	1/5/2016	707	11/22/2015	1240	12
7131882	7131882	2015	12/24/2015	707	11/25/2015	1740	17
8179452	8179452	2016	1/25/2017	707	11/8/2016	1815	18
7141244	7141244	2015	12/28/2015	707	11/21/2015	2028	20
7148105	7148105	2015	1/4/2016	707	11/5/2015	1330	13
6988028	6988028	2015	7/20/2015	707	6/2/2015	1717	17
8005917	8005917	2016	3/24/2016	707	2/27/2016	1704	17
8014853	8014853	2016	4/8/2016	707	3/15/2016	600	6
8016532	8016532	2016	4/13/2016	707	3/24/2016	832	8
8018204	8018204	2016	8/29/2016	707	4/4/2016	1720	17
8022527	8022527	2016	4/21/2016	707	3/9/2016	1405	14
8037499	8037499	2016	5/17/2016	707	4/25/2016	1807	18
8067599	8067599	2016	7/5/2016	707	3/31/2016	1018	10
8054456	8054456	2016	6/17/2016	707	5/12/2016	1716	17
7159792	7159792	2015	3/4/2016	707	12/18/2015	1516	15
8101439	8101439	2016	8/17/2016	707	7/3/2016	700	7
8110253	8110253	2016	8/31/2016	707	7/30/2016	2142	21
8110285	8110285	2016	8/31/2016	707	7/31/2016	2100	21
8112104	8112104	2016	8/31/2016	707	8/5/2016	2242	22
8115007	8115007	2016	9/1/2016	707	7/30/2016	1914	19
8172629	8172629	2016	11/29/2016	707	9/28/2016	1757	17
8160712	8160712	2016	11/29/2016	707	9/8/2016	1654	16
8172457	8172457	2016	11/23/2016	707	10/14/2016	1025	10
8124920	8124920	2016	9/21/2016	707	9/13/2016	2032	20
8179220	8179220	2016	12/9/2016	707	10/28/2016	1523	15
8087431	8087431	2016	7/25/2016	707	7/11/2016	1506	15
8189170	8189170	2016	1/10/2017	707	11/20/2016	217	2
8192557	8192557	2016	12/22/2016	707	10/15/2016	1834	18
8201460	8201460	2017	3/29/2017	707	3/5/2017	406	4
8316110	8316110	2017	3/3/2017	707	2/10/2017	2145	21
8324971	8324971	2017	3/20/2017	707	3/2/2017	1910	19
8333049	8333049	2017	4/3/2017	707	3/13/2017	1808	18
8394245	8394245	2017	6/28/2017	707	6/8/2017	932	9
8394320	8394320	2017	6/22/2017	707	6/9/2017	2119	21
8395856	8395856	2017	7/10/2017	707	5/1/2017	1410	14
8401052	8401052	2017	7/31/2017	707	6/10/2017	1259	12
8733814	8733814	2018	12/5/2018	707	10/19/2018	1553	15
8757533	8757533	2018	12/17/2018	707	11/21/2018	2356	23
90611633	90611633	2017	12/6/2017	9320	11/30/2017	750	7

CASE_ID	OFFICER_ID	REPORTING_DISTRICT	DAY_OF_W	CHP_SHIFT	POPULATION	CNTY_CITY	SPECIAL_C
6869718	349		3	5	3	707	0
6869722	349		2	5	3	707	0
6928141	207		6	5	3	707	0
6934070	379		1	5	3	707	0
6936250	377		5	5	3	707	0
7189422	349		3	5	3	707	0
7097553	207		4	5	3	707	0
7121523	358		3	5	3	707	0
7131881	214/381		7	5	3	707	0
7131882	341	PINOW	3	5	3	707	0
8179452	219		2	5	3	707	0
7141244	216	PINOL	6	5	3	707	0
7148105	213		4	5	3	707	0
6988028	2051333		2	5	3	707	0
8005917	377	BAY	6	5	3	707	0
8014853	2171388	BAY	2	5	3	707	0
8016532	214		4	5	3	707	0
8018204	369		1	5	3	707	0
8022527	P380		3	5	3	707	0
8037499	213		1	5	3	707	0
8067599	213		4	5	3	707	0
8054456	213380		4	5	3	707	0
7159792	349		5	5	3	707	0
8101439	217	BAY	7	5	3	707	0
8110253	P375		6	5	3	707	0
8110285	379		7	5	3	707	0
8112104	202		5	5	3	707	0
8115007	375		6	5	3	707	0
8172629	211		3	5	3	707	0
8160712	377	BAY	4	5	3	707	0
8172457	217	BAY	5	5	3	707	0
8124920	214		2	5	3	707	0
8179220	217	BAY	5	5	3	707	0
8087431	213		1	5	3	707	0
8189170	375		7	5	3	707	0
8192557	388	RAY	6	5	3	707	0
8201460	202		7	5	3	707	0
8316110	214		5	5	3	707	0
8324971	214		4	5	3	707	0
8333049	375		1	5	3	707	0
8394245	332		4	5	3	707	0
8394320	210		5	5	3	707	0
8395856	210	BAY	1	5	3	707	0
8401052	332		6	5	3	707	0
8733814	384		5	5	3	707	0
8757533	201		3	5	3	707	0
90611633	18525		4	1	3	707	1

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CASE_ID	BEAT_TYPE	CHP_BEAT_	CITY_DIVIS	CHP_BEAT_	BEAT_NUMBER	PRIMARY_RD
6869718	0	0		0	2	PINOLE VALLEY RD
6869722	0	0		0		TENNENT AV
6928141	0	0		0	3	APPIAN WAY
6934070	0	0		0	1	SAN PABLO AV
6936250	0	0		0	1	APPIAN WAY
7189422	0	0		0	2	PINOLE VALLEY RD
7097553	0	0		0	3	APPIAN WY
7121523	0	0		0	1	SAN PABLO AV
7131881	0	0		0	1	SAN PABLO AV
7131882	0	0		0	3	FITZGERALD DR
8179452	0	0		0	1	PINOLE VALLEY RD
7141244	0	0		0	2	PINOLE VALLEY RD
7148105	0	0		0	2	PINOLE VALLEY RD
6988028	0	0		0	1	PINOLE VALLEY RD
8005917	0	0		0		WALTER AV
8014853	0	0		0	1	APPIAN WY
8016532	0	0		0	3	FITZGERALD DR
8018204	0	0		0	1	APPIAN WY
8022527	0	0		0	3	APPIAN WY
8037499	0	0		0	3	FITZGERALD DR
8067599	0	0		0	1	SAN PABLO AV
8054456	0	0		0	1	SAN PABLO AV
7159792	0	0		0	2	PINOLE VALLEY RD
8101439	0	0		0	1	TENNENT AV
8110253	0	0		0	1	APPIAN WY
8110285	0	0		0	1	APPIAN WY
8112104	0	0		0	2	APPIAN WAY
8115007	0	0		0	1	SAN PABLO AV
8172629	0	0		0	3	FITZGERALD DR
8160712	0	0		0		APPIAN WY
8172457	0	0		0	1	APPIAN WY
8124920	0	0		0	3	FITZGERALD DR
8179220	0	0		0	1	APPIAN WY
8087431	0	0		0	2	PINOLE VALLEY RD
8189170	0	0		0	1	SAN PABLO AV
8192557	0	0		0	1	TENNENT AV
8201460	0	0		0		SAN PABLO AV
8316110	0	0		0	3	FITZGERALD DR
8324971	0	0		0	3	FITZGERALD DR
8333049	0	0		0	3	FITZGERALD DR
8394245	0	0		0	3	APPIAN WY
8394320	0	0		0	3	FITZGERALD DR
8395856	0	0		0	1	TARA HILLS DR
8401052	0	0		0	1	SAN PABLO AV
8733814	0	0		0	1	SAN PABLO AV
8757533	0	0		0	1	SAN PABLO AV
90611633	4	S		2	901	PINOLE VALLEY RD

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CASE_ID	SECONDARY_RD	DISTANCE	DIRECTION	INTERSECTIO	TJKM_INT	COLLISION	PCF_CODE
6869718	RAMONA AV	654	N	N	N	2	-
6869722	SAN PABLO AV	75	S	N	Y	3	-
6928141	MICHAEL DR	363	S	N	N	4	-
6934070	TENNENT AV	19	N	N	Y	2	-
6936250	CANYON DR	15	S	N	Y	4	-
7189422	ESTATES AV	472	S	N	N	2	-
7097553	FITZGERALD DR	0		Y	Y	2	-
7121523	DEL MONTE DR	104	E	N	Y	4	-
7131881	TENNENT AV	37	W	N	Y	3	-
7131882	FITZGERALD DR 1490	0		Y	Y	3	-
8179452	ELLERHORST ST	218	S	N	Y	2	-
7141244	COLLINS AV	20	N	N	Y	3	-
7148105	ESTATES AV	487	S	N	N	3	-
6988028	DOWNER ST	34	S	N	Y	4	-
8005917	SAN PABLO AV	168	N	N	Y	2	-
8014853	CANYON DR	0		Y	Y	4	-
8016532	JOVITA LN	853	E	N	N	3	-
8018204	MARLESTA RD	0		Y	Y	2	-
8022527	SARAH DR	219	S	N	Y	4	-
8037499	APPIAN WY	0		Y	Y	4	-
8067599	OAK RIDGE RD	279	W	N	N	3	-
8054456	FERNANDEZ AV	96	E	N	Y	4	-
7159792	ESTATES AV	471	S	N	N	4	-
8101439	PINOLE VALLEY RD	0		Y	Y	4	-
8110253	TARA HILLS DR	75	S	N	Y	4	-
8110285	MARLESTA RD	0		Y	Y	4	-
8112104	FITZGERALD DR	0		Y	Y	4	-
8115007	DEL MONTE DR	15	W	N	Y	4	-
8172629	APPIAN WY	687	W	N	N	3	-
8160712	MICHAEL DR	13	S	N	Y	4	-
8172457	MARLESTA RD	21	S	N	Y	4	-
8124920	FITZGERALD DR 1501	24	W	N	Y	4	-
8179220	SAN PABLO AV	159	S	N	Y	4	-
8087431	ESTATES AV	67	N	N	Y	4	-
8189170	OAK RIDGE LN	282	E	N	N	4	-
8192557	COLLINS SCHOOL	220	S	N	Y	4	-
8201460	OAKRIDGE AV	30	E	N	Y	4	-
8316110	FITZGERALD DR 1550	7	W	N	Y	4	-
8324971	KFC DRWY	22	E	N	Y	4	-
8333049	PINOLE VISTA	300	W	N	N	4	-
8394245	FITZGERALD DR	0		Y	Y	4	-
8394320	APPIAN WY	388	W	N	N	4	-
8395856	APPIAN WY	157	W	N	Y	2	-
8401052	DEL MONTE DR	415	E	N	N	2	-
8733814	FERNANDEZ AV	70	E	N	Y	4	-
8757533	TENNENT AV	0		Y	Y	4	-
90611633	I-80	70	W	N	Y	4	-

CASE_ID	PCF_VIOL_	PCF_VIOLA	PCF_VIOL_	HIT_AND_I	TYPE_OF_C	MVIW	PED_ACTIC	ROAD_SUI	ROAD_CON
6869718	10	21950	A	N	G	B	C	B	H
6869722	9	21801	B	N	D	G	A	A	H
6928141	5	21650	1	N	-	-	A	A	H
6934070	1	23152	A	N	B	C	A	A	H
6936250	3	22350		N	C	C	A	A	H
7189422	9	21804	A	N	D	C	A	A	H
7097553	12	21453	A	N	D	C	A	A	H
7121523	9	21804	A	N	D	C	A	A	H
7131881	0	21760	C	M	B	G	A	A	H
7131882	10	21950	A	F	G	B	B	A	H
8179452	1	23152		N	C	E	A	A	H
7141244	3	22350		N	E	I	A	A	H
7148105	8	22107		N	D	C	A	A	H
6988028	3	22350		N	C	C	A	A	H
8005917	3	22350		M	E	I	A	A	H
8014853	12	21453	A	M	B	C	A	A	H
8016532	18			N	A	I	A	A	H
8018204	11	21950	B	N	G	B	B	A	H
8022527	3	22350		N	C	C	A	B	H
8037499	8	22107		F	D	C	A	A	H
8067599	8	22107		N	A	I	A	A	H
8054456	3	22350		N	C	C	A	A	H
7159792	9	21804	A	N	D	C	A	A	H
8101439	12	21453	A	N	D	C	A	A	H
8110253	3	22350		N	C	C	A	A	H
8110285	9	21802	A	N	D	C	A	A	H
8112104	12	21453	A	N	A	C	A	A	H
8115007	3	22350		M	C	C	A	A	H
8172629	10	21950	A	N	G	B	C	A	H
8160712	3	22350	A	N	-	C	A	A	H
8172457	9	21802	A	N	D	C	A	B	H
8124920	9	21804	A	N	H	C	A	A	H
8179220	3	22350		F	C	C	A	B	H
8087431	3	22350		N	C	C	A	A	H
8189170	1	23152		N	E	I	A	A	H
8192557	5	21460	A	N	A	C	A	B	H
8201460	1	23152	A	N	E	I	A	B	H
8316110	22			N	G	B	B	A	H
8324971	9	21801	A	N	H	C	A	A	H
8333049	7	21658	A	N	E	-	A	A	H
8394245	3	22350		N	B	C	A	B	H
8394320	9	21804	B	N	E	G	A	A	H
8395856	3	22350		N	G	B	A	A	H
8401052	9	21804		N	D	C	A	A	H
8733814	3	22350		F	C	C	A	A	H
8757533	12	21453	A	F	G	B	B	B	H
90611633	3	22350		N	C	C	A	A	H

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CASE_ID	ROAD_CON	LIGHTING	CONTROL_	CHP_ROAD	PEDESTRIA	BICYCLE_A	MOTORCY	TRUCK_AC	NOT_PRIV
6869718	-	A	A	0	Y				Y
6869722	-	A	D	0		Y			Y
6928141	-	C	-	0		Y			Y
6934070	-	C	A	0					Y
6936250	-	A	A	0					Y
7189422	-	C	D	0			Y		Y
7097553	-	A	A	0			Y		Y
7121523	-	B	D	0					Y
7131881	-	A	A	0		Y			Y
7131882	-	C	A	0	Y				Y
8179452	-	C	D	0					Y
7141244	-	C	D	0					Y
7148105	-	A	D	0					Y
6988028	-	A	A	0					Y
8005917	-	A	D	0					Y
8014853	-	C	A	0					Y
8016532	-	A	D	0					Y
8018204	-	A	D	0	Y				Y
8022527	-	A	A	0					Y
8037499	-	A	A	0			Y		Y
8067599	-	A	D	0					Y
8054456	-	A	A	0					Y
7159792	-	A	D	0					Y
8101439	-	A	A	0					Y
8110253	-	C	D	0					Y
8110285	-	C	D	0					Y
8112104	-	C	A	0			Y		Y
8115007	-	A	A	0					Y
8172629	-	A	A	0	Y				Y
8160712	-	A	D	0			Y		Y
8172457	-	A	D	0					Y
8124920	-	C	D	0					Y
8179220	-	A	A	0					Y
8087431	-	A	A	0					Y
8189170	-	C	A	0					Y
8192557	-	C	D	0					Y
8201460	-	C	A	0					Y
8316110	-	C	D	0	Y				Y
8324971	-	C	D	0			Y		Y
8333049	-	A	D	0					Y
8394245	-	A	A	0					Y
8394320	-	C	D	0		Y			Y
8395856	-	A	D	0					Y
8401052	-	A	D	0			Y		Y
8733814	-	A	A	0					Y
8757533	-	C	A	0	Y				Y
90611633	-	A	A	0					Y

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CASE_ID	ALCOHOL_	STWD_VEH	CHP_VEHT	COUNT_SE	COUNT_VI	COUNT_CC	COUNT_PE	COUNT_PE	COUNT_BI
6869718		A	1	1	0	0	0	1	0
6869722		L	4	0	1	0	0	0	0
6928141		L	4	0	0	1	0	0	0
6934070	Y	-	-	1	1	0	0	0	0
6936250		A	1	0	0	1	0	0	0
7189422		A	7	1	0	0	0	0	0
7097553		-	-	1	0	0	0	0	0
7121523		-		0	0	2	0	0	0
7131881		-	99	0	1	0	0	0	0
7131882	Y	A	1	0	1	0	0	1	0
8179452	Y	A	1	1	0	1	0	0	0
7141244		A	1	0	1	0	0	0	0
7148105		A	1	0	2	0	0	0	0
6988028		A	1	0	0	1	0	0	0
8005917		A	7	1	0	0	0	0	0
8014853		-		0	0	1	0	0	0
8016532		-	-	0	1	0	0	0	0
8018204		A	1	1	0	0	0	1	0
8022527		A	1	0	0	1	0	0	0
8037499	Y	D	22	0	0	1	0	0	0
8067599		A	1	0	1	0	0	0	0
8054456		A	7	0	0	2	0	0	0
7159792		A	1	0	0	1	0	0	0
8101439		A	7	0	0	2	0	0	0
8110253		A	1	0	0	1	0	0	0
8110285		D	22	0	0	1	0	0	0
8112104		C	2	0	0	1	0	0	0
8115007	Y	A	1	0	0	1	0	0	0
8172629		A	1	0	1	0	0	1	0
8160712		C	2	0	0	1	0	0	0
8172457		A	1	0	0	1	0	0	0
8124920	Y	A	8	0	0	1	0	0	0
8179220	Y	A	8	0	0	3	0	0	0
8087431		D	22	0	0	1	0	0	0
8189170	Y	A	1	0	0	1	0	0	0
8192557		-	-	0	0	1	0	0	0
8201460	Y	A	1	0	0	1	0	0	0
8316110		A	1	0	0	1	0	1	0
8324971		C	6	0	0	2	0	0	0
8333049		A	1	0	0	1	0	0	0
8394245		A	1	0	0	1	0	0	0
8394320		L	4	0	0	1	0	0	0
8395856		A	1	1	0	0	0	0	0
8401052		A	1	1	0	0	0	0	0
8733814	Y	-		0	0	1	0	0	0
8757533	Y	A	1	0	0	1	0	1	0
90611633		H	13	0	0	1	0	0	0

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CASE_ID	COUNT_BI	COUNT_M	COUNT_M	PRIMARY_	SECONDAR	LATITUDE	LONGITUDE
6869718	0	0	0	-	-		
6869722	1	0	0	-	-		
6928141	1	0	0	-	-		
6934070	0	0	0	-	-		
6936250	0	0	0	-	-		
7189422	0	0	1	-	-		
7097553	0	0	1	-	-		
7121523	0	0	0	-	-		
7131881	1	0	0	-	-		
7131882	0	0	0	-	-		
8179452	0	0	0	-	-		
7141244	0	0	0	-	-		
7148105	0	0	0	-	-		
6988028	0	0	0	-	-		
8005917	0	0	0	-	-		
8014853	0	0	0	-	-		
8016532	0	0	0	-	-		
8018204	0	0	0	-	-		
8022527	0	0	0	-	-		
8037499	0	0	1	-	-		
8067599	0	0	0	-	-		
8054456	0	0	0	-	-		
7159792	0	0	0	-	-		
8101439	0	0	0	-	-		
8110253	0	0	0	-	-		
8110285	0	0	0	-	-		
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6934070	CONTRA COSTA	PINOLE	-122.291	38.00558
6936250	CONTRA COSTA	PINOLE	-122.302	37.99525
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APPENDIX E. LRSM EXCERPT

Local Roadway Safety

A Manual for California's Local Road Owners

Version 1.6
April 2022

Created by Caltrans in conjunction with FHWA and SafeTREC
for the express benefit of California Local Agencies.

Caltrans

U. S. Department of Transportation
Federal Highway Administration

Safe Transportation
Research & Education Center
SafeTREC

Return to Agenda

Document History

Version 1.0: 4/20/2012

The California Department of Transportation - Division of Local Assistance developed the first version of the Local Roadway Safety Manual (Version 1.0) in 2012 to support the Cycle 5 HSIP call-for-projects.

Version 1.1: 4/26/2013

Based on feedback and lessons learned from Cycle 5, Caltrans updated Appendix B: "Table of Countermeasures and Crash Reduction Factors" to better clarify text in "Where to use", "Why it works", and "General Qualities" for several of the countermeasures included in the original manual.

No other changes were made to the Local Roadway Safety Manual as part of Version 1.1

Version 1.2: 03/10/2015

Based on feedback and lessons learned from Cycle 6, Caltrans made minor updates to the text of the document as needed for achieving consistency with overall Caltrans local HSIP guidance documents. The following sections were updated: 1.2, 4.2, 5.1, 6.2, and Appendix B, E, F & G.

Version 1.3: 04/29/2016

Caltrans made updates to the text of the document as needed in the following sections: 4.2, 5.1 and Appendix B.

Version 1.4: 06/08/2018

3/30/18 - Caltrans made updates to the crash costs in Appendix D, some of the website links in Appendix G, and some other texts of the document.
6/8/18 - Countermeasure S22 ("Modify signal phasing to implement a Leading Pedestrian Interval (LPI)") is added.

Version 1.5: April 2020

Caltrans added a few more countermeasures (e.g. Pedestrian Scramble, Install Separated Bike Lanes, Reduced Left-Turn Conflict Intersections, and Curve Shoulder widening), renumbered the countermeasures and updated the crash costs in Appendix D.

Version 1.6: April 2022

For Cycle 11 Call-for-projects, Countermeasure S04 (Provide Advanced Dilemma Zone Detection for high-speed approaches) was deleted and Countermeasure NS05mr (Convert intersection to mini-roundabout) added. The HSIP Funding Eligibility was changed to 90% except for S03, of which the HSIP Funding Eligibility stays at 50%. The crash costs in Appendix D were updated.

Future Updates:

In the future, Caltrans anticipates that additional changes will be needed to keep the Local Roadway Safety Manual consistent with future Calls-for-Projects' Guidelines and Application Instructions. In addition, new local HSIP programs, improvements to California data on local roadways, data analysis tools, and the latest safety research and methodologies may give rise to the need to make more significant changes to this manual.

Return to Agenda

Table of Contents

Foreword 1
1. Introduction and Purpose 2
1.1 California Local Roadway Safety Challenges and Opportunities 3
1.2 Safe System Approach 3
1.3 The State's Role in Local Roadway Safety 4
1.4 The Local Roadway Crash Problem 5
1.5 Reactive vs. Proactive Safety Issue Identification 6
1.6 Implementation Approaches 7
1.7 Our "Safety Challenge" for Local Agencies 10
1.8 Summary of information in this Document 11
2. Identifying Safety Issues 15
2.1 State and Local Crash Databases 16
2.2 Transportation Injury Mapping System (TIMS) 18
2.3 Law Enforcement Crash Reports 19
2.4 Observational Information 19
2.5 Public Notifications 20
2.6 Roadway Data and Devices 20
2.7 Exposure Data 21
2.8 Field Assessments and Road Safety Audits 22
3. Safety Data Analysis 23
3.1 Quantitative Analysis 23
3.2 Qualitative Analysis 25
4. Countermeasure Selection 28
4.1 Selecting Countermeasures and Crash Modification Factors / Crash Reduction Factors 29
4.2 List of Countermeasures 30
5. Calculating the B/C Ratio and Comparing Projects 36
5.1 Estimate the Benefit of Implementing Proposed Improvements 36
5.2 Estimate the Cost of Implementing Proposed Improvements 38
5.3 Calculate the B/C Ratio 38
5.4 Compare B/C Ratios and Consider the Need to Reevaluate Project Elements 39
6. Identifying Funding and Construct Improvements 40
6.1 Existing Funding for Low-cost Countermeasures 40
6.2 HSIP and Other Funding Sources 40
6.3 Project Development and Construction Considerations 41
7. Evaluation of Improvements 42
Appendix A: HSIP Call-for-Projects Process 43
Appendix B: Detailed Tables of Countermeasures 44
B.1 Intersection Countermeasures – Signalized 47
S01, Add intersection lighting (Signalized Intersection => S.I.) 47
S02, Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number 47
S03, Improve signal timing (coordination, phases, red, yellow, or operation) 48
S05, Install emergency vehicle pre-emption systems 49

Return to Agenda

S06, Install left-turn lane and add turn phase (signal has no left-turn lane or phase before) 49
S07, Provide protected left turn phase (left turn lane already exists) 50
S08, Convert signal to mast arm (from pedestal-mounted) 50
S09, Install raised pavement markers and striping (Through Intersection) 51
S10, Install flashing beacons as advance warning (S.I.) 51
S11, Improve pavement friction (High Friction Surface Treatments) 52
S12, Install raised median on approaches (S.I.) 52
S13PB, Install pedestrian median fencing on approaches 53
S14, Create directional median openings to allow (and restrict) left-turns and U-turns (S.I.) 53
S15, Reduced Left-Turn Conflict Intersections (S.I.) 54
S16, Convert intersection to roundabout (from signal) 55
S17PB, Install pedestrian countdown signal heads 55
S18PB, Install pedestrian crossing (S.I.) 56
S19PB, Pedestrian Scramble 56
S20PB, Install advance stop bar before crosswalk (Bicycle Box) 57
S21PB, Modify signal phasing to implement a Leading Pedestrian Interval (LPI) 57
B.2 Intersection Countermeasures – Non-signalized 58
NS01, Add intersection lighting (NS.I.) 58
NS02, Convert to all-way STOP control (from 2-way or Yield control) 58
NS03, Install signals 59
NS04, Convert intersection to roundabout (from all way stop) 59
NS05, Convert intersection to roundabout (from 2-way stop or Yield control) 60
NS05mr, Convert intersection to mini-roundabout 60
NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs 61
NS08, Install Flashing Beacons at Stop-Controlled Intersections 62
NS09, Install flashing beacons as advance warning (NS.I.) 62
NS10, Install transverse rumble strips on approaches 63
NS11, Improve sight distance to intersection (Clear Sight Triangles) 63
NS12, Improve pavement friction (High Friction Surface Treatments) 64
NS13, Install splitter-islands on the minor road approaches 64
NS14, Install raised median on approaches (NS.I.) 65
NS15, Create directional median openings to allow (and restrict) left-turns and u-turns (NS.I.) 65
NS16, Reduced Left-Turn Conflict Intersections (NS.I.) 66
NS17, Install right-turn lane (NS.I.) 67
NS18, Install left-turn lane (where no left-turn lane exists) 67
NS19PB, Install raised medians (refuge islands) 68
NS20PB, Install pedestrian crossing at uncontrolled locations (signs and markings only) 68
NS21PB, Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features) 69
NS22PB, Install Rectangular Rapid Flashing Beacon (RRFB) 69
NS23PB, Install Pedestrian Signal (including Pedestrian Hybrid Beacon (HAWK)) 70
B.3 Roadway Countermeasures 71
R01, Add Segment Lighting 71
R02, Remove or relocate fixed objects outside of Clear Recovery Zone 71
R03, Install Median Barrier 72
R04, Install Guardrail 72
R05, Install impact attenuators 73
R06, Flatten side slopes 73
R07, Flatten side slopes and remove guardrail 74
R08, Install raised median 74
R09, Install median (flush) 75
R10PB, Install pedestrian median fencing 75

Return to Agenda

R11, Install acceleration/ deceleration lanes 76
R12, Widen lane (initially less than 10 ft) 76
R13, Add two-way left-turn lane 77
R14, Road Diet (Reduce travel lanes and add a two way left-turn and bike lanes) 77
R15, Widen shoulder 78
R16, Curve Shoulder widening (Outside Only) 78
R17, Improve horizontal alignment (flatten curves) 79
R18, Flatten crest vertical curve 80
R19, Improve curve superelevation 80
R20, Convert from two-way to one-way traffic 81
R21, Improve pavement friction (High Friction Surface Treatments) 81
R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning) 82
R23, Install chevron signs on horizontal curves 83
R24, Install curve advance warning signs 83
R25, Install curve advance warning signs (flashing beacon) 84
R26, Install dynamic/variable speed warning signs 84
R27, Install delineators, reflectors and/or object markers 85
R28, Install edge-lines and centerlines 86
R29, Install no-passing line 87
R30, Install centerline rumble strips/stripes 87
R31, Install edgeline rumble strips/stripes 88
R32PB, Install bike lanes 88
R33PB, Install Separated Bike Lanes 89
R34PB, Install sidewalk/pathway (to avoid walking along roadway) 89
R35PB, Install/upgrade pedestrian crossing (with enhanced safety features) 90
R36PB, Install raised pedestrian crossing 91
R37PB, Install Rectangular Rapid Flashing Beacon (RRFB) 91
R38, Install Animal Fencing 92
Appendix C: Summary of "Recommended Actions" 93
Appendix D: Benefit Cost Ratio (BCR) Calculations 97
Appendix E: Examples of Crash Data Collection and Analysis Techniques using TIMS 98
Appendix F: List of Abbreviations 99
Appendix G: References 100

Foreword

Why was this manual developed?

The California Department of Transportation - Division of Local Assistance's goal in developing this manual is to maximize the safety benefits for local roadways by encouraging all local agencies to proactively identify and analyze their safety issues and to position themselves to compete effectively in Caltrans' statewide, data-driven call-for-projects.

This goal is complicated by California's wide variety of local agencies, roadway types, and project types, including: rural vs. urban, low-volume vs. high-volume, and intersection vs. roadway segment vs. network-wide. This variety makes it difficult to administer a single program and provide one set of guidelines that meets the needs of all California's local roadway owners and users. Many of California's local agencies are also challenged by the lack of a basic safety analysis framework and analysis tools specifically designed for local roadway managers with widely varying responsibilities and safety training. Currently, there is a vast range of safety documents, program guidance, and analysis tools with a wide variety of complexity and applications. Without clear and simple safety guidance for locals, many agencies take a 'reactive' approach to safety, even when research has shown 'proactive' safety analysis of roadways is more effective in making system-wide safety improvements.

The Federal Highway Administration (FHWA) Office of Safety provides national leadership in identifying, developing, and delivering safety programs and products to local governments to improve highway safety on local and rural roads.[1] In 2010, FHWA published a set of three manuals designed specifically for rural road owners; Roadway Departure Safety, Intersection Safety, and Road Safety Information Analysis.[2] These manuals present a simple, data driven safety analysis framework for rural agencies across the nation. These manuals, in conjunction with Caltrans' ongoing short-term research and development contract with the Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley, provided a unique opportunity for Caltrans to pursue development of this document as a mirror of FHWA's new Manuals for Local Rural Road Owners. Much of the wording, formatting and references from these FHWA manuals have been directly incorporated into this manual for California's local road owners. Individual references to the FHWA manuals have not been included; instead these documents are intended to be referenced on a wholesale basis.

With FHWA's and SafeTREC's support and expertise, Caltrans was able to expedite the completion of this manual and can now offer California's local agencies a new tool intended to provide focused roadway safety information in one manual.

1. Introduction and Purpose

The information in this document is geared towards local road managers and other practitioners with responsibility for operating and maintaining local roads, regardless of safety-specific highway training. The primary goal of this document is to provide an easy-to-use and comprehensive framework of the steps and analysis tools needed to identify locations with roadway safety issues and the appropriate countermeasures. For novice practitioners, the concepts and framework will be new, while experienced safety practitioners may find this manual to be mostly review. In both cases, the manual will provide the practitioners with a good understanding of how to complete a proactive safety analysis and ensure they have the best opportunity to secure HSIP safety funding during Caltrans calls-for-projects.

It's expected that novice and experienced practitioners will utilize this manual to help position their local agency to better compete in future Caltrans' calls-for-projects for safety programs. Inexperienced local roadway practitioners are also a target audience for this manual to gain exposure to the basic concepts that make up a proactive safety analysis of a local agency's roadway network.

The intent of this manual is to focus on key safety activities that every local agency should conduct on an annual basis (or as established by the agency) with the objective of reducing the number and severity of crashes within their jurisdiction. This manual defines this overall process as a "proactive safety analysis" approach to roadway safety. The Highway Safety Manual (HSM), documents a very similar process and refers to it as the "Roadway Safety Management Process." While the process in this document is similar and suggests the same primary elements, the HSM goes into significantly more detail, focuses more on scientific and mathematical equations behind the process, and intends to provide a comprehensive understanding of the overall processes to be applied by individual agencies across the nation. In contrast, this manual attempts to streamline the discussion; and make accommodations for the more novice safety practitioners, provide an adequate understanding of the process to complete an initial safety analysis of their roadway network, and instruct them on how to prepare applications that will compete well in Caltrans' statewide calls-for-projects. In general, this manual is intended to follow the research and methodologies presented in the HSM; however, to support Caltrans' statewide calls-for-projects process, it is important to note this manual deviates from the HSM in areas related to countermeasure selection and benefit / cost calculations. The logic behind these deviations is explained at the specific topic sections.

This manual is not intended to cover many of the day-to-day basics of traffic engineering including: maintain standard signage per the Manual on Uniform Traffic Control Devices; maintain sight distance (cut vegetation, remove parking); maintain a recovery zone; work with local traffic law enforcement; monitor collisions; address complaints; and manage litigation. These activities are understood to be critical elements of a local agency's traffic engineering responsibilities, but are not within the intended scope of this document.

1.1 California Local Roadway Safety Challenges and Opportunities

California's local roads are managed by more than 600 local agencies, including: cities, counties, and tribal governments. These local roads vary from flat multi-lane urban arterials to rural gravel roads in mountainous areas. California local agencies invest extensive resources on roadway safety every year, yet many roadways operate with outdated or insufficient safety features. A portion of these roadways even lack basic signing, pavement markings, alignment, and traffic control devices. Limited funding often prevents agencies from constructing safety projects, which can be expected. At the same time, the lack of safety data, design challenges, and lack of adequate training also hinder local agencies' accurate evaluation of their roadway network safety issues, which is more preventable.

Many small California local agencies are challenged by a lack of crash data. Without data, they have no way to identify High Crash Concentration Locations (HCCLs) or high risk roadway features, which can leave them "flying blind" with respect to the safety of their overall roadway network. Without data and analysis results, local officials may overreact when a tragic crash occurs, resulting in resources being spent in areas that will not maximize the overall application of safety funds. In conjunction with the collision mapping and analysis tools developed by UC Berkeley's SafeTREC, this document helps ensure all California local agencies have direct access to data on fatal and injury crashes within their jurisdictions and the analysis tools to effectively assess and prioritize future safety projects.

1.2 Safe System Approach

The Infrastructure Investment and Jobs Act (IIJA), aka Bipartisan Infrastructure Law (BIL), was signed into law on November 15, 2021. Under IIJA, the Highway Safety Improvement Program (HSIP), codified as Section 148 of Title 23, United States Code (23 U.S.C §148), is a core federal-aid program to States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. The IIJA emphasizes the "safe system approach":

Safe system approach means a roadway design that emphasizes minimizing the risk of injury or fatality to road users; and that (i) takes into consideration the possibility and likelihood of human error; (ii) accommodates human injury tolerance by taking into consideration likely accident types, resulting impact forces, and the ability of the human body to withstand impact forces; and (iii) takes into consideration vulnerable road users. (23 U.S.C. 148(a)(9)).

FHWA recognizes that the funding available through HSIP alone will not achieve the goal of zero fatalities on the Nation's roads. The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes. It involves a paradigm shift to improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation on anticipating human mistakes and lessening impact forces

to reduce crash severity and save lives. FHWA encourages States to prioritize safety in all Federal-aid investments and in all appropriate projects, using not only HSIP funding but also other Federal-aid funding.

The IIJA emphasizes the importance of vulnerable road user (non-motorized road user) safety in the HSIP by adding a definition for vulnerable road users, creating a vulnerable road user special rule, and requiring States to develop and update a vulnerable road user safety assessment. All of these provisions address the increasing number of fatalities involving vulnerable road users on U.S. roads. It is imperative that States consider the needs of all road users as part of the HSIP. Investment in highway safety improvement projects that promote and improve safety for all road users, particularly vulnerable road users, aligns with the IIJA and will help Build a Better America. States and other funding recipients should prioritize projects that maximize the existing right-of-way for accommodation of non-motorized modes and transit options that increase safety, equity, accessibility, and connectivity. Projects that separate users in time and space, match vehicle speeds to the built environment, and increase visibility (e.g., lighting) advance implementation of a Safe System approach and improve safety for vulnerable road users.

1.3 The State's Role in Local Roadway Safety

The California Department of Transportation (Caltrans)—Division of Local Assistance is responsible for administering California's HSIP safety funding intended for local roadway safety improvements. This funding primarily comes to the state through two federal programs: Highway Safety Improvement Program (HSIP)—a federal-aid program focused on reducing fatalities and serious injuries on all public roads; and the Active Transportation Program (ATP)—a federal aid and state funded program focused on improving safety and the overall use of non-motorized, active transportation modes of travel. Under SAFETEA-LU, High Risk Rural Roads Program (HR3) was established to focus on addressing rural road safety needs but in MAP-21 and FAST, it is now a 'special rule' under HSIP that if triggered, directs that a certain amount of HSIP funds will need to be allocated for those rural roads that meet the definition.

Caltrans' administration of these programs encompasses many responsibilities, including: establishing program guidance; reviewing applications for improvements on local roadways; ranking applications/projects on a statewide basis; selecting projects for funding based on the greatest potential for reducing fatalities and injuries; programming the selected projects in the Federal Statewide Transportation Improvement Program (FSTIP); and assisting with programming and delivery issues throughout the delivery of the local agency projects. One goal for developing this document is to improve Caltrans' overall data-driven approach to statewide project selection of safety projects and to maximize the long-term safety improvements across California. To show the relationship between Caltrans' project selection process and this manual, a diagram showing the HSIP Call-for-Projects Process is provided in Appendix A.

Many State Departments are also actively engaged in California's Strategic Highway Safety Plan (SHSP). Caltrans developed the SHSP in a cooperative process with local, State, federal, and private sector safety stakeholders. The SHSP is a data-driven, comprehensive plan that established statewide goals, objectives, integrated the five E's of traffic safety— engineering, enforcement, education, emergency response, and emerging technologies. This manual directly supports many of the emphasis areas of the California SHSP. Local agencies are encouraged to participate in ongoing SHSP update efforts and can find more information on the SHSP at the following website: https://dot.ca.gov/programs/safety-programs/shsp.

Local Roadway Safety Plan (LRSP) and Systemic Safety Analysis Report Program (SSARP)

The state-funded Systemic Safety Analysis Report Program (SSARP) was established in 2016. The intent of the SSARP was to assist local agencies in performing a collision analysis, identifying safety issues on their roadway networks, and developing a list of systemic low-cost countermeasures that can be used to prepare future HSIP and other safety program applications. Late 2019, the program was evolved to Local Roadway Safety Plan (LRSP) so that the focus is not just engineering solutions but also include safety improvements in other areas such as enforcement, Education and emergency response.

The state funding for the LRSP/SSARP program is made available by exchanging the local Highway Safety Improvement Program (HSIP) federal funds for State Highway Account (SHA) funds.

For more information, please visit the LRSP/SSARP webpage at https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/local-roadway-safety-plans.

1.4 The Local Roadway Crash Problem

Approximately 3,000 people die in California traffic crashes every year, representing nearly 10% of all traffic fatalities in the United States. Fifty-seven percent of these fatalities occur on local roadways, while only forty-three percent occur on the California State Highway System. A comparison of rural and urban roadways shows that local rural roadways have fatality rates 2 to 3 times higher than urban roadways per vehicle miles traveled. Based on these statistics, the total annual cost of local roadway fatal crashes to California is over $6 billion, while only $100 million is available annually in HSIP safety funds.

These statistics demonstrate the large and complex safety issues facing California. Through the development of this document, Caltrans is striving to help local agencies proactively identify high risk roadway features, roadway network locations/corridors with the highest safety needs, and encourage them to select effective low-cost improvements, whenever appropriate.

1.5 Reactive vs. Proactive Safety Issue Identification

Safety issues are identified on local roadways through a wide range of approaches. Although no single approach works best for all local agencies, some are far more effective at improving long-term roadway safety. Many agencies, often larger ones, have staff whose full-time job is dedicated to roadway safety; allowing them to focus on safety initiatives, be trained in the latest safety research, and have access to safety analysis data, tools and procedures. These agencies often utilize a 'proactive' approach to analyze their roadway network and identify safety issues.

At the same time many agencies, often the smaller ones, lack the financial ability to dedicate large portions of their staff resources to analyze safety issues and their staff has limited access to roadway safety training, safety expertise, and the latest safety analysis tools and procedures. Unfortunately, this can often result in identifying their safety issues in 'reaction' to tragic events.

The following is a basic outline of the differences in proactive vs. reactive identification approaches used by local agencies:

Reactive Approach

For this document, an agency is considered to be utilizing a reactive approach to roadway safety if they primarily identify safety improvements in reaction to:

- Recent crashes triggering safety investigations
- Specific crash concentrations triggering safety investigations
- Stakeholder identification of locations with safety issues and requests for improvements
- New funding becoming available

Crash concentrations and crash trends may be missed if local agencies rely exclusively on these identifiers for their roadway safety effort. They may also miss many opportunities to effectively utilize low-cost, systemic type improvements. This document encourages local agencies to adopt a more proactive approach to their roadway safety.

Proactive Approach

An agency is considered to be using a proactive approach to roadway safety if they go beyond the elements of a reactive approach and identify safety improvements by analyzing the safety of their entire roadway network, in one of the following ways:

- One-time, network-wide safety analysis of their roadways driven by new source of funding.
- Routine safety analyses of the roadway network (Preferred Approach!)

Agencies with a proactive approach utilize both systemic and spot location improvements (as defined in section 1.5 below). Applying improvements systemically across an entire corridor or network allows an agency to proactively address locations that have not had crash concentrations in the past, but have

similar features as those currently experiencing high levels of crashes. In addition, even though a spot location improvement may be based on 'past' crashes, agencies making improvements based on countermeasures with proven crash reduction factors at their highest crash locations often have the best chance of proactively reducing future crashes.

This document encourages safety practitioners to pursue a proactive approach and routinely analyze the safety of their roadway networks to yield the best overall safety results.

1.6 Implementation Approaches

When an agency proactively identifies their safety issues throughout their roadway network, it is likely they will find high crash concentrations at intersections, roadway segments, and corridors. The safety practitioner should consider which implementation approach to utilize. Typical approaches include:

- Systemic Approach
- Spot Location Approach
- Comprehensive Approach incorporating human behavior issues

Each of these approaches has benefits and drawbacks. As Local agency practitioners identify their safety issues and analyze the data for crash patterns, they should be open to implementing a combination of these approaches, as documented in Sections 2 and 3 of this manual.

Systemic Approach

The Systemic Approach is primarily based on application of proven safety countermeasures at multiple crash locations, corridors, or geographic areas. Implementation of the Systemic Approach is generally based on 'system-wide' crash data with the estimates of the impacts being made in terms of benefits measured in traffic crash reduction and deployment cost. Identified locations experiencing high levels of crashes and locations with similar geometric features can be treated systemically with low-cost, proven safety countermeasures. *Note: The term "Systemic" used throughout in this manual is often exchanged with the term "Systematic" in many national safety documents and research studies. In general, safety practitioners will find these terms interchangeable. This manual uses "Systemic" to match the new HSM and the FHWA CMF Clearinghouse.*

Benefits of the Systemic Approach may include:

- Widespread effect. The Systemic Approach addresses safety issues at a large number of locations or on an entire local roadway network. It can also generate projects that combine HCCLs and locations with the potential for crashes and still have high Benefit to Cost (B/C) ratios. An example of this type of project could be upgrading pavement delineation and warning signs along a rural corridor: crashes may not have occurred on every curve or segment along the corridor, but all of the corridor's pavement delineation and warning signs can be upgraded at one time. For urban applications, an example could be protecting the left-turn phase of signalized intersections with

existing left-turn pockets: severe crashes may not have occurred at each of the left-turn movements, but with minor changes to the signal hardware and signing, all or many of a city's unprotected left-turn phases can be protected with one safety project.

- Crash type prevention. By focusing on a predominant crash type, an agency can address locations that have not experienced significant numbers of these types of crashes, but have similar characteristics or conditions as existing HCCLs. The resulting B/C ratios for these types of projects will be less than if only HCCLs are included; but by using low-cost countermeasures and including as many high crash locations as possible, the resulting B/C ratios should still be high enough to allow agencies to proactively address locations that have not experienced high numbers of these types of crashes. For urban areas, projects improving pedestrian crossings can be good examples of the Systemic Approach. By applying the countermeasures systemically, the agency can often justify these projects based on relatively high B/C ratios, even though some of the improvement locations have not experienced enough crashes to yield moderate-to-high B/C ratios on their own.
- Cost-effectiveness. Implementing low-cost solutions across an entire system or corridor can be a more cost-effective approach to addressing system-wide safety issues. Even though this approach does not address all (or total) safety issues for a given location, the deployment of low-cost countermeasures often result in the highest overall safety benefit for an agency with limited safety funding. An example of this would be an agency choosing to install rumble stripes along an entire corridor for equal or less money than realigning a small portion the roadway to fix a single curve.
- Reduced data needs. The Systemic Approach can be used without a detailed crash history for specific locations, thereby reducing data needs. For example, consider a long rural corridor, which includes a section that passes through an Indian Reservation: Even if there is no documented crash data for the portion of the corridor that passes through the reservation, the entire limits can be treated with the same low-cost improvements. As long as there are sufficient past crashes documented for the entire corridor, the project will still have a reasonably high B/C ratio.

Drawbacks of the Systemic Approach may include:

- Justifying improvements can be difficult. Because this approach does not always address locations with a history of crashes and active stakeholders, it can be difficult to justify the improvements. The Systemic Approach will rarely include a recommendation for a large-scale safety improvement at a single location. Since large-scale projects usually garner attention from decision makers, the media, elected officials, and the general public, safety practitioners often need to make additional efforts to explain the Systemic Approach and its benefits to those groups. Safety practitioners can utilize the high B/C ratios of these systemic projects to convey their benefits compared to high-profile, single location projects with lower B/C ratios.

Spot Location Approach

The Spot Location Approach is typically based on an analysis of crash history to identify locations that have significantly higher crashes and treat them accordingly. It is important to practitioners to

understand that for many locations, safety issues can be complicated and sometimes the most appropriate fixes are not quick, easy or cheap.

Benefits of the Spot Location Approach may include:

- Focus on demonstrated needs. The Spot Location Approach focuses directly on locations with a history of crashes and specifically addresses those crashes. Intersection improvements are some of the most common spot location projects. Intersections tend to have higher concentrations of crashes resulting from opposing traffic movements. These high crash concentrations often require stand-alone improvements to adequately resolve the safety issues.
- Justifying improvements can be easy. Because this approach addresses locations with a history of crashes, it is usually easy to justify improvements. For urban areas, reconfiguring/ reconstructing an entire intersection can be a good example of an effective Spot Location Approach. Large urban intersections can have extremely high crash concentrations, making major changes to the intersection the only way to significantly reduce future crashes. With these types of scenarios, even the highest cost countermeasures can be cost effective.
- If low-cost countermeasures are used, this approach can prove very cost effective. The Spot Location Approach does not always have to include moderate or high cost improvements. It is often appropriate for local agencies to make low-cost improvements at one location at a time. Ongoing maintenance and development projects offer great opportunities for these low-cost improvements to be constructed with no additional expense to local agencies.

