



August 24, 2022

Mr. Rich Schoebel  
ROIC California, LLC  
11250 El Camino Real, Suite 200  
San Diego, CA 92130

## **Intersection Recommendations and Transportation Demand Management (TDM) Program Summary**

Dear Mr. Schoebel;

As requested, W-Trans has prepared a brief report summarizing intersection crossing recommendations from the *W-Trans Revised Traffic Analysis for the Pinole Vista Project* (January 27, 2022) and elaborating on a potential pedestrian crossing improvement option on Fitzgerald Drive. We have also included a brief summary of the proposed Transportation Demand Management (TDM) program.

### **Traffic Study Report Summary**

As noted in the *Revised Traffic Analysis*, a traffic signal warrant analysis was performed to determine the potential need for a traffic signal at the main project driveway (Driveway 2). According to the *California Manual on Uniform Traffic Control Devices* (CA- MUTCD), the volumes at the driveway would be inadequate to meet the peak hour signal warrant.

Although a traffic signal is not warranted, the traffic analysis did recommend pedestrian crossing improvements at Driveway 2. Recommendations included the construction of a median refuge island that would be paired with advance stop/yield lines and crosswalk markings to improve pedestrian safety. However, these improvements can be further enhanced with the addition of elevated flashing beacons that warn drivers to be aware of pedestrians who may be using the crosswalk.

In addition, it is recommended that Driveway 1 be converted to a "right-in/right-out" configuration to reduce safety issues arising from left-turning vehicles. According to the traffic analysis, there are anticipated to be 10 to 11 peak hour vehicles who would turn left out of the development at Driveway 1 and the diversion of this traffic to Driveway 2 should not cause operational issues. In order for the "right-in/right-out" configuration to be effective, the median in front of Driveway 1 on Fitzgerald would need to be closed so that it would not be possible for vehicles to turn left.

As a point of comparison, at Driveway 2 there are anticipated to be two to three times as many cars turning left during peak hours, and a "right-in/right-out" configuration could cause operational issues at the signalized intersection (Driveway 3). In addition, if Driveways 1 and 2 were both right-in/right-out, Driveway 3 would be the only left-turn option out of the shopping center.

### **Additional On-Site Pedestrian Circulation Recommendations**

The markings at several of the existing crosswalks within the Pinole Vista Shopping Center are faded. It is recommended that all crosswalks within this shopping center be refreshed.

### **Transportation Demand Management (TDM) Program**

Successful implementation of the TDM plan described in the *Draft Pinole Vista Transportation Demand Management Plan* (February 2, 2022), would reduce vehicle travel to and from the site and minimize the number of new vehicles using Fitzgerald Drive and surrounding facilities. This is inclusive of the proposed TDM plan's ride-

matching measure, which is intended to pair potential carpool partners to their work locations or the regional bus terminal; a vanpool in a residential setting is not considered a practical option as it is unlikely that several residents work in the same location.

Thank you for giving W-Trans the opportunity to provide these services. Please call if you have any questions.

Sincerely,



Kenny Jeong, PE  
Senior Engineer



Brian Canepa, TDM-CP  
Principal

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