AGENDA
TRAFFIC AND PEDESTRIAN SAFETY COMMITTEE
SEPTEMBER 8, 2015
6:00 P.M.

2131 PEAR STREET, PINOLE, CA 94564
COUNCIL CHAMBER

1.	**CALL TO ORDER – PLEDGE OF ALLEGIANCE**
2.	**ROLL CALL**
3.	**CITIZENS TO BE HEARD – FOR ITEMS NOT ON THE AGENDA**
4.	**RECONSTRUCTION OF PINOLE VALLEY HIGH SCHOOL** **RECOMMENDED ACTIONS:** **RECOMMEND APPROVAL OF THE ROADWAY IMPROVEMENT PLANS FOR PINOLE VALLEY ROAD TO BE CONSTRUCTED AS PART OF THE RECONSTRUCTION OF PINOLE VALLEY HIGH SCHOOL.**
5.	**STAFF / COMMITTEE MEMBER REPORTS**

POSTED: September 3, 2015 at 4:00 p.m. at City Hall

Ana Morales, Secretary, City of Pinole

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CITY OF PINOLE
Traffic and Pedestrian Safety Committee

4

SEPTEMBER 8, 2015

TO: **TRAFFIC AND PEDESTRIAN SAFETY COMMITTEE**

FROM: **DEAN ALLISON, DEVELOPMENT SERVICES DIRECTOR / CITY ENGINEER**

SUBJECT: **RECONSTRUCTION OF PINOLE VALLEY HIGH SCHOOL**

RECOMMENDATION

Recommend approval of the roadway improvement plans for Pinole Valley Road to be constructed as part of the reconstruction of Pinole Valley High School.

BACKGROUND

As part of the reconstruction of Pinole Valley High School, the West Contra Costa School District is responsible for both onsite and offsite improvements to mitigate project impacts. The Traffic and Pedestrian Safety Committee has reviewed the project on several occasions, and recommended that the following improvements be included in the project:

1. A large on-campus drop off area, serviced by a three-lane roadway
2. Two on-campus parking lots which provide 57 additional on-campus parking spaces than is currently provided
3. The elimination of 44 on-street parking spaces to enable the re-striping of Pinole Valley Road
4. The re-striping of Pinole Valley Road to provide a center/left turn lane
5. Three new bus turnouts two on the westerly side, and one on the easterly side of Pinole Valley Road
6. An onsite bus parking area adjacent to the athletic field to allow buses (visiting team) to pull off the roadway for sporting events
7. New traffic signals at the new entrance to the High School, at Shea Drive, and at the exit from the new High School at Estrella Court.

8. The realignment of the existing driveway to the library to align with the proposed new entrance to the campus

The West Contra Costa Unified School District (District) will begin constructing the new Pinole Valley High School in the coming year. Currently engineering plans are being prepared, and the District has been holding meetings with City Staff to discuss and finalize the remaining design issues, many of which relate to traffic and parking. The plans have been reviewed by the City's Traffic Engineer and some details have been identified that merit additional discussions with the committee. The plans are before the Traffic and Pedestrian Safety Committee at this time for final review and recommendations. If approved this evening the recommendations will be passed along to the City Council for their consideration when issuing the necessary project approvals.

DISCUSSION

The school reconstruction will include several onsite and offsite improvements aimed at improving traffic flow along Pinole Valley Road. On site drop off areas, improved driveway accesses, signalized pedestrian crossings, bus turnouts, additional traffic signals, and new driveway locations are all proposed. These issues have been discussed at the previous Committee meetings and now the final plans have a proposed resolution to each of the following:

1. **Lane Width / Configuration** – the proposed plans include narrowed 11 foot vehicular travel lanes and a 10 foot wide center two way turn lane in order to accommodate the added 5 foot wide bike lanes. Parking on the street has been removed on both sides to accommodate the new lane configuration. As a result, a total of 44 parking spaces will be removed, but off-site parking on the school property will be increased by 57 spaces, for a net gain of 13 total spaces in this area. The center two way turn lane will provide for vehicle stacking in either direction, helping facilitate left turns in and out of the school without blocking the inside travel lanes on Pinole Valley Road. The reduction of street parking (especially on the east side) and signalized crosswalks will help reduce midblock crossings of students.

