



CITY OF PLEASANTON

Bicycle and Pedestrian Master Plan

Public Draft | September 2026



Acknowledgements

City Council

Jack Balch, *Mayor*

Jeff Nibert, *Vice Mayor*

Craig Eicher, *Councilmember*

Julie Testa, *Councilmember*

Matt Gaidos, *Councilmember*

Bicycle, Pedestrian and Trails Committee

Sierra Stewart, *Chairperson*

Ernie Rodgers, *Vice Chairperson*

Anurag Jain

Christine Campbell

Donna Dubose

Kaya Kunde

Nathan Harold

Phil Bowman

Sharon Piekarski

Tom Medina

William Bridenbaugh

City Staff

Mike Tassano, *Deputy Director of Community Development, Transportation*

Matt Nelson, *Associate Traffic Engineer*

Matt Gruber, *City Landscape Architect*

Consultant Teams



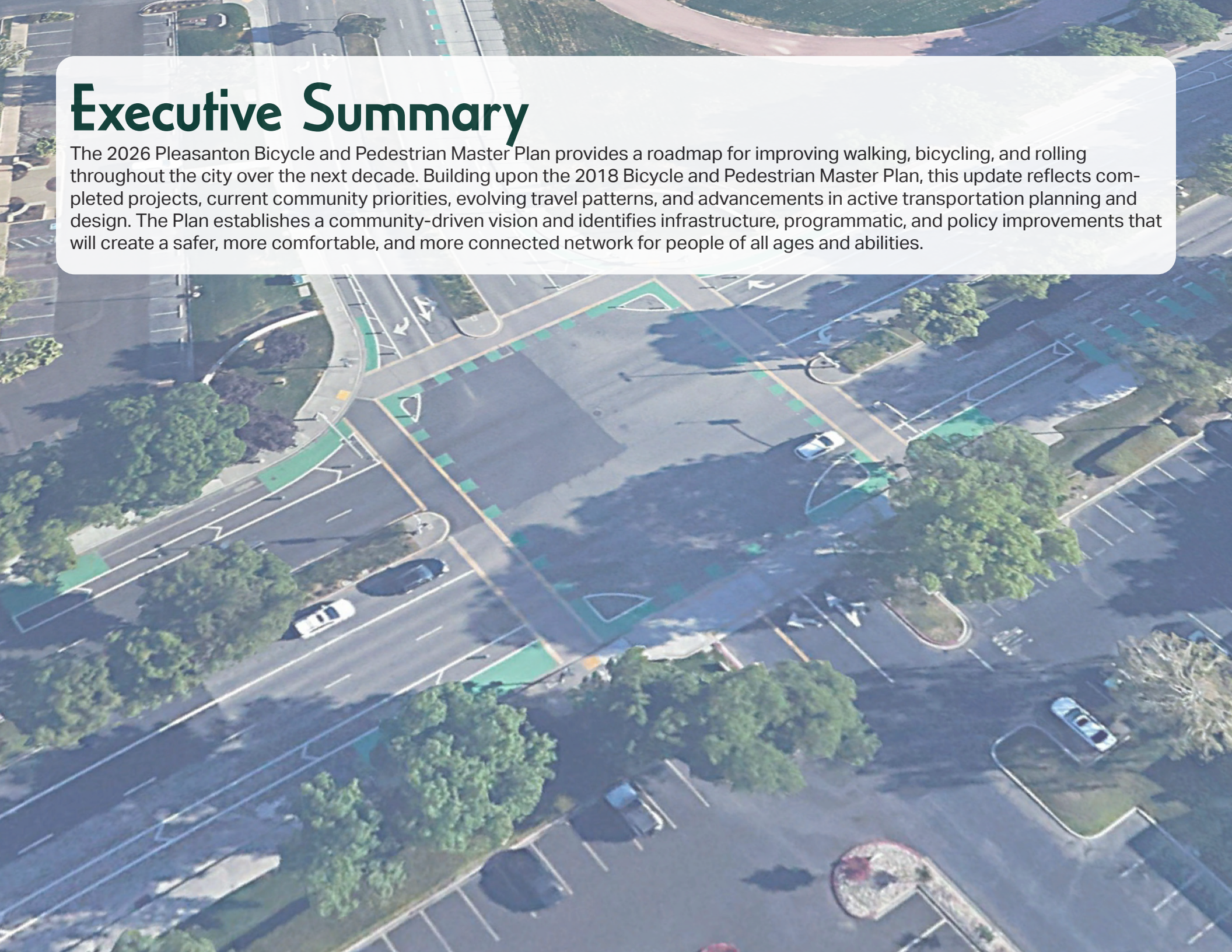
The City of Pleasanton would like to thank the many residents who provided valuable input in the development of this Bicycle- and Pedestrian Master Plan.

Table of Contents

ACKNOWLEDGEMENTS	2	CHAPTER 5. SUPPORT PROGRAMS	66
EXECUTIVE SUMMARY	4	Safe Routes To Schools	68
CHAPTER 1. INTRODUCTION	12	E-Mobility	71
Plan Purpose	13	Education	73
Walking and Bicycling in Pleasanton Today	13	Encouragement	75
Relationship To Other Plans	14	Safety & Enforcement	76
Community-Driven Planning Process	15	Maintenance & Operations	77
Plan Vision and Goals	16	Bike Parking	78
How To Use This Plan	17	Wayfinding	79
CHAPTER 2. COMMUNITY ENGAGEMENT	18	Recommended New Program	79
Overview	19	CHAPTER 6. IMPLEMENTATION	80
Outreach Timeline	20	Implementation Framework	81
Engagement Activities	21	Goals, Policies, and Actions	83
Community Input Summary	23	Project Prioritization	91
How Community Input Shaped the Plan	30	Support Program Implementation	103
CHAPTER 3. EXISTING CONDITIONS AND NETWORK EVALUATION	31	Funding	107
Existing Conditions	33	Monitoring and Plan Updates	108
Network Evaluation	35	APPENDIX A: TREATMENT TOOLKIT	
CHAPTER 4. RECOMMENDATIONS	50	APPENDIX B: PRIORITIZATION ANALYSIS	
Bicycle Network Recommendations	52		
Pedestrian Network Recommendations	58		

Executive Summary

The 2026 Pleasanton Bicycle and Pedestrian Master Plan provides a roadmap for improving walking, bicycling, and rolling throughout the city over the next decade. Building upon the 2018 Bicycle and Pedestrian Master Plan, this update reflects completed projects, current community priorities, evolving travel patterns, and advancements in active transportation planning and design. The Plan establishes a community-driven vision and identifies infrastructure, programmatic, and policy improvements that will create a safer, more comfortable, and more connected network for people of all ages and abilities.



Plan Vision and Goals

The Vision and Goals define the long-term direction for active transportation in Pleasanton, establishing a clear framework for improving safety, comfort, and connectivity for people walking, bicycling, and rolling throughout the city.

Vision

Pleasanton envisions a safe, low-stress, and connected network for walking, bicycling, and rolling that empowers people of all ages and abilities to travel and recreate without barriers.

Goals



ENHANCE SAFETY: Eliminate bicycle and pedestrian fatalities and significantly reduce serious and non-fatal collisions throughout the City.



INCREASE COMFORT: Apply a “one-better” approach to achieve progressively lower Levels of Traffic Stress (LTS), creating routes that are comfortable for people of all ages and abilities where feasible



ENHANCE SAFETY: Eliminate bicycle and pedestrian fatalities and significantly reduce serious and non-fatal collisions throughout the City.



SUPPORT SUSTAINABILITY: Advance Climate Action Plan goals of reducing vehicle miles traveled by encouraging active transportation and decreasing reliance on automobiles.



ENSURE ONGOING MAINTENANCE: Maintain existing and new bicycle and pedestrian facilities so they remain safe, comfortable, and accessible.

Vision Network

The Vision Network represents the City’s long-term vision for a connected, citywide network of walking and bicycling facilities (see Figure ES-1). It comes from the 2018 Bicycle and Pedestrian Master Plan. It includes existing the bicycle network and adds new streets to it where there currently are no bike facilities.

Focus Network, Project Recommendations, and Implementation

The Focus Network is a subset of the Vision Network and includes 21 miles of bicycle and pedestrian corridors most likely to benefit from investment in the active transportation network over the next five years (see Figure ES-2). While bicycle and pedestrian facilities currently exist along these corridors, the 2026 Plan identifies projects to further enhance safety, comfort, and access. Recommended bicycle projects are shown in Figure ES-3, and recommended pedestrian projects are shown in Figure ES-4.

Figure ES-1: Vision Network

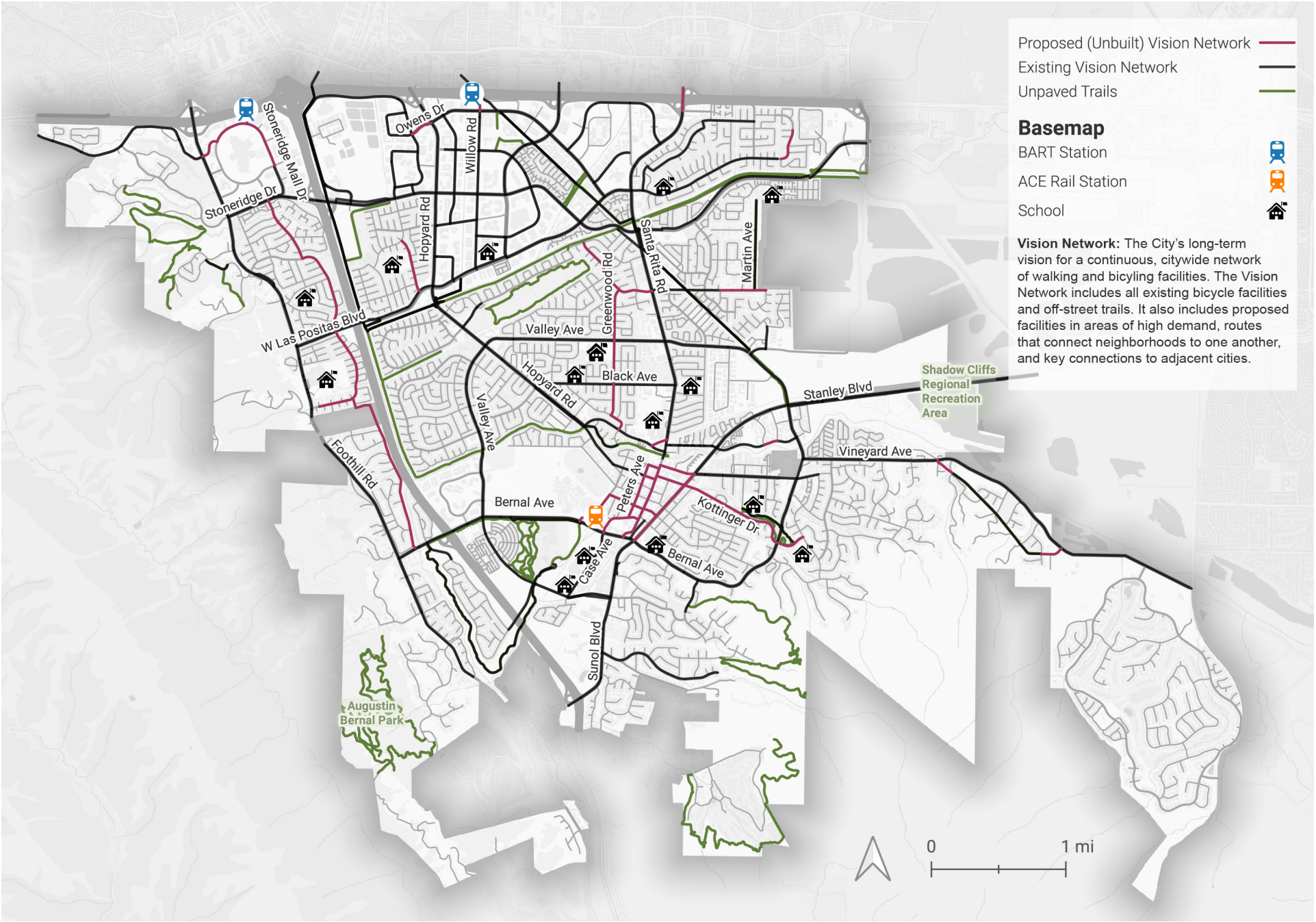


Figure ES-2: Focus Network

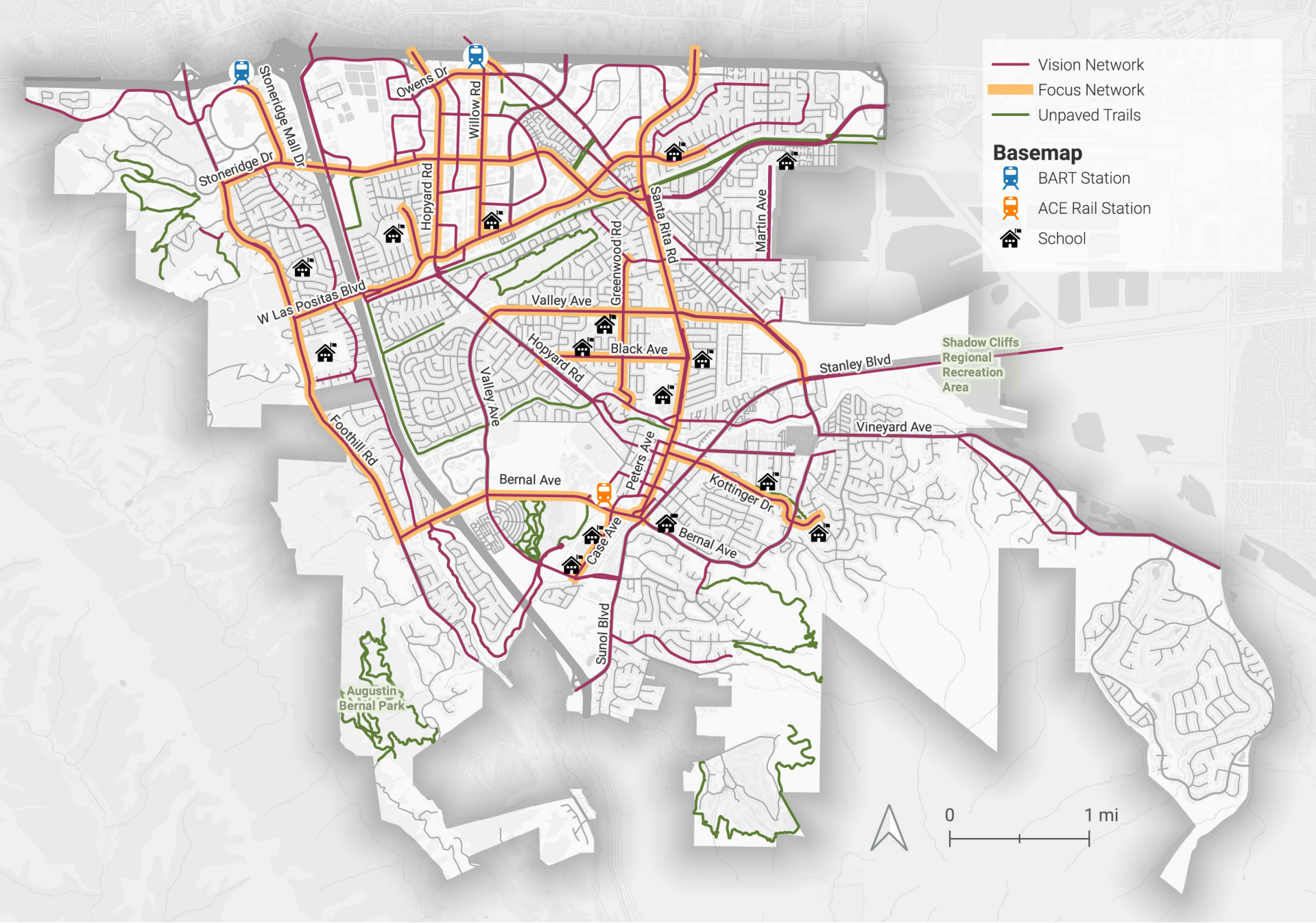


Figure ES-3: Bike Network Recommendations

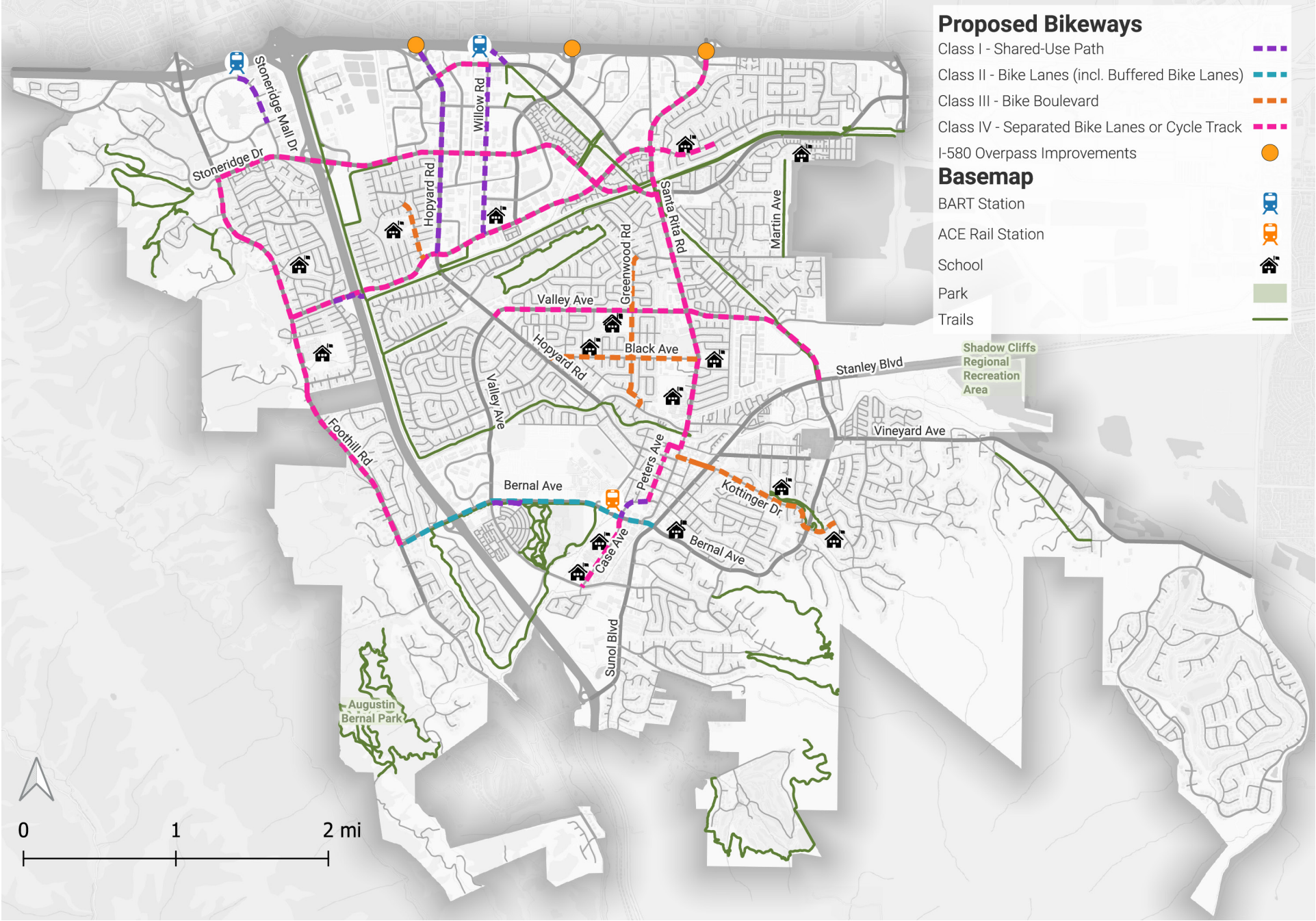
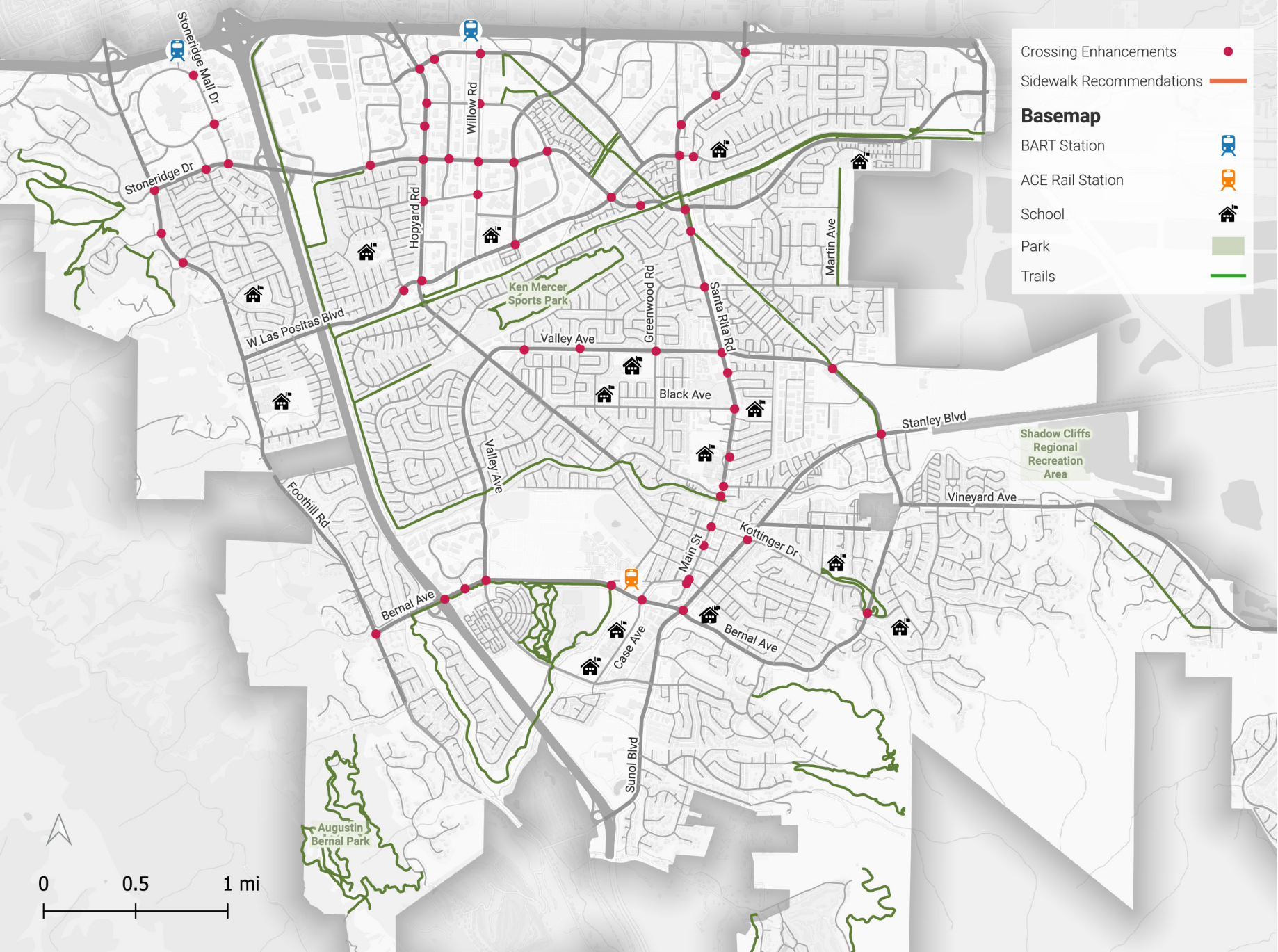


Figure ES-4: Locations of Recommended Pedestrian Improvements



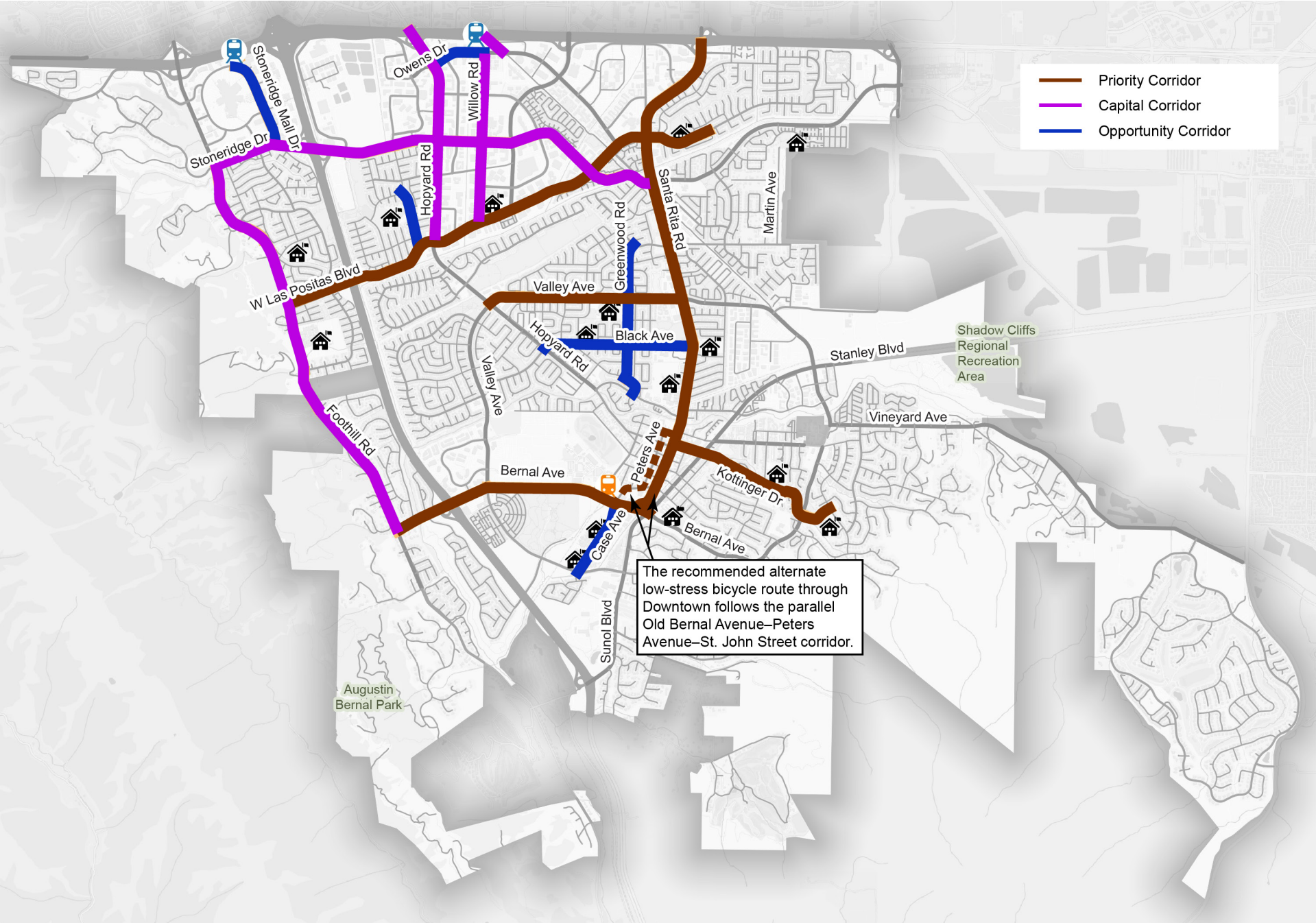
Implementation

Individual bicycle and pedestrian projects were grouped into focus network corridors to identify corridor-level investment priorities. A combination of technical evaluation and community input was used to rank individual bicycle and pedestrian improvements and corridor level improvements. Based on the corridor evaluation, corridors were categorized as Priority Corridors, Major Capital Corridors, or Opportunity Corridors (See Figure ES-5).

- **Priority Corridors** are the highest priorities for near-term planning, funding, design, and construction.
- **Major Capital Corridors** are important citywide and regional connections that require substantial investment and should be advanced through phased planning, agency coordination, and competitive funding opportunities.
- **Opportunity Corridors** can be improved through smaller-scale projects, routine maintenance, development-related improvements, or other funding opportunities, providing additional safety and connectivity benefits as opportunities arise.



Figure ES-5: Corridor Implementation



01



Introduction

Plan Purpose

The 2026 Pleasanton Bicycle and Pedestrian Master Plan provides a roadmap for improving walking, bicycling, and rolling throughout the city over the next few years. Building upon the 2018 Bicycle and Pedestrian Master Plan, this update reflects completed projects, current community priorities, evolving travel patterns, and advancements in active transportation planning and design. The Plan establishes a community-driven vision and identifies infrastructure, programmatic, and policy improvements that will create a safer, more comfortable, and more connected network for people of all ages and abilities.

Since adoption of the 2018 Plan, the City has implemented numerous bikeway upgrades, crossing enhancements, and Safe Routes to School improvements. As the community continues to grow and travel patterns evolve, this update identifies the next generation of investments needed to improve safety, expand transportation choices, strengthen connectivity, and support access to schools, parks, downtown, transit, employment centers, and other everyday destinations.

Technical analysis together with extensive community engagement through the Bicycle, Pedestrian, and Trails Committee (BPTC), community workshops, pop-up events, walk audits, and online surveys established the foundation for the recommendations presented throughout this Plan.

Walking and Bicycling in Pleasanton Today

Pleasanton has a mix of established neighborhoods, newer residential areas, employment centers, schools, parks, open spaces, commercial districts, and regional destinations. The City is served by two BART stations and an extensive network of sidewalks, bike-ways, and shared-use trails that support walking and bicycling trips for both everyday travel and recreation. Together, these facilities connect neighborhoods to schools, employment centers, downtown Pleasanton, parks, transit, and other community destinations. At the same time, Pleasanton's active transportation network faces challenges due to high-speed arterials, and freeway crossings

Figure 1. Projects Completed Since 2018



13

BIKEWAY IMPROVEMENTS*

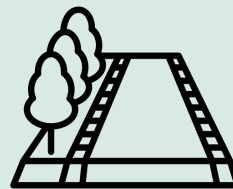
- 0.2 miles of **Class I shared-use paths**
- 1 mile of **Class II bicycle lanes**
- 9 miles of **Class II buffered bicycle lanes**
- 3 miles of **Class IV separated bicycle lanes**



27

PEDESTRIAN IMPROVEMENTS

including 22 Safe Route to School Projects



~1000 feet

SIDEWALK IMPROVEMENTS

along Canyon Way

that create barriers between neighborhoods and key destinations. While many local streets and trails provide comfortable travel options, improving crossings, closing network gaps, and expanding low-stress routes remain important priorities for creating a more complete and connected system.

This Plan Update builds upon Pleasanton's existing active transportation assets while addressing these challenges to create a safer, more comfortable, and more accessible network for all users.

Relationship To Other Plans

The 2026 Bicycle and Pedestrian Master Plan is part of Pleasanton's broader planning framework and supports adopted City goals related to mobility, safety, sustainability, recreation, and quality of life. The Plan is intended to complement and support several City planning efforts, including:

General Plan

Supports policies that promote multimodal transportation, neighborhood connectivity, and access to jobs, schools, parks, and commercial areas.

Climate Action Plan

Advances strategies to reduce vehicle miles traveled and greenhouse gas emissions by increasing opportunities for walking, bicycling, and rolling.

Trails Master Plan

Enhances connections between the on-street bicycle network and Pleasanton's extensive system of recreational and shared-use trails.

Transportation Safety Action Plan

Coordinates with the City's safety planning efforts and complements recommendations aimed at reducing bicycle- and pedestrian-related crashes.

Community-Driven Planning Process

The Plan was developed through a collaborative process that combined technical analysis with extensive community engagement. Throughout the planning process, residents, employees, students, business owners, visitors, City staff, and the BPTC helped identify challenges, opportunities, and priorities for improving walking, bicycling, and rolling in Pleasanton. Engagement activities were designed to reach a broad cross-section of the community and provide multiple opportunities for participation. Community input informed the Plan vision, helped identify network needs, and refined recommended improvements and project implementation. The planning process consisted of three phases:

Phase 1

LISTENING AND LEARNING

This phase focused on understanding existing conditions, identifying barriers and opportunities for walking and bicycling, and establishing the Plan vision and goals

Phase 2

DEVELOPING RECOMMENDATIONS

The Focus Network, draft recommendations, and implementation strategies were developed in this phase. These were shared with the community and the BPTC for feedback.

Phase 3

FINALIZING THE PLAN

The final phase incorporated community and BPTC feedback to refine the draft recommendations and prepare the draft Plan for City Council consideration and adoption.

Plan Vision and Goals

The Vision and Goals define the long-term direction for active transportation in Pleasanton, establishing a clear framework for improving safety, comfort, and connectivity for people walking, bicycling, and rolling throughout the city.

"Pleasanton envisions a safe, low-stress, and connected network for walking, bicycling, and rolling that empowers people of all ages and abilities to travel and recreate without barriers."

This vision builds on the City's commitment to reducing reliance on automobiles by enhancing safety, reducing traffic stress, and closing critical gaps in the bicycle and pedestrian network to create seamless connections between neighborhoods, schools, parks, transit, and business districts.

Designing for Everyone: Walking, Bicycling, and Rolling

Pleasanton's active transportation network serves people with a wide range of ages, abilities, and mobility needs. Throughout this Plan, the term walking, bicycling, and rolling recognizes the many ways people travel without a car.

Rolling includes travel using mobility devices, such as wheelchairs and mobility scooters, as well as other small-wheeled devices, such as scooters and skateboards, where appropriate. Designing comfortable, accessible, and connected facilities benefits everyone who uses the active transportation network.



Equitable Investments

The Plan seeks to ensure that investments in walking and bicycling infrastructure provide benefits throughout the community and support people with a range of transportation needs. Equity considerations were incorporated into the project prioritization process alongside safety, connectivity, comfort, and community input.

The Plan places particular emphasis on improving safety and access near locations that serve people who may be more dependent on walking, bicycling, transit, or other active modes, such as schools, senior centers, transit hubs, parks, and community destinations.

Plan Goals



ENHANCE SAFETY: Eliminate bicycle and pedestrian fatalities and significantly reduce serious and non-fatal collisions throughout the City.



INCREASE COMFORT: Apply a “one-better” approach to achieve progressively lower Levels of Traffic Stress (LTS), creating routes that are comfortable for people of all ages and abilities where feasible



CLOSE GAPS AND IMPROVE CONNECTIVITY: Build a continuous, citywide network of walking and bicycling facilities that make active transportation a convenient and preferred choice for people’s daily activities.



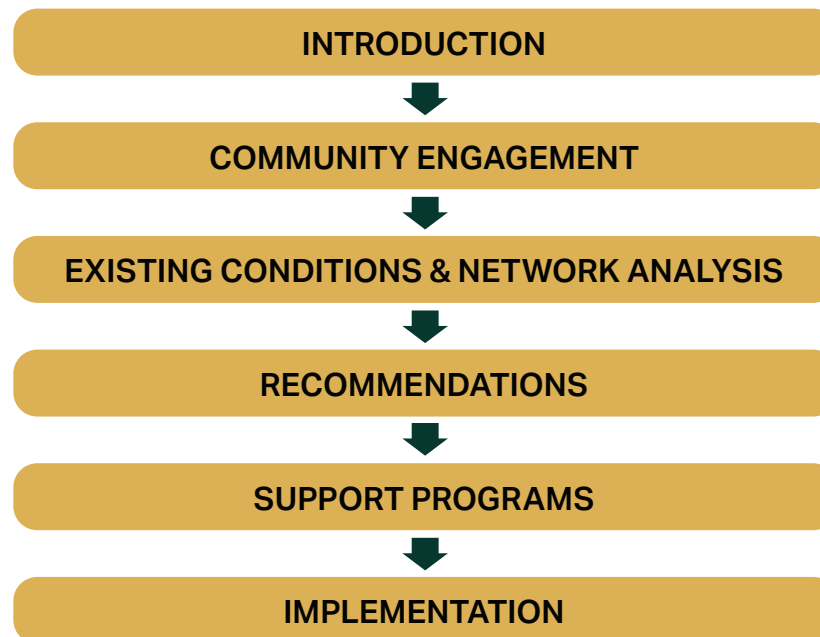
SUPPORT SUSTAINABILITY: Advance Climate Action Plan goals of reducing vehicle miles traveled by encouraging active transportation and decreasing reliance on automobiles.



ENSURE ONGOING MAINTENANCE: Maintain existing and new bicycle and pedestrian facilities so they remain safe, comfortable, and accessible.

How To Use This Plan

This Plan is organized into six chapters that guide readers from the planning process and existing conditions through recommended improvements and implementation. Following this introduction, Chapter 2 summarizes the community engagement process and key planning considerations that informed the Plan. Chapter 3 documents existing conditions and presents the network analysis used to identify key safety, comfort, and connectivity needs. Chapter 4 presents the recommended bicycle and pedestrian infrastructure improvements. Chapter 5 outlines supporting programs that complement the recommended improvements through education, encouragement, maintenance, etc. Chapter 6 describes the implementation strategy, including project prioritization, phasing, funding opportunities, and performance measures.



02

Community Engagement

Overview

This Plan was developed through comprehensive community engagement that included community meetings, pop-up events, walk audits, presentations to the BPTC, online surveys, an interactive mapping tool, and a project website that provided regular updates throughout the planning process. These engagement opportunities enabled participants to identify transportation challenges, comment on draft recommendations, and help establish priorities for future investments.

More than 800 community members participated throughout the planning process. Their input helped identify key transportation needs, validate the technical analysis, inform project prioritization, and shape the infrastructure, program, and policy recommendations presented in this Plan.

OUTREACH AT A GLANCE

12
TOTAL
COMMUNITY
EVENTS



2
COMMUNITY MEETINGS



4
BPTC PRESENTATIONS



4
POP-UP EVENTS



2
WALK AUDITS

2

COMMUNITY
SURVEYS

176

SURVEY
RESPONSES

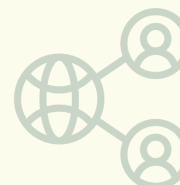
184

INTERACTIVE MAP
PINS



800+

COMMUNITY MEMBERS
ENGAGED



2,000+

PROJECT WEBSITE
VISITS

Outreach Timeline



Aug 2025 - Dec 2025

PHASE 1 **LISTEN & LEARN**

- Project kickoff
- Project website launched
- Pop-up events (2)
- Walk Audits (2)
- Online Survey #1
- Interactive Mapping Tool
- Community Meeting #1
- BPTC presentations (2)



Aug 2026 - Nov 2026

PHASE 3 **REFINE & FINALIZE**

- Draft BPMP Update
- Public review of draft plan
- Final revisions
- BPTC recommendation
- City Council adoption



Jan 2026 - Jul 2026

PHASE 2 **DEVELOP RECOMMENDATIONS AND PRIORITIZATION**

- Existing conditions and network analysis
- Development of draft recommendations
- Pop-up events (2)
- Online Survey #2
- Community Meeting #2
- Project Prioritization
- BPTC presentations (1)

Engagement Activities

A variety of engagement methods were used to reach community members where they live, work, learn, and recreate. Multiple opportunities for participation were provided throughout the planning process to ensure residents could share their experiences, identify challenges, and help shape the Plan recommendations. The following sections summarize each engagement activity.



PROJECT WEBSITE

A dedicated project website served as the primary source of information throughout the planning process. The website provided project updates, meeting announcements, presentation materials, survey links, and opportunities to participate in upcoming engagement activities. Community members could also access project documents and learn about the planning process at their convenience. The website was updated regularly as the project progressed and served as a central hub for ongoing public engagement.



COMMUNITY MEETINGS

Two community meetings were held at key milestones during the planning process. The first meeting focused on understanding existing walking and bicycling conditions, identifying barriers, and gathering ideas for improving active transportation throughout Pleasanton. The second meeting presented the draft recommendations and sought feedback on the proposed bicycle and pedestrian improvements, project priorities, and implementation approach.

The meetings provided opportunities for participants to engage directly with the project team, review maps and exhibits, ask questions, and discuss transportation needs with City staff.

POP-UP EVENTS

Four pop-up events were conducted at community gathering places to engage residents and collect input from a broad cross-section of the community. Two events were held at the Pleasanton Farmers' Market, one was conducted at the Downtown Concert in the Park, and one was held at the City's Earth Day Celebration.

Interactive displays, large-format maps, and informational boards encouraged participants to identify barriers, desired routes, locations where walking and bicycling could be improved, and project priorities. Pop-up events also provided opportunities to promote the online survey and project website.



WALK AUDITS

Two walk audits were conducted to better understand the gaps and barriers in the active transportation network. Participants included members of the BPTC and school district. They walked selected routes with City staff and the project team while discussing issues such as crossing safety, sidewalk conditions, accessibility, visibility, traffic speeds, and overall pedestrian and bicyclist comfort.



ONLINE SURVEYS

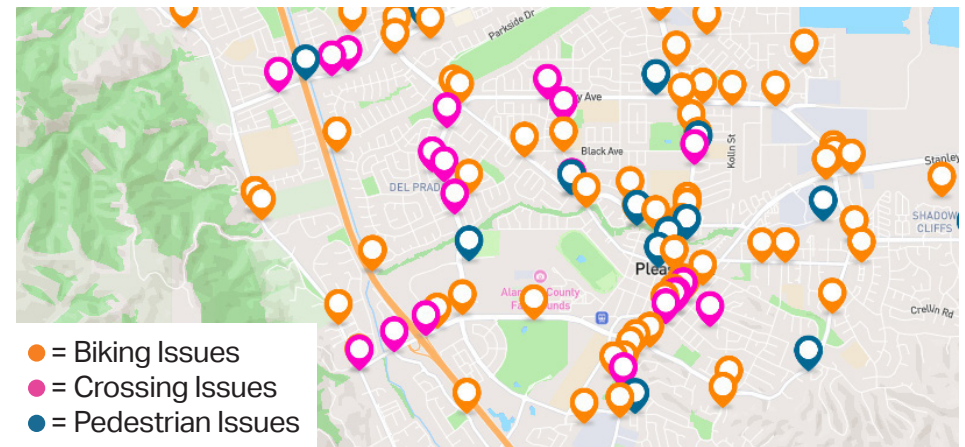
Two online surveys were conducted during the planning process. The first survey gathered information about existing travel behavior, barriers to walking and bicycling, safety concerns, and desired improvements. It received 131 responses. The second survey sought feedback on draft recommendations and priorities for future investments. It received 46 responses.

The online format allowed community members to participate at their convenience and significantly expanded the overall reach of the engagement effort.

INTERACTIVE MAPPING TOOL

An interactive online mapping tool allowed participants to identify specific locations where they experienced challenges or opportunities for improvement. Community members placed map pins to identify difficult crossings, missing bicycle facilities, uncomfortable walking conditions, desired connections, and other location-specific issues. A total of 184 pins were placed on the interactive map.

The mapping tool complemented the survey results by providing detailed geographic information that helped validate technical findings and refine recommended improvements.



BICYCLE, PEDESTRIAN, AND TRAILS COMMITTEE (BPTC)

The BPTC provided guidance throughout the planning process and ensured the plan reflected local knowledge and community priorities.

Committee input helped refine the Vision Network, Focus Network, recommended improvements, and implementation approach prior to preparation of the final Plan.

Community Input Summary

"Our bike & walk network is pretty good and recent improvements have been great."

"Build a low-stress network!"

"We ride as seniors for fun and exercise. My grandkids ride to school and for fun.

Any improved safety measures—dedicated bike lanes, separation, and similar improvements—would improve our experience and hopefully encourage more people to ride rather than drive."

"Protect bike lanes to all schools"



Top Mentioned Locations for "Great Places to Walk or Bike" in Pleasanton

Key Themes from Community Input

The themes identified through community discussions were reinforced by survey responses and location-specific feedback collected through the interactive mapping tool. The following sections summarize the key takeaways identified through these engagement activities.

1. SAFER ROUTES TO SCHOOLS

Schools emerged as one of the strongest recurring themes throughout the planning process. Community members highlighted the importance of safer crossings and improved bicycle and pedestrian connections to schools. They emphasized that students should be able to walk and bike to school comfortably and safely.

2. COMPLETING CONNECTIONS BETWEEN NEIGHBORHOODS AND DESTINATIONS

Residents identified gaps in the walking and bicycling network that make it difficult to reach everyday destinations, including schools, parks, libraries, Downtown Pleasanton, shopping areas, and transit. Participants emphasized the importance of creating continuous routes that connect existing facilities and eliminate barriers.

3. IMPROVING CROSSINGS AND NAVIGATING MAJOR STREETS

Crossing large intersections and busy roadways was one of the most frequently identified barriers. Community members highlighted concerns about long crossing distances, high traffic speeds, limited crossing opportunities, and driver yielding behavior. Safer crossings were viewed as essential for improving access throughout the city.

4. PROVIDING MORE COMFORTABLE BICYCLE FACILITIES

Community members expressed that they would bike more often if routes felt safer and more comfortable. They supported greater separation from vehicle traffic, closing bicycle network gaps, and creating more comfortable connections along higher-speed roadways.