Drawbacks of the Spot Location Approach may include:

- Assumption that the past equals the future. This approach assumes locations with a history of crashes will continue to experience the same number and type of crashes in the future. When agencies do not account for the random nature of roadway crashes (i.e., Regression to the Mean), moderate to high cost projects can be erroneously justified. Practitioners can mitigate this by using 5 years of crash data when analyzing their roadways. In addition, significant changes to land use or roadway characteristics in or around proposed projects can either increase or decrease the expected number of future crashes.
- Minimal overall benefit to the roadway network. Some local agencies use this approach with medium and high cost improvements at locations which do not represent their worst high crash concentration locations. The result can be projects with low B/C ratios and overall safety benefits that are not as high as if they utilized a Systemic Approach. This drawback can be minimized by safety practitioners who analyze their entire roadway network, propose spot location fixes only at their highest crash locations, and utilize lower cost countermeasures wherever appropriate.

The Spot Location Approach to traffic safety is ideally implemented along with the Systemic Approach to provide the best combination of safety treatments. For instance, the Spot Location Approach can be applied at locations where low-cost countermeasures are not expected to be effective in significantly

reducing future crashes or at those locations that have had low-cost countermeasures previously installed systemically but, after an assessment, continue to show a higher-than-average crash rate.

Comprehensive Approach

The Comprehensive Approach introduces the concept of the "5 E's of Safety": Education, Enforcement, Engineering, Emergency Response and Emerging Technologies. This approach recognizes that not all locations can be addressed solely by infrastructure improvements. Incorporating the "5 E's of Safety" is often required to achieve marked improvement in roadway safety. For instance, some roadway segments will be identified for which targeted enforcement is an appropriate countermeasure. Some of the most common violations are speeding, failure-to-yield, red light running, aggressive driving, failure to wear safety belts, distracted driving, and driving while impaired. When locations are identified as having these types of violations, coordination with the appropriate law enforcement agencies is needed to deploy visible targeted enforcement to reduce the potential for future driving violations and related crashes. To improve safety, education and outreach efforts can also be used to supplement enforcement efforts. Enforcement and/or education can also be effectively utilized as short-term ways to address high crash locations, until the recommended infrastructure project can be implemented.

1.7 Our "Safety Challenge" for Local Agencies

Caltrans, FHWA and Safe Transportation Research and Education Center (SafeTREC) "challenge" local agencies to initially commit one or more days to understanding and applying the concepts and tools outlined in this manual. Experienced safety practitioners working in agencies currently using a proactive approach can quickly review the topics in the manual and consider/test some of the new tools (e.g., TIMS) identified within it. In contrast, novice safety practitioners may need several days to better understand the underlying concepts in this manual to be able to complete the basic elements of a proactive safety analysis of their roadway network. In these situations, the room for knowledge growth, internal process improvements, and expected safety benefits will be even greater, which should more than offset the additional time invested.

By utilizing this simple framework for identifying, analyzing and implementing a proactive approach for improving safety on their roadways, practitioners will have a better understanding of their agencies' unique safety issues, the proven low-cost countermeasures that can reduce crashes, and the existing and future funding to implement the projects. This small investment of time will help local agencies achieve significant reductions in future fatalities, injuries and overall crashes. We believe these local agencies may also gain the added unexpected benefit of improved job satisfaction of those involved, as there are few more rewarding tasks than knowing that your efforts will result in future roadway users arriving safely at their destination instead of becoming statistics.

1.8 Summary of information in this Document

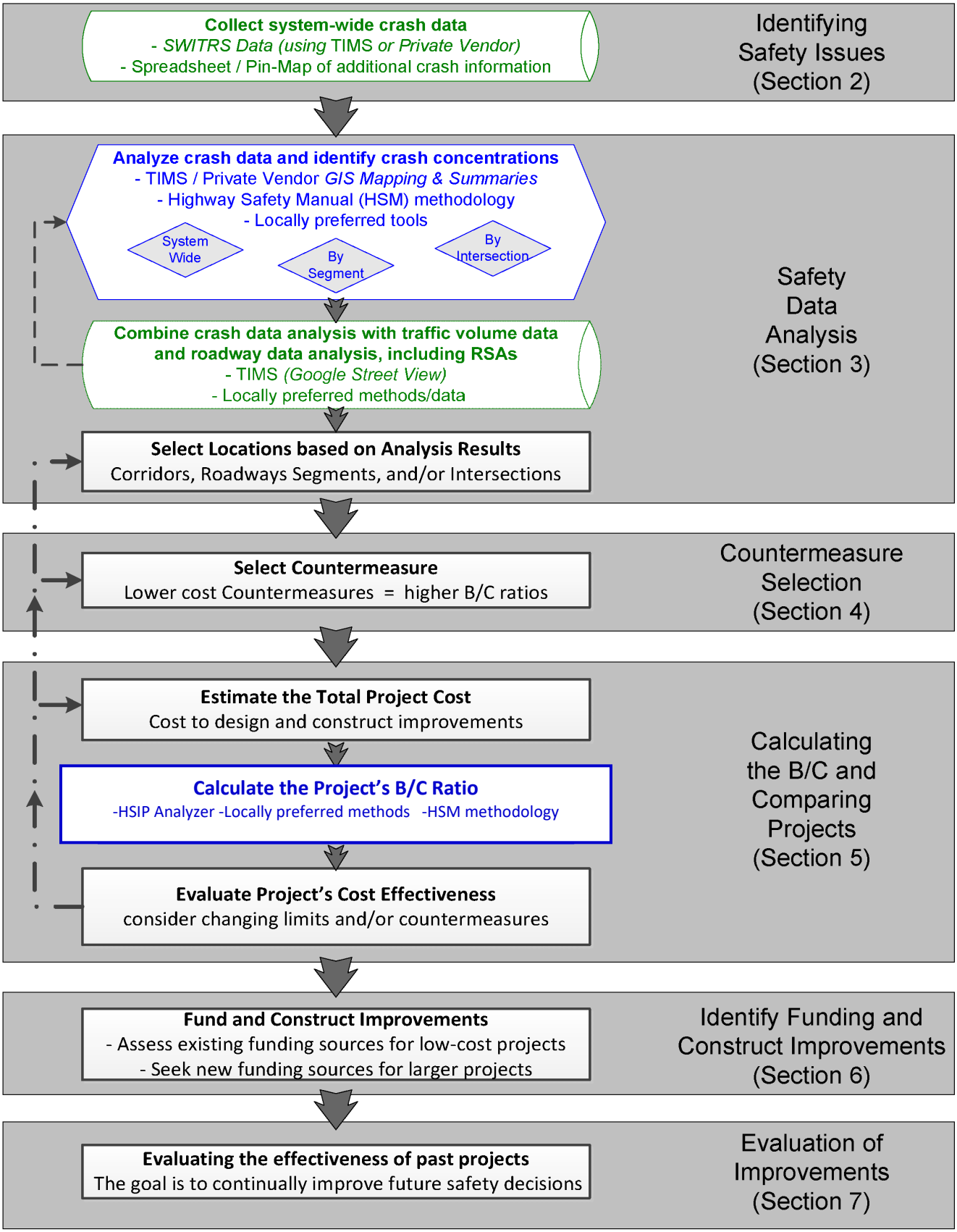
This document provides information on effectively identifying California's local roadway safety issues and the countermeasures that address them, ultimately leading to the effective implementation of safety projects that improve safety on local roadways. The document is not intended to be a comprehensive guide for roadway design and improvement or the only guide local agencies utilize for their safety analysis of their roadways.

Caltrans also expects this document will directly support its efforts in selecting local agency safety projects. The expectation is that as local agencies throughout the state utilize the proactive safety analysis approach outlined in this document, their applications for HSIP, and ATP projects will include lower cost improvements at locations with the highest safety needs. This will improve Caltrans' data-driven approach to statewide project selection of safety projects and maximize the safety benefits across California.

The proactive safety analysis framework incorporated in this document is summarized in Figure 1.

Figure 1

Local Roadway Safety: Proactive Safety Analysis Approach



The above flowchart illustrates how each of the individual sections of this document work together to make up a proactive safety analysis approach. These sections are briefly outlined below:

Section 2 of this manual provides an overview of the types of data to collect for the identification of roadway safety issues. It discusses sources of crash data and how they can be used.

Section 3 summarizes the types of analyses that can be conducted to determine what roadway countermeasures should be implemented. This section is the link between the data (Section 2) and the selection of appropriate countermeasures (Section 4). It provides definitions and examples of the qualitative and quantitative factors that should be considered when evaluating roadway safety issues.

Section 4 provides a description of selected countermeasures that have been shown to improve safety on local roads. It includes a basic set of strategies to implement at locations experiencing a history of crashes and their corresponding crash modification factors (CMF). The interrelationship between CMFs and Crash Reduction Factors (CRFs) are defined and used interchangeably throughout this document.

Section 5 defines a methodology for calculating a B/C ratio for a potential safety project. It includes sources for estimating projected costs and benefits and the specific values/formulas Caltrans uses for its statewide evaluations of HSIP projects. This section also discusses the potential value in reevaluating projects' overall cost effectiveness at this point in the safety analysis, including: refining the project's costs and/or changing the mix of countermeasures and locations.

Section 6 identifies existing and new funding opportunities for safety projects that local agencies should be considering. This section also briefly discusses some unique project development issues and strategies for safety projects as they proceed through design and construction.

Section 7 presents the process to complete an evaluation of installed treatments. After the countermeasures are installed, assessing their effectiveness will provide valuable information and can help determine which countermeasures should continue to be installed on other roadways to make them safer as well as those that should be limited or discontinued.

Appendix A presents a flowchart of the HSIP call-for-projects process. This flowchart demonstrates how this document interacts with these Caltrans calls-for-projects.

Appendix B contains Detailed Tables of countermeasures discussed in Section 4. This table includes detailed information about each countermeasure, including: where to use, why it works, general qualities (time, cost and effectiveness), crash type(s) addressed, crash reduction factor, and specific values for use in Caltrans HSIP calls-for-projects.

Appendix C includes a summary of "recommended actions" involved in a proactive safety analysis.

Appendix D contains the formulas used to calculate the B/C ratio of safety projects.

Appendix E presents TIMS tutorials that are available to assist local agencies in completing Caltrans call-for-projects application requirements and attachments. The tutorials include examples for Spot Location projects and systemic projects.

Appendix F presents a list of the abbreviations used in this document.

Appendix G presents a list of references.

2. Identifying Safety Issues

This document encourages local agency safety practitioners to proactively analyze their roadway networks with the intention of yielding the best overall safety benefits. When utilizing a proactive safety analysis approach, practitioners need to consider a wide range of data sources to get an overall picture of the safety needs.

There are a number of information sources that can be accessed to get a clearer picture of the roadway safety issues on the roadway network. These can be formal or informal sources, including:

Formal sources:

- State and local crash databases
- SafeTREC's TIMS website (or locally preferred mapping software)
- Law enforcement crash reports and citations
- Field assessments

Informal sources:

- Observational information from road maintenance crews, law enforcement, and first responders
- Citizen notification of safety concerns

Examining crash history will help practitioners identify locations with an existing roadway safety problem, and also identify locations that are susceptible to future roadway crashes. In addition to location identification, this data can provide information regarding crash causation that ultimately provides insight into identifying potentially effective countermeasures.

Emphasis on data-driven decisions is indicative of reliability and efficiency. The more reliable the data, the more likely the decisions regarding safety improvements will be effective. However, detailed, reliable crash data are not available in all areas. Under this circumstance, the practitioner should use the best available information and engineering judgment to make the best decisions. In an effort to mitigate these situations, UC Berkeley SafeTREC has developed the TIMS website, which includes GIS mapping tools to access fatal and injury crashes statewide. This site is now available to all California local agencies. See Section 2.2 for more details on TIMS.

It is generally accepted that at least 3 years, or preferably 5 years, of crash data be used for an analysis; additional years of crash data can provide better information. For low volume roadways and/or when only severe crashes are analyzed, more years of crash data may be necessary for an effective evaluation. Due to the randomness of crashes in a given year, a multi-year average of safety data will smooth outlier years of relatively high or low roadway crash rates. This concept is commonly referred to as "regression to the mean" and is critical in helping safety practitioners avoid making wrong inferences as they analyze their roadway network data. An example of this is an agency making a high-cost improvement at

a location in response to one or two tragic crashes. The Highway Safety Manual (HSM) includes more details on regression to the mean and methods to reduce the random nature of crashes.

There are some circumstances where additional years of crash data may not always be advantageous. First, it's important for practitioners to recognize that as more years of crash data are used, they need to consider changes in traffic patterns, physical infrastructure, land use, and demographics that may affect their projection of future crashes. Second, if practitioners only focus on many years of past crash data, they could miss emerging safety issues and crash trends. For these reasons, if practitioners sense one or more factors affecting crashes have changed or may be changing, they should consider looking at the crash data for the specific area on a yearly or 3-year moving average to expose any changes and crash trends that are occurring.

2.1 State and Local Crash Databases

California has a central repository for storing crash data called SWITRS, which stands for Statewide Integrated Traffic Records System. SWITRS is a comprehensive data source for doing roadway safety analysis that includes almost all public roads in the database except tribal roads which are currently not included. SWITRS information is available to California's local agencies, although many agencies have had difficulty identifying, extracting and utilizing their crash records from SWITRS. All California local agencies, especially those that currently have difficulty accessing and mapping crash data, are encouraged to utilize the SafeTREC TIMS website to access and map SWITRS data.

This document focuses on the SafeTREC TIMS website as a tool to access and map SWITRS data because TIMS is free to local agencies and the general public. At the same time, this document also acknowledges that TIMS currently does not offer some of the features currently available in some of the commercially available crash analysis software packages. For this reason, local agencies are encouraged to try TIMS, but they should not feel obligated to make a switch if they prefer using their vendor supplied crash analysis software. See section 2.2 for more details on TIMS.

Many agencies utilize one of several crash analysis software packages (e.g., Crossroads) to manage and access their crash records. Their use can be costly, but allows local road practitioners to identify locations with multiple roadway crashes, conduct an analysis that can produce predominant crash types, and identify associated roadway features that may have contributed. One drawback to agencies managing and updating their own individual databases is that the statewide database may become outdated and may not include the updated crash details like geo-coded locations. Agencies that manage and update their own individual databases are encouraged to share all updates, including any geo-coding information, with the SWITRS data managers at the California Highway Patrol. This will allow updated geo-coding and other crash features to be available on a statewide basis.

Recommended Action: Obtain at least 5 years of network-wide crash data to identify local roads that have a history of roadway crashes. This data will be used to identify predominant roadway crash locations, crash types and other common characteristics.

As practitioners gather formal and informal information relating to the safety of their roadway network, they are encouraged to develop one or more separate spreadsheets and/or pin-maps to help track and manage this data. (These spreadsheets/pin-maps should capture much of the data gathered in each of Sections 2.1 through 2.8). A spreadsheet and/or pin-map can serve as a database to help an agency identify locations and crash characteristics representing their greatest safety issues and guide them in identifying appropriate countermeasures.

The following spreadsheet is offered as an example, but each agency's spreadsheet should be reformatted to include data to meet their needs. Agencies should consider printing their spreadsheets on 'legal' or '11 x 17' paper for easy review of their data.

	General Information		Crash Information			Evaluation / Action		
Location & Date	Source/Type of information	Safety Issue/Problem	Nature of Crashes	Time of Day	Weather/Traffic Conditions	Staff Evaluation	Recommend Action	Resolution
1) Intersection "X"								
1) Feb 7, 2010	Input from law enforcement	Clearance Intervals need adjustment	V1-WB V2-SB Side-swipe	21:30	Dry, Night, Free-flowing	R. Jones 2/26/10	Increase all-red interval	Completed 2/26/10
1) Mar 9, 2010	Citizen Complaint	Ped Crossing unsafe due to RT turns	N/A	N/A	N/A	R. Jones 3/12/10	No RT on Red (Need study)	
2) Intersection "Y"								
2)								
3) Roadway Segment (PM 5.3 to PM 7.8)								
PM 6.4 to 6.8 Sep 29, 2011	Maintenance data	Extensive skid marks. Speed of Travel?	General WB: ROR	N/A	Dry Free-flowing	J. Smith 10/1/11	High Friction Overlay	Preparing HSIP App.
PM 7.1 Jan 5, 2011	Input from law enforcement	Stop Sign missing	N/A	N/A	N/A	J. Smith 1/5/11	Informed Maintenance	New sign 1/5/11

An example of a pin-map, which could be modified to capture much of the data gathered in Section 2, is shown in the following section as part of the TIMS output.

2.2 Transportation Injury Mapping System (TIMS)

The Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley, has developed a powerful website with tools for California's local agencies to gather data for their safety analyses. Their Transportation Injury Mapping System (TIMS) website provides safety practitioners with California crash data (SWITRS, i.e. Statewide Integrated Traffic Records System) and collision mapping and analysis tools. California local agencies are encouraged to utilize TIMS at: https://tims.berkeley.edu/

Site Features:

- Applications to query map and download geo-referenced SWITRS data.
- Summary tables based on data included in SWITRS individual crash reports. These summary tables can be generated based on specified data fields or spatial limits.
- Virtual field review by connecting the crash location to Google maps and Google Street View, allowing the examination of the existing roadway infrastructure and dimensions.
- A 'Help Tab' that provides step-by-step instructions.

Please note that SafeTREC is not able to incorporate all SWITRS crashes into TIMS due to poor crash location descriptions in the crash reports. Currently, TIMS includes the majority of California fatal and injury crashes but does not include Property Damage Only collisions.

Recommended Action: Consider augmenting your local agency's data collection approach with information available using the suite of TIMS tools. The TIMS tools (and/or purchased software applications) can help the safety practitioner complete or assist with each of the actions in Sections 2.1 through 2.8. This website includes several tutorials specifically designed to support the individual sections of this document. Local practitioners may find the TIMS output files as a great starting point to build their tracking spreadsheet discussed in the recommendation of Section 2.1.

2.3 Law Enforcement Crash Reports

Both State and local law enforcement officials can be an important source of roadway crash data. The actual law enforcement crash reports can be valuable in identifying the location and contributing circumstances to roadway crashes (e.g., did the highway hardware and features operate as intended: end treatment worked, no barrier in the passenger compartment, pavement not slippery when wet, signs visible, signal timing, etc.). The following variables can and should be extracted and compiled from the crash reports:

- Location
- Date and time
- Crash type
- Crash severity
- Weather conditions
- Lighting conditions
- Sequence of events and most harmful events
- Contributing circumstances
- Driver Variables: age of driver, DUIs, use of seat belt, etc.

Similar to the crash database, the information in the crash reports can be used to assist in the identification of potential infrastructure and non-infrastructure safety treatments and the deployment approach.

Recommended Action: Develop a working relationship with law enforcement officials responsible for enforcement and crash investigations. This could foster a partnership where sharing crash reports and safety information on problem roadway segments becomes an everyday occurrence. Practitioners with limited access to crash data are encouraged to use TIMS to assess the local crash report data.

2.4 Observational Information

Law enforcement officers, local agency maintenance crews, and Emergency Medical Services personnel can serve as valuable resources to identify problem areas. Since they travel extensively on local roads, they can continuously monitor roads for actual or potential problems (e.g., poor delineation, fixed objects near the roadway, missing signs, signs of vehicles leaving the road). Law enforcement observations of driver behavior and roadway elements can provide valuable information to the local road agency. Additionally, law enforcement officers are sometimes aware of problem areas based on citations written, even if crashes related to the violations have not yet occurred. Road maintenance crews may keep logs of their work, including sign and guardrail replacements, debris removal, and edge drop-off repairs. These logs can provide supplemental information about crashes and HCCLs that may not have been reported to law enforcement. Finally, Emergency Medical Service Crash Reports can provide an entirely different perspectives and set of observations relating to crash occurrences.

Information obtained from road maintenance crews, law enforcement officers, and Emergency Medical Services personnel can help support all three methods of implementation approaches: Spot Location treatments, systemic deployments, and the Comprehensive Approach. Often, traffic violations such as speeding and impaired driving lend themselves to education and enforcement solutions to address these behaviors and supplement the intended infrastructure countermeasures.

Recommended Action: Add information received from law enforcement, road maintenance crew, and Emergency Medical Service observations to the agency's tracking spreadsheet and/or pin-maps. Develop a system for maintenance crews to report and record observed roadway safety issues and a mechanism to address them.

2.5 Public Notifications

Occasionally, when unsafe situations are observed, local citizens may notify the local government by email, letter, telephone, or at a public meeting. Information identifying safety issues on local roads may also come from community or regional newspapers, newsletters, correspondence, and from local homeowner and neighborhood associations. These sources can serve as indicators that a safety issue may exist and may warrant further review and analysis to determine the extent of the issues. Citizen reports can be tracked along with official crash data; however, safety practitioners should not regard these reports as factual, unless proven by other methods. Local safety databases should only contain objective and verifiable data.

Recommended Action: Review and summarize information received from these sources, identifying segments or corridors with multiple notifications and record the locations, dates, and nature of the problem that are cited. Add information received from public notifications to tracking spreadsheets and/or pin-maps once confirmed.

2.6 Roadway Data and Devices

It is also valuable to obtain information about the existing roadway infrastructure. Currently, many local agencies have few of their roadway characteristics in a database. For these agencies, the establishment of a roadway database could be a long-term goal. The following roadway characteristics are often used to assist practitioners in safety analyses of roadway segments:

- Roadway surface (dirt, aggregate, asphalt, concrete)
- Roadway geometry (horizontal, vertical, flat)
- Lane information (number, width)
- Shoulder information (width, type)
- Median (type, width)
- Traffic control devices present (signs, pavement marking, signals, rumble stripes etc.)

- Roadside safety hardware (e.g., guardrail, crash cushions, drainage structures)

The TIMS site, described in Section 2.2, can provide safety practitioners with much of this roadway data virtually by using Google Maps and Google Street View. By utilizing TIMS (and/or private for-profit vendors), safety practitioners can save hours and even days of driving during the initial steps in the safety analysis of their network. Once agencies start to define individual safety projects for funding and future construction, actual field reviews are needed to ensure a complete understanding of the project location and context.

As local practitioners gather information about their existing roadway infrastructure, they need to determine whether it complies with the minimum standards for signs, breakaway supports, signals, pavement markings, protective barriers, etc. Practitioners should use the most current *California - Manual on Uniform Traffic Control Devices* (CA-MUTCD), which provides the minimum standard requirements for traffic control devices on all public streets, highways, bikeways, and private roads open to public travel.[6] In addition to ensuring compliance with the MUTCD, geometric standards for sight distance, curve radius, and intersection skew angle and roadway standards for lane width, shoulder width, clear recovery zone, and super-elevation should also be evaluated.

Roadway information can be combined with crash data to help local practitioners identify appropriate locations and treatments to improve safety. For example, if a local rural segment is experiencing a high number of horizontal curve-related crashes, analysis of the inventory of roadway elements could reveal that the roadway does not have sufficient signage installed in advance of many of those curves to give motorists warning of the pending change in roadway geometry.

Recommended Action: Identify and track roadway characteristics for the intersections, roadway segments, and corridors, including compliance with the minimum standards. At a minimum, this should be done for locations being considered for safety improvements, but ideally agencies would establish an extensive database of roadway data to help them proactively identify high risk roadway features.

2.7 Exposure Data

The number of crashes can sometimes provide misleading information about the most appropriate locations for treatment. Introducing exposure data helps to create a more effective comparison of locations. Exposure data provides a common metric to the crash data so roadway segments and intersections can be compared more appropriately, helping local agencies prioritize their potential safety improvements.

The most common type of exposure data used on roadway segments is traffic volume. Ideally, volume would be broken down by pedestrians, bicycles, cars, motorcycles, and large trucks. A count of the number of vehicles and non-motorized users can provide information for comparison. For example, if

two roadway segments have the same number of crashes but different traffic volumes, the segment with fewer vehicles (i.e., less exposure) will have a higher crash rate, meaning that vehicles were more likely to experience a crash along that roadway segment. In situations where traffic volume is not available, segment length or population can serve as an effective exposure element for comparison.

Recommended Action: Consider the availability of exposure data and track it along with the other crash data to help prioritize potential locations for safety improvements.

2.8 Field Assessments and Road Safety Audits

Local road practitioners should always consider conducting field assessments in conjunction with their collection of crash data to help identify problem locations. An assessment can be as informal as driving, walking or virtually viewing the road network looking for evidence of roadway crashes. Ideally, informal field assessments are to be performed by multidisciplinary teams that include a traffic safety expert, law enforcement personnel, and others. The team can visit several sites and document evidence of crashes or deficiencies on the roadway or roadside, including: damaged trees or fences, skid marks, ruts on the shoulder, car parts on the shoulder, and/or pavement drop-offs. This information, along with observations of actual driver-behavior, can be used to develop recommendations for improvement.

Field reviews can also be more formalized such as in conducting a Road Safety Audit (RSA). A RSA is a formal safety performance examination of an existing or future road by an independent, multidisciplinary team. The team examines and reports on existing or potential road safety issues and identifies opportunities for safety improvements for all road users. Agencies considering RSAs for the first time are encouraged to consider requesting support from FHWA. For more information on FHWA's free RSA support, go to their website at: http://safety.fhwa.dot.gov/rsa/.

Informal field assessments and more formal RSAs provide an opportunity for local safety practitioners to gather and summarize all of the information sources discussed in Section 2. They can also be used to identify potential project delivery obstacles. The field assessments/RSAs should identify major environmental, right-of-way, infrastructure, and operational issues that need to be considered when applying countermeasures.

Recommended Action: Consider completing formal or informal field assessments and RSAs at certain locations to help ensure all relevant information is collected and available for the safety practitioners to complete their safety analysis and identify the most appropriate countermeasures. It's recommended that local agencies develop simple straightforward criteria on when one of these will be undertaken. The information gathered during the assessments should be added to the agency's tracking spreadsheet, as discussed in section 2.

3. Safety Data Analysis

Proactive safety analysis will assist in making informed decisions on the type, deployment levels, and locations for safety countermeasures. This builds on the previous discussions on information sources that identify safety issues. 'Safety Data Analysis' is one of the most critical steps in an agency's overall proactive safety analysis approach. Ideally, agencies regularly analyze the safety data for their entire roadway networks to identify and prioritize the locations with the most severe safety issues. This step is often skipped by agencies reacting to a recent tragic crash and the corresponding public outcry, which may leave their most critical safety locations undetected.

As agencies analyze their safety data, they will need to select the implementation approach that most effectively address the safety issues identified; Systemic Approach, Spot Location Approach, Comprehensive Approach, or a combination of these approaches. For example, if a high number of crashes are occurring at a particular curve or along a short segment of roadway, a spot treatment may be appropriate. However, systemic treatment of multiple locations experiencing similar crash types may be necessary and most beneficial for reducing overall fatalities and injuries. These implementation approaches were described in Section 1.5. With all of the approaches, safety practitioners should be looking for patterns in the crash data and not just the total number of crashes. These patterns include: types of crashes, severity of crashes, mode of travel, pavement conditions, time of day, etc. Identifying and analyzing the patterns in the crash data will help ensure the most appropriate countermeasure is selected and the safety problems are effectively addressed.

3.1 Quantitative Analysis

Crash data analysis is used to determine the extent of the roadway safety issues, the priority for application of scarce resources, and the selection of appropriate countermeasures. The two main quantitative analysis methods for roadway crashes are crash frequency and crash rate.

Crash Frequency

Crash frequency is defined as the number of crashes occurring within a determined study area. A practitioner can determine crash volumes using methods discussed in Section 2, including: State crash database (SWITRS), TIMS, local agency crash databases, law enforcement crash reports, pin-maps, etc. The practitioner should analyze the data to identify locations and crash characteristics with the highest frequency. There are numerous methods to assist practitioners in this process. Each agency will have their own preferred methods for initially selecting their top priority locations. The following are a few examples of the methods used to determine Crash Frequency:

- Summarize the crashes by attributes such as type, severity and location to identify patterns in the crash data and the most significant problem locations.
    - Top 10 (or 20) lists of intersections and roadway segments. It is common to weight more severe crashes higher in this process.

- Spatially display the sites on a pin-map or a GIS software package.
    - For small or rural agencies with lower volume roadways, network-wide pin-maps may be all that is needed to identify the highest priority locations.
- Develop collision diagrams showing the direction of movement of vehicles, types of crashes, and pedestrians involved in the crashes.

As stated earlier, this manual acknowledges many local agency safety practitioners may have their preferred methods for completing these analyses. For those agencies that do not and for those willing to try something new, Caltrans recommends using the TIMS website along with the processes outlined in this document to complete these analyses.

Once the crash frequency information is collected and displayed, the practitioner can complete a methodical analysis by geographic area, route, or a cluster analysis to determine which locations have experienced a high or moderate level of crashes. The resulting crash information can be further analyzed for recurring patterns or events. As agencies consider their locations with high levels of crashes, they should understand the overall random nature of crashes and the concept of "regression to the mean", as discussed in Section 2. Otherwise, if the natural variations in crash occurrence are not accounted for, a site might be selected for study when the number of crashes is randomly high, or overlooked when the number of crashes is randomly low.

Crash Rate

Crash rate analysis can be a useful tool to determine how a specific roadway or segment compares with similar roadway types on the network. A simple count of the number of crashes can be inadequate when comparing multiple roadways of varying lengths and/or traffic volume. Local agencies are also encouraged to compare their crashes with those occurring in similar areas around the state; doing so will help in determining just how severe the number and types of crashes are in the local area. When working with limited budgets, Crash Rates are often used to prioritize locations for safety improvements that will achieve the greatest safety benefits with limited resources. Where traffic volume data is unavailable, other information can be used to provide exposure information. One often-used factor is the length of the roadway segment on each route studied. Comparing the number of roadway crashes per mile or per intersection can help an agency identify potential opportunities to improve safety. The FHWA Roadway Departure Safety and Intersection Safety manuals include the following formulas for calculating crash rates on roadway segments and intersections:

The crash rate for crashes on a roadway is calculated as:

R = (C x 100,000,000) / (V x 365 x N x L)

Where:

R = Crash rate for the road segment expressed as crashes per 100 million vehicle-miles of travel,
C = Total number of crashes in the study period
V = Traffic volumes using Average Annual Daily Traffic (AADT) volumes
N = Number of years of data
L = Length of the roadway segment in miles

The crash rate for crashes at an intersection is calculated as:

R = (1,000,000 x C) / (365 x N x V)

Where:

R = Crash rate for the intersection expressed as crashes per million entering vehicles (MEV)
C= Total number of intersection-related crashes in the study period
N = Number of years of data
V = Traffic volumes entering the intersection daily

Similar to Crash Frequency, there are numerous methods for local safety practitioners to utilize Crash Rate in their safety data analysis and each will have their own preferred methods for initially selecting their top priority locations. The following are a few examples:

- Top 10 (or 20) lists of roadway segments with the highest crashes in relationship to roadway length, traffic volumes, and/or population density.
- Top 10 (or 20) lists of intersections, sorted by crash rate.
- Top 10 (or 20) lists of the highest volume intersections, sorted by crash frequency or rate.

Even though crash frequency and crash rate are helpful for local agency safety practitioners to effectively rank their most critical locations for improvements, the lack of reliable statewide traffic volumes for all roadway types precludes Caltrans from using the crash rate methodology in their statewide project scoring and ranking processes for the HSIP (discussed in more detail in Section 5).

Recommended Action: Complete a quantitative analysis of the roadway data using both Crash Frequency and Crash Rate methodologies. Safety practitioners should look for patterns in the crash data, including: types of crashes, severity of crashes, mode of travel, pavement conditions, roadway characteristics, time of day, intersection control, etc.

3.2 Qualitative Analysis

Qualitative analysis considers the physical characteristics of the roadway network, through the examination of maps, photographs, and field assessments. Certain roadway infrastructure characteristics relate to design standard and compliance issues and should continually be identified and upgraded on a network-wide basis (e.g., signing and pavement delineation characteristics relating to CA-MUTCD compliance as discussed in more detail below). Other roadway characteristics are more important as they relate to locations with high crash frequencies and rates (e.g., well defined pedestrian

paths crossing the roadway or a high number of utility poles/fixed objects adjacent to the edge of travel way). All of these characteristics should to be accounted for in an agency's proactive safety analysis.

Ensuring Compliance with CA-MUTCD and Design Standards

It is important for local agencies to continually evaluate their roadways for compliance with the minimum safety standards. The CA-MUTCD provides the minimum standard requirements for traffic control devices on all public streets, highways, bikeways, and private roads open to public travel. In addition to ensuring compliance with the CA-MUTCD, geometric standards should be evaluated as they relate to sight distance, curve radius, and intersection skew angle and roadway standards for lane width, shoulder width, clear recovery zone, and super-elevation. Many local agencies have their own specific roadway design standards, while others rely on Caltrans' Highway Design Manual[7], FHWA's "Green Book" policy manual[8] and PEDSAFE guide[9], and AASHTO's Roadside Design Guide[10]. If the traffic control devices or roadway geometry are not in compliance, appropriate devices/countermeasures should be installed. Non-compliance is an important consideration that can affect road safety and may have liability implications for a jurisdiction. Using CA-MUTCD compliant devices results in uniformity among California roadways and serves to meet road user expectations.

Field Assessments

While the qualitative analysis of compliance issues should continually occur on a network-wide basis, a qualitative analysis should also occur for each of the locations and corridors identified as a result of a 'Quantitative Analysis'. The consideration of roadway infrastructure characteristics in conjunction with crash frequency or crash rate gives a more complete picture of overall safety and should be used in an agency's identification and prioritization process for locations needing safety improvements. The qualitative assessment of HCCLs can be completed through the examination of maps and photographs, but the importance of in-field assessments by multi-disciplinary teams should not be underestimated. In some cases, field reviews of all potential project locations may not be practical, so safety practitioners are encouraged to utilize internet-mapping tools to view maps and photographs and virtually visit these sites from their offices.

Actual field visits or RSAs can be done at the highest priority locations before or during the countermeasure selection process. In many cases, field assessments are often the only way for practitioners to identify potential countermeasure implementation and project delivery obstacles. Without in-field assessments, right-of-way, infrastructure, and operational constraints can be overlooked, including: sensitive environmental resources (widening may not be feasible next to wetlands), roadway users (rumble strips may not be feasible on roadways with high bicycle volumes and narrow shoulders), or nearby roadway stakeholders (flashing beacons may be problematic for adjacent residents.) Assessments can provide critical information for local practitioners as they prioritize their crash locations and select countermeasures with the greatest potential for cost effective deployment.

Recommended Action: Incorporate qualitative analysis elements into agency's proactive analysis approach. Consider completing field assessments and RSAs to identify locations with roadway

infrastructure characteristics that relate to both compliance issues and high crash frequencies/rates. As part of field assessments, common roadway and crash characteristics should be identified for the potential systemic deployment of countermeasures. Rather than reviewing all crash sites individually, agencies may find the use of Internet mapping tools offers significant time savings. For agencies without a preferred virtual field review method, the SafeTREC TIMS website automatically links the SWITRS crash locations to Google Maps and Google Street View.

Caltrans recommends all agencies complete both quantitative and qualitative analyses before starting their applications for HSIP program funding. The findings from these analyses should be documented in spreadsheets and/or pin-maps similar to the ones discussed in Section 2.

4. Countermeasure Selection

Once locations and crash problems are identified as illustrated in Sections 2 and 3, the safety practitioners will need to select the set of proposed safety improvements to reduce the likelihood of future crashes. Individual elements of standard safety improvements are referred to as countermeasures and most countermeasures have corresponding Crash Modification Factors (CMFs).

When applied correctly, CMFs can help agencies identify the expected safety impacts of installing various countermeasures to reduce crashes. CMFs are multiplicative factors used to estimate the expected number of crashes after implementing a given countermeasure at a specific site (the lower the CMF, the greater the expected reduction in crashes). Crash Reduction Factors (CRFs) are directly connected to the CMFs and are another indication of the effectiveness of a particular treatment, measured by the percentage of crashes the countermeasure is expected to reduce. The CRF for a countermeasure is defined mathematically as (1 – CMF) (the higher the CRF, the greater the expected reduction in crashes). *NOTE: Given that CRF values can be more intuitive when analyzing roadways for potential "reductions" in crashes; this document shows CRF values in the countermeasure tables. The terms CMFs and CRFs are used interchangeably throughout the text of this section and in other sections of this document.*

In an effort to stretch the limited highway safety funding, local transportation agencies are encouraged to identify and implement the optimal combination of countermeasures to achieve the greatest benefits. Combined with crash cost data and project cost information, CRFs can help safety practitioners compare the B/C ratio of multiple countermeasures and then choose the most appropriate application for their proposed safety improvement projects.

As agencies consider the overall scope/cost of their projects, they also need to consider the number of locations to which each countermeasure may be applied in order to maximize the B/C ratio and the overall effectiveness of their limited safety funding. For HCCLs with varying causes, the Spot Location Approach may be the most appropriate. In contrast, the Systemic Approach should be considered where a high proportion of similar crash types tend to occur at locations that share common geometric or operational elements. In these situations, installing the same low-cost safety countermeasure at multiple locations can increase the cost effectiveness of the safety improvement, allowing an increased number of treatments to be applied.

It is important to note that there are many safety issues and corresponding countermeasures that are more "maintenance" in nature (e.g., visibility issues relating to the need for brush clearing and roadway departure issues relating to the need to replace shoulder backing). As these issues are identified when investigating crash locations, it's expected that the local safety practitioners would take the necessary steps to remedy the situation in the short-term. For this reason, most of the common maintenance-type safety countermeasures are not included in this document.

4.1 Selecting Countermeasures and Crash Modification Factors / Crash Reduction Factors

Selecting an appropriate countermeasure and corresponding CMF is similar to choosing the right tool for a job. In some cases, a countermeasure and CMF may not be perfect, but will still work well enough to get the job done by providing a reasonable estimation of the countermeasure's effect. In other cases, using an improper countermeasure or CMF may do more harm than good. Applying a CMF that does not fit a specific situation may give a false sense of the countermeasure's safety effectiveness and may result in an increased safety problem.

The Federal Highway Administration (FHWA) is leading a concerted effort to develop information on CMFs and makes it available to State and local agencies to assist with highway safety planning. The CMF Clearinghouse, a free online database introduced in 2009 and accessible at http://www.cmfclearinghouse.org/, details the varying quality and reliability of CMFs available to transportation professionals.

FHWA has identified three main considerations to assure appropriate selection of CMFs for a given countermeasure: the **availability** of relevant CMFs, the **applicability** of available CMFs, and the **quality** of applicable CMFs. The following sections detail these considerations and describe how Caltrans recommended CRF and service life values meet these criteria.

Availability: The availability of a CMF that applies to a specific situation depends on whether research has been conducted to determine the safety effects of a particular countermeasure or combination of countermeasures, and whether researchers have documented it. The CMF Clearinghouse contains more than 2,900 CMFs and receives quarterly updates to include the latest research.

At this point, Caltrans has established a small subset of 82 countermeasures and a single CRF for each of these countermeasures that must be used when submitting applications for Caltrans statewide calls-for-projects. This methodology allows for a statewide data-driven process that facilitates a fair and accurate comparison of project applications. (The reason for limiting the number of countermeasures is further explained below under “applicability”).

Applicability: In general, once a local safety practitioner determines that one or more CMFs exist for a specific countermeasure, the next step is to determine which CMF is the most applicable. Applicability depends on how closely the CMF represents the situation to which it will be applied. Safety practitioners should evaluate the potentially applicable CMFs, eliminating any that are not appropriate for the situation. Practitioners should only choose the most appropriate CMFs for their specific project based on factors including but not limited to: urban areas vs. rural areas; low vs. high traffic volumes; 2-lane vs. 6-lane roadways; individual vs. combination treatments; signalized vs. non-signalized intersections; and minor crashes vs. fatal crashes. If practitioners choose to use a CMF outside the range of applicability, the safety effect will likely be over or underestimated.

The mix of countermeasures and CRFs included in this document is intended to meet Caltrans' goal for a data-driven award process for local agencies to follow that allows for a fair and accurate comparison of project applications. Where possible and appropriate, the CRF value intended for use in statewide calls-for-projects is based on research studies that specifically established the CRF to be used for 'all' project areas, roadway types, and traffic volumes. Where not all applicability factors have already been established by prior research, Caltrans worked closely with FHWA to approximate CRFs for countermeasures often utilized by local agencies.

Quality: Often a search of the CMF Clearing House results in multiple CMFs for the same countermeasure. A practitioner needs to examine the quality of each CMF. The quality of a CMF can vary greatly depending on several factors associated with the process of developing the CMF. The primary factors that determine the quality of a CMF are the study design, sample size, standard error, potential bias, and data source. The CMF Clearinghouse provides a star rating for each based on a scale of 1 to 5, where 5 indicates the highest quality. The most reliable CMFs in the HSM are indicated with a bold font.

Wherever possible, the CRFs included in this document are based on research that has a CMF Clearinghouse star rating of 3 or more. For countermeasures that do not have corresponding research of a star rating of 3 or more but were deemed important to provide flexibility to local practitioners, Caltrans worked closely with FHWA to establish CRFs based on the best available research.

4.2 List of Countermeasures

The list of countermeasures discussed in this section is not an all-inclusive list, and only includes those available in the Caltrans' HSIP Cycle 11 Call-for-projects. Only thoroughly researched countermeasures with a readiness to be applied by local agencies on a statewide basis are utilized. In addition, the California Local HSIP program places further restrictions on the eligibility of some countermeasures to meet the most critical needs on California local roadways. Practitioners are encouraged to utilize the FHWA CMF Clearinghouse for a more comprehensive list as they establish their local agency specific set of proposed improvements and prioritize their projects.

The countermeasures listed in the following three tables have been sorted into 3 categories: Signalized Intersection, Non-Signalized Intersection, and Roadway Segment. Pedestrian and bicycle related countermeasures have been included in each of these categories, as the consideration of non-motorized travel is important for all roadway classifications and locations. The countermeasures included in these tables are also used in the HSIP Analyzer. When selecting countermeasures and CMFs to apply to their specific safety needs, local agency safety practitioners should consider the **availability, applicability**, and **quality** of CMFs, as discussed in section 4.1.

Only Crash Types, CRFs, Expected Lives, and HSIP Funding Eligibility of the countermeasures for use in Caltrans local HSIP program are provided in this section. Fields in the countermeasure tables are:

- **Crash Types -** "All", "P & B" (Pedestrian and Bicycle), "Night", "Emergency Vehicle", or "Animal".
- **CRF -** Crash Reduction Factor used for HSIP calls-for-projects.
- **Expected Life -** 10 years or 20 years.
- **Funding Eligibility –** the maximum HSIP reimbursement ratio for HSIP Cycle 11 Call-for-projects.
    - Eighty-one (81) countermeasures: 90%
    - One (1) countermeasure: 50% (CM No. S03: Improve signal timing, as this CM will improve the signal operation rather than merely the safety.)
- **Systemic Approach Opportunity -** Opportunity to Implement Using a Systemic Approach: "Very High", "High", "Medium" or "Low".

The list of countermeasures presented in this section is intended to be a quick-reference summary. Appendix B of this manual provides more details on each of these countermeasures including Where to use, Why it works, General Qualities (Time, Cost and Effectiveness), and information from FHWA CMF Clearinghouse (Crash Types Addressed and range of Crash Reduction Factor).

Recommended Action: At this point, agencies should use all information and results obtained by completing the actions in Sections 2, 3 and 4 to select the appropriate countermeasures for their HCCLs and systemic improvements. As novice safety practitioners select countermeasures, they must realize that a reasonable level of traffic 'engineering judgment' is required and that this manual should not be used as a simple cheat-sheet for preparing and submitting applications for funding.

Table 2. Countermeasures for Non-Signalized Intersections

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
NS01	Lighting	Add intersection lighting (NS.I.)	Night	40%	20	90%	Medium
NS02	Control	Convert to all-way STOP control (from 2-way or Yield control)	All	50%	10	90%	High
NS03	Control	Install signals	All	30%	20	90%	Low
NS04	Control	Convert intersection to roundabout (from all way stop)	All	Varies	20	90%	Low
NS05	Control	Convert intersection to roundabout (from stop or yield control on minor road)	All	Varies	20	90%	Low
NS05mr*	Control	Convert intersection to mini-roundabout	All	30%	20	90%	Medium
NS06	Operation/ Warning	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	All	15%	10	90%	Very High
NS07	Operation/ Warning	Upgrade intersection pavement markings (NS.I.)	All	25%	10	90%	Very High
NS08	Operation/ Warning	Install Flashing Beacons at Stop-Controlled Intersections	All	15%	10	90%	High
NS09	Operation/ Warning	Install flashing beacons as advance warning (NS.I.)	All	30%	10	90%	High
NS10	Operation/ Warning	Install transverse rumble strips on approaches	All	20%	10	90%	High
NS11	Operation/ Warning	Improve sight distance to intersection (Clear Sight Triangles)	All	20%	10	90%	High
NS12	Operation/ Warning	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	90%	Medium
NS13	Geometric Mod.	Install splitter-islands on the minor road approaches	All	40%	20	90%	Medium
NS14	Geometric Mod.	Install raised median on approaches (NS.I.)	All	25%	20	90%	Medium
NS15	Geometric Mod.	Create directional median openings to allow (and restrict) left-turns and u-turns (NS.I.)	All	50%	20	90%	Medium
NS16	Geometric Mod.	Reduced Left-Turn Conflict Intersections (NS.I.)	All	50%	20	90%	Medium
NS17	Geometric Mod.	Install right-turn lane (NS.I.)	All	20%	20	90%	Low
NS18	Geometric Mod.	Install left-turn lane (where no left-turn lane exists)	All	35%	20	90%	Low
NS19PB	Ped and Bike	Install raised medians / refuge islands (NS.I.)	P & B	45%	20	90%	Medium
NS20PB	Ped and Bike	Install pedestrian crossing at uncontrolled locations (new signs and markings only)	P & B	25%	10	90%	High
NS21PB	Ped and Bike	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	P & B	35%	20	90%	Medium
NS22PB	Ped and Bike	Install Rectangular Rapid Flashing Beacon (RRFB)	P & B	35%	20	90%	Medium
NS23PB	Ped and Bike	Install Pedestrian Signal (including Pedestrian Hybrid Beacon (HAWK))	P & B	55%	20	90%	Low

*CM NS05mr is a new countermeasure added for HSIP Cycle 11 Call-for-projects.

