



AGENDA
TRAFFIC AND PEDESTRIAN SAFETY COMMITTEE
APRIL 18, 2018
7:00 P.M.
2131 PEAR STREET, PINOLE, CA 94564
COMMUNITY ROOM

1.	CALL TO ORDER – PLEDGE OF ALLEGIANCE
2.	ROLL CALL AND SELF INTRODUCTIONS
3.	CITIZENS TO BE HEARD – FOR ITEMS NOT ON THE AGENDA
4.	DISCUSSION ITEMS: NO RECOMMENDED ACTION A. MULTIMODAL TRANSPORTATION PLAN – PRESENTATION AND COMMENT The City of Pinole is beginning work on a Multimodal Transportation Plan. The Plan will help transform actions and policies outlined in the General and Specific Plans into multimodal transportation scoped, planned, and funded projects that can be implemented.
5.	COMMITTEE MEMBER REPORTS - VERBAL
6.	CITY ENGINEER REPORT - VERBAL NONE
7.	ADJOURN TO NEXT MEETING - RECOMMENDED TO BE MAY 16, 2018

POSTED: Thursday,4-13-18 @ 4:00 p.m. City Hall



CITY OF PINOLE TRAFFIC AND PEDESTRIAN SAFETY COMMITTEE

April 18, 2018

TO: TRAFFIC AND PEDESTRIAN SAFETY COMMITTEE

**FROM: AMELIA TIMBERS, SENIOR PROJECT MANAGER
MELANIE FORNES, CIVICSPARK FELLOW**

SUBJECT: MULTIMODAL TRANSPORTATION PLAN

RECOMMENDATIONS

Receive comment from TAPS on the City's Multimodal Transportation Plan outreach and development process.

BACKGROUND

On April 3, 2018 the City Council directed staff to prepare an active transportation plan that will help the City be more competitive in transportation grants. Staff seeks comment from TAPS on the scope, outreach, and survey for the plan.

ATTACHMENTS

- A. Pinole City Council April 3, 2018 Item 10A "ACTIVE TRANSPORTATION PLAN DEVELOPMENT STAFF REPORT"
- B. Proposed Community Outreach for Multimodal Transportation Plan
- C. Draft Survey Questions



CITY COUNCIL REPORT

10A

DATE: APRIL 3, 2018

TO: MAYOR AND COUNCIL MEMBERS

FROM: TAMARA MILLER, CITY ENGINEER
AMELIA TIMBERS, SR. PROJECT MANAGER
MELANIE FORNES, CIVICSPARK FELLOW

SUBJECT: ACTIVE TRANSPORTATION PLAN DEVELOPMENT

RECOMMENDATION

Staff requests direction on outreach for an active transportation plan, to be conducted by the CivicSpark fellow.

BACKGROUND

Grant opportunities exist for transportation plan development; “active transportation” projects that seek ‘complete’ street and road projects that provide ‘multiple benefits’; and projects that have the effect of reducing green house gases. Grants of this variety are likely to increase in number as the State pursues more ambitious environmental targets.

Staff seeks grants when capacity allows. However approaching these funding and project opportunities in a piecemeal manner creates challenges. For example, response timelines for grants are often short, which requires projects to be already planned, scoped, through environmental review, and ready for quick submission. Similarly, funders seek projects that are part of a scalable plan and which have quantifiable impact, and typically request demonstration of a public process and community support.

In order to provide a compelling, cohesive narrative for grants, and in order to more easily apply for grants overall, staff proposes scoping the City’s potential active transportation opportunities (streets and roads projects that affect access for pedestrians, bicycle users, transit riders, and people with disabilities) and bundling them into an “Active Transportation Plan”. Other West County and Contra Costa cities have developed and adopted similar plans:

- San Pablo: The ‘Bike and Pedestrian Plan’ outlines a list of community-prioritized project list, along with estimated costs, and implementation guidelines.