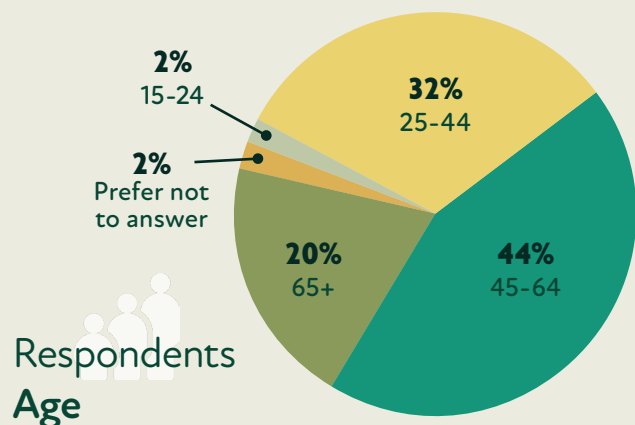
5. MAINTAINING AND ENHANCING PLEASANTON'S TRAILS

Pleasanton's trail network was consistently identified as a valued community asset. They supported improving trail connections while also emphasizing the importance of maintenance, pavement conditions, accessibility, lighting, and wayfinding along the trail system.

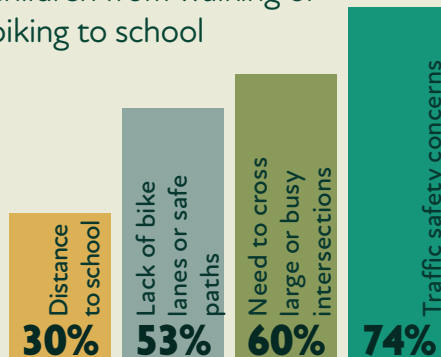
6. SUPPORTING SAFE AND INCLUSIVE ACTIVE TRANSPORTATION

Community members highlighted the importance of programs and policies that complement infrastructure improvements, including Safe Routes to School, education, enforcement, wayfinding, and e-bike safety awareness. Participants noted the need to support a growing range of users and ensure that walking and bicycling remain accessible for people of all ages and abilities.

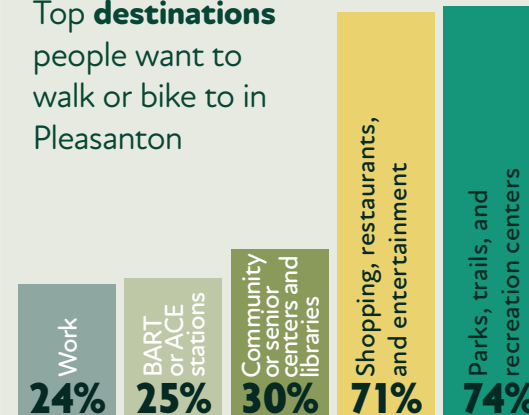
131 TOTAL RESPONSES



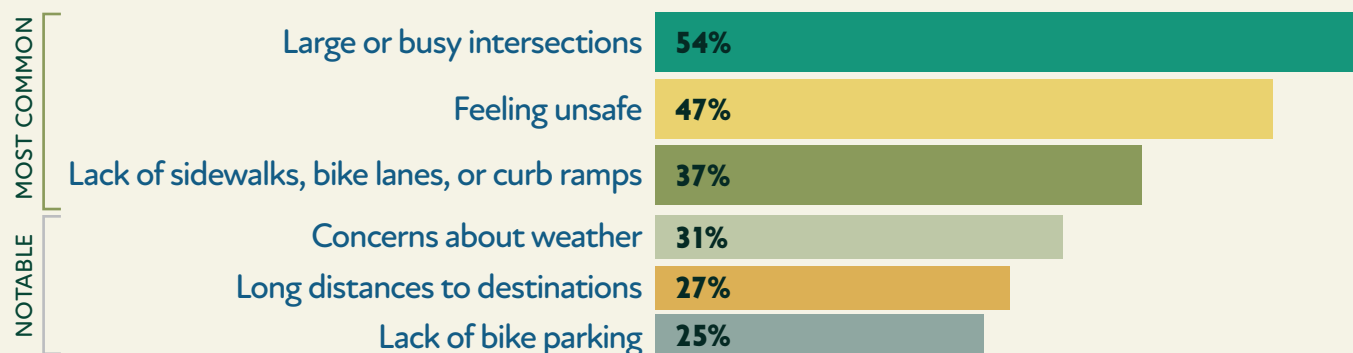
Top **factors discouraging** children from walking or biking to school



Top **destinations** people want to walk or bike to in Pleasanton



Top **barriers** to walking and biking in Pleasanton



Why people **walk or bike** in Pleasanton



Of the **top focus areas** to **encourage more walking and biking**, **3** were selected by **over 50 percent** of respondents.

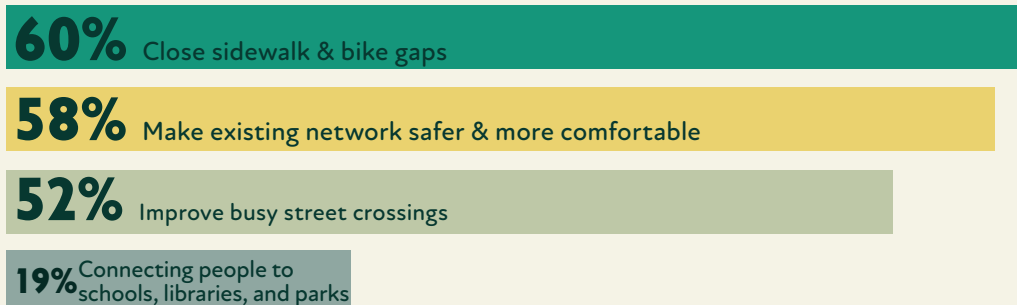
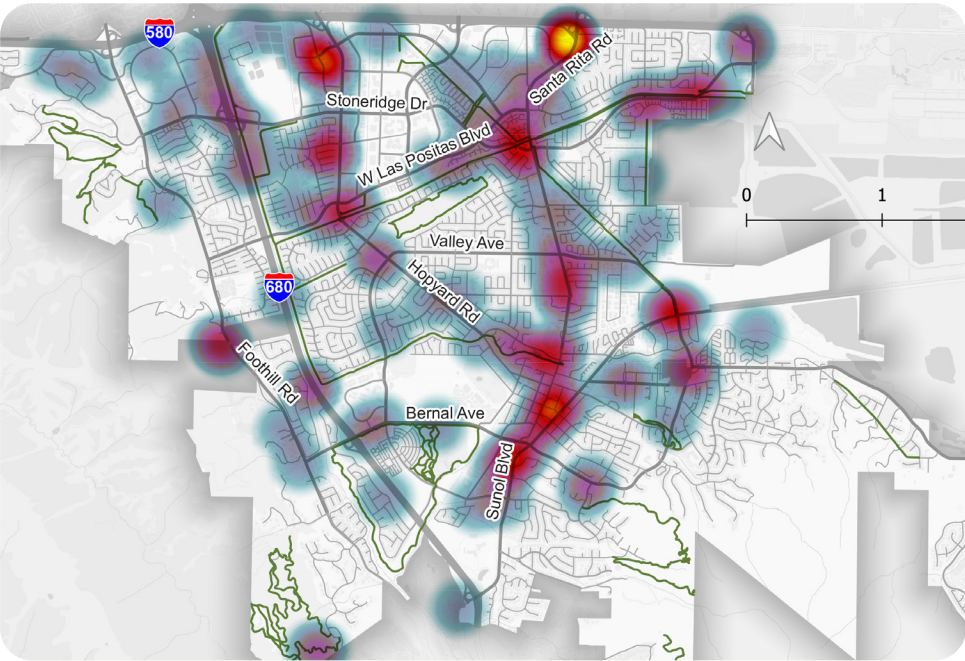
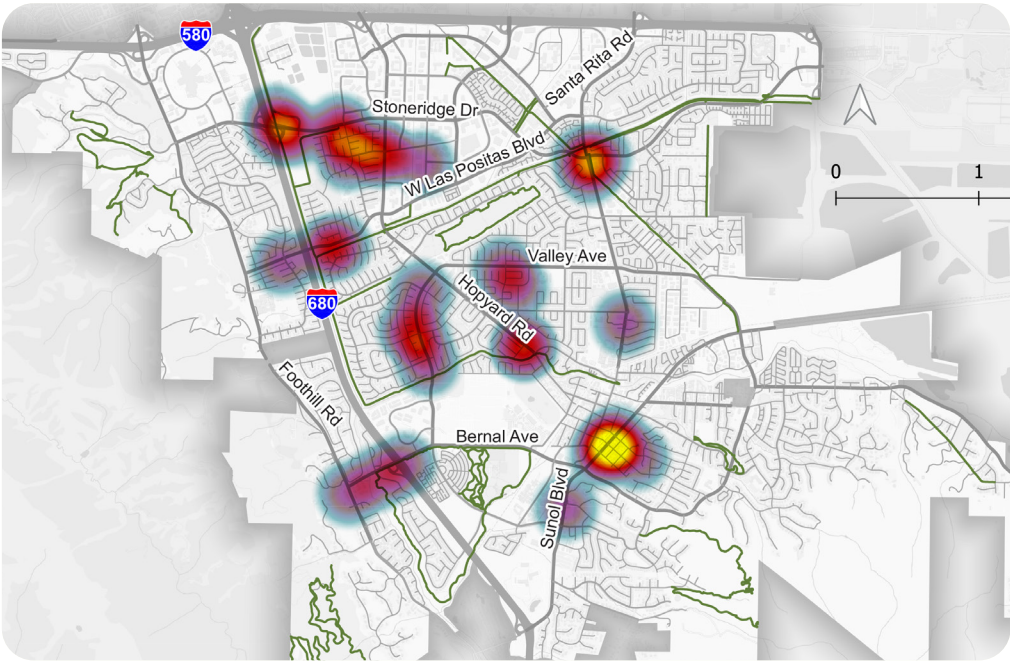


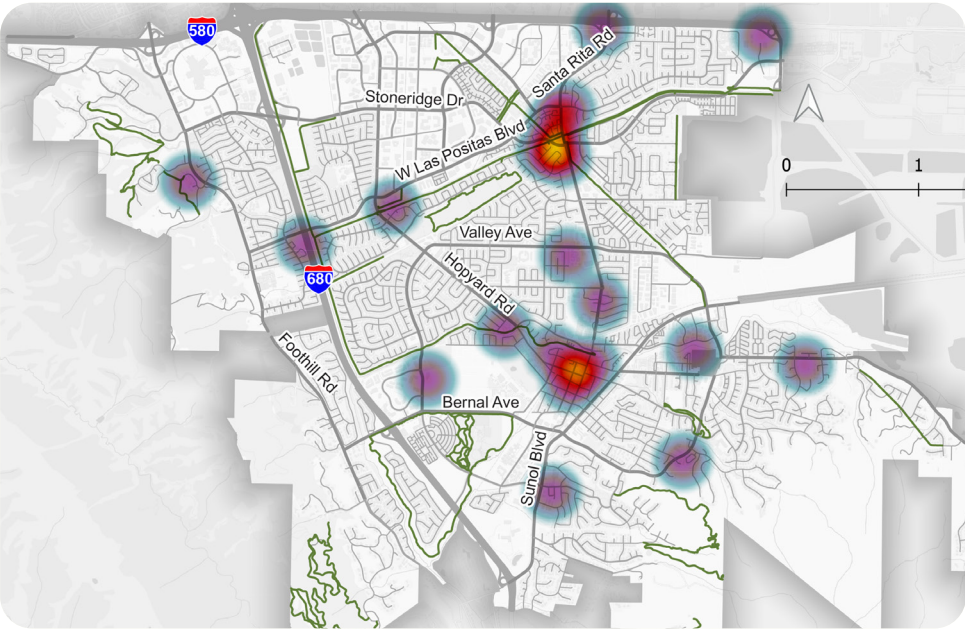
Figure 2: Interactive Map Summaries



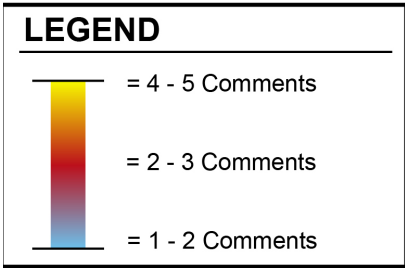
Bicycle Concerns Heat Map



Crossing Concerns Heat Map



Pedestrians Concerns Heat Map



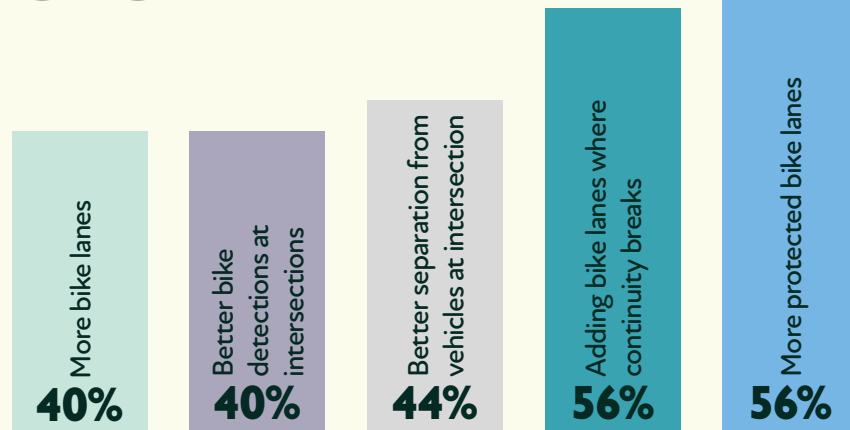
Heat maps for biking, pedestrian, and crossing comments highlight where community-identified issues are most geographically concentrated. The heat maps revealed several corridors, locations, and intersections where community members frequently identified concerns. Of these locations Downtown Pleasanton and the intersections of Santa Rita Road at Stoneridge Drive, the Arroyo Mocho Trail, and West Las Positas Boulevard, showed up consistently across the three maps.

Priorities for Future Improvements

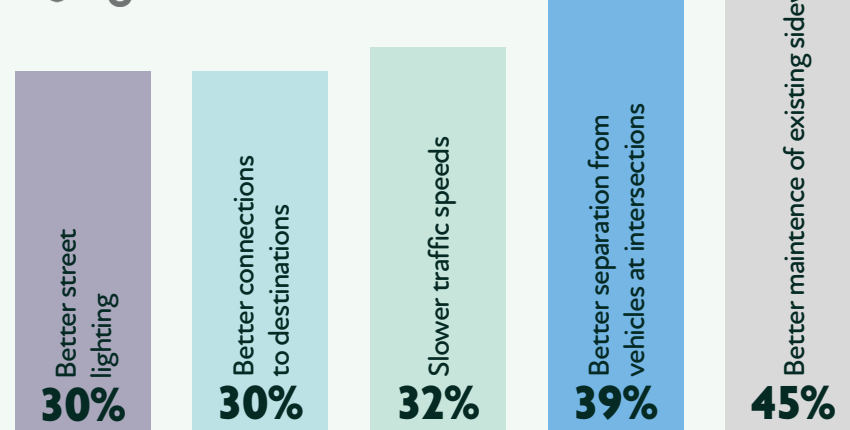
During the second phase of engagement, community members reviewed potential improvements and provided feedback on project priorities. Input from this phase helped refine the recommendations and prioritization process.



Top **5 improvements** that would **encourage** more bicycling.



Top **5 improvements** that would **encourage** more walking.



Of the **top programs and improvements** to encourage more walking and biking, **4** were selected by **over 30 percent** of respondents.

52% Better enforcement of traffic laws

43% Wayfinding signage and maps

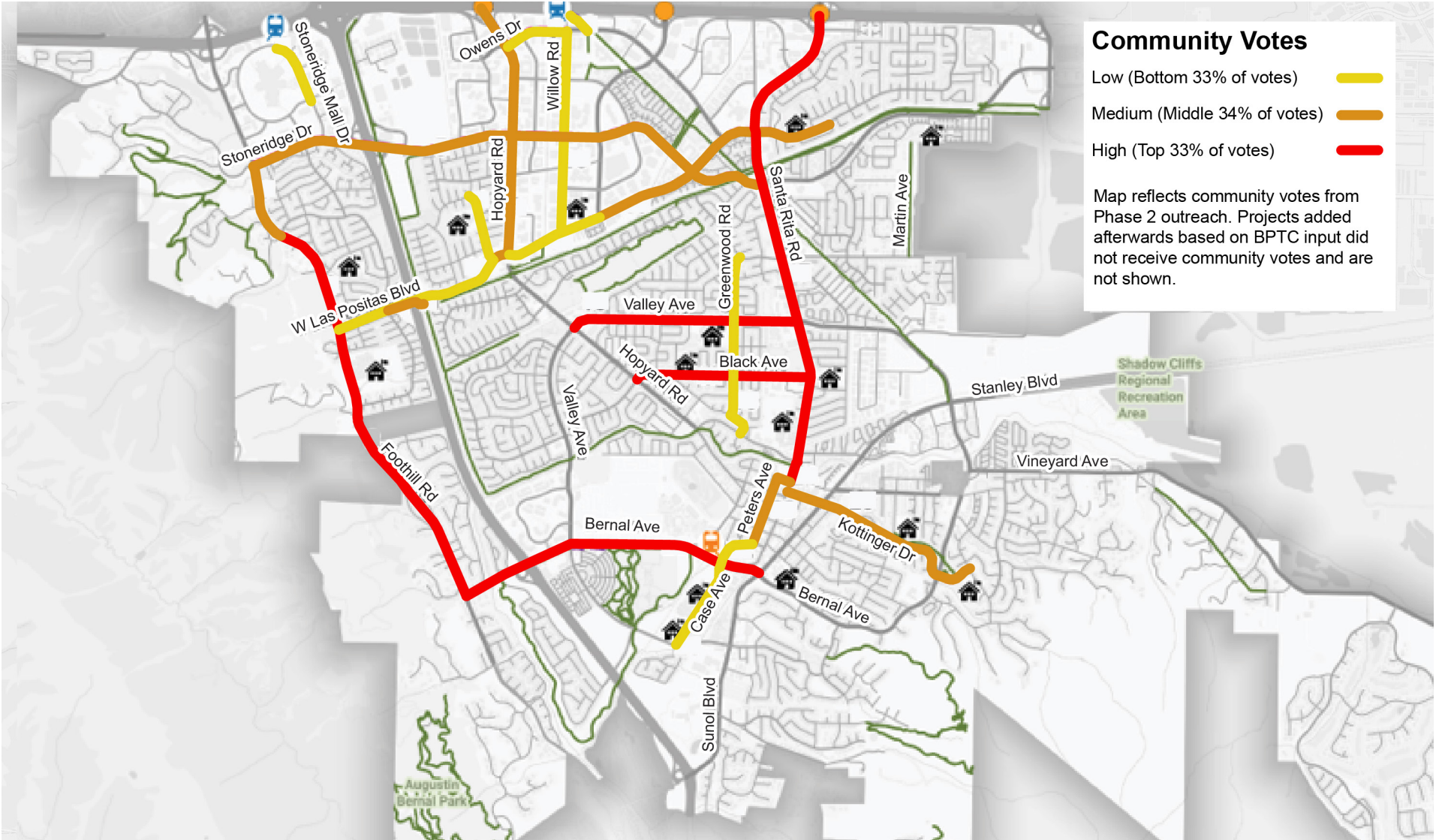
40% Safe Routes to School programs

31% Safety education campaigns for all road users

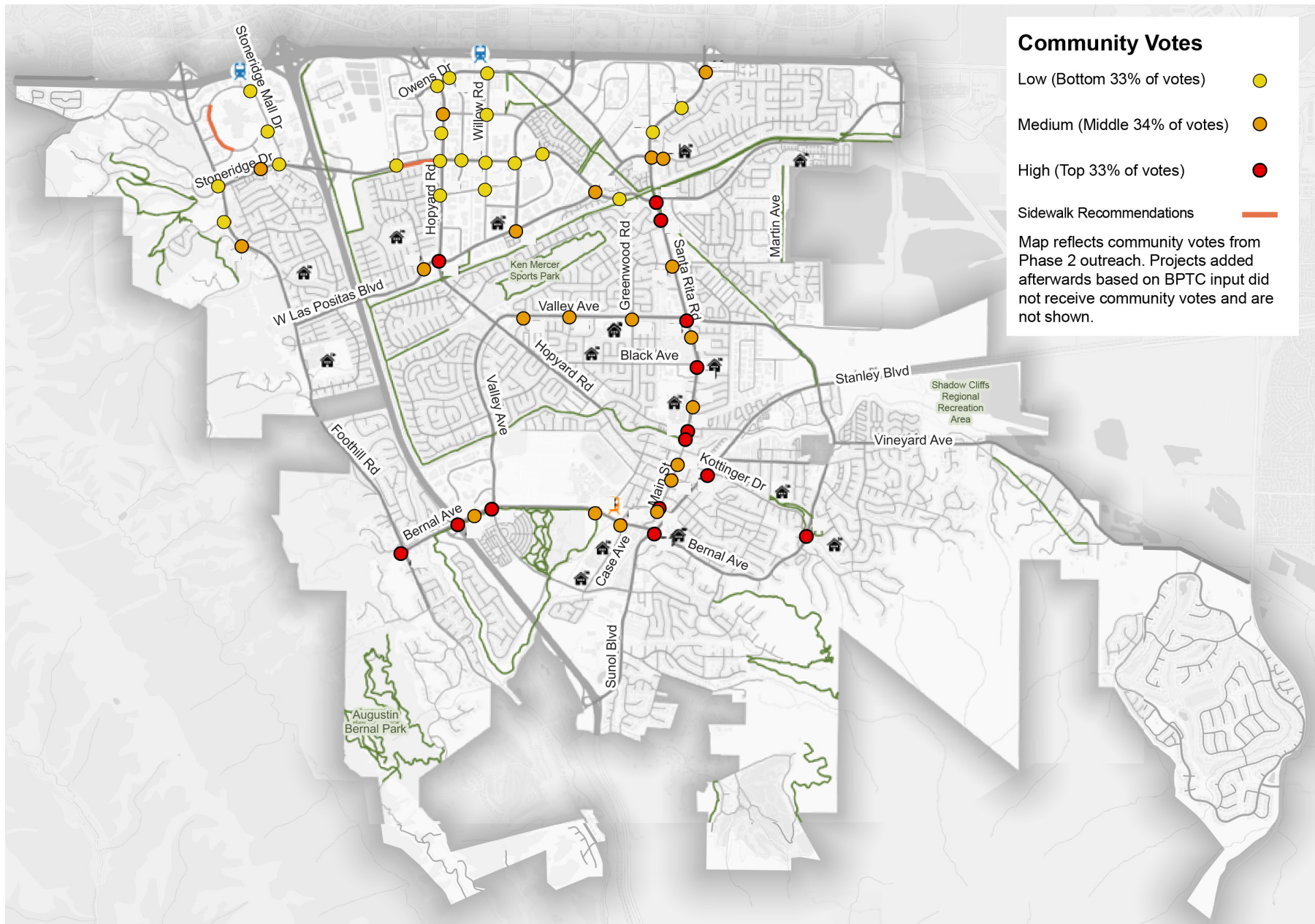
Community Votes: Bicycle and Pedestrian Improvements

During Phase 2 engagement activities, participants were asked to vote for their top three favorite bicycle and pedestrian projects. Votes for individual bicycle and pedestrian projects were aggregated across all Phase 2 engagement activities. Bicycle projects received a total of 344 votes, while pedestrian projects received a total of 328 votes. The projects were then grouped into three ranked categories based on the distribution of votes as shown in the following maps: High, representing the top 33 percent of votes; Medium, representing the middle 33 percent; and Low, representing the bottom 33 percent.

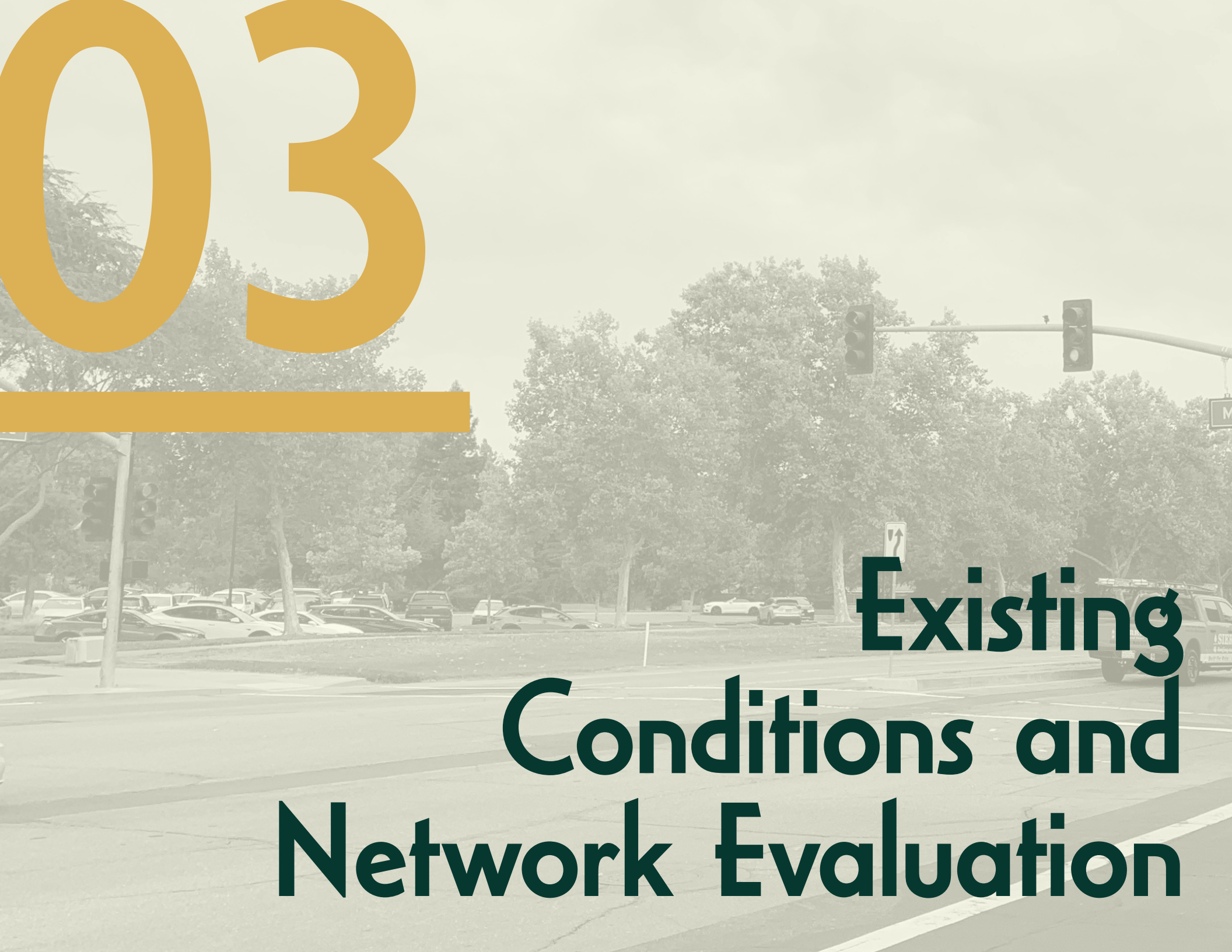
Community Votes on Bike Improvements



Community Votes on Crossing Improvements



03



Existing Conditions and Network Evaluation

Pleasanton has an extensive network of sidewalks, bikeways, and shared-use trails that provide connections throughout the community. However, major arterial roadways, high traffic speeds, and challenging crossings continue to create barriers to comfortable and convenient walking and bicycling. This chapter documents existing conditions, evaluates the performance of the existing active transportation network, and identifies the safety, comfort, and connectivity needs that form the basis for the recommendations presented in Chapter 4.



Examples of Network Barriers:

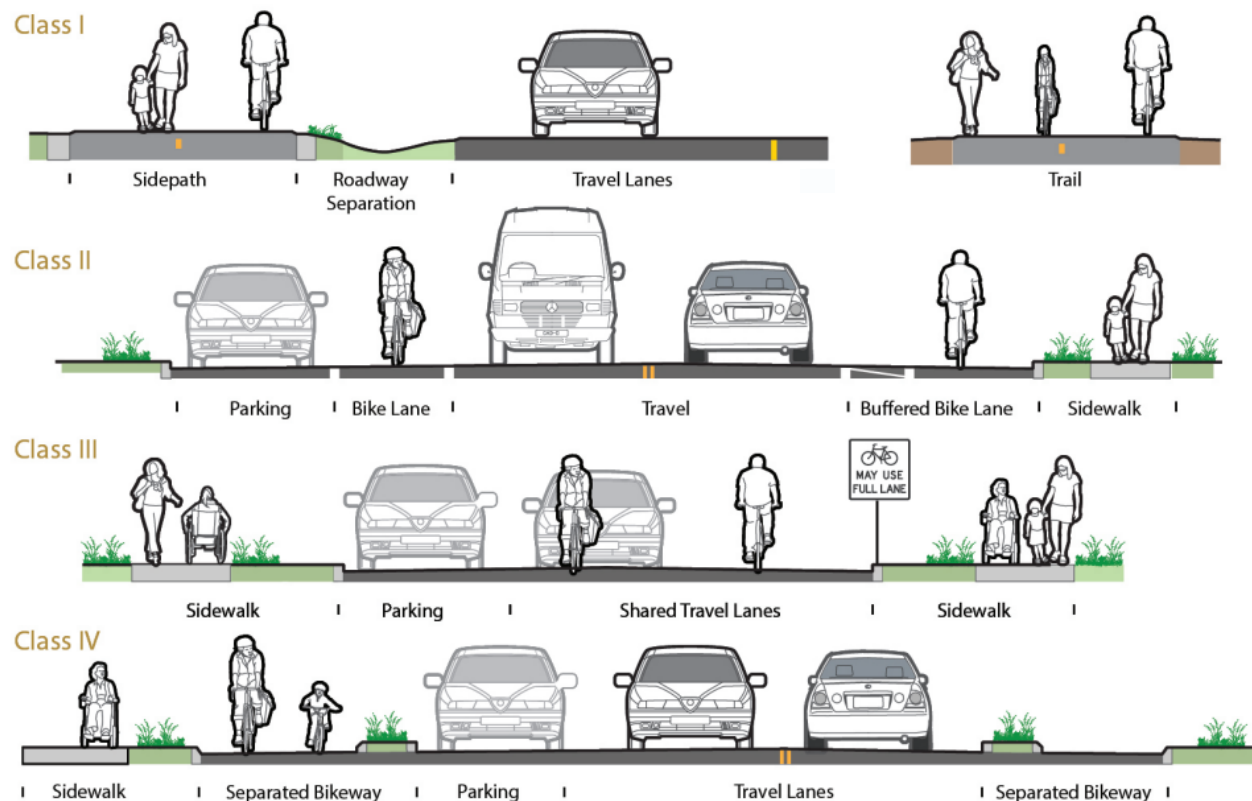
A. Wide Crossing B. High Speed Arterials C. Freeway Crossings D. Network Gaps

Existing Conditions

Bicycle Network

Pleasanton's bicycle network includes a combination of off-street trails, on-street bicycle lanes, neighborhood bike routes, and separated bike-ways. The City's extensive trail system provides many comfortable, low-stress connections, while on-street facilities vary considerably in quality depending on roadway characteristics. The bikeway network is particularly well connected in the north-central part of the city, near the Dublin-Pleasanton BART Station. In total, there are approximately 64 miles of bikeways, including:

- 13 miles of Class I **shared-use paths**
- 32 miles of Class II **bicycle lanes**
- 9 miles of Class II **buffered bicycle lanes**
- 7 miles of Class III **bike routes**
- 3 miles of Class IV **separated bicycle lanes**



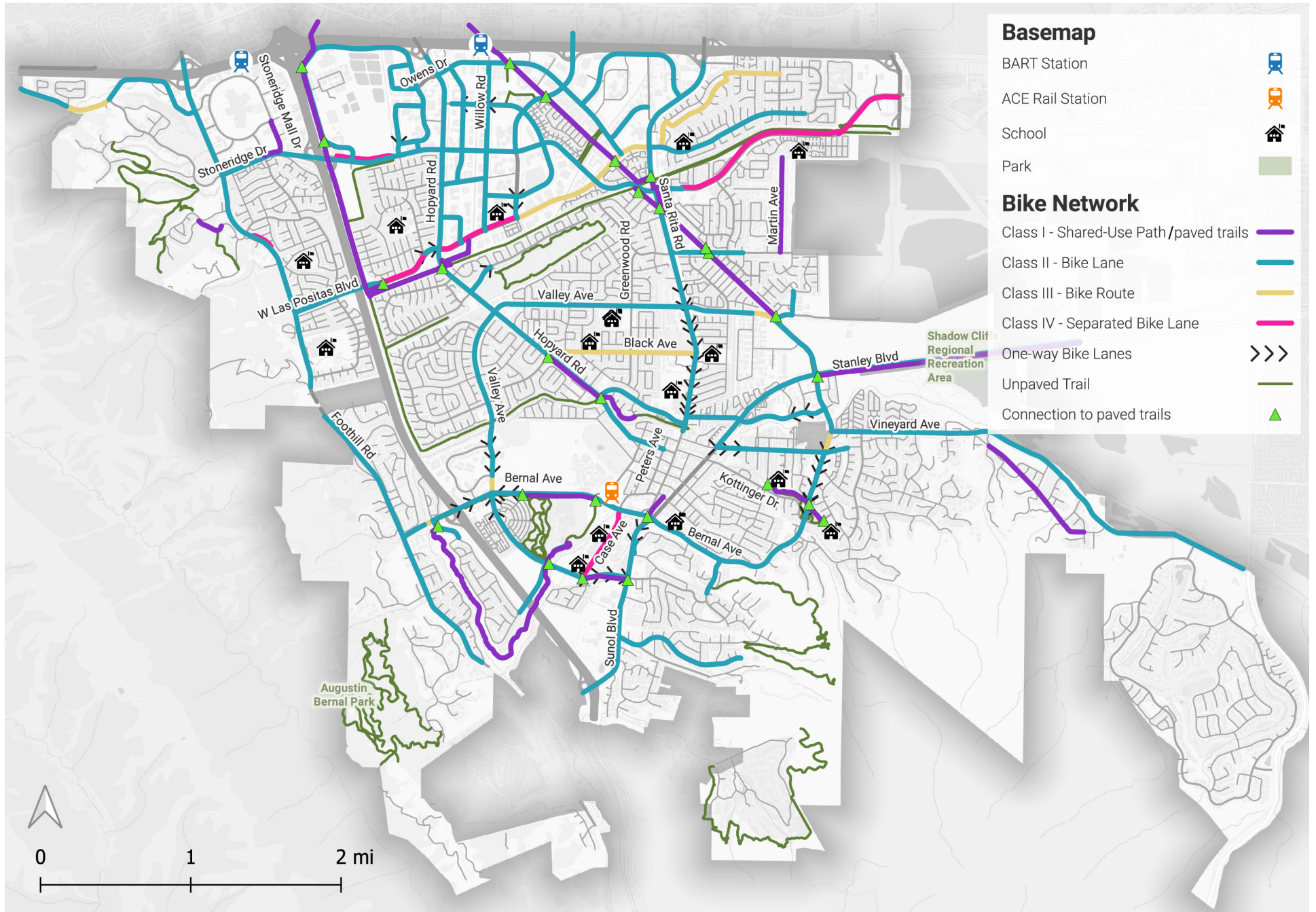
Source: Caltrans, *Toward an Active California, State Bicycle and Pedestrian Plan*, 2017.

Pleasanton's network of Class I and unpaved shared-use paths provides comfortable, off-street routes for bicyclists and pedestrians and creates low-stress connections across major barriers, including grade-separated crossings beneath Valley Avenue, Hopyard Road, Stoneridge Drive, Santa Rita Road, and I-680.

Although Pleasanton has a relatively comprehensive bicycle network, many key destinations remain connected by higher-speed arterial roadways where bicycling can be uncomfortable for many users.

Figure 3 depicts the existing network of bicycle facilities in Pleasanton.

Figure 3: Pleasanton Existing Bicycle Network



Pedestrian Facilities

Sidewalk coverage is generally complete throughout developed areas of Pleasanton. Remaining gaps are limited and primarily occur adjacent to undeveloped land or freeway crossings. However, crossing major arterial streets remains one of the most significant barriers to comfortable pedestrian travel.

SIDEWALKS

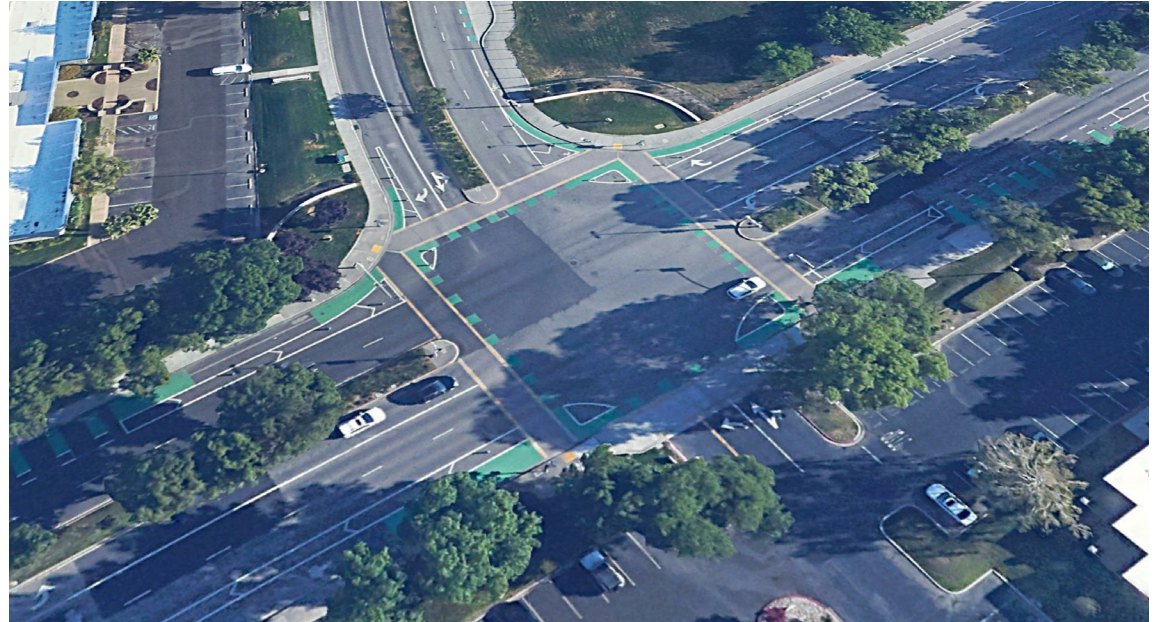
Most streets in Pleasanton with posted speed limits above 25 mph have sidewalks on both sides of the street. Locations without sidewalks where the posted speed limit is above 25 mph are shown in Figure 4.

CROSSINGS

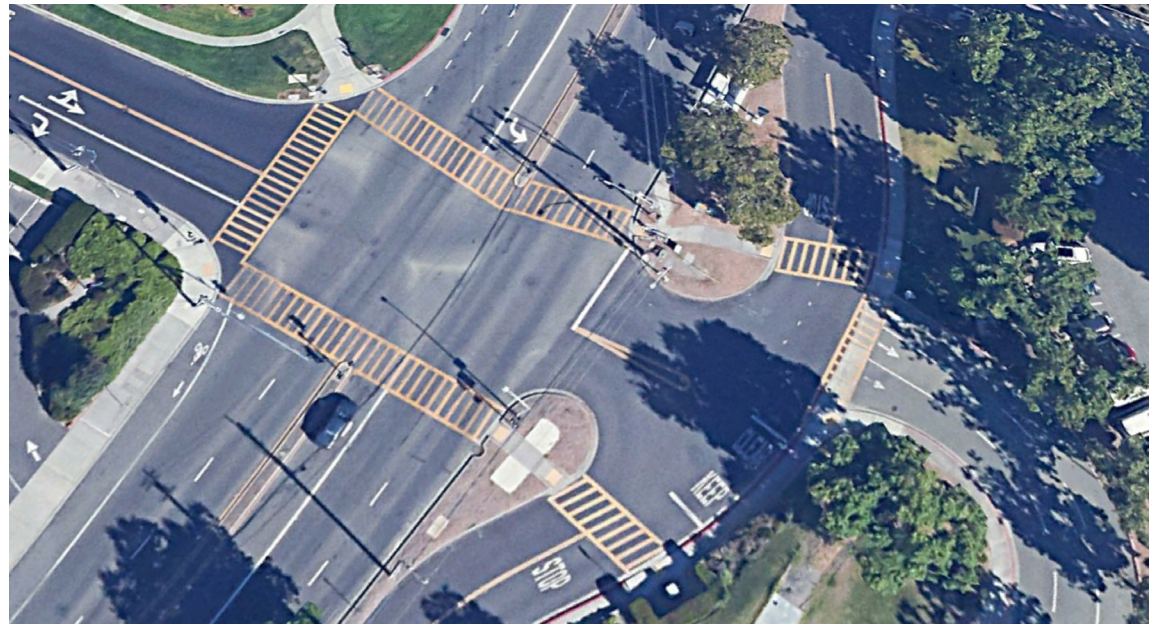
Safe and comfortable crossings are an important part of a complete active transportation network. Even if all blocks within a network offer comfortable facilities for people walking and biking, unsafe crossings are barriers to connected trips and act as conflict points that interrupt otherwise low stress routes.

Crossing treatments in Pleasanton at many intersections are robust, particularly since many major crossings involve crossing multilane arterials. Furthermore, the City has made improvements at 27 crossing locations citywide, including 22 locations which were safe routes to school projects. Despite this, crossing Pleasanton's multilane arterials remains a challenge in many locations.

Examples of Recent Crossing Improvements

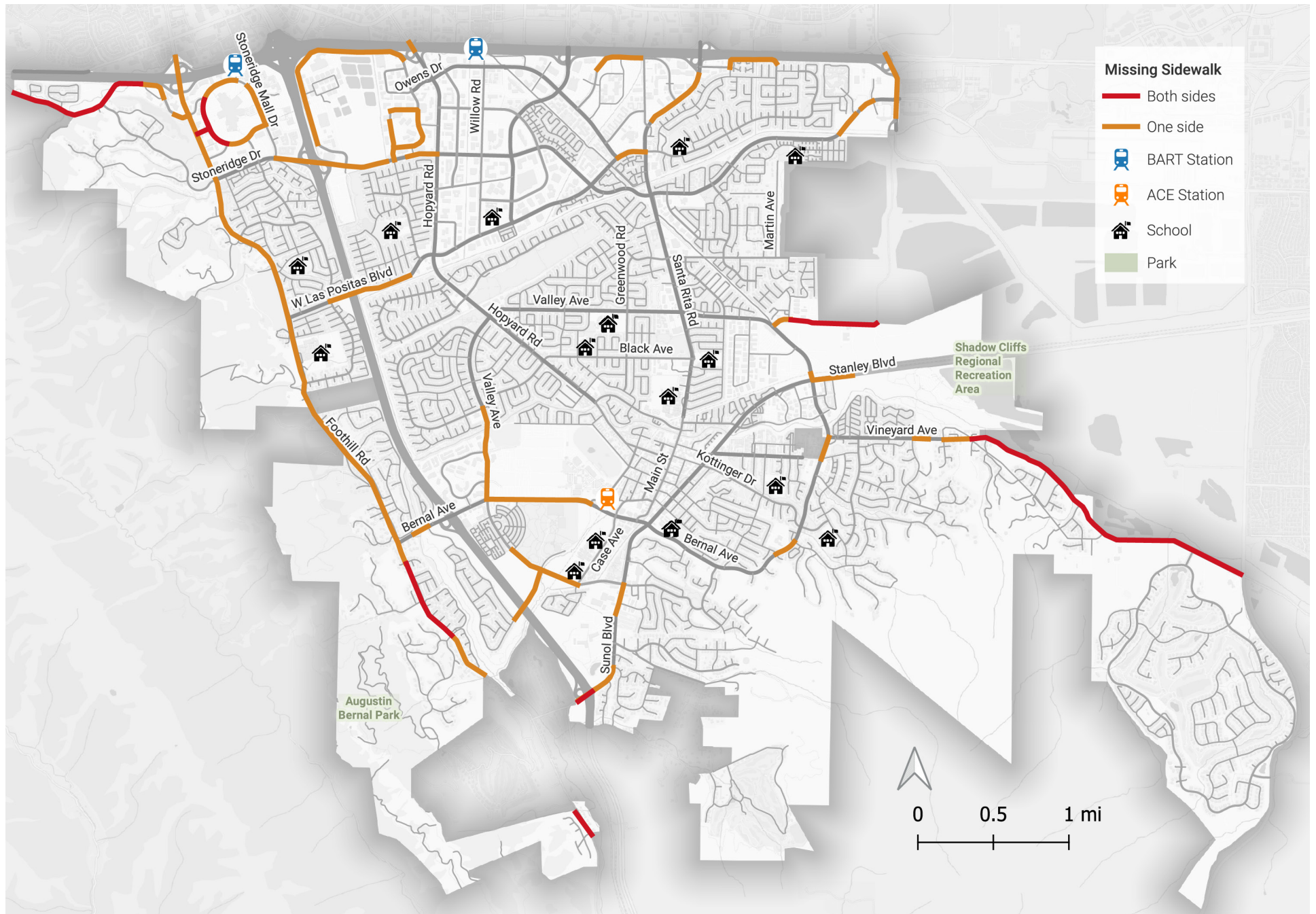


Willow Road and W. Las Positas Boulevard



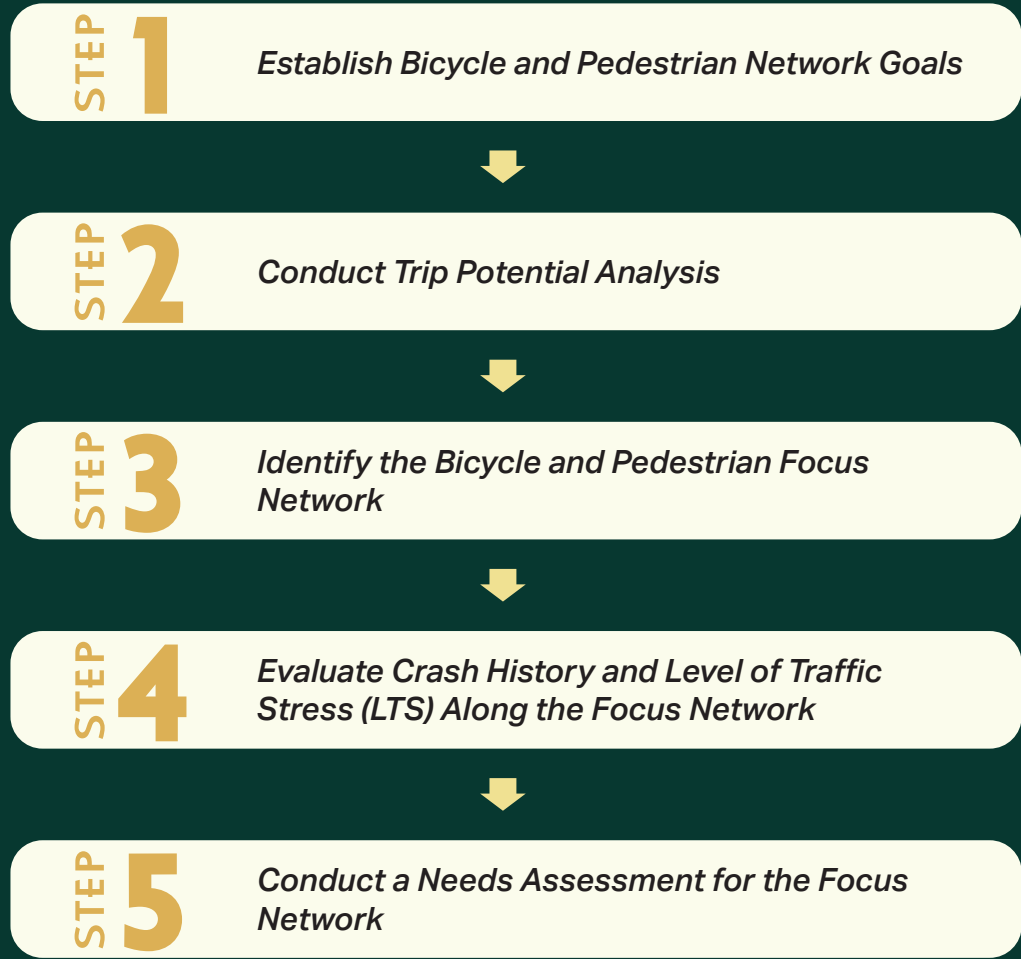
Santa Rita Road and Black Avenue

Figure 4: Pedestrian Network Gaps (where posted speed is above 25 mph)



Active Transportation Network Evaluation

Despite a network of bikeways and pedestrian infrastructure citywide, it is still challenging to travel around Pleasanton via active modes due to the City’s network of multilane arterials. The Network Analysis was conducted to identify challenging locations within Pleasanton’s bicycle and pedestrian networks and to prioritize corridors and intersections where improvements would most effectively enhance safety, comfort, and connectivity. The analysis followed a five-step process:



The following section describes the methodology and results associated with each step of the Network Analysis.