Table 1. Countermeasures for Signalized Intersections

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
S01	Lighting	Add intersection lighting (S.I.)	Night	40%	20	90%	Medium
S02	Signal Mod.	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	All	15%	10	90%	Very High
S03	Signal Mod.	Improve signal timing (coordination, phases, red, yellow, or operation)	All	15%	10	50%	Very High
~~S04*~~	~~Signal Mod.~~	~~Provide Advanced Dilemma Zone Detection for high speed approaches~~	~~All~~	~~40%~~	~~10~~	~~90%~~	~~High~~
S05	Signal Mod.	Install emergency vehicle pre-emption systems	Emergency Vehicle	70%	10	90%	High
S06	Signal Mod.	Install left-turn lane and add turn phase (signal has no left-turn lane or phase before)	All	55%	20	90%	Low
S07	Signal Mod.	Provide protected left turn phase (left turn lane already exists)	All	30%	20	90%	High
S08	Signal Mod.	Convert signal to mast arm (from pedestal-mounted)	All	30%	20	90%	Medium
S09	Operation/ Warning	Install raised pavement markers and striping (Through Intersection)	All	10%	10	90%	Very High
S10	Operation/ Warning	Install flashing beacons as advance warning (S.I.)	All	30%	10	90%	Medium
S11	Operation/ Warning	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	90%	Medium
S12	Geometric Mod.	Install raised median on approaches (S.I.)	All	25%	20	90%	Medium
S13PB	Geometric Mod.	Install pedestrian median fencing on approaches	P & B	35%	20	90%	Low
S14	Geometric Mod.	Create directional median openings to allow (and restrict) left-turns and u-turns (S.I.)	All	50%	20	90%	Medium
S15	Geometric Mod.	Reduced Left-Turn Conflict Intersections (S.I.)	All	50%	20	90%	Medium
S16	Geometric Mod.	Convert intersection to roundabout (from signal)	All	Varies	20	90%	Low
S17PB	Ped and Bike	Install pedestrian countdown signal heads	P & B	25%	20	90%	Very High
S18PB	Ped and Bike	Install pedestrian crossing (S.I.)	P & B	25%	20	90%	High
S19PB	Ped and Bike	Pedestrian Scramble	P & B	40%	20	90%	High
S20PB	Ped and Bike	Install advance stop bar before crosswalk (Bicycle Box)	P & B	15%	10	90%	Very High
S21PB	Ped and Bike	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	P & B	60%	10	90%	Very High

*CM S04 has been deleted in HSIP Cycle 11 Call-for-projects.

Table 3. Countermeasures for Roadways

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
R01	Lighting	Add segment lighting	Night	35%	20	90%	Medium
R02	Remove/ Shield Obstacles	Remove or relocate fixed objects outside of Clear Recovery Zone	All	35%	20	90%	High
R03	Remove/ Shield Obstacles	Install Median Barrier	All	25%	20	90%	Medium
R04	Remove/ Shield Obstacles	Install Guardrail	All	25%	20	90%	High
R05	Remove/ Shield Obstacles	Install impact attenuators	All	25%	10	90%	High
R06	Remove/ Shield Obstacles	Flatten side slopes	All	30%	20	90%	Medium
R07	Remove/ Shield Obstacles	Flatten side slopes and remove guardrail	All	40%	20	90%	Medium
R08	Geometric Mod.	Install raised median	All	25%	20	90%	Medium
R09	Geometric Mod.	Install median (flush)	All	15%	20	90%	Medium
R10PB	Geometric Mod.	Install pedestrian median fencing on approaches	P & B	35%	20	90%	Low
R11	Geometric Mod.	Install acceleration/ deceleration lanes	All	25%	20	90%	Low
R12	Geometric Mod.	Widen lane (initially less than 10 ft)	All	25%	20	90%	Medium
R13	Geometric Mod.	Add two-way left-turn lane	All	30%	20	90%	Medium
R14	Geometric Mod.	Road Diet (Reduce travel lanes and add a two way left-turn and bike lanes)	All	35%	20	90%	Medium
R15	Geometric Mod.	Widen shoulder	All	30%	20	90%	Medium
R16	Geometric Mod.	Curve Shoulder widening (Outside Only)	All	45%	20	90%	Medium
R17	Geometric Mod.	Improve horizontal alignment (flatten curves)	All	50%	20	90%	Low
R18	Geometric Mod.	Flatten crest vertical curve	All	25%	20	90%	Low
R19	Geometric Mod.	Improve curve superelevation	All	45%	20	90%	Medium
R20	Geometric Mod.	Convert from two-way to one-way traffic	All	35%	20	90%	Medium
R21	Geometric Mod.	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	90%	High

Table 3. Countermeasures for Roadways (Continued)

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
R22	Operation/ Warning	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	All	15%	10	90%	Very High
R23	Operation/ Warning	Install chevron signs on horizontal curves	All	40%	10	90%	Very High
R24	Operation/ Warning	Install curve advance warning signs	All	25%	10	90%	Very High
R25	Operation/ Warning	Install curve advance warning signs (flashing beacon)	All	30%	10	90%	High
R26	Operation/ Warning	Install dynamic/variable speed warning signs	All	30%	10	90%	High
R27	Operation/ Warning	Install delineators, reflectors and/or object markers	All	15%	10	90%	Very High
R28	Operation/ Warning	Install edge-lines and centerlines	All	25%	10	90%	Very High
R29	Operation/ Warning	Install no-passing line	All	45%	10	90%	Very High
R30	Operation/ Warning	Install centerline rumble strips/stripes	All	20%	10	90%	High
R31	Operation/ Warning	Install edgeline rumble strips/stripes	All	15%	10	90%	High
R32PB	Ped and Bike	Install bike lanes	P & B	35%	20	90%	High
R33PB	Ped and Bike	Install Separated Bike Lanes	P & B	45%	20	90%	High
R34PB	Ped and Bike	Install sidewalk/pathway (to avoid walking along roadway)	P & B	80%	20	90%	Medium
R35PB	Ped and Bike	Install/upgrade pedestrian crossing (with enhanced safety features)	P & B	35%	20	90%	Medium
R36PB	Ped and Bike	Install raised pedestrian crossing	P & B	35%	20	90%	Medium
R37PB	Ped and Bike	Install Rectangular Rapid Flashing Beacon (RRFB)	P & B	35%	20	90%	Medium
R38	Animal	Install animal fencing	Animal	80%	20	90%	Medium

5. Calculating the B/C Ratio and Comparing Projects

Practitioners need to consider the expected B/C ratio of their proposed projects. This is an important step in a proactive safety analysis process because it provides two key pieces of information: First, it defines the cost effectiveness of the proposed projects; and second, it gives the safety practitioner a means to help prioritize their safety projects both inside the agency's traffic safety section and against other proposed operational and maintenance projects competing for funding.

5.1 Estimate the Benefit of Implementing Proposed Improvements

Sections 2 through 4 provide the practitioner all the information needed to calculate the expected 'Benefit' of the proposed safety projects. The resulting expected benefit value is derived by applying the proposed countermeasures and corresponding CMFs to the expected crashes. It is of critical importance for the practitioner to understand that misapplication of a CMF will lead to misinformed decisions. Four main factors need to be considered when applying countermeasures and CMFs to calculate the expected benefit value: (1) how to estimate the number of expected crashes without treatment, (2) how to apply CMFs by type and severity, (3) how to apply multiple CMFs if multiple treatments are to be included in the same project, and (4) how to apply a benefit value by crash severity. The following text explains how these factors affect the expected benefit value in more detail.

Estimating expected crashes without treatment: Before applying CMFs, local safety practitioners first need to select countermeasures and CMFs. The CMF is applied to the expected safety performance (expected crashes) without any treatment in order to estimate the expected crashes with the treatment. The reduction in expected crashes multiplied by the expected costs per each crash gives the practitioner the expected benefit.

As mentioned earlier in this manual, the random nature of roadway crashes suggests that over time the number of crashes at any particular locations will change. This concept is known as "regression to the mean" and it gives rise to the concern that a site might be selected for study when the crashes are at a randomly high fluctuation, or overlooked from study when the site is at a randomly low fluctuation. The HSM presents several methods for estimating the expected safety performance of a roadway or intersection including the Empirical Bayes method, which combines observed information from the site of interest with information from similar sites to estimate the expected crashes without treatment. Another common way to minimize the impact of regression to the mean is to increase the number of years of crash data being analyzed.

For statewide calls-for-projects, Caltrans strives to ensure that all projects are fairly ranked based on a consistent statewide approach. Given this, Caltrans has avoided using methodology requiring agencies to mathematically adjust their crash data (e.g., Empirical Bayes) and instead has opted to use 5 years of "observed crashes" in estimating "expected crashes."

Applying CMFs by type and severity: Section 4.1 of this manual discusses the application of CMFs and the need for them to represent the situation to which they will be applied. It also stresses the need for

practitioners to choose the most appropriate CMFs for their specific project. In many circumstances, estimating the change in crashes by type and severity is useful; however, local safety practitioners only can use this approach when CMFs exist for the specific crash types and severities in question. If practitioners choose to use a CMF outside the range of applicability, the safety effect may be over- or underestimated. (For example: past research relating to installing a channelized left turn lane, has estimated CMFs as high as 68% for Right-Angle crashes of all severities and as low as 11% for Rear-End crashes with severities of only fatal and injury).

Applying multiple CMFs: In real-world scenarios, transportation agencies commonly install more than one countermeasure per project as part of their safety improvement program. This leads to the question, "What is the safety effect of the combined countermeasures?" The calculation methods that Transportation agencies use include: applying the CMF for the single countermeasure expected to achieve the greatest reduction, applying CMFs separately by crash type and summing them to get a project-level effect, and applying CMFs based on a review of crash patterns, etc. Regardless of the specific method employed, “engineering judgment” is required when combining multiple CMFs and it is important for local agencies to apply their method consistently throughout their analysis to ensure a fair comparison of projects.

One common practice is to assume that CMFs are multiplicative when they are applied to the same set of crash data. In other words, each successive countermeasure will achieve an additional benefit when implemented in combination with other countermeasures. The multiplicative method is a common, generally accepted method and is presented in the HSM and in the CMF Clearinghouse. This method is also used in the HSIP calls-for-projects.

To allow agencies maximum flexibility in combining countermeasures and locations into a single project while ensuring all projects can be consistently ranked on a statewide basis, Caltrans only allows up to three (3) individual countermeasures can be utilized in the B/C ratio for a project location site. The CMFs are multiplicative if there are multiple countermeasures, i.e. each successive countermeasure will achieve an additional benefit based on the remainder of the crashes after the effect of the prior countermeasures, not the original number of the crashes.

More information on these requirements and procedures are provided in the documents (Application Form Instructions, etc.) for each call-for-projects.

Applying benefit value by crash severity: The last step in estimating the overall benefit of a proposed improvement project is to multiply the expected reduction in crashes by a generally accepted value for the “cost” of crashes. In other words, the expected “benefit” value for a project is actually the expected “reduction in costs” value from reducing future crashes. There are many sources for the costs of crashes (e.g., HSM, FHWA & National Safety Council) and some of the sources vary widely depending on how they account for the economic value of a life and when the numbers were last updated.

When calculating the "benefit" to be used in calculating an improvement's B/C ratio, it is important for the practitioner to consider whether a total benefit value for the "life" of the improvement is needed or if the benefit value should be annualized (i.e., benefit per year). Whichever method is used to calculate the overall cost of the improvements must also be used for calculating the benefit.

Caltrans has currently chosen to use published Cost-of-Crash values from the first edition of the HSM and increase the values by 4% annually. These values may be updated in the future, when updated cost-of-crash values are published by FHWA or another national source. The specific values for each of the crash severities and the formulas uses to calculate the total benefit are shown in Appendix D.

Recommended Action: Prepare Total Benefit estimates for the proposed projects being evaluated in the proactive safety analysis.

5.2 Estimate the Cost of Implementing Proposed Improvements

After calculating the expected benefit of the proposed safety projects, the next step for the practitioner is to develop an estimate of the Total Project Costs. These costs need to include both the construction costs and the project development and administration costs. The most common approach to estimating construction costs is through an "Engineer's Cost Estimate." A Template for Detailed Engineer's Estimate and Cost Breakdown by Countermeasures is included in the HSIP funding application website. When calculating the administration costs for a project, the complexity of the improvements must be accounted for: Low-cost countermeasures, typically used in the Systemic Approach, often have minimal environmental and right-of-way impacts and require minimal design effort. In contrast, many medium to high cost improvements tend to have greater impacts to the environment and right-of-way and require significant design efforts. It's crucial to account for these differences to accurately determine the true B/C ratio of the projects and prioritize them correctly.

When an agency is initially evaluating several potential locations and countermeasures as part of their proactive safety analysis or in preparing for Caltrans call-for-projects, they should consider first using rough 'ballpark' cost estimates using previous projects that had similar scope, if possible. Ballpark cost estimates can allow the practitioner to quickly establish B/C ratios for all of their potential projects and identify the projects with high cost effectiveness and with a reasonable chance of receiving HSIP funding in a Caltrans call-for-projects.

Recommended Action: Prepare 'Total Project Cost' estimates for the proposed projects being evaluated in the proactive safety analysis.

5.3 Calculate the B/C Ratio

In general, the B/C ratio is calculated by taking a project's overall benefit (as calculated in Section 5.1) and dividing it by the project's overall cost (as calculated in Section 5.2). There are, however, several

methods and input-factors available for calculating a project's B/C ratio and practitioners may want to consider other methods as defined in the HSM.

Based on Caltrans' need for a fair, data-driven, statewide project selection process for HSIP call-for-projects, Caltrans requires the B/C ratio for all applications to be completed using the same process. Applicants must utilize the HSIP Analyzer to calculate the B/C ratio of the project. Additional details and formulas included in the calculation are included in this document as Appendix D.

Recommended Action: Calculate the B/C ratio for each of the proposed projects being evaluated in the proactive safety analysis.

5.4 Compare B/C Ratios and Consider the Need to Reevaluate Project Elements

By implementing a comprehensive proactive safety analysis approach, agencies will likely identify more potential safety projects than they can fund and deliver. It will be important for an agency to prioritize their projects internally before funding is sought. It is not uncommon for projects to have a B/C ratio as low as 0.1 or as high as 100. Once the relative cost effectiveness of an agency's potential projects has been established, the projects with low to mid-ranged B/C ratios should be reassessed. Projects with very low initial B/C ratios may be dropped while projects with low to mid ranged B/C ratios may be redefined by changing the limits of the proposed improvements to focus on higher crash locations or incorporating lower-cost countermeasures. This reiterative process is illustrated in Figure 1 in Section 1 of this document.

At the conclusion of this step, the local agency should have several potential safety projects ready to move into the project development and construction phases. Ideally, there will be a variety of low cost safety projects and potentially a few higher cost roadway reconstruction projects. How each local agency prioritizes their list of safety improvements will vary, but projects with the highest B/C ratios should generally have a high overall priority. It should be understood that available funding will play a key role in local agency prioritization (e.g., higher-cost projects may have to wait for funding to become available while low-cost improvements with lower B/C ratios can be constructed with in-house maintenance crews), but in the goal of maximizing overall safety benefits, the role of politics and public influence should be minimized.

Recommended Action: Compare, reevaluate, and prioritize the potential safety projects. Consider changing the project limits to maximize the number of fatal and injury crashes addressed within the limits. Consider lower cost countermeasures in areas where high and medium cost countermeasures resulted in low B/C ratios.

6. Identifying Funding and Construct Improvements

Funding strategies for implementing safety projects need to vary as widely as local agency's roadway types, project costs, and proposed improvements. At this point in the proactive safety analysis process, local agencies should have several potential safety projects ready to move into the project development and construction phases. There are likely a wide range of 'approaches' to fund each of these projects. This section of the document discusses some of the most common approaches.

6.1 Existing Funding for Low-cost Countermeasures

For projects utilizing low-cost countermeasures, the total project cost may be low enough that the agency can construct the project using its existing roadway funding by utilizing the ongoing activities of their roadway maintenance staff and equipment. Other low-cost projects (e.g., overlays, sealcoats, drainage, signing, and striping projects) may be more important to incorporate into larger maintenance projects. It is common for agencies to have 1-, 5-, and 10-year plans for making these standard maintenance improvements. With upfront planning and coordination between agency staff, the low-cost safety projects identified through the proactive safety analysis can be incorporated with minimal costs to an agency's maintenance program. Maximizing the cost effectiveness of the program may even allow the transportation managers to justify increasing the funding for their overall roadway maintenance program.

In addition to their maintenance program, transportation managers should also strategically seek out planned capital improvement and development projects that can incorporate low and medium cost countermeasures identified in their safety analysis. Local agencies may also find opportunities to partner with private enterprises and insurance companies to fund special safety projects that further both organizations' strategic goals.

Recommended Action: Survey planned maintenance, developer and capital projects to determine whether they overlap any of the proposed safety projects. Where projects overlap, leverage the existing funding sources to include safety countermeasures.

6.2 HSIP and Other Funding Sources

In addition to the HSIP Program, the Division of Local Assistance's web site includes several other Caltrans administered funding programs:
https://dot.ca.gov/programs/local-assistance

Recommended Action: Consider all potential funding opportunities to incorporate the identified safety countermeasures.

6.3 Project Development and Construction Considerations

In general, roadway safety projects don't garner the same level of attention from decision makers, media, elected officials, and the general public, that large operational and development-driven projects do. As a result, local safety practitioners and project sponsors often find their projects have difficulty in competing for the agencies' limited project delivery resources. Establishing and implementing a comprehensive safety analysis process can assist safety practitioners in delivering their safety programs in many ways, including:

- Credibility and awareness to individual projects and delivery schedules.
- Increased stakeholders tracking and delivery of a project when low-cost improvements are incorporated into ongoing maintenance and capital projects.
- An increased focus on low-cost countermeasures typically corresponds to projects with less environmental, right-of-way and other impacts; resulting in projects that have streamlined project delivery processes and short construction schedules.

Recommended Action: Safety practitioners should follow their safety projects all the way through the project delivery and construction process. In addition, they should establish a safety program delivery plan that brings awareness and support to the expedited delivery of safety projects. Where possible, safety practitioners should involve the media and even consider having their own program intended to "toot their own safety-horn."

7. Evaluation of Improvements

Evaluation of the effectiveness of roadway treatments following installation should be used to guide future decisions regarding roadway countermeasures. Field reviews should also be conducted shortly after the project is completed to insure the project is operating as intended.

A record of crash history and countermeasure installation forms the foundation for assessing how well the implemented strategies have performed. An important database to maintain is a current list of installed countermeasures with documented "when/where/why" information. Periodic assessments will provide the necessary information to make informed decisions on whether each countermeasure contributed to an increase in safety, whether the countermeasure could or should be installed at other locations, and which factors may have contributed to each countermeasure's success.

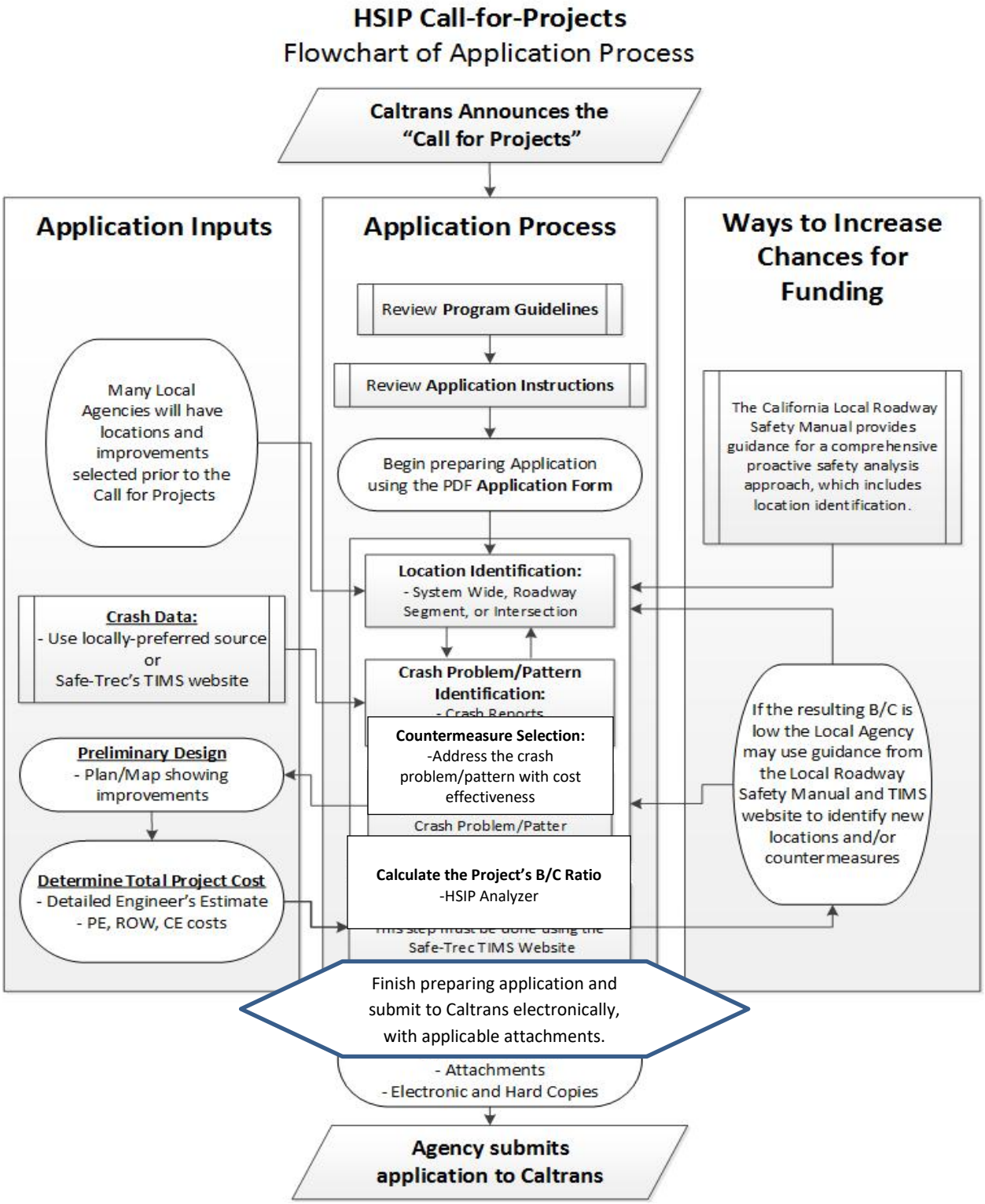
In order to perform the assessment, it is necessary to collect the required information for a certain period after strategies have been deployed at the locations. The time period varies, but whenever possible, 3 to 5 years is recommended to reduce the effects of the random nature of roadway crashes (i.e., Regression to the Mean). The information required may consist of public input and complaints, police reports, observations from maintenance crews, and local and State crash data.

It is important to keep the list of safety installations up-to-date since it will serve as a record of countermeasure deployment history (see table below for an example). By using this type of system, assessment dates can be scheduled to review the crashes and other pertinent information on segments where roadway countermeasures have been installed. Making "after" assessments will inform the practitioner on the effectiveness of past improvements and can provide data to help justify the value of continuing and expanding the local agency's safety program in the future.

Location	Type of Countermeasure Installed	Date Installed	Crashes Before (Duration and Severity)	Crashes After (Duration and Severity)	Comments

Recommended Action: Develop a spreadsheet or database to track future safety project installations and record 3 or more years of "before" and "after" crash information at those locations. Once safety countermeasures are constructed, schedule and track assessment dates to ensure they happen.

Appendix A: HSIP Call-for-Projects Process



Appendix B: Detailed Tables of Countermeasures

The intent of the information contained in this appendix is to provide local agency safety practitioners with a list of effective countermeasures that are appropriate remedies to many common safety issues. The tables in Section 4.2 present a quick summary of the specific values that the Caltrans Division of Local Assistance uses to assess and select projects for its calls- for-projects. In addition to the same information as in Section 4.2, this appendix also includes notes for Caltrans HSIP calls-for-projects and "General information" regarding where the countermeasure should be used, why it works, the general qualities that can be used to suggest the potential complexity of installation, and information from FHWA CMF Clearinghouse on the type of crashes where the countermeasure is best used and a range of their expected overall effectiveness.

The countermeasures have been sorted into 3 categories: Signalized Intersection, Non-Signalized Intersection, and Roadway Segment. Pedestrian and bicycle related countermeasures have been included in each of these categories.

Caltrans gives careful consideration to the fair application of its calls-for-projects process. Starting in 2012, the award of safety funding has been solely based on a determined benefit-to-cost ratio for each project. The fixed set of countermeasures and CRFs included in these tables are intended to allow for all projects to be evaluated consistently and fairly throughout the project selection process. However, at this time, there are no CRFs/CMFs available for several safety improvements, such as: "dynamic/variable speed regulatory signs", "non-motorized signs and markings (regulatory and warning)", "Square-up (reduce curve radius) turn lanes" and non-infrastructure elements. These safety improvement items can be included in project applications, but they will not be included into the B/C ratio calculations, unless the safety improvements meet the intent of other separate countermeasures included in the attached lists. Caltrans is interested in adding these countermeasures (and many others) to these tables once CRFs/CMFs have been established. Caltrans will continue to periodically update this list of allowable countermeasures and CRFs as new safety research data becomes available. With this in mind, Caltrans is interested in feedback and suggestions from local agency safety practitioners on the overall countermeasure list as well as specific details of individual countermeasures, including locally developed safety effectiveness information.

Caltrans used the following references to assist its team in developing the information shown in the following tables. Safety Practitioners are encouraged to utilize these references for a more expansive list of countermeasures and CRFs / CMFs.

The Crash Modification Factors Clearinghouse
https://www.cmfclearinghouse.org/

NCHRP Report 500 Series: Volumes 4, 5, 6, 7, 10, 12, 13, and others
https://www.trb.org/Main/Blurbs/152868.aspx

Highway Safety Manual (HSM)
http://www.highwaysafetymanual.org

Pedestrian and Bicycle - Tools to Diagnose and Solve the Problem
https://safety.fhwa.dot.gov/ped_bike/tools_solve/

FHWA Local and Rural Road / Training, Tools, Guidance and Countermeasures for Locals
https://safety.fhwa.dot.gov/local_rural/training/

For each countermeasure (CM):

(Title) CM No., CM Name

- CM No. is
  - S01 through S21PB for Intersection Countermeasures – Signalized,
  - NS01 through NS23PB for Intersection Countermeasures – Unsignalized, or
  - R01 through R38 for Roadway Countermeasures.

For HSIP Calls-for-projects:

- **Funding Eligibility -** 90% or 50%.
- **Crash Types Addressed -** "All", "Pedestrian and Bicycle", "Night", "Emergency Vehicle", or "Animal".
- **CRF -** Crash Reduction Factor used for HSIP calls-for-projects.
- **Expected Life -** 10 years or 20 years.
- **Notes -** Specific requirements are provided for utilizing the countermeasure on applications for Caltrans statewide calls-for-projects.
-

General Information:

- **Where to use** – Roadway segments and intersections with specific common characteristics can be addressed with similar countermeasures that are most effective.
- **Why it works** – A discussion of the benefit of a countermeasure is important to determine its appropriateness in addressing certain roadway crash types at areas with specific issues as determined by the data and roadway features.
- **General Qualities (Time, Cost and Effectiveness)** – This category is more subjective and can vary substantially. 'Time' refers to the approximate relative time it can take to implement the countermeasure. Costs can vary considerably due to local conditions, so 'cost' represents the relative cost of applying a countermeasure. A relative overall 'effectiveness' is also provided for some countermeasures. All of this subjective information may not be applicable to the unique circumstances for the agency and should not be utilized without verification by the safety practitioner.

- **FHWA CMF Clearinghouse**

- **Crash Types Addressed** – In order to effectively reduce the number and severity of roadway crashes, it is necessary to match countermeasures to the crash types they are intended to address. Depending on the type of problem, one or more of a range of countermeasures could be the most effective way to reduce the number and severity of future crashes.
- **Crash Reduction Factor** – The crash reduction factor (CRF) is an indication of the effectiveness of a particular treatment, measured by the percentage of crashes it is expected to reduce. Note: As mentioned earlier in this section, the effectiveness of a countermeasure can also be expressed as a Crash Modification Factor (CMF), which is defined mathematically as 1 – CRF. However, this document uses CRFs as they can be more insightful when analyzing roadways for potential "reductions" in crashes. There is a range of CRF values that exist for each of the countermeasures (or similar countermeasures). The range of CRFs is provided to give local safety practitioners a clear understanding that they may need to go to the FHWA CMF Clearinghouse to find the most appropriate countermeasure and CRF for their specific projects and local prioritization.

B.1 Intersection Countermeasures – Signalized

S01, Add intersection lighting (Signalized Intersection => S.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	"night" crashes	40%	20 years
Notes:	This CM only applies to "night" crashes (all types) occurring within limits of the proposed roadway lighting 'engineered' area.		

General information
Where to use:
Signalized intersections that have a disproportionate number of night-time crashes and do not currently provide lighting at the intersection or at its approaches. Crash data should be studied to ensure that safety at the intersection could be improved by providing lighting (this strategy would be supported by a significant number of crashes that occur at night).
Why it works:
Providing lighting at the intersection itself, or both at the intersection and on its approaches, improves the safety of an intersection during nighttime conditions by (1) making drivers more aware of the surroundings at an intersection, which improves drivers' perception-reaction times, (2) enhancing drivers' available sight distances, and (3) improving the visibility of non-motorists. Intersection lighting is of particular benefit to non-motorized users. Lighting not only helps them navigate the intersection, but also helps drivers see them better.
General Qualities (Time, Cost and Effectiveness):
A lighting project can usually be completed relatively quickly, but generally requires at least 1 year to implement because the lighting system must be designed and the provision of electrical power must be arranged. The provision of lighting involves both a fixed cost for lighting installation and an ongoing maintenance and power cost which results in a moderate to high cost. Some locations can result in high B/C ratios, but due to higher costs, these projects often result in medium to low B/C ratios.

FHWA CMF Clearinghouse:	Crash Types Addressed:	Night, All	CRF:	20-74%

S02, Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	15%	10 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the upgraded signals. This CM does not apply to improvements like "battery backup systems", which do not provide better intersection/signal visibility or help drivers negotiate the intersection (unless applying past crashes that occurred when the signal lost power). If new signal mast arms are part of the proposed project, CM "S2" should not be used and the signal improvements would be included under CM "S7".		

General information
Where to use:
Signalized intersections with a high frequency of right-angle and rear-end crashes occurring because drivers are unable to see traffic signals sufficiently in advance to safely negotiate the intersection being approached. Signal intersection improvements include new LED lighting, signal back plates, retro-reflective tape outlining the back plates, or visors to increase signal visibility, larger signal heads, relocation of the signal heads, or additional signal heads.
Why it works:
Providing better visibility of intersection signals aids the drivers' advance perception of the upcoming intersection. Visibility and clarity of the signal should be improved without creating additional confusion for drivers.
General Qualities (Time, Cost and Effectiveness):
Installation costs and time should be minimal as these type strategies are classified as low cost and implementation does not typically require the approval process normally associated with more complex projects. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in low to moderate cost projects that are more appropriate to seek state or federal funding.

FHWA CMF Clearinghouse:	Crash Types Addressed:	Rear-End, Angle	CRF:	0-46%

S03, Improve signal timing (coordination, phases, red, yellow, or operation)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
50%	All	15%	10 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new signal timing. For projects coordination signals along a corridor, the crashes related to side-street movements should not be applied. This CM does not apply to projects that only 'study' the signal network and do not make physical timing changes, including corridor operational studies and improvements to Traffic Operation Centers (TOCs). In Caltrans calls for projects, this CM has a HSIP reimbursement ratio of 50%, considering that it will improve the signal operation rather than merely the safety.		

General information				
Where to use:				
Locations that have a crash history at multiple signalized intersections. Signalization improvements may include adding phases, lengthening clearance intervals, eliminating or restricting higher-risk movements, and coordinating signals at multiple locations. Understanding the corridor or roadway's crash history can provide insight into the most appropriate strategy for improving safety.				
Why it works:				
Certain timing, phasing, and control strategies can produce multiple safety benefits. Sometimes capacity improvements come along with the safety improvements and other times adverse effects on delay or capacity occur. Corridor improvements often have the highest benefit but may take longer to implement. Projects focused on capacity improvements (without a separate focus on signal timing safety needs) may not result in a reduction in future crashes.				
General Qualities (Time, Cost and Effectiveness):				
In general, these low-cost improvements to multiple signalized intersections can be implemented in a short time. Typically these low cost improvements are funded through local funding by local maintenance crews. However, some projects requiring new interconnect infrastructure can have moderate to high costs making them more appropriate to seek state or federal funding. The expected effectiveness of this CM must be assessed for each individual project.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF:	0 - 41%

~~S04, Provide Advanced Dilemma-Zone Detection for high speed approaches~~

~~For HSIP Cycle 11 Call-for-projects~~			
~~Funding Eligibility~~	~~Crash Types Addressed~~	~~CRF~~	~~Expected Life~~
~~90%~~	~~All~~	~~40%~~	~~10 years~~
~~Notes:~~	~~This CM only applies to crashes occurring on the approaches / influence area of the new detection and signal timing.~~		

~~General information~~				
~~**Where to use:**~~				
~~More rural/remote areas that have a high frequency of right-angle and rear-end crashes. The Advanced Dilemma-Zone Detection system enhances safety at signalized intersections by modifying traffic control signal timing to reduce the number of drivers that may have difficulty deciding whether to stop or proceed during a yellow phase. This may reduce rear-end crashes associated with unsafe stopping and angle crashes due to illegally continuing into the intersection during the red phase.~~				
~~**Why it works:**~~				
~~Clearance times provide safe, orderly transitions in ROW assignment between conflicting streams of traffic. An Advanced Dilemma Zone Detection system has several benefits relative to traditional multiple detector systems, which have upstream detection for vehicles in the dilemma zone but do not take the speed or size of individual vehicles into account. These benefits include: Reducing the frequency of red-light violations; Reducing the frequency of crashes associated with the traffic signal phase change (for example, rear-end and angle crashes); Reducing delay and stop frequency on the major road and a reduction in overall intersection delay.~~				
~~**General Qualities (Time, Cost and Effectiveness):**~~				
~~Installation costs should be low and the time to implement short. Additional modifications to the traffic signal controller may also necessary. In general, This CM can be very effective and can be considered on a systematic approach. Video detection equipment is now available for this purpose, making installation and maintenance more efficient.~~				
~~**FHWA CMF Clearinghouse:**~~	~~Crash Types Addressed:~~	~~All~~	~~CRF:~~	~~39%~~

S05, Install emergency vehicle pre-emption systems

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Emergency Vehicle - only	70%	10 years
Notes:	This CM only applies to "E.V." crashes occurring on the approaches / influence area of the new pre-emption system.		

General information
Where to use:
Corridors that have a history of crashes involving emergency response vehicles. The target of this strategy is signalized intersections where normal traffic operations impede emergency vehicles and where traffic conditions create a potential for conflicts between emergency and nonemergency vehicles. These conflicts could lead to almost any type of crash, due to the potential for erratic maneuvers of vehicles moving out of the paths of emergency vehicles
Why it works:
Providing emergency vehicle preemption capability at a signal or along a corridor can be a highly effective strategy in two ways; any type of crash could occur as emergency vehicles try to navigate through intersections and as other vehicles try to maneuver out of the path of the emergency vehicles. In addition, a signal preemption system can decrease emergency vehicle response times therefore decreasing the time in receiving emergency medical attention, which is critical in the outcome of any crash. When data is not available for past crashes with emergency vehicles, an agency may consider combining the E.V. pre-emption improvements into a comprehensive project that also makes significant signal hardware and/or signal timing improvements.
General Qualities (Time, Cost and Effectiveness):
Costs for installation of a signal preemption system will vary from medium to high, based upon the number of signalized intersections at which preemption will be installed and the number of emergency vehicles to be outfitted with the technology. The number of detectors, a requirement for new signal controllers, and the intricacy of the preemption system could increase costs. This CM is considered systemic as it is usually implemented on a corridor-basis.

FHWA CMF Clearinghouse:	Crash Types Addressed:	Emergency Vehicle - only	CRF:	70%

S06, Install left-turn lane and add turn phase (signal has no left-turn lane or phase before)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	55%	20 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new left turn lanes. This CM does NOT apply to converting a single-left into double-left turn.		

General information
Where to use:
Intersections that do not currently have a left turn lane or a related left-turn phase that are experiencing a large number of crashes. Many intersection safety problems can be traced to difficulties in accommodating left-turning vehicles, in particular where there is currently no accommodation for left turning traffic. A key strategy for minimizing collisions related to left-turning vehicles (angle, rear-end, sideswipe) is to provide exclusive left-turn lanes and the appropriate signal phasing, particularly on high-volume and high-speed major-road approaches. Agencies need to document their consideration of the MUTCD, Section 4D.19 guidelines; the section on implementing protected left-turn phases.
Why it works:
Left-turn lanes allow separation of left-turn and through-traffic streams, thus reducing the potential for rear-end collisions. Left-turn phasing also provides a safer opportunity for drivers to make a left-turn. The combination of left-turn storage and a left turn signal has the potential to reduce many collisions between left-turning vehicles and through vehicles and/or non-motorized road users.
General Qualities (Time, Cost and Effectiveness):
Implementation time may vary from months to years. At some locations, left-turn lanes can be quickly installed simply by restriping the roadway. At other locations, widening of the roadway, acquisition of additional right-of-way, and extensive environmental processes may be needed. Such projects require a substantial time for development and construction. Costs are highly variable and range from very low to high. Installing a protected left turn lane and phase where none exists results in a high Crash Reduction Factor and is often highly effective.

FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF:	17 - 58 %

S07, Provide protected left turn phase (left turn lane already exists)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	30%	20 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new left turn phases. This CM does NOT apply to converting a single-left into double-left turn (unless the single left is unprotected and the proposed double left will be protected).		

General information

Where to use:

Signalized intersections (with existing left turns pockets) that currently have a permissive left-turn or no left-turn protection that have a high frequency of angle crashes involving left turning, opposing through vehicles, and non-motorized road users. A properly timed protected left-turn phase can also help reduce rear-end and sideswipe crashes between left-turning vehicles and the through vehicles as well as vehicles behind them. Protected left-turn phases are warranted based on such factors as turning volumes, delay, visibility, opposing vehicle speed, distance to travel through the intersection, presence of non-motorized road users, and safety experience of the intersections. Agencies need to document their consideration of the MUTCD, Section 4D.19 guidelines; the section on implementing protected left-turn phases.

Why it works:

Left turns are widely recognized as the highest-risk movements at signalized intersections. Providing Protected left-turn phases (i.e., the provision for a specific phase for a turning movement) for signalized intersections with existing left turn pockets significantly improve the safety for left-turn maneuvers by removing the need for the drivers to navigate through gaps in oncoming/opposing through vehicles. Where left turn pockets are not protected, the pedestrian and bicyclist crossing phase often conflicts with these left turn maneuvers. Drivers focused on navigating the gaps of oncoming cars may not anticipate and/or perceive the non-motorized road users.

General Qualities (Time, Cost and Effectiveness):

If the existing traffic signal only requires a minor modification to allow for a protected left-turn phase, then the cost would also be low. The time to implement this countermeasure is short because there is no actual construction that has to take place. In-house signal maintainers can perform this operation once the proper signal phasing is determined so the cost is low. In addition, the countermeasure is tried and proven to be effective. Has the potential of being applied on a systemic/systematic approach.

FHWA CMF Clearinghouse:	Crash Types Addressed:	Rear-End, Sideswipe, Broadside	CRF:	16 - 99%

S08, Convert signal to mast arm (from pedestal-mounted)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	30%	20 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the converted signal heads that are relocated from median and/or outside shoulder pedestals to signal heads on master arms over the travel-lanes. Projects using CM "S7" should not also apply "S2" in the B/C calc.		

General information

Where to use:

Intersections currently controlled by pedestal mounted traffic signals (in medians and/or on outside shoulder) that have a high frequency of right-angle and rear-end crashes occurring because drivers are unable to see traffic signals in advance to safely negotiate the intersection. Intersections that have pedestal-mounted signals may have poor visibility and can result in vehicles not being able to stop in time for a signal change. Care should be taken to place the new signal heads (with back plates) as close to directly over the center of the travel lanes as possible.

Why it works:

Providing better visibility of intersection signs and signals aids the drivers' advance perception of the upcoming intersection. Visibility and clarity of the signal should be improved without creating additional confusion or distraction for drivers.

General Qualities (Time, Cost and Effectiveness):

Dependent on the scope of the project. Costs are generally moderate for this type of project. There is usually no right-of-way costs, minimal roadway reconstruction costs, and a shorter project development timeline. At the same time, new mast arms can be expensive. Some locations can result in high B/C ratios, but due to moderate costs, some locations may result in medium to low B/C ratios.

FHWA CMF Clearinghouse:	Crash Types Addressed:	Rear-End, Angle	CRF:	12 - 74%

S09, Install raised pavement markers and striping (Through Intersection)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	10%	10 years
Notes:	This CM only applies to crashes occurring in the intersection and influence areas of the new pavement markers and/or markings.		

General information				
Where to use:				
Intersections where the lane designations are not clearly visible to approaching motorists and/or intersections noted as being complex and experiencing crashes that could be attributed to a driver's unsuccessful attempt to navigate the intersection. Driver confusion can exist in regard to choosing the proper turn path or where through-lanes do not line up. This is especially relevant at intersections where the overall pavement area of the intersection is large, and multiple turning lanes are involved or other unfamiliar elements are presented to the driver.				
Why it works:				
Adding clear pavement markings can guide motorists through complex intersections. When drivers approach and traverse through complex intersections, drivers may be required to perform unusual or unexpected maneuvers. Providing more effective guidance through an intersection will minimize the likelihood of a vehicle leaving its appropriate lane and encroaching upon an adjacent lane.				
General Qualities (Time, Cost and Effectiveness):				
Costs of implementing this strategy will vary based on the scope and number of applications. Applying raised pavement markers is relatively low cost but can be variable and determined largely by the material used for pavement markings (paint, thermoplastic, epoxy, RPMs etc.). When using this type delineators, an issue of concern is the cost-to-service-life of the material. (Note: When HSIP safety funding is used for these installations in high-wear-locations, the local agency is expected to maintain the improvement for a minimum of 10 years.) When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Wet, Night, All	CRF:	10 - 33%

S10, Install flashing beacons as advance warning (S.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	30%	10 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new flashing beacons.		

General information				
Where to use:				
At signalized intersections with crashes that are a result of drivers being unaware of the intersection or are unable to see the traffic control device in time to comply.				
Why it works:				
Increased driver awareness of an approaching signalized intersection and an increase in the driver's time to react. Driver awareness of both downstream intersections and traffic control devices is critical to intersection safety. Crashes often occur when the driver is unable to perceive an intersection, signal head or the back of a stopped queue in time to react. Advance flashing beacons can be used to supplement and call driver attention to intersection control signs. Most advance warning flashing beacons can be powered by solar, thus reducing the issues relating to power source.				
General Qualities (Time, Cost and Effectiveness):				
Before choosing this CM, the agency needs to confirm the ability to provide power to the site (solar may be an option). Flashing beacons can be constructed with minimal design, environmental and right-of-way issues and have relatively low costs. This combined with a relatively high CRF, can result in high B/Cs for locations with a history of crashes and lead to a high effectiveness.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Rear End, Angle	CRF:	36 - 62%

S11, Improve pavement friction (High Friction Surface Treatments)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	55%	10 years
Notes:	This CM only applies to crashes occurring within the limits of the improved friction overlay. This CM is not intended to apply to standard chip-seal or open-graded maintenance projects for long segments of corridors or structure repaving projects intended to fix failed pavement.		

General information				
Where to use:				
Nationally, this countermeasure is referred to as "High Friction Surface Treatments" or HFST. Signalized Intersections noted as having crashes on wet pavements or under dry conditions when the pavement friction available is significantly less than needed for the actual roadway approach speeds. This treatment is intended to target locations where skidding and failure to stop is determined to be a problem in wet or dry conditions and the target vehicle is unable to stop due to insufficient skid resistance.				
Why it works:				
Improving the skid resistance at locations with high frequencies of wet-road crashes and/or failure to stop crashes can result in reductions of 50 percent for wet-road crashes and 20 percent for total crashes. Applying HFST can double friction numbers, e.g. low 40s to high 80s. This CM represents a special focus area for both FHWA and Caltrans, which means there are extra resources available for agencies interested in more details on High Friction Surface Treatment projects.				
General Qualities (Time, Cost and Effectiveness):				
This strategy can be relatively inexpensive and implemented in a short timeframe. The installation would be done by either agency personnel or contractors and can be done by hand or machine. In general, This CM can be very effective and can be considered on a systematic approach.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Wet, Night, ALL	CRF:	10 - 62 %

S12, Install raised median on approaches (S.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	20 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new raised median. All new raised medians funded with HSIP funding should not include the removal of the existing roadway structural section and should be doweled into the existing roadway surface. This requirement is being implemented to maximize the safety-effectiveness of the limited HSIP funding and to minimize project impacts. Landscaping, if included in the project, is considered non-participating.		

General information				
Where to use:				
Intersections noted as having turning movement crashes near the intersection as a result of insufficient access control. Application of this CM should be based on current crash data and a clearly defined need to restrict or accommodate the movement.				
Why it works:				
Raised medians next to left-turn lanes at intersections offer a cost-effective means for reducing crashes and improving operations at higher volume intersections. The raised medians prohibit left turns into and out of driveways that may be located too close to the functional area of the intersection.				
General Qualities (Time, Cost and Effectiveness):				
Raised medians at intersections may be most effective in retrofit situations where high volumes of turning vehicles have degraded operations and safety, and where more extensive CMs would be too expensive because of limited right-of-way and the constraints of the built environment. The result is This CM can be very effective and can be considered on a systematic approach. Raised medians can often be installed directly over the existing pavement. When agencies opt to install landscaping in conjunction with new raised medians, the portion of the cost for landscaping and other non-safety related items that exceeds 10% of the project total cost is not federally participated and must be funded by the applicant.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Angle	CRF:	21 -55 %

S13PB, Install pedestrian median fencing on approaches

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	35%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring on the approaches/influence area of the new pedestrian median fencing.		

General information
Where to use:
Signalized Intersections with high pedestrian-generators nearby (e.g. transit stops) may experience a high volumes of pedestrians J-walking across the travel lanes at mid-block locations instead of walking to the intersection and waiting to cross during the walk-phase. When this safety issue cannot be mitigated with signal timing and shoulder/sidewalk treatments, then installing a continuous pedestrian barrier in the median may be a viable solution.
Why it works:
Adding pedestrian median fencing has the opportunity to enhance pedestrian safety at locations noted as being problematic involving pedestrians running/darting across the roadway outside the intersection crossings. Pedestrian median fencing can significantly reduce this safety issue by creating a positive barrier, forcing pedestrians to the designated pedestrian crossing.
General Qualities (Time, Cost and Effectiveness):
Costs associated with this strategy will vary widely depending on the type and placement of the median fencing. Impacts to transit and other land uses may need to be considered and controversy can delay the implementation. In general, this CM can be effective as a spot-location approach.

FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF:	25- 40%

S14, Create directional median openings to allow (and restrict) left-turns and U-turns (S.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	50%	20 years
Notes:	This CM only applies to crashes occurring in the intersection / influence area of the new directional openings.		