2. **Bike Lanes** – there will be 5 foot wide bike lanes on both sides of Pinole Valley Road in front of the high school. Lanes will begin in the northerly direction at Shea and end at the high school's most northerly signal by the Library lot. In the southbound direction, bike lanes will begin just northerly of the Library lot signal and continue southerly to join the existing bike trail south of Shea. Parking will be prohibited on both sides of the street to accommodate the new bike lanes. The bike lanes will be striped with a standard 6 inch solid white line, and dashed skip lines as they approach each intersection or driveway to allow for merging of right turning vehicles.

3. **Bus Turnouts** – there will be a bus turnout on both sides of Pinole Valley Road to accommodate northbound and southbound approaching busses. The turnout on the eastside of the street will be in front of the Library just north of the signalized driveway and students disembarking there will use the signal and crosswalk provided to cross. The southbound students arriving by bus will exit on the westside of the street directly in front of the high school in a new bus turnout bay (widened on both the sides of the Library lot signal). This long new bay will accommodate 2 buses at the same time and being 12 ft. wide, busses will be fully out of the travel lanes so as to not delay vehicles passing by. There will also be a bus bay south of this same signal for an additional bus. The new signals will be timed to allow a smooth flow along Pinole Valley Road. The signal phasing at the new entrance will allow vehicles to turn into the school on a protected left turn (green arrow), then the southbound traffic will be allowed to enter the school driveway. It is also at this time that busses will be able to proceed straight though the signal and pull over to the right to load or unload in the new bus turnout without conflict. This driveway entering the school is for staff and not the main driveway for parent drop-off, so southbound right turns and bus merging will be minimal.

4. **Bus Pre-Emption of Signals** – there have been discussions throughout the project to consider the use of a bus pre-emption system to assist busses when exiting the new bus turnout. The request came from the transit agency and the concern primarily was the southbound busses have a very short distance to merge across several lanes to make a left turn at Ramona. The pre-emption device would allow busses to start before the southbound vehicles and "get ahead" of them to make several lane changes without moving vehicles to contend with. Staff has reviewed this request and since the signal pre-emption device can be added at any time, staff is requesting that the new signal timing and circulation flow be in place for a period of time to evaluate if the pre-emption concerns do in fact materialize. If so, the School District can contract for these devices to be installed upon City approval. If not, then the current design can remain in place.

5. **Pedestrian Crosswalks** – there will be at least one crosswalk at each signal crossing Pinole Valley Road to facilitate the many crossing points that students originate from. Whether it is the church parking lot, the Library drop-off, the residential neighborhoods, or side streets that some overflow parking may occur on, pedestrian crosswalks have been provided at each of these locations and all of them will be signalized. Crosswalks will be a standard 10 foot wide at approx. 90 degrees to the roadway. One exception is the crosswalks on the south side of Shea. The location of the crosswalk is a bit southerly of the Shea street intersection due to the offset in the opposite side street Granada. The engineer has recommended a special lighted sign that will come on anytime there is a pedestrian crossing here indicating "No Right on Red" for the EB Shea drivers. Right turns on red can be made at all other times when no pedestrian has activated the crosswalk push buttons. The

School District has agreed to send information out to all students on how to properly use crosswalks only and activation of the pedestrian crossing phases for their added protection.

6. **New On-site Drop-off Area** – the high school property has been reconfigured to allow 2 lanes of traffic to flow through the school to drop-off and pick up students. The new lanes will begin at the Ramona signal and exit at the Estrella signal. There will dual left turn lanes for stacking and signs on site to direct parents where to wait for the signal to turn green. Once reaching the street, parents will be allowed to turn left from both left and center lanes and right only from the outside right exit lane, making this direction more efficient in keeping traffic moving.

7. **New driveway locations** – there will be several new driveway locations to line up with opposing residential side streets where possible (at Estrella, Ramona, and the Library lot). There is one design issue that has been difficult to resolve. The existing grade differential between the high school property and the street elevation currently has resulted in driveway aprons that are severe in differential and create a very large bump when entering. This causes vehicles to slow way down and inhibits the smooth flow. The City staff has recommended that the property on site be adjusted (lowered) as needed to provide standard street entrance return radius's with less differential to facilitate smoother and more efficient entering and exiting. The architect has shown these modifications in the final design.

With regard to parking, the proposed design will include a modest increase in the number of on-site parking to offset the on street parking spaces that are proposed to be removed. The addition of the bike lanes will cause for the removal of parking on Pinole Valley Road for the property on the northwest corner of Shea, however parking is available on Shea and on site for this business.