Bicycle and Pedestrian Network Goals

Prior to conducting existing conditions analyses, the City’s vision and goals for its bicycle and pedestrian networks was developed. Key questions included:

What does a successful bicycle and pedestrian network look like in Pleasanton?

What does the community envision for the future of walking and bicycling?

What are the outcomes the City is trying to achieve through network investments?

Taking these key questions into account, and considering progress made toward the goals of the 2018 plan, a set of goals that are both measurable and comprehensive were developed. The City’s Vision and Goals for this Plan are described in Chapter 1.

Trip Potential

The Trip Potential analysis identified areas in Pleasanton with the greatest potential for walking and bicycling trips and where active transportation investments could provide the greatest systemwide benefit. The analysis evaluated a range of factors that influence walking and bicycling demand, including where people live and work, access to transit and key destinations, school locations, neighborhood characteristics, and the likelihood of short trips that could shift to active modes. The factors considered in the Trip Potential Analysis are listed in Table 1.

In contrast to bicycle or pedestrian counts, which only show existing activity and may be biased to where comfortable facilities already exist, the trip potential analysis reveals latent demand.

Table 1: Trip Potential Factors

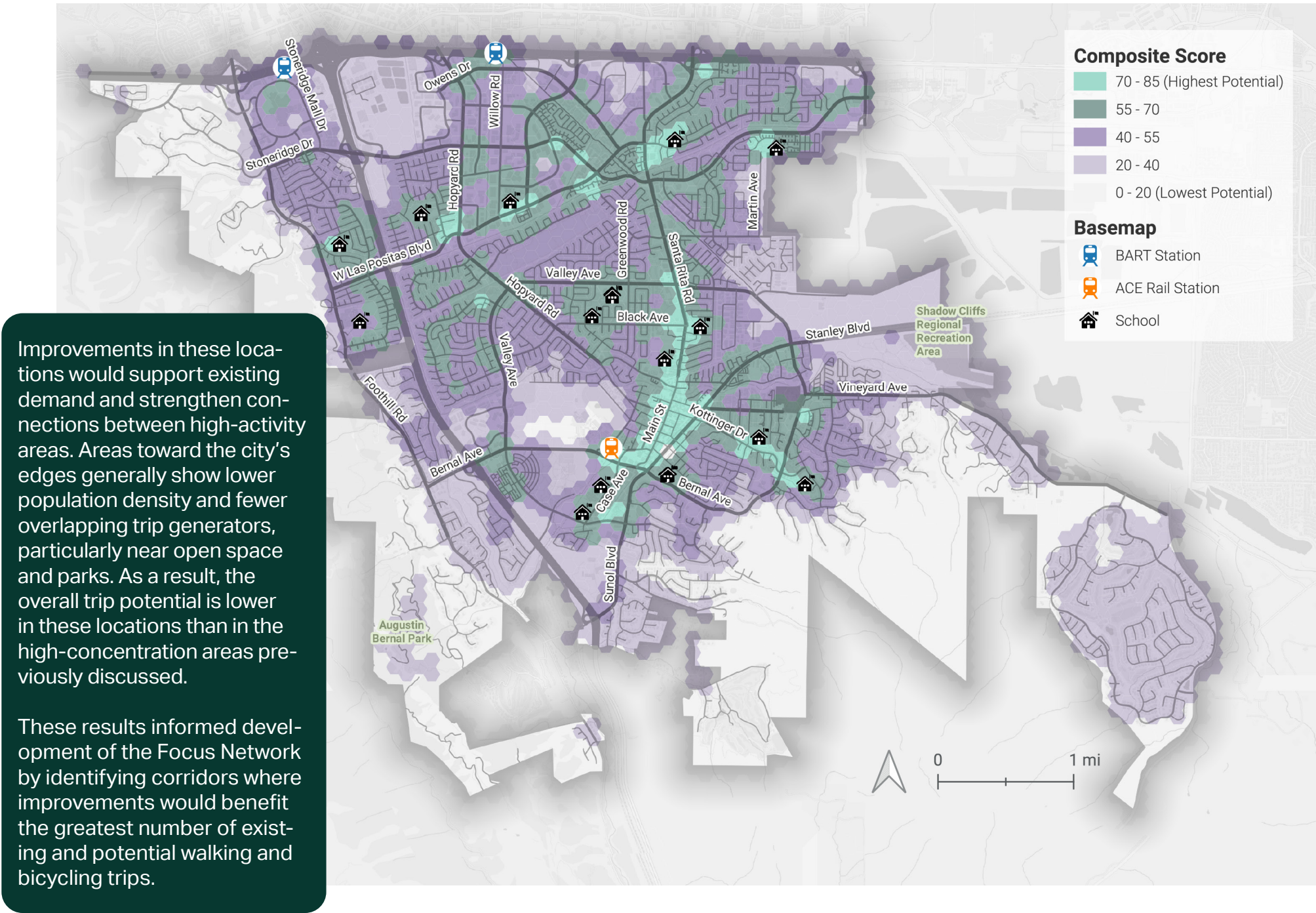
FACTOR	DESCRIPTION	DATA SOURCE
Population	Where people live, measured as population density	US Census ACS 5-Year Estimates, 2019-2023
Jobs	Where people work, measured as employment density.	US Census Longitudinal Employer Housing Dynamics, 2022
Urban Form	Where the built environment encourages more walking and bicycling, based on street grid density.	Toole Design-generated data
Transit	Where transit stop density is highest. Rail stations are counted twice, and bus stations are counted once.	Caltrans; BART Stations (2021); ACE Stations (2021)
Destinations	Where daily destinations are located, including parks, grocery stores, libraries, and other popular locations as identified during public engagement.	City of Pleasanton; Open Street Map ; Public engagement, 2025
Education	Where K-12 schools are located.	City of Pleasanton
Mobility	Where short trips under two miles (i.e., can be converted to walking or bicycling) are most likely.	Replica , Spring 2025

¹ OpenStreetMap provides crowdsourced geographic data that often exceeds the detail of governmental sources in urban areas.

² Replica is an activity-based travel demand model that uses big data sources to calculate multimodal travel activity.

As shown in Figure 5, the highest walking and bicycling trip potential exists in downtown Pleasanton and extends outward along corridors such as Santa Rita Road and West Las Positas Boulevard, with additional high-opportunity areas near BART stations and schools.

Figure 5: Composite Trip Potential Score Map



Vision and Focus Network

VISION NETWORK

The Vision Network is the City's long-term vision for a continuous, citywide network of walking and bicycling facilities. It comes from the 2018 Bicycle and Pedestrian Master Plan.

It includes existing bicycle facilities and off-street trails. It also includes proposed facilities from the 2018 Bicycle and Pedestrian Plan Vision Network in areas of high demand (i.e., scored high in the Trip Potential analysis) that connect neighborhoods together, offer lower-stress parallel alternatives to major roads, and provide key connections to adjacent cities. Figure 6 shows the City's existing versus proposed Vision Network.

The Vision Network is intended to illustrate the City's desired connected, citywide network. The identification of a facility as existing on the Vision Network does not mean that the facility is considered complete or that no further improvements are needed. Existing facilities may still require upgrades to achieve the City's long-term vision for a low-stress network. Similarly, proposed facilities represent important gaps or connections needed to complete the network over time.

The Vision Network also does not capture every street that may function as a lower-stress alternative to a major roadway.

In particular, parallel local streets may provide important walking and bicycling routes today, even when they are not identified as part of the Vision Network. These streets can complement improvements to major corridors by providing lower-stress alternatives and neighborhood connections. As the City makes improvements to major arterial corridors, it should also consider opportunities to enhance nearby parallel streets and connections where they can support the overall walking and bicycling network.

While off-street trails may provide lower-stress alternatives to many of the corridors on the focus network, these trails are not owned by the City. Therefore, this Plan focuses on improving the on-street bicycle and pedestrian network, as well as connections to off-street trails. The 2019 City of Pleasanton Trails Master Plan includes recommendations for the future trail network.

FOCUS NETWORK

The Focus Network is a subset of the Vision Network that includes corridors where improvements have the greatest potential to support increased walking and bicycling. These corridors were selected based on a combination of factors, including existing and potential trip demand, connections to key destinations, community priorities, safety considerations, and opportunities to create more comfortable and connected routes.

Pleasanton's roadway network includes many multilane arterials that currently create barriers for people walking and bicycling. The Focus Network highlights corridors where targeted improvements can most effectively reduce these barriers, improve comfort and safety, and encourage more trips by active transportation.

The project team developed the Focus Network by integrating multiple data sources and inputs, including:

- Trip Potential Analysis results
- Priority corridors from the 2018 City of Pleasanton Bicycle and Pedestrian Master Plan (BPMP)
- Community input on current and desired walking and bicycling routes (included as one of the factors in the Trip Potential Analysis)
- Insights from the concurrent Safety Action Plan
- City staff expertise

Figure 7 depicts the Focus Network in relation to the City's unpaved trails network and Vision Network, which includes all existing bicycle facilities, off-street trails, and proposed future facilities.

To provide a focused plan for the next five years, the remaining analyses and recommendations in this Plan are tailored to the focus network only.

Figure 6: Vision Network

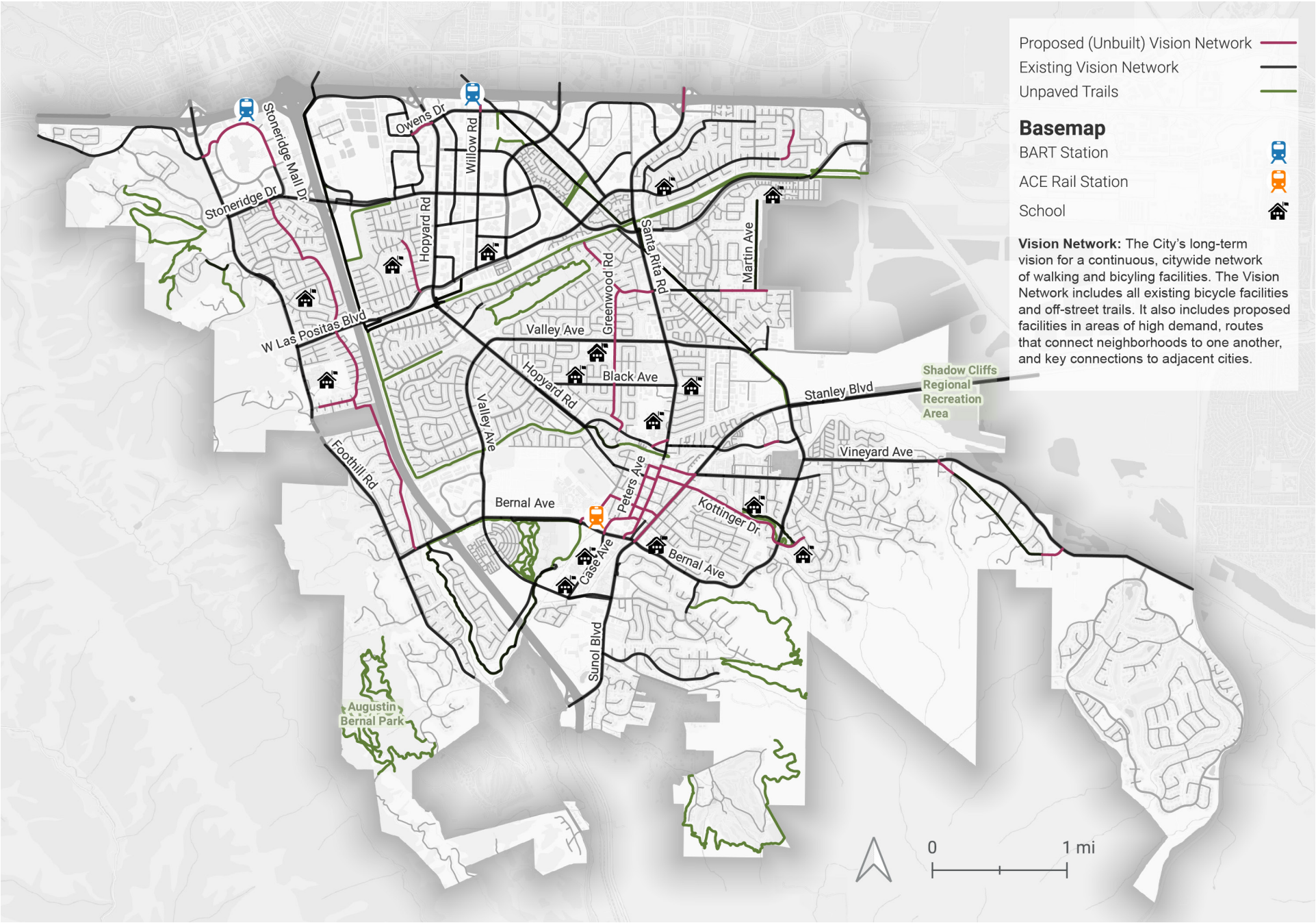
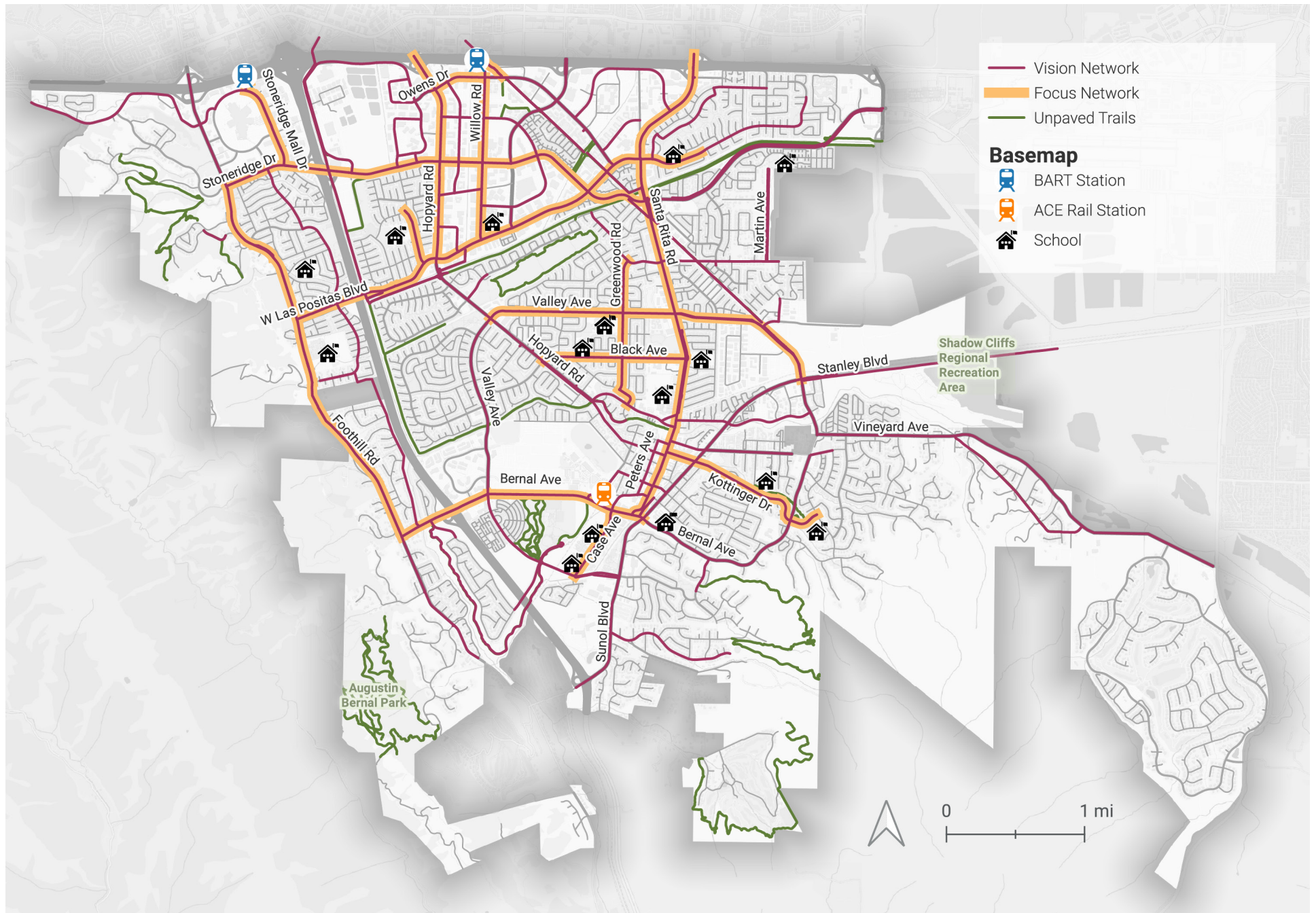


Figure 7: Focus Network



Network Performance Evaluation

SAFETY

The safety analysis for this Plan builds upon the Bike-Focused and Pedestrian-Focused High Injury Networks (HIN) developed through the concurrent Pleasanton Transportation Safety Action Plan. The HIN identifies locations with a concentration of severe and fatal bicycle and pedestrian crashes and was developed using reported collision data from 2020–2024.

The Bike-Focused HIN is shown overlaid on the Focus Network in Figure 8. The Pedestrian-Focused HIN is shown overlaid on the Focus Network in Figure 9.

Several Focus Network corridors overlap with the Bike-Focused and Pedestrian-Focused HIN. The overlap demonstrates that many corridors identified as important for improving active transportation connectivity also experience significant safety challenges. The Transportation Safety Action Plan includes recommendations with proven safety countermeasures to reduce crashes, and the recommendations made in this Plan complement those recommendations.

Figure 8: Bike-Focused High-Injury Network

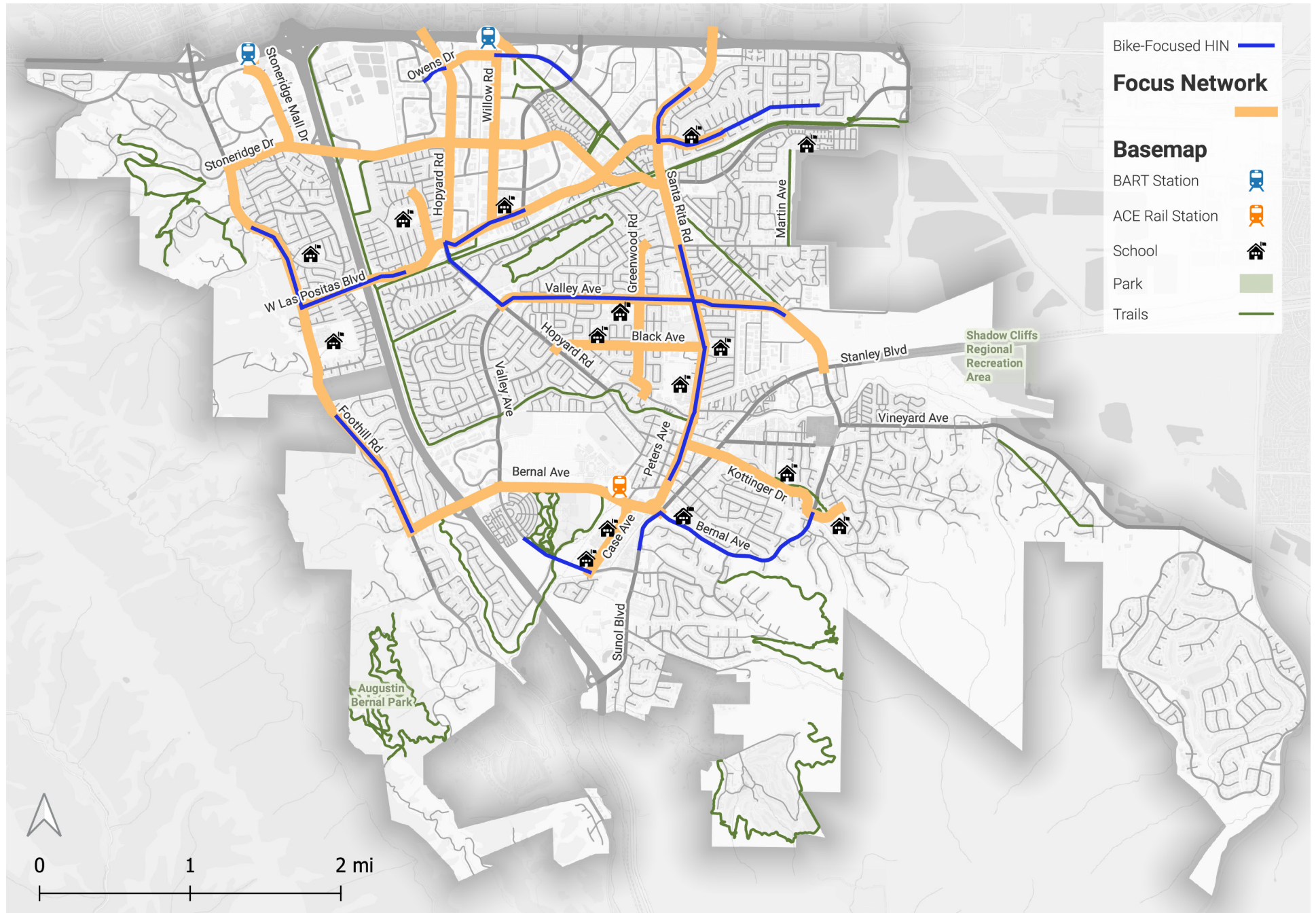
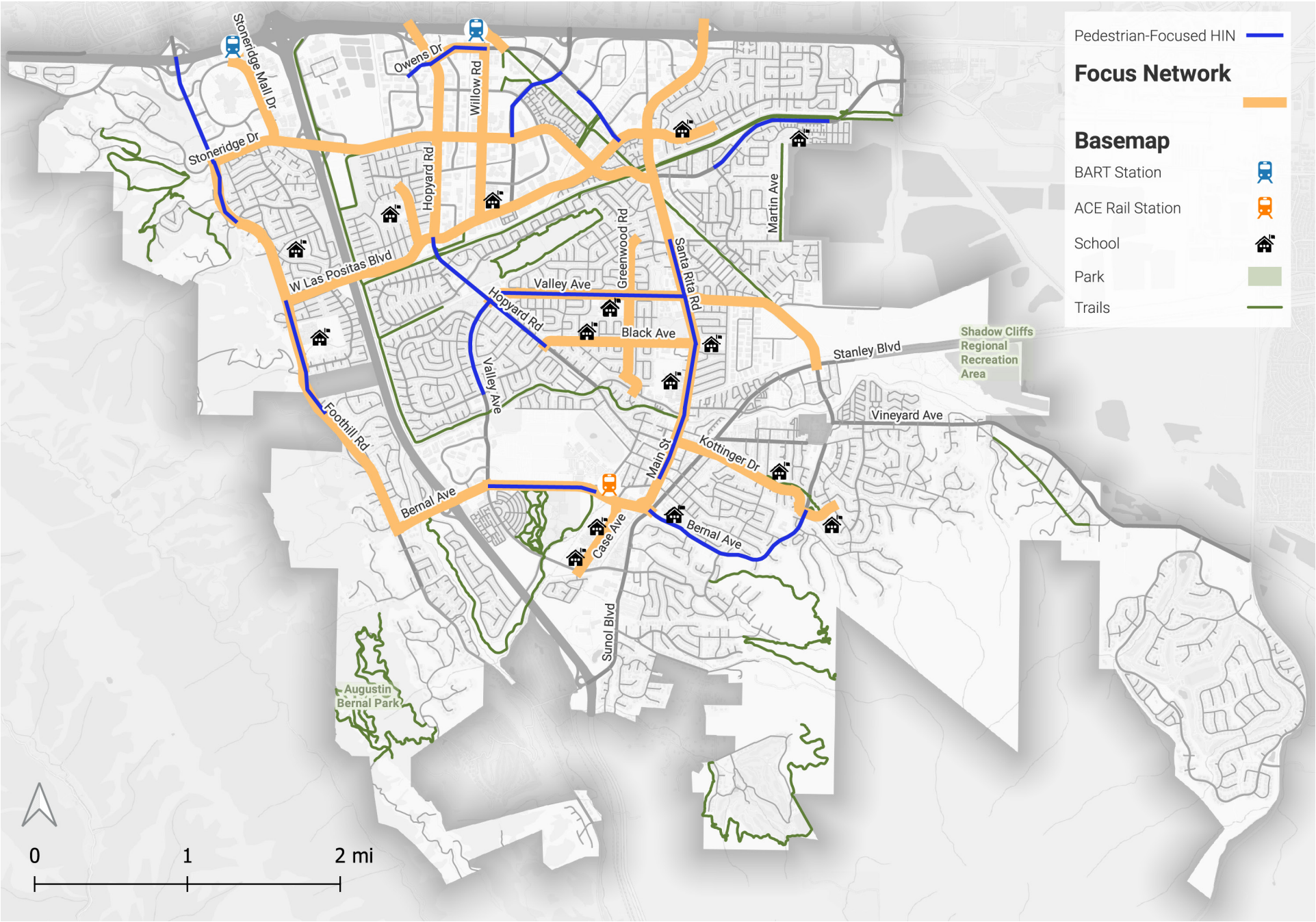


Figure 9: Pedestrian-Focused High-Injury Network



LEVEL OF TRAFFIC STRESS

The Level of Traffic Stress (LTS) analysis provides a consistent framework for evaluating whether existing bicycle and pedestrian facilities provide comfortable travel conditions for people of varying ages and abilities. The analysis considers roadway characteristics such as traffic speeds, traffic volumes, roadway width, and the type of bicycle or pedestrian facilities to assign a comfort rating ranging from LTS 1 (low stress) to LTS 4 (high stress). The results help identify locations where improvements could reduce barriers to active transportation and improve safety, comfort, and connectivity throughout the Focus Network.

Results indicate that many Focus Network corridors currently present moderate- to high-stress conditions for people walking and bicycling, highlighting opportunities for targeted improvements.

Table 2: Level of Traffic Stress Score Descriptions

Score	Description
LTS 1	Lowest stress walking and bicycling environment. Users of all ages and abilities feel comfortable and safe walking or bicycling in these locations.
LTS 2	Low- to Mid-stress walking and bicycling environment. Most adults are comfortable walking and bicycling in these locations.
LTS 3	Moderate-stress walking and bicycling environment. Confident adults will tolerate walking and bicycling in these locations.
LTS 4	Highest stress walking and bicycling environment. Only those with a high level of confidence or without other options will walk or bike in these locations.

Figure 10: Bicycle Level of Traffic Stress Network (BLTS)

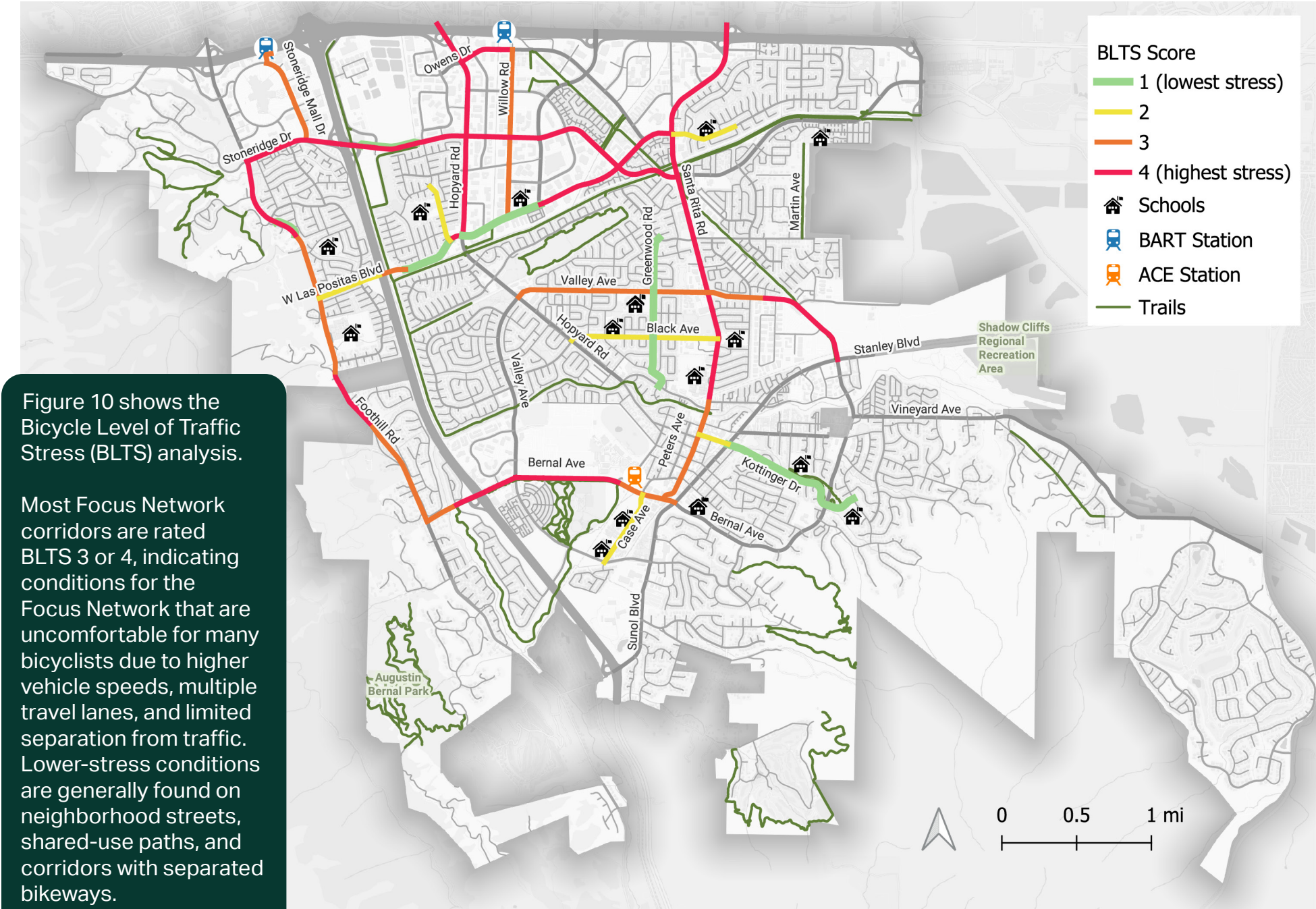


Figure 10 shows the Bicycle Level of Traffic Stress (BLTS) analysis.

Most Focus Network corridors are rated BLTS 3 or 4, indicating conditions for the Focus Network that are uncomfortable for many bicyclists due to higher vehicle speeds, multiple travel lanes, and limited separation from traffic. Lower-stress conditions are generally found on neighborhood streets, shared-use paths, and corridors with separated bikeways.

Figure 11: Pedestrian Level of Traffic Stress Network (PxLTS)



The results of the safety, and LTS analyses were synthesized to identify the primary safety, comfort, and connectivity needs along the Focus Network. The needs assessment considered corridor conditions, key barriers, crash history, and opportunities to improve connections to important destinations. The findings identified locations where targeted infrastructure improvements could most effectively reduce barriers to walking and bicycling and informed the recommended improvements to the bicycle and pedestrian network presented in Chapter 4. The technical findings also served as an input to the project prioritization process described in Chapter 6.



04

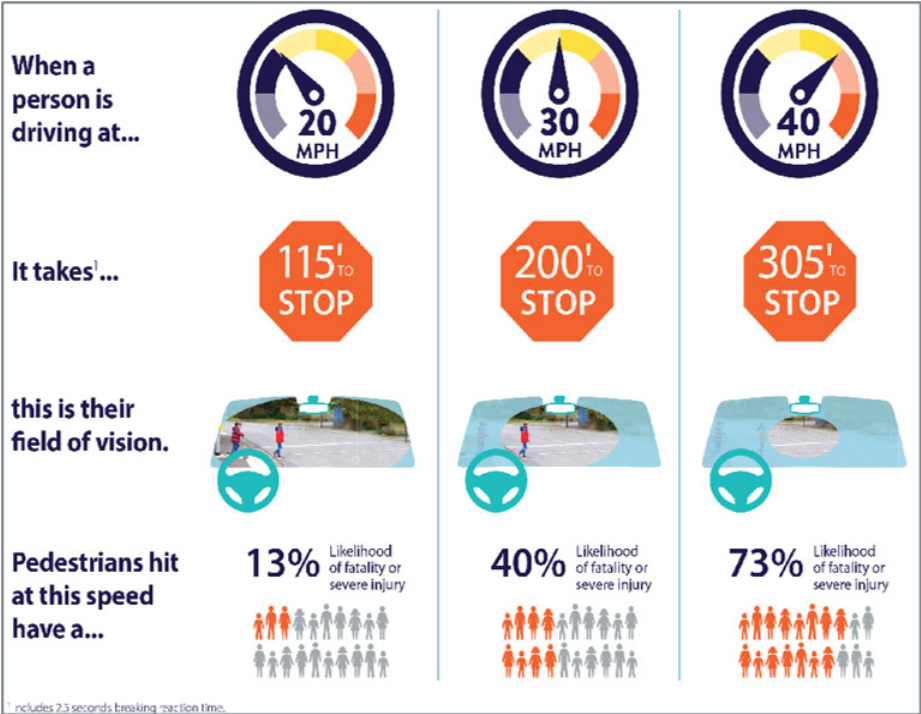
Recommendations

RECOMMENDED NETWORK IMPROVEMENTS

Based on the LTS and safety analysis along the focus network corridors, this Chapter summarize each corridor(s) recommendations separately for the bike network and pedestrian network. Recommendations are meant to be flexible and to help achieve the City’s goals of reducing LTS scores by at least one point rather than providing a prescriptive approach. The toolkit that accompanies this plan as Appendix A provides guidance for selection of treatments that are tailored to the individual characteristics of each roadway type.

Across the city, high speeds are a major safety concern for both bicyclists and pedestrians, and lowering posted speed limits where possible, coupled with infrastructure changes and signal adjustments, would increase safety and comfort for all road users. Assembly Bill 43, introduced in 2021, allows California cities to reduce the speed limit to 25 MPH in business and residential districts without a traffic study. Additionally, the California State Motor Vehicle Code allows cities to reduce the standard school zone speed limit of 25 MPH to 15 MPH within 500 feet of schools for streets that are 30 MPH or less. However, even speeds of 30 MPH come with great risks for pedestrians: A study by the AAA Foundation for Traffic Safety found that the average risk of severe injury or fatality for pedestrians struck by a motor vehicle traveling 30 MPH is 40 percent. Wherever possible along the Focus Network, posted speed limits should be lowered in combination with installing traffic calming treatments as described in the accompanying toolkit.

Speeds and the likelihood of severe injury or fatality³



From Plan to Project

This Plan identifies the improvements needed to achieve the City’s active transportation goals. The accompanying Treatment Toolkit provides example design approaches that may be used to implement these recommendations. Final treatment selection should occur during project development and consider engineering, operational, and community factors.

³ Teff, B. 2013. *Impact Speed and a Pedestrian’s Risk of Severe Injury or Death*. *Accident Analysis & Prevention*, 50(87): 1-8. DOI: 10.1016/j.aap.2012.07.022
Additional sources used for graphic: Bartmann, A., Spijkers, W., and Hess, M. 1991. *Street Environment, Driving Speed and Field of Vision*. *Vision in Vehicles III*.

Bicycle Network Recommendations

The bicycle recommendations focus on improving conditions along the Focus Network by addressing gaps in the existing network, strengthening connections between key destinations, and improving the overall bicycling experience along these corridors.

Example treatments are shown below, with additional guidance provided in the Treatment Toolkit (Appendix A).



A. Class I Multi-Use Shared Path B. Class II Buffered Bike Lane C. Class III Bike Boulevard D. Class IV Cycle Track (Separation using Permanent Materials) E. Class IV Cycle Track (Sidewalk Level)

Key Network Considerations

I-580 OVERCROSSINGS

The Hopyard Road, Hacienda Drive, and Santa Rita Road overcrossings provide critical bicycle and pedestrian connections between Pleasanton and Dublin, linking residents to regional destinations, employment centers, shopping, and the Dublin–Pleasanton BART Station. Because I-580 forms the northern boundary between the two cities, these crossings are essential for supporting safe and convenient regional travel by active transportation.

The City is currently advancing a separate project to improve bicycle and pedestrian conditions on these overcrossings. This project was identified in the 2018 Plan. Because the project is currently in progress, it is not included as a separate project in this Plan and is assumed to be completed.



I-580 and Hacienda Drive Overpass

Recommended Bicycle Improvements

The recommended bicycle improvements on the Focus Network are shown on Figure 12 and summarized in Table 3.

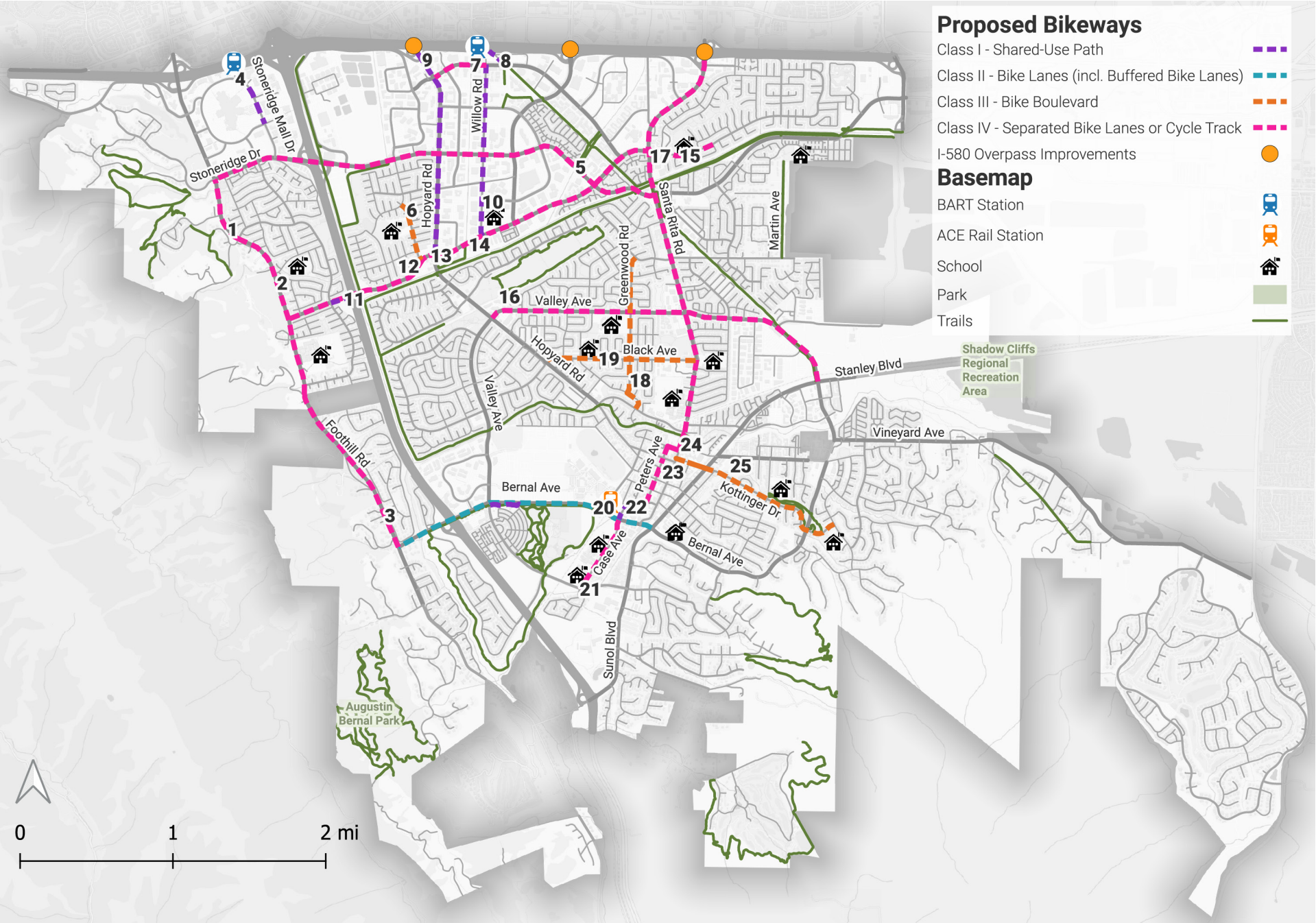
INTERSECTIONS

This Plan identifies corridor-level bicycle improvements and does not prescribe intersection treatments at individual locations. Appropriate intersection designs should be evaluated during project development based on the selected bikeway type, traffic operations, available right-of-way, and site-specific conditions. The Treatment Toolkit provides guidance on intersection treatments for various bicycle facility types, considering factors such as vehicle volumes, intersection configuration, and lane configuration.



Intersection of Stanley Blvd and Valley Ave

Figure 12: Recommended Bicycle Improvements on the Focus Network



RECOMMENDED NETWORK IMPROVEMENTS

Table 3: Bicycle Network Recommendations

ID	Street	Extent N/W	Extent S/E	Recommendation
1	Foothill Rd	Stoneridge Dr	Muirwood Dr (north entrance)	Class IV separated bikeway
2	Foothill Rd	Muirwood Dr (north entrance)	~200' south of Muirwood Dr (south entrance, near city limit line)	Extend northbound Class IV separated bike lane to Highland Oaks Dr. Convert southbound Class II bike lanes to Class IV separated bike lanes.
3	Foothill Rd	~200' south of Muirwood Dr (south entrance, near city limit line)	Bernal Ave	Class IV separated bikeway
4	Stoneridge Mall Rd	West Dublin Pleasanton BART Station	Genomics Pl	Class I shared-use path
5	Stoneridge Dr	Foothill Rd	Santa Rita Rd	Class IV separated bikeway
6	Dorman Rd	Denker Dr	W Las Positas Blvd	Class III bike boulevard
7	Owens Dr	Hopyard Rd	Willow Rd	Class IV separated bikeway
8	Iron Horse Trail	Dublin-Pleasanton BART Station	Owens Dr	Class I multi-use path
9	Hopyard Rd	US 580	W Las Positas Blvd	Class I shared use path (two-way)
10	Willow Rd	Owens Dr	W Las Positas Blvd	Class I shared-use path (two-way)

Table 3: Bicycle Network Recommendations (Cont.)