General information
Where to use:
Crashes related to turning maneuvers include angle, rear-end, pedestrian, and sideswipe (involving opposing left turns) type crashes. If any of these crash types are an issue at an intersection, restriction or elimination of the turning maneuver may be the best way to improve the safety of the intersection.
Why it works:
Restricting turning movement into and out of an intersection can help reduce conflicts between through and turning traffic. The number of access points, coupled with the speed differential between vehicles traveling along the roadway, contributes to crashes. Affecting turning movements by either allowing them or restricting them, based on the application, can ensure safe movement of traffic.
General Qualities (Time, Cost and Effectiveness):
Turn prohibitions that are implemented by closing a median opening can be implemented quickly. The cost of this strategy will depend on the treatment. Impacts to businesses and other land uses must be considered and controversy can delay the implementation. In general, This CM can be very effective and can be considered on a systematic approach.

FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF:	51%

S15, Reduced Left-Turn Conflict Intersections (S.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	50%	20 years
Notes:	This CM only applies to crashes occurring in the intersection / influence area of the new Reduced Left-Turn Conflict.		

General information

Where to use and Why it works:

Reduced left-turn conflict intersections are geometric designs that alter how left-turn movements occur in order to simplify decisions and minimize the potential for related crashes. Two highly effective designs that rely on U-turns to complete certain left-turn movements are known as the restricted crossing U-turn (RCUT) and the median U-turn (MUT).

Restricted Crossing U-turn (RCUT):

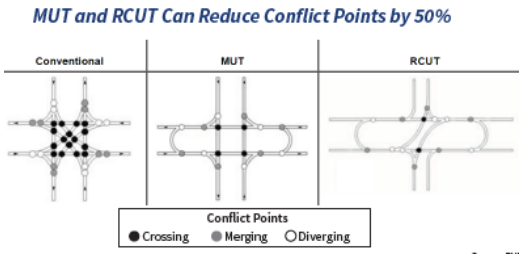
The RCUT intersection modifies the direct left-turn and through movements from cross-street approaches. Minor road traffic makes a right turn followed by a U-turn at a designated location (either signalized or unsignalized) to continue in the desired direction.

The RCUT is suitable for a variety of circumstances, including along rural, high-speed, four-lane, divided highways or signalized routes. It also can be used as an alternative to signalization or constructing an interchange. RCUTs work well when consistently used along a corridor, but also can be used effectively at individual intersections.

Median U-turn (MUT)

The MUT intersection modifies direct left turns from the major approaches. Vehicles proceed through the main intersection, make a U-turn a short distance downstream, followed by a right turn at the main intersection. The U-turns can also be used for modifying the cross-street left turns.

The MUT is an excellent choice for heavily traveled intersections with moderate left-turn volumes. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the MUT can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists.



General Qualities (Time, Cost and Effectiveness):

Implementing this strategy may take from months to years, depending on whether additional R/W is required. Such projects require a substantial time for development and construction. Costs are highly variable and range from very low to high. The expected effectiveness of this CM must be assessed for each individual location.

FHWA CMF Clearinghouse:	Crash Types Addressed:	Angle/Left-turn/Rear-End/All	CRF:	34.8-100%

S16, Convert intersection to roundabout (from signal)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	Varies	20 years
Notes:	This CM only applies to crashes occurring in influence area of the new roundabout. This CM is not intended for mini-roundabouts. The benefit of this CM is calculated using Caltrans procedure. The CRF is dependent on the ADT, project location (Rural/Urban) and the roundabout type (1 lane or 2 lanes). The benefit comes from both the reduction in the number and the severity of the crashes.		

General information				
Where to use:				
Signalized intersections that have a significant crash problem and the only alternative is to change the nature of the intersection itself. Roundabouts can also be very effective at intersections with complex geometry and intersections with frequent left-turn movements.				
Why it works:				
The types of conflicts that occur at roundabouts are different from those occurring at conventional intersections; namely, conflicts from crossing and left-turn movements are not present in a roundabout. The geometry of a roundabout forces drivers to reduce speeds as they proceed through the intersection. This helps keep the range of vehicle speed narrow, which helps reduce the severity of crashes when they do occur. Pedestrians only have to cross one direction of traffic at a time at roundabouts, thus reducing their potential for conflicts.				
General Qualities (Time, Cost and Effectiveness):				
Provision of a roundabout requires substantial project development. The need to acquire right-of-way is likely and will vary from site to site and depends upon the geometric design. These activities may require up to 4 years or longer to implement. Costs are variable, but construction of a roundabout to replace an existing signalized intersection are relatively high. The result is this CM may have reduced relative-effectiveness compared to other CMs.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF:	35 - 67%

S17PB, Install pedestrian countdown signal heads

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	25%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the intersection/crossing with the new countdown heads.		

General information				
Where to use:				
Signals that have signalized pedestrian crossing with walk/don't walk indicators and where there have been pedestrian vs. vehicle crashes.				
Why it works:				
A pedestrian countdown signal contains a timer display and counts down the number of seconds left to finish crossing the street. Countdown signals can reassure pedestrians who are in the crosswalk when the flashing "DON'T WALK" interval appears that they still have time to finish crossing. Countdown signals begin counting down either when the "WALK" or when the flashing "DON'T WALK" interval appears and stop at the beginning of the steady "DON'T WALK" interval. These signals also have been shown to encourage more pedestrians to use the pushbutton rather than jaywalk.				
General Qualities (Time, Cost and Effectiveness):				
Costs and time of installation will vary based on the number of intersections included in this strategy and if it requires new signal controllers capable of accommodating the enhancement. When considered at a single location, these low cost improvements are usually funded through local funding by local crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF:	25%

S18PB, Install pedestrian crossing (S.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	25%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the intersection/crossing with the new crossing. This CM is not intended to be used for high-cost aesthetic enhancements to intersection crosswalks (i.e. stamped concrete or stamped asphalt).		

General information
Where to use:
Signalized Intersections with no marked crossing and pedestrian signal heads, where pedestrians are known to be crossing intersections that involve significant turning movements. They are especially important at intersections with (1) multiphase traffic signals, such as left-turn arrows and split phases, (2) school crossings, and (3) double-right or double-left turns. At signalized intersections, pedestrian crossings are often safer when the left turns have protected phases that do not overlap the pedestrian walk phase.
Why it works:
Adding pedestrian crossings has the opportunity to enhance pedestrian safety at locations noted as being problematic. Nearly one-third of all pedestrian-related crashes occur at or within 50 feet of an intersection. Of these, 30 percent may involve a turning vehicle. Another 22 percent of pedestrian crashes involve a pedestrian either running across the intersection or darting out in front of a vehicle whose view was blocked just prior to the impact. Finally, 16 percent of these intersection-related crashes occur because of a driver violation (e.g., failure to yield right-of-way). When agencies opt to install aesthetic enhancement to intersection crosswalks like stamped concrete/asphalt, the project design and construction costs can significantly increase. For HSIP applications, these costs must be accounted for in the B/C calculation, but these costs (over standard crosswalk markings) must be tracked separately and are not federally reimbursable and will increase the agency's local-funding share for the project costs.
General Qualities (Time, Cost and Effectiveness):
Costs associated with this strategy will vary widely, depending if curb ramps and sidewalk modifications are required with the crossing. When considered at a single location, these low cost improvements may be funded through local funding by local crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate to high cost projects that are appropriate to seek state or federal funding.

FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF:	25%

S19PB, Pedestrian Scramble

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	40%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the intersection with the new pedestrian crossing.		

General information
Where to use:
Pedestrian Scramble is a form of pedestrian "WALK" phase at a signalized intersection in which all vehicular traffic is required to stop, allowing pedestrians/bicyclists to safely cross through the intersection in any direction, including diagonally. Pedestrian Scramble may be considered at signalized intersections with very high pedestrian/bicycle volumes, e.g. in an urban business district.
Why it works:
Pedestrian Scramble has been shown to reduce injury risk and increase bicycle ridership due to its perceived safety and comfort.
General Qualities (Time, Cost and Effectiveness):
Not involving any additional R/W, Pedestrian Scramble should not require a long development process and should be implemented reasonably soon. A systemic approach may be used in implementing this CM, resulting in cost efficiency with low to moderate cost.

FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF:	-10% to 51%

S20PB, Install advance stop bar before crosswalk (Bicycle Box)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	15%	10 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the intersection-crossing with the new advanced stop bars.		

General information
Where to use:
Signalized Intersections with a marked crossing, where significant bicycle and/or pedestrians volumes are known to occur.
Why it works:
Adding advance stop bar before the striped crosswalk has the opportunity to enhance both pedestrian and bicycle safety. Stopping cars well before the crosswalk provides a buffer between the vehicles and the crossing pedestrians. It also allows for a dedicated space for cyclists, making them more visible to drivers (This dedicated space is often referred to as a bike-box.)
General Qualities (Time, Cost and Effectiveness):
Costs and time of installation will vary based on the number of intersections included in this strategy and if it requires new signal controllers capable of accommodating the enhancement. When considered at a single location, these low cost improvements are usually funded through local funding by local crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.

FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF:	35%

S21PB, Modify signal phasing to implement a Leading Pedestrian Interval (LPI)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	60%	10 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the intersections with signalized pedestrian crossing with the newly implemented Leading Pedestrian Interval (LPI).		

General information
Where to use:
Intersections with signalized pedestrian crossing that have high turning vehicles volumes and have had pedestrian vs. vehicle crashes.
Why it works:
A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter an intersection 3-7 seconds before vehicles are given a green indication. With this head start, pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn left. LPIs provide (1) increased visibility of crossing pedestrians; (2) reduced conflicts between pedestrians and vehicles; (3) Increased likelihood of motorists yielding to pedestrians; and (4) enhanced safety for pedestrians who may be slower to start into the intersection.
General Qualities (Time, Cost and Effectiveness):
Costs for implementing LPIs are very low, since only minor signal timing alteration is required. This makes it an easy and inexpensive countermeasure that can be incorporated into pedestrian safety action plans or policies and can become routine agency practice. When considered at a single location, the LPI is usually local-funded. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.

FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF:	59%

B.2 Intersection Countermeasures – Non-signalized

NS01, Add intersection lighting (NS.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Night	40%	20 years
Notes:	This CM only applies to "night" crashes (all types) occurring within limits of the proposed roadway lighting 'engineered' area.		

General information
Where to use:
Non-signalized intersections that have a disproportionate number of night-time crashes and do not currently provide lighting at the intersection or at its approaches. Crash data should be studied to ensure that safety at the intersection could be improved by providing lighting (this strategy would be supported by a significant number of crashes that occur at night).
Why it works:
Providing lighting at the intersection itself, or both at the intersection and on its approaches, improves the safety of an intersection during nighttime conditions by (1) making drivers more aware of the surroundings at an intersection, which improves drivers' perception-reaction times, (2) enhancing drivers' available sight distances, and (3) improving the visibility of non-motorists. Intersection lighting is of particular benefit to non-motorized users as lighting not only helps them navigate the intersection, but also helps drivers see them better.
General Qualities (Time, Cost and Effectiveness):
A lighting project can usually be completed relatively quickly, but generally requires at least 1 year to implement because the lighting system must be designed and the provision of electrical power must be arranged. The provision of lighting involves both a fixed cost for lighting installation and an ongoing maintenance and power cost. For rural intersections, studies have shown the installation of streetlights reduced nighttime crashes at unlit intersections and can be more effective in reducing nighttime crashes than either rumble strips or overhead flashing beacons. Some locations can result in high B/C ratios, but due to higher costs, these projects often result in medium to low B/C ratios.

FHWA CMF Clearinghouse:	Crash Types Addressed:	Night, All	CRF:	25- 50%

NS02, Convert to all-way STOP control (from 2-way or Yield control)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	50%	10 years
Notes:	This CM only applies to crashes occurring in the intersection and/or influence area of the new control. CA-MUTCD warrant must be met.		

General information
Where to use:
Unsignalized intersection locations that have a crash history and have no controls on the major roadway approaches. However, all-way stop control is suitable only at intersections with moderate and relatively balanced volume levels on the intersection approaches. Under other conditions, the use of all-way stop control may create unnecessary delays and aggressive driver behavior. MUTCD warrants should always be followed.
Why it works:
All-way stop control can reduce right-angle and turning collisions at unsignalized intersections by providing more orderly movement at an intersection, reducing through and turning speeds, and minimizing the safety effect of any sight distance restrictions that may be present. Advance public notification of the change is critical in assuring compliance and reducing crashes.
General Qualities (Time, Cost and Effectiveness):
The costs involved in converting to all-way stop control are relatively low. All-way stop control can normally be implemented at multiple intersections with just a change in signing on intersection approaches, and typically are very quick to implement. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.

FHWA CMF Clearinghouse:	Crash Types Addressed:	Left-turn, Angle	CRF:	6 - 80%

NS03, Install signals

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	30%	20 years
Notes:	This CM only applies to crashes occurring in the intersection and/or influence area of the new signals. **All new signals must meet MUTCD "safety" warrants: 4, 5 or 7.** Given the over-arching operational changes that occur when an intersection is signalized, no other intersection CMs can be applied to the intersection crashes in conjunction with this CM.		

General information				
Where to use:				
Traffic signals can be used to prevent the most severe type crashes (right-angle, left-turn). Consideration to signalize an unsignalized intersection should only be given after (1) less restrictive forms of traffic control have been utilized as the installation of a traffic signal often leads to an increased frequency of crashes (rear-end) on major roadways and introduces congestion and (2) signal warrants have been met. Refer to the CA MUTCD, Section 4C.01, Studies and Factors for Justifying Traffic Control Signals.				
Why it works:				
Traffic signals have the potential to reduce the most severe type crashes but will likely cause an increase in rear-end collisions. A reduction in overall injury severity is likely the largest benefit of traffic signal installation.				
General Qualities (Time, Cost and Effectiveness):				
Typical traffic signal costs fall in the medium to high category and are affected by application, type of signal and right-of-away considerations. Projects of this magnitude should only be considered after alternate and lesser means of correction have been evaluated. Some locations can result in high B/C ratios, but due to higher costs, these projects often result in medium to low B/C ratios.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF:	0 - 74%

NS04, Convert intersection to roundabout (from all way stop)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	Varies	20 years
Notes:	This CM only applies to crashes occurring in the intersection and/or influence area of the new control. The benefit of this CM is calculated using Caltrans procedure. The CRF is dependent on the ADT, project location (Rural/Urban) and the roundabout type (1 lane or 2 lanes). The benefit comes from both the reduction in the number and the severity of the crashes.		

General information				
Where to use:				
Intersections that have a high frequency of right-angle and left-turn type crashes. Whether such intersections have existing crash patterns or not, a roundabout provides an alternative to signalization. The primary target locations for roundabouts should be moderate-volume unsignalized intersections. Roundabouts may not be a viable alternative in many suburban and urban settings where right-of-way is limited.				
Why it works:				
Roundabouts provide an important alternative to signalized and all-way stop-controlled intersections. Modern roundabouts differ from traditional traffic circles in that they operate in such a manner that traffic entering the roundabout must yield the right-of-way to traffic already in it. Roundabouts can serve moderate traffic volumes with less delay than all-way stop-controlled intersections and provide fewer conflict points. Crashes at roundabouts tend to be less severe because of the speed constraints and elimination of left-turn and right-angle movements.				
General Qualities (Time, Cost and Effectiveness):				
Construction of roundabouts are usually relatively costly and major projects, requiring the environmental process, right-of-way acquisition, and implementation under an agency's long-term capital improvement program. (For this reason, roundabouts may not be appropriate for California's Federal Safety Programs that have relatively short delivery requirements.) Even with roundabouts higher costs, they still can have a relatively high effectiveness.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Left-turn, Angle	CRF:	12 - 78 %

NS05, Convert intersection to roundabout (from 2-way stop or Yield control)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	Varies	20 years
Notes:	This CM only applies to crashes occurring in the intersection and/or influence area of the new control. The benefit of this CM is calculated using Caltrans procedure. The CRF is dependent on the ADT, project location (Rural/Urban) and the roundabout type (1 lane or 2 lanes). The benefit comes from both the reduction in the number and the severity of the crashes.		

General information				
Where to use:				
Intersections that have a high frequency of right-angle and left-turn type crashes. Whether such intersections have existing crash patterns or not, a roundabout provides an alternative to signalization. The primary target locations for roundabouts should be moderate-volume unsignalized intersections. Roundabouts may not be a viable alternative in many suburban and urban settings where right-of-way is limited.				
Why it works:				
Roundabouts provide an important alternative to signalized and all-way stop-controlled intersections. Modern roundabouts differ from traditional traffic circles in that they operate in such a manner that traffic entering the roundabout must yield the right-of-way to traffic already in it. Roundabouts can serve moderate traffic volumes with less delay than all-way stop-controlled intersections and provide fewer conflict points. Crashes at roundabouts tend to be less severe because of the speed constraints and elimination of left-turn and right-angle movements.				
General Qualities (Time, Cost and Effectiveness):				
Construction of roundabouts are usually relatively costly and major projects, requiring the environmental process, right-of-way acquisition, and implementation under an agency's long-term capital improvement program. (For this reason, roundabouts may not be appropriate for California's Federal Safety Programs that have relatively short delivery requirements.) Even with roundabouts higher costs, they still can have a relatively high effectiveness.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Left-turn, Angle	CRF:	12 - 78 %

NS05mr, Convert intersection to mini-roundabout

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	30%	20 years
Notes:	This CM only applies to crashes occurring in the intersection and/or influence area of the new control.		

General information				
Where to use:				
Mini-roundabouts are characterized by a small diameter (45-90 ft) and traversable islands (central island and splitter islands). Mini-roundabouts offer most of the benefits of regular roundabouts with the added benefit of a smaller footprint. They are best suited to environments where speeds are already low and environmental constraints would preclude the use of a larger roundabout. Mini-roundabouts are most effective in lower speed environments in which all approaching roadways have posted speed of 30 mph or less and an 85th-percentile speed of less than 35 mph near the proposed yield and/or entrance line. For any location with an 85th-percentile speed above 35 mph, the mini-roundabout can be included as part of a broader system of traffic calming measures to achieve an appropriate speed environment.				
Why it works:				
Mini-roundabouts may be an optimal solution for a safety or operational issue at an existing intersection where there is insufficient right-of-way for a standard roundabout installation. The benefits of mini-roundabouts are the Compact size, operational efficiency, traffic safety improvement and traffic Calming.				
General Qualities (Time, Cost and Effectiveness):				
Construction costs for mini-roundabouts vary widely depending upon the extent of sidewalk modifications or other geometric improvements and the types of materials used. In most cases, mini-roundabouts have been installed with little or no pavement widening and with only minor changes to curbs and sidewalks. Construction costs can be minimum for an installation consisting entirely of pavement markings and signage or moderate for mini-roundabouts that include raised islands and pedestrian improvements.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	NA	CRF:	NA

NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	15%	10 years
Notes:	This CM only applies to crashes occurring in the influence area of the new signs. The influence area must be determined on a location by location basis.		

General information
Where to use:
The target for this strategy should be approaches to unsignalized intersections with patterns of rear-end, right-angle, or turning collisions related to lack of driver awareness of the presence of the intersection.
Why it works:
The visibility of intersections and, thus, the ability of approaching drivers to perceive them can be enhanced by installing larger regulatory and warning signs at or prior to intersections. A key to success in applying this strategy is to select a combination of regulatory and warning sign techniques appropriate for the conditions on a particular unsignalized intersection approach.
General Qualities (Time, Cost and Effectiveness):
Signing improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number of signs. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.

FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF:	11 - 55%

NS07, Upgrade intersection pavement markings (NS.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	10 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new pavement markings. This CM is not intended to be used for general maintenance activities (i.e. the replacement of existing pavement markings in-kind) and must include upgraded safety features over the existing pavement markings and striping.		

General information
Where to use:
Unsignalized intersections that are not clearly visible to approaching motorists, particularly approaching motorists on the major road. The strategy is particularly appropriate for intersections with patterns of rear-end, right-angle, or turning crashes related to lack of driver awareness of the presence of the intersection. Also at minor road approaches where conditions allow the stop bar to be seen by an approaching driver at a significant distance from the intersection. Typical improvements include "Stop Ahead" markings and the addition of Centerlines and Stop Bars.
Why it works:
The visibility of intersections and, thus, the ability of approaching drivers to perceive them can be enhanced by installing appropriate pavement delineation in advance of and at intersections will provide approaching motorists with additional information at these locations. Providing visible stop bars on minor road approaches to unsignalized intersections can help direct the attention of drivers to the presence of the intersection. Drivers should be more aware that the intersection is coming up, and therefore make safer decisions as they approach the intersection.
General Qualities (Time, Cost and Effectiveness):
Pavement marking improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number of markings. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding. Note: When federal safety funding is used for these installations in high-wear-locations, the local agency is expected to maintain the improvement for a minimum of 10 years.

FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF:	13 - 60%

NS08, Install Flashing Beacons at Stop-Controlled Intersections

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	15%	10 years
Notes:	This CM only applies to crashes occurring on the stop-controlled approaches / influence area of the new beacons.		

General information				
Where to use:				
Flashing beacons can reinforce driver awareness of the Non-Signalized intersection control and can help mitigate patterns of right-angle crashes related to stop sign violations. Post-mounted advanced flashing beacons or overhead flashing beacons can be used at stop-controlled intersections to supplement and call driver attention to stop signs.				
Why it works:				
Flashing beacons provide a visible signal to the presence of an intersection and can be very effective in rural areas where there may be long stretches between intersections as well as locations where night-time visibility of intersections is an issue.				
General Qualities (Time, Cost and Effectiveness):				
Flashing beacons can be constructed with minimal design, environmental and right-of-way issues and have relatively low costs. Before choosing this CM, the agency needs to confirm the ability to provide power to the site (solar may be an option). In general, This CM can be very effective and can be considered on a systematic approach.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Angle, Rear-End	CRF:	5-34%

NS09, Install flashing beacons as advance warning (NS.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	30%	10 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new beacons placed in advance of the intersection.		

General information				
Where to use:				
Non-Signalized Intersections with patterns of crashes that could be related to lack of a driver's awareness of approaching intersection or controls at a downstream intersection.				
Why it works:				
Advance flashing beacons can be used to supplement and call driver attention to intersection control signs. Flashing beacons are intended to reinforce driver awareness of the stop or yield signs and to help mitigate patterns of crashes related to intersection regulatory sign violations. Most advance warning flashing beacons can be powered by solar, thus reducing the issues relating to power source.				
General Qualities (Time, Cost and Effectiveness):				
Use of flashing beacons requires minimal development process, allowing flashing beacons to be installed within a short time period. Before choosing this CM, the agency needs to confirm the ability to provide power to the site (solar may be an option). In general, This CM can be very effective and can be considered on a systematic approach.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Angle, Rear-End	CRF:	36 - 62%

NS10, Install transverse rumble strips on approaches

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	20%	10 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new rumble strips.		

General information				
Where to use:				
Transverse rumble strips are installed in the travel lane for the purposes of providing an auditory and tactile sensation for each motorist approaching the intersection. They can be used at any stop or yield approach intersection, often in combination with advance signing to warn of the intersection ahead. Due to the noise generated by vehicles driving over the rumble strips, care must be taken to minimize disruption to nearby residences and businesses.				
Why it works:				
When motorists are traveling along the roadway, they are sometimes unaware they are approaching an intersection. This is especially true on rural roads, as there may be fewer clues indicating an intersection ahead. Transverse rumble strips warn motorists that something unexpected is ahead that they need to pay attention to.				
General Qualities (Time, Cost and Effectiveness):				
Use of transverse rumble strips requires minimal development process, allowing transverse rumble strips to be installed within a short time period. In general, This CM can be very effective and can be considered on a systematic approach, although care should be taken to not over-use this CM. Note: When federal safety funding is used for these installations in high-wear-locations, the local agency is expected to maintain the improvement for a minimum of 10 years.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF:	0 - 35%

NS11, Improve sight distance to intersection (Clear Sight Triangles)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	20%	10 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the significantly improved new sight distance. Minor/incidental improvements to sight distance would not likely result in the CRF shown below.		

General information				
Where to use:				
Unsignalized intersections with restricted sight distance and patterns of crashes related to lack of sight distance where sight distance can be improved by clearing roadside obstructions without major reconstruction of the roadway.				
Why it works:				
Adequate sight distance for drivers at stop or yield-controlled approaches to intersections has long been recognized as among the most important factors contributing to overall safety at unsignalized intersections. By removing sight distance restrictions (e.g., vegetation, parked vehicles, signs, buildings) from the sight triangles at stop or yield-controlled intersection approaches, drivers will be able see approaching vehicles on the main line, without obstruction and therefore make better decisions about entering the intersection safely.				
General Qualities (Time, Cost and Effectiveness):				
Projects involving clearing sight obstructions on the highway right-of-way can typically be accomplished quickly, assuming the objects are readily moveable. Clearing sight obstructions on private property requires more time for discussions with the property owner. Costs will generally be low, assuming that in most cases the objects to be removed are within the right-of-way. In general, this CMs can be very effective and can be implemented by agencies' maintenance staff and/or implemented on a systematic approach. Usually only high-cost removals would be good candidates for Caltrans Federal Safety Funding. Note: When federal safety funding is used to remove vegetation that has the potential to grow back, the local agency is expected to maintain the improvement for a minimum of 10 years.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF:	11 - 56%

NS12, Improve pavement friction (High Friction Surface Treatments)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	55%	10 years
Notes:	This CM only applies to crashes occurring within the limits of the improved friction overlay. This CM is not intended to apply to standard chip-seal or open-graded maintenance projects for long segments of corridors or structure repaving projects intended to fix failed pavement.		

General information				
Where to use:				
Nationally, this countermeasure is referred to as "High Friction Surface Treatments" or HFST. Non-signalized Intersections noted as having crashes on wet pavements or under dry conditions when the pavement friction available is significantly less than needed for the actual roadway approach speeds. This treatment is intended to target locations where skidding and failure to stop is determined to be a problem in wet or dry conditions and the target vehicle is unable to stop due to insufficient skid resistance.				
Why it works:				
Improving the skid resistance at locations with high frequencies of wet-road crashes and/or failure to stop crashes can result in reductions of 50 percent for wet-road crashes and 20 percent for total crashes. Applying HFST can double friction numbers, e.g. low 40s to high 80s. This CM represents a special focus area for both FHWA and Caltrans, which means there are extra resources available for agencies interested in more details on High Friction Surface Treatment projects.				
General Qualities (Time, Cost and Effectiveness):				
This strategy can be relatively inexpensive and implemented in a short timeframe. The installation would be done by either agency personnel or contractors and can be done by hand or machine. In general, This CM can be very effective and can be considered on a systematic approach.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Wet, Night, ALL	CRF:	10 - 62 %

NS13, Install splitter-islands on the minor road approaches

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	40%	20 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of **the new splitter island on the minor road approaches.**		

General information				
Where to use:				
Minor road approaches to unsignalized intersections where the presence of the intersection or the stop sign is not readily visible to approaching motorists. The strategy is particularly appropriate for intersections where the speeds on the minor road are high. In creation of a splitter island allows for an additional stop sign to be placed in the median for the minor approach.				
Why it works:				
The installation of splitter islands allows for the addition of a stop sign in the median to make the intersection more conspicuous. Additionally, the splitter island on the minor-road provides for a positive separation between turning vehicles on the through road and vehicles stopped on the minor road approach.				
General Qualities (Time, Cost and Effectiveness):				
Splitter islands at non-signalized intersections can usually be installed with minimal roadway reconstruction and relatively quickly. In general, This CM can be very effective and can be considered on a systematic approach.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Angle, Rear-End	CRF:	35 - 100 %

NS14, Install raised median on approaches (NS.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	20 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new raised median. All new raised medians funded with federal HSIP funding should not include the removal of the existing roadway structural section and should be doweled into the existing roadway surface. This requirement is being implemented to maximize the safety-effectiveness of the limited HSIP funding and to minimize project impacts. Landscaping, if included in the project, is considered non-participating.		

General information				
Where to use:				
Where related or nearby turning movements affect the safety and operation of an intersection. Effective access management is key to improving safety at, and adjacent to, intersections. The number of intersection access points coupled with the speed differential between vehicles traveling along the roadway often contributes to crashes. Any access points within 250 feet upstream and downstream of an intersection are generally undesirable.				
Why it works:				
Raised medians with left-turn lanes at intersections offer a cost-effective means for reducing crashes and improving operations at higher volume intersections. The raised medians also prohibit left turns into and out of driveways that may be located too close to the functional area of the intersection.				
General Qualities (Time, Cost and Effectiveness):				
Raised medians at intersections may be most effective in retrofit situations where high volumes of turning vehicles have degraded operations and safety, and where more extensive approaches would be too expensive because of limited right-of-way and the constraints of the built environment. Because raised medians limit property access to right turns only, the need for providing alternative access ways should be considered. In general, This CM can be very effective and can be considered on a systematic approach. When agencies opt to install landscaping in conjunction with new raised medians, the portion of the cost for landscaping and other non-safety related items that exceeds 10% of the project total cost is not federally participated and must be funded by the applicant.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF:	20 - 39 %

NS15, Create directional median openings to allow (and restrict) left-turns and u-turns (NS.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	50%	20 years
Notes:	This CM only applies to crashes occurring in the intersection / influence area of the new directional openings.		

General information				
Where to use:				
Crashes related to turning maneuvers include angle, rear-end, pedestrian, and sideswipe (involving opposing left turns) type crashes. If any of these crash types are an issue at an intersection, restriction or elimination of the turning maneuver may be the best way to improve the safety of the intersection. Because raised medians limit property access to right turns only, they should be used in conjunction with efforts to provide alternative access ways and promote driveway spacing objectives.				
Why it works:				
Agencies are increasingly using access management techniques on urban and suburban arterials to manage the number of conflicts experienced at an intersection. A key element of access management is to restrict certain movements, create directional median openings, or close median openings that are deemed too close to an intersection.				
General Qualities (Time, Cost and Effectiveness):				
Turn prohibitions that are implemented by closing a median opening can usually be implemented quickly. Costs are highly variable but in many cases could be considered low. In some cases this strategy may involve acquiring access or constructing replacement access; those actions will significantly increase the cost of the project. Impacts to businesses and other land uses must be considered and controversy can delay the implementation. In general, This CM can be very effective and can be considered on a systematic approach.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF:	51%

NS16, Reduced Left-Turn Conflict Intersections (NS.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	50%	20 years
Notes:	This CM only applies to crashes occurring in the intersection / influence area of the new Reduced Left-Turn Conflict.		

General information

Where to use and Why it works:

Reduced left-turn conflict intersections are geometric designs that alter how left-turn movements occur in order to simplify decisions and minimize the potential for related crashes. Two highly effective designs that rely on U-turns to complete certain left-turn movements are known as the restricted crossing U-turn (RCUT) and the median U-turn (MUT).

Restricted Crossing U-turn (RCUT):

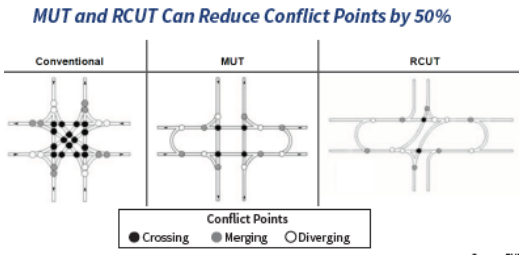
The RCUT intersection modifies the direct left-turn and through movements from cross-street approaches. Minor road traffic makes a right turn followed by a U-turn at a designated location (either signalized or unsignalized) to continue in the desired direction.

The RCUT is suitable for a variety of circumstances, including along rural, high-speed, four-lane, divided highways or signalized routes. It also can be used as an alternative to signalization or constructing an interchange. RCUTs work well when consistently used along a corridor, but also can be used effectively at individual intersections.

Median U-turn (MUT)

The MUT intersection modifies direct left turns from the major approaches. Vehicles proceed through the main intersection, make a U-turn a short distance downstream, followed by a right turn at the main intersection. The U-turns can also be used for modifying the cross-street left turns.

The MUT is an excellent choice for heavily traveled intersections with moderate left-turn volumes. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the MUT can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists.



General Qualities (Time, Cost and Effectiveness):

Implementing this strategy may take from months to years, depending on whether additional R/W is required. Such projects require a substantial time for development and construction. Costs are highly variable and range from very low to high. The expected effectiveness of this CM must be assessed for each individual location.

FHWA CMF Clearinghouse:	Crash Types Addressed:	Angle/Left-turn/Rear-End/All	CRF:	34.8-100%

NS17, Install right-turn lane (NS.I.)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	20%	20 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new right-turn lanes. This CM is not eligible for use at existing all-way stop intersections.		

General information				
Where to use:				
Many collisions at unsignalized intersections are related to right-turn maneuvers. A key strategy for minimizing such collisions is to provide exclusive right-turn lanes, particularly on high-volume and high-speed major-road approaches. When considering new right-turn lanes, potential impacts to non-motorized users should be considered and mitigated as appropriate. When considering new right-turn lanes, potential impacts to non-motorized users should be considered and mitigated as appropriate.				
Why it works:				
The strategy is targeted to reduce the frequency of rear-end collisions resulting from conflicts between vehicles turning right and following vehicles and vehicles turning right and through vehicles coming from the left on the cross street. Right-turn lanes also remove slow vehicles that are decelerating to turn right from the through-traffic stream, thus reducing the potential for rear-end collisions. Right-turn lanes can increase the length of the intersection crossing and create an additional potential conflict point for non-motorized users.				
General Qualities (Time, Cost and Effectiveness):				
Implementing this strategy may take from months to years. At some locations, right-turn lanes can be quickly and simply installed by restriping the roadway. At other locations, widening of the roadway, acquisition of additional right-of-way, and extensive environmental processes may be needed. Such projects require a substantial time for development and construction. Costs are highly variable and range from very low to high. The expected effectiveness of this CM must be assessed for each individual location.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF:	14 - 26 %

NS18, Install left-turn lane (where no left-turn lane exists)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	35%	20 years
Notes:	This CM only applies to crashes occurring on the approaches / influence area of the new left-turn lanes. This CM does NOT apply to converting a single-left into double-left turn. This CM is not eligible for use at existing all-way stop intersections.		

General information				
Where to use:				
Many collisions at unsignalized intersections are related to left-turn maneuvers. A key strategy for minimizing such collisions is to provide exclusive left-turn lanes, particularly on high-volume and high-speed major-road approaches. When considering new left-turn lanes, potential impacts to non-motorized users should be considered and mitigated as appropriate.				
Why it works:				
Adding left-turn lanes remove vehicles waiting to turn left from the through-traffic stream, thus reducing the potential for rear-end collisions. Because they provide a sheltered location for drivers to wait for a gap in opposing traffic, left-turn lanes may encourage drivers to be more selective in choosing a gap to complete the left-turn maneuver. This strategy may reduce the potential for collisions between left-turn and opposing through vehicles.				
General Qualities (Time, Cost and Effectiveness):				
Implementing this strategy may take from months to years. At some locations, left-turn lanes can be quickly and simply installed by restriping the roadway. At other locations, widening of the roadway, acquisition of additional right-of-way, and extensive environmental processes may be needed. Such projects require a substantial time for development and construction. Costs are highly variable and range from very low to high. The expected effectiveness of this CM must be assessed for each individual location.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF:	9 -55 %

NS19PB, Install raised medians (refuge islands)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	45%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the crossing with the new islands. All new raised medians funded with federal HSIP funding should not include the removal of the existing roadway structural section and should be doweled into the existing roadway surface. This requirement is being implemented to maximize the safety-effectiveness of the limited HSIP funding and to minimize project impacts. Landscaping, if included in the project, is considered non-participating.		

General information				
Where to use:				
Intersections that have a long pedestrian crossing distance, a higher number of pedestrians, or a crash history. Raised medians decrease the level of exposure for pedestrians and allow pedestrians to concentrate on (or cross) only one direction of traffic at a time.				
Why it works:				
Raised pedestrian refuge islands, or medians at crossing locations along roadways, are another strategy to reduce exposure between pedestrians and motor vehicles. Refuge islands and medians that are raised (i.e., not just painted) provide pedestrians more secure places of refuge during the street crossing. They can stop partway across the street and wait for an adequate gap in traffic before completing their crossing.				
General Qualities (Time, Cost and Effectiveness):				
Median and pedestrian refuge areas are a low-cost countermeasure to implement. This cost can be applied to retrofit improvements or if it is a new construction project, implementing this countermeasure is even more cost-effective. In general, This CM can be very effective and can be considered on a systematic approach. When agencies opt to install landscaping in conjunction with new raised medians, the portion of the cost for landscaping and other non-safety related items that exceeds 10% of the project total cost is not federally participated and must be funded by the applicant.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian and Bicycle	CRF:	30 - 56 %

NS20PB, Install pedestrian crossing at uncontrolled locations (signs and markings only)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	25%	10 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the intersection/crossing with the new crossing. This CM is not intended to be used for high-cost aesthetic enhancements to intersection crosswalks (i.e. stamped concrete or stamped asphalt).		

General information				
Where to use:				
Non-signalized intersections without a marked crossing, where pedestrians are known to be crossing intersections that involve significant vehicular traffic. They are especially important at school crossings and intersections with right and/or left turns pockets. See Zegeer study (Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations) for additional guidance regarding when to install a marked crosswalk.				
Why it works:				
Adding pedestrian crossings has the opportunity to enhance pedestrian safety at locations noted as being problematic. Pavement markings delineate a portion of the roadway that is designated for pedestrian crossing. These markings will often be different for controlled verses uncontrolled locations. The use of "ladder", "zebra" or other enhanced markings at uncontrolled crossings can increase both pedestrian and driver awareness to the increased exposure at the crossing. Incorporating advanced "stop" or "yield" markings provides an extra safety buffer and can be effective in reducing the 'multiple-threat' danger to pedestrians. Nearly one-third of all pedestrian-related crashes occur at or within 50 feet of an intersection. Of these, 30 percent may involve a turning vehicle. There are several types of pedestrian crosswalks, including: continental, ladder, zebra, and standard. When agencies opt to install aesthetic enhancement to intersection crosswalks like stamped concrete/asphalt, the project design and construction costs can significantly increase. For HSIP applications, these costs must be accounted for in the B/C calculation, but these costs (over standard crosswalk markings) must be tracked separately and are not federally reimbursable and will increase the agency's local-funding share for the project costs.				
General Qualities (Time, Cost and Effectiveness):				
Costs associated with this strategy will vary widely, depending upon if curb ramps and sidewalk modifications are required with the crossing. When considered at a single location, these low cost improvements are usually funded through local funding by local crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian and Bicycle	CRF:	25 %

NS21PB, Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	35%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the new crossing (influence area) with enhanced safety features. This CM is not intended to be used for high-cost aesthetic enhancements to intersection crosswalks (i.e. stamped concrete or stamped asphalt).		

General information
Where to use:
Non-signalized intersections where pedestrians are known to be crossing intersections that involve significant vehicular traffic. They are especially important at school crossings and intersections with turn pockets. Based on the Zegeer study (Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations) at many locations, a marked crosswalk alone may not be sufficient to adequately protect non-motorized users. In these cases, **flashing beacons, curb extensions, advanced "stop" or "yield" markings, and other safety features** should be added to complement the standard crossing elements.
Why it works:
Adding pedestrian crossings that include enhances safety features has the opportunity to enhance pedestrian safety at locations noted as being especially problematic. The enhanced safety elements help delineate a portion of the roadway that is designated for pedestrian crossing. Incorporating advanced "yield" markings provide an extra safety buffer and can be effective in reducing the 'multiple-threat' danger to pedestrians. Nearly one-third of all pedestrian-related crashes occur at or within 50 feet of an intersection. When agencies opt to install aesthetic enhancement to intersection crosswalks like stamped concrete/asphalt, the project design and construction costs can significantly increase. For HSIP applications, these costs must be accounted for in the B/C calculation, but these costs (over standard crosswalk markings) must be tracked separately and are not federally reimbursable and will increase the agency's local-funding share for the project costs.
General Qualities (Time, Cost and Effectiveness):
Costs associated with this strategy will vary widely, depending upon the types of enhanced features that will be combined with the standard crossing improvements. The need for new curb ramps and sidewalk modifications will also be a factor. This CM may be effectively and efficiently implemented using a systematic approach with more than one location and can have relatively high B/C ratios based on past non-motorized crash history.

FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian and Bicycle	CRF:	37%

NS22PB, Install Rectangular Rapid Flashing Beacon (RRFB)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	35%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the influence area (expected to be a maximum of within 250') of the crossing which includes the RRFB.		

General information
Where to use:
Rectangular Rapid Flashing Beacon (RRFB) includes pedestrian-activated flashing lights and additional signage that enhance the visibility of marked crosswalks and alert motorists to pedestrian crossings. It uses an irregular flash pattern that is similar to emergency flashers on police vehicles. RRFBs are installed at unsignalized intersections and mid-block pedestrian crossings.
Why it works:
RRFBs can enhance safety by increasing driver awareness of potential pedestrian conflicts and reducing crashes between vehicles and pedestrians at unsignalized intersections and mid-block pedestrian crossings. The addition of RRFB may also increase the safety effectiveness of other treatments, such as crossing warning signs and markings.
General Qualities (Time, Cost and Effectiveness):
RRFBs are a lower cost alternative to traffic signals and hybrid signals. This CM can often be effectively and efficiently implemented using a systematic approach with numerous locations.

FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF:	7 – 47.4%

NS23PB, Install Pedestrian Signal (including Pedestrian Hybrid Beacon (HAWK))

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	55%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the intersection/crossing with the new signal. For HAWK or other pedestrian signals, the justification may be Warrant 4, 5 and/or 7, or passing the test in Figure 4F-1/4F-2 in Chapter 4F of CA MUTCD. Please refer to Chapter 4F of CA MUTCD for more details		

General information				
Where to use:				
Intersections noted as having a history of pedestrian vs. vehicle crashes and in areas where the likelihood of the pedestrian presence is high. Corridors should also be assessed to determine if there are adequate safe opportunities for non-motorists to cross and if a pedestrian signal, or a Pedestrian Hybrid Beacon (PHB) (also called High-Intensity Activated crossWalK beacon (HAWK)) are needed to provide an active warning to motorists when a pedestrian is in the crosswalk.				
Why it works:				
Adding a pedestrian signal has the opportunity to greatly enhance pedestrian safety at locations noted as being problematic. Nearly one-third of all pedestrian-related crashes occur at or within 50 feet of an intersection. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing pedestrians and cyclists on appropriate/legal travel paths and signs and markings warning motorists of non-motorized uses of the roadway that should be expected.				
General Qualities (Time, Cost and Effectiveness):				
The cost of improvements are generally high, but can vary dependent on the type of signal and overall scope of the project. In most cases the project duration can be short. The expected effectiveness of this CM must be assessed for each individual location.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian and Bicycle	CRF:	15 - 69%

B.3 Roadway Countermeasures

R01, Add Segment Lighting

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Night	35%	20 years
Notes:	This CM only applies to "night" crashes (all types) occurring within limits of the proposed roadway lighting 'engineered' area.		

General information				
Where to use:				
Where to use: Noted substantial patterns of nighttime crashes. In particular, patterns of rear-end, right-angle, turning or roadway departure collisions on the roadways may indicate that night-time drivers can be unaware of the roadway characteristics.				
Why it works:				
Providing roadway lighting improves the safety during nighttime conditions by (1) making drivers more aware of the surroundings, which improves drivers' perception-reaction times, (2) enhancing drivers' available sight distances to perceive roadway characteristic in advance of the change, and (3) improving non-motorist's visibility and navigation.				
General Qualities (Time, Cost and Effectiveness):				
It expected that projects of this type may be constructed in a year or two and are relatively costly. There are several types of costs associated with providing lighting, including the cost of providing a permanent source of power to the location, the cost for the luminaire supports (i.e., poles), and the cost for routinely replacing the bulbs and maintenance of the luminaire supports. Some locations can result in high B/C ratios, but due to higher costs, these projects often result in medium to low B/C ratios.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Night, All	CRF:	18 - 69 %

R02, Remove or relocate fixed objects outside of Clear Recovery Zone

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	35%	20 years
Notes:	This CM only applies to crashes occurring within the limits of the new clear recovery zone (per Caltrans' HDM).		

General information				
Where to use:				
Known locations or roadway segments prone to collisions with fixed objects such as utility poles, drainage structures, trees, and other fixed objects, such as the outside of a curve, end of lane drops, and in traffic islands. A clear recovery zone should be developed on every roadway, as space is available. In situations where public right-of-way is limited, steps should be taken to request assistance from property owners, as appropriate.				
Why it works:				
While this strategy does not prevent the vehicle leaving the roadway, it does provide a mechanism to reduce the severity of a resulting crash. A clear zone is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway. Removing or moving fixed objects, flattening slopes, or providing recovery areas reduces the likelihood of a crash.				
General Qualities (Time, Cost and Effectiveness):				
Projects involving removing fixed objects from highway right-of-way can typically be accomplished quickly, assuming the objects are readily moveable. Clearing objects on private property requires more time for discussions with the property owner. Costs will generally be low, assuming that in most cases the objects to be removed are within the right-of-way. This CMs can be very effective and can be implemented by agencies' maintenance staff and/or implemented on a systematic approach. High-cost removals or removals implemented using a systematic approach would be good candidates for Caltrans Federal Safety Funding.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Fixed Object	CRF:	17 - 100 %

R03, Install Median Barrier

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	20 years
Notes:	Note: For Caltrans' statewide Calls-for-Projects, this CM only applies to crashes occurring within the limits of the new barrier.		

General information
Where to use:
Areas where crash history indicates drivers are unintentionally crossing the median and the cross-overs are resulting in high severity crashes. The installation of median barriers can increase the number of PDO and non-severe injuries. The net result in safety from this countermeasure is connected more to reducing the severity of crashes not the number of crashes. It is recommended to review the warrants as outlined in Chapter 7 of the Caltrans Traffic Manual when considering whether to install median barriers.
Why it works:
This strategy is designed to prevent head-on collisions by providing a barrier between opposing lanes of traffic. The variety of median barriers available makes it easier to choose a site-specific solution. The main advantage is the reduction of the severity of the crashes. The key to success would be in selecting an appropriate barrier based on the site, previous crash history, maintenance needs, and median width.
General Qualities (Time, Cost and Effectiveness):
This strategy would in many cases be possible to implement within a short period after site selection. Costs will vary depending on the type of median barrier selected and whether the strategy is implemented as a stand-alone project or incorporated as part of a reconstruction or resurfacing effort. Maintenance costs and worker exposure will also vary depending on the type of barrier selected. The expected effectiveness of this CM must be assessed for each individual location.

FHWA CMF Clearinghouse:	Crash Types Addressed:	Head-on	CRF:	0 - 94 %

R04, Install Guardrail

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	20 years
Notes:	This CM only applies to crashes occurring within the limits of the new guardrail. This CM is not intended to be used for general maintenance activities (i.e. the replacement of existing damaged rail). For projects proposing to upgrade existing guardrail to current standards, this CM and corresponding CRF should only be applied to locations where past crash data or engineering judgment applied to the existing rail conditions suggests the upgraded guardrail may result in fewer or less severe crashes (justifying the use of the 25% CRF for this CM).		