- El Cerrito: The 'Active Transportation Plan' combines bike and pedestrian planning in an effort to provide grant-ready projects for which the City can pursue competitive grant funding.
- Martinez: The 'Downtown Martinez Community-Based Transportation Plan' outlines demographics and travel characteristics of the community, transportation issues, techniques used to reach out to the community, solutions to address these transportation gaps, and considerations for implementation, potential funding sources, and next steps.
- Concord: In 2016 Concord adopted the Concord Bicycle, Pedestrian and Safe Routes to Transit Plan which "supports walking, bicycling and active living, and enables people of all ages and abilities to safely and comfortably access jobs, schools, recreation, shopping and transit as a part of daily life."
<http://www.cityofconcord.org/page.asp?pid=7008>
- Walnut Creek: Walnut Creek's Pedestrian master plan documents options for improving safe pedestrian access in the City.
- County: The County has formed a website addressing multimodal transit planning in the County, <http://keepcontracostamoving.net/>, and its 2009 Countywide Bicycle and Pedestrian Plan (CBPP) documented existing conditions, prioritized possible improvements, and outlined implementation tasks.

REVIEW AND ANALYSIS

Acting as a policy bridge, an active transportation plan can help implement specific actions cited in the General and Specific Plans (Attachment A), and can help to facilitate achieving circulation, community character, health, safety, and sustainability goals. As noted above, a transportation plan can also help with grants that request demonstration of a public process considering project options, and considering the project submitted for a grant.

One potential starting point for community participation is through a community transportation survey. The results of such a survey can help prioritize projects most desired and needed by the community, while also gathering some of the necessary data needed for grant funding. Survey distribution can be channeled through Pinole's active community centers, such as the Youth Center, Swim Center, Senior Center, Playhouse and schools. Other jurisdictions that have conducted community surveys have also utilized their city's website as platform for distribution, and local stores, coffee shops, and other informal community centers. Such a survey falls within the scope of, and could be executed by, the capacity provided by the City's CivicSpark fellow.

FISCAL IMPACT

An Active Transportation Plan has the potential to positively affect the City by helping staff submit more competitive applications for more grants. The plan's implementation would be funded through the normal course of Capital Improvement Plan budgeting, (which is reviewed and approved annually by Council), by seeking grants, and submitting projects in regional planning processes for project level funding. The immediate cost of the outreach process and plan would be in the form of staff resources, which can in the near term be addressed by our CivicSpark fellow.

ATTACHMENT:

Attachment A: General Plan Active Transportation References

GENERAL PLAN ACTIVE TRANSPORTATION REFERENCES

The General Plan recognizes active transportation options throughout the document.

Bolded text below are instances in which goals, priorities, and action concerning active transportation improvements are cited in the General Plan.

Support through the ‘**Community Character**’ section of the General Plan:

- Under Goal CC.1: *Maintain Pinole’s unique qualities and sense of place to preserve the established historic and small-town character of the city.*
 - Action CC.1.1.3: “...Ensure new development is compatible with the scale and character of the neighborhoods and the architectural styles in Pinole, and **embrace concepts of transit- and pedestrian-oriented development and sustainability.**”
- Under Goal CC.2: *Emphasize and enhance the visual and physical connection between Pinole’s natural environment and the community’s quality of life.*
 - Action CC.2.1.2: “Promote and **provide an integrated pedestrian and bicycle network that links open spaces and other destination points within Pinole.**”
- Under Goal CC.3: *Support the development and retention of local-oriented services in Old Town Pinole and other commercial areas, and encourage and support the local economy.*
 - Action CC.3.1.6: “**Provide more transit options** in the Old Town area.”
 - Action CC.3.1.7: “Consider implementing suggestions in the Three Corridors Specific Plan to **narrow travel lanes** and narrow San Pablo Avenue from four lanes to two through Old Town Pinole to **be more pedestrian-friendly and to improve safety and visibility for the community.**”

Support through the ‘**Growth Management**’ section of the General Plan:

- Under Goal GM3: *Support land use patterns that make efficient use of the transportation system and enhance public safety.*
 - Policy GM.3.2: “Multimodal Transportation. **Establish service standards for multiple modes of transportation that are focused on moving people rather than solely on moving automobiles.**”
 - Action GM.3.2.3: “Alternative Modes of Transportation. Work with regional transportation agencies to develop circulation standards that: 1. **Emphasize the movement of people, not solely**

automobiles, as the performance objective. 2. Adjust service standards to include trips accommodated by bicycle routes and facilities, pedestrian connections and transit service.”