ID	Street	Extent N/W	Extent S/E	Recommendation
11	W Las Positas Blvd	Foothill Rd	550' west of Payne Rd	Westbound: Class IV separated bike lane. Eastbound: Class IV separated bike lane from Foothill Rd to Muirwood Dr. Class I shared-use path from Muirwood Dr to 550' west of Payne.
12	W Las Positas Blvd	550' west of Payne Rd	Dorman Rd	Class IV separated bike lanes (permanent materials)
13	W Las Positas Blvd	Dorman Rd	Hopyard Rd	Class IV separated bikeway
14	W Las Positas Blvd	Hopyard Rd	Hacienda Dr	Class IV separated bike lanes (permanent materials)
15	W Las Positas Blvd	Hacienda Dr	Cranwood Ct	Class IV separated bikeway
16	Valley Ave	Hopyard Rd	Stanley Blvd	Class IV separated bikeway
17	Santa Rita Rd	I-580	Del Valle Pkwy	Class IV separated bikeway
18	Greenwood Rd/ Harvest Rd	Mohr Ave	Del Valle Pkwy	Class III bike boulevard
19	Black Ave	Hopyard Rd	Santa Rita Rd	Class III bike boulevard
20	Bernal Ave	Foothill Rd	First St	Add buffer to westbound Class II bike lane segments missing buffer (where feasible). Extend Class I shared-use path west to Valley Ave.

RECOMMENDED NETWORK IMPROVEMENTS

Table 3: Bicycle Network Recommendations (Cont.)

ID	Street	Extent N/W	Extent S/E	Recommendation
21	Case Ave	Bernal Ave	Valley Ave	Convert northbound Class II bike lanes to Class IV separated bike lane. Convert southbound Class IV separated bike lane to permanent materials.
22	Old Bernal Ave ⁴	Bernal Ave	Peters Ave	Class I shared-use path
23	Peters Ave/St. John St	Main St	Old Bernal Ave	Class IV separated bikeway
24	Main St	Del Valle Pkwy	St. John St	Class IV separated bikeway on west side (to connect to St. John St recommended bikeway)
25	Spring Ave/Kottinger Dr	Main St	Concord St	Retain existing Class I shared-use path and install class III bike boulevard along full segment.

⁴ Old Bernal Ave along with Peters Ave/St. John St are not part of the focus network but are included as part of the recommended network because they provide an alternate route to the Main St focus network segment

Pedestrian Network Recommendations

Pedestrian recommendations focus on filling critical sidewalk gaps and improving crossings along the Focus Network that provide access to schools, parks, transit, employment centers, and other destinations.

Sidewalk Improvements

The sidewalk recommendations focus on completing missing segments where gaps interrupt otherwise continuous pedestrian routes (shown in Figure 13). Along the Focus Network, three sidewalk gaps are recommended for construction:

- **Stoneridge Drive, 380' east of Denker Drive to Hopyard Road (south side):** Install sidewalk to fill gap and connect points east of the gap to the trail connection just west of Denker Drive
- **Stoneridge Mall Road, north/east of Canyon Way to Laurel Creek Way (inner/west side):** Install sidewalk
- **W Las Positas Boulevard, where it crosses over the I-680 freeway (south side):** Install Class I shared-use path on south side. (Bike improvement project #11)

Projects at the following four sidewalk gaps are not recommended at this time because of feasibility constraints or limited benefit relative to available pedestrian access on the opposite side of the street:

- **Bernal Avenue adjacent to Alameda County Fairgrounds (north side):** There is no public frontage nor access to destinations along the missing sidewalk.
- **Foothill Road (west side) adjacent to undeveloped land:** Rather than installing sidewalks, which may be infeasible along undeveloped land, consider installing crosswalks with appropriate traffic control at entrances to residential neighborhoods west of Foothill Road.
- **Santa Rita Road, from Old Santa Rita Road to I-580 (east side):** For most of this segment, there are no destinations to access on the east side.
- **Stoneridge Drive between Stoneridge Mall Road and 380' east of Denker Drive (south side):** This is where Stoneridge Drive crosses over the freeway and there are many on/off ramps in this segment and no destinations along it.

Crossing Improvements

Safe crossings are essential components of a connected active transportation network. The pedestrian crossing recommendations are intended to improve existing PxLTS conditions and address locations where crossing major roadways creates barriers for pedestrians.

Recommendations identify improvement strategies that could reduce pedestrian stress by one LTS level where feasible. The appropriate treatment will depend on roadway characteristics and operational considerations.

The recommended crossing locations for improvements on the Focus Network are shown on Figure 13 and summarized in Table 4.

Example general improvement recommendation types and potential strategies for implementation include:



Decrease crossing distance: install curb extensions, median refuge or protected intersection, or reduce number of lanes



Implement signal adjustments to limit turning movements during pedestrian phase: implement protected left turns, leading pedestrian interval, or no turn on red



Reduce vehicle speed: lower posted speed limit and/or install roundabouts/traffic circles, speed humps, chicanes, pinchpoints, etc

Figure 13: Recommended Pedestrian Improvements on the Focus Network

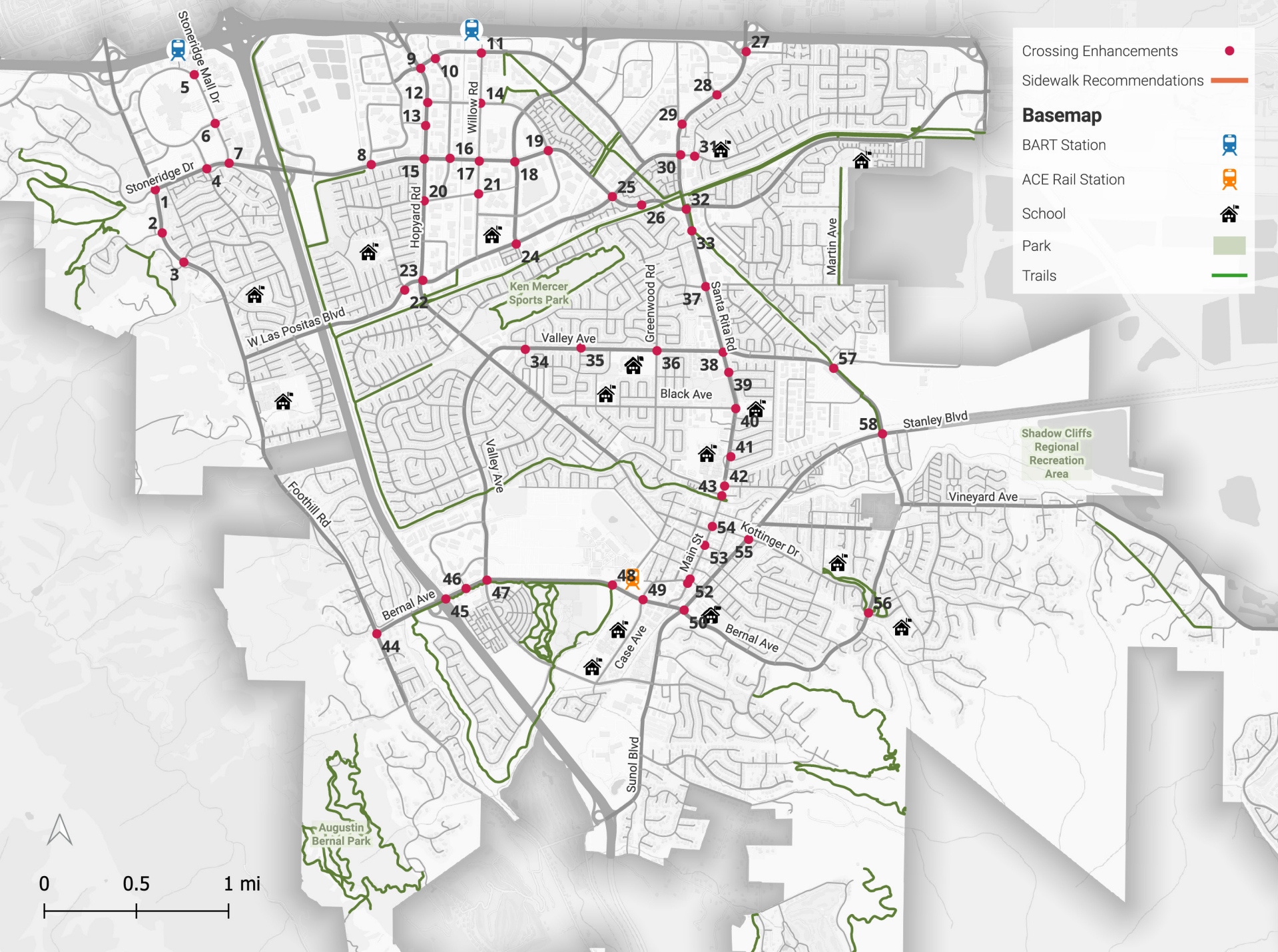


Table 4: Pedestrian Network Recommendations

ID	Street	Recommendation
1	Stoneridge Dr at Foothill R	Decrease crossing distance.
2	Foothill Rd at Moller Ranch Dr	Implement traffic control. Install marked crosswalks.
3	Foothill Rd at Muirwood Dr (north entrance)	Implement signal adjustments to limit turning movements during pedestrian phase.
4	Stoneridge Dr at Springdale Ave	Implement signal adjustments to limit turning movements during pedestrian phase; decrease crossing distance.
5	Stoneridge Mall Rd at Workday Wy	Implement signal adjustments to limit turning movements during the crossing phase; decrease crossing distance.
6	Stoneridge Mall Rd at Genomics Pl	Implement signal adjustments to limit turning movements during the crossing phase; decrease crossing distance.
7	Stoneridge Dr at Stoneridge Mall Dr	Implement signal adjustments to limit turning movements during pedestrian phase; decrease crossing distance.
8	Stoneridge Dr at Franklin Dr	Decrease crossing distance.
9	Hopyard Rd at Owens Dr	Decrease crossing distance.
10	Owens Dr at Chabot Dr	Decrease crossing distance.
11	Owens Dr at Willow Rd	Decrease crossing distance.
12	Hopyard Rd at Gibraltar Dr	Decrease crossing distance.
13	Hopyard Rd and Clorox Way	Decrease crossing distance.

Table 4: Pedestrian Network Recommendations (Cont.)

ID	Street	Recommendation
14	Willow Rd at Gibraltar Dr (N)	Implement signal adjustments to limit turning movements during the crossing phase; decrease crossing distance.
15	Stoneridge Dr at Hopyard Rd	Decrease crossing distance.
16	Stoneridge Dr at Chabot Dr	Decrease crossing distance.
17	Willow Rd at Stoneridge Dr	Implement signal adjustments to limit turning movements during the crossing phase; decrease crossing distance.
18	Stoneridge Dr at Gibraltar Dr	Implement signal adjustments to limit turning movements during pedestrian phase; decrease crossing distance.
19	Stoneridge Dr at Hacienda Dr	Decrease crossing distance.
20	Hopyard Rd at Inglewood Dr	Decrease crossing distance.
21	Willow Rd at Inglewood Dr	Install marked crosswalk on Willow Rd plus traffic control and/or decrease crossing distance.
22	W Las Positas Blvd at Dorman Rd	Decrease crossing distance.
23	W Las Positas Blvd at Hopyard Rd	Decrease crossing distance.
24	W Las Positas Blvd at Hacienda Dr	Decrease crossing distance.
25	W Las Positas Blvd at Stoneridge Dr	Decrease crossing distance.

Table 4: Pedestrian Network Recommendations (Cont.)

ID	Street	Recommendation
26	Stoneridge Dr at Springhouse Dr	Install marked crosswalk, decrease crossing distance, and reduce vehicle speeds. ⁵
27	Santa Rita Rd at Pimlico Dr	Decrease crossing distance.
28	Santa Rita Rd at Rosewood Dr	Decrease crossing distance.
29	Santa Rita Rd at Old Santa Rita Rd	Decrease crossing distance.
30	Santa Rita Rd and W Las Positas Blvd	Decrease crossing distance.
31	W Las Positas Blvd at Fairlands Dr	Decrease crossing distance.
32	Santa Rita Rd at Stoneridge Dr	Decrease crossing distance.
33	Santa Rita Rd at Iron Horse Trail	Install bridge overpass to connect trail across Santa Rita Rd. ⁶
34	Valley Ave at Blackbird Dr	Decrease crossing distance on Valley Ave.
35	Valley Ave at Crestline Dr	Decrease crossing distance.
36	Greenwood Rd at Valley Ave	Decrease crossing distance. Implement signal adjustments to limit turning movements during pedestrian phase.
37	Santa Rita Rd at Mohr Ave	Decrease crossing distance.
38	Santa Rita Rd at Valley Ave	Decrease crossing distance.

⁵ Based on PxLTS methodology, reducing vehicle speeds must include lowering posted speed limit. Implementing additional traffic calming infrastructure may reinforce lowered posted speed limit.

⁶ Recommendation from 2019 City of Pleasanton Trails Master Plan.

Table 4: Pedestrian Network Recommendations (Cont.)

ID	Street	Recommendation
39	Santa Rita Rd at Francisco St	Decrease crossing distance.
40	Santa Rita Rd at Black Ave	Implement signal adjustments to limit turning movements during pedestrian phase; decrease crossing distance.
41	Santa Rita Rd at Amador Valley HS crosswalk	Decrease crossing distance.
42	Main St at Stanley Blvd	Implement signal adjustments to limit turning movements during pedestrian phase.
43	Main St at Del Valle Pkwy	Implement signal adjustments to limit turning movements during pedestrian phase.
44	Foothill Rd at Bernal Ave	Implement signal adjustments to limit turning movements during pedestrian phase.
45	Bernal Ave at I-680 NB off-ramp	Implement signal adjustments to limit turning movements during pedestrian phase.
46	Bernal Ave at Koll Center Dr	Decrease crossing distance. Implement signal adjustments to limit turning movements during pedestrian phase.
47	Bernal Ave at Valley Ave	Implement signal adjustments to limit turning movements during pedestrian phase.
48	Bernal Ave at Pleasanton Ave	Implement signal adjustments to limit turning movements during pedestrian phase. This would also improve access to trail parallel to Bernal Ave.
49	Bernal Ave at Old Bernal Ave	Implement signal adjustments to limit turning movements during pedestrian phase.

Table 4: Pedestrian Network Recommendations (Cont.)

ID	Street	Recommendation
50	Bernal Ave at Sunol Blvd	Decrease crossing distance.
51	Main St at Old Bernal Ave	Install RRFB or stop control if warrants are met.
52	Main St at Abbie St	Install RRFB or stop control if warrants are met.
53	Main St at Division St	Add traffic control to Main St crossing.
54	Main St at Spring St	Add traffic control to Main St crossing.
55	Kottinger Dr at First St	Implement signal adjustments to limit turning movements during the crossing phase.
56	Kottinger Dr at Bernal Ave	Decrease crossing distance on Bernal Ave.
57	Valley Ave at Busch Rd	Install marked crosswalks on both Valley Ave approaches, decrease crossing distance (all approaches), and implement signal adjustments to limit turning movements during the crossing phase.
58	Valley Ave at Stanley Blvd	Implement signal adjustments to limit turning movements during the pedestrian phase. Decrease crossing distance.

The recommended improvements identified in this chapter provide the foundation for future implementation. Chapter 6 describes the prioritization framework, implementation timeframes, funding opportunities, and performance measures that will guide future investments.

05

Support Programs

Support programs complement infrastructure investments by providing education, encouragement, safety, maintenance, and other services that help residents use the network safely and comfortably and support the City in maintaining and advancing its active transportation goals.

The support programs identified in this chapter are organized into the following categories:



Safe Routes to School



E-Mobility



Education



Encouragement



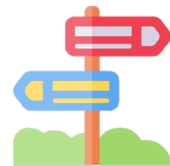
Safety and Enforcement



Maintenance and Operations



Bike Parking



Wayfinding

For each program the existing efforts already undertaken by the City have been described, followed by opportunities that could build upon or complement those efforts. The program opportunities are intended to provide the City with a menu of potential strategies rather than a requirement to implement every program. The City can advance individual programs over time based on community priorities, available resources, partnerships, and funding opportunities.

Because active transportation touches many aspects of municipal service, successful implementation will require coordination across multiple City departments and with external partners. Different departments may lead individual programs based on their core responsibilities. For example, the Community Development Department may lead transportation, planning, and economic initiatives; the Public Works Department may oversee capital improvements and maintenance activities; and the Police Department may lead safety and enforcement programs. School districts, regional agencies, community organizations, local businesses, and other City departments may serve as supporting partners where appropriate.

Chapter 6 identifies potential lead departments and supporting partners, implementation priorities, and anticipated resource needs for the program opportunities identified in this chapter. This information is intended to help the City evaluate implementation opportunities and advance programs that align with community priorities, available resources, and future funding opportunities.



Safe Routes To Schools

Safe Routes to Schools (SRTS) programs support safe, comfortable, and convenient walking and bicycling to school. Effective SRTS programs combine infrastructure improvements with education, encouragement, and operational strategies to address safety concerns and support more students walking and bicycling. Infrastructure and programmatic improvements should consider access to schools from all directions, including student crossings of major streets, gaps in the sidewalk and walking network, visibility and sight-distance issues, and routes used by large numbers of students. SRTS planning should also consider school drop-off and pick-up operations and opportunities to standardize infrastructure and treatments across school sites.

Existing Efforts

The Alameda County Transportation Commission (Alameda CTC) operates the Alameda County Safe Routes to Schools program, which provides staff support, resources, and tools to schools to improve safety and encourage students to bike or walk to school. It conducts SRTS activities such as Bike to School Day, Walk and Roll Days, Golden Sneaker Contest, Bike Rodeos etc. All schools within the Pleasanton Unified School District (PUSD) have the option of enrolling in the program.

Complementing countywide efforts, the City operates a Safe Routes to School traffic calming program called Rides to School, which focuses on multimodal safety and circulation around schools. The program provides information on transit, safe walking, and other travel options for parents and students and includes a “school valet” program to facilitate vehicle circulation and improve student safety during pick-up and drop-off.

In partnership with Alameda CTC, the City has conducted Safe Routes to School assessments at 13 of Pleasanton’s 18 schools. These assessments identify opportunities to improve walking and bicycling infrastructure around school campuses. The City also maintains school-specific information on pick-up and drop-off procedures, supporting ongoing efforts to improve safety and reduce congestion near schools.

Program Opportunities

SRTS-1: Complete Safe Routes to School Assessments. Complete Safe Routes to School assessments for all Pleasanton schools. Assessments should evaluate pedestrian and bicycle access to each school from all directions within a half mile of the school, including routes connecting surrounding neighborhoods to the school, rather than focusing only on the immediate school frontage. Assessments should consider:

- Bicycle and pedestrian access:
 - Major street crossings and other locations where students walking and bicycling may experience conflicts with vehicles
 - Sidewalk gaps, incomplete walking networks, and gaps in bicycle facilities or connections
 - Visibility and sight-distance constraints
 - Routes and crossings used by large numbers of students
 - Opportunities to improve comfortable and direct walking and bicycling connections to school campuses
 - Bicycle parking and other facilities that support bicycling to school
- Conditions during peak drop-off and pick-up periods, including interactions and potential conflicts between vehicles, pedestrians, and bicyclists.

SRTS-2: Develop a SRTS Improvement Toolkit. The City should establish a list of potential improvements specifically applicable to school areas. The list should promote consistency in the types of treatments considered across schools while allowing improvements to be tailored to the specific safety, access, and circulation needs of each school. The SRTS list should reference the treatment toolkit, which identifies potential pedestrian, bicycle, and traffic-calming treatments and provides design considerations for each treatment type. These design considerations should be used when evaluating and developing potential improvements at school locations. Potential school-area improvements could include:

- | | |
|--|---|
| <ul style="list-style-type: none"> • Crossing Improvements: <ul style="list-style-type: none"> • High-visibility crosswalks • Rectangular Rapid Flashing Beacons (RRFBs) • Median refuges • Curb extensions/bulbouts • Bicycle and Micromobility Improvements: <ul style="list-style-type: none"> • Bike lanes or buffered bicycle facilities approaching schools • Improved bicycle detection at intersections • Bicycle wayfinding and signage to identify preferred routes to school | <ul style="list-style-type: none"> • Speed Management Improvements: <ul style="list-style-type: none"> • Radar speed feedback signs • Traffic calming treatments • Lowering posted speed limits where appropriate and consistent with AB 43 • Sidewalk and Accessibility Improvements: <ul style="list-style-type: none"> • Sidewalk widening • ADA accessibility improvements • Removal of obstructions and other barriers along pedestrian routes |
|--|---|

- Improvements to pedestrian connections and route continuity
- **School Frontage and Circulation Improvements:**
 - Updated school-specific drop-off and pick-up plans

SRTS-3: Suggested SRTS Walk and Roll maps. Develop customized SRTS Walk and Roll maps for each school and host them on the City's website (e.g. Palo Alto Walk and Roll Suggested Route Maps – City of Palo Alto, CA).

SRTS-4: Dedicated SRTS contact person. Establish a dedicated SRTS contact person within each school's administration. This individual would serve as a direct point of contact for parents to report safety concerns, which would then be systematically relayed to City staff.

SRTS-5: Expand the reach of SRTS resources. Expand the reach of SRTS resources to neighborhood parents through multiple channels:

- Informational packets and route maps sent home directly with students.
- Publicly accessible maps and information posted in school offices and online.
- Regular updates integrated into parent newsletters.

SRTS-6: Community-led Bike and Walk Bus Programs. Formalize and expand community-led bike and walk bus programs. This could include developing a toolkit for schools that includes safety guidelines, volunteer trainings, establishing fixed routes etc.



E-Mobility

Electric bikes (e-bikes) and electric scooters (e-scooters) have risen greatly in popularity in recent years with communities across California seeing both benefits and challenges associated with their proliferation. Because these vehicles are still an emerging technology, comprehensive guidance and best practices surrounding these vehicles are still being developed at the state level and in surrounding communities.

The State of California has three e-bikes categories, all capped at a maximum motor power of 750 Watts:

Class	Operation Type	Max Assisted Speed	Age / License Rules	Primary Use Case
Class I	Pedal-assist only (no throttle)	20 mph	No age or license limits	Mountain biking, fitness, trail access
Class II	Pedal and/or throttle	20 mph	No age or license limits	Urban commuting, cargo, mobility needs
Class III	Pedal-assist only (no throttle)	28 mph	Minimum age: 16+ (No license)	Long-distance commuting, traffic pacing

Source: California E-Bike Laws 2026: Complete Guide To Classes, Rules & Incentives - The Cyclist Choice

Vehicles similar to e-bikes with more powerful motors or higher speed limitations are considered motorcycles under California law and require licensing and insurance. Many vehicles sold as Class II e-bikes can be easily modified in order to increase motor power and speed limits beyond those allowed for Class II e-bikes. These are often called “e-motos”.

Unlike e-bikes, e-scooters do not currently operate under a comprehensive multi-class classification system. Under California law, they are subject to the following rules:

- **Speed Limit:** Maximum legal operating speed of 15 mph (though like Class II e-bikes, many consumer models can be modified to exceed this limit).
- **Licensing:** Riders must possess a valid driver’s license or instruction permit to legally operate an e-scooter.

The City of Pleasanton does not currently have comprehensive policies pertaining to the use of e-bikes and e-scooters within the City.



Recommended Programs

To address safety proactively, the City can explore a multi-tiered approach balancing community education with enforcement.

INFORMATIONAL & EDUCATIONAL CAMPAIGNS

- **EM-1: Track E-Mobility Safety Trends & Enforce Laws.** Track safety data and emerging trends related to e-mobility. Implement and enforce California state laws as new legislation is enacted.
- **EM-2: Establish E-Mobility Webpage.** Develop an informational webpage on the City's website including an overview of the state's regulations and safe usage guidelines.
- **EM-3: Launch E-Mobility Safety Media/Videos.**
 - Partner with regional organizations to launch social media and advertising campaigns focusing on safety and purchasing advice (e.g., promoting Bike East Bay E-bike workshops).
 - Collaborate with the Police Department to develop educational safety videos, training programs, and conduct targeted school presentations.
 - Disseminate information on safe usage of ebikes and e-scooters directly to families via:
 - Dedicated seminars, workshops, and school assemblies.
 - Informational slide decks and online hubs (Examples: E-Bike_Parent Venture Slide Deck (For Parents) - Google Slides – San Mateo County, E-Bike Education | Safe Routes to Schools – Marin County – Marin County).

EM-4: Coordinate E-Mobility Safety Efforts Across the Tri-Valley. Coordinate with the cities of Dublin and Livermore on e-bike and e-scooter safety education and outreach. Coordination could include sharing educational materials and best practices, aligning key safety messages, coordinating regional campaigns

and events, and developing resources that can be used across jurisdictional boundaries. Regional coordination should complement, rather than replace, Pleasanton's locally developed e-mobility safety programs and outreach efforts.

ENFORCEMENT & ACCOUNTABILITY STRATEGIES

- **EM-4: Bike Speed Management.** To improve the safe operation of e-bikes in areas with high pedestrian activity, consider establishing a maximum speed of 10–15 mph on sidewalks and a 10-mph passing speed when approaching or overtaking pedestrians on shared-use paths. Complement any speed management measures with education and signage to encourage courteous riding and direct faster riders to on-street bicycle facilities where appropriate.
- **EM-5: School-Level Checks.** Establish school-level checks to inspect e-bikes and e-scooters for legal compliance, prohibiting students from operating modified or illegal vehicles on campus (e.g.: E-Bike Registration | Our School in San Rafael).
- **EM-6: Long-Range City Registration Program.** Explore a long-range, city-administered inspection and registration program.



Education

Educational programs surrounding biking and walking ensure the safe use of these modes, and lower barriers to entry for inexperienced users of these modes.

Existing Efforts

Pleasanton currently sponsors several educational initiatives, primarily managed through the Economic Development Department, alongside partnerships with local advocacy groups like Bike East Bay and the Police Department. These include:

Walking and Bicycling Skills Training:

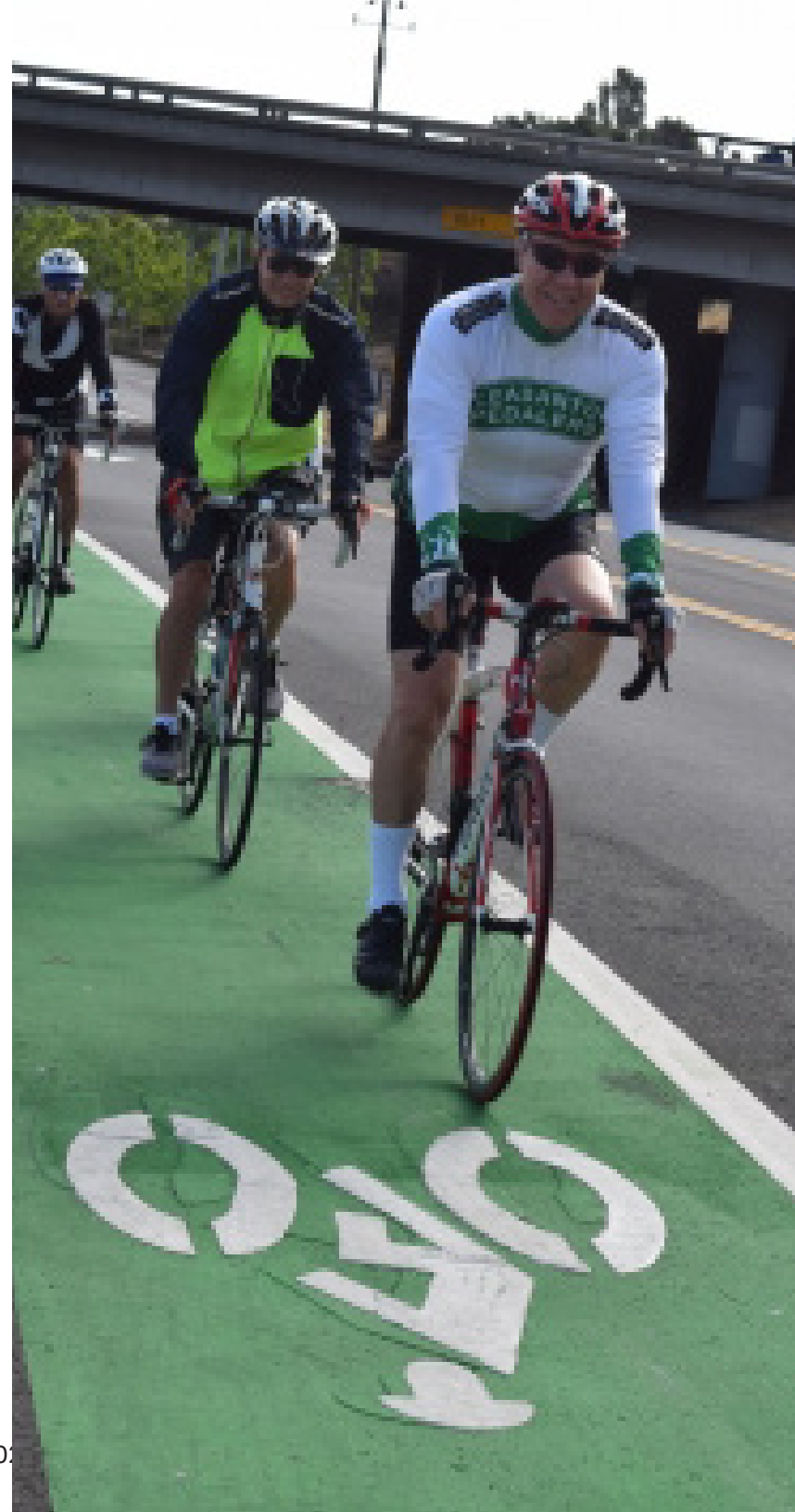
- **Pleasanton Bicycle Safety Festival:** An annual city-hosted event focused primarily on youth bicycle safety and skills training via an interactive obstacle course. The festival also incorporates an integrated pedestrian safety component. The Pleasanton Police Department serves as a sponsor and participant.
- **Bike East Bay Partnerships:** The City collaborates with Bike East Bay to host free, all-ages bicycle education and encouragement classes, offering both adult-focused and family-focused training workshops. Bike East Bay also sponsors local children's bicycle rodeos to build early walking and biking skills.
- **Police Department Safety Initiatives:** The Pleasanton Police Department manages several targeted safety programs, including:
 - In-classroom traffic safety and anti-DUI education tailored to high-school-aged drivers.
 - A structured diversion program for young cyclists issued a vehicle code violation.
 - Ongoing distribution of bicycle and pedestrian safety brochures via staffed information booths at special community events

MAPS AND BROCHURES:

- **Annual Bicycle Safety Brochure:** Published annually, this resource provides residents with safety tips, dates for upcoming city-sponsored bike events, and an updated map of local bicycle facilities.
- **Traffic Engineering Informational Bulletins:** The City's Traffic Engineering Division hosts an array of online informational brochures covering everything from walking safety tips to guidance on localized traffic control devices (e.g., Rectangular Rapid Flashing Beacons, roundabouts, and traffic calming treatments).

Program Opportunities

- **ED-1: School Workshops on Emerging Infrastructure Treatments.** Partner with PUSD to deliver campus-based workshops ahead of peak spring/summer riding seasons. Produce localized digital content and short informational videos explaining emerging infrastructure treatments (such as protected intersections and bike-only signals).
- **ED-2: Senior Center Active Living Workshops.** Coordinate with the Pleasanton Senior Center to host quarterly community workshops, structured walking audits, and feedback surveys. Participants will learn to safely navigate newer infrastructure treatments (e.g., modern roundabouts and Rectangular Rapid Flashing Beacons [RRFBs]).
- **ED-3: Targeted Safe Roadway Behavior Messaging.** Develop targeted messaging that addresses critical conflict behaviors, such as driver yielding at crosswalks, sidewalk encroachment on commercial corridors, and safe passing distances.
- **ED-4: Smart Cycling Curriculum.** Establish a recurring curriculum covering advanced bike handling skills, urban route planning, routine bicycle maintenance, theft prevention, and night-riding safety tactics.
- **ED-5: Pop-Up Outreach & Community Campaigns.** Distribute the educational resources described above during pop-up open houses at high-visibility community events, open streets programs, and broadly via city social media channels, print media, transit advertising, and localized digital platforms.



Encouragement

Encouragement programs make biking and walking easier or more attractive to residents who do not currently bike or walk for transportation.

Existing Efforts

The City participates in many event-based encouragement programs, primarily organized by the Economic Development Department. Bike to Wherever Day is a major event in Pleasanton, with the city sponsoring and coordinating energizer stations providing refreshments, encouragement, and bicycle information.

The City's Commendable Commutes program is a public/private partnership aimed at reducing drive-alone trips and promoting transit, walking and bicycling trips during peak commute hours. Services include on-site transportation information visits, free transit trips through the Try Transit Program, marketing materials, networking opportunities, local and regional transportation updates, and the guaranteed ride home program.

Program Opportunities

- **EN-1: Promote Regional Commuter Challenges.** Partner with regional agencies to promote and incentivize participation in events like the Bay Area Bike Challenge among local residents and workforce centers.
- **EN-2: Downtown "Bike to Shop" & Bicycle-Friendly Business Program.** Establish a "Bike to Shop" program in partnership with the Downtown Pleasanton Association and local merchants to offer special discounts, rewards, or incentives to patrons who arrive at their shops by bicycle. To encourage long-term participation and elevate local commerce, participating merchants who provide dedicated bike parking or offer consistent commuter incentives can earn an official "Bicycle-Friendly Business" designation, which the City can publicly recognize and promote through municipal marketing channels and local business directories.
- **EN-3: Expand Commendable Commutes Program.** Expand participation in the City's Commendable Commutes program by encouraging local businesses, employers, property managers, and developers to implement transportation demand management (TDM) strategies that support walking, bicycling, and transit use. Promote participation in the program through outreach, recognition, and technical assistance.
- **EN-4: Partner Group Rides & Repair Clinics.** Coordinate with Bike East Bay and local bicycle shops to cross-promote and host regular group rides, repair clinics, safety workshops, and specialized classes (e.g., "build-a-bicycle" youth programs and cargo-carrying techniques).

Safety & Enforcement

Enforcement and safety programs ensure compliance with laws and encourage road users to abide by best practices, ensuring safe operation of the transportation system.

Existing Efforts

The City currently works with Bike East Bay to provide bicycle safety education and enforces traffic laws through its Police Department. The Police Department is also currently involved in school traffic enforcement by providing resource officers, with one stationed at each school. Traffic officers monitor schools on a regular basis so they are aware of traffic safety and circulation issues. The Police Department assists the Traffic Engineering Division's annual collision review process. The Police Department also has bicycle patrol officers who receive some specialized training.

Program Opportunities

- **SE-1: Bike-Specific Officer Training.** Coordinate with the Police Department to secure funding for comprehensive officer training on walking and bicycling safety issues, as well as rules-of-the-road enforcement principles.
- **SE-2: Targeted Pedestrian Safety Enforcement.** Partner with the Police Department to deploy targeted enforcement around school zones, high-injury networks, and high-volume pedestrian areas (e.g., Main Street in Downtown Pleasanton). Utilize pedestrian sting operations to penalize motorists who fail to yield the right-of-way.
- **SE-3: Bike Traffic School Diversion.** Institute a Bicycle Traffic School diversion program under California Vehicle Code Section 42005.3. Ticketed cyclists can reduce or waive infraction fines by attending a free bicycle education workshop. Team up with Bike East Bay to host and co-sponsor regular educational workshops, making them available to both cited individuals and the general public.
- **SE-4: E-Mobility Safety & Diversion Program.** Expand diversion and enforcement frameworks to account for emerging e-mobility and micro-mobility technologies.
- **SE-5: Restructure Traffic Fine Schedule.** Consider restructuring traffic fines to deter dangerous driving. Increasing fines for motorists violating pedestrian crosswalks (with potential doubling in school or construction zones) while lowering minor pedestrian infraction penalties can shift behavioral incentives.
- **SE-6: Bicycle Security & Recovery Initiative.** Build an organized anti-theft strategy featuring a central registration database, security education media (videos, guides), and dedicated communication channels to track and broadcast recovered or stolen bicycles.

Maintenance & Operations

Well-maintained facilities facilitate comfortable, convenient travel on bike and on foot. Pleasanton's Traffic Engineering Division maintains all transportation facilities.

Existing Efforts

Currently, pedestrian-related signal equipment is maintained through monthly signal operation checks to ensure consistent functionality of pedestrian push buttons and countdown heads.

On-street bicycle facilities are maintained during routine pavement rehabilitation and resurfacing. The city offers a maintenance reporting system for hazard reporting. The City has also procured a bike lane street sweeper to maintain protected bike lanes.

Off-street facilities are more expensive and more difficult to maintain, particularly in terms of maintaining pavement quality. Not all the trails in Pleasanton are owned or maintained by the City. Zone 7 Water Agency manages the flood control channels (like the Arroyo Mocho and Arroyo del Valle), while East Bay Regional Park District manages major regional spines (like the Iron Horse Trail). Pleasanton cannot unilaterally perform structural modifications on land owned or managed by these external agencies.

Program Opportunities

- **MO-1: Inter-Agency Multi-Use Path Design & Paving Standards.** Partner with Zone 7 Water Agency and the East Bay Regional Park District to design and pave shared-use paths. Ensuring pavement can support the weight of heavy Zone 7 utility/maintenance vehicles will prevent premature structural failure.
- **MO-2: Dedicated Trail Resurfacing Funds.** Work across city departments to secure permanent, ongoing funding specifically for path and trail resurfacing, ensuring off-street networks are not neglected.
- **MO-3: Developer-Led Frontage Maintenance.** Utilize development agreements to ensure property developers maintain bicycle and pedestrian facilities fronting new construction.
- **MO-4: Pavement Overlay and Bikeway Integration.** Blend on-street bikeways on the focus network into the city's existing pavement overlay program to ensure key active transportation corridors are prioritized during routine street resurfacing.
- **MO-5: Lifecycle Maintenance Cost Integration.** Embed long-term maintenance and lifecycle costs into the initial design phase of all future bicycle and pedestrian projects.
- **MO-6: Pedestrian Hazard Repair Program.** Establish a call in number for residents to report pedestrian-unfriendly hazards caused by tree roots, weather, and seismic activity (e.g., uneven sidewalks, steep driveway cross-slopes, broken crosswalk asphalt, and non-ADA-compliant curb ramps).
- **MO-7: Neighborhood Vegetation Trimming Initiative.** Launch public awareness campaigns regarding overgrown private shrubbery blocking sidewalks or bike lanes. Partner with neighborhood associations and environmental groups to host a community "Trim Your Shrubby Day."
- **MO-8: Trail Stewardship Program.** Create an "Adopt-a-Trail" volunteer program that enables community members, schools, neighborhood groups, and local businesses to participate in regular trail cleanups and report maintenance issues through the City's reporting system. Provide recognition and outreach materials to encourage long-term participation and stewardship of the trail network.

Bike Parking

Bicycle parking is needed citywide to provide safe, convenient, and secure places to leave a bicycle while shopping, going to school, getting on transit, or doing other activities. Lack of adequate, secure bicycle parking can be a major deterrent to riding a bicycle.

Bicycle parking facilities may be classified either as long-term (also known as Class I) or short-term (Class II). Class I parking is meant to be used for more than two hours and is typically used by employees at work, students at school, commuters at transit stations and residents at home. Class I facilities are secure and weather-protected: examples include bicycle lockers and “bicycle corrals” (fenced-in areas usually secured by lock and opened by keys provided to users). Class II, or short-term parking, is meant for visitors, customers at stores and other users who normally park for less than two hours. The most common example of Class II parking is bicycle racks.

Existing Efforts

The City has adopted a comprehensive, citywide Bicycle Parking Code into the Pleasanton Municipal Code. This law mandates secure long-term and short-term bicycle parking across all new residential, commercial, and mixed-use developments.

Program Opportunities

BP-1: Standard Bicycle Rack Specifications. Update the municipal code to include standard bicycle rack specifications. All fixtures must be selected and sited per the Association of Pedestrian and Bicycle Professionals (APBP) Bicycle Parking Guidelines, utilizing racks that support a bicycle frame in at least two places and accommodating a standard U-lock.

BP-2: Bicycle Parking Retrofit Incentive Program. Incentivize property owners of buildings completed before the new code went into effect to voluntarily install modern, secure Class I and Class II bike facilities by providing guidance, recognition programs, grant opportunities, or other incentives.

BP-3: Public Bicycle Parking Expansion Program. Establish an ongoing bicycle parking request program that enables residents, bicycle clubs, businesses, and community organizations to identify locations where additional bicycle parking is needed. Supplement community input with periodic citywide inventories and install new bicycle racks at locations with demonstrated demand, prioritizing commercial areas, parks, schools, transit stops, and key bicycle corridors.



Wayfinding

Wayfinding is important to provide reinforcement and education on the preferred walking and bicycling routes to use in the city. Good wayfinding is at an appropriate height for bicyclists and pedestrians. Signs confirm directions to nearby destinations and typically include estimated time or distance to those destinations. Wayfinding can also serve a branding function for Pleasanton. The City does not currently have a comprehensive wayfinding program for bikes or pedestrians.

Recommended New Program

- **WF-1: Citywide Wayfinding Program.** Develop and implement a consistent citywide wayfinding program (e.g. City of Belmont Wayfinding Program). Before installing physical assets, establish a clear framework for selecting and mapping destinations based on local importance to prevent sign clutter. This could include:
 - Destination Mapping: Localized citywide map documenting primary, secondary, and tertiary destinations.
 - Distance-Based Inclusion Rules:
 - Primary Destinations (e.g., Downtown): Sign from up to 5 miles away.
 - Secondary Destinations (e.g., Transit Stations): Sign from up to 2 miles away.
 - Tertiary/Local Destinations (e.g., Parks, Neighborhood Libraries): Sign from up to 1 mile away.
 - Targeted Prioritization: Initial rollouts on corridors with circuitous or counterintuitive bike routes, or where bicycles and motor vehicles must diverge to approach a major asset (like a bridge or transit station).
 - Standardized signage typology such as a three-part vertical sign system utilizing standard MUTCD green backgrounds (or an approved local palette) placed at an appropriate viewing height for bicyclists and pedestrians.
 - Pleasanton specialized system branding directly onto (or as a supplement to) street name signs along designated bike boulevards or shared low-stress routes.



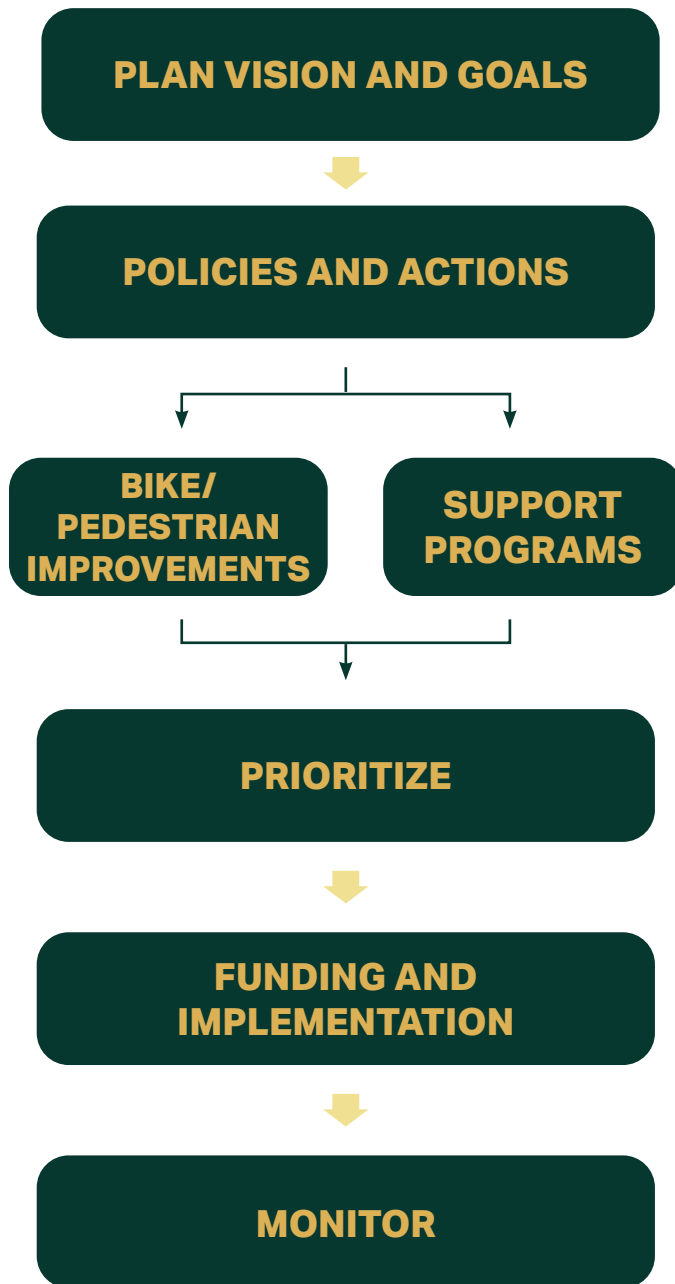
Example of directional assembly.

06

The background image shows a wide, flat landscape with tall, dry grass in the foreground. A paved road or path runs along the right side of the frame. In the distance, there are some trees, a building with a sign that says "SENCE", and a large bridge or overpass structure. The sky is filled with heavy, grey clouds.

Implementation

Implementation Framework



General Implementation Framework

This Plan provides a framework for improving walking and bicycling throughout the City through a combination of infrastructure improvements and support programs. Successful implementation will require a coordinated, incremental approach that recognizes that projects and programs will be advanced over time as funding, staffing, partnership opportunities, and other implementation resources become available.