General information
Where to use:
Guardrail is installed to reduce the severity of lane departure crashes. However, guardrail can reduce crash severity only for those conditions where striking the guardrail is less severe than going down an embankment or striking a fixed object. Guardrail should only be installed where it is clear that crash severity will be reduced, or there is a history of run-off-the-road crashes at a given location that have resulted in severe crashes. New and upgraded guardrail and end-treatments must meet current safety standards; see Method for Assessing Safety Hardware (MASH) for more information. Caltrans (or other national accepted guidance) slope/height criteria need to be considered and documented.
Why it works:
Guardrail redirects a vehicle away from embankment slopes or fixed objects and dissipates the energy of an errant vehicle.
General Qualities (Time, Cost and Effectiveness):
Strategies range from relatively inexpensive too costly. Costly projects may include those that upgrade existing guardrail applications to more semi-rigid and rigid barrier systems over extended distances. In general, this CMs can be effective and can be implemented by agencies' maintenance staff and/or implemented on a systematic approach.

FHWA CMF Clearinghouse:	Crash Types Addressed:	Fixed Object, Run-off Road	CRF:	11 - 78 %

R05, Install impact attenuators

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	10 years
Notes:	This CM only applies to crashes occurring within the limits of the new attenuators. This CM is not intended to be used for general maintenance activities (i.e. the replacement of existing damaged attenuators). For projects proposing to upgrade existing attenuators to current standards, this CM and corresponding CRF should only be applied to locations where past crash data or engineering judgment applied to the existing attenuator conditions suggests the upgraded attenuators may result in fewer or less severe crashes (justifying the use of the 25% CRF for this CM).		

General information				
Where to use:				
Impact attenuators are typically used to shield rigid roadside objects such as concrete barrier ends, steel guardrail ends and bridge pillars from oncoming automobiles. Attenuators should only be installed where it is impractical for the objects to be removed. New and upgraded barrier end-treatments must meet current safety standards; see MASH for more information.				
Why it works:				
Attenuators bring an errant vehicle to a more-controlled stop or redirect the vehicle away from a rigid object. Attenuators are effective at absorbing impact energy and increasing occupant safety. They also tend to draw attention to the fixed object, which helps drivers steer clear of the fixed objects.				
General Qualities (Time, Cost and Effectiveness):				
Costs depending on the scope of the project, type(s) used, and associated ongoing maintenance costs. Time to install is fairly quick once site is identified.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Fixed Object, Run-off Road	CRF:	5 - 50 %

R06, Flatten side slopes

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	30%	20 years
Notes:	This CM only applies to crashes occurring within the limits of the new side slopes. Minor/incidental flattening of side slopes would not likely result in the CRF shown below and may not be appropriate for use in Caltrans B/C calculations.		

General information				
Where to use:				
Roadways experiencing frequent lane departure crashes that result in roll-over type crashes as a result of the roadway slope being so severe as to not accommodate a reasonable degree of driver correction. When there is a need to reduce the severity of lane departure crashes without installing a barrier system that could result in increased numbers of crashes.				
Why it works:				
Flattened slopes provide a greater area for a driver to regain control of a vehicle. Steep slopes, ditches or unprotected hazardous drops-offs adjacent to a travel lane offer little opportunities to correct an inappropriate action by a driver and can result in sever crashes.				
General Qualities (Time, Cost and Effectiveness):				
Roadside modifications range from relatively inexpensive to very costly. Strategies that include creating safer side slopes where none exists can be moderately expensive based on the scope of the project and the associated clearing, grading, etc. The potential for high environmental and right-of-way impacts is high which can take several years to clear. In other cases This CM can be effective and can be implemented by agencies' maintenance staff and/or implemented on a systematic approach.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Fixed Object, Run-off Road	CRF:	5 - 62 %

R07, Flatten side slopes and remove guardrail

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	40%	20 years
Notes:	This CM only applies to crashes occurring within the limits of both the removed guardrail and the new side slopes.		

General information				
Where to use:				
Locations where high number of crashes originate as a lane departure and result in collision with guardrail or a fixed object located on the side slope shielded by guardrail. The guardrail may or may not meet current standards. Even though guardrails are generally installed to reduce the severity of departure crashes, they still can result in severe crashes in some locations.				
Why it works:				
Flattened side slopes and an unobstructed clear zone provide a greater area for a driver to regain control of a vehicle. The existing guardrail may help protect the steep slopes, fixed objects, or unprotected hazardous drops-offs adjacent to a travel lane, but removing all of these obstacles generally improves safety.				
General Qualities (Time, Cost and Effectiveness):				
Roadside modifications range from relatively inexpensive to very costly. Strategies that include creating safer side slopes where none exists can be moderately expensive based on the scope of the project and the associated clearing, grading, etc. The potential for high environmental and right-of-way impacts is high which can take several years to clear.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Roll Over, Fixed Object	CRF:	42%

R08, Install raised median

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	20 years
Notes:	This CM only applies to crashes occurring within the limits of the new raised median. All new raised medians funded with federal HSIP funding should not include the removal of the existing roadway structural section and should be doweled into the existing roadway surface. This requirement is being implemented to maximize the safety-effectiveness of the limited HSIP funding and to minimize project impacts. Landscaping, if included in the project, is considered non-participating.		

General information				
Where to use:				
Areas experiencing head-on collisions that may be affected by both the number of vehicles that cross the centerline and by the speed of oncoming vehicles. Installing a raised median is a more restrictive approach in that it represents a more rigid barrier between opposing traffic. Application of raised medians on roadways with higher speeds is not advised - instead a median barrier should be considered. Including landscaping in new raised medians can be counterproductive to the HSIP safety goals and should only be done in ways that do not increase drivers' exposure to fixed objects and that will maintain driver's sight distance needs throughout the life of the proposed landscaping. **Agencies need to consider and document impacts of additional turning movements at nearby intersections.**				
Why it works:				
Adding raised medians is a particularly effective strategy as it adds to or reallocates the existing cross section to incorporate a buffer between the opposing travel lanes and reinforces the limits of the travel lane. Raised median may also be used to limit unsafe turning movements along a roadway.				
General Qualities (Time, Cost and Effectiveness):				
In some cases this strategy may be a retrofit into the existing roadway by utilizing a portion of the existing paved shoulder. These raised medians can be installed directly over the existing pavement. Cost and time to implement could significantly increase if the paved area is not sufficient to include a median. The surface treatment of the raised median also significantly affects their cost-effectiveness: standard concrete or other hardscape surfaces are usually more cost effective than landscaped medians. When agencies opt to install landscaping in conjunction with new raised medians, the project design and construction costs can significantly increase due to excavation, backfill/top-soil, water-connection, irrigation, planting, maintenance needed for the landscaping. When agencies opt to install landscaping in conjunction with new raised medians, the portion of the cost for landscaping and other non-safety related items that exceeds 10% of the project total cost is not federally participated and must be funded by the applicant.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Head-on	CRF:	20 - 75 %

R09, Install median (flush)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	15%	20 years
Notes:	This CM only applies to crashes occurring within the limits of the new flush median. The new median must be a minimum of 4 feet wide (or "wider" if a narrow median exists before the proposed project).		

General information
Where to use:
Areas experiencing head-on collisions that may be affected by both the number of vehicles that cross the centerline and by the speed of oncoming vehicles. Roadways with oversized lanes offer an opportunity to restripe the roadway to reduce the lanes to standard widths and use the extra width for the median.
Why it works:
Adding medians is a particularly effective strategy as it adds to or reallocates the existing cross section to incorporate a narrow buffer median between opposing flows, thereby providing a greater opportunity to correct an errant maneuver and further reinforce the limits of the travel lane. Application widths can vary based on the available cross section and intended application. Additional safety can be provided by combining this CM with rumble strips.
General Qualities (Time, Cost and Effectiveness):
In some cases this strategy may be retrofitted into the existing roadway by utilizing a portion of the existing paved shoulder and can ultimately be as simple as restriping the roadway. Costs and time to implement could significantly increase if the paved area is not sufficient to include a median.

FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF:	15 - 78 %

R10PB, Install pedestrian median fencing

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	35%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring on the approaches/influence area of the new pedestrian median fencing.		

General information
Where to use:
Roadway segments with high pedestrian-generators and pedestrian-destinations nearby (e.g. transit stops) may experience a high volume of pedestrians J-walking across the travel lanes at mid-block locations instead of walking to the nearest intersection or designated mid-block crossing. When this safety issue cannot be mitigated with shoulder, sidewalk and/or crossing treatments, then installing a continuous pedestrian barrier in the median may be a viable solution.
Why it works:
Adding pedestrian median fencing has the opportunity to enhance pedestrian safety at locations noted as being problematic involving pedestrians running/darting across the roadway outside designated pedestrian crossings. Pedestrian median fencing can significantly reduce this safety issue by creating a positive barrier, forcing pedestrians to the designated pedestrian crossing.
General Qualities (Time, Cost and Effectiveness):
Costs associated with this strategy will vary widely depending on the type and placement of the median fencing. Impacts to transit and other land uses may need to be considered and controversy can delay the implementation. In general, this CM can be effective as a spot-location approach.

FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF:	25 - 40%

R11, Install acceleration/ deceleration lanes

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	20 years
Notes:	This CM only applies to crashes occurring within the limits of the new accel/decel lanes on high speed roadways. Significant improvements to the merge length for lane-drop locations is also an acceptable use of this CM.		

General information				
Where to use:				
Areas proven to have crashes that are the result of drivers not being able to turn onto a high speed roadway to accelerate until the desired roadway speed is reached and areas that do not provide the opportunity to safety decelerate to negotiate a turning movement. This CM can also be used to improve the safety of merging vehicles at a lane-drop location.				
Why it works:				
A lane that does not provide enough deceleration length and storage space for turning traffic may cause the turn queue to back up into the adjacent through lane. This can contribute to rear-end and sideswipe crashes. An acceleration lane is an auxiliary or speed-change lane that allows vehicles to accelerate to highway speeds (high speed roadways) before entering the through-traffic lanes of a highway. Additionally, if acceleration by entering traffic takes place directly on the traveled way, it may disrupt the flow of through-traffic and cause rear-end and sideswipe collisions.				
General Qualities (Time, Cost and Effectiveness):				
Costs are highly variable. Where sufficient median or shoulder space exists it may be possible to provide acceleration/deceleration lanes at a moderate cost. Where the roadway must be widened and additional right-of-way must be acquired, higher costs and a lengthy time-to-construct are likely. The expected effectiveness of this CM must be assessed for each individual location.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Sideswipe, Rear-End	CRF:	10 - 75 %

R12, Widen lane (initially less than 10 ft)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	20 years
Notes:	Note: For Caltrans' statewide Calls-for-Projects, this CM only applies to crashes occurring within the limits of the widened lanes. Widening must a minimum of 1 foot.		

General information				
Where to use:				
Horizontal curves or tangents and low speed or high speed roadways identified as having lane departure crashes, sideswipe or head-on crashes that can be attributed to an existing pavement width less than 10 feet.				
Why it works:				
Increasing pavement width can affect almost all crash types. A common practice is to widen the traveled way on horizontal curves to make operating conditions on curves comparable to those on tangents. Speed is a primary consideration when evaluating potential adverse impacts of lane width on safety. On high-speed, rural two-lane highways, an increased risk of cross-centerline head-on or cross-centerline sideswipe crashes is a concern because drivers may have more difficulty staying within the travel lane.				
General Qualities (Time, Cost and Effectiveness):				
Costs will depend on the amount of reconstruction necessary and on whether additional right-of-way is required. In general, this is one of the higher-cost strategies recommended, but it can also be very beneficial. Since this is a relatively expensive treatment, one of the keys to creating a cost effective project with at least a medium B/C ratio is targeting higher-hazard roadways.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF:	5 - 70 %

R13, Add two-way left-turn lane

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	30%	20 years
Notes:	This CM only applies to crashes occurring within the limits of the new lane, where an existing median did not already exist.		

General information
Where to use:
Roadways having a high frequency of drivers being rear-ended while attempting to make a left turn across oncoming traffic. Also can be effective for drivers crossing the centerline of an undivided multilane roadway inadvertently.
Why it works:
Two-way left-turn lanes provide a buffer between opposing directions of travel and separate left turning traffic from through traffic. They can also help to allow vehicles to begin to accelerate before entering the through-traffic lanes. They reduce the disruption of flow of through-traffic and reducing rear-end and sideswipe collisions. For some roadways the option of converting a four-lane undivided arterials to two-vehicle-lane roadways with a center left-turn lane and bike lanes should be considered (see "Road Diet" CM.)
General Qualities (Time, Cost and Effectiveness):
In some cases this strategy may be retrofitted into the existing roadway by utilizing a portion of the existing paved shoulder and can ultimately be as simple as restriping the roadway. Costs and time to implement could significantly increase if the paved area is not sufficient to include a median, requiring new right-of-way, and having significant environmental impacts. The expected effectiveness of this CM must be assessed for each individual location as the B/C ratios will vary from low to high.

FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF:	8 - 50 %

R14, Road Diet (Reduce travel lanes and add a two way left-turn and bike lanes)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	35%	20 years
Notes:	This CM only applies to crashes occurring within the limits of the new lane striping. "Intersection" crashes can only be applied when they resulted from turning movements that had no designated turn lanes/phases in the existing condition and the Road Diet will provide turn lanes/phases for these movements. This CM does not apply to roadway sections that already included left turn lanes or two way left turn lanes before the lane reductions. New bike lanes are also expected to be part of these projects. if any pavement is planned to be removed for the purpose of adding landscaping, planter-boxes, or other non-roadway user features, the cost should be non-participating.		

General information
Where to use:
Areas noted as having a higher frequency of head-on, left-turn, and rear-end crashes with traffic volumes that can be handled by only 2 free flowing lanes. Using this strategy in locations with traffic volumes that are too high could result in diversion of traffic to routes less safe than the original four-lane design. It may also result in congestion levels that contribute to other crashes.
Why it works:
The application of this strategy usually reduces the roadway segment speeds and serious head-on crashes. In many cases the extra pavement width can be used for the installation of bike lanes. In addition to increasing bicycle safety, these bike lanes can improve the safety of on-street parking.
General Qualities (Time, Cost and Effectiveness):
Implementation would require more time than in other low-cost treatments to complete environmental analyses, traffic studies and public input. Projects that only require new lane markings and minor signalization modifications will have relatively low cost and can be very effective and can be considered on a systematic approach. These striping and signal modification costs should be considered part of this CM and not an additional CM. (If additional signal hardware improvements are being made, over what is needed for the road diet, then the Improve Signal Hardware CM may also be used.) Often road diet projects need a seal-coat placed on the roadway to fully remove the old striping. These seal coats are considered part of the proper installation of this CM. In contrast, structural-overlays should not be considered part of this CM and are not considered eligible for funding in the California Local HSIP.

FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF:	26 - 43 %

R15, Widen shoulder

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	30%	20 years
Notes:	This CM only applies to crashes occurring within the limits of the new paved shoulder. A minimum of 2 feet width must be added and the new/resulting shoulders must be a minimum of 4 feet wide. This CM is not eligible unless it is done as the last step of an "incremental approach", for which the agency documents that: 1) they have already pursued and installed lower cost and lower impact CMs (i.e. signing/striping upgrades to MUTCD standards/recommendations, rumble strips, etc.), 2) they have already monitored the crash occurrences after these improvements were installed, and 3) the 'after' crash rate is still unacceptably high. This 'incremental approach' (or a special exception from the HSIP program manager) must be documented in the Narrative Questions in the application and a summary of the 'before' and 'after' crash analysis must be attached to the application.		

General information				
Where to use:				
Roadways that have a frequent incidence of vehicles leaving the travel lane resulting in an unsuccessful attempt to reenter the roadway. The probability of a safe recovery is increased if an errant vehicle is provided with an increased paved area in which to initiate such a recovery.				
Why it works:				
Based on the best available research, adding shoulder or widening an existing shoulder provides a greater area to regain control of a vehicle, as well as lateral clearance to roadside objects such as guardrail, signs and poles. They may also provide space for disabled vehicles to stop or drive slowly, provide increased sight distance for through vehicles and for vehicles entering the roadway, and in some cases reduce passing conflicts between motor vehicles and bicyclists and pedestrians. The likely safety benefits for adding or widening an existing shoulder generally increase as the widening width increases - practitioners should refer to NCHRP Report 500 Series, the CMF Clearinghouse or other references for more details.				
General Qualities (Time, Cost and Effectiveness):				
Shoulder widening costs would depend on whether new right-of-way is required and whether extensive roadside modification is needed. Since shoulder widening can be a relatively expensive treatment, one of the keys to creating a cost effective project with at least a medium B/C ratio is targeting higher-hazard roadways.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Fixed Object, Run-off Road, Sideswipe	CRF:	15 - 75 %

R16, Curve Shoulder widening (Outside Only)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	45%	20 years
Notes:	This CM only applies to crashes occurring within the limits (or influence area) of the new shoulder widening at curves. A minimum of 2-4 feet width must be added to the outside of horizontal curves and the new traversable shoulder must be a minimum of 4 feet wide.		

General information	
Where to use:	
Roadway curves noted as having frequent lane departure crashes due to inadequate or no shoulders, resulting in an unsuccessful attempt to reenter the roadway.	
Why it works:	
Adding shoulders (outside only) creates a recovery area in which a driver can regain control of a vehicle, as well as lateral clearance to roadside objects.	
General Qualities (Time, Cost and Effectiveness):	
To minimize the R/W needs and the cost, only outside shoulder at curves is to be widened. This CM can be implemented in a relatively short timeframe.	
FHWA CMF Clearinghouse:	NA

R17, Improve horizontal alignment (flatten curves)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	50%	20 years

Notes:	This CM only applies to crashes occurring within the limits (or influence area) of the improved alignment. **This CM is not eligible unless** it is done as the last step of an "incremental approach", including: the agency documents that: 1) they have already pursued and installed lower cost and lower impact CMs (i.e. signing/striping upgrades to MUTCD standards/recommendations, rumble strips, etc.), 2) they have already monitored the crash occurrences after these improvements were installed, and 3) the 'after' crash rate is still unacceptably high. This 'incremental approach' (or a special exception from the HSIP program manager) must be documented in the Narrative Questions in the application and a summary of the agency's 'before' and 'after' crash analysis must be attached to the application.

General information				
Where to use:				
Roadways with horizontal curves that have experienced lane departure crashes as a result of a roadway segment having compound curves or a severe radius. This strategy should generally be considered only when less expensive strategies involving clearing of specific sight obstructions or modifying traffic control devices have been tried and have failed to ameliorate the crash patterns.				
Why it works:				
Increasing the radius of a horizontal curve can be very effective in improving the safety performance of the curve. Curve modification reduces the likelihood of a vehicle leaving its lane, crossing the roadway centerline, or leaving the roadway at a horizontal curve; and minimizes the adverse consequences of leaving the roadway. Horizontal alignment improvement projects are expected to include standard/improved superelevation elements, which should be considered part of this CM and not an additional CM.				
General Qualities (Time, Cost and Effectiveness):				
This strategy is a long-term, higher-cost alternative for improving the safety of a horizontal curve because it usually involves total reconstruction of the roadway. It may also require acquisition of additional right-of-way and an environmental review. This strategy, albeit costly, has shown that increasing the radius of curvature can significantly reduce total curve-related crashes by up to 80 percent. The expected effectiveness of this CM must be assessed for each individual location.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF:	24 - 90%

R18, Flatten crest vertical curve

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	20 years
Notes:	This CM only applies to crashes occurring within the limits (or influence area) of the improved alignment. This CM is not eligible unless it is done as the last step of an "incremental approach", including: the agency documents that: 1) they have already pursued and installed lower cost and lower impact CMs (i.e. signing/striping upgrades to MUTCD standards/recommendations, rumble strips, etc.), 2) they have already monitored the crash occurrences after these improvements were installed, and 3) the 'after' crash rate is still unacceptably high. This 'incremental approach' (or a special exception from the HSIP program manager) must be documented in the Narrative Questions in the application and a summary of the agency's 'before' and 'after' crash analysis must be attached to the application.		

General information				
Where to use:				
The target for this strategy is usually unsignalized intersections with restricted sight distance due to vertical geometry and with patterns of crashes related to that lack of sight distance that cannot be ameliorated by less expensive methods. This strategy should generally be considered only when less expensive strategies involving clearing of specific sight obstructions or modifying traffic control devices have been tried and have failed to ameliorate the crash patterns.				
Why it works:				
Adequate sight distance for drivers at stopped approaches to intersections has long been recognized as among the most important factors contributing to overall intersection safety. Vertical alignment improvement projects are expected to include standard/improved superelevation elements, which should be considered part of this CM and not an additional CM.				
General Qualities (Time, Cost and Effectiveness):				
Projects involving changing the horizontal and/or vertical alignment to provide more sight distance are quite extensive and usually take several years to accomplish. If additional right-of-way is required or environmental impacts are expected, these projects will require a substantial period of time. Since this is usually an expensive treatment, one of the keys to creating a cost effective project with at least a medium B/C ratio is targeting higher-hazard locations.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF:	20 - 51 %

R19, Improve curve superelevation

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	45%	20 years
Notes:	This CM only applies to crashes occurring within the limits (or influence area) of the improved superelevation. This CM does not apply to sections of roadways where the horizontal or vertical alignments are changing via another CM.		

General information				
Where to use:				
Roadways noted as having frequent lane departure crashes and inadequate or no superelevation. Safety can be enhanced when the superelevation is improved or restored along curves where the actual superelevation is less than the optimal.				
Why it works:				
Superelevation works with friction between the tires and pavement to counteract the forces on the vehicle associated with cornering. Many curves may have inadequate superelevation because of vehicles traveling at higher speeds than were originally designed for, because of loss of effective superelevation after resurfacing, or because of changes in design policy after the curve was originally constructed.				
General Qualities (Time, Cost and Effectiveness):				
This strategy can be a higher-cost alternative for improving the safety of a curve because it involves reconstruction to some degree. Other projects may be able to be constructed by simple overlays and minimal reconstruction of roadways features. When simple overlay fixes are pursued, a systematic installation approach may be appropriate. The expected effectiveness of this CM must be assessed for each individual location.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Run-off Road, All	CRF:	40 - 50 %

R20, Convert from two-way to one-way traffic

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	35%	20 years
Notes:	This CM only applies to crashes occurring within the limits of the new one-way sections.		

General information				
Where to use:				
One-way streets can offer improved signal timing and accommodate odd-spaced signals. One-way streets can simplify crossings for pedestrians, who must look for traffic in only one direction. While studies have shown that conversion of two-way streets to one-way generally reduces pedestrian crashes and the number of conflict points, one-way streets tend to have higher speeds which creates new problems. Care must be taken not to create conditions that cause driver confusion and erratic maneuvers.				
Why it works:				
Studies have shown a 10 to 50-percent reduction in total crashes after conversion of a two-way street to one-way operation. While studies have shown that con-version of two-way streets to one-way generally reduces pedestrian crashes, one-way streets tend to have higher speeds which creates new problems. At the same time, this strategy (1) increases capacity significantly and (2) can have safety-related drawbacks including pedestrian confusion and minor sideswipe crashes.				
General Qualities (Time, Cost and Effectiveness):				
The costs will vary depending on length of treatment and if the conversion requires modification to signals. Conversion costs can be high to build "crossovers" where the one-way streets convert back to two-way streets and to rebuild traffic signals. It's also likely that these types of modifications will require public involvement and could significantly add to the time it takes to complete the project. The expected effectiveness of this CM must be assessed for each individual location.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF:	26 - 43 %

R21, Improve pavement friction (High Friction Surface Treatments)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	55%	10 years
Notes:	This CM only applies to crashes occurring within the limits of the improved friction overlay. This CM is not intended to apply to standard chip-seal or open-graded **maintenance** projects for long segments of corridors or structure repaving projects intended to fix failed pavement.		

General information				
Where to use:				
Nationally, this countermeasure is referred to as "High Friction Surface Treatments" or HFST. Areas as noted having crashes on wet pavements or under dry conditions when the pavement friction available is significantly less than actual roadway speeds; including but not limited to curves, loop ramps, intersections, and areas with short stopping or weaving distances. This treatment is intended to target locations where skidding is determined to be a problem, in wet or dry conditions and the target vehicle is one that runs (skids) off the road or is unable to stop due to insufficient skid resistance.				
Why it works:				
Improving the skid resistance at locations with high frequencies of wet-road crashes and/or failure to stop crashes can result in a reduction of 50 percent for wet-road crashes and 20 percent for total crashes. Applying HFST can double friction numbers, e.g. low 40s to high 80s. This CM represents a special focus area for both FHWA and Caltrans, which means there are extra resources available for agencies interested in more details on High Friction Surface Treatment projects.				
General Qualities (Time, Cost and Effectiveness):				
This strategy can be relatively inexpensive and implemented in a short timeframe. The installation would be done by either agency personnel or contractors and can be done by hand or machine. In general, This CM can be very effective and can be considered on a systematic approach.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Wet, Rear-End, All	CRF:	17 - 68 %

R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	15%	10 years
Notes:	This CM only applies to crashes occurring within the influence area of the new/upgraded signs. This CM is not intended for maintenance upgrades of street-name, parking, guide, or any other signs without a primary focus on roadway safety. **This CM is not eligible unless** it is done as part of a larger sign audit project, including the study of: 1) the existing signs' locations, sizes and information per MUTCD standards, 2) missing signs per MUTCD standards, and 3) sign retroreflectivity. The overall sign audit scope (or a special exception from the HSIP program manager) must be documented in the Narrative Questions in the application. Based on the scope of the project/audit, it may be appropriate to combine other CMs in the B/C calculation.		

General information				
Where to use:				
The target for this strategy should be on roadway segments with patterns of head on, nighttime, non-intersection, run-off road, and sideswipe crashes related to lack of driver awareness of the presence of a specific roadway feature or regulatory requirement. Ideally this type of safety CM would be combined with other sign evaluations and upgrades (install chevrons, warning signs, delineators, markers, beacons, and relocation of existing signs per MUTCD standards.)				
Why it works:				
This strategy primarily addresses crashes caused by lack of driver awareness (or compliance) roadway signing. It is intended to get the drivers attention and give them a visual warning by using fluorescent yellow sheeting (or other retroreflective material).				
General Qualities (Time, Cost and Effectiveness):				
Signing improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number of signs. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding. When considering any type of federally funded sign upgrade project, California local agencies are encouraged to consider "Roadway Safety Signing Audit (RSSA) and Upgrade Projects". Including RSSAs in the development phase of sign projects are expected to identify non-standard (per MUTCD) sign features and missing signs that may otherwise go unnoticed. More information on RSSA is available on the Local Assistance HSIP webpage.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Head on, Run-off road, Sideswipe, Night	CRF:	18 - 35%

R23, Install chevron signs on horizontal curves

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	40%	10 years
Notes:	This CM only applies to crashes occurring within the influence area of the new signs. (i.e. only through the curve).		

General information
Where to use:
Roadways that have an unacceptable level of crashes on relatively sharp curves during periods of light and darkness. Ideally this type of safety CM would be combined with other sign evaluations and upgrades (install warning signs, delineators, markers, beacons, and relocation of existing signs per MUTCD standards.)
Why it works:
Post-mounted chevrons are intended to warn drivers of an approaching curve and provide tracking information and guidance to the drivers. While they are intended to act as a warning, it should also be remembered that the posts, placed along the roadside, represent a possible object with which an errant vehicle can crash into. Design of posts to minimize damage and injury is an important part of the considerations to be made when selecting these treatments.
General Qualities (Time, Cost and Effectiveness):
Signing improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number of signs. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding. When considering any type of federally funded sign upgrade project, California local agencies are encouraged to consider "Roadway Safety Signing Audit (RSSA) and Upgrade Projects". Including RSSAs in the development phase of sign projects are expected to identify non-standard (per MUTCD) sign features and missing signs that may otherwise go unnoticed. More information on RSSA is available on the Local Assistance HSIP webpage.

FHWA CMF Clearinghouse:	Crash Types Addressed:	Run-off Road, All	CRF:	6 - 64 %

R24, Install curve advance warning signs

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	10 years
Notes:	This CM only applies to crashes occurring within the influence area of the new signs. (i.e. only through the curve)		

General information
Where to use:
Roadways that have an unacceptable level of crashes on relatively sharp curves during periods of light and darkness. This countermeasure may also include horizontal alignment and/or advisory speed warning signs. Ideally this type of safety CM would be combined with other sign evaluations and upgrades (install warning signs, chevrons, delineators, markers, beacons, and relocation of existing signs per MUTCD standards.)
Why it works:
This strategy primarily addresses problem curves, and serves as an advance warning of an unexpected or sharp curve. It provides advance information and gives drivers a visual warning that their added attention is needed.
General Qualities (Time, Cost and Effectiveness):
Signing improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number of signs. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding. When considering any type of federally funded sign upgrade project, California local agencies are encouraged to consider "Roadway Safety Signing Audit (RSSA) and Upgrade Projects". Including RSSAs in the development phase of sign projects are expected to identify non-standard (per MUTCD) sign features and missing signs that may otherwise go unnoticed. More information on RSSA is available on the Local Assistance HSIP webpage.

FHWA CMF Clearinghouse:	Crash Types Addressed:	Run-off Road, All	CRF:	20 - 30 %

R25, Install curve advance warning signs (flashing beacon)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	30%	10 years
Notes:	This CM only applies to crashes occurring within the influence area of the new signs. (i.e. only through the curve)		

General information				
Where to use:				
Roadways that have an unacceptable level of crashes on relatively sharp curves. Flashing beacons in conjunction with warning signs should only be used on horizontal curves that have an established severe crash history to help maintain their effectiveness.				
Why it works:				
This strategy primarily addresses problem curves, and serves as an enhanced advance warning of an unexpected or sharp curve. It provides advance information and gives drivers a visual warning that their added attention is needed. Flashing beacons are an added indication that a curve may be particularly challenging.				
General Qualities (Time, Cost and Effectiveness):				
Use of flashing beacons requires minimal development process, allowing flashing beacons to be installed within a short time period. Before choosing this CM, the agency needs to confirm the ability to provide power to the site (solar may be an option). In general, This CM can be very effective and can be considered on a systematic approach.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF:	30 %

R26, Install dynamic/variable speed warning signs

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	30%	10 years
Notes:	This CM only applies to crashes occurring within the influence area of the new signs. (i.e. through the curve) {**This CM does not apply to dynamic regulatory speed warning signs.** There are currently no nationally accepted CRFs for dynamic regulatory signs (also known as Radar Speed Feedback Signs). CRFs are being developed and Caltrans hopes to include these CMs and CRFs in future calls for projects.}		

General information				
Where to use:				
Curvilinear roadways that have an unacceptable level of crashes due to excessive speeds on relatively sharp curves.				
Why it works:				
This strategy primarily addresses crashes caused by motorists traveling too fast around sharp curves. It is intended to get the drivers attention and give them a visual warning that they may be traveling over the recommended speed for the approaching curve. Care should be taken to limit the placement of these signs to help maintain their effectiveness.				
General Qualities (Time, Cost and Effectiveness):				
Use of dynamic speed warning signs requires minimal development process, allowing them to be installed within a short time period. Before choosing this CM, the agency needs to confirm the ability to provide power to the site (solar may be an option). In general, This CM can be very effective and can be considered on a systematic approach.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF:	0 - 41 %

R27, Install delineators, reflectors and/or object markers

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	15%	10 years
Notes:	This CM only applies to crashes occurring within the limits / influence area of the new features. {**This is not a striping-related CM**}		

General information
Where to use:
Roadways that have an unacceptable level of crashes on curves (relatively flat to sharp) during periods of light and darkness. Any road with a history of fixed object crashes is a candidate for this treatment, as are roadways with similar fixed objects along the roadside that have yet to experience crashes. If a fixed object cannot be relocated or made break-away, placing an object marker can provide additional information to motorists. Ideally this type of safety CM would be combined with other sign evaluations and upgrades (install warning signs, chevrons, beacons, and relocation of existing signs per MUTCD standards.)
Why it works:
Delineators, reflectors and/or object markers are intended to warn drivers of an approaching curve or fixed object that cannot easily be removed. They are intended to provide tracking information and guidance to the drivers. They are generally less costly than Chevron Signs as they don't require posts to place along the roadside, avoiding an additional object with which an errant vehicle can crash into.
General Qualities (Time, Cost and Effectiveness):
These improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number of locations. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in low to moderate cost projects that are more appropriate to seek state or federal funding. When considering any type of federally funded sign upgrade project, California local agencies are encouraged to consider "Roadway Safety Signing Audit (RSSA) and Upgrade Projects". Including RSSAs in the development phase of sign projects are expected to identify non-standard (per MUTCD) sign features and missing signs that may otherwise go unnoticed. More information on RSSA is available on the Local Assistance HSIP webpage.

FHWA CMF Clearinghouse:	Crash Types Addressed:	All	CRF:	0 - 30 %

R28, Install edge-lines and centerlines

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	25%	10 years
Notes:	This CM only applies to crashes occurring within the limits of the new centerlines and/or edge-lines. This CM is not intended to be used for general maintenance activities (i.e. the replacement of existing striping and RPMs in-kind) and must include upgraded safety features over the existing striping. For two lane roadways allowing passing, a striping audit must be done to ensure the passing limits meeting the MUTCD standards. Both the centerline and edge-lines are expected to be upgraded, unless prior approval is granted by Caltrans staff in writing and attached to application.		

General information				
Where to use:				
Any road with a history of run-off-road right, head-on, opposite-direction-sideswipe, or run-off-road-left crashes is a candidate for this treatment - install where the existing lane delineation is not sufficient to assist the motorist in understanding the existing limits of the roadway. Depending on the width of the roadway, various combinations of edge line and/or center line pavement markings may be the most appropriate. Incorporating raised/reflective pavement markers (RPMs) into centerlines (and edge-lines) should be considered as it has been shown to improve safety.				
Why it works:				
Installing edge-lines and centerlines where none exists or making significant upgrades to existing lines (paint to thermoplastic, adding audible disks/bumps in the thermoplastic stripes, or adding RPMs) are intended/designed to help drivers who might leave the roadway because of their inability to see the edge of the roadway along the horizontal edge of the pavement or cross-over the centerline of the roadway into oncoming traffic. New pavement marking products tend to be more durable, are all-weather, more visible, and have a higher retroreflectivity than traditional pavement markings.				
General Qualities (Time, Cost and Effectiveness):				
These improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number and length of locations. This CM can be effectively and efficiently implemented using a systematic approach with numerous and long locations, resulting in low to moderate cost projects that are more appropriate to seek state or federal funding. When considering any type of federally funded striping upgrade project, California local agencies are encouraged to consider "Roadway Safety Striping Audit and Upgrade Projects". Including wide-scale striping audits in the development phase of striping projects are expected to identify non-standard (per MUTCD) striping/marking features, no-passing zone limits needing adjustment, and missing striping/markings that may otherwise go unnoticed. More information on this concepts is available on the Local Assistance HSIP webpage under an RSSA example document. Note: When federal safety funding is used for these installations in high-wear-locations, the local agency is expected to maintain the improvement for a minimum of 10 years.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Head-on, Run-off Road, All	CRF:	0 - 44 %

R29, Install no-passing line

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	45%	10 years
Notes:	This CM only applies to crashes occurring within the limits of the new or extended no-passing zones.		

General information
Where to use:
Roadways that have a high percentage of head-on crashes suggesting that many head-on crashes may relate to failed passing maneuvers. No-passing lines should be installed where drivers "passing sight distance" is not available due to horizontal or vertical obstructions. General restriping projects can be good opportunities to reevaluate and incorporate new no-passing zones limits. The incorporation 'No Passing Zone' pennants should also be considered when reevaluating the limits of no-passing zones. Installing no-passing limits in areas that are not warranted may reduce the overall safety of the corridor as drivers may become frustrated and attempt passing maneuvers at other locations without the necessary sight distance.
Why it works:
When the centerline markings do not differentiate between passing and no-passing areas, drivers may have difficulty determining where passing maneuvers can be completed safely. Providing clear and engineered passing and no-passing areas can encourage drivers to wait patiently for safe passing areas and avoid aggressively looking for passing opportunities.
General Qualities (Time, Cost and Effectiveness):
These improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number and length of locations. When considered at a single location, these low cost improvements are usually funded through local funding by local maintenance crews. However, This CM can be effectively and efficiently implemented using a systematic approach with numerous and long locations, resulting in low to moderate cost projects that are more appropriate to seek state or federal funding.

FHWA CMF Clearinghouse:	Crash Types Addressed:	Head-on, Side-swipe	CRF:	40 - 53%

R30, Install centerline rumble strips/stripes

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	20%	10 years
Notes:	This CM only applies to crashes occurring within the limits of the new rumble strips/stripes.		

General information
Where to use:
Center Line rumble strips/stripes can be used on virtually any roadway – especially those with a history of head-on crashes. It is recommended that rumble strips/stripes be applied systematically along an entire route instead of only at spot locations. For all rumble strips/stripes, pavement condition should be sufficient to accept milled rumble strips. Care should be taken when considering installing rumble strips in locations with residential land uses or in areas with high bicycle volumes.
Why it works:
Rumble strips provide an auditory indication and tactile rumble when driven on, alerting drivers that they are drifting out of their travel lane, giving them time to recover before they depart the roadway or cross the center line. Additionally, rumble stripes (pavement marking in the rumble itself) provide an enhanced marking, especially in wet dark conditions.
General Qualities (Time, Cost and Effectiveness):
These improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number and length of locations. This CM can be effectively and efficiently implemented using a systematic approach with numerous and long locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.

FHWA CMF Clearinghouse:	Crash Types Addressed:	Head-on, Side-swipe, All	CRF:	15 - 68%

R31, Install edgeline rumble strips/stripes

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	All	15%	10 years
Notes:	This CM only applies to crashes occurring within the limits of the new rumble strips/stripes.		

General information				
Where to use:				
Shoulder and edge line milled rumble strips/stripes should be used on roads with a history of roadway departure crashes. It is recommended that rumble strips/stripes be applied systematically along an entire route instead of only at spot locations. For all rumble strips/stripes, pavement condition should be sufficient to accept milled rumble strips. Special requirements may apply and care should be taken when considering installing rumble strips in locations with residential land uses or in areas with high bicycle volumes.				
Why it works:				
Rumble strips provide an auditory indication and tactile rumble when driven on, alerting drivers that they are drifting out of their travel lane, giving them time to recover before they depart the roadway or cross the center line. Additionally, rumble stripes (pavement marking in the rumble itself) provide an enhanced marking, especially in wet dark conditions.				
General Qualities (Time, Cost and Effectiveness):				
These improvements do not require a long development process and can typically be implemented quickly. Costs for implementing this strategy are nominal and depend on the number and length of locations. This CM can be effectively and efficiently implemented using a systematic approach with numerous and long locations, resulting in moderate cost projects that are more appropriate to seek state or federal funding.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Run-off Road	CRF:	10 - 41%

R32PB, Install bike lanes

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	35%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring within the limits of the Class II (not Class III) bike lanes. When an off-street bike-path is proposed that is not adjacent to the roadway, the applicant must document the engineering judgment used to determine which "Ped & Bike" crashes to apply.		

General information				
Where to use:				
Roadway segments noted as having crashes between bicycles and vehicles or crashes that may be preventable with a buffer/shoulder. Most studies suggest that bicycle lanes may provide protection against bicycle/motor vehicle collisions. Striped bike lanes can be incorporated into a roadway when is desirable to delineate which available road space is for exclusive or preferential use by bicyclists.				
Why it works:				
Most studies present evidence that bicycle lanes provide protection against bicycle/motor vehicle collisions. Bicycle lanes provide marked areas for bicyclist to travel along the roadway and provide for more predictable movements for both bicyclist and motorist. Evidence also shows that riding with the flow of vehicular traffic reduces bicyclists' chances of collision with a motor vehicle. Locations with bicycle lanes have lower rates of wrong-way riding. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing cyclists on appropriate/legal travel paths and signs and markings warning motorists of non-motorized uses of the roadway that should be expected.				
General Qualities (Time, Cost and Effectiveness):				
Adding striped bicycle lanes can range from the simply restriping the roadway and minor signing to projects that require roadway widening, right-of-way, and environmental impacts. It is most cost efficient to create bike lanes during street reconstruction, street resurfacing, or at the time of original construction. The expected effectiveness of this CM must be assessed for each individual location. For simple installation scenarios, This CM can be very effective and can be considered on a systematic approach.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF:	0 - 53 %

R33PB, Install Separated Bike Lanes

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	45%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring within the limits of the separated bike lanes. When an off-street bike-path is proposed that is not adjacent to the roadway, the applicant must document the engineering judgment used to determine which "Ped & Bike" crashes to apply.		

General information

Where to use:

Separated bikeways are most appropriate on streets with high volumes of bike traffic and/or high bike-vehicle collisions, presumably in an urban or suburban area. Separation types range from simple, painted buffers and flexible delineators, to more substantial separation measures including raised curbs, grade separation, bollards, planters, and parking lanes. These options range in feasibility due to roadway characteristics, available space, and cost. In some cases, it may be possible to provide additional space in areas where pedestrian and bicyclists may interact, such as the parking buffer, or loading zones, or extra bike lane width for cyclists to pass one another.

Why it works:

Separated bike lanes provide increased safety and comfort for bicyclists beyond conventional bicycle lanes. By separating bicyclists from motor traffic, “protected” or physically separated bike lanes can offer a higher level of comfort and are attractive to a wider spectrum of the public. Intersections and approaches must be carefully designed to promote safety and facilitate left-turns for bicyclists from the primary corridor to cross street.
In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing cyclists on appropriate/legal travel paths and signs and markings warning motorists of non-motorized uses of the roadway that should be expected.

General Qualities (Time, Cost and Effectiveness):

The cost of Installing separated bike lanes can be low to medium or high, depending on whether roadway widening, right-of-way and environmental impacts are involved. It is most cost efficient to create bike lanes during street reconstruction, street resurfacing, or at the time of original construction. The expected effectiveness of this CM must be assessed for each individual location.

FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF:	3.7 - 100 %

R34PB, Install sidewalk/pathway (to avoid walking along roadway)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	80%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring within the limits of the new walkway. This CM is not intended to be used where an existing sidewalk is being replaced with a wider one, unless prior Caltrans approval is included in the application. When an off-street multi-use path is proposed that is not adjacent to the roadway, the applicant must document the engineering judgment used to determine which "Ped & Bike" crashes to apply.		

General information

Where to use:

Areas noted as not having adequate or no sidewalks and a history of walking along roadway pedestrian crashes. In rural areas asphalt curbs and/or separated walkways may be appropriate.

Why it works:

Sidewalks and walkways provide people with space to travel within the public right-of-way that is separated from roadway vehicles. The presence of sidewalks on both sides of the street has been found to be related to significant reductions in the “walking along roadway” pedestrian crash risk compared to locations where no sidewalks or walkways exist. Reductions of 50 to 90 percent of these types of pedestrian crashes. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing pedestrians and cyclists on appropriate/legal travel paths and signs and markings warning motorists of non-motorized uses of the roadway that should be expected.

General Qualities (Time, Cost and Effectiveness):

Costs for sidewalks will vary, depending upon factors such as width, materials, and existing of curb, gutter and drainage. Asphalt curbs and walkways are less expensive, but require more maintenance. The expected effectiveness of this CM must be assessed for each individual location. These projects can be very effective in areas of high-pedestrian volumes with a past history of crashes involving pedestrians.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF:	65 - 89 %

R35PB, Install/upgrade pedestrian crossing (with enhanced safety features)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	35%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the influence area (expected to be a maximum of within 250') of the new crossing which includes new enhanced safety features. Note: This CM is not intended to be combined with the "Install raised pedestrian crossing" when calculating the improvement's B/C ratio. This CM is not intended to be used for high-cost aesthetic enhancements (i.e. stamped concrete or stamped asphalt).		

General information				
Where to use:				
Roadway segments with no controlled crossing for a significant distance in high-use midblock crossing areas and/or multilane roads locations. Based on the Zegeer study (Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations) at many locations, a marked crosswalk alone may not be sufficient to adequately protect non-motorized users. In these cases, flashing beacons, curb extensions, medians and pedestrian crossing islands and/or other safety features should be added to complement the standard crossing elements. For multi-lane roadways, advance "yield" markings can be effective in reducing the 'multiple-threat' danger to pedestrians.				
Why it works:				
Adding pedestrian crossings has the opportunity to greatly enhance pedestrian safety at locations noted as being problematic. The enhanced safety elements, which may include curb extensions, medians and pedestrian crossing islands, beacons, and lighting, combined with pavement markings delineating a portion of the roadway that is designated for pedestrian crossing. Care must be taken to warn drivers of the potential for pedestrians crossing the roadway and enhanced improvements added to the crossing increase the likelihood of pedestrians crossing in a safe manner. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing pedestrians and cyclists on appropriate/legal travel paths and signs. When agencies opt to install aesthetic enhancement to crossing like stamped concrete/asphalt, the project design and construction costs can significantly increase. For HSIP applications, these costs must be accounted for in the B/C calculation, but these costs (over standard crosswalk markings) must be tracked separately and are not federally reimbursable and will increase the agency's local-funding share for the project costs.				
General Qualities (Time, Cost and Effectiveness):				
Costs associated with this strategy will vary widely, depending on the extent of the curb extensions, raised medians, flashing beacons, and other pedestrian safety elements that are needed with the crossing. When considered at a single location, these improvements can sometimes be low cost and funded through local funding by local crews. This CM can often be effectively and efficiently implemented using a systematic approach with numerous locations, resulting in moderate to high cost projects that are appropriate to seek state or federal funding.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF:	8 - 56%

R36PB, Install raised pedestrian crossing

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	35%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the area with the new raised crossing. Note: This CM is not intended to be combined with the "Install pedestrian crossing (with enhanced safety features)" when calculating the improvement's B/C ratio.		

General information				
Where to use:				
On lower-speed roadways, where pedestrians are known to be crossing roadways that involve significant vehicular traffic. Based on the Zegeer study (Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations) at many locations, a marked crosswalk alone, may not be sufficient to adequately protect non-motorized users. In these cases, raised crossings can be added to complement the standard crossing elements. Special requirements may apply and extra care should be taken when considering installing raised crossings to ensure unintended safety issues are not created, such as: emergency vehicle access or truck route issues.				
Why it works:				
Adding a raised pedestrian crossing has the opportunity to enhance pedestrian safety at locations noted as being especially problematic. The raised crossing encourages motorists to reduce their speed and provides improved delineation for the portion of the roadway that is designated for pedestrian crossing. In combination with this CM, better guidance signs and markings for non-motorized and motorized roadway users should be considered, including: sign and markings directing pedestrians and cyclists on appropriate/legal travel paths.				
General Qualities (Time, Cost and Effectiveness):				
Costs associated with this strategy will vary widely, depending upon the elements of the raised crossing and the need for new curb ramps and sidewalk modifications. This CM may be effectively and efficiently implemented using a systematic approach with more than one location and can have medium to high B/C ratios based on past non-motorized crash history.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF:	30 - 46%

R37PB, Install Rectangular Rapid Flashing Beacon (RRFB)

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Pedestrian and Bicycle	35%	20 years
Notes:	This CM only applies to "Ped & Bike" crashes occurring in the influence area (expected to be a maximum of within 250') of the crossing which includes the RRFB.		