The High School is currently under construction and will be under construction for three years, and during that time there will be very limited onsite parking spaces. This may result temporarily in more parking on nearby residential streets in the vicinity of the school and should that occur, a parking permit program is an option available to nearby residents. As of this date no complaints have been received from the residential neighborhood regarding student parking.

Representatives from the School District have been on hand at the many meetings on the project, and received valuable input and suggestions from this Committee. Based on that input the plans have been revised and are being brought back to the Committee for a final review. It is important to note that the City has limited authority over onsite improvements. Public school construction in the State of California falls under the purview of the Office of State Architect. The City however does have authority over construction within the street right of way. The City Council will

approve the final street improvements, and Council will be looking to the Traffic and Pedestrian Safety Committee for input and recommendations.

ATTACHMENTS

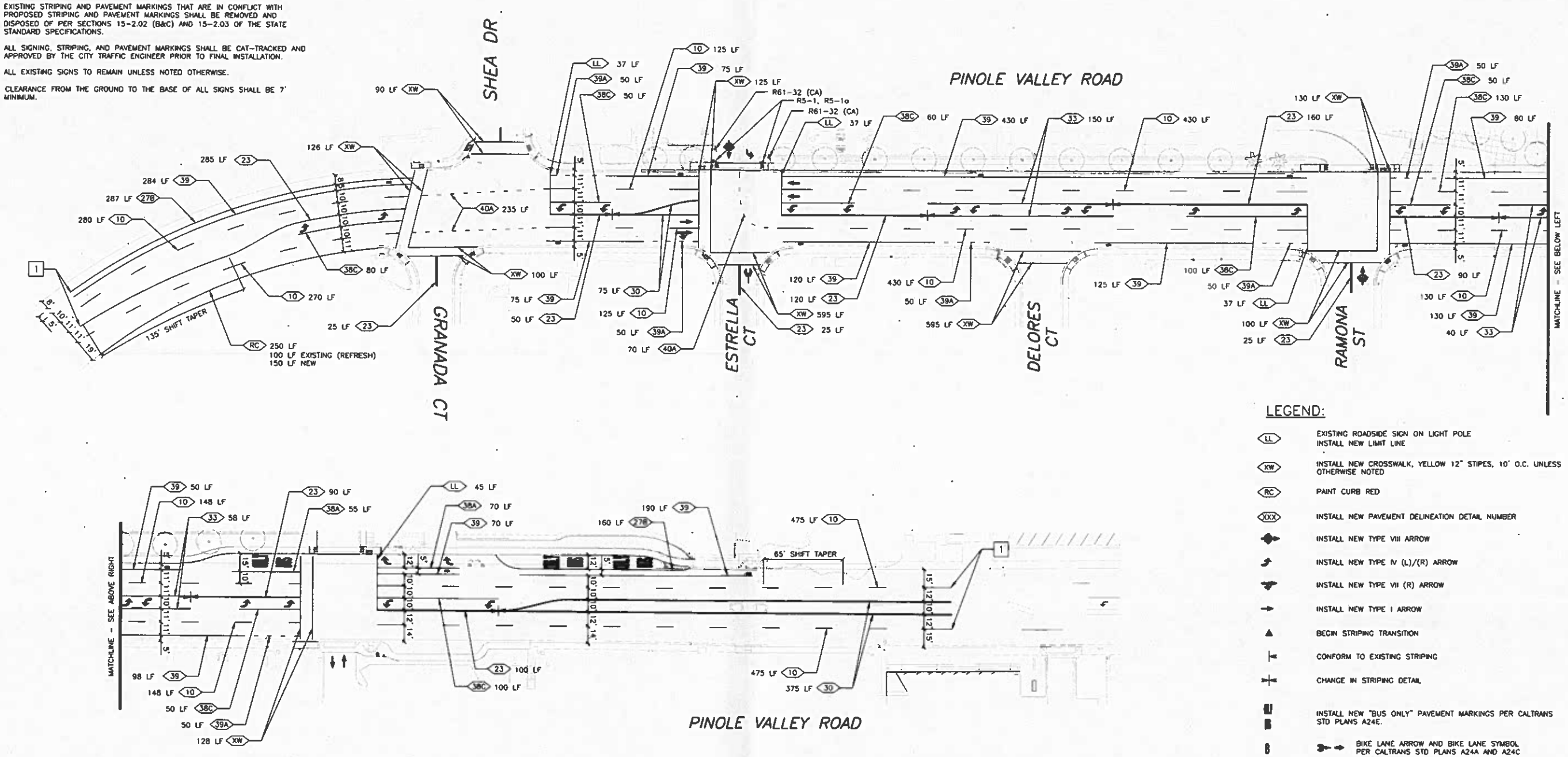
Site Plan
Striping Plans
Signal Plans

GENERAL NOTES (THIS SHEET ONLY):