The implementation framework is organized around several complementary components. Goals establish the overall direction for advancing the Plan's vision for a safer, more connected, comfortable, and accessible walking and bicycling network. Policies and actions provide more specific direction for implementing the goals. Project prioritization provides a framework for sequencing the recommended bicycle and pedestrian improvements identified in Chapter 4, while support program implementation identifies partnerships and availability of resources to advance the programs described in Chapter 5. Funding and monitoring provide additional tools for sustaining implementation over time.

The implementation framework is intended to provide direction rather than establish a fixed schedule for delivering every recommendation in the Plan. Implementation timing may change based on project readiness, available funding, coordination with other capital projects, permitting requirements, community priorities, and opportunities to leverage outside funding or partner investments. Where feasible, recommended improvements should also be coordinated with roadway resurfacing, development projects, utility work, traffic safety projects, school-area improvements, and other planned investments to improve efficiency and reduce implementation costs. The City's implementation priorities should be reviewed periodically and adjusted as conditions and opportunities change.

General Implementation Horizons

The Plan uses two implementation horizons to guide the sequencing of recommended projects and actions: Near-Term and Long-Term. These horizons provide general guidance for when implementation should be initiated or advanced and are not intended to establish firm project delivery dates.

- **Near-Term** recommendations are those that can be initiated or advanced within approximately the next five years. These recommendations generally include actions and projects that can be coordinated with planned City projects or programs or have relatively straightforward implementation requirements. Near-Term designation does not necessarily mean that a project will be completed within five years, but rather that the City should seek opportunities to advance implementation during this period.
- **Long-Term** recommendations are those anticipated to be advanced beyond the next five years. These recommendations may require additional planning, design, funding, coordination, right-of-way, permitting, or other substantial implementation steps. A Long-Term designation does not preclude earlier implementation if funding, partnerships, development opportunities, or other circumstances create an opportunity to advance the project or action sooner.

Implementation horizons should be revisited periodically as projects are completed, funding opportunities change, development occurs, and new safety or transportation needs emerge. The City may adjust the timing or priority of individual recommendations based on these changing conditions.

Responsibility and Coordination

Implementation of the Plan will require coordination among City departments and with external agencies, organizations, and community partners. Implementation responsibilities may evolve as City organizational responsibilities, partnerships, funding sources, and project opportunities change. The responsibilities identified in this Plan are therefore intended to provide a starting point for coordination and accountability rather than establish fixed assignments. Projects and programs that extend beyond the City's jurisdiction should be coordinated with the appropriate partner agencies and organizations to identify opportunities to advance shared bicycle and pedestrian priorities.

Goals, Policies, and Actions

The Plan’s goals, which establish the desired outcomes for the City’s bicycle and pedestrian network, are discussed in Chapter 1. The policies and actions below provide additional guidance for implementing those goals, including how bicycle and pedestrian projects should be designed, evaluated, prioritized, and advanced. The policies provide direction for future planning and decision-making, while the actions identify specific steps the City can take to support implementation of the Plan.



GOAL 1: ENHANCE SAFETY

Eliminate bicycle and pedestrian fatalities and significantly reduce serious and non-fatal collisions throughout the City.

Policy	Action
Policy 1.1: Prioritize safety improvements along the bicycle and pedestrian high injury networks identified in the Pleasanton Travel Action Plan.	Action 1.1a: Monitor and record bicycle- and pedestrian-related collisions.
	Action 1.1b: Develop targeted improvement plans to reduce crash rates along the bicycle and pedestrian high injury network.
Policy 1.2: Apply safe, context-sensitive street design that separates users in time and space where feasible and appropriate	Action 1.2a: Adopt and implement the FHWA Safe Systems Approach and regularly evaluate outcomes.
	Action 1.2b: Select and implement proven safety countermeasures—including continuous sidewalks, separated bikeways, LPIs, raised crossings etc.—using established guidance (NACTO, FHWA, Caltrans) and applying treatments appropriate to roadway context, traffic volumes, and operating speeds.
	Action 1.2c: Design and retrofit intersections to minimize vehicle approach and turning speeds, maximize separation between motor vehicles and bikeways, and provide context-appropriate visibility zones to improve safety for all users.
	Action 1.2d: Restrict parking near intersections in accordance with California’s daylighting requirements to improve pedestrian visibility and reduce conflicts.
	Action 1.2e: Adopt and adhere to the treatment toolkit, which includes bicycle and pedestrian design guidelines included in Appendix A.
	Action 1.2f: Establish a maximum speed for bikes ebikes on sidewalks and a passing speed for bikes/ebikes/escooters when approaching or overtaking pedestrians on shared-use paths.

Policy	Action
Policy 1.3: Reduce vehicle speeds on streets with high pedestrian and bicycle activity to lower the risk and severity of collisions.	Action 1.3a: Implement speed management strategies such as lane narrowing, gateway treatments.
	Action 1.3b: Implement context-appropriate speed limit reductions per Assembly Bill (AB) 43 to calm traffic.
	Action 1.3c: Monitor operating speeds on high-injury corridors and streets with high walking and bicycling activity.
Policy 1.4: Prioritize safety improvements for vulnerable roadway users and communities with higher safety needs.	Action 1.4a: Prioritize safety investments near schools, transit stops, senior facilities, parks, and areas with higher concentrations of vulnerable users.
	Action 1.4b: Coordinate with school districts and Safe Routes to School partners to improve safety along school travel routes.
Policy 1.5: Maintain safe and accessible pedestrian and bicycle travel during construction and roadway work.	Action 1.5a: Require safe, clearly signed, and accessible pedestrian and bicycle detours during construction, maintenance, and utility work.
	Action 1.5b: Require that all bicycle and pedestrian facilities affected by construction, maintenance, or utility work be restored to equal or better than pre-construction conditions upon project completion.
Policy 1.6: Promote traffic safety, bicycle safety, and pedestrian safety education in Pleasanton.	Action 1.6a: Coordinate across city departments and with community partners such as Bike East Bay to promote safety education and awareness for all modes in Pleasanton.
	Action 1.6b: Coordinate with the Police Department to support education and enforcement efforts that improve compliance with traffic and parking regulations affecting the safety and comfort of people walking, biking, and rolling.



GOAL 2: INCREASE COMFORT

Apply a “one-better” approach to achieve progressively lower Levels of Traffic Stress (LTS), creating routes that are comfortable for people of all ages and abilities where feasible.

Policy	Action
Policy 2.1: Implement Incremental “One-Better” Improvements by advancing comfort improvements as opportunities arise.	Action 2.1a: Implement “one-better” upgrades during resurfacing, capital projects, and utility work, even when full build-out is not immediately feasible.
	Action 2.1b: Routinely identify and integrate bicycle and pedestrian improvements into all standard maintenance (such as overlays and repaving), planning studies, roadway redesign, and auto-focused CIP projects (such as new signals or signal modifications).
	Action 2.1c: Require frontage design of all future development to construct or plan for future pedestrian, bicycle, and transit improvements.
	Action 2.1d: Document existing and post-project LTS to track incremental improvements over time.
Policy 2.2: Focus on reducing stress gaps and providing connected, comfortable walking and bicycling routes.	Action 2.2a: Prioritize improvements where one or more segments operate at higher LTS than adjacent segments to reduce stress discontinuities.
	Action 2.2b: Prioritize lowering LTS on routes connecting neighborhoods to schools, parks, transit stops, Downtown, and other key destinations.
	Action 2.2c: Ensure that low-stress routes provide continuous connections across major barriers such as arterials, freeways, and rail corridors.
Policy 2.3: Select design treatments that respond to roadway context, speeds, and traffic volumes.	Action 2.3a: Use the City’s bicycle and pedestrian treatment toolkit in Appendix A to identify appropriate comfort improvements based on operating speeds, traffic volumes, and adjacent land uses.
	Action 2.3b: Increase horizontal or vertical separation between motor vehicles and people walking or biking on higher-speed and higher-volume streets.
	Action 2.3c: Improve buffer widths, physical separation, and edge protection where feasible to enhance perceived comfort.
	Action 2.3d: Utilize the bicycle and pedestrian treatment toolkit included in Appendix A to ensure standard lane widths and turning radii can safely accommodate increasing volumes of e-bikes and emerging micro-mobility devices to maintain comfort for all facility users.

Policy	Action
Policy 2.4: Reduce vehicle speeds and volumes along neighborhood bikeways and local corridors to support comfortable travel.	Action 2.4a: Implement traffic calming measures—such as curb extensions, lane narrowing, chicanes, and speed cushions—on local and collector streets intended to function as comfortable, low-stress routes.
	Action 2.4b: Evaluate opportunities for traffic diversion, turn restrictions, or circulation changes to reduce through-traffic on local streets serving as key bicycle and pedestrian corridors.
Policy 2.5: Reduce stress at intersections, where discomfort is often highest.	Action 2.5a: Design and retrofit intersections to minimize vehicle approach and turning speeds, maximize separation between motor vehicles and bikeways, and provide context-appropriate visibility zones.
	Action 2.5b: Reduce crossing distances and provide protected or signalized crossings where warranted.
	Action 2.5c: Apply signal timing strategies such as Leading Pedestrian Intervals (LPIs) and protected phases to reduce conflicts and stress.
	Action 2.5d: Provide and maintain signal detection for bicyclists at all signalized intersections, including on side streets.
	Action 2.5e: At intersections along roadways with bicycle facilities, provide design accommodations for bicyclists making left-turns, such as detection in turn pockets, dedicated bicycle signal phases, bicycle boxes, or two-stage turn boxes where feasible.
	Action 2.5f: Implement daylighting practices at intersections and high-volume commercial driveways to maximize sightlines and reduce conflict stress.
Policy 2.6: Ensure that bicycle and pedestrian routes are intuitive and easy to follow.	Action 2.6a: Develop a citywide signage and wayfinding system for pedestrians and bicyclists, including distances to destinations and facility type indications that reflect the local culture and community.
	Action 2.6b: Provide consistent wayfinding signage along the Focus Network and key walking and bicycling corridors.
	Action 2.6c: Clearly mark transitions where facility type, separation, or operating conditions change.
	Action 2.6d: Update and maintain public-facing print and digital maps to ensure facility legends and routing are intuitive for all users.
Policy 2.7: Minimize discomfort and conflicts created by commercial and residential driveways along active transportation corridors.	Action 2.7a: Review and revise development standards to limit the frequency of new driveways along the Focus Network, encouraging consolidated access points where feasible.
	Action 2.7b: Require continuous, level sidewalk paving across driveways to visually prioritize pedestrians and maintain a comfortable walking surface.
	Action 2.7c: Update bicycle design standards to incorporate driveway designs that accommodate elevated bike lanes/cycle tracks.

Policy	Action
Policy 2.8: Leverage community transparency and digital tools to track, communicate, and report network comfort levels.	Action 2.8a: Integrate post-project LTS data into a publicly accessible online map or dashboard to showcase the incremental closing of high-stress gaps over time.



GOAL 3: CLOSE GAPS AND IMPROVE CONNECTIVITY

Build a continuous, citywide network of walking and bicycling facilities that make active transportation a convenient and preferred choice for people's daily activities.

Policy	Action
Policy 3.1: Prioritize closing gaps in the walking and bicycling network that provide safe, direct, and comfortable connections between neighborhoods and key destinations such as schools, Downtown, transit stations, parks, employment centers, and commercial areas.	Action 3.1a: Incorporate network gap closure projects into the City's Capital Improvement Program.
	Action 3.1b: Prioritize pedestrian and bicycle improvements that provide safe and direct routes to schools, including Safe Routes to School improvements.
	Action 3.1c: Improve walking and bicycling access to Downtown, including enhanced crossings, bikeways, and pedestrian facilities that support access to businesses and community destinations.
	Action 3.1d: Improve active transportation connections to parks, trails, civic facilities, and neighborhood commercial areas.
	Action 3.1e: Coordinate with school districts, regional agencies, and community organizations to identify priority improvements.
	Action 3.1f: Coordinate with regional agencies and neighboring jurisdictions to address connectivity gaps across jurisdictional boundaries.
Policy 3.2: Improve pedestrian and bicycle crossings of major roadways and other barriers.	Action 3.2a: Implement crossing improvements such as enhanced crosswalks, pedestrian refuge islands, signals, rapid flashing beacons, and grade-separated crossings where appropriate.
	Action 3.2b: Improve crossings along corridors on the City's Focus Network like LPIs, shorter crossing distances, and protected intersections etc.
Policy 3.3: Expand and maintain a connected trail system that may be used for transportation purposes.	Action 3.3a: Improve connections between the city's roadway network and trails through paths, crossings, and walkways linking parks, open space, and trails with on-street bicycle and pedestrian networks.
	Action 3.3b: Coordinate trail planning and improvements with regional agencies and park districts.
Policy 3.4: Improve bicycle and pedestrian access to transit and strengthen first- and last-mile connections.	Action 3.4a: Improve first- and last-mile connections by addressing barriers such as missing sidewalks, gaps in bikeways, and unsafe crossings near transit stops.
	Action 3.4b: Provide wayfinding and signage connecting neighborhoods, trails, and activity centers to transit.

Policy	Action
Policy 3.5: Complete the citywide sidewalk network.	Action 3.5a: Close sidewalk gaps throughout the city prioritizing roadways with greater than 25mph speed limit.
	Action 3.5b: Require sidewalks as part of all roadway projects and new development.
Policy 3.6: Prioritize the implementation of the Focus Network identified in the Bicycle and Pedestrian Master Plan.	Action 3.6a: Incorporate Focus Network projects into the City's Capital Improvement Program (CIP) and track project delivery milestones.
	Action 3.6b: Coordinate across departments to systematically integrate Focus Network improvements into routine pavement resurfacing and utility projects
Policy 3.7: Advance the implementation of the broader Vision Network through flexible, interim delivery strategies	Action 3.7a: Utilize quick-build methodologies and temporary materials to implement interim safety and connectivity improvements along planned Vision Network corridors.
Policy 3.8: Design the walking and bicycling network to safely accommodate a diverse mix of active transportation modes, including e-bikes, cargo bikes, and shared micro-mobility devices.	Action 3.8a: Review and update city bike facility design guidelines to ensure standard lane widths and turning radii can safely accommodate increasing volumes of e-bikes and emerging micro-mobility devices.



GOAL 4: SUPPORT SUSTAINABILITY

Advance Climate Action Plan goals of reducing vehicle miles traveled by encouraging active transportation and decreasing reliance on automobiles.

Policy	Action
Policy 4.1: Integrate bicycle and pedestrian planning with land use and development decisions to support compact, connected, and sustainable travel patterns.	Action 4.1a: Require bicycle and pedestrian connections as part of new development and redevelopment projects.
	Action 4.1b: Expand the complete streets program to include provisions for new developments to incorporate pedestrian and bicycle infrastructure and pathing within the development.

Policy	Action
Policy 4.2: Provide secure, accessible, and convenient bicycle parking and support facilities throughout the city.	Action 4.2a: Pursue funding to provide short-term bicycle racks and long-term secure bicycle parking, such as bicycle lockers or bicycle stations, at BART and ACE stations.
	Action 4.2b: Ensure secure, adequate, and easily accessible bicycle parking at destinations throughout the city.
	Action 4.2c: Establish a citywide bicycle rack request program and install racks in visible locations outside the pedestrian through zone.
	Action 4.2d: Consider Pleasanton-specific branding of bicycle racks in Downtown Pleasanton.
	Action 4.2e: Coordinate with the Pleasanton Unified School District and local businesses to provide and maintain safe and convenient bicycle parking.
	Action 4.2f: Create a program to establish criteria for and to expand bike corrals in downtown.
Policy 4.3: Reduce greenhouse gas emissions by increasing opportunities for active transportation and reducing reliance on single-occupancy vehicles.	Action 4.3a: Support Transportation Demand Management (TDM) strategies that encourage walking, bicycling, ridesharing, and transit use.
Policy 4.4: Incorporate sustainable and climate-resilient practices into bicycle and pedestrian projects.	Action 4.4a: Where feasible, integrate green infrastructure elements such as shade trees, landscaping, and stormwater management features into projects.
	Action 4.4b: Evaluate bicycle and pedestrian facilities for resilience to flooding and other climate-related impacts.
Policy 4.5: Improve access to active transportation options through partnerships, education, and community programs.	Action 4.5a: Expand partnerships with schools, businesses, and community organizations to support walking and bicycling programs.
	Action 4.5b: Continue and expand encouragement programs such as Bike to Work Day, Walk and Roll events, and bicycle safety programs.
	Action 4.5c: Pursue grants and funding opportunities that support active transportation initiatives.



GOAL 5: ENSURE ONGOING MAINTENANCE

Maintain existing and new bicycle and pedestrian facilities so they remain safe, comfortable, and accessible.

Policy	Action
Policy 5.1: Develop a maintenance program for bicycle and pedestrian facilities by 2028.	Action 5.1a: Maintain bikeways, including paved trails and separated bikeways, and sidewalks, with adequate sweeping, pavement repairs and vegetation trimming on a monthly basis, or as directed by the City Traffic Engineer.
	Action 5.1b: Work with the city's existing maintenance reporting system and increase public awareness of the existing system as a means to report bicycle and pedestrian facilities needing repair and/or clean-up.
	Action 5.1c: Allocate a percentage of each year's CIP to trail, street maintenance and roadway improvements along bicycle and pedestrian facilities.
	Action 5.1d: Coordinate maintenance responsibilities across Public Works, Traffic Engineering, Parks, and Utilities to ensure bikeways and sidewalks are maintained during routine street and utility work.
	Action 5.1e: Create protected bike lane sweeping schedule to be followed by public works crew. The sweeping schedule should be posted on a website similar to the existing roadway street sweeping schedule.
	Action 5.1f: Regularly inspect and refresh pavement markings, wayfinding signage, and curb markings to maintain visibility and clarity for people walking and biking.
	Action 5.1g: Prioritize maintenance in high-use areas, high-injury corridors, school routes, etc to ensure safe and reliable access for all users.
	Action 5.1h: Maintain pavement quality, striping, buffers, vertical separation elements, and drainage to support low-stress conditions.

Project Prioritization

The Plan uses a combination of technical evaluation and community input to prioritize recommended bicycle and pedestrian improvements. The prioritization process provides a consistent framework for comparing projects and identifying general implementation priorities.

The rankings are intended as a planning tool rather than a fixed construction schedule. In determining when and how individual projects are advanced, the City should also consider project readiness, available funding, coordination with planned roadway or utility work, grant opportunities, safety needs, community input, operational considerations, and other implementation factors.

Each criterion was assigned a maximum point value based on its relative importance to the Plan's goals and community input (see Table 5).

Prioritization Methodology

The project prioritization framework evaluated the recommended bicycle and pedestrian improvements using six criteria:

- **Safety** (maximum 10 points)
- **Safe Routes to School** (maximum 10 points)
- **Access to Destinations / Connection across Barriers** (maximum 8 points)
- **Comfort** (maximum 8 points)
- **Equity** (maximum 8 points)
- **Planning-Level Cost** (maximum 6 points)

The resulting technical score was combined with community preference, with the technical evaluation weighted at **80 percent** and community input weighted at **20 percent** to establish the final project ranking. This approach recognizes that technical analysis provides a consistent basis for comparing projects, while community input helps identify improvements that residents consider important based on their experience using the City's transportation network.

Table 5: Project Prioritization Criteria and Weights

Criteria	Evaluation Metric	Points Criteria	Points
Safety	Presence of fatal/severe injury crash(es)	Located on Focused Pedestrian High Injury Corridors and Focused Bicycle High Injury Corridors ⁷	10
Safe Routes to School (SRTS)	Project located in proximity to school	Within ¼ mile of a school	10
		Within ½ mile of a school	5
Access to Destinations/ Connection Across Barriers	Located in high trip potential location (70-85 composite score) ⁸ , Improves a connection across a major barrier (e.g. arteria, freeway, ramp, or rail tracks, Connects to a trail	All 3 criteria met	8
		Meets at least 2 criteria	6
		Meets at least 1 criteria	4
Comfort	Closes a gap or improves comfort of facility by improving Level of Traffic Stress (LTS) ⁸	Closes gap or provides Low Stress Facility	8
		One better LTS	6
		Partial LTS improvement	4
Equity	Concentration of disadvantage populations by Area Median Income (AMI) ⁹	Census Block Below 80% of Alameda County AMI	8
		Census Block Below 80% of Alameda County AMI (but above 80% of County AMI)	4
Cost	High-level cost tier based on improvement type. - Bike: Low < \$500K, Medium between \$500k and \$1M, High > \$1M - Pedestrian: Low ~ \$10K e.g. signing/stripping/signal timing change, Medium between \$100-250K e.g. concrete/minor utility, High ~\$500K e.g. signal modification/curb changes	Low	6
		Low-Medium	4
		High-Medium	3
		High	2

Sources:

⁷Pleasanton Travel Action Plan, 2026

⁸Needs Assessment and Recommendation Memorandum developed by Toole Design Group

⁹U.S. Department of Housing and Urban Development, 2025. AMI for Alameda County for 2025 is \$159,800 and for the City of Pleasanton is \$190,124.

Detailed prioritization methodology and scoring of individual projects is provided in Appendix B.

Corridor Ranking

Individual bicycle and pedestrian projects were grouped into focus network corridors to identify corridor-level investment priorities.

Table 6 summarizes the corridor evaluation results. Community priorities were generally aligned with the technical evaluation. Corridors receiving the highest technical scores also tended to receive the strongest public support.

While the corridor ranking provides a data-driven framework for comparing potential investments, rankings should be considered within the context of each corridor's unique characteristics. Some corridors ranked highly due to factors such as proximity to schools, access to major destinations, existing network gaps, or lower implementation costs. Conversely, some corridors with important citywide or regional connections ranked lower due to recently implemented improvements, higher implementation costs, or other factors in the evaluation criteria. Furthermore, for lengthy corridors, if some study segments or intersections received lower scores, the overall corridor score was reduced.

Table 6: Corridor Ranking Table

Ranking ¹⁴	Corridor	Extent N/W	Extent S/E	Length (mi)	Roadway Classification	Regional Connection	Safety	SRTS	Access	Comfort	Equity	Cost Range ¹⁴	Community Support ¹⁶
1	Main St	Del Valle Pkwy	Old Bernal Ave	0.8	Local Street		○	●	●	●	●	\$\$\$	High
2	Santa Rita Rd	I-580	Del Valle Pkwy	5.28	Principal Arterial	Yes	●	●	●	◐	◐	\$\$\$\$	High
3	Valley Ave	Hopyard Rd	Stanley Blvd	4.68	Minor Arterial		●	●	◐	●	◐	\$\$\$\$	Medium
4	Spring Ave/Kottinger Dr	Main St	Concord St	2.44	Local Street		○	●	●	◐	●	\$\$\$	Medium
5	Bernal Ave	Foothill Rd	First St	1.58	Principal Arterial		●	◐	●	◐	◐	\$\$\$\$	High
6	Black Ave	Hopyard Rd	Santa Rita Rd	1.94	Local Street		○	●	○	◐	○	\$	Medium
7	Case Ave	Bernal Ave	Valley Ave	0.51	Major Collector		○	●	◐	●	○	\$\$	Low
8	Greenwood Rd/Harvest Rd	Mohr Ave	Del Valle Pkwy	2.06	Local Street		○	●	○	◐	○	\$	Low
9	W Las Positas Blvd	Foothill Rd	Cranwood Ct	6.34	Principal Arterial		◐	●	◐	◐	○	\$\$\$\$	High
10	Foothill Rd	Stoneridge Dr	Bernal Ave	2.95	Minor Arterial	Yes	●	●	◐	●	○	\$\$\$\$	High
11	Stoneridge Dr	Foothill Rd	Santa Rita Rd	6.06	Minor Arterial	Yes	◐	◐	●	◐	◐	\$\$\$\$	Medium
12	Hopyard Rd	I-580	W Las Positas Blvd	2.04	Principal Arterial	Yes	○	◐	◐	●	○	\$\$\$\$	Medium
13	Dorman Rd	Denker Dr	W Las Positas Blvd	0.38	Local Street		○	●	◐	◐	○	\$	-
14	Willow Rd	Owens Dr	W Las Positas Blvd	2.18	Minor Arterial		○	●	◐	●	○	\$\$\$\$	Low
15	Iron Horse Trail	Dublin/Pleasanton BART Station	Owens Dr	0.32	N / A	Yes	○	○	◐	●	○	\$\$\$	Medium
16	Stoneridge Mall Rd	West Dublin BART Station	Stoneridge Dr	0.7	Major Collector		○	○	◐	●	●	\$\$\$	Low
17	Owens Dr	Hopyard Rd	Willow Rd	1.04	Principal Arterial		●	○	◐	◐	○	\$\$\$	Low

● = Meets Criteria ◐ = Partially Meets Criteria ○ = Does Not Meets Criteria

¹⁴ Corridor ranking is based on combining technical scores with community input. Normalized technical scores are weighted at 80% and normalized community votes are weighted at 20% to produce the final corridor ranking.

¹⁵ Corridor improvements estimated below \$500,000 are labeled "\$", below \$1,000,000 "\$\$", below \$5,000,000 "\$\$\$", and above \$5,000,000 labeled "\$\$\$\$".

¹⁶ Community support based on Phase II community votes across recommended bicycle and pedestrian projects. Projects are ranked relative to one another and grouped into three tiers: High (top 33% of votes received), Medium (middle 34%), and Low (bottom 33%).

The highest-ranked corridors (#1 to #9) are discussed in greater detail below to provide additional context on the factors contributing to their rankings:

- **#1 Main Street between Del Valle Parkway and Old Bernal Avenue:** Main Street ranked as the highest-scoring corridor due to its Downtown location, access to schools and key destinations, equity considerations, and strong community support. Bicycle improvements along Main Street are constrained by existing roadway conditions; therefore, the recommended alternate low-stress bicycle route through Downtown follows the parallel Old Bernal Avenue–Peters Avenue–St. John Street corridor. The Main Street–Old Bernal Avenue–Peters Avenue–St. John Street bicycle improvements ranked among the top five bicycle projects and the Main Street/Division Street intersection improvements ranked among the top five pedestrian improvement projects.
- **#2 Santa Rita Road between I-580 and Del Valle Parkway:** Santa Rita Road ranked as the second-highest-scoring corridor due to its role as a major north-south connection, access to schools and regional destinations, location on the bike/ped focused high injury corridor network, equity considerations, and strong community support. The low-stress bicycle facility recommended along the corridor ranked among the top five bicycle improvement projects and the pedestrian crossing improvements at the Santa Rita Road/Black Avenue intersection ranked among the top five pedestrian improvement projects. Due to the corridor’s scale and construction complexity, improvements would require phased implementation and grant funding.
- **#3 Valley Avenue between Hopyard Road and Stanley Boulevard:** Valley Avenue ranked as the third-highest-scoring corridor due to its access to schools and neighborhoods, connection to the Iron Horse Trail, location on the bike/ped focused high injury corridor network, and equity considerations. Although it received moderate community support, it serves as an important east-west connection through central Pleasanton..
- **#4 Spring Avenue/Kottinger Drive between Main Street and Concord Street:** Spring Avenue/Kottinger Drive ranked among the highest-scoring corridors due to its connection to Downtown Pleasanton, access to schools, and equity considerations. Although it received moderate community support, it serves as an important connection to the eastside neighborhoods. The Spring Avenue/Kottinger Drive and Bernal Avenue intersection also ranked among the top five pedestrian improvement projects.
- **#5 Bernal Avenue between Foothill Road and First Street:** Bernal Avenue ranked among the highest-scoring corridors since it is the only I-680 crossing on the south side of Pleasanton connecting residential neighborhoods west of I-680 to Downtown. It is also located on the bike/ped focused high injury corridor network, is proximate to schools, has moderate implementation cost, and received strong community support. Three intersections—Bernal Avenue/Kottinger Drive, Bernal Avenue/Sunol Boulevard, and Bernal Avenue/Pleasanton Avenue—ranked among the top five pedestrian improvement projects.
- **#6 Black Avenue between Hopyard Road and Santa Rita Road:** Black Avenue ranked among the higher-scoring corridors due to its neighborhood connectivity, access to schools, and relatively low implementation cost. The corridor received moderate community support. The Santa Rita Road/Black Avenue intersection ranked among the top five pedestrian improvement projects.

- **#7 Case Avenue between Bernal Avenue and Valley Avenue:** Case Avenue ranked among the higher scoring corridors based on its access to two schools, Downtown, and potential to improve bicycle facility comfort. The corridor has an existing southbound Class IV separated bikeway along the school frontages. The Plan recommends converting the existing northbound Class II bicycle lane to a Class IV separated bikeway. During the walk audit, students accessing the schools were observed entering the southbound Class IV separated bikeway along the school frontages and traveling in the wrong direction; a separated facility on the opposite side of the roadway could help address this behavior. The corridor received lower community support, likely due to the existing low stress bicycle facility along the school frontages.
- **#8 Greenwood Road/Harvest Road between Mohr Avenue and Del Valle Parkway:** Greenwood Road/Harvest Road ranked among the higher scoring corridors due to its access to schools, neighborhood connectivity, and relatively low implementation cost. The corridor received lower community support. The crossing improvements at the Greenwood Road/Valley Avenue intersection ranked high (#6) in pedestrian improvements
- **#9 W Las Positas Boulevard between Foothill Road and Cranwood Court):** West Las Positas Boulevard ranked lower in this Plan than in the 2018 Bicycle and Pedestrian Master Plan, where it was identified as the highest-priority corridor. This change reflects updates to the prioritization methodology, including greater emphasis on connections to major bicycle and pedestrian destinations, traffic stress levels, and equity considerations. In addition, recently completed improvements between 550 feet west of Payne Road and Hacienda Drive—including intersection enhancements and a quickbuild Class IV separated bikeway—have reduced traffic stress and improved walking and bicycling conditions along this portion of the corridor.

Despite its lower overall ranking, West Las Positas Boulevard remains a critical eastwest connection on the north side of the city, providing an I-680 crossing and linking neighborhoods with schools and other key destinations. It is located on the bicycle focused high injury corridor, and the unimproved segments between Foothill Road and 550 feet west of Payne Road and between Hacienda Drive and Cranwood Court tied at ranking #6 among the bicycle segment improvements, indicating a continued need for additional investment. While community support for converting the existing quick-build separated bikeway to a permanent facility was low compared to corridors without existing low-stress facilities, the corridor overall received strong community support, underscoring its continued importance as a multimodal corridor.

ADDITIONAL CORRIDOR CONSIDERATIONS (#10 TO #17)

The remaining corridors ranked lower overall but continue to represent important connections within the City's bicycle and pedestrian network. Several of these corridors provide key citywide or regional connections, including access across I-680, connections to BART, and links to surrounding communities. However, these corridors ranked relatively lower either because they don't meet or partially meet the evaluation criteria, have very high implementation costs, or lower community support

- **Foothill Road, Stoneridge Drive, Hopyard Road:** These corridors are important north-south and east-west corridors that serve both local and regional travel beyond Pleasanton. These corridors received moderate to high community support but ranked lower overall because they are lengthy corridors and several study segments or intersections received lower technical scores, reducing the overall corridor score. Implementing low-stress bicycle and pedestrian facilities along the full length of these corridors would require substantial capital investment, phased implementation, and competitive grant funding due to their scale and complexity.
- **BART Access Corridors (Willow Road, Iron Horse Trail Extension, Stoneridge Mall Road, Owens Drive:** These corridors provide important first-/last-mile connections to BART and the regional transit network. Although they ranked lower due to lower technical scores, lower community support, or higher implementation costs, public outreach highlighted improved transit access as an important community priority
- **Dorman Road:** Dorman Road represents a lower-cost neighborhood improvement opportunity focused on school access.

CORRIDOR IMPLEMENTATION

Based on the corridor evaluation, corridors were further categorized as Priority Corridors, Major Capital Corridors, or Opportunity Corridors (see Figure 15). These categories are intended to guide implementation by considering both the corridor ranking and additional factors such as project scale, implementation complexity, funding needs, and ongoing City efforts. While the corridor ranking identifies corridors with the greatest overall performance based on the evaluation criteria and community support, the implementation categories also consider opportunities to advance projects already underway, complete network gaps, and deliver near-term safety and connectivity benefits.

PRIORITY CORRIDORS:

Priority Corridors represent the highest implementation priorities for the City and should be the focus of near-term planning, design, funding, and construction efforts. These corridors either ranked highest in the prioritization evaluation or are already being advanced through ongoing City initiatives.

Although West Las Positas Boulevard ranked ninth overall, it is included as a Priority Corridor because the City is actively advancing improvements to complete the remaining gaps in the corridor and build upon recently implemented bicycle and pedestrian improvements.

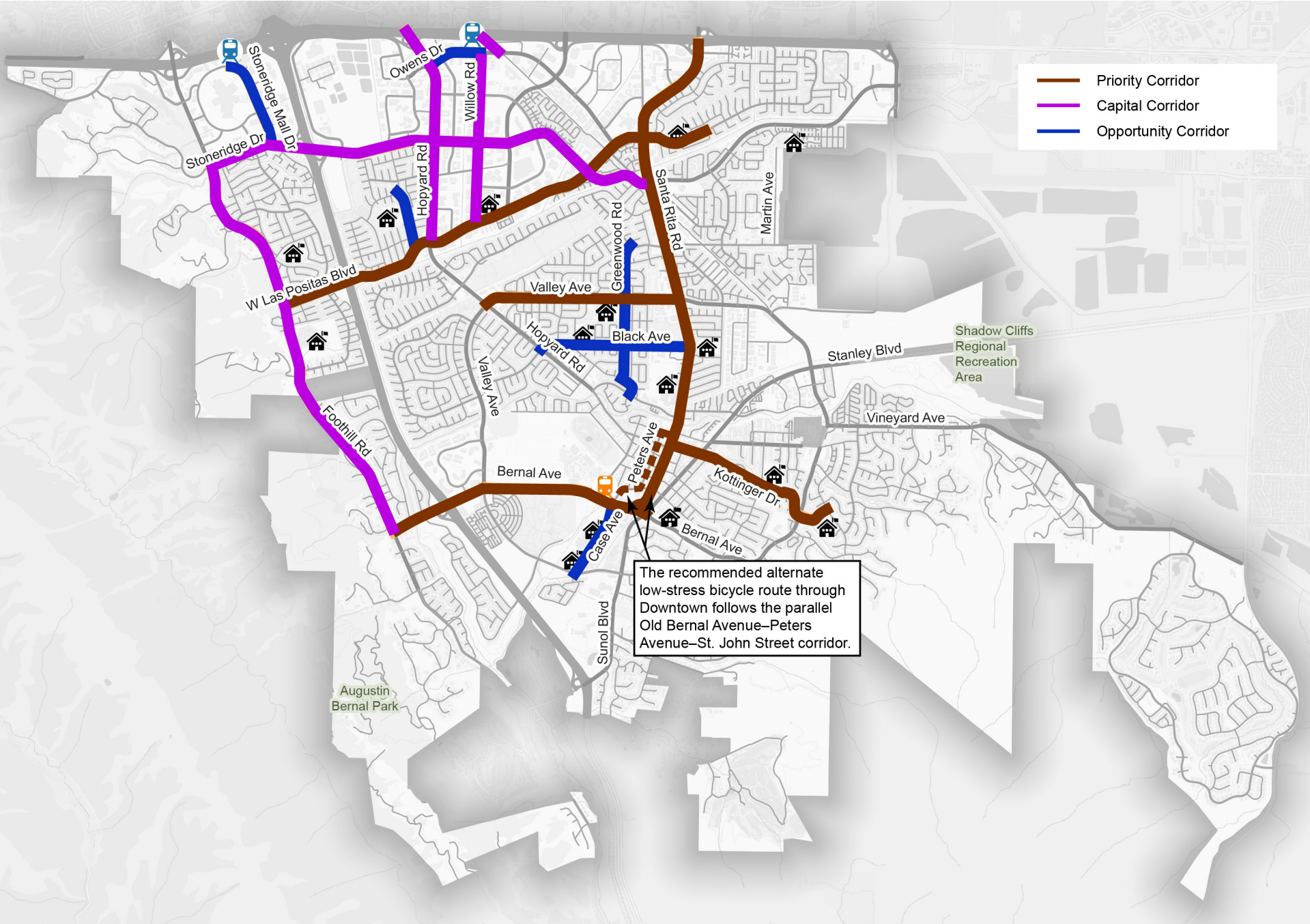
MAJOR CAPITAL CORRIDORS:

Major Capital Corridors are important citywide and regional connections that require substantial infrastructure investment and complex implementation. Due to their scale and cost, these corridors are best advanced through phased planning and design, coordination with partner agencies, and pursuit of competitive regional, state, and federal funding opportunities. While these corridors ranked lower than the Priority Corridors, they remain important long-term investments for improving the city's multimodal transportation network.

OPPORTUNITY CORRIDORS:

Opportunity Corridors represent corridors where improvements can be advanced through smaller-scale capital projects, routine maintenance, development-related improvements, or other opportunistic funding sources. While these corridors may not require the level of investment needed for the Priority or Major Capital Corridors, they can provide meaningful near-term safety and connectivity benefits and help expand the City's low-stress bicycle and pedestrian network as opportunities arise.

Figure 14: Corridor Implementation



SPOT IMPROVEMENT OPPORTUNITIES

In addition to corridor-level investments, individual bicycle and pedestrian improvements can be implemented independently as “one-better” level-of-traffic-stress upgrades through resurfacing projects, capital improvement projects, utility work, and other planned improvements. These opportunities include intersection crossing improvements, sidewalk gap closures, bicycle network connections, and connections between the on-street network and existing off-street trails. Advancing these improvements incrementally can address critical gaps, improve safety and accessibility, and expand the City’s low-stress walking and bicycling network while larger corridor projects are being planned, designed, and funded.

The Vision Network identifies the desired long-term citywide bicycle and pedestrian network but does not capture every street that may function as a lower-stress alternative to a major roadway. In particular, parallel local streets can provide important walking and bicycling routes even when they are not identified as part of the Vision Network. These streets can complement major corridor improvements by providing lower-stress alternatives and neighborhood connections. Off-street trails can similarly provide lower-stress alternatives to Focus Network corridors and important connections between neighborhoods and destinations. Because these facilities are not owned by the City, this Plan focuses primarily on the on-street bicycle and pedestrian network and connections to existing and planned off-street trails. The 2019 City of Pleasanton Trails Master Plan identifies recommendations for the future trail network.

When selecting spot improvements for near-term implementation, the City should prioritize projects that close critical gaps, improve connections between existing low-stress facilities, provide access to schools, parks, trails, and other key destinations, or address documented safety concerns. Where funding is limited or a larger corridor project is not yet feasible, the City can also prioritize near-term improvements that connect to existing off-street trails or enhance parallel local routes. These targeted improvements can provide meaningful network benefits with relatively limited investment while supporting the longer-term implementation of the Vision Network.

Bicycle and pedestrian projects identified on the Focus Network, along with project rankings and recommended implementation timelines, are provided in Appendix B. The City can use this list to identify opportunities for spot improvements and guide near-term investments.

Support Program Implementation

The support programs described in Chapter 5 provide complementary strategies to advance the Plan’s goals beyond infrastructure improvements. Table 7 identifies the implementation priority, resource needs, lead partner, and supporting partners for each recommended program. The matrix is intended to help the City identify programs that can be advanced through existing resources and partnerships, as well as programs that may require additional funding, staffing, or coordination.

IMPLEMENTATION PRIORITY

Program priorities were informed by community input, technical analysis, and implementation considerations. The following categories are used in the matrix:

- **High Priority:** Programs that address community-identified priorities
- **Medium Priority:** Programs that support the Plan’s goals but may require additional funding, staffing, coordination, or partnership development.
- **Ongoing:** Programs that are already incorporated into existing City practices, departmental responsibilities, maintenance activities, or development review processes.

RESOURCE NEEDS

- **Existing Resources:** Programs that can generally be advanced through existing staff responsibilities, routine maintenance activities, standard development review processes, or existing departmental budgets.
- **Additional Resources Needed:** Programs that may require dedicated staff time, grant or other external funding, consultant support, new capital or operating funds, or formal partnerships.

IMPLEMENTATION RESPONSIBILITIES

- **Lead Partner:** The department or organization responsible for coordinating implementation, tracking progress, and advancing the program.
- **Supporting Partners:** Departments, agencies, organizations, or community groups that may contribute technical assistance, outreach, funding, maintenance, enforcement, or program delivery.

The matrix is intended as a flexible implementation tool. Program priorities, resource needs, and partner roles may change as funding opportunities, City priorities, and organizational responsibilities evolve.

Table 7. Support Program Resource and Responsibility Matrix

Support Program	Recommended New Program	Priority	Lead Department/ Agency	Support Partners	Resource Status
Safe Routes to School	SRTS-1: Campus SRTS Assessment	High	Community Development (Transportation)	Alameda CTC, PUSD	Additional Resource
	SRTS-2: Develop a SRTS Improvement Kit	High	Community Development (Transportation)	Alameda CTC, PUSD	Additional Resource
	SRTS-3: Suggested SRTS Walk and Roll Maps	High	Community Development (Transportation)	PUSD	Additional Resource
	SRTS-4: Dedicated SRTS contact person	High	PUSD	Community Development (Transportation), Alameda CTC	Additional Resource
	SRTS-5: Expand the reach for SRTS resources	High	PUSD	Community Development (Transportation)	Existing Resource
	SRTS-6: Community-led bike and walk bus programs	Medium	Community Development (Transportation)	PUSD, PTAs	Additional Resource
E-Mobility	EM-1: Track E-Mobility Safety Trends & Enforce Laws	High	Police Department	Community Development (Transportation)	Existing Resource
	EM-2: Establish E-Mobility Webpage	High	Community Development (Transportation)	Police Department	Existing Resource
	EM-3: Launch E-Mobility Safety Media/Videos	High	Community Development (Transportation)	Police Department	Additional Resource
	EM-4: Coordinate E-Mobility Safety Efforts Across the Tri-Valley	High	Community Development (Transportation)	Alameda County, Dublin, Livermore	Existing Resource
	EM-5: Bike Speed Management	High	Community Development (Transportation)	Police Department	Additional Resource
	EM-6: School-Level Checks	High	School Administration	PTAs, Police Department	Additional Resource
	EM-7: Long-Range City Registration Program	Medium	Community Development (Transportation)	Police Department	Additional Resource

Table 7. Support Program Resource and Responsibility Matrix (Cont.)

Support Program	Recommended New Program	Priority	Lead Department/ Agency	Support Partners	Resource Status
Education	ED-1: School Workshops on Emerging Infrastructure Treatments	Medium	Community Development (Transportation)	PUSD	Additional Resource
	ED-2: Senior Center Active Learning Workshops	Medium	Community Development (Transportation)	Senior Center	Additional Resource
	ED-3: Targeted Safe Roadway Behavior Messaging	Medium	Community Development (Transportation)	Police Department	Additional Resource
	ED-4: Smart Cycling Curriculum	Medium	Community Development (Transportation)	Bike East Bay	Additional Resource
	ED-5: Pop-Up Outreach & Community Campaigns	Medium	Community Development (Transportation)	Community Development (Economic)	Additional Resource
Encouragement	EN-1: Promote Regional Commuter Challenges	Ongoing	Community Development (Economic)	Pleasanton Chamber of Commerce	Existing Resource
	EN-2: Downtown “Bike to Shop” & Bicycle-Friendly Business Program	Medium	Community Development (Economic)	Downtown Association	Additional Resource
	EN-3: Expand Commendable Commutes Program	Medium	Community Development (Economic)	Pleasanton Chamber of Commerce	Additional Resource
	EN-4: Partner Group Rides & Repair Clinics	Medium	Community Development (Transportation)	Bike East Bay, Local Bike Shops	Additional Resource
Safety & Enforcement	SE-1: Bike-Specific Officer Training	Medium	Police Department	Community Development (Transportation)	Additional Resource
	SE-2: Targeted Pedestrian Safety Enforcement	Medium	Police Department	Community Development (Transportation)	Additional Resource
	SE-3: Bike Traffic School Diversion	Medium	Police Department	Alameda County Superior Court	Additional Resource
	SE-4: E-Mobility Safety & Diversion Program	Medium	Police Department	Alameda County Superior Court	Additional Resource
	SE-5: Restructure Traffic Fine Schedule	Medium	City Council	City Attorney, Finance, Community Development (Transportation)	Additional Resource
	SE-6: Bicycle Security & Recovery Initiative	Medium	Police Department	IT Division	Additional Resource

Table 7. Support Program Resource and Responsibility Matrix (Cont.)