General information				
Where to use:				
Rectangular Rapid Flashing Beacon (RRFB) includes pedestrian-activated flashing lights and additional signage that enhance the visibility of marked crosswalks and alert motorists to pedestrian crossings. It uses an irregular flash pattern that is similar to emergency flashers on police vehicles. RRFBs are installed at unsignalized intersections and mid-block pedestrian crossings.				
Why it works:				
RRFBs can enhance safety by increasing driver awareness of potential pedestrian conflicts and reducing crashes between vehicles and pedestrians at unsignalized intersections and mid-block pedestrian crossings. The addition of RRFB may also increase the safety effectiveness of other treatments, such as crossing warning signs and markings.				
General Qualities (Time, Cost and Effectiveness):				
RRFBs are a lower cost alternative to traffic signals and hybrid signals. This CM can often be effectively and efficiently implemented using a systematic approach with numerous locations.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Pedestrian, Bicycle	CRF:	7 – 47.4%

R38, Install Animal Fencing

For HSIP Cycle 11 Call-for-projects			
Funding Eligibility	Crash Types Addressed	CRF	Expected Life
90%	Animal	80%	20 years
Notes:	This CM only applies to "animal" crashes occurring within the limits of the new fencing.		

General information				
Where to use:				
At locations with high percent of vehicular/animal crashes (reactive) or where there is a known high percent of animals crossing due to migratory patterns (proactive).				
Why it works:				
Animal fencing helps to channelize the identified animals to a natural or man-made crossing, eliminating the conflict between vehicles and animals on the same place. Animal fencing is typically installed at a bridge location with its "run of need" dependent on the surrounding terrain.				
General Qualities (Time, Cost and Effectiveness):				
Time to install fencing can be moderate to lengthy depending on the environmental commitments and agreed upon solution to mitigating project impacts. Costs will be fairly low and depend on the "run of need" length. There will be minimal reoccurring maintenance costs on keeping the fence intact. The expected effectiveness of this CM must be assessed for each individual location.				
FHWA CMF Clearinghouse:	Crash Types Addressed:	Animal	CRF:	70 - 90 %

Appendix C: Summary of "Recommended Actions"

The information contained here represent a brief summary of each section of this manual as well as the Summary of "Recommended Actions" from Sections 2 through 7. This is intended to be a quick-reference for local agency practitioners working on a "proactive safety analysis" of their roadway network.

Introduction and Purpose

As safety practitioners consider implementing a 'proactive safety analysis approach' they should consider the overall context of the safety issues facing California local agencies and Caltrans primary goals for preparing this Safety manual for California's local roadway owners. Figure 1 provides a flowchart of the process and Appendices E and F provide examples and lessons learned from recent statewide calls-for-projects.

Identifying Safety Issues

This section provides an overview of the types of data to collect for the identification of roadway safety issues. It discusses sources of crash data and how they can be used. As practitioners gather information they are encouraged to develop one or more separate spreadsheets and/or pin-maps to help track and manage this data. The following spreadsheet is offered as an example, but each agency's spreadsheet should include data and be formatted as necessary to meet their needs.

	General Information		Crash Information			Evaluation / Action		
Location & Date	Source/Type of information	Safety Issue/Problem	Nature of Crashes	Time of Day	Weather/Traffic Conditions	Staff Evaluation	Recommend Action	Resolution
1) Intersection "X"								
2) Roadway Segment (PM 5.3 to PM 7.8)								

State and Local Crash Databases

Recommended Action: Obtain at least 3 years of network-wide crash data to identify local roads that have a history of roadway crashes. This will be used to identify predominant roadway crash locations, crash types and other common characteristics.

Transportation Injury Mapping System (TIMS)

Recommended Action: Consider augmenting your local agency's data collection approach with information available using the suite of TIMS tools. The TIMS tools (and/or tools from private for-profit vendors) can help the safety practitioner access and manage their crash data.

Law Enforcement Crash Reports

Recommended Action: Develop a working relationship with law enforcement officials responsible for enforcement and crash investigations. This could foster a partnership where sharing crash reports and

safety information on problem roadway segments becomes an everyday occurrence. Practitioners with limited access to crash data are encouraged to use TIMS to assess the local crash report data.

Observational Information

Recommended Action: Gather information received from law enforcement and road maintenance crew observations. Develop a system for maintenance crews to report and record observed roadway safety issues and a mechanism to address them.

Public Notifications

Recommended Action: Review and summarize information received from these sources, identifying segments or corridors with multiple notifications and record the locations, dates, and nature of the problem that are cited.

Roadway Data and Devices

Recommended Action: Identify and track roadway characteristics for the intersections, roadway segments, and corridors, including compliance with the minimum standards. At a minimum, this should be done for locations being considered for safety improvements, but ideally agencies would establish an extensive database of roadway data to help them proactively identify high risk roadway features.

Exposure Data

Recommended Action: Consider the availability of exposure data and track it along with the other crash data to help prioritize potential locations for safety improvements.

Field Assessments and Road Safety Audits

Recommended Action: Consider completing formal or informal field assessments and RSAs at certain locations to help ensure all relevant information is collected and available for the safety practitioners to complete their safety analysis and identification of the most appropriate countermeasures. Develop simple straightforward criteria on when one of these will be undertaken.

Safety Data Analysis

This section summarizes the types of analyses that can be conducted to determine what roadway countermeasures should be implemented. This section is the link between the data (Section 2) and the selection of appropriate countermeasures (Section 4). It provides definitions and examples of the qualitative and quantitative factors that should be considered when evaluating roadway safety issues.

Quantitative Analysis

Recommended Action: Complete a quantitative analysis of their roadway data using both Crash Frequency and Crash Rate methodologies, including:

Crash Frequency

Top 10 (or 20) lists of intersections and roadway segments.

For lower volume roadways, network wide pin-maps may be more effective.

Develop collision diagrams showing the direction of movement of vehicles and pedestrians.

Crash Rate

Top 10 (or 20) lists of roadway segments in relationship to length, volumes, and/or density.

Top 10 (or 20) lists of intersections, sorted by crash rate.

Top 10 (or 20) lists of the highest volume intersections, sorted by crash frequency or rate.

Qualitative Analysis

Recommended Action: Consider completing field assessments and RSAs to identify roadway infrastructure characteristics relating to both locations with compliance issues and locations with high crash frequencies/rates. As part the field assessments, common roadway and crash characteristics should be identified for the potential systemic deployment of countermeasures.

Caltrans recommends all agencies complete both quantitative and qualitative analyses before starting their applications for HSIP program funding. The findings from these analyses should be documented in spreadsheets and/or pin-maps similar to the ones discussed in Section 2.

Countermeasures

This Section provides a description of selected countermeasures that have been shown in this manual. It includes a basic set of strategies to implement at locations experiencing a history of crashes and their corresponding crash modification factors (CMF). NOTE: Crash Reduction Factors (CRFs) are directly connected to the CMFs and are another indication of the effectiveness of a particular treatment. The CRF for a countermeasure is defined mathematically as 1 – CMF. The terms CMFs and CRFs are used interchangeably throughout this document.

Selecting Countermeasures and Crash Modification Factors / Crash Reduction Factors

Countermeasure Details and Characteristics

Recommended Action: Agencies should use all information and results obtained through completing the actions in Sections 2, 3 and 4 to select the appropriate countermeasures for their HCCLs and systemic improvements. As novice safety practitioners select countermeasures, they must realize that a reasonable level of traffic 'engineering judgment' is required and that this manual and should not be used as a simple cheat-sheet for preparing and submitting applications for funding.

Calculating the B/C ratio and Comparing Projects

This section defines a methodology for calculating a benefit to cost (B/C) ratio for a potential safety project. It includes sources for estimating projected costs and benefits and the specific values/formulas Caltrans uses for its statewide evaluations of HSIP projects. This section also discusses the potential value in reevaluating projects' overall cost effectiveness.

Estimating the Benefit of Implementing Proposed Improvements

Recommended Action: Prepare 'Total Benefit' estimates for the proposed projects being evaluated in the proactive safety analysis.

Estimating the Cost of Implementing Proposed Improvements

Recommended Action: Prepare 'Total Project Cost' estimates for the proposed projects being evaluated in the proactive safety analysis.

Calculating the B/C Ratio

Recommended Action: Calculate the B/C ratio for each of the proposed projects being evaluated in the proactive safety analysis.

Compare B/C Ratios and Consider the Need to Reevaluate Project Elements

Recommended Action: Compare, reevaluate, and prioritize the potential safety projects. Consider changing the project limits or utilizing lower cost countermeasures for projects with low initial B/C ratios.

Identifying Funding and Construct Improvements

This section identifies existing and new funding opportunities for safety projects that local agencies should be considering. This section also briefly discusses some unique project development issues and strategies for safety projects as they proceed through design and construction.

Existing Funding for Low-cost Countermeasures

Recommended Action: Survey planned maintenance, developer and capital projects to determine whether they overlap any of the proposed safety projects. Where projects overlap, leverage the existing funding sources to include safety countermeasures.

Other Funding Sources

Recommended Action: Consider all potential funding opportunities to incorporate the identified safety countermeasures including the HSIP and ATP Programs.

Project Development and Construction Considerations

Recommended Action: Safety practitioners should follow their safety projects all the way through the project delivery and construction process. In addition, they should establish a safety program delivery plan that brings awareness and support to the expedited delivery of safety projects. Where possible, safety practitioners should involve the media and even consider having their own program intended to "toot their own safety-horn."

Evaluation Improvements

This section presents the process to complete an evaluation of installed treatments. After the countermeasures are installed, assessing their effectiveness will provide valuable information and can help determine which countermeasures should continue to be installed on other roadways to make them safer as well.

Recommended Action: Develop a spreadsheet to track future safety project installations and record 3+ years of "before" and "after" crash information at those locations. Once safety countermeasures are constructed, schedule and track assessment dates to ensure they happen.

Appendix D: Benefit Cost Ratio (BCR) Calculations

This appendix includes the Benefit Cost methodology used in the Caltrans calls-for-projects in the HSIP programs. The HSM, Part B - Chapter 7, includes more details on conducting Economic Appraisal for roadway safety projects. Local agencies will be required to utilize the HSIP Analyzer to calculate the Benefit Cost Ratio (BCR) as part of their application for HSIP funding. Starting in Cycle 7 call for projects, the fatality and severe injury costs have been combined for calculating the benefit. Because fatality figures are small and are a matter of randomness, this change is being made to reduce the possibility of selecting an improvement project on the basis of randomness.

1) $Benefit\ (Annual) = \sum_{s=0}^{3} \frac{CRF \times N \times CC_{ave}}{Y}$

- CRF : Crash reduction factor in each countermeasure.
- S : Severity (0: PDO, 1: Minor Injury, 2: Injury, 3: Severe Injury/Fatal). See the below table.
- N : Number of Crashes, in severity levels, related to selected countermeasure.
- Y : Crash data time period (Year).
- CC_{ave} : Crash costs in severity levels.

Severity (S)	Crash Severity *	Location Type	Crash Cost ***
3	**Fatality and Severe Injury Combined (KA)	Signalized Intersection	$1,787,000
3		Non Signalized Intersection	$2,843,000
3		Roadway	$2,461,000
2	Evident Injury – Other Visible (B)		$159,900
1	Possible Injury–Complaint of Pain (C)		$90,900
0	Property Damage Only (O)		$14,900

* The letters in parenthesis (K, A, B, C and O) refer to the KABCO scale; it is commonly used by law enforcement agencies in their crash reporting efforts and is further documented in the HSM.

** Figures were calculated based on an average Fatality (K) / Severe Injury (A) ratio for each area type, a crash cost for a Fatality (K) of $8,112,200, and a crash cost of a Severe/Disabling Injury (A) of $437,100. These costs are used in the HSIP Analyzer.

*** Based on Table 7-1, Highway Safety Manual (HSM), First Edition, 2010. Adjusted to 2022 Dollars.

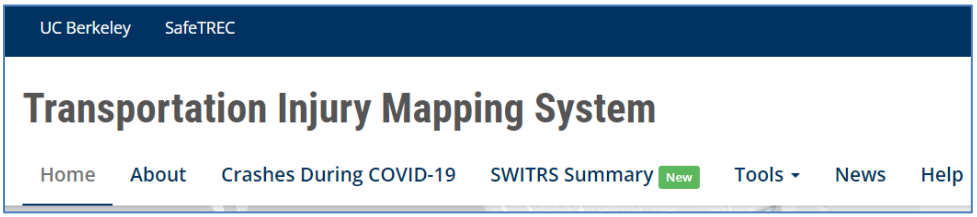
2) *Benefit (Life) = Benefit (annual) x Years of service life*

3) BCR (each countermeasure): $Benefit\ \ Cost\ Ratio_{(CM)} = \frac{Benefit\ (Life)_{(CM)}}{Total\ \mathrm{Pr}oject\ Cost_{(CM)}}$

4) BCR (project): $BCR\ (Project) = \frac{\sum_{CM=1}^{n} Benefit\ (Life)_{(CM)}}{Total\ \ Project\ Cost}$

Appendix E: Examples of Crash Data Collection and Analysis Techniques using TIMS

As demonstrated throughout the manual, SafeTREC's TIMS website http://tims.berkeley.edu/ can be used to assist local agencies in completing a proactive safety analysis of their roadway network. *(Note: This manual focuses on TIMS as a tool to access and map SWITRS data because TIMS is free to local agencies and the general public. Local agencies are encouraged to try TIMS, but they should not feel obligated to make a switch if they prefer using their vendor-supplied crash analysis software to complete their data collection and analysis process).*



SWITRS Query & Map:

The SWITRS Query & Map application is a tool for accessing and mapping fatal and injury collision data from the California Statewide Integrated Traffic Records System (SWITRS).

SWITRS GIS Map:

The SWITRS GIS Map offers an interactive map-centric approach to viewing and querying SWITRS collision data, with the capability of multiple tasks including Rank by Intersection, Collision Diagram, etc.

Collision Diagram Tool:

The Collision Diagram tool allows users to generate an interactive collision diagram. The Collision Diagram is accessible through SWITRS GIS Map after a set of collisions is selected.

ATP Maps & Summary Data:

The ATP Maps & Summary Data tool utilizes interactive collision maps to find pedestrian and bicycle collisions hot spot and generate data summaries within specified project and/or community limits. Though it is designed to support the California Active Transportation Program (ATP), this tool may be useful in developing an HSIP project targeting pedestrian and bicycle safety issues.

Appendix F: List of Abbreviations

AASHTO	American Association of State Highway and Transportation Officials
ATP	Active Transportation Program
B/C; BCR	Benefit Cost Ratio
Caltrans	California Department of Transportation (Division of Local Assistance)
CA-MUTCD	California - Manual on Uniform Traffic Control Devices
CM	Countermeasure
CMF	Crash Modification Factor
CRF	Crash Reduction Factor
"5 E's of Safety"	Education, Enforcement, Engineering, Emergency Response and Emerging Technologies
EMS	Emergency Medical Services
FHWA	Federal Highway Administration
HCCL	High Crash Concentration Location
HR3	High Risk Rural Roads Program
HSIP	Highway Safety Improvement Program
HSM	Highway Safety Manual
RSA	Roadway Safety Audit
SafeTREC	Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley
SHSP	Strategic Highway Safety Plan
SWITRS	Statewide Integrated Traffic Records System
TIMS	Transportation Injury Mapping System (a product of SafeTREC)

Appendix G: References

1. FHWA, Office of Safety website: Local and Rural Road Safety Program
   - https://safety.fhwa.dot.gov/local_rural/

2. Highway Safety Manual (HSM). Product of the American Association of State Highway and Transportation Officials.
   - http://www.highwaysafetymanual.org/Pages/default.aspx

3. National Highway Traffic Safety Administration (NHTSA): National Center for Statistics and Analysis (NCSA) Motor Vehicle Traffic Crash Data Resource
   - https://crashstats.nhtsa.dot.gov/

4. California - Manual on Uniform Traffic Control Devices (CA-MUTCD)
   - https://dot.ca.gov/programs/safety-programs/camutcd

5. Caltrans' website on the Highway Design Manual
   - https://dot.ca.gov/programs/design/manual-highway-design-manual-hdm

6. FHWA, Research and Development website for Bikesafe and Pedsafe
   - https://safety.fhwa.dot.gov/ped_bike/tools_solve/

7. AASHTO - A Policy on Geometric Design of Highways and Streets ("Green Book")

   AASHTO - the Roadside Design Guide
   - https://store.transportation.org/

8. FHWA – Public Roads Magazine:
   - https://highways.dot.gov/public-roads/home

APPENDIX F. COUNTERMEASURE TOOLBOX

rn to Agenda

Table 1. Counter es for Intersections

ID	Intersection	Control	Consolidated CMs (HSIP-Eligible - Refer to LRSM* 2020)						Additional CM (non-HSIP)**	Emphasis Area 1 - Intersection Safety			Emphasis Area -2 - Reduce Nighttime Collisions			Emphasis Area -3 - Reduce Unsafe Speed Collisions			Emphasis Area -4 - Reduce Broadside Collisions			Emphasis Area -5 - Reduce Automobile Right of Way Collisions			Emphasis Area - 6 - Reduce Pedestrian Collisions			Additional CM's	Total Injury Collisions	KSI	Broadside	Pedestrian Collisions	Unsafe Speed	DUI Collisions
			CM1	CM2	CM3	CM4	CM5	Other		CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3								
I-1	Appian Way and Fitzgerald Dr	Signalized	S02	S03	S20PB				Red light camera, High visibility crosswalk, median pedestrian refuge island, directional curb ramps, reduce corner curb radius	S02	S03	S09	S01	S02	S10	S03	S04	S11	S02	S03	S09	S02	S03	S09	S18PB	S21PB		S20PB	7	1	2	1	2	0
I-2	San Pablo Ave and Tennent Ave	Signalized	S03	S20PB					High visibility crosswalk, directional curb ramps, ADA curb ramps, consider removing slip lane, yield limit lines at approach to slip lane, Educational program (DUI)	S02	S03	S09	S01	S02	S10	S03	S04	S11	S02	S03	S09	S02	S03	S09	S18PB	S21PB		S20PB	4	1	1	1	0	1
I-3	Appian Way and Canyon Dr and Tara Hills	Signalized	S02	S03	S12	S20PB			high visibility crosswalk	S02	S03	S09	S01	S02	S10	S03	S04	S11	S02	S03	S09	S02	S03	S09	S18PB	S21PB		S20PB	4	1	0	1	2	0
I-5	Pinole Valley Road/ Tennent Ave/Ellerhorst St	Signalized	S02	S03	S12	S16			Stipe high visibility crosswalk, Install yield limit lines at slip lane, upgrade curb ramps to ADA curb ramps, install bulb outs at Ellerhorst St and Pinole Valley Rd near Elementary school, Conduct Traffic Study to remove parking lane on Ellerhorst	S02	S03	S09	S01	S02	S10	S03	S04	S11	S02	S03	S09	S02	S03	S09	S18PB	S21PB			3	1	1	0	0	1
I-6	Walter Ave and San Pablo Ave	Two Way Stop C	NS01	NS06	NS22PB	NS21PB	NS15		Mark crosswalks across Walter Ave (ladder style or high vis), upgrade curb ramps to be ADA compliant, stripe centerline on Walter Ave	NS06	NS07	NS11	NS01	NS06	NS07	NS07	NS10	NS12	NS06	NS07	NS08	NS06	NS07	NS08	NS21PB	NS22PB	NS23PB		1	1	0	0	1	0
I-7	Fitzgerald Dr and Best Buy Parking Lot	Signalized	S01	S09	S20PB				Upgrade crosswalk to high visibly crosswalk, Add handrail on the southwest corner	S02	S03	S09	S01	S02	S10	S03	S04	S11	S02	S03	S09	S02	S03	S09	S18PB	S21PB			2	0	0	1	0	0
I-8	San Pablo Ave and Del Monte	Signalized		S09					Install reflectors, object marker of raised median	S02	S03	S09	S01	S02	S10	S03	S04	S11	S02	S03	S09	S02	S03	S09	S18PB	S21PB			2	0	1	0	1	0

Recommended HSIP Countermeasures (Refer to LRSM for more details about each countermeasure)

Code	Countermeasure Name
HSIP/Non-HSIP Code	
S01	Add intersection lighting
S02	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number
S03	Improve signal timing (coordination, phases, red, yellow, or operation)
S05	Install emergency vehicle pre-emption systems
S06	Install left-turn lane and add turn phase (signal has no left-turn lane or phase before)
S07	Provide protected left turn phase (left turn lane already exists)
S08	Convert signal to mast arm (from pedestal-mounted)
S09	Install raised pavement markers and striping (Through Intersection)
S10	Install flashing beacons as advance warning (S.I.)
S11	Improve pavement friction (High Friction Surface Treatments)
S12	Install raised median on approaches (S.I.)
S13PB	Install pedestrian median fencing on approaches
S14	Create directional median openings to allow (and restrict) left-turns and U-turns (S.I.)
S15	Reduced Left-Turn Conflict Intersections (S.I.)
S16	Convert intersection to roundabout (from signal)
S17PB	Install pedestrian countdown signal heads
S18PB	Install pedestrian crossing (S.I.)
S19PB	Pedestrian Scramble
S20PB	Install advance stop bar before crosswalk (Bicycle Box)
S21PB	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)

Code	Countermeasure Name
NS01	Add intersection lighting (NS.I.)
NS02	Convert to all-way STOP control (from 2-way or Yield control)
NS03	Install Signals
NS04	Convert intersection to roundabout (from all way stop)
NS05	Convert intersection to roundabout (from 2-way stop or Yield control)
NS06	Install/upgrade larger or additional stop signs or other intersection warning/regulatorysigns
NS07	Upgrade intersection pavement markings (NS.I.)
NS08	Install Flashing Beacons at Stop-Controlled Intersections
NS09	Install flashing beacons as advance warning (NS.I.)
NS10	Install transverse rumble strips on approaches
NS11	Improve sight distance to intersection (Clear Sight Triangles)
NS12	Improve pavement friction (High Friction Surface Treatments)
NS13	Install splitter-islands on the minor road approaches
NS14	Install raised median on approaches (NS.I.)
NS15	Create directional median openings to allow (and restrict) left-turns and u-turns (NS.I.)
NS16	Reduced Left-Turn Conflict Intersections (NS.I.)
NS17	Install right-turn lane (NS.I.)
NS18	Install left-turn lane (where no left-turn lane exists)
NS19PB	Install raised medians (refuge islands)
NS20PB	Install pedestrian crossing at uncontrolled locations (signs and markings only)
NS21PB	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)
NS22PB	Install Rectangular Rapid Flashing Beacon (RRFB)
NS23PB	Install Pedestrian Signal (including Pedestrian Hybrid Beacon (HAWK))

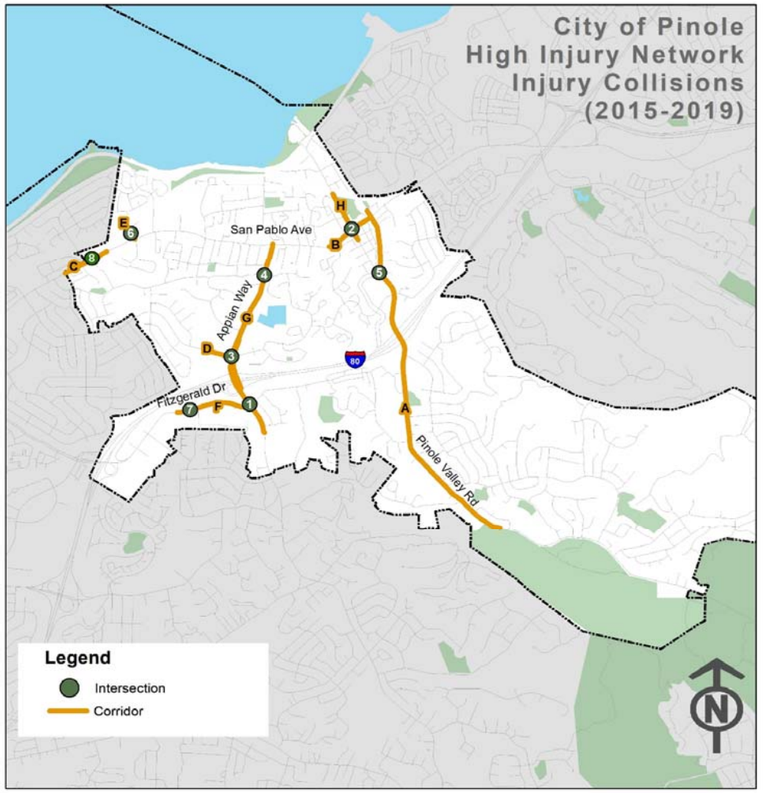


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Table 2. Count ures for Roadway Segments

ID	Roadway Segment	Consolidated CMs (HSIP-Eligible - Refer to LRSM* 2020)						Additional CM (non-HSIP)**	Emphasis Area 1 - Intersection Safety			Emphasis Area -2 - Reduce Nighttime Collisions			Emphasis Area -3 - Reduce Unsafe Speed Collisions			Emphasis Area -4 - Reduce Broadside Collisions			Emphasis Area -5 - Reduce Automobile Right of Way Collisions			Emphasis Area - 6 - Reduce Pedestrian Collisions			Total Injury Collisions	F+SI Collisions	Broadside Collisons	Pedestrian Collisions	Unsafe Speed	DUI Collisions
		CM1	CM2	CM3	CM4	CM5	CM6		CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3						
A	Pinole Valley Rd: San Pablo Ave to Collins Ave	R22	R27	R26	R01	R30	R37PB	NH1				R01	R22	R27	R22	R26	R27	R21	R22	R30	R22	R24	R27	R35PB	R36PB	R37PB	10	3	3	1	4	1
B	San Pablo Ave: Oak Ridge Rd to Pinole Valley Rd	R28	R27	R22	R14			Consider installing traffic calming measures, Restrip and Repave, NH1				R01	R22	R27	R14	R28	R21	R21	R22	R30	R22	R27		R35PB	R36PB	R37PB	7	1	0	0	2	3
C	San Pablo Ave: Golden Gate Park to Del Monte D	R22	R27	R21	R31			Pavement markers can be added at the nose of the medians, NH1				R01	R22	R27	R22	R31	R27	R21	R22	R30	R22	R27		R35PB	R36PB	R37PB	3	1	2	0	1	0
D	Tara Hills: Kilkenny Way to Appian Way	R14	R28	R27	R22			Restriping and repave, Traffic calming, NH1, Restrict parking near Gas Station				R01	R22	R27	R14	R28	R21	R21	R22	R28	R22	R27		R35PB	R36PB	R37PB	2	1	0	1	2	0
E	Walter Ave: North Terminus to San Pablo Ave	R01	R22	R27	R28	R30						R01	R22	R27	R22	R30	R27	R21	R22	R28	R22	R27		R35PB	R36PB	R37PB	1	1	0	0	1	0
F	Fitzgerald Dr: Jovita Ln to Appian Way	R35PB	R14	R26	R22	R27		Additional traffic calming measures, Pedestrian Safety (Bulb-outs), NH1				R01	R22	R27	R26	R30	R28	R21	R22	R28	R22	R27	R23	R35PB	R36PB	R37PB	7	0	0	2	0	0
G	Appian Way: San Pablo Ave to Michael Dr	R22	R27	R26	R21			Bike Lane				R01	R22	R27	R26	R21	R27	R21	R22	R30	R22	R27	R23	R35PB	R36PB	R37PB	6	0	1	0	4	0
H	Tennent Ave: San Pablo Ave to Pinole Valley Rd	R22	R30	R28	R27	R37PB		Improve Pavement Condition, Add bulb out at Plum St/Pear St				R01	R22	R27	R22	R30	R27	R21	R22	R30	R22	R27	R28	R35PB	R36PB	R37PB	1	0	1	0	0	0

**Non-HSIP Eligible CMs	Code
Speed Feedback Signs	NH1

Recommended HSIP Countermeasures (Refer to LRSM for more details about each countermeasure)

Code	Countermeasure Name
R01	Add Segment Lighting
R02	Remove or relocate fixed objects outside of Clear Recovery Zone
R03	Install Median Barrier
R04	Install Guardrail
R05	Install impact attenuators
R06	Flatten side slopes
R07	Flatten side slopes and remove guardrail
R08	Install raised median
R09	Install median (flush)
R10PB	Install pedestrian median fencing
R11	Install acceleration/ deceleration lanes
R12	Widen lane (initially less than 10 ft)
R13	Add two-way left-turn lane (without reducing travel lanes)
R14	Road Diet (Reduce travel lanes from 4 to 3 and add a two way left-turn and bike lanes)
R15	Widen shoulder
R16	Curve Shoulder widening (Outside Only)
R17	Improve horizontal alignment (flatten curves)
R18	Flatten crest vertical curve
R19	Improve curve superelevation
R20	Convert from two-way to one-way traffic
R21	Improve pavement friction (High Friction Surface Treatments)
R22	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)
R23	Install chevron signs on horizontal curves
R24	Install curve advance warning signs
R25	Install curve advance warning signs (flashing beacon)
R26	Install dynamic/variable speed warning signs
R27	Install delineators, reflectors and/or object markers
R28	Install edge-lines and centerlines
R29	Install no-passing line
R30	Install centerline rumble strips/stripes
R31	Install edgeline rumble strips/stripes
R32PB	Install bike lanes
R33PB	Install Separated Bike Lanes
R34PB	Install sidewalk/pathway (to avoid walking along roadway)
R35PB	Install/upgrade pedestrian crossing (with enhanced safety features)
R36PB	Install raised pedestrian crossing
R37PB	Install Rectangular Rapid Flashing Beacon (RRFB)
R38	Install Animal Fencing

rn to Agenda

Signalized Intersection						
Sr. No.	**Code**	**Countermeasure Name**	**CM Description**	**CRF**	**Federal Funding**	**Systemic Approach Opportunity**
HSIP/Non-HSIP Code						
1	S01	Add intersection lighting	Provision of lighting at intersection.	40%	90%	Medium
2	S02	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	Includes New LED lighting, signal back plates, retro-reflective tape outlining the back plates, or visors to increase signal visibility, larger signal heads, relocation of the signal heads, or additional signal heads.	15%	90%	Very High
3	S03	Improve signal timing (coordination, phases, red, yellow, or operation)	Includes adding phases, lengthening clearance intervals, eliminating or restricting higher-risk movements, and coordinating signals at multiple locations.	15%	50%	Very High
4	S05	Install emergency vehicle pre-emption systems	Corridors that have a history of crashes involving emergency response vehicles. The target of this strategy is signalized intersections where normal traffic operations impede emergency vehicles and where traffic conditions create a potential for conflicts between emergency and nonemergency vehicles. These conflicts could lead to almost any type of crash, due to the potential for erratic maneuvers of vehicles moving out of the paths of emergency vehicles	70%	90%	High
5	S06	Install left-turn lane and add turn phase (signal has no left-turn lane or phase before)	Intersections that do not currently have a left turn lane or a related left-turn phase that are experiencing a large number of crashes. Many intersection safety problems can be traced to difficulties in accommodating left-turning vehicles, in particular where there is currently no accommodation for left turning traffic. A key strategy for minimizing collisions related to left-turning vehicles (angle, rear-end, sideswipe) is to provide exclusive left-turn lanes and the appropriate signal phasing, particularly on high-volume and high-speed major-road approaches.	55%	90%	Low
6	S07	Provide protected left turn phase (left turn lane already exists)	Left turns are widely recognized as the highest-risk movements at signalized intersections. Providing Protected left-turn phases for signalized intersections with existing left turn pockets significantly improve the safety for left-turn maneuvers by removing the need for the drivers to navigate through gaps in oncoming/opposing through vehicles	30%	90%	High
7	S08	Convert signal to mast arm (from pedestal-mounted)	Providing better visibility of intersection signs and signals aids the drivers' advance perception of the upcoming intersection. Visibility and clarity of the signal should be improved without creating additional confusion or distraction for drivers.	30%	90%	Medium
8	S09	Install raised pavement markers and striping (Through Intersection)	Adding clear pavement markings can guide motorists through complex intersections. When drivers approach and traverse through complex intersections, drivers may be required to perform unusual or unexpected maneuvers	10%	90%	Very High
9	S10	Install flashing beacons as advance warning (S.I.)	Increased driver awareness of an approaching signalized intersection and an increase in the driver's time to react.	30%	90%	Medium
10	S11	Improve pavement friction (High Friction Surface Treatments)	Improving the skid resistance at locations with high frequencies of wet road crashes and/or failure to stop crashes	55%	90%	Medium
11	S12	Install raised median on approaches (S.I.)	Raised medians next to left turn lanes at intersections offer a cost effective means for reducing crashes and improving operations at higher volume intersections	25%	90%	Medium
12	S13PB	Install pedestrian median fencing on approaches	Signalized Intersections with high pedestrian-generators nearby (e.g. transit stops) may experience a high volumes of pedestrians J-walking across the travel lanes at mid-block locations instead of walking to the intersection and waiting to cross during the walk-phase.	30%	90%	Low
13	S14	Create directional median openings to allow (and restrict) left-turns and U-turns (S.I.)	Crashes related to turning maneuvers include angle, rear-end, pedestrian, and sideswipe (involving opposing left turns) type crashes. If any of these crash types are an issue at an intersection, restriction or elimination of the turning maneuver may be the best way to improve the safety of the intersection	50%	90%	Medium
14	S15	Reduced Left-Turn Conflict Intersections (S.I.)	Reduced left-turn conflict intersections are geometric designs that alter how left-turn movements occur in order to simplify decisions and minimize the potential for related crashes. Two highly effective designs that rely on U-turns to complete certain left-turn movements are known as the restricted crossing U-turn (RCUT) and the median U-turn (MUT).	50%	90%	Medium

rn to Agenda

15	S16	Convert intersection to roundabout (from signal)	Signalized intersections that have a significant crash problem and the only alternative is to change the nature of the intersection itself. Roundabouts can also be very effective at intersections with complex geometry and intersections with frequent left-turn movements.	Varies	90%	Low
16	S17PB	Install pedestrian countdown signal heads	Signals that have signalized pedestrian crossing with walk/don't walk indicators and where there have been pedestrian vs. vehicle crashes.	25%	90%	Very High
17	S18PB	Install pedestrian crossing (S.I.)	Signalized Intersections with no marked crossing and pedestrian signal heads, where pedestrians are known to be crossing intersections that involve significant turning movements. They are especially important at intersections with (1) multiphase traffic signals, such as left-turn arrows and split phases, (2) school crossings, and (3) double-right or double-left turns. At signalized intersections, pedestrian crossings are often safer when the left turns have protected phases that do not overlap the pedestrian walk phase.	25%	90%	High
18	S19PB	Pedestrian Scramble	Pedestrian Scramble is a form of pedestrian "WALK" phase at a signalized intersection in which all vehicular traffic is required to stop, allowing pedestrians/bicyclists to safely cross through the intersection in any direction, including diagonally. Pedestrian Scramble may be considered at signalized intersections with very high pedestrian/bicycle volumes, e.g. in an urban business district.	40%	90%	High
19	S20PB	Install advance stop bar before crosswalk (Bicycle Box)	Signalized Intersections with a marked crossing, where significant bicycle and/or pedestrians volumes are known to occur.	15%	90%	Very High
20	S21PB	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	Addition of LPI gives pedestrians the opportunity to enter an intersection 3-7 seconds before vehicles are given a green indication; only minor signal timing alteration is required.	60%	90%	Very High

Unsignalized Intersection

Sr. No.	Code	Countermeasure Name	CM Description	CRF	Federal Funding	Systemic Approach Opportunity
1	NS01	Add intersection lighting (NS.I.)	Provision of lighting at intersection.	40%	90%	Medium
2	NS02	Convert to all-way STOP control (from 2-way or Yield control)	Unsignalized intersection locations that have a crash history and have no controls on the major roadway approaches. However, all-way stop control is suitable only at intersections with moderate,and relatively balanced volume levels on the intersection approaches. Under other conditions, the use of all-way stop control may create unnecessary delays and aggressive driver behavior.	50%	90%	High
3	NS03	Install Signals	Installation of traffic signals	25%	90%	Low
4	NS04	Convert intersection to roundabout (from all way stop)	Intersections that have a high frequency of right-angle and left-turn type crashes. Whether such intersections have existing crash patterns or not, a roundabout provides an alternative to signalization. The primary target locations for roundabouts should be moderate-volume unsignalized intersections.	Varies	90%	Low
5	NS05	Convert intersection to roundabout (from 2-way stop or Yield control)	Intersections that have a high frequency of right-angle and left-turn type crashes. Whether such intersections have existing crash patterns or not, a roundabout provides an alternative to signalization. The primary target locations for roundabouts should be moderate-volume unsignalized intersections.	Varies	90%	Low
6	S05mr	Convert intersection to mini-roundabout	Mini-roundabouts are characterized by a small diameter (45-90 ft) and traversable islands (central island and splitter islands).	30%	90%	Medium
7	NS06	Install/upgrade larger or additional stop signs or other intersection warning/regulatory	Additional regulatory and warning signs at or prior to intersections will help enhance the ability of approaching drivers to percieve them	15%	90%	Very High
8	NS07	Upgrade intersection pavement markings (NS.I.)	Typical improvements include "Stop Ahead" markings and the addition of centerlines and stop bars	25%	90%	Very High
9	NS08	Install Flashing Beacons at Stop-Controlled Intersections	Flashing beacons can reinforce driver awareness of the Non-Signalized intersection control and can help mitigate patterns of right-angle crashes related to stop sign violations. Post-mounted advanced flashing beacons or overhead flashing beacons can be used at stop-controlled intersections to supplement and call driver attention to stop signs.	15%	90%	High
10	NS09	Install flashing beacons as advance warning (NS.I.)	Installation of advance flashing beacoms to call drivers attention to intersection control signs	30%	90%	High
11	NS10	Install transverse rumble strips on approaches	Transverse rumble strips are installed in the travel lane for the purposes of providing an auditory and tactile sensation for each motorist approaching the intersection.	20%	90%	High

rn to Agenda

12	S11	Improve sight distance to intersection (Clear Sight Triangles)	Unsignalized intersections with restricted sight distance and patterns of crashes related to lack of sight distance where sight distance can be improved by clearing roadside obstructions without major reconstruction of the roadway.	20%	90%	High
13	NS12	Improve pavement friction (High Friction Surface Treatments)	Non-signalized Intersections noted as having crashes on wet pavements or under dry conditions when the pavement friction available is significantly less than needed for the actual roadway approach speeds. This treatment is intended to target locations where skidding and failure to stop is determined to be a problem in wet or dry conditions and the target vehicle is unable to stop due to insufficient skid resistance.	55%	90%	Medium
14	NS13	Install splitter-islands on the minor road approaches	The installation of a splitter island allows for the addition of a stop sign in the median to make the intersection more conspicuous.	40%	90%	Medium
15	NS14	Install raised median on approaches (NS.I.)	Effective access management is key to improving safety at, and adjacent to, intersections. The number of intersection access points coupled with the speed differential between vehicles traveling along the roadway often contributes to crashes. Any access points within 250 feet upstream and downstream of an intersection are generally undesirable.	25%	90%	Medium
16	NS15	Create directional median openings to allow (and restrict) left-turns and u-turns (NS.I.)	Crashes related to turning maneuvers include angle, rear-end, pedestrian, and sideswipe (involving opposing left turns) type crashes. If any of these crash types are an issue at an intersection, restriction or elimination of the turning maneuver may be the best way to improve the safety of the intersection.	50%	90%	Medium
17	NS16	Reduced Left-Turn Conflict Intersections (NS.I.)	Reduced left-turn conflict intersections are geometric designs that alter how left-turn movements occur in order to simplify decisions and minimize the potential for related crashes.	50%	90%	Medium
18	NS17	Install right-turn lane (NS.I.)	Many collisions at unsignalized intersections are related to right-turn maneuvers. A key strategy for minimizing such collisions is to provide exclusive right-turn lanes, particularly on high-volume and high-speed major-road approaches. When considering new right-turn lanes, potential impacts to non-motorized users should be considered and mitigated as appropriate.	20%	90%	Low
19	NS18	Install left-turn lane (where no left-turn lane exists)	Many collisions at unsignalized intersections are related to left-turn maneuvers. A key strategy for minimizing such collisions is to provide exclusive left-turn lanes, particularly on high-volume and high-speed major-road approaches. When considering new left-turn lanes, potential impacts to non-motorized users should be considered and mitigated as appropriate.	35%	90%	Low
20	NS19PB	Install raised medians (refuge islands)	Intersections that have a long pedestrian crossing distance, a higher number of pedestrians, or a crash history. Raised medians decrease the level of exposure for pedestrians and allow pedestrians to concentrate on (or cross) only one direction of traffic at a time.	45%	90%	Medium
21	NS20PB	Install pedestrian crossing at uncontrolled locations (signs and markings only)	Non-signalized intersections without a marked crossing, where pedestrians are known to be crossing intersections that involve significant vehicular traffic. They are especially important at school crossings and intersections with right and/or left turns pockets. See Zegeer study (Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations) for additional guidance regarding when to install a marked crosswalk.	25%	90%	High
22	NS21PB	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	Non-signalized intersections where pedestrians are known to be crossing intersections that involve significant vehicular traffic. They are especially important at school crossings and intersections with turn pockets.flashing beacons, curb extensions, advanced "stop" or "yield" markings, and other safety features should be added to complement the standard crossing elements.	35%	90%	Medium
23	NS22PB	Install Rectangular Rapid Flashing Beacon (RRFB)	Rectangular Rapid Flashing Beacon (RRFB) includes pedestrian-activated flashing lights and additional signage that enhance the visibility of marked crosswalks and alert motorists to pedestrian crossings. It uses an irregular flash pattern that is similar to emergency flashers on police vehicles. RRFBs are installed at unsignalized intersections and mid-block pedestrian crossings.	35%	90%	Medium
24	NS23PB	Install Pedestrian Signal (including Pedestrian Hybrid Beacon (HAWK))	Intersections noted as having a history of pedestrian vs. vehicle crashes and in areas where the likelihood of the pedestrian presence is high. Corridors should also be assessed to determine if there are adequate safe opportunities for non-motorists to cross and if a pedestrian signal, or a Pedestrian Hybrid Beacon (PHB) (also called High-Intensity Activated crossWalK beacon (HAWK)) are needed to provide an active warning to motorists when a pedestrian is in the crosswalk.	55%	90%	Low