1. ALL WORK SHALL CONFORM TO THE 2010 EDITION OF THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARD PLANS AND SPECIFICATIONS AND SPECIAL PROVISIONS, AND THE 2014 CA MUTCD.
2. ALL PAVEMENT STRIPING AND MARKINGS SHALL BE THERMOPLASTIC, MINIMUM 0.15" THICK, UNLESS OTHERWISE NOTED.
3. EXISTING STRIPING AND PAVEMENT MARKINGS THAT ARE IN CONFLICT WITH PROPOSED STRIPING AND PAVEMENT MARKINGS SHALL BE REMOVED AND DISPOSED OF PER SECTIONS 15-2.02 (B&C) AND 15-2.03 OF THE STATE STANDARD SPECIFICATIONS.
4. ALL SIGNING, STRIPING, AND PAVEMENT MARKINGS SHALL BE CAT-TRACKED AND APPROVED BY THE CITY TRAFFIC ENGINEER PRIOR TO FINAL INSTALLATION.
5. ALL EXISTING SIGNS TO REMAIN UNLESS NOTED OTHERWISE.
6. CLEARANCE FROM THE GROUND TO THE BASE OF ALL SIGNS SHALL BE 7' MINIMUM.

PROJECT NOTES (THIS SHEET ONLY):

1. CONFORM TO EXISTING STRIPING



PINOLE VALLEY ROAD

LEGEND:

LL	EXISTING ROADSIDE SIGN ON LIGHT POLE INSTALL NEW LIMIT LINE
XW	INSTALL NEW CROSSWALK, YELLOW 12" STIPES, 10' O.C. UNLESS OTHERWISE NOTED
RC	PAINT CURB RED
XXX	INSTALL NEW PAVEMENT DELINEATION DETAIL NUMBER
	INSTALL NEW TYPE VIII ARROW
	INSTALL NEW TYPE IV (L)/(R) ARROW
	INSTALL NEW TYPE VII (R) ARROW
	INSTALL NEW TYPE I ARROW
	BEGIN STRIPING TRANSITION
	CONFORM TO EXISTING STRIPING
	CHANGE IN STRIPING DETAIL
	INSTALL NEW "BUS ONLY" PAVEMENT MARKINGS PER CALTRANS STD PLANS A24E.
	BIKE LANE ARROW AND BIKE LANE SYMBOL PER CALTRANS STD PLANS A24A AND A24C
	INSTALL SIGN ON PERFORATED STEEL SQUARE TUBE SIGN SUPPORT

Underground Service Alert
Call: TOLL FREE
811/800
227-2600
TWO WORKING DAYS BEFORE YOU DIG

PROPOSED PLAN
1"=40'