Support Program	Recommended New Program	Priority	Lead Department/ Agency	Support Partners	Resource Status
Maintenance & Operations	MO-1: Inter-Agency Multi-Use Path Design & Paving Standards	Medium	Public Works Engineering	Zone 7 Water Agency, East Bay Regional Park District	Additional Resource
	MO-2: Dedicated Trail Resurfacing Funds	Medium	Public Works Operations and Maintenance	Finance, Community Development (Transportation)	Additional Resource
	MO-3: Developer-Led Frontage Maintenance	Ongoing	Community Development (Planning)	Public Works Operations and Maintenance	Existing Resource
	MO-4: Pavement Overlay and Bikeway Integration	Ongoing	Public Works Operations and Maintenance	Community Development (Transportation)	Existing Resource
	MO-5: Lifecycle Maintenance Cost Integration	Medium	Public Works Operations and Maintenance	Community Development (Transportation), Finance	Existing Resource
	MO-6: Pedestrian Hazard Repair Program	Medium	Public Works Operations and Maintenance	Community Development (Transportation)	Additional Resource
	MO-7: Neighborhood Vegetation Trimming Initiative	Medium	Public Works Operations and Maintenance	Community Development (Transportation)	Additional Resource
	MO-8: Trail Stewardship Program	Medium	Public Works Operations and Maintenance	Community Development (Transportation)	Additional Resource
Bike Parking	BP-1: Standard Bicycle Rack Specifications	Ongoing	Community Development (Planning)	Community Development (Transportation)	Existing Resource
	BP-2: Bicycle Parking Retrofit Incentive Program	Medium	Community Development (Economic)	Community Development (Transportation)	Additional Resource
	BP-3: Public Bicycle Parking Expansion Program	Medium	Community Development (Transportation)	Public Works Operations and Maintenance	Additional Resource
Wayfinding	WF-1: Citywide Wayfinding Program	High	Community Development (Transportation)	Public Works Operations and Maintenance	Additional Resource

Note: Priorities are intended to guide implementation sequencing and do not represent a commitment to funding or a required implementation schedule. The City should continue to evaluate opportunities based on available resources, grant cycles, community needs, and coordination with partner agencies.

Funding

Successful implementation of the Plan will require a combination of local, regional, state, and federal funding. Because the Plan includes projects ranging from smaller spot improvements to major corridor investments, funding strategies should be matched to the scale, cost, and implementation requirements of each recommendation.

LOCAL AND EXISTING FUNDING.

The City should continue to use existing transportation, capital improvement, maintenance, and development-related funding to advance improvements that can be incorporated into planned projects and ongoing programs. Opportunities to coordinate bicycle and pedestrian improvements with roadway resurfacing, utility work, traffic signal projects, development projects, school-area improvements, and other planned investments should be pursued to reduce project costs and accelerate implementation.

COMPETITIVE FUNDING.

Major Capital Corridors and other projects requiring substantial investment should be positioned for competitive regional, state, and federal funding. Potential sources include programs administered through the MTC, Alameda CTC, Caltrans, and other agencies, including the Active Transportation Program (ATP), Highway Safety Improvement Program (HSIP), Office of Traffic Safety (OTS) grants, and other applicable programs. The City should advance planning, design, cost estimates, and other project development activities as appropriate to position projects for future funding opportunities.

DEVELOPMENT AND PARTNERSHIP OPPORTUNITIES

Development projects can provide opportunities to implement bicycle and pedestrian improvements through frontage improvements, conditions of approval, development agreements, and other applicable mechanisms. The City should also coordinate with schools, BART, regional agencies, neighboring jurisdictions, property owners, businesses, and community organizations when projects or programs provide shared benefits or extend beyond City jurisdiction.

PHASED AND OPPORTUNISTIC IMPLEMENTATION.

Large or complex projects should be advanced in phases when appropriate rather than waiting for funding to construct an entire corridor. Individual segments, intersections, or supporting improvements can be implemented as funding becomes available or when related projects create an opportunity to advance them. Similarly, lower-ranked projects should not be excluded from consideration when a grant, development project, resurfacing project, or other funding opportunity provides a practical means of implementation.

Funding programs, eligibility requirements, and available resources will change over time. The City should periodically review funding opportunities and adjust implementation strategies as new programs and opportunities become available.

Monitoring and Plan Updates

Regular monitoring will help the City track progress toward the Plan's goals, evaluate implementation, and identify changing needs and opportunities. Monitoring should focus on both infrastructure implementation and support programs and should use information that can reasonably be collected through existing City practices and available data sources.



Potential measures include:

- Number and type of bicycle and pedestrian projects completed or advanced toward implementation.
- Miles of new or upgraded bicycle facilities.
- Number of pedestrian crossing, sidewalk, accessibility, and other pedestrian improvements completed.
- Progress in implementing Priority Corridors and other corridor improvements.
- Number and type of support programs implemented or expanded.
- Bicycle and pedestrian collision trends, including severe and fatal collisions.
- Changes in bicycle and pedestrian activity where reliable count data are available.
- Community participation and feedback related to walking and bicycling programs and projects.
- Grant applications submitted and funding awarded for bicycle and pedestrian improvements.



The City should periodically review implementation progress and update project and program priorities as conditions change. Factors that may warrant adjustments include new development, changes in safety conditions, completed projects, new funding opportunities, changes in community priorities, and changes in City or regional transportation policies. Monitoring results can also inform future updates to the Bicycle and Pedestrian Master Plan and help identify opportunities to refine the City's approach to implementation.

Appendix A:



Treatment Toolkit

Appendix A: City of Pleasanton Bicycle and Pedestrian Master Plan Treatment Toolkit

Appendix A: City of Pleasanton Bicycle and Pedestrian Master Plan Treatment Toolkit.....	1
Introduction	3
Bicycle Facilities	4
Potential Bicycle Facility Users	4
Bicycle Facility Selection Guide	5
Shared-Use Paths (Class I)	7
Bike Lanes (Class II)	10
Buffered Bike Lanes (Class II)	11
Bicycle Boulevard (Class III)	12
Separated Bikeways (Class IV)	14
Pedestrian Facilities and Crossing Treatments	21
Sidewalk Zones and Widths.....	21
Curb Ramps	22
Corners and Curb Radii	24
Crossing Treatment Selection Guide	25
Pedestrian Crossing Treatments at Uncontrolled Intersections	27
Marked Crosswalks	28
Raised Crosswalks	30
Daylighting	31
Pedestrian Scale Lighting	33
Leading Pedestrian Interval (LPI)	34
Curb Extensions	35
Protected Intersections.....	37
Pedestrian Median Refuge.....	39
Rapid Rectangular Flashing Beacons (RRFBs).....	41
Pedestrian Hybrid Beacon (PHB).....	42
Activated Blank-Out Turn Prohibition Signs (MUTCD R3-1 and R3-2)	43

Corridor Treatments for Traffic Calming	44
Chicanes and Chokers.....	44
Speed lumps.....	45
Traffic Circles	46
Radar Speed Signs.....	48
Implementation Strategies.....	49
Lane Narrowing	49
Lane Reconfiguration	50
References	52

Introduction

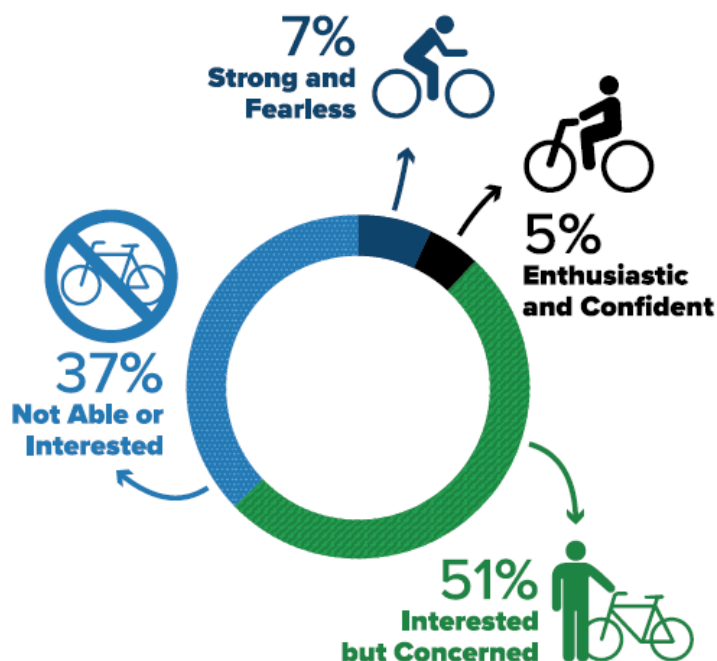
This Toolkit includes bicycle and pedestrian facility treatments relevant to Pleasanton, providing an overview, engineering guidance, and additional contextual considerations for each treatment. The purpose of this Toolkit is to provide best practice guidance and other considerations to engineers, planners, and community members so that the recommendations in the Pleasanton Bicycle and Pedestrian Master Plan (“Plan”) may be implemented based on roadway context; it is not comprehensive nor intended to take the place of design standards prepared by Caltrans or any other entity. Recognizing that there is no “one size fits all” approach, the pedestrian crossing treatment section includes a matrix aligned with Plan recommendations to help determine which treatments are appropriate given the roadway context.

Bicycle Facilities

Potential Bicycle Facility Users

Many factors contribute to whether people will choose to ride a bicycle for utilitarian trips like commuting to work or school or running errands. Two primary considerations are safety and comfort. Research has found that most of the American population is interested in bicycling for transportation but does not do so because they feel unsafe or uncomfortable. In fact, most people in the U.S. have little tolerance for interacting with motor vehicle traffic unless volumes and speeds are very low. This group is referred to as “Interested but Concerned” bicyclists, reflecting both their interest in bicycling for transportation as well as concerns about safety and comfort when interacting with motor vehicle traffic.

Interested but Concerned bicyclists feel safest and most comfortable riding on low-traffic, low-speed streets or on separate paths or other facilities that provide protection or physical separation from fast-moving traffic. Interested but Concerned bicyclists include people of all ages and abilities, including but not limited to disabled users, older adults, and families. The Pleasanton Bicycle and Pedestrian Master Plan recommends facilities that are comfortable for Interested but Concerned bicyclists while also serving Enthusiastic and Confident riders who may feel comfortable riding with vehicle traffic.



Graphic based on data from Dill, J. McNeil, N. "Revisiting the Four Types of Cyclists: Findings from a National Survey" Transportation Research Board 95th Annual Meeting, 2016.

Bicycle Facility Selection Guide

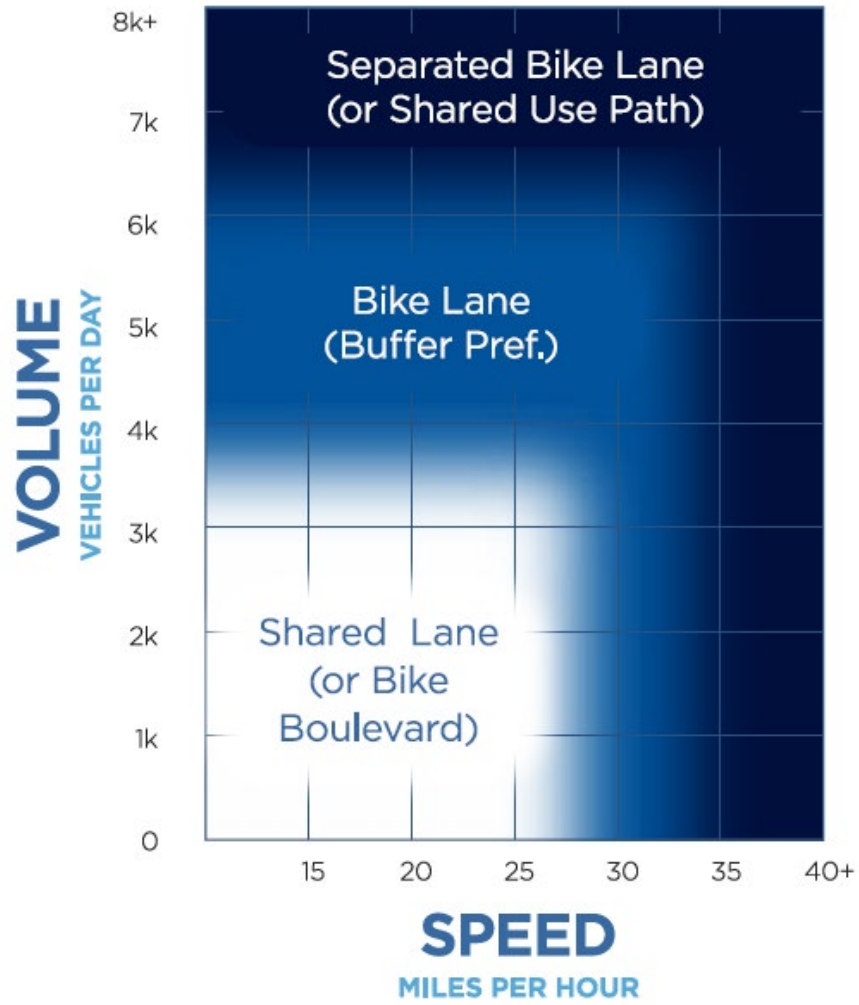
Interested but Concerned bicyclists prefer physical separation between the bike lane and vehicle lane as traffic volumes and speeds increase. The bikeway facility selection chart below identifies preferred bikeway facilities for Interested but Concerned bicyclists at different roadway speeds and traffic volumes. Speed thresholds (which refer to posted speed) are based on bicycle level of traffic stress.

The City of Pleasanton Bicycle and Pedestrian Master Plan outlines a set of standard/preferred bikeway facilities based on the roadway functional class, posted speed limits, and vehicle volumes:

Functional Class	Speed/Volume Conditions	Recommended Bikeway Facility
Arterial	Posted speed limit >35 mph	Class IV sidewalk-level separated bikeway or Class I shared-use path
Collectors, Residential Collectors	Posted speed limit 25-35 mph	Class II buffered bike lanes
Residential Streets	Posted speed limit 25 mph and 3000+ vehicles/day	Class II bike lanes
Residential Streets	Posted speed limit 25 mph or less and fewer than 3000 vehicles/day	Class III bike boulevard

Where the preferred bikeway facility may not be feasible, consider reducing posted speed limit and/or installing traffic calming features to reduce roadway speed or volumes in order match the bicycle facility to road conditions.

Bikeway Facility Selection Chart



Source: AASHTO Guide for the Development of Bicycle Facilities, 5th Edition, 2024

Shared-Use Paths (Class I)

Shared-use paths are facilities with exclusive right-of-way for bicyclists and pedestrians along a roadway or along a separate alignment from the road, and with minimized crossings by vehicle traffic. These facilities support both recreational and commuting trips, especially along rivers, creeks, and channels.



Guidance

- Use on roadways with above 6,000 motor vehicles/day and motor vehicle speeds exceeding 30 mph.
- Recommended widths vary based on the user types, anticipated volumes, and context, but should generally be 12 feet wide with 3-foot shoulders on each side. The minimum width is 10 feet. See Caltrans DIB-94 and the AASHTO Bike Guide for more guidance on facility widths.
- Shared-use paths may be desirable along high-volume or high-speed roadways, where accommodating the targeted type of bicyclist within the roadway in a safe and comfortable way is impractical.
- Maximum grade should not exceed 5 percent. There may be certain places where physical constraints prevent compliance with the 5 percent maximum grade, in which case mitigations such as providing additional path width for slower bicyclists to dismount and walk, providing resting intervals with flatter grades, or providing pedestrian handrails should be considered.

- Ideally, provide a relatively level shoulder area of 3 to 5 feet on at least one side of path where feasible. The shoulder area should be maintained and useable as a rest area in all weather conditions.
- Provide protective railings/fences at 42 inches high if the trail and graded shoulder are directly adjacent to a steep slope and drop, as defined in Chapter 5 of the AASHTO Guide for the Development of Bicycle Facilities.
- All shared-use paths must conform to the current editions of both the AASHTO and ADA guidelines.
- Shared-use paths are pedestrian facilities and are required to be fully accessible. They must conform to Public Rights-of-way Accessibility Guidelines (PROWAG) if in a public right-of-way or Advance Notice of Proposed Rulemaking (ANPRM) on Accessibility Guideline for Shared-Use Paths if in a private right-of-way.

Considerations

- Consider providing lighting at path/roadway intersections at a minimum and at other locations where personal security may be an issue.
- Shared-use paths are appropriate when an on-street route may be perceived as unsafe due to the speed of the road or high volume of vehicles, most users are recreational or leisure users, or to provide a direct route between points of interest.
- Shared-use paths typically have a lower design speed for bicyclists than on-street facilities and may not provide appropriate accommodation for more confident bicyclists who desire to travel at greater speeds. In some situations, it may be appropriate to provide an on-street bikeway in addition to a shared-use path along the same roadway.
- Path width should be informed by the number and type of users, and the differences in their speeds. For example, a path used by higher-speed bicyclists and children walking to school may experience conflicts due to the difference in user speeds. Additional user types like roller bladers, skateboarders, and dog walkers can introduce similar conflicts. By widening the path to provide space to accommodate passing, conflicts can be reduced.
- A path may benefit from the separation of users by speed (e.g., e-bikes versus bikes), type (e.g., rolling versus walking), or direction. When separating users, consider the path width and paving material preferred by each user. Typically paths that separate users are 15 feet or wider.
- Shared-use paths may present increased conflicts between path users and motor vehicles at intersections and driveway crossings. Conflicts can be reduced by

minimizing the number of driveway and street crossings present along a path and otherwise providing high-visibility crossing treatments.

- Path clearances are an important element in path design and reducing user conflicts. Vertical objects should be set back at least two feet from the edge of the path. Path shoulders may also reduce conflicts by providing space for users who step off the path to rest, allowing users to pass one another, or providing space for viewpoints.
- Trails on grades greater than 3 to 5 percent should be wider to account for higher bicycle speed in the downhill direction and additional space for faster bicyclists to pass slower bicyclists and pedestrians in the uphill direction.
- Consider providing amenities such as restrooms, bike racks, and portable water at trailheads, and covered rest stops along the trail to ensure that paths are welcoming to a variety of user types, including families with children and seniors.
- Consider providing maps and signs to improve wayfinding for users, such as signs that show trail names, connections to nearby trails, and/or nearby destinations.
- Bollards within the clear width of shared-use paths are generally discouraged due to increased crash risk and potential delays to emergency response. Instead, prioritize regulatory signage, clear visual cues indicating the facility is not intended for motor vehicle use, and entry designs that discourage vehicle access without introducing fixed obstacles. Where physical measures are necessary, use markings and geometric design elements, such as narrowed or split path entries, to deter vehicle intrusion while maintaining a clear, predictable path for shared-use path users.
- Center line striping is optional on shared-use paths and should be used to help separate opposing travel directions. This should be applied continuously or at targeted locations, such as curves with limited sight distance, unlit segments where nighttime use is expected, approaches to intersections, or near centerline obstructions like bollards.

Bike Lanes (Class II)

Bike lanes provide an exclusive space for bicyclists in the roadway, marked with lines and symbols on the roadway surface. Bike lanes are for one-way travel and are normally provided in both directions on two-way streets or on one side of a one-way street.

Bicyclists are not required to remain in a bike lane when traveling on a street and may leave the bike lane as necessary to make turns, pass other bicyclists, or to properly position themselves for other necessary movements.

Guidance

- Place bike lanes next to travel lanes where speeds are 30 mph or slower and traffic volumes are fewer than 6,000 vehicles per day.
- Bike lanes must be a minimum of 6' wide. The gutter pan may be counted toward the 6' provided that the gutter pan is rideable and functionally usable by bicyclists.
- When adjacent to on-street parking, bike lanes should include an additional 2-3' door buffer zone. Caltrans standards allow a 4' bike lane adjacent to a usable shoulder without a curb.
- Parking T's or hatch marks can highlight the door zone on constrained corridors with high parking turnover to guide bicyclists away from doors.



Considerations

- Bike lanes may be enhanced with consistent use of conflict area striping, preferably with green-colored pavement, including right turn lanes & major driveways. More details can be found in the “Bikeway Intersection and Spot Treatments” section.
- Word/Symbol markings should be applied before & after intersections.
- Wider bike lanes are preferable at locations with high parking turnover or higher volumes of bicyclists during peak hours.

Buffered Bike Lanes (Class II)

Buffered bike lanes are created by painting a buffer zone between the bike lane and the adjacent travel lane. While buffers are typically used between bike lanes and motor vehicle travel lanes to increase bicyclists' comfort, they can also be provided between bike lanes and parking lanes in locations with high parking turnover to discourage bicyclists from riding too close to parked vehicles.

Guidance

- Place buffered bike lanes next to travel lane where speeds are 35 mph or slower and when traffic volumes are fewer than 6,000 vehicles per day.
- Bike lanes must be a minimum of 6' wide. The gutter pan may be counted toward the 6' provided that the gutter pan is rideable and functionally usable by bicyclists.
- When adjacent to on-street parking, bike lanes should include an additional 2-3' door buffer zone. Caltrans standards allow a 4' bike lane adjacent to a usable shoulder without a curb.



Considerations

- Consider placing buffer next to parking lane where there is commercial or metered parking or parking locations with a high turnover rate.
- Where pavement width is available, consider providing a 6' bike lane with a 2' buffer.
- Buffered bike lanes allow bicyclists to ride side by side or to pass slower moving bicyclists. A larger buffer and/or bike lane is acceptable in cases where sufficient/excess pavement width is available.

Bicycle Boulevard (Class III)

Bicycle boulevards are applied on quiet streets, often through residential neighborhoods. These treatments are designed to prioritize bicycle through-travel, while calming motor vehicle traffic. Treatments vary depending on context but often include elements of traffic calming and measures to discourage cut-through traffic, including traffic diverters, speed attenuators such as speed humps or chicanes, pavement markings, and signs.



Guidance

- Bicycle boulevards can generally be considered on any road with one or more of the following characteristics:
 - Maximum Average Daily Traffic (ADT): 3,000 (Ideally, ADT should not exceed 1,000)
 - Target motor vehicle traffic speed 20-25 mph; there should be a maximum 15 mph differential between bicyclists and vehicles.
- Bicycle boulevards should contain both pavement markings and signage identifying the roadway as a bicycle boulevard to provide greater driver awareness.
- Bicycle boulevards feature regularly spaced traffic calming treatments to slow vehicles and meet target vehicle speeds. Traffic calming treatments are described later in this document.

- Provide clear wayfinding to help users navigate to and along bike boulevards, supporting connectivity within the broader bicycle network.

Considerations

- Many cities already have Class III bike routes along neighborhood streets that provide an alternative to traveling on high-volume, high-speed arterials. Applying bicycle boulevard treatments to these routes makes them more suitable for bicyclists of all abilities and can reduce crashes.
- Stop signs or traffic signals (where possible and allowed by warrant) should be placed along the bicycle boulevard in a way that prioritizes the bicycle movement, minimizing stops and delays for bicyclists whenever possible.
- Additional treatments for major street crossings may be needed, such as median refuge islands, rectangular rapid flashing beacons, bicycle signals, or Pedestrian Hybrid Beacons.

Separated Bikeways (Class IV)

Separated bike lanes are a dedicated bikeway facility type that combines the user experience of a conventional bike lane design adjacent to a roadway but physically separated from vehicles similar to a shared-use path. They are physically separated from motor vehicle traffic by a vertical element and are distinct from the sidewalk. Separated bike lanes can be constructed at sidewalk level, roadway level, or an intermediate level between the sidewalk and street. Separated bike lanes can be designed to serve one-way bicyclist traffic or two-way bicyclist traffic.

General Guidance

- **In Pleasanton, sidewalk-level bikeways are the standard design.**
- Separated bike lanes are a dedicated bike-only facility type and should be considered on any road with one or more of the following characteristics:
 - Arterial roadways
 - Traffic lanes: 3 lanes or greater
 - Posted speed limit: 35 mph or more
 - Traffic: 6,000 vehicles per day or greater
 - Streets that are designated as truck or bus routes
- One-way separated bike lanes should be 7' wide to allow for passing, but widths of 6' are the minimum.
- The width of the physical separation may vary depending on type of vertical separation used but typically is a minimum of 3' wide. If adjacent to on-street parking, a minimum 3'-wide buffer is required.

General Considerations

- Separated bike lanes are more attractive to a wider range of bicyclists than striped bikeways on higher volume/higher speed roads since they are designed to prevent motor vehicles from entering the bikeway. They also provide greater comfort to pedestrians by separating them from bicyclists operating at higher speeds.
- Separated bike lanes are preferred over shared-use paths in higher density areas, commercial and mixed-use development, and near major transit stations or locations where peak pedestrian volumes are anticipated to exceed 200 people per hour on a shared use path.
- Choice of one- or two-way facility should be based on connectivity, bicyclist desire lines, roadway configuration, and potential intersection conflicts. Generally, one-way facilities are preferred.

- Where two-way separated bike lanes are installed on one side of the street, the contra-flow direction of bicycle travel introduces an unexpected movement at the intersection and requires more complex signal operations.
- The allocation of space can vary from midblock locations to intersection approaches. Providing a larger street buffer at intersections can be achieved by tapering the bike lane toward the sidewalk as it approaches the intersection and narrowing or eliminating the sidewalk buffer.

Sidewalk Level Class IV Bikeways

Sidewalk level separated bike lanes are bikeways built at sidewalk elevation that provide dedicated space for bicyclists. They can offer a high-comfort environment for people biking due to vertical separation from vehicular traffic. As these are constructed at the same level as sidewalks, they depend on clear, intentional separation so people walking and biking don't unintentionally mix. They also minimize maintenance costs due to limited motor vehicle wear and tear, and less accumulation of debris from the general purpose travel lanes.

Guidance

- The recommended width of a sidewalk-level Class IV bike lane is 7 feet (minimum width 6 feet).
- Provide separation between the bike lane and sidewalk using street trees, landscaping, or tactile surfaces that people with vision disabilities can detect underfoot or by cane.
- Use visual contrast between the bike lane and sidewalk surface to reinforce where different users belong.
- Where the bike lane shifts between street level and sidewalk level at intersections and other mixing zones, provide a bicycle transition ramp.
- At intersections:
 - It is preferable to bend the bike lane away from the travel lane and transition the bike lane to form a protected intersection. This design minimizes exposure to turning motorists.
 - Where protected intersections are not feasible, it is preferable for the raised bike lane to transition to street level within 10 feet of a pedestrian crosswalk. This option should be limited to locations where motorist right turn volumes and/or bicyclist volumes are low and permissive conflicts are acceptable. In locations where motorist right turn volumes require a right turn lane, only transition the raised bike lane to street-level where a right-turn signal is provided.



- Conversion from a sidewalk level class IV bikeway to a shared use path may also be considered to allow bicyclists to transition to the adjacent sidewalk area at the corner for locations where bicyclists may encounter high volumes of turning motor vehicle traffic.

Considerations

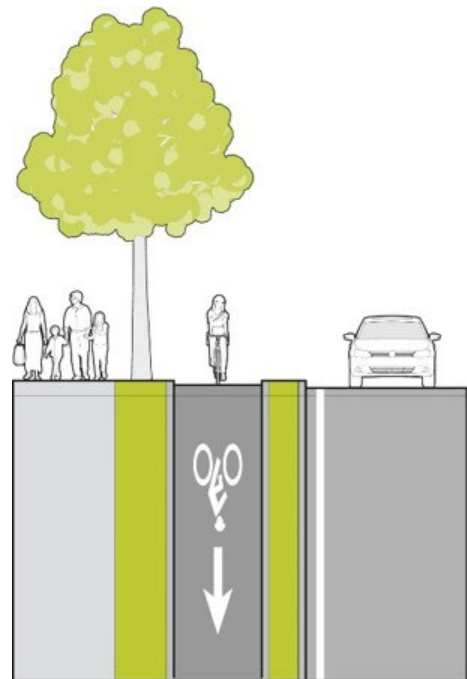
- Sidewalk level bike lane will not collect debris from the roadway and sweeping / maintenance will be similar to sidewalk maintenance.
- At intersections, the raised bike lane can be lowered to street-level, or it can be maintained at sidewalk level where bicyclists cross with pedestrians, preferably with a bicycle signal, and where/when a raised crosswalk/crossing is provided.
- Sidewalk level bike lanes with frequent intersections and driveways may require many transitions, which can affect constructability and comfort for users.
- Bicycle and pedestrian interactions should be managed at transit stops to ensure safety for all users.

Intermediate Level Class IV Bikeways

Intermediate level bike lanes are located at an elevation between the sidewalk and adjacent street level. They provide many of the safety and comfort benefits of sidewalk and street-level separated bike lanes but require smaller transitions when changing elevation to and from street or sidewalk levels. This can simplify design at intersections for elements including curb ramps and refuge islands.

Guidance

- The recommended width of an intermediate-level Class IV bike lane is 7 feet (minimum width 6 feet).
- A 2-to-3-inch curb reveal provides vertical separation to the adjacent sidewalk or sidewalk buffer and acts as a detectable edge for pedestrians with visibility disabilities. Using beveled curbs is recommended to maintain that vertical cue while supporting accessibility and maintenance vehicles as well as minimizing pedal strikes.
- Use intermediate-level bike lanes where smoother elevation transitions are desired to simplify intersection design and improve accessibility.



Considerations

- Intermediate-level bike lanes offer many of the safety and comfort advantages of sidewalk-level or street-level separated lanes while requiring less complex elevation transitions.
- Maintenance of intermediate-level bike lanes should be included as part of the roadway maintenance (not part of sidewalk maintenance).
- Bicycle and pedestrian interactions should be managed at transit stops to ensure safety for all users.

Street Level Class IV Bikeways

Street level separated bike lanes are common in retrofit situations where a separated bike lane is incorporated into the existing cross section of the street. They are also used for new construction where there is a desire to provide significant delineation between sidewalks and the bicycle facility to reduce pedestrian encroachment in the bike lane.



Street level bike lanes separated by curb (left) or flex posts (right)

Guidance

- Street-level separated bike lanes are most suitable where the facility can fit within the existing curb-to-curb width (with a minimum bike lane width of 6').
- Where on-street parking or loading zones are present, be sure the design is compatible with accessibility requirements for pedestrians.
- Street-level separated bike lanes should provide sufficient clear width between the curb and barrier to accommodate maintenance equipment (e.g., street sweepers).

Considerations

- Street-level separated bike lanes are well-suited to retrofit projects because they can be incorporated into the existing cross section and may minimize the need to relocate or reconfigure drainage infrastructure.

- They may be implemented as part of new construction when a corridor is being redesigned and there is a desire to clearly separate pedestrian and bicycle area.
- Regular maintenance / sweeping will be needed with possible need for specialized street sweepers to access the narrow path.
- Ensure sufficient road clearance for EMS access.
- Near transit stops, install floating bus bulbs to maintain bikeway separation.

Pedestrian Facilities and Crossing Treatments

Sidewalk Zones and Widths

At minimum, all sidewalks must have a Pedestrian Access Route (PAR), which is the accessible portion of the sidewalk used for active travel. For it to function, it must be kept clear of any obstacles and be wide enough to comfortably accommodate expected pedestrian volumes (as anticipated by density and adjacent land use) including those using mobility assistance devices, pushing strollers, or pulling carts.

Depending on the land use context, sidewalks may also include frontage zones (located from the front door to the PAR and may include porches, café seating, awnings, etc.) and/or furnishing zones (zone between the PAR and curb that typically includes light posts, trees, landscaping, etc.)

Guidance

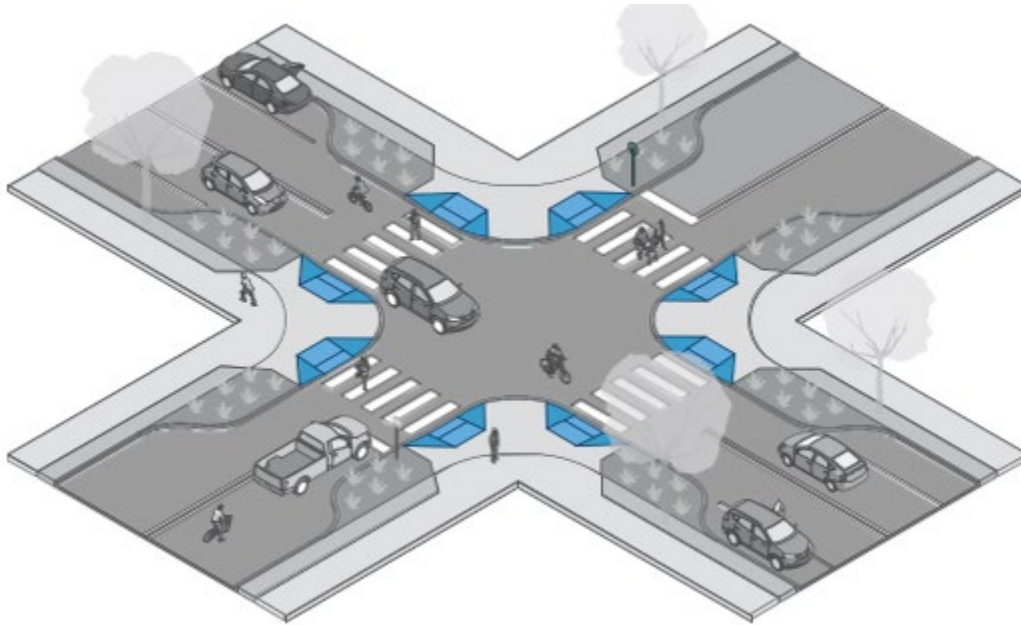
- The PAR must be a minimum of 5' of clear space for path of travel per City of Pleasanton standards (not including the curb which is typically 6").
- **Recommended minimum PAR widths in Pleasanton:**
 - **High pedestrian areas (for example near BART, Fairground Complex, Stoneridge Mall, Downtown, Schools): 8 feet**
 - **Commercial Areas Adjacent to Parking: 8 feet**
 - **Arterials: 6 feet**
 - **Residential Areas Adjacent to Parking: 6 feet (unless parallel parking, then 5 feet)**
 - **All other areas: 5 feet**
- On arterials and other high-volume roadways and/or near high pedestrian generators and other locations where pedestrian volumes may be high, sidewalks shall be separated from the roadway. Additional buffer width from vehicle lanes may be needed to provide greater pedestrian protection and comfort.
- Where a sidewalk is directly adjacent to moving traffic, a minimum two-foot buffer for street furniture and utilities should be provided in addition to the listed sidewalk dimensions, according to the NACTO Urban Street Design Guide.

Considerations

Sidewalk stormwater facilities (including rain gardens) are generally located in the Furnishing Zone but may require greater widths than a typical landscape strip.

Curb Ramps

The transition for pedestrians from the sidewalk to the street is provided by a curb ramp. The designs of curb ramps are critical for all pedestrians, but particularly for people with disabilities. The ADA Standards require all pedestrian crossings be accessible to people with disabilities by providing curb ramps at intersections and midblock crossings as well as other locations where pedestrians can be expected to enter the street. Curb ramps also benefit people pushing strollers, grocery carts, suitcases, or bicycles.



Guidance

- Curb ramps are part of the accessible Pedestrian Access Route (PAR) and must be provided at all intersections where pedestrians are permitted and expected to cross the street, i.e., all street corners in California.
- Separate, perpendicular curb ramps should be provided for each crosswalk at an intersection (as shown in graphic above) rather than a single ramp at a corner for both crosswalks. The separate curb ramps improve orientation for visually impaired pedestrians by directing them toward the correct crosswalk. Blended transitions may be provided instead of perpendicular curb ramps. Diagonal curb ramps are not recommended.

Considerations

- Curb ramps must meet PROWAG requirements for running slope, cross slope, grade breaks, clear area, side treatments, and detectable warning surfaces.

- Furnishing zones (the space between the curb and sidewalk) of 7' in width provide just enough space at intersections for curb ramps to gain sufficient elevation to a sidewalk.
- Consider providing wider curb ramps in areas of high pedestrian volumes and crossing activities.
- The side of the curb ramp shall be flared when the surface adjacent to the ramp's sides is walkable. However, when the surface adjacent to a ramp is landscaped or otherwise not walkable, the side is not required to be flared and can be a vertical curb.

Corners and Curb Radii

Pedestrian safety and comfort is enhanced by smaller curb radii, which shorten crossing distances for pedestrians and reduce vehicle turning speeds. However, streets must accommodate large turning vehicles, including school buses and transit vehicles, which require larger turning radii. One of the most challenging aspects of intersection design is determining methods of accommodating large vehicles while keeping intersections as compact as possible. This requires engineering judgment, as each intersection is unique in terms of the number of travel lanes, presence of a median, and a number of other features that fundamentally impact corner design.

Guidance

Curb radii should be designed to accommodate the intended design vehicle, or the most frequent user of a given street, turning using one approach lane and one receiving lane, as well as the intended control vehicle, or an infrequent larger vehicle, turning using multiple lane spaces.

Considerations

- The design and control vehicle are context dependent. Common design vehicles include a DL-27 for local streets, SU-30 for downtown and commercial streets, and BU-40 for designated bus routes. Control vehicles are often larger trucks like a WB-50.
- At signalized intersections, corner design should assume that a large vehicle will use the entire width of the receiving lanes on the intersecting street.
- Depending on an agency's encroachment policy, it may be possible to allow a large turning vehicle to encroach on the adjacent travel lane on the departure side (on multi-lane roads) to make the turn.
- Mountable truck aprons can be implemented to deter design vehicles from making higher-speed turns, while accommodating control vehicles without encroachment or off-tracking into pedestrian areas. Mountable truck aprons should be visually distinct from the adjacent travel lane and sidewalk. (For more information, refer to Truck Aprons section).

Crossing Treatment Selection Guide

The table below is intended to serve as a quick guide crossing treatment selection after a crossing location is deemed appropriate based on engineering judgment, traffic operations, accessibility needs, and site-specific conditions. Context-sensitive guidance and considerations for each treatment is provided in the subsequent pages.

Certain treatments may reduce Pedestrian Level of Crossing Stress (PxLTS), particularly those that shorten crossing distance, control traffic, or reduce vehicle speeds. This guidance does not replace requirements in the MUTCD, PROWAG, or other adopted state and local standards.

Crossing Treatment	Primary Purposes	When is it recommended to use at...			
		Signalized Intersections	Stop-Controlled Intersections	Uncontrolled Intersections	Midblock Crossings
Marked crosswalks	Improves driver awareness of crossing	Always	Always	Always	Always
High visibility marked crosswalks	Improves driver awareness of crossing	On HIN ¹ and school routes	On HIN and school routes	On HIN and school routes	Always
Raised Crossings	Increases visibility of crossing pedestrians	N/A	Where appropriate	Where appropriate	Where appropriate
Daylighting	Increases visibility of crossing pedestrians; Improves sight lines for all roadway users	Always	Always	Always	Always
Pedestrian-scale lighting	Increases visibility of pedestrians	Always	Always	Always	Always
Leading Pedestrian Interval (LPI)	Minimizes vehicle/pedestrian conflict	Intersections on HIN or high pedestrian activity areas	N/A	N/A	N/A
Curb extensions	Shorten crossing distance; slow vehicle turning	Where appropriate	Where appropriate	Where appropriate	Where appropriate
Protected intersection	Shorten crossing distance; slow vehicle turning	Where appropriate	Where appropriate	Where appropriate (e.g., at a roundabout)	N/A

¹ High-Injury Network

Median Pedestrian Refuge	Shorten crossing distance; exposure reduction	Where appropriate	Where appropriate	Where appropriate	Where appropriate
Rectangular Rapid Flashing Beacon (RRFB)	Increase vehicle yielding	N/A	N/A	Where appropriate	Where appropriate
Pedestrian Hybrid Beacon (PHB)	Traffic control	N/A	N/A	Where appropriate	Where appropriate
Activated Blank-Out Turn Prohibition Sign	Traffic control; minimize vehicle/pedestrian conflict	Where appropriate / On approaches with 2 or more right turn lanes	Where appropriate	Where appropriate	Where appropriate

Pedestrian Crossing Treatments at Uncontrolled Intersections

Treatments for uncontrolled intersections should be selected based on the FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (STEP Guide, 2018), summarized below, which recommends appropriate design treatments based on the number of lanes, posted speed limit, and daily traffic volume on a given street.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2 4 5 6	① 5 6 7 9	① 5 6 ⑦ ⑨	① 4 5 6	① 5 6 7 9	① 5 6 ⑦ ⑨	① 4 5 6 7 9	① 5 6 7 9	① 5 6 ⑨
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5	① ③ 5 7 9	① ③ 5 ⑦ ⑨	① ③ 4 5 7 9	① ③ 5 ⑦ ⑨	① ③ 5 ⑦ ⑨	① ③ 4 5 7 9	① ③ 5 ⑦ ⑨	① ③ 5 ⑨
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6 7 9	① ③ 5 6 7 9	① ③ 5 6 ⑨	① ③ 4 5 6 7 9	① ③ 5 6 ⑦ ⑨	① ③ 5 6 ⑨	① ③ 4 5 6 7 9	① ③ 5 6 ⑨	① ③ 5 6 ⑨
4+ lanes with raised median (2 or more lanes in each direction)	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 8 ⑨	① ③ 5 7 8 9	① ③ 5 ⑦ 8 ⑨	① ③ 5 8 ⑨	① ③ 5 ⑦ 8 ⑨	① ③ 5 8 ⑨	① ③ 5 8 ⑨
4+ lanes w/o raised median (2 or more lanes in each direction)	① ③ 5 6 7 8 9	① ③ 5 ⑥ 7 8 9	① ③ 5 ⑥ 8 ⑨	① ③ 5 ⑥ 7 8 9	① ③ 5 ⑥ ⑦ 8 ⑨	① ③ 5 ⑥ 8 ⑨	① ③ 5 ⑥ ⑦ 8 ⑨	① ③ 5 ⑥ 8 ⑨	① ③ 5 ⑥ 8 ⑨

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

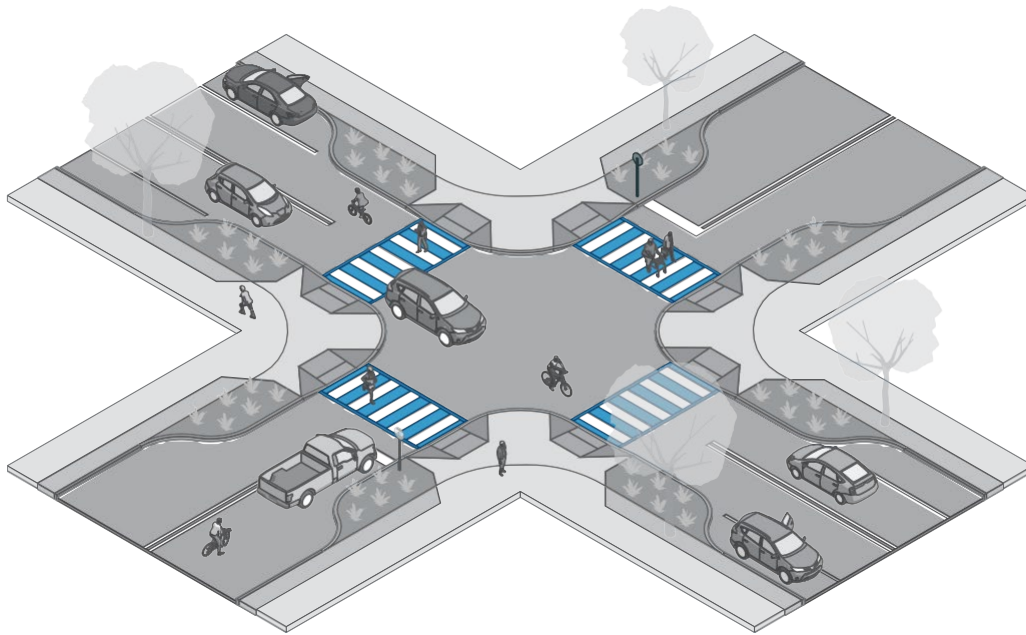
The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

**RRFB and PHB cannot be used in the same location.

- 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Rectangular Rapid-Flashing Beacon (RRFB)**
- 8 Road Diet
- 9 Pedestrian Hybrid Beacon (PHB)**

Marked Crosswalks

Legally, crosswalks exist at all locations where sidewalks meet the roadway and pedestrians would normally continue across the street from one sidewalk to the other, regardless of whether pavement markings are present. Drivers are legally required to yield to pedestrians at intersections, even when there are no pavement markings. Providing marked crosswalks communicates to drivers that pedestrians may be present and helps guide pedestrians to locations where they should cross the street. In addition to pavement markings, crosswalks may include signals/beacons, warning signs, advanced pavement markings, advanced signs, and raised platforms.



Guidance

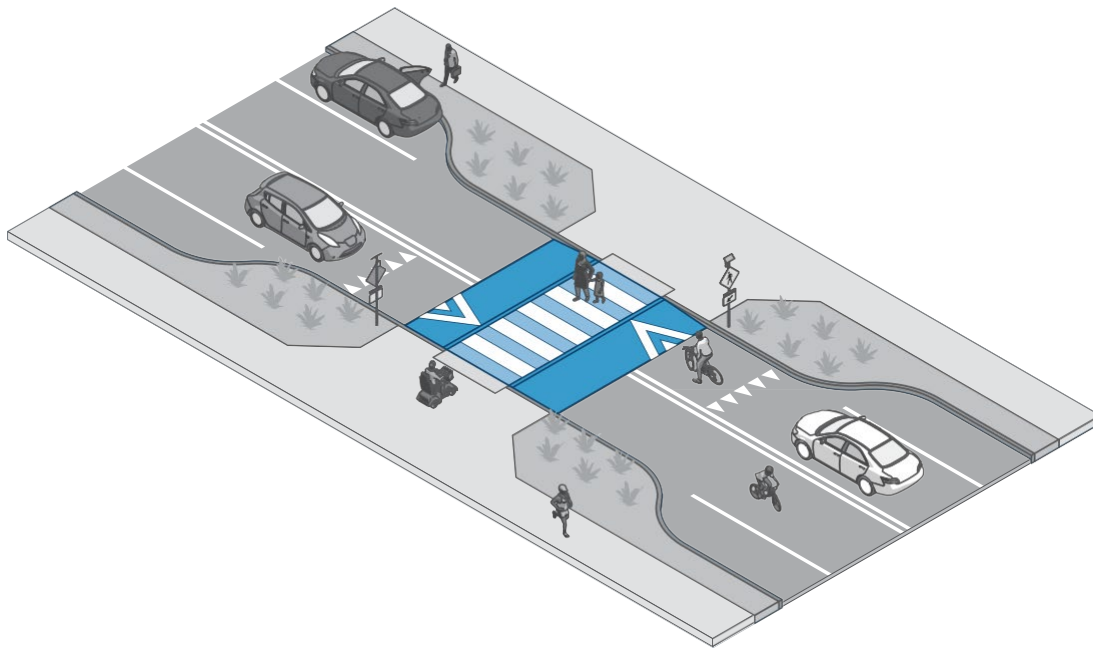
- Crosswalks should be marked on all approaches of a signalized intersection and at intersections in school zones.
- Marked crosswalks should be oriented perpendicular to streets, minimizing crossing distances and therefore limiting the time that pedestrians are exposed.
- Marked crosswalks should be at least 10 feet wide or the width of the approaching sidewalk if it is greater. Crosswalks within 600' of school grounds on roadways contiguous to school grounds are required to be painted yellow .
- Stop lines at stop-controlled and signalized intersection approaches should be striped no less than 4 feet and no more than 30 feet from the edge of marked crosswalks.
- Advance yield lines (“shark teeth”) at mid-block crossings should be located 20 to 50 feet from the edge of the marked crosswalk.