- Action GM.3.3.2: “Carpools and Transits. The City will develop a plan to make more efficient use of the regional and subregional transportation system that includes the following considerations: 1. Improved access to commuter bus service by **enhancing access to nearby park-and-ride facilities or by providing a park-and-ride facility in Pinole** to support commuter bus service...”
- Policy GM.3.8: “Public Transit. Encourage the development of a safe, efficient and reliable transit system, in coordination with the West Contra Costa Action Plan, to **provide a convenient alternative to driving.**”

Support through the ‘**Circulation**’ section of the General Plan:

- Under Goal CE.1: *“Reduce vehicle miles traveled and encourage the use of public transit.”*
 - Policy CE.1.2: **“Coordinate development of the circulation system with sustainable land use planning.”**
 - Action CE.1.2.1: **“Give priority to projects that will contribute to a reduction in vehicle miles traveled per capita, while maintaining economic vitality and sustainability.”**
 - Action CE.1.2.2: **“Require development to provide bus, bicycle, pedestrian and alternative fuel vehicle facilities, as appropriate.”**
 - Action CE.1.2.3: **“Provide safe and convenient access for pedestrians and bicyclists, wherever feasible.”**
 - Policy CE.1.3: “Encourage development that is sensitive to both local and regional transit measures and that promotes the use of alternative modes of transportation.”
 - Action CE.1.3.2: “Include facilities that support alternative modes of transportation (pedestrian, bicycles, public transit, electric vehicles, etc.) where feasible.”
 - Policy CE.1.4: **“Encourage maximum utilization of the existing public transit system and alternate modes of transportation in Pinole.”**
 - Action CE.1.4.1: “Study the feasibility of increasing public transit frequency in areas currently served, and continue evaluating the possibility of expanding service to areas currently without service.”
 - Action CE.1.5.1: **“Enhance existing and provide additional bus shelters and other amenities that support transit use, where feasible and appropriate.”**
- Under Goal CE.4: *“Establish programs to support sidewalk, trail and street enhancements, where feasible.”*
 - Policy CE.4.4: **“Prioritize transportation funding to support public transit and other non-auto modes of transportation.”**
 - Action CE.4.4.1: **“Before funding transportation improvements that increase roadway capacity and vehicle miles traveled, the**

City will evaluate the feasibility and effectiveness of funding projects that support alternative modes of transportation and reduced vehicle miles traveled, including transit and bicycle and pedestrian access.”

- Goal CE.5: **“Provide adequate parking and loading facilities while encouraging alternative means of transportation.”**
- Under Goal CE.6: *“Reduce the amount of peak hour automobile congestion on city streets, as Appropriate.”*
 - Action CE.6.3.3: **“Explore the creation of a network of park-and-ride facilities to support and encourage the use of regional transit.”** (most policies and actions under this section is in support of vanpooling options, and way to reduce traffic congestion at peak hours)
- Under Goal CE.7: *“Support bicycle use as a mode of transportation by enhancing infrastructure to accommodate bicycles and riders.”*
 - Action CE.7.1.3: **Provide safe access to public transportation and other non-motorized uses through construction of dedicated bicycle paths.**
 - Policy CE.7.2 Establish standards for new development and redevelopment projects to support bicycle use.

Support through the ‘**Health and Safety**’ section of the General Plan:

- Under Goal HS.5: *“Support land use patterns and densities that lessen air and water quality impacts.”*
 - Policy HS.5.3: *“Improve land use planning to minimize air and water quality pollution.”*
- Under Goal HS.6: *“Support multiple forms of transportation and a circulation system design that reduces vehicle trips and emissions.”*
 - Policy HS.6.1: **“Promote and encourage walking and bicycling as viable forms of transportation** to services, shopping and employment.”
 - Action HS.6.1.1: **“Include street design features that facilitate biking and walking trips in both new and established areas.”**
 - Action HS.6.1.2: **“Require all new development to be designed to enable easy pedestrian and bicycle access** and circulation.”