Roadway Segments

rn to Agenda

Sr. No.	ode	Countermeasure Name	CM Description	CRF	Federal Funding	Systemic Approach Opportunity
1	R01	Add Segment Lighting	Provision of lighting along roadways.	35%	100%	Medium
2	R02	Remove or relocate fixed objects outside of Clear Recovery Zone	Known locations or roadway segments prone to collisions with fixed objects such as utility poles, drainage structures, trees, and other fixed objects, such as the outside of a curve, end of lane drops, and in traffic islands. A clear recovery zone should be developed on every roadway, as space is available. In situations where public right-of-way is limited, steps should be taken to request assistance from property owners, as appropriate.	35%	90%	High
3	R03	Install Median Barrier	Areas where crash history indicates drivers are unintentionally crossing the median and the cross-overs are resulting in high severity crashes. The installation of median barriers can increase the number of PDO and non-severe injuries. The net result in safety from this countermeasure is connected more to reducing the severity of crashes not the number of crashes.	25%	100%	Medium
4	R04	Install Guardrail	Guardrail is installed to reduce the severity of lane departure crashes. However, guardrail can reduce crash severity only for those conditions where striking the guardrail is less severe than going down an embankment or striking a fixed object. Guardrail should only be installed where it is clear that crash severity will be reduced, or there is a history of run-off-the-road crashes at a given location that have resulted in severe crashes.	25%	100%	High
5	R05	Install impact attenuators	Impact attenuators are typically used to shield rigid roadside objects such as concrete barrier ends, steel guardrail ends and bridge pillars from oncoming automobiles. Attenuators should only be installed where it is impractical for the objects to be removed.	25%	100%	High
6	R06	Flatten side slopes	Roadways experiencing frequent lane departure crashes that result in roll-over type crashes as a result of the roadway slope being so severe as to not accommodate a reasonable degree of driver correction. When there is a need to reduce the severity of lane departure crashes without installing a barrier system that could result in increased numbers of crashes.	30%	100%	Medium
7	R07	Flatten side slopes and remove guardrail	Locations where high number of crashes originate as a lane departure and result in collision with guardrail or a fixed object located on the side slope shielded by guardrail. The guardrail may or may not meet current standards. Even though guardrails are generally installed to reduce the severity of departure crashes, they still can result in severe crashes in some locations.	40%	90%	Medium
8	R08	Install raised median	Areas experiencing head-on collisions that may be affected by both the number of vehicles that cross the centerline and by the speed of oncoming vehicles. Installing a raised median is a more restrictive approach in that it represents a more rigid barrier between opposing traffic.	25%	90%	Medium
9	R09	Install median (flush)	Areas experiencing head-on collisions that may be affected by both the number of vehicles that cross the centerline and by the speed of oncoming vehicles. Roadways with oversized lanes offer an opportunity to restripe the roadway to reduce the lanes to standard widths and use the extra width for the median.	15%	90%	Medium
10	R10PB	Install pedestrian median fencing	Roadway segments with high pedestrian-generators and pedestrian-destinations nearby (e.g. transit stops) may experience a high volume of pedestrians J-walking across the travel lanes at mid-block locations instead of walking to the nearest intersection or designated mid-block crossing. When this safety issue cannot be mitigated with shoulder, sidewalk and/or crossing treatments, then installing a continuous pedestrian barrier in the median may be a viable solution.	35%	90%	Low
11	R11	Install acceleration/ deceleration lanes	Areas proven to have crashes that are the result of drivers not being able to turn onto a high speed roadway to accelerate until the desired roadway speed is reached and areas that do not provide the opportunity to safety decelerate to negotiate a turning movement.	25%	90%	Low
12	R12	Widen lane (initially less than 10 ft)	Horizontal curves or tangents and low speed or high speed roadways identified as having lane departure crashes, sideswipe or head-on crashes that can be attributed to an existing pavement width less than 10 feet.	25%	90%	Medium
13	R13	Add two-way left-turn lane (without reducing travel lanes)	Roadways having a high frequency of drivers being rear-ended while attempting to make a left turn across oncoming traffic. Also can be effective for drivers crossing the centerline of an undivided multilane roadway inadvertently.	30%	90%	Medium

rn to Agenda

14	R14	Road Diet (Reduce travel lanes from 4 to 3 and add a two way left-turn and bike lanes)	Areas noted as having a higher frequency of head-on, left-turn, and rear-end crashes with traffic volumes that can be handled by only 2 free flowing lanes. Using this strategy in locations with traffic volumes that are too high could result in diversion of traffic to routes less safe than the original four-lane design.	30%	90%	Medium
15	R15	Widen shoulder	Roadways that have a frequent incidence of vehicles leaving the travel lane resulting in an unsuccessful attempt to reenter the roadway. The probability of a safe recovery is increased if an errant vehicle is provided with an increased paved area in which to initiate such a recovery.	30%	90%	Medium
16	R16	Curve Shoulder widening (Outside Only)	Roadway curves noted as having frequent lane departure crashes due to inadequate or no shoulders, resulting in an unsuccessful attempt to reenter the roadway.	45%	90%	Medium
17	R17	Improve horizontal alignment (flatten curves)	Roadways with horizontal curves that have experienced lane departure crashes as a result of a roadway segment having compound curves or a severe radius. This strategy should generally be considered only when less expensive strategies involving clearing of specific sight obstructions or modifying traffic control devices have been tried and have failed to ameliorate the crash patterns.	50%	90%	Low
18	R18	Flatten crest vertical curve	The target for this strategy is usually unsignalized intersections with restricted sight distance due to vertical geometry and with patterns of crashes related to that lack of sight distance that cannot be ameliorated by less expensive methods. This strategy should generally be considered only when less expensive strategies involving clearing of specific sight obstructions or modifying traffic control devices have been tried and have failed to ameliorate the crash patterns.	25%	90%	Low
19	R19	Improve curve superelevation	Roadways noted as having frequent lane departure crashes and inadequate or no superelevation. Safety can be enhanced when the superelevation is improved or restored along curves where the actual superelevation is less than the optimal.	45%	90%	Medium
20	R20	Convert from two-way to one-way traffic	One-way streets can offer improved signal timing and accommodate odd-spaced signals. One-way streets can simplify crossings for pedestrians, who must look for traffic in only one direction. While studies have shown that conversion of two-way streets to one-way generally reduces pedestrian crashes and the number of conflict points, one-way streets tend to have higher speeds which creates new problems.	35%	90%	Medium
21	R21	Improve pavement friction (High Friction Surface Treatments)	Improving the skid resistance at locations with high frequencies of wet road crashes and/or failure to stop crashes	55%	100%	High
22	R22	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	Additional or new signage can address crashes caused by lack of driver awareness or complaince of roadway signing.	15%	100%	Very High
23	R23	Install chevron signs on horizontal curves	Roadways that have an unacceptable level of crashes on relatively sharp curves during periods of light and darkness.			
24	R24	Install curve advance warning signs	Addition of advance curve warning signs; may also include horizontal alignment and/or advisory speed warning signs	25%	100%	Very High
25	R25	Install curve advance warning signs (flashing beacon)	Roadways that have an unacceptable level of crashes on relatively sharp curves. Flashing beacons in conjunction with warning signs should only be used on horizontal curves that have an established severe crash history to help maintain their effectiveness.			
26	R26	Install dynamic/variable speed warning signs	Includes the addition of dynamic speed warning signs (also known as Radar Speed Feedback Signs)	30%	100%	High
27	R27	Install delineators, reflectors and/or object markers	Installation of delineators, reflectors and/or object markers are intended to warn drivers of an approaching curve or fixed object that cannot easily be removed.	15%	100%	Very High
28	R28	Install edge-lines and centerlines	Any road with a history of run-off-road right, head-on, opposite-direction-sideswipe, or run-off-road-left crashes is a candidate for this treatment -install where the existing lane delineation is not sufficient to assist the motorist in understanding the existing limits of the roadway. Depending on the width of the roadway, various combinations of edge line and/or center line pavement markings may be the most appropriate.	25%	100%	Very High
29	R29	Install no-passing line	Roadways that have a high percentage of head-on crashes suggesting that many head-on crashes may relate to failed passing maneuvers. No-passing lines should be installed where drivers "passing sight distance" is not available due to horizontal or vertical obstructions.	45%	100%	Very High
30	R30	Install centerline rumble strips/stripes	Center Line rumble strips/stripes can be used on virtually any roadway – especially those with a history of head-on crashes.	20%	100%	High
31	R31	Install edgeline rumble strips/stripes	Shoulder and edge line milled rumble strips/stripes should be used on roads with a history of roadway departure crashes.	15%	100%	High

rn to Agenda

32	2PB	Install bike lanes	Roadway segments noted as having crashes between bicycles and vehicles or crashes that may be preventable with a buffer/shoulder.	35%	90%	High
33	R33PB	Install Separated Bike Lanes	Separated bikeways are most appropriate on streets with high volumes of bike traffic and/or high bike-vehicle collisions, presumably in an urban or suburban area. Separation types range from simple, painted buffers and flexible delineators, to more substantial separation measures including raised curbs, grade separation, bollards, planters, and parking lanes.	45%	90%	High
34	R34PB	Install sidewalk/pathway (to avoid walking along roadway)	Areas noted as not having adequate or no sidewalks and a history of walking along roadway pedestrian crashes. In rural areas asphalt curbs and/or separated walkways may be appropriate.	80%	90%	Medium
35	R35PB	Install/upgrade pedestrian crossing (with enhanced safety features)	Roadway segments with no controlled crossing for a significant distance in high-use midblock crossing areas and/or multilane roads locations. flashing beacons, curb extensions, medians and pedestrian crossing islands and/or other safety features should be added to complement the standard crossing elements.	35%	90%	Medium
36	R36PB	Install raised pedestrian crossing	On lower-speed roadways, where pedestrians are known to be crossing roadways that involve significant vehicular traffic.	35%	90%	Medium
37	R37PB	Install Rectangular Rapid Flashing Beacon (RRFB)	Rectangular Rapid Flashing Beacon (RRFB) includes pedestrian-activated flashing lights and additional signage that enhance the visibility of marked crosswalks and alert motorists to pedestrian crossings. It uses an irregular flash pattern that is similar to emergency flashers on police vehicles. RRFBs are installed at unsignalized intersections and mid-block pedestrian crossings	35%	100%	Medium
38	R38	Install Animal Fencing	At locations with high percent of vehicular/animal crashes (reactive) or where there is a known high percent of animals crossing due to migratory patterns (proactive).	80%	90%	Medium

	Strategy	Performance Measure	Organizations to be involved
Education	Conduct public information and education campaign for intersection safety laws, unsafe speeds, distracted driving, and driving under the influence.	Number of education campaigns	City/ School District/ Police Department
	Conduct pedestrian safety campaigns and outreach to raise their awareness of pedestrian safety needs through media outlets and social media.	Number of education campaigns	City/ School District/ Police Department
	Conduct bicycle safety campaigns and outreach to raise their awareness of bicycle safety needs through media outlets and social media.	Number of education campaigns	City/ School District/ Police Department
Enforcement	Targeted enforcement at high-risk locations.	Number of tickets issued.	Police Department
	Increase the number of personnel who have completed Advanced Roadside impaired Driving Enforcement (ARIDE) training	Number of personnel who have completed Advanced Roadside impaired Driving Enforcement (ARIDE) training	Police Department
EMS	Improve resource deployment for emergency responses at collision sites.	EMS vehicle response time.	City/ Health Department

APPENDIX G. B/C RATIO CALCULATION

rn to Agenda

Years of Collision Data 5

CM R22 use 25%

25%

Cost efit and B/C Ratio Calculation Table

												10%	5%	10%	0%	0%	15%					1	2	3	4	0		
																					Collisions (2015-2019)							
FID	Location	CM 1	CM 2	CM 3	CM1_CRF	CM2_CRF	CM3_CRF	CM1_Life (Year)	CM2_Life (Year)	CM3_Life (Year)	CM Cost	Contingency Cost	Environmental Cost	PS&E Cost	Right of Way Engineering Cost	Appraisals, Acqusitions & Utilities Cost	Construction Engineering (CE) Cost	Cost Per Location	All Locations (Cost 2022)	20% More	Total #Collisions	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	PDO	Fatal	Severe Injury
	Project 1: Safety at Signalized Intersections																											
I-1	Appian Way and Fitzgerald Dr	S02	S03		0.15	0.15		10	10		$ 9,850	$ 985	$ 493	$ 985			$ 1,478	$ 13,790			4	0	1	0	3		$ -	$ 1,787,000.00
I-2	San Pablo Ave and Tennent Ave		S03			0.15			10		$ 6,150	$ 615	$ 308	$ 615			$ 923	$ 8,610			3	0	1	1	1		$ -	$ 1,787,000.00
I-3	Appian Way and Canyon Dr and Tara Hills	S02	S03		0.15	0.15		10	10		$ 38,150	$ 3,815	$ 1,908	$ 3,815			$ 5,723	$ 53,410			4	0	1	0	3		$ -	$ 1,787,000.00
I-5	Pinole Valley Road/ Tennent Ave/Ellerhorst St	S02	S03		0.15	0.15		10	10		$ 57,900	$ 5,790	$ 2,895	$ 5,790			$ 8,685	$ 81,060	$ 183,792	$ 220,550	3	0	1	0	2		$ -	$ 1,787,000.00
I-7	Fitzgerald Dr and Best Buy Parking Lot										$ -	$ -	$ -	$ -			$ -	$ -			1	0	0	1	0		$ -	$ -
2*	San Pablo Ave and Pinole Valley Rd		S03			0.15			10		$ 6,150	$ 615	$ 308	$ 615			$ 923	$ 8,610			2	0	0	0	2		$ -	$ -
5*	San Pablo Ave and Pinon Ave/Appian Way		S03	S07		0.15	0.3		10	20	$ 6,930	$ 693	$ 347	$ 693			$ 1,040	$ 9,702			3	0	0	2	1		$ -	$ -
7*	Pinole Valley Rd and Estates Ave		S03			0.15			10		$ 6,150	$ 615	$ 308	$ 615			$ 923	$ 8,610			1	0	0	0	1		$ -	$ -
	Project 2: Pedestrian Safety at Signalized Intersections																											
I-1	Appian Way and Fitzgerald Dr	S20PB			0.15			10			$ 48,745	$ 4,875	$ 2,437	$ 4,875			$ 7,312	$ 68,243			4	0	1	0	3		$ -	$ 1,787,000.00
I-2	San Pablo Ave and Tennent Ave	S20PB			0.15			10			$ 43,185	$ 4,319	$ 2,159	$ 4,319			$ 6,478	$ 60,459			3	0	1	1	1		$ -	$ 1,787,000.00
I-3	Appian Way and Canyon Dr and Tara Hills	S20PB	S12		0.15	0.25		10	20		$ 44,810	$ 4,481	$ 2,241	$ 4,481			$ 6,722	$ 62,734			4	0	1	0	3		$ -	$ 1,787,000.00
I-5	Pinole Valley Road/ Tennent Ave/Ellerhorst St		S12			0.25			20		$ 68,080	$ 6,808	$ 3,404	$ 6,808			$ 10,212	$ 95,312	$ 514,548	$ 617,457	3	0	1	0	2		$ -	$ 1,787,000.00
I-7	Fitzgerald Dr and Best Buy Parking Lot	S20PB		S09	0.15		0.1	10		10	$ 33,730	$ 3,373	$ 1,687	$ 3,373			$ 5,060	$ 47,222			1	0	0	1	0		$ -	$ -
2*	San Pablo Ave and Pinole Valley Rd	S20PB	S12	S09	0.15	0.25	0.1	10	20	10	$ 74,184	$ 7,418	$ 3,709	$ 7,418			$ 11,128	$ 103,858			2	0	0	0	2		$ -	$ -
7*	Pinole Valley Rd and Estates Ave	S20PB		S09	0.15		0.1	10		10	$ 54,800	$ 5,480	$ 2,740	$ 5,480			$ 8,220	$ 76,720			1	0	0	0	1		$ -	$ -
	Project 3: Safety at Unsignalized Intersections																											
I-6	Walter Ave and San Pablo Ave	NS01	NS06	NS22PB	0.4	0.15	0.35	20	10	20	$ 170,325	$ 17,033	$ 8,516	$ 17,033			$ 25,549	$ 238,455			1	0	1	0	0		$ -	$ 2,843,000.00
1*	Pinole Valley Rd and Simas Ave		NS06	NS22PB		0.15	0.35		10	20	$ 103,375	$ 10,338	$ 5,169	$ 10,338			$ 15,506	$ 144,725			1	0	0	0	1		$ -	$ -
3*	Pinole Valley Rd and Wright Ave	NS01	NS06	NS22PB	0.4	0.15	0.35	20	10	20	$ 172,725	$ 17,273	$ 8,636	$ 17,273			$ 25,909	$ 241,815			0	0	0	0	0		$ -	$ -
4*	Pinole Valley Rd and Rafaela St		NS06			0.15			10		$ 3,475	$ 348	$ 174	$ 348			$ 521	$ 4,865	$ 879,830	$ 1,055,796	2	0	0	0	2		$ -	$ -
6*	Wright Ave and Carol St		NS06			0.15			10		$ 4,425	$ 443	$ 221	$ 443			$ 664	$ 6,195			0	0	0	0	0		$ -	$ -
8*	Pinole Valley Rd and Savage Ave	NS01	NS06	NS22PB	0.4	0.15	0.35	20	10	20	$ 168,225	$ 16,823	$ 8,411	$ 16,823			$ 25,234	$ 235,515			0	0	0	0	0		$ -	$ -
9*	Simas Ave and Moraga Dr		NS06			0.15			10		$ 5,900	$ 590	$ 295	$ 590			$ 885	$ 8,260			0	0	0	0	0		$ -	$ -
	Project 4: Citywide Signal Upgrade																											
1	Citywide Signalized Intersections	S02									$ -	$ -	$ -	$ -			$ -	$ -			0						$ -	$ -
											$ -	$ -	$ -	$ -			$ -	$ -	$ -	$ -	0						$ -	$ -
											$ -	$ -	$ -	$ -			$ -	$ -			0						$ -	$ -
	Project 5: Citywide Street light Inventory																											
1	Citywide	S01	NS01								$ -	$ -	$ -	$ -			$ -	$ -			0						$ -	$ -
											$ -	$ -	$ -	$ -			$ -	$ -	$ -	$ -	0						$ -	$ -
											$ -	$ -	$ -	$ -			$ -	$ -			0						$ -	$ -
	Project 6: Safety on Roadway Segments - Lighting and Visibility																											
A	Pinole Valley Rd: San Pablo Ave to Collins Ave	R22	R27	R01	0.15	0.15	0.35	10	10	20	$ 852,025	$ 85,203	$ 42,601	$ 90,546			$ 127,804	$ 1,198,179			9	0	3	2	4		$ -	$ 7,383,000.00
B	San Pablo Ave: Oak Ridge Rd to Pinole Valley Rd	R22	R27		0.15	0.15		10	10		$ 11,775	$ 1,178	$ 589	$ 2,674			$ 1,766	$ 17,981			8	0	1	3	4		$ -	$ 2,461,000.00
C	San Pablo Ave: Golden Gate Park to Del Monte Dr	R22	R27		0.15	0.15		10	10		$ 6,050	$ 605	$ 303	$ 1,333			$ 908	$ 9,198			3	0	1	0	2		$ -	$ 2,461,000.00
D	Tara Hills: Kilkenny Way to Appian Way	R22	R27		0.15	0.15		10	10		$ 7,650	$ 765	$ 383	$ 1,643			$ 1,148	$ 11,588	$ 1,469,474	$ 1,763,369	2	0	1	0	1		$ -	$ 2,461,000.00
E	Walter Ave: North Terminus to San Pablo Ave	R22	R27	R01	0.15	0.15	0.35	10	10	20	$ 63,035	$ 6,304	$ 3,152	$ 6,667			$ 9,455	$ 88,613			1	0	1	0	0		$ -	$ 2,461,000.00
F	Fitzgerald Dr: Jovita Ln to Appian Way	R22	R27		0.15	0.15		10	10		$ 29,000	$ 2,900	$ 1,450	$ 6,350			$ 4,350	$ 44,050			7	0	0	2	5		$ -	$ -
G	Appian Way: San Pablo Ave to Michael Dr	R22	R27		0.15	0.15		10	10		$ 50,625	$ 5,063	$ 2,531	$ 11,531			$ 7,594	$ 77,344			7	0	0	0	7		$ -	$ -
H	Tennent Ave: San Pablo Ave to Pinole Valley Rd	R22	R27		0.15	0.15		10	10		$ 14,850	$ 1,485	$ 743	$ 3,218			$ 2,228	$ 22,523			1	0	0	0	1		$ -	$ -
	Project 7: Safety on Roadway Segments - Centerline/Edgeline and Pedestrian Safety																											
A	Pinole Valley Rd: San Pablo Ave to Collins Ave	R30		R37PB	0.2		0.35	10		20	$ 242,710	$ 24,271	$ 12,136	$ 24,271			$ 36,407	$ 339,794			9	0	3	2	4		$ -	$ 7,383,000.00
B	San Pablo Ave: Oak Ridge Rd to Pinole Valley Rd		R28			0.25			10		$ 13,710	$ 1,371	$ 686	$ 1,371			$ 2,057	$ 19,194			8	0	1	3	4		$ -	$ 2,461,000.00
C	San Pablo Ave: Golden Gate Park to Del Monte Dr		R28			0.25			10		$ 4,708	$ 471	$ 235	$ 471			$ 706	$ 6,591	$ 914,375	$ 1,097,250	3	0	1	0	2		$ -	$ 2,461,000.00
D	Tara Hills: Kilkenny Way to Appian Way		R28			0.25			10		$ 16,260	$ 1,626	$ 813	$ 1,626			$ 2,439	$ 22,764			2	0	1	0	1		$ -	$ 2,461,000.00
E	Walter Ave: North Terminus to San Pablo Ave	R30	R28		0.2	0.25		10	10	20	$ 2,508	$ 251	$ 125	$ 251			$ 376	$ 3,511			1	0	1	0	0		$ -	$ 2,461,000.00
H	Tennent Ave: San Pablo Ave to Pinole Valley Rd	R30	R28	R37PB	0.2	0.25	0.35	10	10	20	$ 373,230	$ 37,323	$ 18,662	$ 37,323			$ 55,985	$ 522,522			1	0	0	0	1		$ -	$ -
	Project 8: Safety on Roadway Segments - Unsafe Speed and Pedestrian Safety																											
A	Pinole Valley Rd: San Pablo Ave to Collins Ave		R26			0.3			10		$ 169,175	$ 16,918	$ 8,459	$ 16,918			$ 25,376	$ 236,845			9	0	3	2	4		$ -	$ 7,383,000.00
B	San Pablo Ave: Oak Ridge Rd to Pinole Valley Rd	R14			0.35			20			$ 257,625	$ 25,763	$ 12,881	$ 25,763			$ 38,644	$ 360,675			8	0	1	3	4		$ -	$ 2,461,000.00
D	Tara Hills: Kilkenny Way to Appian Way	R14			0.35			20			$ 151,250	$ 15,125	$ 7,563	$ 15,125			$ 22,688	$ 211,750	$ 1,483,510	$ 1,780,212	2	0	1	0	1		$ -	$ 2,461,000.00
F	Fitzgerald Dr: Jovita Ln to Appian Way	R14	R26	R35PB	0.35	0.3	0.35	20	10	20	$ 319,600	$ 31,960	$ 15,980	$ 31,960			$ 47,940	$ 447,440			7	0	0	2	5		$ -	$ -
G	Appian Way: San Pablo Ave to Michael Dr		R26			0.3			10		$ 162,000	$ 16,200	$ 8,100	$ 16,200			$ 24,300	$ 226,800			7	0	0	0	7		$ -	$ -
	Project 9: Citywide Sign Inventory																											
1	Citywide Roadways	R22	R01								$ -	$ -	$ -	$ -			$ -	$ -			0						$ -	$ -
											$ -	$ -	$ -	$ -			$ -	$ -	$ -	$ -	0						$ -	$ -
											$ -	$ -	$ -	$ -			$ -	$ -			0						$ -	$ -
	HSIP App: Safety on Roadway Segments - Pedestrian Set Aside																											
H	Tennent Ave and Plum St	R37PB									$ 95,500	$ 9,550	$ -	$ 9,550			$ 9,550	$ 124,150			0	0	0	0	0		$ -	$ -
H	Tennent Ave and Pear St	R37PB									$ 95,500	$ 9,550	$ -	$ 9,550			$ 9,550	$ 124,150	$ 248,300	$ -	2	0	0	1	1		$ -	$ -
											$ -	$ -	$ -	$ -			$ -	$ -			0						$ -	$ -

Updated with Local Roadway Safety Manual Version 1.6 April 2022

Fatal	Signalized	$1,787,000
	Unsignalized	$2,843,000
	Roadway Segme	$2,461,000
Severe Injury	Signalized	$1,787,000
	Unsignalized	$2,843,000
	Roadway Segme	$2,461,000
Other Visible Injury		$159,900
Complaint of Pain		$90,900

rn to Agenda

Cost efit and B/C Ratio Calculation Ta

FID	Location	Crash Costs: Other Visible Injury	Compliant of Pain	PDO	Crash Costs	Total Crash Cost	CM Annual Benefit: CM1_Benefit (Annual)	CM2_Benefit (Annual)	CM3_Benefit (Annual)	CM Life Benefit: CM1_Benefit (Life)	CM2_Benefit (Life)	CM3_Benefit (Life)	Benefit: Benefit per Location (Life)	Total Benefit: Total_Benefit (Life)		
	Project 1: Safety at Signalized Intersections															
I-1	Appian Way and Fitzgerald Dr	$ -	$ 272,700.00	$ -	$ 2,059,700.00		$ 61,791.00	$ 61,791.00	$ -	$ 617,910.00	$ 617,910.00	$ -	$ 1,235,820.00		Combined Benefit	$ 4,962,120.00
I-2	San Pablo Ave and Tennent Ave	$ 159,900	$ 90,900.00	$ -	$ 2,037,800.00		$ -	$ 61,134.00	$ -	$ -	$ 611,340.00	$ -	$ 611,340.00		Combined Cost	$ 183,792
I-3	Appian Way and Canyon Dr and Tara Hills	$ -	$ 272,700.00	$ -	$ 2,059,700.00		$ 61,791.00	$ 61,791.00	$ -	$ 617,910.00	$ 617,910.00	$ -	$ 1,235,820.00		B/C	$ 27.00
I-5	Pinole Valley Road/ Tennent Ave/Ellerhorst St	$ -	$ 181,800.00	$ -	$ 1,968,800.00	$ 8,969,300.00	$ 59,064.00	$ 59,064.00	$ -	$ 590,640.00	$ 590,640.00	$ -	$ 1,181,280.00	$ 4,962,120.00		
I-7	Fitzgerald Dr and Best Buy Parking Lot	$ 159,900	$ -	$ -	$ 159,900.00		$ -	$ -	$ -	$ -	$ -	$ -	$ -			
2*	San Pablo Ave and Pinole Valley Rd	$ -	$ 181,800.00	$ -	$ 181,800.00		$ -	$ 5,454.00	$ -	$ -	$ 54,540.00	$ -	$ 54,540.00			
5*	San Pablo Ave and Pinon Ave/Appian Way	$ 319,800	$ 90,900.00	$ -	$ 410,700.00		$ -	$ 12,321.00	$ 24,642.00	$ -	$ 123,210.00	$ 492,840.00	$ 616,050.00			
7*	Pinole Valley Rd and Estates Ave	$ -	$ 90,900.00	$ -	$ 90,900.00		$ -	$ 2,727.00	$ -	$ -	$ 27,270.00	$ -	$ 27,270.00			
	Project 2: Pedestrian Safety at Signalized Intersections															
I-1	Appian Way and Fitzgerald Dr	$ -	$ 272,700.00	$ -	$ 2,059,700.00		$ 61,791.00	$ -	$ -	$ 617,910.00	$ -	$ -	$ 617,910.00		Combined Benefit	$ 6,273,760.00
I-2	San Pablo Ave and Tennent Ave	$ 159,900	$ 90,900.00	$ -	$ 2,037,800.00		$ 61,134.00	$ -	$ -	$ 611,340.00	$ -	$ -	$ 611,340.00		Combined Cost	$ 514,548
I-3	Appian Way and Canyon Dr and Tara Hills	$ -	$ 272,700.00	$ -	$ 2,059,700.00		$ 61,791.00	$ 102,985.00	$ -	$ 617,910.00	$ 2,059,700.00	$ -	$ 2,677,610.00		B/C	$ 12.19
I-5	Pinole Valley Road/ Tennent Ave/Ellerhorst St	$ -	$ 181,800.00	$ -	$ 1,968,800.00	$ 8,558,600.00	$ -	$ 98,440.00	$ -	$ -	$ 1,968,800.00	$ -	$ 1,968,800.00	$ 6,273,760.00		
I-7	Fitzgerald Dr and Best Buy Parking Lot	$ 159,900	$ -	$ -	$ 159,900.00		$ 4,797.00	$ -	$ 3,198.00	$ 47,970.00	$ -	$ 31,980.00	$ 79,950.00			
2*	San Pablo Ave and Pinole Valley Rd	$ -	$ 181,800.00	$ -	$ 181,800.00		$ 5,454.00	$ 9,090.00	$ 3,636.00	$ 54,540.00	$ 181,800.00	$ 36,360.00	$ 272,700.00			
7*	Pinole Valley Rd and Estates Ave	$ -	$ 90,900.00	$ -	$ 90,900.00		$ 2,727.00	$ -	$ 1,818.00	$ 27,270.00	$ -	$ 18,180.00	$ 45,450.00			
	Project 3: Safety at Unsignalized Intersections															
I-6	Walter Ave and San Pablo Ave	$ -	$ -	$ -	$ 2,843,000.00		$ 227,440.00	$ 85,290.00	$ 199,010.00	$ 4,548,800.00	$ 852,900.00	$ 3,980,200.00	$ 9,381,900.00		Combined Benefit	$ 9,590,970.00
1*	Pinole Valley Rd and Simas Ave	$ -	$ 90,900.00	$ -	$ 90,900.00		$ -	$ 2,727.00	$ 6,363.00	$ -	$ 27,270.00	$ 127,260.00	$ 154,530.00		Combined Cost	$ 879,830
3*	Pinole Valley Rd and Wright Ave	$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -		B/C	$ 10.90
4*	Pinole Valley Rd and Rafaela St	$ -	$ 181,800.00	$ -	$ 181,800.00	$ 3,115,700.00	$ -	$ 5,454.00	$ -	$ -	$ 54,540.00	$ -	$ 54,540.00	$ 9,590,970.00		
6*	Wright Ave and Carol St	$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -			
8*	Pinole Valley Rd and Savage Ave	$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -			
9*	Simas Ave and Moraga Dr	$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -			
	Project 4: Citywide Signal Upgrade															
1	Citywide Signalized Intersections	$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -		Combined Benefit	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	Combined Cost	$ -
		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -		B/C	#DIV/0!
	Project 5: Citywide Street light Inventory															
1	Citywide	$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -		Combined Benefit	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	Combined Cost	$ -
		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -		B/C	#DIV/0!
	Project 6: Safety on Roadway Segments - Lighting and Vi															
A	Pinole Valley Rd: San Pablo Ave to Collins Ave	$ 319,800	$ 363,600.00	$ -	$ 8,066,400.00		$ 241,992.00	$ 241,992.00	$ 564,648.00	$ 2,419,920.00	$ 2,419,920.00	$ 11,292,960.00	$ 16,132,800.00		Combined Benefit	$ 27,055,100.00
B	San Pablo Ave: Oak Ridge Rd to Pinole Valley Rd	$ 479,700	$ 363,600.00	$ -	$ 3,304,300.00		$ 99,129.00	$ 99,129.00	$ -	$ 991,290.00	$ 991,290.00	$ -	$ 1,982,580.00		Combined Cost	$ 1,469,474
C	San Pablo Ave: Golden Gate Park to Del Monte Dr	$ -	$ 181,800.00	$ -	$ 2,642,800.00		$ 79,284.00	$ 79,284.00	$ -	$ 792,840.00	$ 792,840.00	$ -	$ 1,585,680.00		B/C	$ 18.41
D	Tara Hills: Kilkenny Way to Appian Way	$ -	$ 90,900.00	$ -	$ 2,551,900.00	$ 20,527,900.00	$ 76,557.00	$ 76,557.00	$ -	$ 765,570.00	$ 765,570.00	$ -	$ 1,531,140.00			
E	Walter Ave: North Terminus to San Pablo Ave	$ -	$ -	$ -	$ 2,461,000.00		$ 73,830.00	$ 73,830.00	$ 172,270.00	$ 738,300.00	$ 738,300.00	$ 3,445,400.00	$ 4,922,000.00			
F	Fitzgerald Dr: Jovita Ln to Appian Way	$ 319,800	$ 454,500.00	$ -	$ 774,300.00		$ 23,229.00	$ 23,229.00	$ -	$ 232,290.00	$ 232,290.00	$ -	$ 464,580.00			
G	Appian Way: San Pablo Ave to Michael Dr	$ -	$ 636,300.00	$ -	$ 636,300.00		$ 19,089.00	$ 19,089.00	$ -	$ 190,890.00	$ 190,890.00	$ -	$ 381,780.00			
H	Tennent Ave: San Pablo Ave to Pinole Valley Rd	$ -	$ 90,900.00	$ -	$ 90,900.00		$ 2,727.00	$ 2,727.00	$ -	$ 27,270.00	$ 27,270.00	$ -	$ 54,540.00			
	Project 7: Safety on Roadway Segments - Centerline/Edg															
A	Pinole Valley Rd: San Pablo Ave to Collins Ave	$ 319,800	$ 363,600.00	$ -	$ 8,066,400.00		$ 322,656.00	$ -	$ 564,648.00	$ 3,226,560.00	$ -	$ 11,292,960.00	$ 14,519,520.00		Combined Benefit	$ 21,192,990.00
B	San Pablo Ave: Oak Ridge Rd to Pinole Valley Rd	$ 479,700	$ 363,600.00	$ -	$ 3,304,300.00		$ -	$ 165,215.00	$ -	$ -	$ 1,652,150.00	$ -	$ 1,652,150.00		Combined Cost	$ 914,375
C	San Pablo Ave: Golden Gate Park to Del Monte Dr	$ -	$ 181,800.00	$ -	$ 2,642,800.00	$ 19,117,300.00	$ -	$ 132,140.00	$ -	$ -	$ 1,321,400.00	$ -	$ 1,321,400.00		B/C	$ 23.18
D	Tara Hills: Kilkenny Way to Appian Way	$ -	$ 90,900.00	$ -	$ 2,551,900.00		$ -	$ 127,595.00	$ -	$ -	$ 1,275,950.00	$ -	$ 1,275,950.00			
E	Walter Ave: North Terminus to San Pablo Ave	$ -	$ -	$ -	$ 2,461,000.00		$ 98,440.00	$ 123,050.00	$ -	$ 984,400.00	$ 1,230,500.00	$ -	$ 2,214,900.00			
H	Tennent Ave: San Pablo Ave to Pinole Valley Rd	$ -	$ 90,900.00	$ -	$ 90,900.00		$ 3,636.00	$ 4,545.00	$ 6,363.00	$ 36,360.00	$ 45,450.00	$ 127,260.00	$ 209,070.00			
	Project 8: Safety on Roadway Segments - Unsafe Speed a															
A	Pinole Valley Rd: San Pablo Ave to Collins Ave	$ 319,800	$ 363,600.00	$ -	$ 8,066,400.00		$ -	$ 483,984.00	$ -	$ -	$ 4,839,840.00	$ -	$ 4,839,840.00		Combined Benefit	$ 16,052,920.00
B	San Pablo Ave: Oak Ridge Rd to Pinole Valley Rd	$ 479,700	$ 363,600.00	$ -	$ 3,304,300.00		$ 231,301.00	$ -	$ -	$ 4,626,020.00	$ -	$ -	$ 4,626,020.00		Combined Cost	$ 1,483,510
D	Tara Hills: Kilkenny Way to Appian Way	$ -	$ 90,900.00	$ -	$ 2,551,900.00	$ 15,333,200.00	$ 178,633.00	$ -	$ -	$ 3,572,660.00	$ -	$ -	$ 3,572,660.00	$ 16,052,920.00	B/C	$ 10.82
F	Fitzgerald Dr: Jovita Ln to Appian Way	$ 319,800	$ 454,500.00	$ -	$ 774,300.00		$ 54,201.00	$ 46,458.00	$ 54,201.00	$ 1,084,020.00	$ 464,580.00	$ 1,084,020.00	$ 2,632,620.00			
G	Appian Way: San Pablo Ave to Michael Dr	$ -	$ 636,300.00	$ -	$ 636,300.00		$ -	$ 38,178.00	$ -	$ -	$ 381,780.00	$ -	$ 381,780.00			
	Project 9: Citywide Sign Inventory															
1	Citywide Roadways	$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -		Combined Benefit	$ -
		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	Combined Cost	$ -
		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -		B/C	#DIV/0!
	HSIP App: Safety on Roadway Segments - Pedestrian Set															
H	Tennent Ave and Plum St	$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -		Combined Benefit	$ -
H	Tennent Ave and Pear St	$ 142,300	$ 80,900.00	$ -	$ 223,200.00	$ 223,200.00	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	Combined Cost	$ 248,300
		$ -	$ -	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -		B/C	0.00

CITY COUNCIL REPORT

12D

DATE: **FEBRUARY 21, 2023**

TO: **MAYOR AND COUNCIL MEMBERS**

FROM: **ANDREW MURRAY, CITY MANAGER**
HEATHER BELL, CITY CLERK

SUBJECT: **REVIEW CITY COUNCIL MEETING PROCEDURES**

RECOMMENDATION

It is recommended that the City Council review the City Council Meeting Procedures, discuss proposed revisions, and provide direction to staff.

BACKGROUND

The Pinole City Council has established, by resolution, procedures for creating and posting City Council meeting agendas, the standard Council meeting agenda format, and procedures for conducting City Council meetings. The City Council has a tradition of reviewing the meeting procedures each year and considering revisions. The City Council has historically considered and adopted revisions, if any, in a two-step process. The City Council first reviews the resolution containing the current procedures and, if it would like any revisions, directs staff to update the resolution and return to Council at a subsequent meeting, at which the City Council adopts the resolution containing the current or revised procedures.

The current procedures are contained in Resolution 2022-07 (Attachment C), which was approved on February 1, 2022.

The current agenda format, as defined in the procedures, meets all relevant legal requirements, functions adequately, contains all the necessary categories, and is compliant with the Brown Act.

Staff is recommending that the City Council consider various changes to the Council procedures. The proposed changes are tracked in the revised document (Attachment A) for Council's review and consideration. The changes that staff is recommending for Council consideration include some copy-editing changes addressing formatting and punctuation intended to improve clarity; some line editing changes addressing reorganization intended to better describe practices and improve clarify; and some edits that make substantive changes to the procedures. The main substantive change included for Council's consideration is clarifying what items can appear on an agenda (Section 6).

FISCAL IMPACT

There is no fiscal impact associated with amending the Council meeting procedures.

ATTACHMENTS:

Attachment A:	Draft Proposed Resolution – Tracked
Attachment B	Draft Proposed Resolution – Clean Exhibit A to the Resolution
Attachment C:	Resolution 2022-07

ATTACHMENT A

RESOLUTION NO. 2022~~23~~ - XX~~07~~

RESOLUTION OF THE CITY COUNCIL OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, AMENDING AND SETTING FORTH COUNCIL MEETING PROCEDURES FOR THE PREPARATION AND POSTING OF AGENDAS AND THE CONDUCT OF MEETINGS

The Pinole City Council hereby repeals all prior resolutions related to the conduct of meetings, including Resolution 103-2003; 178-2003, 2005-02, 2007-07, 2007-86, 2008-74, 2009-124, 2012-08, 2012-127, 2014-67, and 2015-109, 2016-100, 2017-13, 2017-72, 2018-113, 2019-03, -2020-114, 2021-28~~, and~~ 2021-68, and 2022-07 and resolves as follows:

1. Regular Meetings. Pursuant to Section 2.12.010 of the Municipal Code, a regular meeting of the Pinole City Council shall be held at 6:00 p.m. on the first and third Tuesdays of every month at the Council Chambers, 2131 Pear Street in Pinole, California~~.~~. Upon the agreement of the City Manager and the Mayor, a regular meeting of the City Council may be scheduled to start at a time other than 6:00 p.m. Upon the agreement of the City Manager and the Mayor, a regular meeting of the City Council may be cancelled~~.~~ ~~Items are placed on the agenda under the respective section headings. Public Hearings are scheduled to commence on or around 7 p.m. pursuant to the Municipal Code.~~

2. Special Meetings. Upon the agreement of the City Manager and the Mayor and confirmation of the availability of a quorum of the City Council, a special meeting of the City Council may be scheduled. The date and time of a special meeting will be set in consideration of the likely availability of members of the public to attend at that date and time.

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3.~~2~~. Closed Sessions. Closed Sessions of the Pinole City Council will customarily be held ~~at 6 p.m. before the~~ prior to the consideration of regular business items on the City Council agenda in Open Session. The City Council will endeavor to conclude Closed Session ~~is scheduled to be concluded~~ by or before 7 p.m. If all Closed Session ~~business~~ items cannot be completed during that time, Council may convene back into Closed Session following all of the Open Session business items that evening or the Closed Session items ~~will~~can~~l~~ ~~either~~ be held over to the next meeting, ~~or Council may convene back into Closed Session following all the business items that evening.~~

4~~3~~. Posting of Meeting Agenda. As required by the Brown Act, at least seventy-two (72) hours before a regular meeting, and twenty-four (24) hours before a special meeting ~~of the City Council~~, the City Clerk shall post the agenda containing a brief general description of each item of business to be transacted or discussed at the meeting. The agenda shall be posted on the bulletin board located outside of City Hall and online on the City's website

5~~4~~. Council Action Limited. As required by the Brown Act, the Council shall not take action on any item not appearing on the posted agenda unless:

A. It is determined by a two-thirds (2/3) vote of the Council, or if less than two-thirds (2/3) of the Council is present, the unanimous vote of the members present, that the need to take action arose after the posting of the agenda.
B. It is determined by a majority vote of the Council that an emergency situation as described in Government Code Section 54956.5 necessitated prompt action due to the disruption or threatened disruption of public facilities.
C. The item was posted for a prior meeting less than five (5) days previously and continued to the meeting where action is being taken.

~~5. Posting Notices for Special Meetings. The call and notice of special meetings shall be posted at least twenty-four (24) hours on the bulletin board located outside of City Hall and~~

~~online on the City's website.~~

6. Agenda Preparation. The City Manager will in coordination with the Mayor identify the items, among those initiated by staff to carry out City functions and those approved by a majority of the City Council as Council requests for future agenda items, that will be included on each specific City Council meeting agenda. Only items that are staff initiated and approved by the City Manager, items that are approved by a majority of the City Council as Council requests for future agenda items, or proclamations/presentations requested by local jurisdictions or non-profits~~.~~ may appear on a Council meeting agenda except as noted above in the section regarding adding new agenda items after the posting deadline. ~~Items may include those requested as future agenda items by the City Council and those needed by City staff to carry out City functions, and proclamations/presentations requested by local jurisdictions or non-profits. Staff~~ The City Manager and the Mayor will endeavor not to include more items on a single agenda than the Council can reasonably address during a single meeting. Items requested as future agenda items by the City Council will be placed on a Council meeting agenda as soon as staff has had sufficient time to conduct any necessary preparations for the item. The City Manager may schedule items requested by Council as future agenda items for specific meeting dates based on specific time sensitivity or natural timing of the item. The City Council can establish a date certain, the feasibility of which it should confirm with staff, for a future agenda item when it approves a future agenda item. Cut-off time for placing items on the agenda shall be Wednesday, thirteen days preceding each regular Tuesday meeting, with the final agenda to be prepared by 5:00 pm of the Thursday preceding the meeting.

7. Order of Business. Promptly at the hour appointed for each ~~regular~~ meeting, the members of the Council, ~~the~~ City Clerk, City Attorney, ~~and~~ City Manager, the Police Chief or his designee and such other staff members as the City Manager deems ~~are~~ necessary shall assemble in the Council Chambers or some other publicly announced location. The standard agenda items, their sequence, and the standard agenda format for a regular meeting is as shown below. The order of business may be suspended at any Council meeting by a majority vote of the members in attendance.

~~A statement of conflict must be disclosed by an official who has a conflict prior to consideration of the decision by publicly identifying in detail the financial interest that causes the conflict; recusing himself /herself from discussion and voting, and leaving the room until the decision has been reached (GC Section 87200).~~

REGULAR MEETING AGENDA FORMAT

1. CALL TO ORDER & PLEDGE OF ALLEGIANCE IN HONOR OF THE US MILITARY TROOPS

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2. LAND ACKNOWLEDGMENT

Before we begin, we would like to acknowledge the Ohlone people, who are the traditional custodians of this land. We pay our respects to the Ohlone elders, past, present, and future, who call this place, Ohlone Land, the land that Pinole sits upon, their home. We are proud to continue their tradition of coming together and growing as a community. We thank the Ohlone community for their stewardship and support, and we look forward to strengthening our ties as we continue our relationship of mutual respect and understanding.

3. ROLL CALL, CITY CLERK REPORT & STATEMENT OF CONFLICT

An official who has a conflict must, prior to consideration of the decision: (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself /herself from discussing and voting on the matter; and (3) leave the room until after the decision has been made, Cal. Gov't Code § 87105.

4. CONVENE TO A CLOSED SESSION

Citizens may address the Council regarding a Closed Session item prior to the Council adjourning into the Closed Session, by first providing a speaker card to the City Clerk.

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EXAMPLES:

A. CONFERENCE WITH LABOR NEGOTIATOR
Pursuant to GC §54597.6
City Labor Negotiator:
Employee Organizations:

B. PUBLIC EMPLOYEE PERFORMANCE EVALUATION
Pursuant to GC §54597
Public Employee Performance Evaluation:

OPEN SESSION WILL RECOMMENCE UPON COMPLETION OF CLOSED SESSION DISCUSSIONS, WHICH MAY OCCUR BEFORE 7:00 PM

5. RECONVENE IN OPEN SESSION TO ANNOUNCE RESULTS OF CLOSED SESSION

6. CITIZENS TO BE HEARD (Public Comments)

Citizens may speak under may provide comment to the City Council on any matter under the subject matter jurisdiction of the City County any item not listed as an agenda item on thise Council meeting's Aagenda. *Citizens may speak for The time limit is 3 minutes for City Council items and is subject to modification by the Mayor. Individuals may not share or offer time to another speaker. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The City Council may direct staff to investigate and/or schedule certain matters for consideration at a future meeting.*

7. REPORTS & COMMUNICATIONS

A. Mayor
1. Announcements

B. Mayoral and Council Appointments

C. City Council Reports and Communications

D. Council Requests for Future Agenda Items and Other Staff Follow-Up

E. City Manager Report and Department Staff

F. City Attorney Report

8. RECOGNITIONS / PRESENTATIONS / COMMUNITY ANNOUNCEMENTS

A. Proclamations
B. Presentations/Recognitions

9. CONSENT CALENDAR

All matters under the Consent Calendar are considered to be routine or noncontroversial. These items will be enacted by one motion and without discussion. If, however, any interested party or Council Mmember(s) wishes to comment

on an item, they may do so before action is taken on the Consent Calendar. Following comments, if a Council Mmember wishes to discuss an item, it will be removed from the Consent Calendar and taken up in order after adoption of the remainder of the Consent Calendar.

10. PUBLIC HEARINGS

Citizens wishing to speak regarding a Public Hearing item should fill out a speaker card prior to the completion of the presentation, by first providing a speaker card to the City Clerk. ***An official who engaged in an ex parte communication on a matter or with a party that is the subject of a Public Hearing must disclose the communication on the record prior to the start of the Public Hearing.***

11. OLD BUSINESS

12. NEW BUSINESS

13. CITIZENS TO BE HEARD (Public Comments)

Open only to members of the public who did not speak under the first Citizens to Be Heard, Agenda Item 6. Citizens may speak under any item not listed on the Agenda*. The time limit is 3 minutes for City Council items and is subject to modification by the Mayor. Individuals may not share or offer time to another speaker. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The City Council may direct staff to investigate and/or schedule certain matters for consideration at a future meeting.*

14. ADJOURNMENT

END OF AGENDA FORMAT

8. Conflict of Interest. ~~A statement of conflict must be disclosed by a~~An official who has a conflict must disclose such prior to consideration of the decision by publicly identifying in detail the financial interest that causes the conflict; recusing himself /herself from discussion and voting, and leaving the room until the decision has been reached (GC Section 87200).

9~~8~~. Decorum. The City Council, elected by the public, must be free to discuss issues confronting the City in an orderly environment. Public members attending City Council meetings shall observe the same rules of order and decorum applicable to the City Council. Any person making impertinent, derogatory, or slanderous remarks or who becomes boisterous while addressing the City Council or while attending the City Council meeting may be removed from the room if the Presiding Officer so directs.

The City Council, staff, and the public shall observe the following standards of behavior that promote civility at all public meetings. These standards will be listed on the agenda coversheet for each meeting.

- Treat everyone courteously;
- Give open-minded consideration to all viewpoints;
- Listen to others respectfully;
- Focus on the issues and avoid personalizing debate; and
- Embrace respectful disagreement and dissent as democratic rights, inherent components of an inclusive public process, and tools for forging sound decisions.

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109. Norms of Behavior and Code of Ethics and Conduct: The City Council has approved the Council Norms of Behavior, incorporated hereto as Exhibit A. The City Council has also approved a Code of Ethics and Conduct which is codified in Chapter 2.62.030.of the Pinole Municipal Code.

110. Approval of Minutes. A true copy of the minutes of proceedings of regular and special meetings not theretofore approved, as the same shall be entered in the journal of proceedings, shall be provided by the City Clerk to each Council member at least twenty-four (24) hours before regular meetings. Unless otherwise ordered by the Council, the City Clerk shall prepare and produce action minutes of the meetings, which may be approved without a public reading of the same. The minutes as approved by the Council shall be the permanent official record of the proceedings of the City Council.

121. Tape Recordings. Council meetings are televised live on Pinole's Local Community Access Channel (Channel 26). Tape recordings and livestream of Council meetings and livestream on social media pages are kept in order to assist in the preparation of minutes. After the prepared minutes have been approved, video tape recordings shall be retained pursuant to the Citywide Records Retention Policy.