Considerations

- There are many different styles of marked crosswalk striping and some are more effective than others. High-visibility crosswalks with striping parallel to the direction of travel for drivers are more visible to drivers and are recommended for intersections on the HIN and near high pedestrian generators including near schools, the downtown and regional transit stations. **The graphic above shows continental striping, which is the standard for Downtown Pleasanton. For other high visibility crosswalks, the City of Pleasanton uses ladder style.**
- In areas of heavy pedestrian volumes (such as transit station areas, school zones, and main streets), marked crosswalks can be up to 25 feet wide.
- Crosswalks may need to be restriped after pavement work.

Raised Crosswalks

Raised crosswalks are used for traffic calming and to improve motorist yielding to people walking, rolling and biking at intersections and midblock crossings. In this design, crosswalks are elevated to reduce or eliminate the transition from the sidewalk to the street crossing. Transition aprons on each approach to the raised crossing are marked with pavement markings to alert drivers of the grade change.

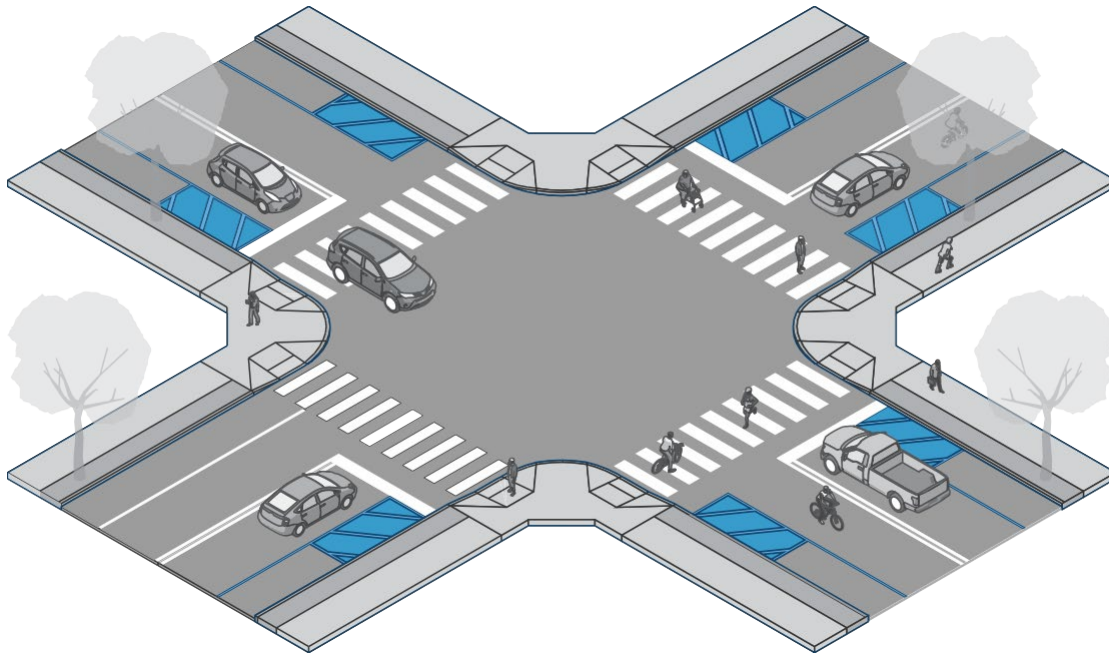


Guidance

- Ensure the raised crosswalk is at least as wide as the connecting sidewalk or path.
- Provide detectable warning surfaces at the edge of the sidewalk to indicate to pedestrians that they are exiting the sidewalk and entering the street. Ensure that raised crossing meets accessible slope requirements.
- On-street parking and loading must be restricted 20 feet before the marked crosswalk (15 feet if there is a curb extension) in both directions to provide adequate sight distance between people crossing and people driving.
- Advance yield lines (“shark teeth”) at mid-block crossings should be located 20 to 50 feet from the edge of the marked crosswalk.
- The raised crosswalk should use the same advanced pavement markings used approaching speed lumps.
- Include warning pavement markings for drivers on transition aprons. Transition aprons should be 5 to 8 percent (relative to the street) on streets, and 5 to 15 percent (relative to the driveway/alley) on driveways and alleys.

Daylighting

Daylighting improves visibility at intersections and mid-block crossing locations by removing visual obstructions near the crossing. Daylighting often includes the spot removal of parking spaces, accomplished via red painted curb, signage, and removal of parking space pavement markings.



Guidance

- California Assembly Bill 413 prohibits the stopping, standing, or parking of a vehicle within 20' of the vehicle approach side of any marked or unmarked crosswalk or within 15' of any crosswalk with a curb extension. This law applies to all intersections, even where formal daylighting treatments or signs have not been installed.
- Daylighting should be implemented via striping and red painted curb at all crossing approaches (including unmarked crossings) on streets with on-street parking. A “No Parking” sign (MUTCD R7 series) can additionally be installed.

Considerations

- In addition to red painted curb and striping, the parking-restricted area can be defined using curb extensions, planters, or flexible delineators. Additionally, this space can be repurposed for green infrastructure or bicycle parking corrals.

- Enforcement may be necessary to ensure compliance with new restrictions, particularly in residential or commercial areas with high demand for on-street parking or locations where drivers have historically utilized this area of the street for parking.
- The prioritization of installing treatments and enforcing daylighting should be based on location, such as proximity to schools, parks, transit stops, and other locations with higher pedestrian volumes or vulnerable users, as well as documented collision history, turning movement conflicts, and visibility constraints.

Pedestrian Scale Lighting

Pedestrian-scale lighting illuminates sidewalks and crossings at night or low-light conditions using light fixtures that are shorter than roadway light fixtures.

Guidance

- Pedestrian-scale lighting should be provided at controlled and uncontrolled intersections at crossing approaches; along sidewalks, especially along arterials and near schools, parks, commercial and recreation centers; and along Class I facilities in urban areas that serve as a primary active transportation facility.
- Lighting should be uniform, with consistent light levels that avoid dark spots, sharp contrasts, and glare to support pedestrian visibility and safety.
- Lighting should be installed such that users are illuminated from the driver's perspective and not silhouetted. Where crossings include a crossing island or median, supplemental lighting may be provided.



Considerations

- Consider energy usage, environmental impacts, and impacts on residential neighborhoods.
- Install lighting to Illuminating Engineering Society and DarkSky standards.

Leading Pedestrian Interval (LPI)

The Leading Pedestrian Interval initiates the pedestrian WALK indication three to seven seconds before motor vehicles traveling in the same direction are given the green indication. This signal timing technique allows pedestrians to enter the intersection prior to turning vehicles, increasing visibility between all modes.

Guidance

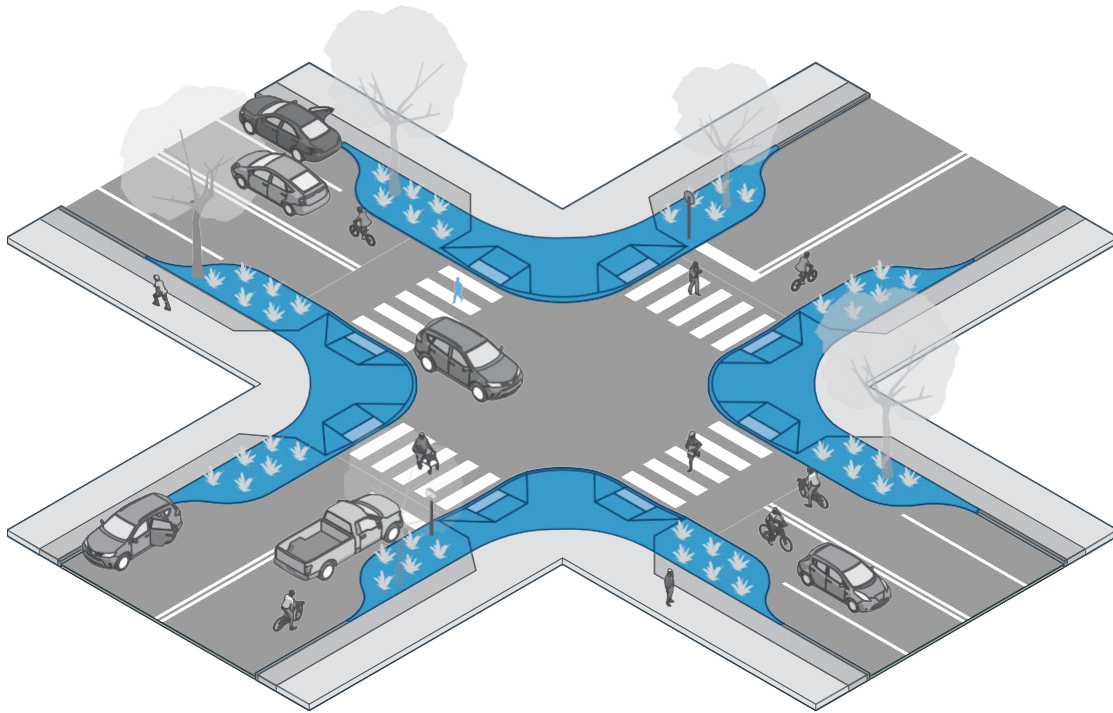
- The LPI should be used at intersections with high volumes of pedestrians and conflicting turning vehicles and at locations with a large population of elderly or school children who tend to walk slower.
- Where a Leading Pedestrian Interval is implemented on an approach with protected left turns that would otherwise run concurrently at the start of the pedestrian walk interval, consideration should be given to using a **lagging protected left-turn phase** so the pedestrian head start is not undermined by turning vehicle movements.

Considerations

- Intersection geometry and traffic controls should encourage turning vehicles to yield the right-of-way to pedestrians. Traffic movements should be analyzed at intersections in order to utilize non-conflicting phases to implement one or more WALK intervals per cycle.
- Signal design should also minimize the time that pedestrians must wait. Requiring pedestrians to wait for extended periods can encourage crossing against the signal. The 2010 Highway Capacity Manual states that pedestrians have an increased likelihood of risk-taking behavior (crossing against the signal) after waiting longer than 30 seconds.
- Free-flowing right-turn lanes are discouraged at signalized intersections. Where they are present and unsignalized, the pedestrian signal and pushbutton should be located on the channelization (“pork chop”) island. A yield or crosswalk warning sign should then be placed in advance of the crosswalk.
- LPI gives pedestrians a head start, but if the walk crosses a dual right turn, pedestrians can still be exposed when both turn lanes begin moving. Drivers are accustomed to turning on green immediately; a short LPI may not be enough unless the signal display and intersection operations are very clear.

Curb Extensions

Curb extensions, also known as neckdowns, bulb-outs, or bump-outs, are created by extending the sidewalk at corners or mid-block. In addition to shortening crossing distances, curb extensions can be used to change the geometry of intersections resulting in smaller corner radii that slow turning movements of motor vehicles.



Guidance

- Curb extensions should be considered where parking is present or where motor vehicle traffic deflection is provided through other curbside uses such as bicycle share stations or parklets. They cannot be installed where the curbside lane is a vehicle travel lane.
- Curb extensions are particularly valuable in locations with high volumes of pedestrian traffic, near schools, at unsignalized pedestrian crossings, or where there are demonstrated pedestrian safety issues.

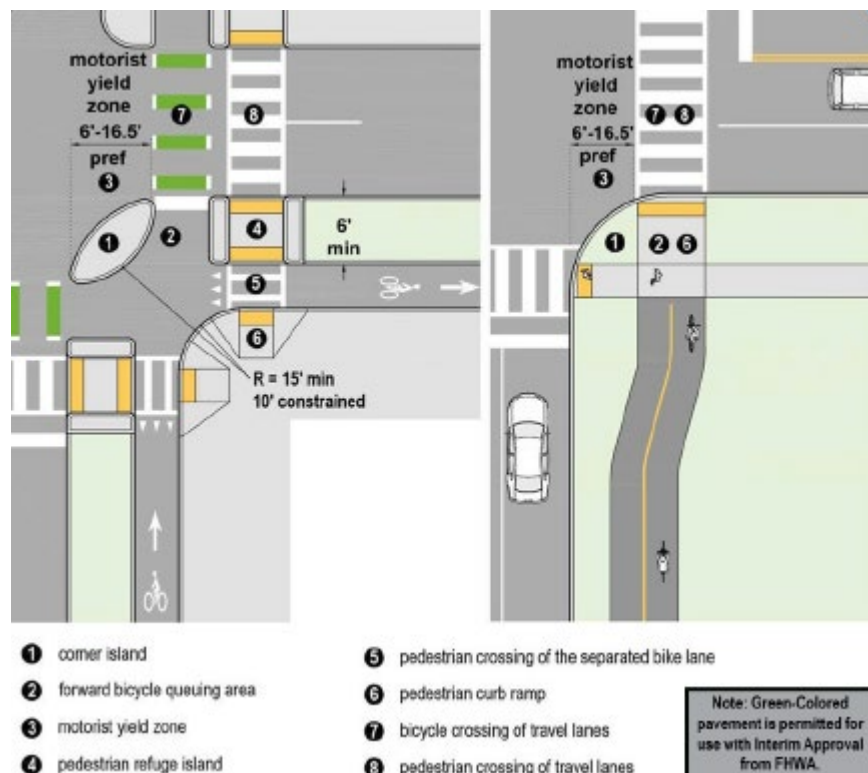
Considerations

- The turning needs of emergency, transit, and other large vehicles must be considered in curb extension design.
- Care should be taken to maintain direct routes across intersections by aligning pedestrian desire lines on either side of the sidewalk. Curb extensions often make this possible as they provide extra space for grade transitions.

- Consider providing a 20' long curb extension to restrict parking and provide daylighting within 20' of an intersection to enhance visibility.
- When curb extensions conflict with turning movements, consider reducing the width and/or length of the curb extension. Emergency access is often improved with curb extensions because intersections are kept clear of parked cars.
- Where feasible, curb extensions may be used to support stormwater management and green infrastructure, street beautification, bicycle parking, and other amenities that enhance the function and comfort of the street.
- Curb extensions may be implemented using temporary or quick-build materials, such as pavement markings or tape, modular curb elements, planters, flexible delineators, or similar hardware, to pilot designs, respond to near-term safety concerns, or support phased implementation prior to permanent construction.
- In locations with on-street bike lanes, consider whether it is best to maintain the bike lane at street-level by providing a floating curb extension, or to ramp the bike lane up to sidewalk-level.

Protected Intersections

Often considered as a bicycle crossing treatment since they are used to mitigate conflicts with vehicles when a bikeway crosses an intersection, protected intersections also serve as pedestrian crossing treatments. A protected intersection includes a physical barrier between bicycles and motor vehicles within the intersection, provides designated spaces for all users (drivers, bicyclists, and pedestrians), reduces conflict points, increases sight lines, reduces turning speeds and improves comfort for vulnerable users. A fully protected intersection has protected bicycle crossings for all movements within the intersection.



Guidance

- Protected intersections include eight key elements as shown in the graphic above. They are compatible with both one-way and two-way separated bikeways.
- Bikeways and sidewalks crossing a protected intersection should each have their own designated pavement markings.
- Protected intersections may be appropriate at signalized and stop-controlled intersections.

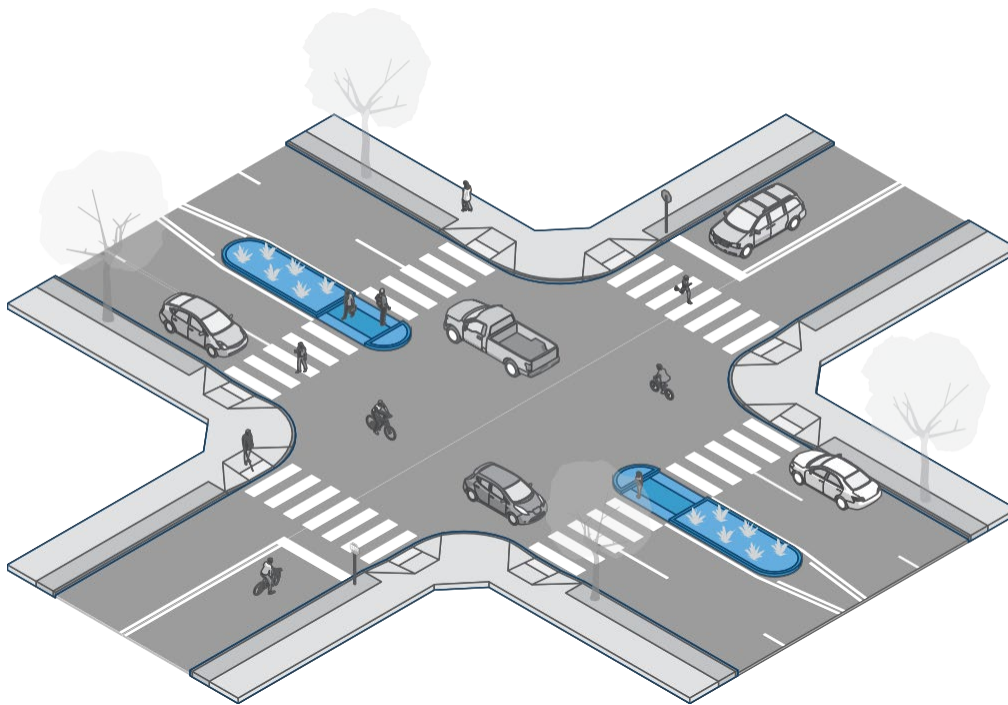
- The “first generation” of protected intersections in the US were designed at-grade, but many now are designed with corners raised to sidewalk-level, which may improve user experience for blind users and visibility for all users.

Considerations

- Protected intersections may also be designed using temporary materials. The design should still include the elements and layout as in the graphic above, with the only difference being that paint and post/rubber materials are used instead of concrete. As with permanent build protected intersections, bikeways and sidewalks crossing a protected intersection should each have their own designated pavement markings.
- At major intersections where space is available, protected intersection designs are preferred because they are intuitive and comfortable, provide clear right-of-way assignment, promote predictability of movement, and allow eye contact between motorists, bicyclists, and pedestrians.
- Where two-way separated bike lanes are installed on one side of the street, the contra-flow direction of bicycle travel introduces an unexpected movement at the intersection and requires more complex signal operations.
- Corner islands allow the bike lane to be physically separated up to the intersection crossing point where potential conflicts with turning motorists can be controlled more easily. They serve an important purpose in protecting the bicyclist from right-turning motor vehicle traffic.
- Protected intersections are not restricted to separated bikeways and may also be used with Class II bike lanes. The benefit to pedestrian crossing distance may be reduced when protected intersections are used in conjunction with class II bike lanes, as the crossing distance will still include the bike lanes.

Pedestrian Median Refuge

Crossing islands, also known as pedestrian refuge islands or pedestrian median refuges, are raised islands that provide a protected waiting area and allow pedestrians to cross one direction of motor vehicle traffic at a time. They can be located at intersections or mid-block.



Guidance

There are two primary types of crossing islands:

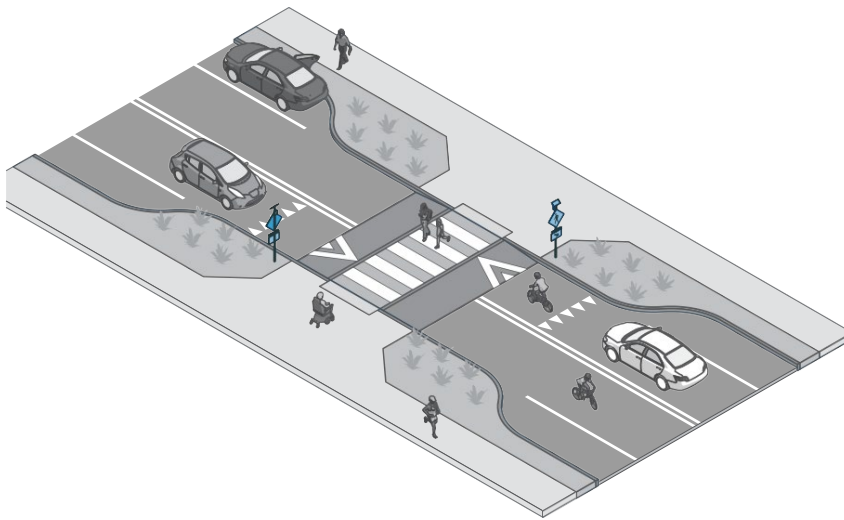
- The first provides a cut-through of the island, keeping pedestrians at street-grade. These islands must be at least 6' in width in order to integrate detectable warning surfaces and be considered a true pedestrian refuge island.
- The second type provides ramps to move pedestrians up above street grade. However this requires a median area wide enough to accommodate the minimum 6' landing area plus ramps on either side.
- Crossing islands should always be considered on collector or arterial roadways with moderate-to-high traffic speeds and volumes and multiple lanes, as well as where crossing distances are greater than 50 feet.

Considerations

- Crossing islands can be coupled with other traffic calming features, such as partial diverters and curb extensions at mid-block and intersection locations.
- At mid-block crossings where width is available, islands should be designed with a stagger, or in a “Z” pattern, encouraging pedestrians within the median to face oncoming traffic before crossing.
- Should a midblock crossing be provided along a multilane arterial, a raised median or crossing island and supplementary traffic control devices are desirable.
- On a local road with relatively low traffic speeds and volumes, placing a raised median or crossing island might be done for aesthetic considerations or based on special pedestrian crossing characteristics and volumes.
- Crossing islands require minimum depth of 6', with preferred depth of 8-10' in locations where significant pedestrian or bicycle volumes are present/expected, or to accommodate cargo bikes & wheelchairs more effectively.
- May be implemented as a quick build treatment through use of temporary materials.

Rapid Rectangular Flashing Beacons (RRFBs)

Rectangular Rapid Flash Beacons (RRFBs) can be implemented to improve yielding compliance. RRFBs may be used at uncontrolled multi-lane crossings as well as on streets with one lane in each direction. RRFBs combine a pedestrian crossing sign with a bright flashing beacon that is activated only when a pedestrian is present.



Guidance

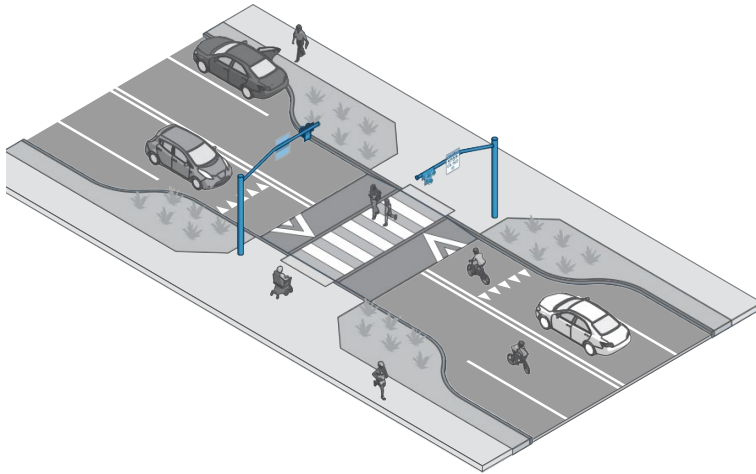
- RRFBs can be used when a signal is not warranted at an unsignalized crossing. They are not appropriate at intersections with signals or STOP signs.

Considerations

- RRFBs are considerably less expensive to install than mast arm-mounted signals. They can also be installed with solar power panels to eliminate the need for an external power source.
- RRFBs should be limited to locations with critical safety concerns and should not be installed in locations with sight distance constraints that limit the driver's ability to view pedestrians on the approach to the crosswalk.
- RRFBs should be used in conjunction with advance stop or yield bars (depending on state law requirements) and signs.
- RRFBs are usually implemented at high-volume pedestrian crossings but may also be considered for priority bicycle route crossings or locations where bike facilities cross roads at mid-block locations.
- RRFBs may be installed at roundabout crossings.

Pedestrian Hybrid Beacon (PHB)

Pedestrian hybrid beacons (PHBs), including the High-intensity Activated Crosswalk Beacon (HAWK), are a type of hybrid signal intended to allow pedestrians and bicyclists to stop traffic to cross high-volume arterial streets. This type of signal may be considered at locations where MUTCD traffic signal warrants are not met or as an alternative to a full traffic signal where MUTCD traffic signal warrants are met.



Guidance

- This type of device should be considered for all arterial crossings if other engineering measures are found inadequate to create safe crossings.
- The MUTCD recommends minimum volumes of 20 pedestrians or bicyclists an hour for major street crossings (volumes exceeding 2,000 vehicles/hour).
- PHBs may also be used at locations which do not meet traffic signal warrants but where assistance is needed for pedestrians or bicyclists to cross a high-volume street.

Considerations

While this type of device is intended for pedestrians, it would be beneficial to retrofit it for bicyclists as the City of Portland, Oregon has, using bicycle detection and bicycle signal heads on major cycling networks. Depending upon the detection design, the agency implementing these devices may have the option to provide different clearance intervals for bicyclists and pedestrians. The provision of bicycle signal heads would require permission to experiment from FHWA.

Activated Blank-Out Turn Prohibition Signs (MUTCD R3-1 and R3-2)

These LED-illuminated signs are used to prohibit left or right turns during certain times of day.



Guidance

- Turn Prohibition signs should be placed where they will be most easily seen by road users who might be intending to turn. If No Right Turn (R3-1) signs are used, at least one should be placed either over the roadway or at a right corner of the intersection. If No Left Turn (R3-2) signs (see Figure 2B-3) are used, at least one should be placed either over the roadway, at the far left corner of the intersection, on a median, or in conjunction with the STOP sign or YIELD sign located on the near right corner.
- **The City of Pleasanton uses the No Right Turn (R3-1) at all dual right and right/through-right intersections when a pedestrian activation is in the walk phase.**

Considerations

- At railroad crossings, side-mounted placement of signs may be preferable to overhead.
- For dual right-turn movements, placement may be difficult because both the inside and outside right-turn drivers need an unmistakable indication that the restriction applies to them.

Corridor Treatments for Traffic Calming

Chicanes and Chokers

Chicanes slow traffic by creating a serpentine travel path through alternating street features on opposite sides of the street. Chokers narrow the road in midblock locations through the application of curb extensions (or on-street parallel parking) on both sides of the street. Chicanes and chokers may be designed to integrate stormwater drainage catchments, street tree planting, benches, bicycle parking, and other amenities.



Guidance

- Chicanes are appropriate for low-volume, local streets. Avoid using them on streets with higher volumes of bus, freight, or emergency service activity. Chokers may be used on arterials, collectors, and local streets.
- Chicanes must meet requirements for horizontal tapers per the California MUTCD.
- Use mountable curbs to accommodate larger motor vehicles while maintaining tight turn radii to slow people driving.
- Include vertical elements like plantings or reflective signs to alert drivers.

Considerations

- Consult with fire department to minimize impacts to emergency services.
- If existing drainage patterns must be maintained, consider constructing a 2' drainage channel between the chicane island and curb.

Speed lumps

Vertical deflection treatments like speed lumps are some of the most effective treatments for slowing motor vehicle speeds. These treatments can reduce higher-speed motor vehicle cut-through traffic on local streets.



Guidance

- Use on local and shared streets at midblock locations where lower motor vehicle speeds and volumes are desired, such as on bike boulevards.
- Locate speed lumps every 250 to 500 feet to accomplish speed control. Do not locate in front of driveways, close to intersections, or on a sharp curve.
- Refer to the City of Pleasanton's Standard Specifications & Details for Speed Lumps and Advance Warning Markings (July 2024).

Considerations

- To minimize impacts to emergency response, consider offset speed tables, which are split down the street centerline with longitudinal separation between the halves.
- Speed lumps may be constructed out of asphalt or rubber. **The City of Pleasanton requires the use of asphalt to minimize maintenance and installation costs that increase with the rubber mats.**
- Design should consider the ability to withstand the weight of fire apparatus and outriggers.

Traffic Circles

Traffic circles are circular, raised center islands at the intersection of two neighborhood streets intended to slow vehicle approach speeds by impeding the straight-through movement. These are common treatments along streets designated as bike boulevards.



Guidance

- Unlike roundabouts, traffic circles are intended for the intersections of low-volume streets, commonly in residential neighborhoods. Therefore, deflection on approach legs is typically not used since vehicle speeds should already be 25 mph or less.
- Pavement markings should indicate priority for pedestrians at crossings and provide wayfinding guidance for bicyclists.
- The traffic circle's diameter should be great enough to establish horizontal deflection for vehicles travelling through the intersection, thereby achieving the intended traffic calming intent.
- Design the circles to be visible at night with reflective materials and ensure adequate street lighting exists.

Considerations

- To accommodate garbage trucks and emergency vehicles, design to allow left turns in front of the circle.

- Traffic circles provide opportunities for plantings, neighborhood identity signs, or public art. Consider planting native and/or seasonal vegetation in the center of the circles for neighborhood beautification, traffic calming, and stormwater infiltration.
- Traffic circles can be constructed as a quick-build project using temporary materials.
- Design should account for possible deflection into the pedestrian crossing area. Consider relocation of crosswalks and ramps to location outside of deflection path

Radar Speed Signs

Radar speed signs, also known as dynamic speed display/feedback signs, measure the speed of an approaching vehicle using radar, then display the speed back to the driver on an LED sign. These speeds are meant to encourage drivers to slow down as they suggest that speeds may be monitored/recorded. Speed feedback signs are likely to be more effective when combined with other speed management treatments.



Guidance

- These are appropriate on most roadways with frequent speed violations, such as school zones, areas where road design encourages speeding (such as at curves), and other areas where drivers tend to speed or should be encouraged to slow down.
- Place speed feedback signs behind the curb or edge of roadway with 300 feet of clear sight distance on the approach.
- Refer to MUTCD Section 2C.13 for standards and guidance related to design of speed feedback signs and plaques (W13-20 and W13-20aP).
- Install a power source through solar panel or electrical connection.

Considerations

- Radar speed signs may be part of a targeted enforcement strategy or used as a more passive way of encouraging drivers to slow down.

Implementation Strategies

Lane Narrowing

Lane narrowing can improve comfort and safety for vulnerable road users. Narrowing lanes creates space that can be reallocated to other modes, in the form of wider sidewalks, bike lanes, reduced crossing distances, and buffers between cyclists, pedestrians and motor vehicles. Space can also be dedicated to plantings and amenity zones. **The City of Pleasanton uses 11' travel lane width as a minimum standard on roadways over 30 MPH. At turn pockets, the city will consider 10' pocket width.**

Guidance

- Motor vehicle travel lanes as narrow as 10' are allowed in low and moderate-speed environments (35 mph or less) according to the AASHTO Green Book. Caltrans allows lane widths of 10.5-11 depending on roadway type and operating speed, per DIB-94.

DIB 94

Complete Streets: Contextual Design Guidance

January 16, 2024

Table 5.3 Suggested Minimum Lane Widths by Place Type and Proposed Operating Speed

Place Type	Lane Type	Suggested Minimum Lane Widths by Proposed Operating Speed					
		20 mph	25 mph	30 mph	35 mph	40 mph	45 mph
Urban Area – City Center	Through	10.5 ft	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft
	L/R Turn	10.5 ft	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft
	TWLTL	10.5 ft	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft
Urban Area – Urban Community	Through	10.5 ft	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft
	L/R Turn	10.5 ft	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft
	TWLTL	10.5 ft	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft
Suburban Area	Through	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	11-12 ft	11-12 ft
	L/R Turn	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	11-12 ft	11-12 ft
	TWLTL	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft	11-12 ft
Rural Main Street	Through	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft	11-12 ft	11-12 ft
	L/R Turn	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft	11-12 ft	11-12 ft
	TWLTL	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5 ft	10.5 ft

Note: Cells shaded in gray are outside the range of proposed operating speeds recommended in Table 4.1.

- 10' travel lanes are not recommended on 4-lane undivided arterial roadways but may be considered where speeds are 30 mph or less and truck use is low.

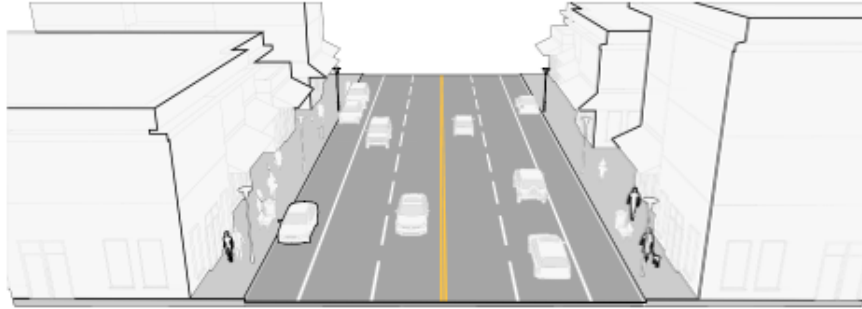
Considerations

- Narrowing existing motor vehicle lanes may result in enough space to create separated bicycle lanes, widened sidewalks and buffers, or a combination of on-street bike lanes and enhancements to the pedestrian corridor.
- Narrower lanes can contribute to lower operating speeds along the roadway, which may be appropriate in dense, walkable corridors.
- Caution should be taken when considering reducing travel lanes on roadways where there are multiple turn lanes onto the roadway.
- Lane widths below 11 ft on multilane urban/suburban arterials are commonly supported in the literature at ≤ 35 –45 mph, often showing no meaningful crash penalty and sometimes safety benefits via lower speeds—but they can create operational and risk-management drawbacks where speeds are higher, truck/bus volumes are higher, lateral clearance is constrained, or where side-swipe / lane-departure risk is elevated.

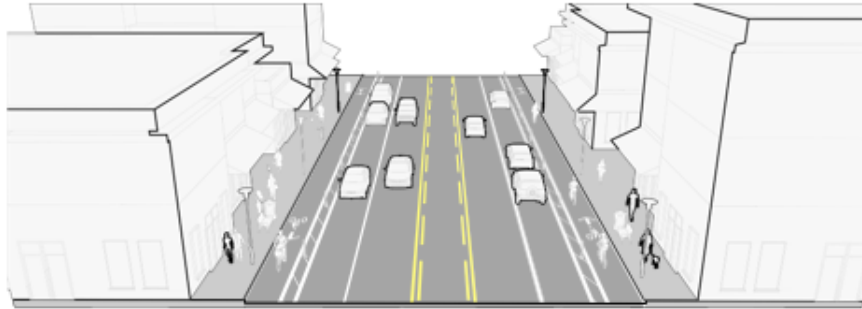
Lane Reconfiguration

Lane reconfiguration involves reducing the total number of travel lanes on a corridor to improve safety and provide space for bicycle lanes, turn lanes, streetscapes, wider sidewalks, and other purposes. Lane reconfiguration may be used in conjunction with treatments that reduce crossing distance, such as curb extensions, median refuges, and protected intersections. Lane reconfiguration can take many forms; an example of a four-to-three lane reconfiguration is shown below. In all cases, a traffic analysis is needed to determine feasibility.

Typical 4-lane road with on-street parking



Three-lane road diet (with center two-way left-turn lane), with on-street parking and separated bicycle lanes



Guidance

- Four-lane streets with volumes between 15,000 to 20,000 vehicles per day may be good candidates for four-to-three lane conversions. Six-lane streets with volumes less than 35,000 vehicles per day may be good candidates for six-to-five lane (including two-way center turn lane) conversions.

Considerations

- Lane reconfiguration is a tool to minimize conflict points in the roadway, leading to fewer and less severe collisions.
- Robust public engagement is often required for successful lane reconfiguration projects.

References

- American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, 2024.
- California Department of Transportation (Caltrans)
 - DIB 82-06: Pedestrian Accessibility Guidelines for Highway Projects, 2017.
 - DIB 89-02: Class IV Bikeway Guidance, 2022.
 - DIB 94: Complete Streets Contextual Design Guidance, 2024.
 - Highway Design Manual, 7th Edition, 2020.
 - California Manual on Uniform Traffic Control Devices, Revision 8, 2014.
- California Legislature Assembly Bill 413 (AB 413), Daylighting Law.
- California Building Standards Commission. California Green Building Standards Code (CALGreen), Title 24, Part 11, 2022.
- Federal Highway Administration (FHWA)
 - Crosswalk Selection Guide, 2023.
 - Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations, 2018.
 - Dynamic Warning Systems: A Review of Applications and Effectiveness. Western Transportation Institute, Montana State University, 2021.
 - Manual on Uniform Traffic Control Devices, 11th Edition, 2023.
 - Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE), 2013 (with ongoing updates).
 - Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations, 2005
 - Safe Transportation for Every Pedestrian (STEP) Guide, 2018.
 - Separated Bike Lane Planning and Design Guide, 2015.
- Institute of Transportation Engineers (ITE). Traffic Calming Fact Sheets, (N.D.)
- National Association of City Transportation Officials (NACTO)
 - Urban Street Design Guide, 2013.
 - Transit Street Design Guide, 2017.
 - Urban Bikeway Design Guide, 2014.
- Transportation Research Board (TRB) Highway Capacity Manual, 2010.
- United States Access Board
 - Americans with Disabilities Act and Architectural Barriers Act Accessibility Guidelines, 2004.
 - Final Rule on Public Right-of-Way Accessibility Guidelines, 2025 Public Right-of-Way Accessibility Guidelines (PROWAG). 2023

Appendix B:

Prioritization Analysis





Memorandum

Date: August 18, 2026

To: Matthew Nelson, City of Pleasanton

From: Shikha Jain
Ethan Heckman

Subject: Prioritization and Implementation of Proposed Recommendations for the Pleasanton Bicycle and Pedestrian Master Plan Update

Hexagon Transportation Consultants has completed a prioritization assessment of the proposed bicycle and pedestrian improvements outlined in the needs assessment and recommendations memorandum developed by Toole Design Group for the Pleasanton Bicycle and Pedestrian Master Plan update (Appendix A). Based on a combination of technical criteria and community input described below, a prioritization ranking was developed for each individual bicycle and pedestrian project, and the focus network corridors.

The project and corridor rankings in the Bicycle and Pedestrian Master Plan were developed to help organize and prioritize potential improvements. The rankings are intended to serve as a planning tool for comparing needs and identifying a general order for implementation. However, the rankings are only one factor considered by Traffic Engineering when determining how and when to advance improvements and allocate available funding.

Implementation decisions are also informed by other important considerations, including project readiness, coordination with planned roadway or utility work, grant funding opportunities, safety needs, community input, operational considerations, and available budget. As a result, the ranked order in the Master Plan does not, by itself, obligate the City to construct projects in strict sequence or within a specific timeframe.

Prioritization Criteria

The project prioritization framework evaluated 25 bicycle segment improvements and 58 pedestrian intersection improvements using six criteria: safety, Safe Routes to School (SRTS), destination access and barrier connectivity, facility comfort, equity, and planning-level cost.

Safety evaluated whether a project is located on the Focused Pedestrian High Injury Corridor and the Focused Bicycle High Injury Corridor addressing locations with a history of severe or fatal crashes. The bicycle and pedestrian high injury corridors were developed in the City's 2026 Travel Action Plan.

SRTS evaluated whether a project is located within a quarter-mile to one-half mile of a school, supporting safer travel for students. A map of the quarter mile and half mile school buffers is provided in Appendix B.

Access to Destinations and Barrier Connectivity assessed how effectively a project improves connections to key destinations such as downtown, schools, BART, trails etc. and overcomes barriers to walking and bicycling, such as, freeways, arterials, and rail corridors. Connections to key destinations was based on the trip potential analysis completed by Toole Design Group, and connection across barriers was based on aerial review.



Comfort measured the extent to which a project improves user comfort and reduces stress for people walking and bicycling, based on changes to the Level of Traffic Stress (LTS). LTS analysis for bicycle and pedestrian facilities was completed by Toole Design Group.

Equity was assessed using local income data. Because the Metropolitan Transportation Commission (MTC) has not identified any Equity Priority Communities (EPCs) within Pleasanton, an alternative methodology was developed using 2025 HUD Area Median Income (AMI) data. Census blocks with household incomes below 80 percent of the Alameda County AMI received the highest score, while blocks below 80 percent of the City AMI but above the County threshold received partial points. This approach recognizes localized areas of need within Pleasanton despite the city's relatively high-income demographics. A map of these areas is provided in Appendix B.

Cost was evaluated using planning-level estimates developed based on infrastructure type and City staff input:

- **Bicycle Facilities:** Costs were estimated based on segment length and facility type using per-mile unit costs derived from recent local project estimates prepared by Hexagon. Per the City standard, it was assumed that all Class IV separated bicycle facilities would be sidewalk level facilities. Cost assumptions are provided in Appendix C.
- **Pedestrian Improvements:** Because the recommended treatments remain conceptual and may ultimately include a range of improvements, costs were categorized into three qualitative tiers:
 - **Low Cost (\$10,000):** Signing and striping, stop control modifications, and signal timing improvements such as Leading Pedestrian Intervals (LPIs).
 - **Medium Cost (\$100,000):** Minor concrete improvements and pedestrian safety enhancements, such as median refuge islands and Rectangular Rapid Flashing Beacons (RRFBs). Improvements that require utility relocation or have right-of-way constraints were assumed to have higher costs and were categorized as high-cost improvements.
 - **High Cost (\$500,000):** Major capital improvements including roadway reconfiguration, signal modifications.

Scoring

The maximum score that an individual project could receive is 50 points. Criteria were weighted based on the plan's goals and input received from the community during the first phase of outreach:

- **Highest Weight (10 points maximum):**
 - Safety
 - Safe Routes to School (SRTS)

These criteria were identified by the community as the most important factors and therefore received the greatest weight.
- **Medium Weight (8 points maximum):**
 - Access to Destinations and Barrier Connectivity
 - Comfort
 - Equity

These criteria support the City's goals of accessibility, comfort, and sustainability, while aligning with competitive grant program priorities.

- **Lowest Weight (6 points maximum):**

- Cost

Cost was weighted lowest to avoid disproportionately penalizing projects with higher capital costs but substantial community benefits.

The specific evaluation metrics, scoring thresholds, and point allocations for each criterion are summarized in Table 1.

Table 1: Prioritization Criteria

Criteria	Evaluation Metric	Points Criteria	Points
Safety	Presence of fatal/severe injury crash(es)	Located on Focused Pedestrian High Injury Corridors and Focused Bicycle High Injury Corridors ¹	10
Safe Routes to School (SRTS)	Project located in proximity to school	Within ¼ mile of a school	10
		Within ½ mile of a school	5
Access to Destinations/ Connection Across Barriers	Located in high trip potential location (70-85 composite score) ² , Improves a connection across a major barrier (e.g. arterial, freeway, ramp, or rail tracks), Connects to a trail	All 3 criteria met	8
		Meets at least 2 criteria	6
		Meets at least 1 criteria	4
Comfort	Closes a gap or improves comfort of facility by improving Level of Traffic Stress (LTS) ²	Closes gap or provides a Low Stress Facility	8
		One better LTS	6
		Partial LTS improvement	4
Equity	Concentration of disadvantaged populations by Area Median Income (AMI)	Census Blocks Below 80% of Alameda County AMI	8
		Census Blocks Below 80% of Pleasanton AMI (but above 80% of County AMI)	4
Cost	High-level cost tier based on improvement type. • Bike: Low < \$500k, Medium between \$500k and \$1M, High > \$1M • Pedestrian: Low ~ \$10K e.g. signing/stripping/signal timing change, Medium between \$100-250K e.g. concrete/minor utility, High ~ \$500K e.g. signal modification/curb changes	Low	6
		Low-Medium	4
		High-Medium	3
		High	2

Sources:

1. Pleasanton Travel Action Plan, 2026

2. Needs Assessment and Recommendation Memorandum developed by Toole Design Group

3. U.S. Department of Housing and Urban Development, 2025. AMI for Alameda County for 2025 is \$159,800 and for the City of Pleasanton is \$190,124.

Community Input

Community input was incorporated into the final project rankings through a separate weighting process rather than as an individual scoring criterion. During community outreach, which included two pop-up events, a community meeting, and an online survey, participants were asked to identify and vote for bicycle and pedestrian improvements they viewed as the highest priorities. The distribution of community votes across bicycle and pedestrian improvement locations is shown in the heat maps included in Appendix B.