Support through the ‘**Sustainability**’ section of the General Plan:

- Under Goal SE.3: *The City will reduce its contribution to climate change and mitigate and adapt to the effects of climate change as appropriate.*

- Policy SE.3.4: “Reduce GHG emissions by reducing vehicle miles traveled and **by increasing or encouraging the use of alternative fuels and transportation technologies.**”
 - Action SE.3.4.7: “The City **will encourage the growth and enhancement of an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes**, including public transit, ridesharing, bicycling, and walking.”
- Under Goal SE.8: *Utilize transit options and reduce vehicle miles traveled and single occupancy vehicle use.*
 - Action SE.8.2.2 “**Ensure transportation centers are multi-modal to allow transportation modes to intersect.**”
 - Policy SE.8.7: “Work to improve Pinole’s pedestrian and bicycle infrastructure and to meet the needs of all pedestrians bicyclists.”
 - Action SE.8.7.1: “**Implement public transit-, bicycle- and pedestrian-oriented land use and design strategies in new development**, as described in the Land Use and Circulation Elements of the General Plan to reduce the number of single occupant trips in fossil-fueled vehicles.”
 - Action SE.8.7.3: “Require new commercial, multi-family residential, and mixed-use development to provide secure bicycle parking.”
 - Action SE.8.7.4: “The City will set a deadline by which it will be assured that all city parks, schools, commercial districts, and other high-volume trip destinations within Pinole provide secure bicycle parking.”
 - Action SE.8.7.5: “**Establish and implement standards that meet or exceed state law for “complete streets” that foster equal access by all users in the roadway system.** Include standards that address connection of bicycle and pedestrian access to other areas, safe road crossings, adequate and secure bike parking at public and private facilities, and street standards as is feasible for bicycle infrastructure.”

Proposed Community Outreach for Multimodal Transportation Plan

The City of Pinole will conduct outreach in the greater Pinole community to satisfy community engagement components of future transportation grants. Proposed activities include:

Workshop

The CivicSpark fellow may plan a workshop to receive public comment on multimodal transportation in Pinole, as needed and if there is capacity to do so.

Survey

A public survey will identify and capture data on current active and multimodal transportation use in Pinole, areas of concern, and suggested improvements. The survey will be distributed to community members through the following channels:

In-Person Distribution

- Senior Center
- Swim Center
- Community Playhouse
- Youth Center, Tiny Tots (for parents)
- Popular shopping destinations

Digital Distribution

- Pinole website, front page scroll
- Administrative newsletter
- Social media accounts, if available

Community Events & Tabling

- Pinole Car Show
- Earth Day events
- Weekly Farmers' Market
- Possible announcement at Council

Business Community

- Bayfront Chamber of Commerce
- Contra Costa Hispanic Chamber of Commerce West County Event
- Door to door in historic downtown

Local Service Organizations

- Pinole Garden Club
- Local churches
- Friends of Pinole Creek
- Local Rotary, Soroptimists, Kiwanis Clubs

Students

- PVHS communication channels
- PTAs, local schools

Multimodal Transportation Survey Draft Questions

1. Do you live in Pinole?

- ☐ Yes
- ☐ No

2. Please select your age group.

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75+

3. Select your household income:

- ☐ less than 20K
- ☐ 20 - 34K
- ☐ 35 - 49K
- ☐ 50 - 74K
- ☐ 75 - 99K
- ☐ 100 - 149K
- ☐ 150 -199K
- ☐ 200K+

4. Do you go to school in Pinole?

- ☐ Yes
- ☐ No

5. Do you work in Pinole?

- ☐ Yes
- ☐ No

6. Do you find it easy to get where you need to go in Pinole?

- ☐ Yes
- ☐ No

7. What is the length of your commute to work or school in minutes, one-way?

- ☐ Under 10 minutes
- ☐ 10 - 20 minutes

- ☐ 20 - 40 minutes
- ☐ 40 - 60 minutes
- ☐ Over 60 minutes

8. If you work outside of Pinole, what is the length of your commute in miles, one-way?

- ☐ Under 5 miles
- ☐ 6-10 miles
- ☐ 11-20 miles
- ☐ 20-25 miles
- ☐ Over 25 miles

9. What would make it easier to get to destinations in Pinole? Check the top 3.

- ☐ Less traffic on main streets at rush hour
- ☐ Easier walking
- ☐ Easier bicycling
- ☐ Easier access for disabled or differently-abled people
- ☐ More frequent bus service

10. When traveling less than one mile, what mode of transportation do you use?

- ☐ Walk
- ☐ Bicycle
- ☐ Bus
- ☐ Drive Alone
- ☐ Carpool

11. Do you own a car?

- ☐ Yes
- ☐ No

12. Is a car your main form of transportation?

- ☐ Yes
- ☐ No

13. Do you want cars to drive slower in Pinole?

- ☐ Yes
- ☐ No

14. Have you ever been in a dangerous situation with a car while walking, bicycling, using a motorized scooter or other non-vehicle transportation method in Pinole?