132. Rules of Order. The following definitions and rules shall govern the proceedings and order of business of the Council:

a. Reports. Under the items Mayor and City Council Reports and Communications, City Manager Report and City Attorney Report of business entitled "Reports", the Council mayshall receive reports from Council Members, the City Manager, and the City Attorney, which are intended to be limited to approximately two (2) minutes from each individual. Summaries of Council liaison (i.e., advisory committees and regional agencies) assignment meetings will be submitted by Council Members to the City Clerk periodically and be included as attachments to Council agendas and reflected in the minutes. The City Manager Report shall include a report on anticipated agenda items for the next meeting.

b. Consent Calendar. Items listed under the "Consent Calendar" are considered to be routine or noncontroversial and will be enacted, approved, received or adopted by one motion in the form as shown on the agenda. A member of the public or Council member(s) wishing to comment on an item may do so before action is taken. If an item is removed from the Consent Calendar for discussion or response to questions, the items shall be removed from the Consent Calendar, and an action shall be taken to approve the balance of the Consent Calendar. Immediately following, the items removed for discussion should be considered separately for action by Council. All matters under the Consent Calendar are considered to be routine and noncontroversial. All of the Consent Calendar items may be enacted together by one Council action. If any Council Member wishes to comment on a Consent Calendar item, they may do so before action is taken on the Consent Calendar. If, following comments, a Council Member wishes to discuss an item, it will be removed from the Consent Calendar and taken up in order after adoption of the remainder of the Consent Calendar.

c. Public Comment. Public comment, including Citizens to be Heard, is for members of the public to provide comments to the City Council on municipal affairs. Under Citizens to Be Heard, members of the public may provide comments to the City Council on any municipal affair not addressed by another agenda item. Public comment is not intended as a

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~~mechanism for members of the public to seek to have questions about municipal affairs answered by City staff, and City staff will generally not address public comments provided in the form of a question. Members of the public should seek to have questions about municipal affairs answered by directly contacting an appropriate City representative outside of a Council meeting.~~

~~d~~c. ~~Citizens To Be Heard. Citizens may may provide comment to the City Council on any matter not listed on this Council meeting's agenda.~~ Citizens may speak for 3 minutes ~~subject to modification by the Mayor. Individuals may not share or offer time to another speaker. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The City Council may direct staff to investigate and/or schedule certain matters for consideration at a future meeting.~~

~~Members of the public may address the Council on any item of interest that is within the jurisdiction of the Council. Individuals who want to speak should complete a card giving his/her name and the item number or description. Individuals will be heard during the Council's consideration of the item. If the item is not listed on the agenda, describe the subject matter on the card and it will be called under Citizens to be Heard, (Public Comment). Time limit is 3 minutes, subject to modification by the Mayor. Individuals may not share or offer time to another speaker.~~

~~d~~d. Public Hearings shall consist of matters wherein published notice has been given and where public hearings are required by law and such matters as the Council may deem necessary or desirable to schedule for public hearings. Anyone wishing to speak regarding a Public Hearing should fill out a speaker card prior to the completion of the staff presentation and submit it to the City Clerk. Individuals may not share or offer time to another speaker. The order of business for Public Hearings is as follows:

I. All persons wishing to speak for or against a matter which has been set for Public Hearing are requested to complete a card giving his/her name and address, and to hand the card to the City Clerk as early as possible in the meeting. The cards can be found on the Clerk's desk or on a table located in the back of the Council Chambers.

II. The speakers shall address remarks to and through the Mayor.

III. Persons addressing the Council shall state their name, the city in which they reside, the interest they represent, if any, and shall state on which side of the argument they wish to be heard.

IV. Prior to opening the Public Hearing, the Mayor may request a staff report and presentation.

V. All persons wishing to be heard shall confine their remarks to the merits of the matter being considered and shall refrain from references to personalities.

VI. Applicant/Appellant (10 minutes~~)~~, subject to adjustment by the Mayor) - The applicant or his/her representative shall first address the Council and shall, in his/her first address, state all relevant reasons and present all

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relevant evidence on behalf of the application/matter.

VII. Opponent (5 minutes), subject to adjustment by the Mayor) – The primary opponent representative to a project/application shall address the Council second and shall state all relevant reasons and present all relevant evidence on behalf of the opposition.

VIII. The Mayor shall next request the Clerk to read or acknowledge any written communication received on the application.

IX. Public Comments will be (3 minutes per speaker), subject to adjustment by the Mayor). Any persons wishing to speak either in favor of, in opposition to, or simply to comment on the application/matter shall next be recognized by the Mayor in the order in which they present themselves.

X. Applicant Close (5 minutes, subject to adjustment by the Mayor) - After all persons desiring to speak on the application have completed their presentation and any written communications have been acknowledged, the applicant will be permitted 5 minutes to close the argument by presenting matter in rebuttal on presentation made in opposition to the application.

XI. If the applicant, in rebuttal, presents new evidence not covered in the original presentation, persons who have previously spoken on the application may be granted an opportunity to comment on the new evidence only.

XII. The applicant shall have the right to close the argument.

XIII. The Public Hearing shall then be concluded on the part of the public and brought to the Council level for discussion and decision. There is no further comment permitted from the audience unless requested by the Council.

XIV. In matters set for Public Hearing before the City Council, the Mayor reserves the right to limit the length of time for argument.

ee. Appeals. Appeals shall be presented to the Council through the City Clerk and/or as required by law. Persons other than parties to the appeal may speak only by permission of the Council. The process for appellant/opposition speakers shall be the same as outlined above for Public Hearings.

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f. Public Discussion

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I. Permission - Any person addressing the Council shall first secure the permission of the presiding officer.
II. Not A Debate - Public discussion should not be used to elicit a debate between Council members or staff and the public.

III. Time Limits - The Council may establish time limits for the consideration of any agenda item as well as establish an overall time period for the consideration of any matter.

IV. Public Comment ~~Discussion~~ During Council Deliberation - Public ~~discussion~~ comment shall be allowed following the staff report and Council questions ~~–~~ and before deliberations. Speakers shall be allowed three minutes each, subject to modification by the Mayor.

V. Limit on Public Discussion After Motion to Terminate Deliberation - No discussion shall be permitted after a motion, which would terminate further deliberation, has been adopted.

~~h~~

g.~~h.~~ ~~.~~ Old Business ~~.~~ ~~–~~ This item is for city business which has been raised at a ~~-~~previous meeting and which has not been completed.

hi~~.~~ New Business ~~.~~ ~~–~~This item is for new city business which has not been previously presented to the City Council.

i.~~13.~~ Council Deliberation.

I. Presiding Officer May Deliberate - The Mayor may deliberate from the chair, subject only to such limitations of deliberation as are by these rules imposed on all members, and shall not be deprived of any of the rights and privileges as a member of the Council by reason of his/her acting as the Mayor.

II. Getting the Floor - Improper References to be Avoided - Every member desiring to speak shall address the Mayor, and upon recognition shall confine himself/herself to the question under deliberation, avoiding negative references to personalities and indecorous language.

III. Interruptions - A Council member, once recognized, shall not be interrupted when speaking unless it is to call said member to order, or as herein otherwise provided. If a member, while speaking, be called to order, said member shall cease speaking until the question of ~~o~~r order be determined, and if in order, said member shall be permitted to proceed.

IV. Motion to Reconsider - A motion to reconsider any action taken by the Council may be made only on the date such action was taken or the next meeting of the Council. Such motion must be made by one who voted on the prevailing side, and may be made at any time or while a member has the floor and have precedence over all other motions; it shall be debatable. Nothing herein shall be construed to prevent any member of the Council from making or remaking the same other motion at a subsequent meeting of the Council or a motion to rescind.

V. Repeal or Amendment of Action Requiring More Than a Majority Vote - Any

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ordinance or resolution which is passed or adopted and which, as part of its terms, requires more than a majority vote of the Council in order to pass, a motion pursuant to such an ordinance or resolution shall require a vote of the same percent of the Council to repeal or amend the ordinance or resolution.

VI. Motion to Table - A motion to lay on the table is not debatable and shall preclude all amendments or deliberation of the subject under consideration. If the motion shall prevail, the consideration of the subject may be resumed only upon a motion of a member voting with the majority.

VII. Motion to Call for Question or Continue to a Date Specific - A motion to call for the question or continue the matter to a specific date shall preclude all amendments to or deliberation of the subject under consideration and is not debatable.

VIII. Statement of Position - When a motion to call for the question is adopted, each member of the Council may briefly state his/her position on the matter before roll call or call for the next item of business.

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IX. Privilege of Closing Deliberation - The Council member moving the adoption of an ordinance or resolution shall have the privilege of closing the deliberations or making the final statement. Further, it shall be the privilege of the Mayor to close debate where the Mayor determines that further debate is not advancing deliberations.

X. Division of Question - If the question contains two (2) or more divisible propositions, the presiding officer may, and upon request of a member shall, divide the same.

XI. Second Required - All motions except for nominations and a point of order shall require a second.

XII. Miscellaneous - All other matters not covered by these rules shall be decided by a majority of the Council. Roberts' Rules of Order may be used for guidance. Further, this Resolution supersedes any prior resolutions relating to the conduct of Council meetings.

j.~~14~~. Council Requests for Future Agenda Items and Other Staff Follow-Up – Under this agenda item, any Council Member may make a motion that an item be scheduled for discussion at a future City Council meeting or that staff conduct a specific follow-up task. The request must be approved by a majority vote of the Council in order to be carried out. The Council Member raising the request shall specify the type of follow-up they seek, among the following: staff provide information on a topic to Council in a memorandum; staff schedule a presentation to Council by an outside party at a future Council meeting; staff schedule a report to Council by staff at a future Council meeting; staff schedule an agenda item at a future Council meeting for staff to receive direction from Council on an issue; and staff present proposed City legislation/policy (resolution or ordinance) to Council at a future Council meeting. Council requests that staff conduct a special project that would require substantial staff time and/or substantial other City resources will be brought to Council as a future Council agenda item for staff to receive direction

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from Council on how to resource and prioritize the special project within the City workplan.

k.~~.~~ Study Sessions and Workshops are special meetings of the City Council that provide in-depth information and give City Council members background and insight for addressing critical City issues more effectively and allow additional time for public review and participation.

l.~~15.~~ Adjournment - Meetings will be adjourned at 11:00 p.m., unless Council approves a motion to extend the meeting~~ to address specific items not yet taken up on the agenda~~.

~~16. Study Sessions and Workshops are special meetings of the City Council that provide in-depth information and give City Council members background and insight for addressing critical City issues more effectively and allow additional time for public review and participation.~~

PASSED AND ADOPTED this 21st day of February, 2023~~2~~, by the following vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:
ABSTAIN: COUNCILMEMBERS:

I hereby certify that the foregoing resolution was introduced, passed and adopted on this 21st day of February 2023~~2~~.

_____
Heather Bell, CMC
City Clerk

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ATTACHMENT B

RESOLUTION NO. 2023 - XX

RESOLUTION OF THE CITY COUNCIL OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, AMENDING AND SETTING FORTH COUNCIL MEETING PROCEDURES FOR THE PREPARATION AND POSTING OF AGENDAS AND THE CONDUCT OF MEETINGS

The Pinole City Council hereby repeals all prior resolutions related to the conduct of meetings, including Resolution 103-2003; 178-2003, 2005-02, 2007-07, 2007-86, 2008-74, 2009-124, 2012-08, 2012-127, 2014-67, and 2015-109, 2016-100, 2017-13, 2017-72, 2018-113, 2019-03, 2020-114, 2021-28, 2021-68, and 2022-07 and resolves as follows:

1. Regular Meetings. Pursuant to Section 2.12.010 of the Municipal Code, a regular meeting of the Pinole City Council shall be held at 6:00 p.m. on the first and third Tuesdays of every month at the Council Chambers, 2131 Pear Street in Pinole, California. Upon the agreement of the City Manager and the Mayor, a regular meeting of the City Council may be scheduled to start at a time other than 6:00 p.m. Upon the agreement of the City Manager and the Mayor, a regular meeting of the City Council may be cancelled.

2. Special Meetings. Upon the agreement of the City Manager and the Mayor and confirmation of the availability of a quorum of the City Council, a special meeting of the City Council may be scheduled. The date and time of a special meeting will be set in consideration of the likely availability of members of the public to attend at that date and time.

3.. Closed Sessions. Closed Sessions of the Pinole City Council will customarily be held prior to the consideration of regular business items on the City Council agenda in Open Session. The City Council will endeavor to conclude Closed Session by or before 7 p.m. If all Closed Session items cannot be completed during that time, Council may convene back into Closed Session following all of the Open Session business items that evening or the Closed Session items can be held over to the next meeting,

4. Posting of Meeting Agenda. As required by the Brown Act, at least seventy-two (72) hours before a regular meeting, and twenty-four (24) hours before a special meeting , the City Clerk shall post the agenda containing a brief general description of each item of business to be transacted or discussed at the meeting. The agenda shall be posted on the bulletin board located outside of City Hall and online on the City's website

5. Council Action Limited. As required by the Brown Act, the Council shall not take action on any item not appearing on the posted agenda unless:

   A. It is determined by a two-thirds (2/3) vote of the Council, or if less than two-thirds (2/3) of the Council is present, the unanimous vote of the members present, that the need to take action arose after the posting of the agenda.
   B. It is determined by a majority vote of the Council that an emergency situation as described in Government Code Section 54956.5 necessitated prompt action due to the disruption or threatened disruption of public facilities.
   C. The item was posted for a prior meeting less than five (5) days previously and continued to the meeting where action is being taken.

6. Agenda Preparation. The City Manager will in coordination with the Mayor identify the items, among those initiated by staff to carry out City functions and those approved by a majority of the City Council as Council requests for future agenda items, that will be included on each specific City Council meeting agenda. Only items that are staff initiated and approved by the City Manager, items that are approved by a majority of the City Council as Council requests for future agenda items, or proclamations/presentations requested by local jurisdictions or non-profits

may appear on a Council meeting agenda except as noted above in the section regarding adding new agenda items after the posting deadline. The City Manager and the Mayor will endeavor not to include more items on a single agenda than the Council can reasonably address during a single meeting. Items requested as future agenda items by the City Council will be placed on a Council meeting agenda as soon as staff has had sufficient time to conduct any necessary preparations for the item. The City Manager may schedule items requested by Council as future agenda items for specific meeting dates based on specific time sensitivity or natural timing of the item. The City Council can establish a date certain, the feasibility of which it should confirm with staff, for a future agenda item when it approves a future agenda item. Cut-off time for placing items on the agenda shall be Wednesday, thirteen days preceding each regular Tuesday meeting, with the final agenda to be prepared by 5:00 pm of the Thursday preceding the meeting.

7. Order of Business. Promptly at the hour appointed for each meeting, the members of the Council, City Clerk, City Attorney, City Manager, the Police Chief or his designee and such other staff members as the City Manager deems necessary shall assemble in the Council Chambers or some other publicly announced location. The standard agenda items, their sequence, and the standard agenda format for a regular meeting is as shown below. The order of business may be suspended at any Council meeting by a majority vote of the members in attendance.

REGULAR MEETING AGENDA FORMAT

1. CALL TO ORDER & PLEDGE OF ALLEGIANCE IN HONOR OF THE US MILITARY TROOPS

2. LAND ACKNOWLEDGMENT

Before we begin, we would like to acknowledge the Ohlone people, who are the traditional custodians of this land. We pay our respects to the Ohlone elders, past, present, and future, who call this place, Ohlone Land, the land that Pinole sits upon, their home. We are proud to continue their tradition of coming together and growing as a community. We thank the Ohlone community for their stewardship and support, and we look forward to strengthening our ties as we continue our relationship of mutual respect and understanding.

3. ROLL CALL, CITY CLERK REPORT & STATEMENT OF CONFLICT

An official who has a conflict must, prior to consideration of the decision: (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself /herself from discussing and voting on the matter; and (3) leave the room until after the decision has been made, Cal. Gov't Code § 87105.

4. CONVENE TO A CLOSED SESSION

Citizens may address the Council regarding a Closed Session item prior to the Council adjourning into the Closed Session, by first providing a speaker card to the City Clerk.

EXAMPLES:

A. CONFERENCE WITH LABOR NEGOTIATOR
Pursuant to GC §54597.6
City Labor Negotiator:
Employee Organizations:

B. PUBLIC EMPLOYEE PERFORMANCE EVALUATION
Pursuant to GC §54597
Public Employee Performance Evaluation:

OPEN SESSION WILL RECOMMENCE UPON COMPLETION OF CLOSED SESSION DISCUSSIONS, WHICH MAY OCCUR BEFORE 7:00 PM

5. RECONVENE IN OPEN SESSION TO ANNOUNCE RESULTS OF CLOSED SESSION

6. CITIZENS TO BE HEARD (Public Comments)

Citizens may provide comment to the City Council on any matter under the subject matter jurisdiction of the City County not listed as an agenda item on this Council meeting's agenda*. Citizens may speak for 3 minutes subject to modification by the Mayor. Individuals may not share or offer time to another speaker. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The City Council may direct staff to investigate and/or schedule certain matters for consideration at a future meeting.*

7. REPORTS & COMMUNICATIONS

A. Mayor
   1. Announcements

B. Mayoral and Council Appointments

C. City Council Reports and Communications

D. Council Requests for Future Agenda Items and Other Staff Follow-Up

E. City Manager Report

F. City Attorney Report

8. RECOGNITIONS / PRESENTATIONS / COMMUNITY ANNOUNCEMENTS

A. Proclamations
B. Presentations/Recognitions

9. CONSENT CALENDAR

All matters under the Consent Calendar are considered to be routine or noncontroversial. These items will be enacted by one motion and without discussion. If, however, any interested party or Council Member(s) wishes to comment on an item, they may do so before action is taken on the Consent Calendar. Following comments, if a Council Member wishes to discuss an item, it will be removed from the Consent Calendar and taken up in order after adoption of the remainder of the Consent Calendar.

10. PUBLIC HEARINGS

*Citizens wishing to speak regarding a Public Hearing item should fill out a speaker card prior to the completion of the presentation, by first providing a speaker card to the City Clerk****. An official who engaged in an ex parte communication on a matter or with a party that is the subject of a Public Hearing must disclose the communication on the record prior to the start of the Public Hearing.***

11. OLD BUSINESS

12. NEW BUSINESS

13. CITIZENS TO BE HEARD (Public Comments)

Open only to members of the public who did not speak under the first Citizens to Be Heard, Agenda Item 6. Citizens may speak under any item not listed on the Agenda*. The time limit is 3 minutes for City Council items and*

is subject to modification by the Mayor. Individuals may not share or offer time to another speaker. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The City Council may direct staff to investigate and/or schedule certain matters for consideration at a future meeting.

14. ADJOURNMENT

END OF AGENDA FORMAT

8. Conflict of Interest. An official who has a conflict must disclose such prior to consideration of the decision by publicly identifying in detail the financial interest that causes the conflict; recusing himself /herself from discussion and voting, and leaving the room until the decision has been reached (GC Section 87200).

9. Decorum. The City Council, elected by the public, must be free to discuss issues confronting the City in an orderly environment. Public members attending City Council meetings shall observe the same rules of order and decorum applicable to the City Council. Any person making impertinent, derogatory, or slanderous remarks or who becomes boisterous while addressing the City Council or while attending the City Council meeting may be removed from the room if the Presiding Officer so directs.

The City Council, staff, and the public shall observe the following standards of behavior that promote civility at all public meetings. These standards will be listed on the agenda coversheet for each meeting.

- Treat everyone courteously;
- Give open-minded consideration to all viewpoints;
- Listen to others respectfully;
- Focus on the issues and avoid personalizing debate; and
- Embrace respectful disagreement and dissent as democratic rights, inherent components of an inclusive public process, and tools for forging sound decisions.

10. Norms of Behavior and Code of Ethics and Conduct: The City Council has approved the Council Norms of Behavior, incorporated hereto as Exhibit A. The City Council has also approved a Code of Ethics and Conduct which is codified in Chapter 2.62.030.of the Pinole Municipal Code.

11. Approval of Minutes. A true copy of the minutes of proceedings of regular and special meetings not theretofore approved, as the same shall be entered in the journal of proceedings, shall be provided by the City Clerk to each Council member at least twenty-four (24) hours before regular meetings. Unless otherwise ordered by the Council, the City Clerk shall prepare and produce action minutes of the meetings, which may be approved without a public reading of the same. The minutes as approved by the Council shall be the permanent official record of the proceedings of the City Council.

12. Tape Recordings. Council meetings are televised live on Pinole's Local Community Access Channel (Channel 26). Tape recordings and livestream of Council meetings

and livestream on social media pages are kept in order to assist in the preparation of minutes. After the prepared minutes have been approved, video tape recordings shall be retained pursuant to the Citywide Records Retention Policy.

13. Rules of Order. The following definitions and rules shall govern the proceedings of the Council:

a. Reports. Under the items Mayor and City Council Reports and Communications, City Manager Report and City Attorney Report , the Council shall receive reports which are intended to be limited to approximately two (2) minutes from each individual. Summaries of Council liaison (i.e., advisory committees and regional agencies) assignment meetings will be submitted by Council Members to the City Clerk periodically and be included as attachments to Council agendas and reflected in the minutes. The City Manager Report shall include a report on anticipated agenda items for the next meeting.

b. Consent Calendar. All matters under the Consent Calendar are considered to be routine and noncontroversial. All of the Consent Calendar items may be enacted together by one Council action. If any Council Member wishes to comment on a Consent Calendar item, they may do so before action is taken on the Consent Calendar. If, following comments, a Council Member wishes to discuss an item, it will be removed from the Consent Calendar and taken up in order after adoption of the remainder of the Consent Calendar.

c. Public Comment. Public comment, including Citizens to be Heard, is for members of the public to provide comments to the City Council on municipal affairs. Under Citizens to Be Heard, members of the public may provide comments to the City Council on any municipal affair not addressed by another agenda item. Citizens may speak for 3 minutes subject to modification by the Mayor. Individuals may not share or offer time to another speaker. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The City Council may direct staff to investigate and/or schedule certain matters for consideration at a future meeting.

d. Public Hearings shall consist of matters wherein published notice has been given and where public hearings are required by law and such matters as the Council may deem necessary or desirable to schedule for public hearings. Anyone wishing to speak regarding a Public Hearing should fill out a speaker card prior to the completion of the staff presentation and submit it to the City Clerk. Individuals may not share or offer time to another speaker. The order of business for Public Hearings is as follows:

I. All persons wishing to speak for or against a matter which has been set for Public Hearing are requested to complete a card giving his/her name and address, and to hand the card to the City Clerk as early as possible in the meeting. The cards can be found on the Clerk's desk or on a table located in the back of the Council Chambers.

II. The speakers shall address remarks to and through the Mayor.

III. Persons addressing the Council shall state their name, the city in which they reside, the interest they represent, if any, and shall state on which side of the argument they wish to be heard.

IV. Prior to opening the Public Hearing, the Mayor may request a staff report

and presentation.

V. All persons wishing to be heard shall confine their remarks to the merits of the matter being considered and shall refrain from references to personalities.

VI. Applicant/Appellant (10 minutes, subject to adjustment by the Mayor) - The applicant or his/her representative shall first address the Council and shall, in his/her first address, state all relevant reasons and present all relevant evidence on behalf of the application/matter.

VII. Opponent (5 minutes, subject to adjustment by the Mayor) – The primary opponent representative to a project/application shall address the Council second and shall state all relevant reasons and present all relevant evidence on behalf of the opposition.

VIII. The Mayor shall next request the Clerk to read or acknowledge any written communication received on the application.

IX. Public Comments (3 minutes per speaker, subject to adjustment by the Mayor). Any persons wishing to speak either in favor of, in opposition to, or simply to comment on the application/matter shall next be recognized by the Mayor in the order in which they present themselves.

X. Applicant Close (5 minutes, subject to adjustment by the Mayor) - After all persons desiring to speak on the application have completed their presentation and any written communications have been acknowledged, the applicant will be permitted 5 minutes to close the argument by presenting matter in rebuttal on presentation made in opposition to the application.

XI. If the applicant, in rebuttal, presents <u>new</u> evidence not covered in the original presentation, persons who have previously spoken on the application may be granted an opportunity to comment on the <u>new</u> evidence only.

XII. The applicant shall have the right to close the argument.

XIII. The Public Hearing shall then be concluded on the part of the public and brought to the Council level for discussion and decision. There is no further comment permitted from the audience unless requested by the Council.

XIV. In matters set for Public Hearing before the City Council, the Mayor reserves the right to limit the length of time for argument.

e. <u>Appeals</u>. Appeals shall be presented to the Council through the City Clerk and/or as required by law. Persons other than parties to the appeal may speak only by permission of the Council. The process for appellant/opposition speakers shall be the same as outlined above

for Public Hearings.

. Public Discussion

I. Permission - Any person addressing the Council shall first secure the permission of the presiding officer.
II. Not A Debate - Public discussion should not be used to elicit a debate between Council members or staff and the public.
III. Time Limits - The Council may establish time limits for the consideration of any agenda item as well as establish an overall time period for the consideration of any matter.
IV. Public CommentDuring Council Deliberation - Public comment shall be allowed following the staff report and Council questions and before deliberations. Speakers shall be allowed three minutes each, subject to modification by the Mayor.
V. Limit on Public Discussion After Motion to Terminate Deliberation - No discussion shall be permitted after a motion, which would terminate further deliberation, has been adopted.

g.. Old Business. This item is for city business which has been raised at a previous meeting and which has not been completed.

h. New Business. This item is for new city business which has not been previously presented to the City Council.

i. Council Deliberation.

I. Presiding Officer May Deliberate - The Mayor may deliberate from the chair, subject only to such limitations of deliberation as are by these rules imposed on all members, and shall not be deprived of any of the rights and privileges as a member of the Council by reason of his/her acting as the Mayor.

II. Getting the Floor - Improper References to be Avoided - Every member desiring to speak shall address the Mayor, and upon recognition shall confine himself/herself to the question under deliberation, avoiding negative references to personalities and indecorous language.

III. Interruptions - A Council member, once recognized, shall not be interrupted when speaking unless it is to call said member to order, or as herein otherwise provided. If a member, while speaking, be called to order, said member shall cease speaking until the question ofr order be determined, and if in order, said member shall be permitted to proceed.

IV. Motion to Reconsider - A motion to reconsider any action taken by the Council may be made only on the date such action was taken or the next meeting of the Council. Such motion must be made by one who voted on the prevailing side, and may be made at any time or while a member has the floor and have precedence over all other motions; it shall be debatable.

Nothing herein shall be construed to prevent any member of the Council from making or remaking the same other motion at a subsequent meeting of the Council or a motion to rescind.

V. Repeal or Amendment of Action Requiring More Than a Majority Vote - Any ordinance or resolution which is passed or adopted and which, as part of its terms, requires more than a majority vote of the Council in order to pass, a motion pursuant to such an ordinance or resolution shall require a vote of the same percent of the Council to repeal or amend the ordinance or resolution.

VI. Motion to Table - A motion to lay on the table is not debatable and shall preclude all amendments or deliberation of the subject under consideration. If the motion shall prevail, the consideration of the subject may be resumed only upon a motion of a member voting with the majority.

VII. Motion to Call for Question or Continue to a Date Specific - A motion to call for the question or continue the matter to a specific date shall preclude all amendments to or deliberation of the subject under consideration and is not debatable.

VIII. Statement of Position - When a motion to call for the question is adopted, each member of the Council may briefly state his/her position on the matter before roll call or call for the next item of business.

IX. Privilege of Closing Deliberation - The Council member moving the adoption of an ordinance or resolution shall have the privilege of closing the deliberations or making the final statement. Further, it shall be the privilege of the Mayor to close debate where the Mayor determines that further debate is not advancing deliberations.

X. Division of Question - If the question contains two (2) or more divisible propositions, the presiding officer may, and upon request of a member shall, divide the same.

XI. Second Required - All motions except for nominations and a point of order shall require a second.

XII. Miscellaneous - All other matters not covered by these rules shall be decided by a majority of the Council. Roberts' Rules of Order may be used for guidance. Further, this Resolution supersedes any prior resolutions relating to the conduct of Council meetings.

j.. Council Requests for Future Agenda Items and Other Staff Follow-Up – Under this agenda item, any Council Member may make a motion that an item be scheduled for discussion at a future City Council meeting or that staff conduct a specific follow-up task. The request must be approved by a majority vote of the Council in order to be carried out. The Council Member raising the request shall specify the type of follow-up they seek, among the following: staff provide information on a topic to Council in a memorandum; staff schedule a presentation to Council by an outside party at a future Council meeting; staff schedule a report to Council by staff

at a future Council meeting; staff schedule an agenda item at a future Council meeting for staff to receive direction from Council on an issue; and staff present proposed City legislation/policy (resolution or ordinance) to Council at a future Council meeting. Council requests that staff conduct a special project that would require substantial staff time and/or substantial other City resources will be brought to Council as a future Council agenda item for staff to receive direction from Council on how to resource and prioritize the special project within the City workplan.

k. Study Sessions and Workshops are special meetings of the City Council that provide in-depth information and give City Council members background and insight for addressing critical City issues more effectively and allow additional time for public review and participation.

l. Adjournment - Meetings will be adjourned at 11:00 p.m., unless Council approves a motion to extend the meeting..

PASSED AND ADOPTED this 21st day of February, 2023, by the following vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:
ABSTAIN: COUNCILMEMBERS:

I hereby certify that the foregoing resolution was introduced, passed and adopted on this 21st day of February 2023.

_____
Heather Bell, CMC
City Clerk

EXHIBIT A

RESOLUTION NO. 2021- 27

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, ADOPTING REVISED CITY COUNCIL NORMS OF BEHAVIOR

WHEREAS, the City Council adopted Norms of Behavior in August 2019 subsequent to a Council teambuilding workshop in June 2019; and

WHEREAS, the City Council held a special meeting, in a workshop format, in January 2021 during which the City Council reviewed and discussed the Norms of Behavior; and

WHEREAS, based on the discussion, the meeting facilitator, Management Partners, has created a recommended revised set of norms;

NOW, THEREFORE, BE IT RESOLVED that the Pinole City Council does hereby establish the following revised set of Norms of Behavior:

1. Work for the public good, not for personal interest.
2. Empower and communicate through the City Manager.
3. Work for "win/win" solutions by striving for consensus and seeking common ground.
4. The Council's policy deliberation process will be performed in the following order: Council questions; public questions/comment; Council deliberations; motion(s); decision made by majority vote.
5. Praise Council and staff decision(s) in public and offer corrective comment(s) in private.
6. Share information with each other early in the process to avoid surprises.
7. Address one another by role and last name and shake hands once the meeting concludes.
8. Establish a structure where the Mayor calls on members.
9. Prior to a Council vote, where there may be confusion, the proposed action will be read aloud so that the entire Council is clear about what they are voting on.
10. Summaries of Council liaison (i.e., advisory committees and regional agencies) assignment meetings will be submitted to the City Clerk periodically and be included as attachments to Council agendas and reflected in the minutes.

PASSED AND ADOPTED at a regular meeting of the Pinole City Council held on the 20th day of April 2021 by the following vote:

AYES:	COUNCILMEMBERS:	**Murphy, Salimi, Tave, Toms**
NOES:	COUNCILMEMBERS:	**None**
ABSENT:	COUNCILMEMBERS:	**Martínez-Rubin**
ABSTAIN:	COUNCILMEMBERS:	**None**

I hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on the 20th day of April 2021.

Heather Iopu, CMC
City Clerk

ATTACHMENT C

RESOLUTION NO. 2022 - 07

RESOLUTION OF THE CITY COUNCIL OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, AMENDING AND SETTING FORTH COUNCIL MEETING PROCEDURES FOR THE PREPARATION AND POSTING OF AGENDAS AND THE CONDUCT OF MEETINGS

The Pinole City Council hereby repeals all prior resolutions related to the conduct of meetings, including Resolution 103-2003; 178-2003, 2005-02, 2007-07, 2007-86, 2008-74, 2009-124, 2012-08, 2012-127, 2014-67, and 2015-109, 2016-100, 2017-13, 2017-72, 2018-113, 2019-03, 2020-114, 2021-28 and 2021-68 and resolves as follows:

1. Regular Meetings. Pursuant to Section 2.12.010 of the Municipal Code, a regular meeting of the Pinole City Council shall be held at 6:00 p.m. on the first and third Tuesdays of every month at the Council Chambers, 2131 Pear Street in Pinole, California. Items are placed on the agenda under the respective section headings. Public Hearings are scheduled to commence on or around 7 p.m. pursuant to the Municipal Code.

2. Closed Sessions of the Pinole City Council will customarily be held at 6 p.m. before the regular business items on the City Council agenda. The Closed Session is scheduled to be concluded by or before 7 p.m. If all business cannot be completed during that time, the items will either be held over to the next meeting, or Council may convene back into Closed Session following all the business items that evening.

3. Posting of Meeting Agenda. As required by the Brown Act, at least seventy-two (72) hours before a regular meeting, and twenty-four (24) hours before a special meeting of the City Council, the City Clerk shall post the agenda containing a brief general description of each item of business to be transacted or discussed at the meeting. The agenda shall be posted on the bulletin board located outside of City Hall and online on the City's website

4. Council Action Limited. As required by the Brown Act, the Council shall not take action on any item not appearing on the posted agenda unless:

   A. It is determined by a two-thirds (2/3) vote of the Council, or if less than two-thirds (2/3) of the Council is present, the unanimous vote of the members present, that the need to take action arose after the posting of the agenda.
   B. It is determined by a majority vote of the Council that an emergency situation as described in Government Code Section 54956.5 necessitated prompt action due to the disruption or threatened disruption of public facilities.
   C. The item was posted for a prior meeting less than five (5) days previously and continued to the meeting where action is being taken.

5. Posting Notices for Special Meetings. The call and notice of special meetings shall be posted at least twenty-four (24) hours on the bulletin board located outside of City Hall and online on the City's website.

6. Agenda Preparation. The City Manager will in coordination with the Mayor identify the items that will be included on each specific City Council agenda. Items may include those requested as future agenda items by the City Council and those needed by City staff to carry out City functions, and proclamations/presentations requested by local jurisdictions or non-profits. Staff will endeavor not to include more items on a single agenda than the Council can reasonably address during a single meeting. Items requested as future agenda items by the City Council will be placed on a Council meeting agenda as soon as staff has had sufficient time to conduct any necessary preparations for the item. The City Manager may schedule items requested by Council as future agenda items based on specific time sensitivity or natural timing of the item. The City

Council can establish a date certain for a future agenda item when it approves a future agenda item. Cut-off time for placing items on the agenda shall be Wednesday, thirteen days preceding each regular Tuesday meeting, with the final agenda to be prepared by 5:00 pm of the Thursday preceding the meeting.

7. Order of Business. Promptly at the hour appointed for each regular meeting, the members of the Council, the City Clerk, City Attorney, and City Manager, the Police Chief or his designee and such other staff members as are necessary shall assemble in the Council Chambers or some other publicly announced location. A statement of conflict must be disclosed by an official who has a conflict prior to consideration of the decision by publicly identifying in detail the financial interest that causes the conflict; recusing himself /herself from discussion and voting, and leaving the room until the decision has been reached (GC Section 87200).

AGENDA FORMAT

1. CALL TO ORDER & PLEDGE OF ALLEGIANCE IN HONOR OF THE US MILITARY TROOPS

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Before we begin, we would like to acknowledge the Ohlone people, who are the traditional custodians of this land. We pay our respects to the Ohlone elders, past, present, and future, who call this place, Ohlone Land, the land that Pinole sits upon, their home. We are proud to continue their tradition of coming together and growing as a community. We thank the Ohlone community for their stewardship and support, and we look forward to strengthening our ties as we continue our relationship of mutual respect and understanding.

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An official who has a conflict must, prior to consideration of the decision: (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself /herself from discussing and voting on the matter; and (3) leave the room until after the decision has been made, Cal. Gov't Code § 87105.

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Citizens may address the Council regarding a Closed Session *item prior to the Council adjourning into the Closed Session, by first providing a speaker card to the City Clerk.*

EXAMPLES:

A. CONFERENCE WITH LABOR NEGOTIATOR
Pursuant to GC §54597.6
City Labor Negotiator:
Employee Organizations:

B. PUBLIC EMPLOYEE PERFORMANCE EVALUATION
Pursuant to GC §54597
Public Employee Performance Evaluation:

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F. City Attorney Report

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A. Proclamations
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11. OLD BUSINESS

12. NEW BUSINESS

13. CITIZENS TO BE HEARD (Public Comments)

Open only to members of the public who did not speak under the first Citizens to Be Heard, Agenda Item 6

Citizens may speak under any item not listed on the Agenda. *The time limit is 3 minutes for City Council items and is subject to modification by the Mayor. Individuals may not share or offer time to another speaker. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The City Council may direct staff to investigate and/or schedule certain matters for consideration at a future meeting.*

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END OF AGENDA FORMAT

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- Give open-minded consideration to all viewpoints;
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12. Rules of Order. The following definitions and rules shall govern the proceedings and order of business of the Council:

a. Reports. Under the item of business entitled "Reports", the Council may receive reports from Council Members, the City Manager, and the City Attorney, which are intended to be limited to approximately two (2) minutes from each individual. Summaries of Council liaison (i.e., advisory committees and regional agencies) assignment meetings will be submitted by Council Members to the City Clerk periodically and be included as attachments to Council agendas and reflected in the minutes. The City Manager shall include a report on

anticipated agenda items for the next meeting.

b. Consent Calendar. Items listed under the "Consent Calendar" are considered to be routine or noncontroversial and will be enacted, approved, received or adopted by one motion in the form as shown on the agenda. A member of the public or Council member(s) wishing to comment on an item may do so before action is taken. If an item is removed from the Consent Calendar for discussion or response to questions, the items shall be removed from the Consent Calendar, and an action shall be taken to approve the balance of the Consent Calendar. Immediately following, the items removed for discussion should be considered separately for action by Council.

c. Citizens To Be Heard. Members of the public may address the Council on any item of interest that is within the jurisdiction of the Council. Individuals who want to speak should complete a card giving his/her name and the item number or description. Individuals will be heard during the Council's consideration of the item. If the item is not listed on the agenda, describe the subject matter on the card and it will be called under Citizens to be Heard, (Public Comment). Time limit is 3 minutes, subject to modification by the Mayor. Individuals may not share or offer time to another speaker.

d. Public Hearings shall consist of matters wherein published notice has been given and where public hearings are required by law and such matters as the Council may deem necessary or desirable to schedule for public hearings. Anyone wishing to speak regarding a Public Hearing should fill out a speaker card prior to the completion of the staff presentation and submit it to the City Clerk. Individuals may not share or offer time to another speaker. The order of business for Public Hearings is as follows:

I. All persons wishing to speak for or against a matter which has been set for Public Hearing are requested to complete a card giving his/her name and address, and to hand the card to the City Clerk as early as possible in the meeting. The cards can be found on the Clerk's desk or on a table located in the back of the Council Chambers.

II. The speakers shall address remarks to and through the Mayor.

III. Persons addressing the Council shall state their name, the city in which they reside, the interest they represent, if any, and shall state on which side of the argument they wish to be heard

IV. Prior to opening the Public Hearing, the Mayor may request a staff report and presentation.

V. All persons wishing to be heard shall confine their remarks to the merits of the matter being considered and shall refrain from references to personalities.

VI. Applicant/Appellant (10 minutes), subject to adjustment by the Mayor - The applicant or his/her representative shall first address the Council and shall, in his/her first address, state all relevant reasons and present all relevant evidence on behalf of the application.

VII. Opponent (5 minutes), subject to adjustment by the Mayor – The primary opponent representative to a project/application shall address the Council second and shall state all relevant reasons and present all relevant evidence on behalf of the opposition.

VIII. The Mayor shall next request the Clerk to read or acknowledge any written communication received on the application.

IX. Public Comments will be (3 minutes per speaker), subject to adjustment by the Mayor. Any persons wishing to speak either in favor of, in opposition to, or simply to comment on the application shall next be recognized by the Mayor in the order in which they present themselves.

X. After all persons desiring to speak on the application have completed their presentation and any written communications have been acknowledged, the applicant will be permitted 5 minutes to close the argument by presenting matter in rebuttal on presentation made in opposition to the application.

XI. If the applicant, in rebuttal, presents new evidence not covered in the original presentation, persons who have previously spoken on the application may be granted an opportunity to comment on the new evidence only.

XII. The applicant shall have the right to close the argument.

XIII. The Public Hearing shall then be concluded on the part of the public and brought to the Council level for discussion and decision. There is no further comment permitted from the audience unless requested by the Council.

XIV. In matters set for Public Hearing before the City Council, the Mayor reserves the right to limit the length of time for argument.

e. Appeals. Appeals shall be presented to the Council through the City Clerk and/or as required by law. Persons other than parties to the appeal may speak only by permission of the Council. The process for appellant/opposition speakers shall be the same as outlined above for Public Hearings.

f. Public Discussion

I. Permission - Any person addressing the Council shall first secure the permission of the presiding officer.
II. Not A Debate - Public discussion should not be used to elicit a debate between Council members or staff and the public.
III. Time Limits - The Council may establish time limits for the consideration of any agenda item as well as establish an overall

Return to Agenda

time period for the consideration of any matter.

IV. Public Discussion During Council Deliberation - Public discussion shall be allowed following the staff report and Council questions and before deliberations. Speakers shall be allowed three minutes each, subject to modification by the Mayor.

V. Limit on Public Discussion After Motion to Terminate Deliberation - No discussion shall be permitted after a motion, which would terminate further deliberation, has been adopted.

13. Council Deliberation.

I. Presiding Officer May Deliberate - The Mayor may deliberate from the chair, subject only to such limitations of deliberation as are by these rules imposed on all members, and shall not be deprived of any of the rights and privileges as a member of the Council by reason of his/her acting as the Mayor.

II. Getting the Floor - Improper References to be Avoided - Every member desiring to speak shall address the Mayor, and upon recognition shall confine himself/herself to the question under deliberation, avoiding negative references to personalities and indecorous language.

III. Interruptions - A Council member, once recognized, shall not be interrupted when speaking unless it is to call said member to order, or as herein otherwise provided. If a member, while speaking, be called to order, said member shall cease speaking until the question or order be determined, and if in order, said member shall be permitted to proceed.

IV. Motion to Reconsider - A motion to reconsider any action taken by the Council may be made only on the date such action was taken or the next meeting of the Council. Such motion must be made by one who voted on the prevailing side, and may be made at any time or while a member has the floor and have precedence over all other motions; it shall be debatable. Nothing herein shall be construed to prevent any member of the Council from making or remaking the same other motion at a subsequent meeting of the Council or a motion to rescind.

V. Repeal or Amendment of Action Requiring More Than a Majority Vote - Any ordinance or resolution which is passed or adopted and which, as part of its terms, requires more than a majority vote of the Council in order to pass, a motion pursuant to such an ordinance or resolution shall require a vote of the same percent of the Council to repeal or amend the ordinance or resolution.

VI. Motion to Table - A motion to lay on the table is not debatable and shall preclude all amendments or deliberation of the subject under consideration. If the motion shall prevail, the consideration of the subject may be resumed only upon a motion of a member voting with the majority.

VII. Motion to Call for Question or Continue to a Date Specific - A motion to call for the question or continue the matter to a specific date shall preclude all amendments to or deliberation of the subject under consideration and is not debatable.

VIII. Statement of Position - When a motion to call for the question is adopted, each member of the Council may briefly state his/her position on the matter before roll call or call for the next item of business.

IX. Privilege of Closing Deliberation - The Council member moving the adoption of an ordinance or resolution shall have the privilege of closing the deliberations or making the final statement. Further, it shall be the privilege of the Mayor to close debate where the Mayor determines that further debate is not advancing deliberations.

X. Division of Question - If the question contains two (2) or more divisible propositions, the presiding officer may, and upon request of a member shall, divide the same.

XI. Second Required - All motions except for nominations and a point of order shall require a second.

XII. Miscellaneous - All other matters not covered by these rules shall be decided by a majority of the Council. Roberts' Rules of Order may be used for guidance. Further, this Resolution supersedes any prior resolutions relating to the conduct of Council meetings.

14. Council Requests for Future Agenda Items and Other Staff Follow-Up – Under this agenda item, any Council Member may make a motion that an item be scheduled for discussion at a future City Council meeting or that staff conduct a specific follow-up task. The request must be approved by a majority vote of the Council in order to be carried out. The Council Member raising the request shall specify the type of follow-up they seek, among the following: staff provide information on a topic to Council in a memorandum; staff schedule a presentation to Council by an outside party at a future Council meeting; staff schedule a report to Council by staff at a future Council meeting; staff schedule an agenda item at a future Council meeting for staff to receive direction from Council on an issue; and staff present proposed City legislation/policy (resolution or ordinance) to Council at a future Council meeting. Council requests that staff conduct a special project that would require substantial staff time and/or substantial other City resources will be brought to Council as a future Council agenda item for staff to receive direction from Council on how to resource and prioritize the special project within the City workplan.

15. Meetings will be adjourned at 11:00 p.m., unless Council approves a motion to extend the meeting to address specific items not yet taken up on the agenda.

16. Study Sessions and Workshops are special meetings of the City Council that provide in-depth information and give City Council members background and insight for addressing critical City issues more effectively and allow additional time for public review and participation.

PASSED AND ADOPTED this 1st day of **February, 2022**, by the following vote:

AYES:	COUNCILMEMBERS:
NOES:	COUNCILMEMBERS:
ABSENT:	COUNCILMEMBERS:
ABSTAIN:	COUNCILMEMBERS:

I hereby certify that the foregoing resolution was introduced, passed and adopted on this 1st day of February 2022.

Heather Bell, CMC
City Clerk

EXHIBIT A

RESOLUTION NO. 2021- 27

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PINOLE, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, ADOPTING REVISED CITY COUNCIL NORMS OF BEHAVIOR

WHEREAS, the City Council adopted Norms of Behavior in August 2019 subsequent to a Council teambuilding workshop in June 2019; and

WHEREAS, the City Council held a special meeting, in a workshop format, in January 2021 during which the City Council reviewed and discussed the Norms of Behavior; and

WHEREAS, based on the discussion, the meeting facilitator, Management Partners, has created a recommended revised set of norms;

NOW, THEREFORE, BE IT RESOLVED that the Pinole City Council does hereby establish the following revised set of Norms of Behavior:

1. Work for the public good, not for personal interest.
2. Empower and communicate through the City Manager.
3. Work for "win/win" solutions by striving for consensus and seeking common ground.
4. The Council's policy deliberation process will be performed in the following order: Council questions; public questions/comment; Council deliberations; motion(s); decision made by majority vote.
5. Praise Council and staff decision(s) in public and offer corrective comment(s) in private.
6. Share information with each other early in the process to avoid surprises.
7. Address one another by role and last name and shake hands once the meeting concludes.
8. Establish a structure where the Mayor calls on members.
9. Prior to a Council vote, where there may be confusion, the proposed action will be read aloud so that the entire Council is clear about what they are voting on.
10. Summaries of Council liaison (i.e., advisory committees and regional agencies) assignment meetings will be submitted to the City Clerk periodically and be included as attachments to Council agendas and reflected in the minutes.

PASSED AND ADOPTED at a regular meeting of the Pinole City Council held on the 20th day of April 2021 by the following vote:

AYES:	COUNCILMEMBERS:	**Murphy, Salimi, Tave, Toms**
NOES:	COUNCILMEMBERS:	**None**
ABSENT:	COUNCILMEMBERS:	**Martínez-Rubin**
ABSTAIN:	COUNCILMEMBERS:	**None**

I hereby certify that the foregoing resolution was regularly introduced, passed, and adopted on the 20th day of April 2021.

Heather Iopu, CMC
City Clerk