PRELIMINARY
NOT FOR CONSTRUCTION

REVISIONS

NO.	DESCRIPTION	DATE	BY

REGISTERED PROFESSIONAL ENGINEER
RYAN J. McCLAIN
67002
Exp. 9/30/16
CIVIL
STATE OF CALIFORNIA

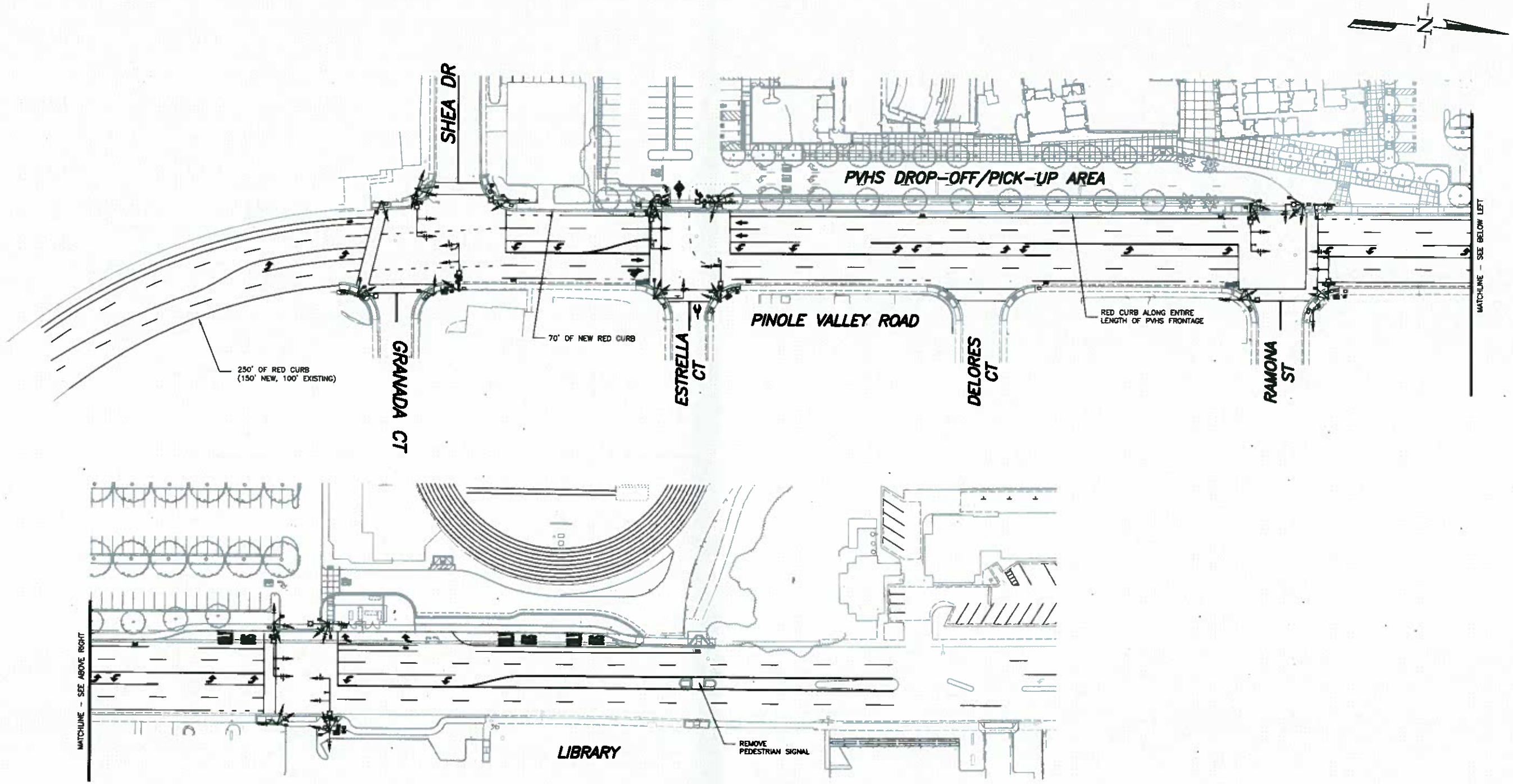
FEHR PEERS
100 Pringle Avenue Suite 600 Walnut Creek, CA 94596 (925) 930-7100
Walnut Creek, CA · Roseville, CA · San Jose, CA · San Francisco, CA · Orange County, CA · Los Angeles County, CA · San Diego, CA · Oakland, CA · Salt Lake City, UT · Denver, CO · Seattle, WA

Designed By: RM/EF
Drawn By: DO/EF
Checked By:
Project No.: WC10-2794.00
Date: 8/12/15

PINOLE VALLEY HIGH SCHOOL
PINOLE VALLEY ROAD
SIGNING & STRIPING PLAN

SHEET SS1 OF 10

CADD FILE: N:\PROJECTS_WC10\WC10-2794.00 Pinole Valley High School\CAD\Offsite_Improvement_Plans\90_Submittal\2794_SS1_TS1-TS9.dwg
Aug 18, 2015



PROPOSED PLAN
1"=40'

Underground Service Alert
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811/800
227-2600
TWO WORKING DAYS BEFORE YOU DIG

PRELIMINARY
NOT FOR CONSTRUCTION

REVISIONS

NO.	DESCRIPTION	DATE	BY

REGISTERED PROFESSIONAL ENGINEER
RYAN J. MCCLAIN
67002
Exp. 9/30/15
CIVIL
STATE OF CALIFORNIA

FEHR & PEERS
100 Pringle Avenue Walnut Creek, CA 94596
Suite 600 (925) 930-7100

Designed By: RM/BF
Drawn By: DD/BF
Checked By:
Project No.: WC10-2794.00
Date: 8/12/15

PINOLE VALLEY HIGH SCHOOL
PINOLE VALLEY ROAD IMPROVEMENT CONCEPT PLAN

SHEET
SS1
OF
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Aug 26, 2015

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