- ☐ Yes
- ☐ No

15. Select the statement that most describes you.

- ☐ I walk as much as possible.
- ☐ I walk to do errands and/or pick up my child from school.
- ☐ I walk to the bus, then take the bus.
- ☐ I walk to my car, then drive.

16. Please tell us about your walking experiences in Pinole. Mark (A) Agree or (D) Disagree.

- ___ I can walk conveniently where I want.
- ___ I feel safe walking in Pinole.
- ___ I have enough time to cross streets at traffic signals.
- ___ There is enough lighting to walk safely at night.
- ___ Pinole has well maintained paths, trails, and sidewalks.

17. How many days per week do you walk? Mark 1-7 to indicate the number of days per week you walk to do each activity.

- ___ Work or school
- ___ To a bus or train
- ___ Personal errands
- ___ Drop off/pick up someone
- ___ Exercise/recreation/walk the dog
- ___ Visit a friend or relative

18. What is the main reason that you choose to walk instead of some other form of transportation?

- ☐ I don't walk.
- ☐ Walking is less expensive than driving.
- ☐ Walking is my primary means of transportation.
- ☐ Walking is fastest and most convenient.
- ☐ I enjoy walking.
- ☐ Walking is good for my health.
- ☐ Walking is good for the environment.

19. What are your favorite places or streets to walk? Please note specific streets or destinations.

20. "I would like to walk for my daily commute, errands, or other activities more than I do now"

- ☐ Strongly Disagree
- ☐ Disagree
- ☐ Neutral
- ☐ Agree
- ☐ Strongly Agree

21. What prevents you from walking more often? Check the top 3 that apply:

- ☐ Roads and sidewalks do not feel safe.
- ☐ I don't know the best walking routes.
- ☐ Sidewalks/walkways/ curb ramps in poor condition.
- ☐ Lack of sidewalks/walkways.
- ☐ Not enough time.
- ☐ Destinations are too far.
- ☐ Insufficient lighting.
- ☐ Health challenge prevents walking.
- ☐ Driving, taking public transit, or another mode is more convenient.

22. What would encourage you to walk more?

- ☐ More signs
- ☐ Safer street crossings
- ☐ Adding and/or improving sidewalks
- ☐ More benches and/or trees
- ☐ More lighting
- ☐ None of these factors affect whether I walk

23. Do you bicycle?

- ☐ Yes
- ☐ No
- ☐ Sometimes

24. Please tell us about your biking experience in Pinole. (A) Agree, (N) Neutral, (D) Disagree:

- ___ I can conveniently bike where I want
- ___ I feel safe from cars
- ___ I have enough time to cross streets at traffic signals
- ___ I am not concerned about my personal safety (I feel safe)

25. How many days per week do you bicycle? Mark 1-7 to indicate the number of days for each activity:

- ___ Commuting to work or school
- ___ Access buses or BART
- ___ Personal errands
- ___ Drop off/pick up someone
- ___ Exercise/recreation/walk the dog
- ___ Visit a friend or relative

26. What is the main reason that you bicycle?

- ☐ I don't bicycle.
- ☐ Bicycling is less expensive than driving.
- ☐ Bicycling is the main way I go places.

- ☐ Bicycling is good for my health.
- ☐ Bicycling is good for the environment.

27. What are your favorite places or streets in Pinole to bicycle? Please note specific streets or destinations.

28. "I would like to bicycle more than I do now."

