

City of Pinole – General Plan Update

GENERAL PLAN PUBLIC WORKSHOP – SEPTEMBER 6, 2007

PARTICIPANT RESPONSES

A. GENERAL PLAN GOAL FOR CIRCULATION SHOULD INCLUDE

- Access to open space and recreational facilities
- Encourage bike lanes and work with County to connect them to specific jurisdictions
- Walkways along the water (Bay)

B. PARTICIPANT RESPONSES TO PHOTOS SHOWING DIFFERENT SCENARIOS

1) Parking lot in a regional shopping mall

- Inadequate lighting – non directional and not strong enough
- I am not crazy about this regional mall/sea of parking scenario
- I would want to park my car on the street and walk right into the shop
- Drive/Park/Walk
- Landscaping and lighting are an after thought
- Landscaping and lighting interrupt the walkway
- Absence of curb – Cars encroaching on pedestrian walkway
- Expansive asphalt – bad for environment



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2) Diagonal parking

- Efficient
- Easier to park, easier backup
- Solano Road has a section for diagonal parking
- Pavers are pleasant and pedestrian friendly
- Landscape is inviting
- Not enough curb stops
- Takes a while to backup

- Not appropriate for fast traffic
- Seems like the traffic could encroach into pedestrian walkway due to lack of level changes(maybe the angle of the photo doesn't show the levels clearly)

3) Local Target

- Better integrated landscaping
- Not enough spots for carts
- City has to tradeoff parking for wider spaces (not compact) to accommodate today's changing cars and get more cart parking spaces to avoid accidents and improper cart parking



4) Pedestrian crossing

- Different materials for pedestrian crossing will warn motorists and also make it attractive
- Sidewalk close to street
- Paving not attractive
- Narrow sidewalk
- Countdown timers would be good

5) Pedestrian walkway

- Separated sidewalks
- Green border, tree lined
- Avoids use of straight sidewalks
- Even a little bit of meandering would be good
- Need lights



6) Downtown pedestrian area

- Poor use of space
- Green sidewalks would have been preferable
- No landscaping/ landscaping an afterthought
- Bollards do not serve the purpose

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7) Downtown pedestrian area

- Landscaping is better
- Need clearly marked crosswalks
- Ugly sidewalks
- Design elements/ Features do not match



8) Main street

- Prefer underground utilities along major corridors
- Reduce street lanes to widen sidewalks & tree lined streets
- Need clear striping
- Need street lighting

9) Tree lined blvd

- Nice photo
- Need proper maintenance of landscaping to avoid traffic hazards
- Not much lighting
- Helps reduce speed



10) Downtown San Francisco

- Need better maintenance
- Use easy maintainable building materials

11) Transit Facilities

- No protection from weather
- Good looking bus shelters
- Minimize bad commercial advertising (realtors, lenders etc)



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12) Walking/ Pedestrian Facilities

- Tree lined streets are more inviting but require a lot of maintenance and should not be a burden to the homeowner
- Dedicated bike lanes



C. BREAKOUT GROUP RESPONSES

- Integration of plans with other jurisdictions esp. I-80 Corridor Study, Transportation Corridor Bikeway Study
- Efficient transportation
- Pedestrian friendly

D. MAPS

- Auto is the most frequently used mode of transportation
- Most traveled destinations:
 - Concord/Pleasant Hill
 - Martinez
 - Hilltop
 - Fairfield
 - El Cerrito
 - Berkeley
 - El Sobrante
 - Franklin Canyon Golf Center
 - Emeryville
 - Richmond Pkwy
 - Napa
 - Orinda
 - San Francisco
- Pedestrian Areas
 - Area along Tennent Ave
 - San Pablo Bay
 - Pinole Valley Ave
- Biking
 - Pinole Valley road
- Public transit
 - To Martinez
 - To SFO

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- In Pinole
- To El Cerrito BART
- From El Sobrante to Berkeley

- Other Comments
 - San Pablo Avenue –
 - i. Prime area for a makeover. Nice wide street width, relative low density existing development has potential for major redevelopment. Wide tree lined streets with pedestrian friendly sidewalks & lighting. Designated bike paths, landscaped medians, high quality (Walnut Creek style), Commercial buildings (No strip mall allowed)
 - ii. Buildings should have awnings to protect pedestrians from the weather and also have a variety of architectural styles.
 - iii. Walkways should be covered, be wide and separated from street by a grass strip and trees
 - Pinole Valley Road
 - i. Area heavily traveled by auto, pedestrians and bicyclists
 - Pinole Valley park
 - i. Should be a wildlife corridor.