- ☐ Strongly Disagree
- ☐ Disagree
- ☐ Neutral
- ☐ Agree
- ☐ Strongly Agree

29. What prevents you from bicycling more often? Check the top 3 that apply.

- ☐ I do not feel safe bicycling.
- ☐ There aren't enough bicycle lanes or paths.
- ☐ I don't know the best routes for biking.
- ☐ There isn't bicycle parking at my destination.
- ☐ There isn't space for my bike on the bus or train.
- ☐ I don't have enough time to bicycle.
- ☐ My destination too far to bicycle.
- ☐ Health challenge prevents bicycling.
- ☐ Driving, walking, or taking public transit is more convenient.

30. Do you take the bus in Pinole?

- ☐ Yes
- ☐ No
- ☐ Sometimes

31. Please tell us about your experience on the bus in Pinole. (A) Agree, (N) Neutral, (D) Disagree:

- ____ I can conveniently take the bus when I want
- ____ I feel safe on the bus
- ____ There are enough bus shelters, which protect me from weather

32. How many days per week do you take the bus? Mark 1-7 to indicate the number of days for each activity:

- ____ Commuting to work or school
- ____ Access BART
- ____ Personal errands
- ____ Drop off/pick up someone
- ____ Exercise/recreation
- ____ Visit a friend or relative

33. Please select the the main reason that you take the bus:

- ☐ I don't take the bus.
- ☐ Taking the bus is less expensive than driving.
- ☐ Taking the bus is the main way I go places.
- ☐ Taking the bus is good for the environment.
- ☐ Taking the bus is more convenient than walking, bicycling, or driving.

34. "I would like to take the bus more than I do now."

- ☐ Strongly Disagree
- ☐ Disagree
- ☐ Neutral
- ☐ Agree
- ☐ Strongly Agree

35. What prevents you from taking the bus more often? Check the top 3 that apply.

- ☐ I do not feel safe on the bus.
- ☐ There aren't enough bus stops.
- ☐ Bus stops aren't well lit.
- ☐ Bus stops don't protect me from weather.
- ☐ There aren't enough bus routes.
- ☐ Buses are too crowded for me.
- ☐ There isn't space for my bike on the bus.
- ☐ I don't have enough time to take the bus.
- ☐ Driving is more convenient.
- ☐ I walk or bicycle.

36. What kinds of projects would you like the City to prioritize in the future? Please rank them, 1-8, 1 for most important and 8 for least important.

- ____ Sidewalk improvements
- ____ More bicycle lanes
- ____ More bicycle parking
- ____ Safer street crossings
- ____ More trails and paths
- ____ More bus shelters
- ____ Bus shelters that protect from weather
- ____ More Park and Ride Locations
- ____ Improved pavement for driving, reduction of potholes

37. Rank the main streets in Pinole on ease of use for people who are walking or bicycling from 1 to 7, with 1 being most safe and 7 being least safe.

____ Pinole Valley Road, Tennent to Interstate 80

- _____ Pinole Valley Road Interstate 80 to Simas
- _____ Fitzgerald Drive
- _____ Appian Way below 80
- _____ Appian Way above 80
- _____ San Pablo Avenue, Hercules city limit to Appian
- _____ San Pablo Avenue, Appian to Richmond city Limit

38. Rank the main streets in Pinole where you'd like to see the City do more projects to increase pedestrian and bicycle safety and ease of use, from 1 to 7, with 1 being highest priority and 7 being lowest priority.

- _____ Pinole Valley Road, Tennent to Interstate 80
- _____ Pinole Valley Road Interstate 80 to Simas
- _____ Fitzgerald Drive
- _____ Appian Way below 80
- _____ Appian Way above 80
- _____ San Pablo Avenue, Hercules city limit to Appian
- _____ San Pablo Avenue, Appian to Richmond city Limit

39. Rank the intersections in Pinole where you'd like to see the City do more projects to increase pedestrian and bicycle safety and ease of use, from 1 to 8, with 1 being highest priority and 8 being lowest priority.

- _____ Charles and San Pablo
- _____ San Pablo and Tennent
- _____ Pinole Valley Road and Tennent
- _____ Pinole Valley Road at Interstate 80 On Ramp/ Off Ramp
- _____ Pinole Valley Road and Estates (Signal at the Trader Joes/ Walgreens shopping center)
- _____ San Pablo Avenue and Appian Way
- _____ Appian Way and Tara Hills Drive/ Canyon Drive
- _____ Appian Way and Tara Hills Drive/ Canyon Drive