To develop the final prioritized project list, technical scores were first normalized on a 100-point scale and combined with normalized community vote totals. Final rankings were calculated using an 80 percent weighting for the technical score and a 20 percent weighting for community preference. Accordingly, project prioritization is primarily driven by objective measures such as safety, connectivity, comfort, equity, and cost, while also reflecting community-identified priorities.

A few projects were added to the project list based on the Bicycle, Pedestrian, and Trails Committee (BPTC) input. Since these projects were added after the phase 2 of community outreach and did not receive community votes, they were weighed 100 percent on the technical score.

Implementation Approach

Projects were evaluated for implementation readiness and categorized as either near-term (0–5 years) or longer-term (5+ years) to assist with funding and delivery strategies.

Near-Term Projects (0–5 Years) generally consist of lower-cost improvements that can be implemented through signing, striping, signal timing adjustments, traffic calming measures, pedestrian crossing enhancements, and quick-build treatments. These projects can often be delivered through existing maintenance programs, annual capital improvement budgets, or development-driven improvements and provide an opportunity to demonstrate early progress toward Plan goals.

Long-Term Projects (5+ Years) include corridor-wide bicycle facility upgrades and intersection improvements requiring design and capital investment. These projects should be incorporated into the City's Capital Improvement Program (CIP), advanced through phased implementation, and positioned for regional, state, and federal funding opportunities.

Individual Project Ranking

Based on the methodology described above, a technical score and ranking were developed for each bicycle and pedestrian improvement project. Project rankings and implementation timelines for all bicycle and pedestrian improvements are provided in Appendix D.

The top 5 ranked bike projects are shown in Table 2, and the top five ranked pedestrian projects are shown in Table 3.

As shown in Table 2, all the top ranked bike projects either fully or partially meet all the technical scoring criteria. However, they receive a range of community support with the number one ranked project, Santa Rita Road between I-580 and Del Valle Parkway, receiving high community support.

Main Street between Del Valle Parkway and St. John Street and Old Bernal Avenue between Bernal Avenue and Peters Avenue are relatively lower-cost improvements because they cover shorter segments and could be implemented in the near term.

Peters Avenue/St. John Street between Main Street and Old Bernal Avenue is recommended as an alternate low-stress bicycle route to Main Street through Downtown. Given its medium cost, this project should be considered in conjunction with the Main Street improvement between Del Valle Parkway and St. John Street to provide a connected low-stress bicycle route through Downtown.

Table 2: Top 5 Ranked Bike Projects

Bike Ranking	Proj ID	Corridor	Segment	Recommendation	length (mi)	Safety	SRTS	Access	Comfort	Equity	Cost Range ¹	Community Support ²	Implementation
1	17	Santa Rita Rd	I-580 to Del Valle Pkwy	Class IV separated bikeway	5.28	●	●	●	●	●	\$\$\$	High	Long Term
2	24	Main St	Del Valle Pkwy to St. John St	Class IV separated bikeway (west side to connect to St. John St recommended bikeway)	0.12	●	●	●	●	●	\$	Medium	Near Term
3	16	Valley Ave	Hopyard Rd to Stanley Blvd	Class IV separated bikeway	4.68	●	●	●	●	●	\$\$\$	Medium	Long Term
4	22	Old Bernal Ave	Bernal Ave to Peters Ave	Class I shared-use path	0.22	●	●	●	●	●	\$	Low	Near Term
5	23	Peters Ave/St. John St	Main St to Old Bernal Ave	Class IV separated bikeway	0.46	●	●	●	●	●	\$\$	Low	Long Term
●= Meets Criteria ●=Partially Meets Criteria 1. Projects estimated below \$500K are labeled "\$", between \$500K and \$1M "\$\$", and over \$1M "\$\$\$". 2. Community support based on Phase II community votes. High (top 33% of votes received), Medium (middle 34%), and Low (bottom 33%).													

Table 3: Top 5 Ranked Pedestrian Projects

Pedestrian Ranking	Proj ID	Intersection	Recommendation	Safety	SRTS	Access	Comfort	Equity	Cost Range ¹	Community Support ²	Implementation
1	56	Kottinger Dr at Bernal Ave	Decrease crossing distance on Bernal Ave.	●	●	●	●	●	\$\$	Medium	Long Term
2	50	Bernal Ave at Sunol Blvd	Decrease crossing distance.	●	●	●	●	●	\$\$	High	Long Term
3	40	Santa Rita Rd at Black Ave	Implement signal adjustments to limit turning movements during pedestrian phase; decrease crossing distance.	●	●	●	●		\$\$	High	Long Term
4	48	Bernal Ave at Pleasanton Ave	Implement signal adjustments to limit turning movements during pedestrian phase. This would also improve access to trail parallel to Bernal Ave.	●	●	●	●		\$	Medium	Near Term
5	53	Main St at Division St	Add traffic control to Main St crossing.	●	●	●	●	●	\$\$	Medium	Near Term
●= Meets Criteria ●=Partially Meets Criteria 1. Projects estimated ~\$10K are labeled "\$", between \$100K and \$250K "\$\$", and ~\$500K "\$\$\$". 2. Community support based on Phase II community votes. High (top 33% of votes received), Medium (middle 34%), and Low (bottom 33%).											

As shown in Table 3, the top-ranked pedestrian projects generally meet most or all of the technical scoring criteria and/or receive medium to high levels of community support. The estimated cost to implement these improvements is also generally low to medium. Bernal Avenue at Pleasanton Avenue and Main Street at Division Street could be prioritized for near-term implementation due to their lower costs.

Planning Level Cost for Proposed Projects

Overall, the recommended bicycle and pedestrian improvement program represents approximately \$76 million in planning-level capital improvements, consisting of \$61 million in bicycle improvements and \$15 million in pedestrian improvements (see Table 4).

Table 4: Planning Level Cost of Proposed Bicycle and Pedestrian Improvements

Project Type	Number of Projects	Estimated Cost ¹
Bicycle Projects	25	\$61,446,700
Pedestrian Projects	58	\$14,800,000
Total	83	\$76,246,700
1. The costs presented are planning-level estimates intended for project prioritization and comparison. Actual project costs will vary based on the final scope, design, site conditions, utility requirements, right-of-way needs, environmental review, and construction market conditions.		

Corridor Ranking

Individual bicycle and pedestrian projects were grouped into focus network corridors to identify corridor-level investment priorities. Corridor scores were calculated by combining length-weighted bicycle segment scores and average pedestrian intersection scores, with each mode receiving equal weight (50%). Consistent with the project prioritization methodology, corridor rankings were developed by combining normalized technical scores (80%) and normalized community voting results for the entire corridor (20%). The resulting corridor rankings and associated bicycle and pedestrian projects are provided in Appendix E.

Table 5 summarizes the corridor evaluation results, including each corridor's ranking, roadway classification, regional connectivity, performance across the safety, SRTS, access, comfort, and equity criteria, level of community support, and estimated implementation cost range. Community priorities were generally aligned with the technical evaluation. Corridors receiving the highest technical scores also tended to receive the strongest public support.

While the corridor ranking provides a data-driven framework for comparing potential investments, rankings should be considered within the context of each corridor's unique characteristics. Some corridors ranked highly due to factors such as proximity to schools, access to major destinations, existing network gaps, or lower implementation costs. Conversely, some corridors with important citywide or regional connections ranked lower due to recently implemented improvements, higher implementation costs, or other factors in the evaluation criteria. Furthermore, for lengthy corridors, if some study segments or intersections received lower scores, the overall corridor score was reduced. The discussion below provides additional context on the factors influencing each corridor's ranking and highlights considerations not fully captured by the scoring methodology.

The highest-ranked corridors (#1 to #9) are discussed in greater detail below to provide additional context on the factors contributing to their rankings:

- **#1 Main Street between Del Valle Parkway and Old Bernal Avenue:** Main Street ranked as the highest-scoring corridor due to its Downtown location, access to schools and key destinations, equity considerations, and strong community support. Bicycle improvements along Main Street are constrained by existing roadway conditions; therefore, the recommended alternate low-stress bicycle route through Downtown follows the parallel Old Bernal Avenue–Peters Avenue–St. John Street corridor. The Main Street–Old Bernal Avenue–Peters Avenue–St. John Street bicycle improvements ranked among the top five bicycle projects and the Main Street/Division Street intersection improvements ranked among the top five pedestrian improvement projects.
- **#2 Santa Rita Road between I-580 and Del Valle Parkway:** Santa Rita Road ranked as the second-highest-scoring corridor due to its role as a major north-south connection, access to schools and regional destinations, location on the bike/ped focused high injury corridor network, equity considerations, and strong community support. The low-stress bicycle facility recommended along the corridor ranked among the top five bicycle improvement projects and the pedestrian crossing improvements at the Santa Rita Road/Black Avenue intersection ranked among the top five pedestrian improvement projects. Due to the corridor’s scale and construction complexity, improvements would require phased implementation and grant funding.
- **#3 Valley Avenue between Hopyard Road and Stanley Boulevard:** Valley Avenue ranked as the third-highest-scoring corridor due to its access to schools and neighborhoods, connection to the Iron Horse Trail, location on the bike/ped focused high injury corridor network, and equity considerations. Although it received moderate community support, it serves as an important east-west connection through central Pleasanton.
- **#4 Spring Avenue/Kottinger Drive between Main Street and Concord Street:** Spring Avenue/Kottinger Drive ranked among the highest-scoring corridors due to its connection to Downtown Pleasanton, access to schools, and equity considerations. Although it received moderate community support, it serves as an important connection to the eastside neighborhoods. The Spring Avenue/Kottinger Drive and Bernal Avenue intersection also ranked among the top five pedestrian improvement projects.
- **#5 Bernal Avenue between Foothill Road and First Street:** Bernal Avenue ranked among the highest-scoring corridors since it is the only I-680 crossing on the south side of Pleasanton connecting residential neighborhoods west of I-680 to Downtown. It is also located on the bike/ped focused high injury corridor network, is proximate to schools, has moderate implementation cost, and received strong community support. Three intersections—Bernal Avenue/Kottinger Drive, Bernal Avenue/Sunol Boulevard, and Bernal Avenue/Pleasanton Avenue—ranked among the top five pedestrian improvement projects.

Table 5: Corridor Ranking

Ranking ¹	Corridor	Extent N/W	Extent S/E	length (mi)	Roadway Classification	Regional Connection	Safety	SRTS	Access	Comfort	Equity	Cost Range ²	Community Support ³
1	Main St	Del Valle Pkwy	Old Bernal Ave	0.8	Local Street		●	●	●	●		\$\$\$	High
2	Santa Rita Rd	I-580	Del Valle Pkwy	5.28	Principal Arterial	Yes	●	●	●	●	●	\$\$\$\$	High
3	Valley Ave	Hopyard Rd	Stanley Blvd	4.68	Minor Arterial		●	●	●	●	●	\$\$\$\$	Medium
4	Spring Ave/Kottinger Dr	Main St	Concord St	2.44	Local Street		●	●	●	●	●	\$\$\$	Medium
5	Bernal Ave	Foothill Rd	First St	1.58	Principal Arterial		●	●	●	●	●	\$\$\$	High
6	Black Ave	Hopyard Rd	Santa Rita Rd	1.94	Local Street		●	●	●	●	●	\$	Medium
7	Case Ave	Bernal Ave	Valley Ave	0.51	Major Collector		●	●	●	●	●	\$\$	Low
8	Greenwood Rd/Harvest Rd	Mohr Ave	Del Valle Pkwy	2.06	Local Street		●	●	●	●	●	\$	Low
9	W Las Positas Blvd	Foothill Rd	Cranwood Ct	6.34	Principal Arterial		●	●	●	●	●	\$\$\$\$	High
10	Foothill Rd	Stoneridge Dr	Bernal Ave	2.95	Minor Arterial	Yes	●	●	●	●	●	\$\$\$\$	High
11	Stoneridge Dr	Foothill Rd	Santa Rita Rd	6.06	Minor Arterial	Yes	●	●	●	●	●	\$\$\$\$	Medium
12	Hopyard Rd	I-580	W Las Positas Blvd	2.04	Principal Arterial	Yes	●	●	●	●	●	\$\$\$\$	Medium
13	Dorman Rd	Denker Dr	W Las Positas Blvd	0.38	Local Street		●	●	●	●	●	\$	-
14	Willow Rd	Owens Dr	W Las Positas Blvd	2.18	Minor Arterial		●	●	●	●	●	\$\$\$\$	Low
15	Iron Horse Trail	Dublin/Pleasanton BART Station	Owens Dr	0.32	N/A	Yes	●	●	●	●	●	\$\$\$	Medium
16	Stoneridge Mall Rd	West Dublin BART Station	Stoneridge Dr	0.7	Major Collector		●	●	●	●	●	\$\$\$	Low
17	Owens Dr	Hopyard Rd	Willow Rd	1.04	Principal Arterial		●	●	●	●	●	\$\$\$	Low

●= Meets Criteria ●=Partially Meets Criteria

1. Corridor ranking is based on combining technical scores with community input. Normalized technical scores are weighted at 80% and normalized community votes are weighted at 20% to produce the final corridor ranking

2. Corridor improvements estimated below \$500,000 are labeled "\$", below \$1,000,000 "\$\$", below \$5,000,000 "\$\$\$", and above \$5,000,000 labeled "\$\$\$\$".

3. Community support based on Phase II community votes across recommended bicycle and pedestrian projects. Projects are ranked relative to one another and grouped into three tiers: High (top 33% of votes received), Medium (middle 34%), and Low (bottom 33%).

- **#6 Black Avenue between Hopyard Road and Santa Rita Road:** Black Avenue ranked among the higher-scoring corridors due to its neighborhood connectivity, access to schools, and relatively low implementation cost. The corridor received moderate community support. The Santa Rita Road/Black Avenue intersection ranked among the top five pedestrian improvement projects.
- **#7 Case Avenue between Bernal Avenue and Valley Avenue:** Case Avenue ranked among the higher scoring corridors based on its access to two schools, Downtown, and potential to improve bicycle facility comfort. The corridor has an existing southbound Class IV separated bikeway along the school frontages. The Plan recommends converting the existing northbound Class II bicycle lane to a Class IV separated bikeway. During the walk audit, students accessing the schools were observed entering the southbound Class IV separated bikeway along the school frontages and traveling in the wrong direction; a separated facility on the opposite side of the roadway could help address this behavior. The corridor received lower community support, likely due to the existing low stress bicycle facility along the school frontages.
- **#8 Greenwood Road/Harvest Road between Mohr Avenue and Del Valle Parkway:** Greenwood Road/Harvest Road ranked among the higher scoring corridors due to its access to schools, neighborhood connectivity, and relatively low implementation cost. The corridor received lower community support. The crossing improvements at the Greenwood Road/Valley Avenue intersection ranked high (#6) in pedestrian improvements.
- **#9 W Las Positas Boulevard between Foothill Road and Cranwood Court:** West Las Positas Boulevard ranked lower in this Plan than in the 2018 Bicycle and Pedestrian Master Plan, where it was identified as the highest-priority corridor. This change reflects updates to the prioritization methodology, including greater emphasis on connections to major bicycle and pedestrian destinations, traffic stress levels, and equity considerations. In addition, recently completed improvements between 550 feet west of Payne Road and Hacienda Drive—including intersection enhancements and a quick-build Class IV separated bikeway—have reduced traffic stress and improved walking and bicycling conditions along this portion of the corridor.

Despite its lower overall ranking, West Las Positas Boulevard remains a critical east-west connection on the north side of the city, providing an I-680 crossing and linking neighborhoods with schools and other key destinations. It is located on the bicycle-focused high injury corridor, and the unimproved segments between Foothill Road and 550 feet west of Payne Road and between Hacienda Drive and Cranwood Court tied at ranking #6 among the bicycle segment improvements, indicating a continued need for additional investment. While community support for converting the existing quick-build separated bikeway to a permanent facility was low compared to corridors without existing low-stress facilities, the corridor overall received strong community support, underscoring its continued importance as a multimodal corridor.

Additional Corridor Considerations (#10 to #17)

The remaining corridors ranked lower overall but continue to represent important connections within the City's bicycle and pedestrian network. Several of these corridors provide key citywide or regional connections, including access across I-680, connections to BART, and links to surrounding communities. However, these corridors ranked relatively lower either because they

don't meet or partially meet the evaluation criteria, have very high implementation costs, or lower community support.

- **Foothill Road, Stoneridge Drive, Hopyard Road** – These corridors are important north-south and east-west corridors that serve both local and regional travel beyond Pleasanton. These corridors received moderate to high community support but ranked lower overall because they are lengthy corridors and several study segments or intersections received lower technical scores, reducing the overall corridor score. Implementing low-stress bicycle and pedestrian facilities along the full length of these corridors would require substantial capital investment, phased implementation, and competitive grant funding due to their scale and complexity.
- **BART Access Corridors (Willow Road, Iron Horse Trail Extension, Stoneridge Mall Road, Owens Drive)** - These corridors provide important first-/last-mile connections to BART and the regional transit network. Although they ranked lower due to lower technical scores, lower community support, or higher implementation costs, public outreach highlighted improved transit access as an important community priority.
- **Dorman Road** - Dorman Road represents a lower-cost neighborhood improvement opportunity focused on school access.

Implementation

Based on the corridor evaluation, corridors were further categorized as Priority Corridors, Major Capital Corridors, or Opportunity Corridors (see Figure 1). These categories are intended to guide implementation by considering both the corridor ranking and additional factors such as project scale, implementation complexity, funding needs, and ongoing City efforts. While the corridor ranking identifies corridors with the greatest overall performance based on the evaluation criteria and community support, the implementation categories also consider opportunities to advance projects already underway, complete network gaps, and deliver near-term safety and connectivity benefits.

Priority Corridors

Priority Corridors represent the highest implementation priorities for the City and should be the focus of near-term planning, design, funding, and construction efforts. These corridors either ranked highest in the prioritization evaluation or are already being advanced through ongoing City initiatives.

The priority corridors include:

- #1 Main Street / Old Bernal Avenue–Peters Avenue–St. John Street
- #2 Santa Rita Road
- #3 Valley Avenue
- #4 Spring Avenue/Kottinger Drive
- #5 Bernal Avenue
- #9 West Las Positas Boulevard*

*Although West Las Positas Boulevard ranked ninth overall, it is included as a Priority Corridor because the City is actively advancing improvements to complete the remaining gaps in the corridor and build upon recently implemented bicycle and pedestrian improvements.

Major Capital Corridors

Major Capital Corridors are important citywide and regional connections that require substantial infrastructure investment and complex implementation. Due to their scale and cost, these corridors are best advanced through phased planning and design, coordination with partner agencies, and pursuit of competitive regional, state, and federal funding opportunities. While these corridors ranked lower than the Priority Corridors, they remain important long-term investments for improving the city's multimodal transportation network.

Major Capital Corridors include:

- #10 Foothill Road
- #11 Stoneridge Drive
- #12 Hopyard Road
- #14 Willow Road
- #15 Iron Horse Trail Extension

Opportunity Corridors

Opportunity Corridors represent corridors where improvements can be advanced through smaller-scale capital projects, routine maintenance, development-related improvements, or other opportunistic funding sources. While these corridors may not require the level of investment needed for the Priority or Major Capital Corridors, they can provide meaningful near-term safety and connectivity benefits and help expand the City's low-stress bicycle and pedestrian network as opportunities arise.

Opportunity corridors include:

- #6 Black Avenue
- #7 Case Avenue
- #8 Greenwood Road/Harvest Road
- #13 Dorman Road
- #16 Stoneridge Mall Road
- #17 Owens Drive

Spot Improvement Opportunities

In addition to corridor-level investments, individual bicycle and pedestrian improvements can be implemented independently as “one-better” level-of-traffic-stress upgrades through resurfacing projects, capital improvement projects, utility work, and other planned improvements. These opportunities include intersection crossing improvements, sidewalk gap closures, bicycle network connections, and connections between the on-street network and existing off-street trails. Advancing these improvements incrementally can address critical gaps, improve safety and accessibility, and expand the City's low-stress walking and bicycling network while larger corridor projects are being planned, designed, and funded.

The Vision Network identifies the desired long-term citywide bicycle and pedestrian network but does not capture every street that may function as a lower-stress alternative to a major roadway. In particular, parallel local streets can provide important walking and bicycling routes even when they are not identified as part of the Vision Network. These streets can complement major corridor improvements by providing lower-stress alternatives and neighborhood connections.

Off-street trails can similarly provide lower-stress alternatives to Focus Network corridors and important connections between neighborhoods and destinations. Because these facilities are not owned by the City, this Plan focuses primarily on the on-street bicycle and pedestrian network and connections to existing and planned off-street trails. The 2019 City of Pleasanton Trails Master Plan identifies recommendations for the future trail network.

When selecting spot improvements for near-term implementation, the City should prioritize projects that close critical gaps, improve connections between existing low-stress facilities, provide access to schools, parks, trails, and other key destinations, or address documented safety concerns. Where funding is limited or a larger corridor project is not yet feasible, the City can also prioritize near-term improvements that connect to existing off-street trails or enhance parallel local routes. These targeted improvements can provide meaningful network benefits with relatively limited investment while supporting the longer-term implementation of the Vision Network.

Bicycle and pedestrian projects identified on the Focus Network, along with project rankings and recommended implementation timelines, are provided in Appendix D. The City can use this list to identify opportunities for spot improvements and guide near-term investments.

Appendix A

Needs Assessment and Recommendations Memorandum

MEMORANDUM

August 18, 2026

To: Mike Tassano and Matt Nelson
Organization: City of Pleasanton
From: Lauren Pepe and Adam Wood
Project: City of Pleasanton Bicycle and Pedestrian Master Plan

RE: Existing Conditions Summary, Needs Assessment, and Recommendations

Existing Bicycle and Pedestrian Facilities

Bicycle Facilities

Pleasanton has a connected bikeway network that is particularly dense in the north-central part of the city, near the Dublin-Pleasanton BART Station. In total, there are approximately 64 miles of bikeways, including:

- 13 miles of Class I **shared-use paths**
- 32 miles Class II **bicycle lanes**
- 9 miles of Class II **buffered bicycle lanes**
- 7 miles of Class III **bike routes**
- 3 miles of Class IV **separated bicycle lanes**

Pleasanton's network of Class I and unpaved shared-use paths provides comfortable, off-street routes for bicyclists and pedestrians. This paved and unpaved trail network provides low-stress connectivity across major streets that would otherwise be barriers. Some examples include:

- The underpass along the Arroyo del Valle Trail provides connectivity beneath Valley Ave.
- The underpasses along the Centennial Trail at W Las Positas Boulevard and Stoneridge Drive provide grade-separated crossings.
- The trail underpasses beneath Hopyard Road, Stoneridge Drive (in two locations), and Santa Rita Road provide grade-separated crossings for those using the Arroyo Mocho Trail.
- The underpass along the Marilyn Murphy Kane Loop provides connectivity beneath I-680.

Figure 1 depicts the existing network of bicycle facilities in Pleasanton.

Since the 2018 Bicycle and Pedestrian Master Plan (BPMP), approximately 13 miles of bikeways have been installed (**Figure 2**), including:

- 0.2 miles of Class I **shared-use paths**
- 1 mile of Class II **bicycle lanes**
- 9 miles of Class II **buffered bicycle lanes**
- 3 miles of Class IV **separated bicycle lanes**

Prior to the 2018 BPMP, the city had no Class IV separated bicycle lanes nor Class II buffered bicycle lanes.

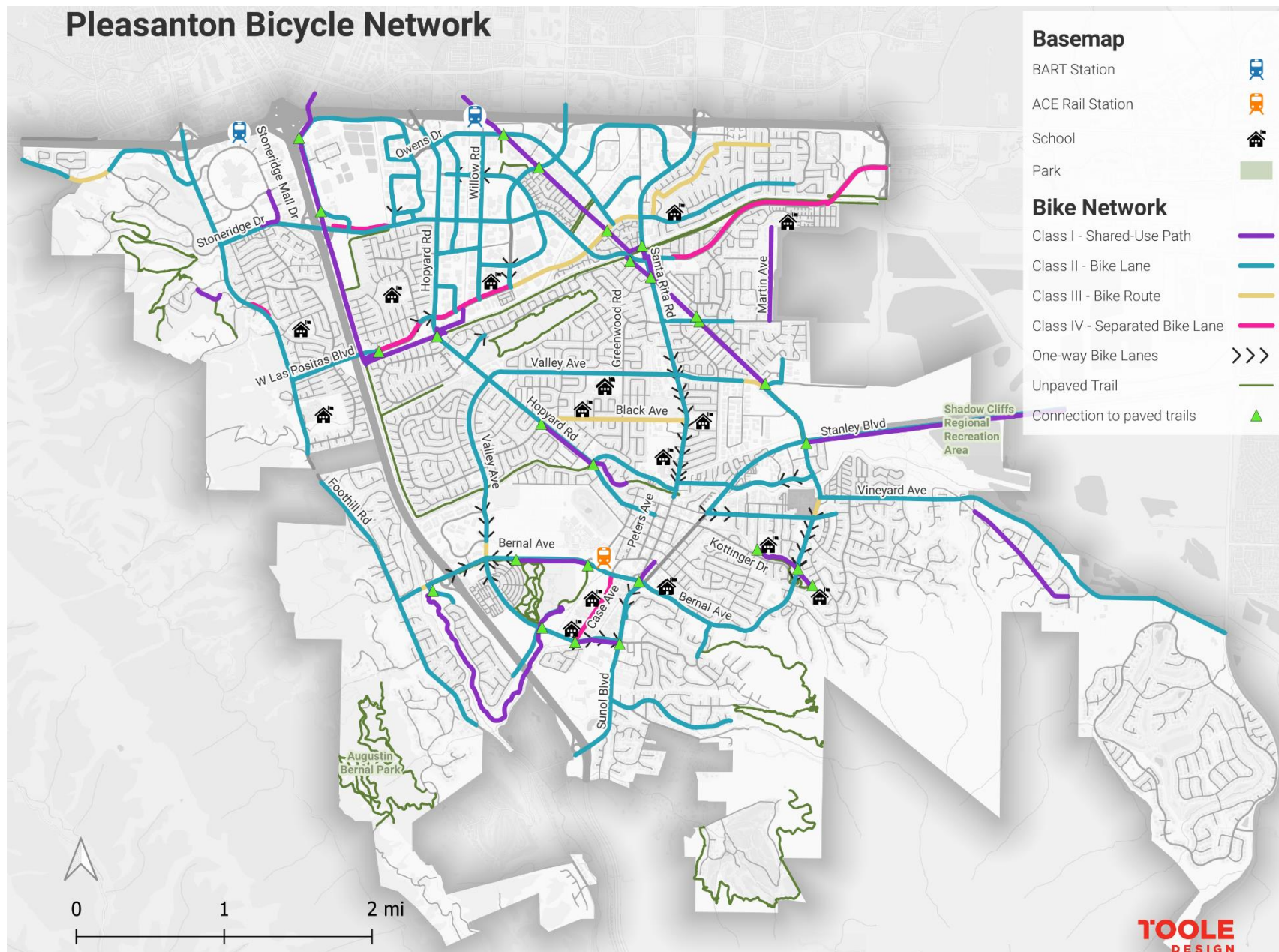


Figure 1: Pleasanton Existing Bicycle Network

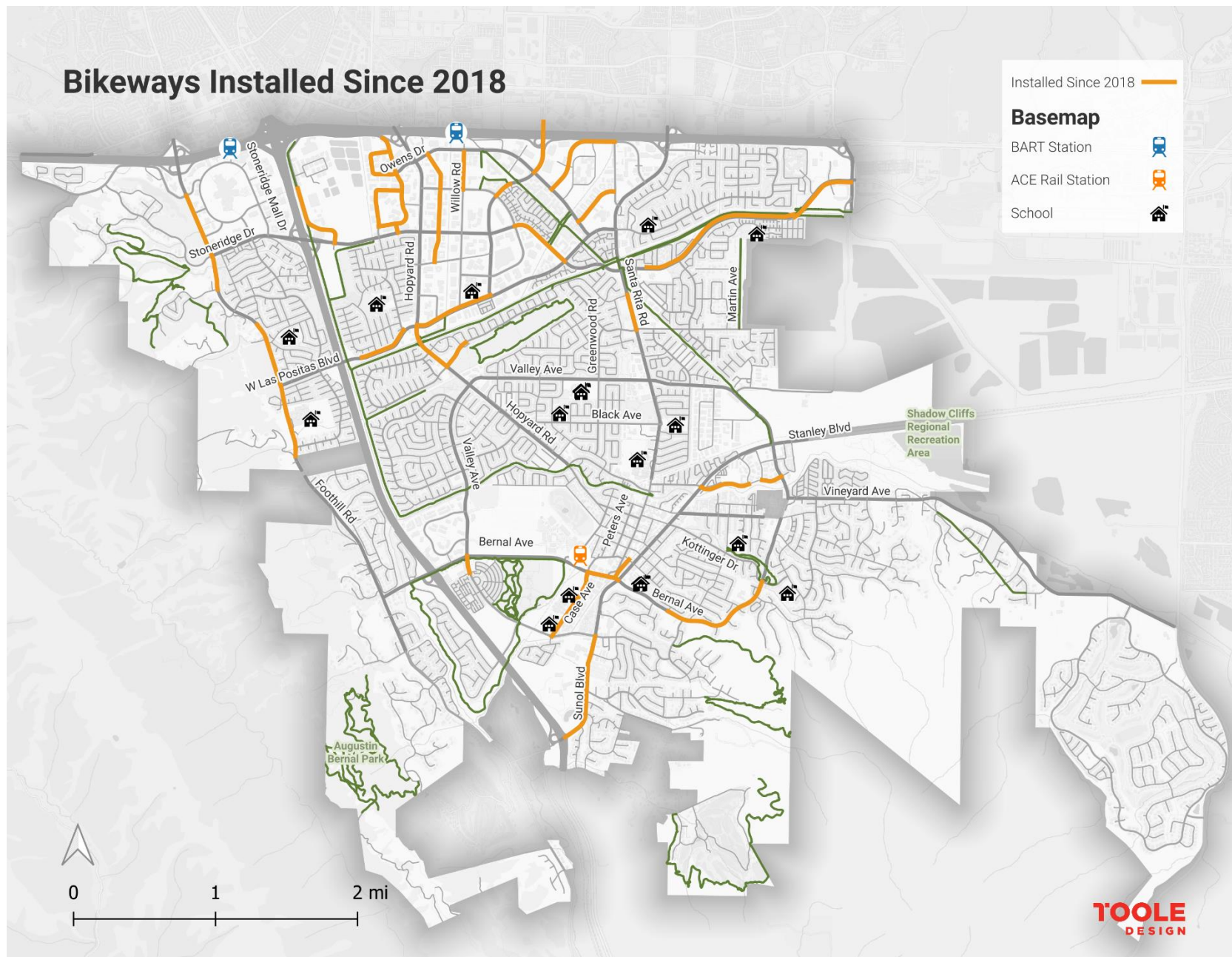


Figure 2: Bicycle Facilities Installed in Pleasanton Since 2018

Pedestrian Facilities

Sidewalks

Most streets in Pleasanton with posted speed limits above 25 mph have sidewalks on both sides of the street. Locations without sidewalks where the posted speed limit is above 25 mph are shown in **Figure 3** and summarized below.

Locations missing sidewalks on both sides of the street include:

- Busch Road/El Charro Road between Ironwood Drive and eastern city limits (adjacent to undeveloped land)
- Deodar Way
- Dublin Canyon Road, west of Albertson's Corporate Office (adjacent to undeveloped land on north side)
- Foothill Road, between Foothill Place and Golden Eagle Way
- Foothill Road, between Country Lane/city limits and Oak Tree Farm Drive
- Sunol Boulevard, between the I-680 off ramp and western city limits
- Stoneridge Mall Drive south of Canyon Way to Laurel Creek Way
- Vineyard Avenue, between Old Vineyard Avenue and eastern city limits

Locations missing sidewalks on one side of the street include:

- Bernal Avenue west of Meadowlark Drive along bridge (north side)
- Bernal Avenue between East Angela and Hearst Drive (southeast side)
- Bernal Avenue between Tawny Drive and Vineyard Avenue (west side)
- Bernal Avenue between Valley Avenue and Pleasanton Avenue (north side, adjacent to Alameda County Fairgrounds)
- Busch Road between Valley Avenue and Ironwood Drive (south side)
- Dublin Canyon Road, across from Albertson's Corporate Office (north side)
- Dublin Canyon Road, from Marriott driveway to Foothill Road (south side)
- El Charro Road, along eastern edge of city (west side north of Jack London Boulevard; east side south of Jack London Boulevard)
- Freeway overcrossings on W Las Positas Boulevard, El Charro Road, and Hopyard Road
- Foothill Road (west side, which is mostly undeveloped park land, but has some residences along it), except segment noted above where sidewalks are missing on both sides
- Franklin Drive (west side)
- Johnson Drive (north/west side adjacent to freeway and The Clorox Company)
- Laurel Creek Way (north side)
- Laguna Creek Lane between Valley Avenue and W Lagoon Road (north/west side, adjacent to open space)
- Pimlico Drive (north side adjacent to I-580 freeway)
- Rosewood Drive (north side adjacent to I-580 freeway)
- Santa Rita Road, east of Old Santa Rita Road to I-580 ramps (east side)
- Stanley Boulevard, east of Valley Avenue (north side)
- Stoneridge Drive between Arroyo Mocho Bridge and Auto Mall Way (east side, adjacent to undeveloped land, except for segment near Stoneridge Creek Way with sidewalk on both sides)
- Stoneridge Drive between Stoneridge Mall Road and Hopyard Road (south side, except for short, disconnected segment near Denker Drive that connects to trail alongside creek)
- Stoneridge Mall Road north/east of Canyon Way to Laurel Creek Way (inner/west side, except small segment near BART connection with sidewalk on both sides)

- Sunol Boulevard between Valley Avenue and Pleasanton Veterans Memorial (west side)
- Sunol Boulevard between Arlington Drive and I-680 off ramp (west side)
- Valley Avenue, north of Stanley Boulevard (east side)
- Valley Avenue, between Oak Vista Way and Case Avenue (south side, adjacent to open space)
- Valley Avenue between Paseo Santa Cruz and Bernal Avenue (east side, partially adjacent to Alameda County Fairgrounds)
- Vineyard Avenue, between Montevino Drive and Vista Diablo Way (south side)
- Vineyard Avenue, west of Park Access Road (north side)
- West Las Positas Boulevard, east of Muirwood Drive (south side)
- West Las Positas Boulevard, between Owens Drive and Santa Rita Road (south side)

Crossings

Safe and comfortable crossings are an important part of a complete active transportation network. Even if all blocks within a network offer comfortable facilities for people walking and biking, uncomfortable crossings are barriers to connected trips and act as conflict points that interrupt otherwise low stress routes.

Crossing treatments in Pleasanton at many intersections are robust, particularly since many major crossings involve crossing multilane arterials. Furthermore, the City has made improvements at 27 crossing locations citywide, including 22 locations which were safe routes to school projects. Despite this, crossing Pleasanton's multilane arterials remains a challenge in many locations. To assess the challenges presented by uncomfortable crossings, the project team evaluated pedestrian crossing level of traffic stress (PxLTS) on key streets in the City, described later in this chapter.

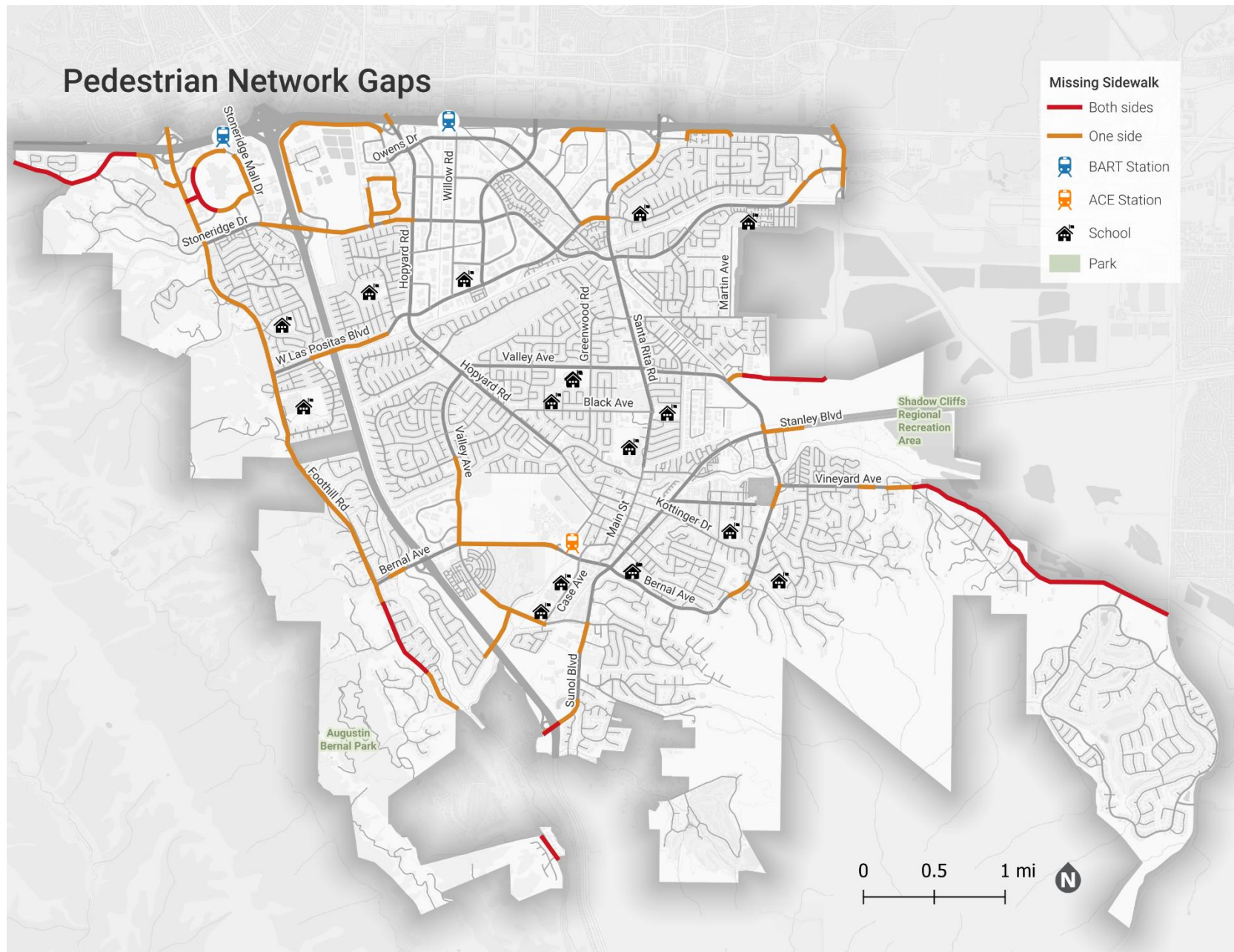


Figure 3: Pedestrian Network Gaps (where posted speed is above 25 mph)

Network Analysis

Approach

Despite a network of bikeways and pedestrian infrastructure citywide, it is still challenging to travel around Pleasanton via active modes due to the City's network of multilane arterials. The Network Analysis was conducted to identify challenging locations within Pleasanton's bicycle and pedestrian networks and to prioritize corridors and intersections where improvements would most effectively enhance safety, comfort, and connectivity. The analysis followed a five-step process:

- **Step 1: Establish Bicycle and Pedestrian Network Goals.** The project team developed goals for the City's bicycle and pedestrian network to guide the analysis and ensure consistency with broader transportation, safety, and mobility objectives.
- **Step 2: Conduct Trip Potential Analysis.** The project team analyzed land use patterns and key destinations to identify areas in Pleasanton with the greatest potential to generate walking and bicycling trips.
- **Step 3: Identify the Bicycle and Pedestrian Focus Network.** Using the Trip Potential Analysis, the 2018 BPMP Vision Network, and other key inputs (see Focus Network section) as guidance, the project team identified the Focus Network, a subset of streets where improvements are most likely to produce meaningful gains in safety and comfort for people walking and bicycling.
- **Step 4: Evaluate Crash History and Level of Traffic Stress (LTS) Along the Focus Network.** The project team assessed current conditions along Focus Network corridors to understand how users experience the network today. This analysis included crash history and Level of Traffic Stress (LTS) to evaluate pedestrian and bicyclist safety and perceived comfort.
- **Step 5: Conduct a Needs Assessment for the Focus Network.** Finally, the project team evaluated each corridor and key intersections within the Focus Network to identify locations where targeted infrastructure investments are needed to address safety and mobility challenges.

The following section describes the methodology and results associated with each step of the Network Analysis.

Bicycle and Pedestrian Network Goals

Prior to conducting existing conditions analyses, the project team met to discuss the City's vision for its bicycle and pedestrian networks. Key questions included:

- What does a successful bicycle and pedestrian network look like in Pleasanton?
- What do City staff envision for the future of walking and bicycling?
- What are the outcomes the City is trying to achieve through network investments?

Taking these key questions into account, and considering progress made toward the goals of the 2018 plan, City staff developed a set of goals that are both measurable and comprehensive:

- **Enhance safety:** Eliminate bicycle and pedestrian fatalities and significantly reduce serious and non-fatal collisions throughout the City.
- **Increase comfort:** Apply a "one-better" approach to achieve progressively lower Levels of Traffic Stress (LTS), creating routes that are comfortable for people of all ages and abilities where feasible.
- **Close gaps and improve connectivity:** Build a continuous, citywide network of walking and bicycling facilities that make active transportation a convenient and preferred choice for people's daily activities.
- **Support sustainability:** Advance Climate Action Plan goals of reducing vehicle miles traveled by encouraging active transportation and decreasing reliance on automobiles.

- Ensure ongoing maintenance: Maintain existing and new bicycle and pedestrian facilities so they remain safe, comfortable, and accessible.

Trip Potential Analysis

The Trip Potential Analysis guided the development of the Focus Network by identifying areas in Pleasanton with the greatest potential for walking and bicycling trips, and therefore where walking and bicycling investments might produce the greatest systemwide benefit. In contrast to bicycle or pedestrian counts, which only show existing activity and may be biased to where comfortable facilities already exist, the trip potential analysis reveals latent demand. The factors considered in the trip potential analysis are listed in **Table 1**.

Table 1: Trip Potential Factors

Factor	Description	Data Source
Population	Where people live, measured as population density.	US Census ACS 5-Year Estimates, 2019-2023
Jobs	Where people work, measured as employment density.	US Census Longitudinal Employer Housing Dynamics, 2022
Urban Form	Where the built environment encourages more walking and bicycling, based on street grid density.	Toole Design-generated data
Transit	Where transit stop density is highest. Rail stations are counted twice, and bus stations are counted once.	Caltrans; BART Stations (2021); ACE Stations (2021)
Destinations	Where daily destinations are located, including parks, grocery stores, libraries, and other popular locations as identified during public engagement.	City of Pleasanton; Open Street Map ¹ ; Public engagement, 2025
Education	Where K-12 schools are located.	City of Pleasanton
Mobility	Where short trips under two miles (i.e., can be converted to walking or bicycling) are most likely.	Replica ² , Spring 2025

¹ [OpenStreetMap](#) provides crowdsourced geographic data that often exceeds the detail of governmental sources in urban areas.

² [Replica](#) is an activity-based travel demand model that uses big data sources to calculate multimodal travel activity.

The project team assessed trip potential of each of these factors independently before combining all factors into one composite score. Areas with the highest trip potential, accounting for all seven factors, are those with scores in the 70th-85th percentile, shown in light green in **Figure 4**. This layered approach illustrates not only where activity occurs, but where conditions already support active travel and where targeted improvements may unlock latent demand.

Interpreting the Results

Areas with the highest overall trip potential are concentrated in central Pleasanton, especially downtown, where all factors overlap. Downtown, including the Main Street corridor, contains the greatest concentration of destinations, including retail, restaurants, civic uses, and community facilities. It also has a dense, well-connected street network that supports walking and bicycling. Residential neighborhoods near downtown and employment centers within downtown contribute to increased activity throughout the day. Modeled travel data show a strong concentration of trips under two miles extending from downtown toward nearby corridors, which supports the potential for increased walking and bicycling trips in the area.

The analysis also revealed that **major corridors**, including Santa Rita Road and West Las Positas Boulevard, are important connectors with high potential for walking and bicycling trips. Short trips are clustered along these routes, and both corridors connect residential areas with schools, transit, and employment. Northern Pleasanton also has elevated trip potential driven by transit access and the concentration of employment opportunities. Areas near the Dublin-Pleasanton BART station and along frequent bus corridors, such as West Las Positas Boulevard and Valley Avenue, have a high potential for increased walking and bicycling, as most transit users must walk or bike to and from their transit stops. Employment clusters along the I-580 corridor and near the BART station add to this demand, generating both commuter trips and short trips during the workday.

Schools represent another significant contributor to trip potential. In central and south Pleasanton, several K-12 campuses are located within residential neighborhoods. The areas immediately surrounding these schools generate daily walking and bicycling trips for student travel, staff commutes, and after-school activities. These areas also include concentrations of youth and families, emphasizing the need to prioritize safe, connected facilities in these locations.

Summary of Results

The analysis shows that the highest walking and bicycling trip potential exists in downtown Pleasanton and extends outward along corridors such as Santa Rita Road and West Las Positas Boulevard, with additional high-opportunity areas near BART stations and schools. Improvements in these locations would support existing demand and strengthen connections between high-activity areas. Areas toward the city's edges generally show lower population density and fewer overlapping trip generators, particularly near open space and parks. As a result, the overall trip potential is lower in these locations than in the high-concentration areas previously discussed.

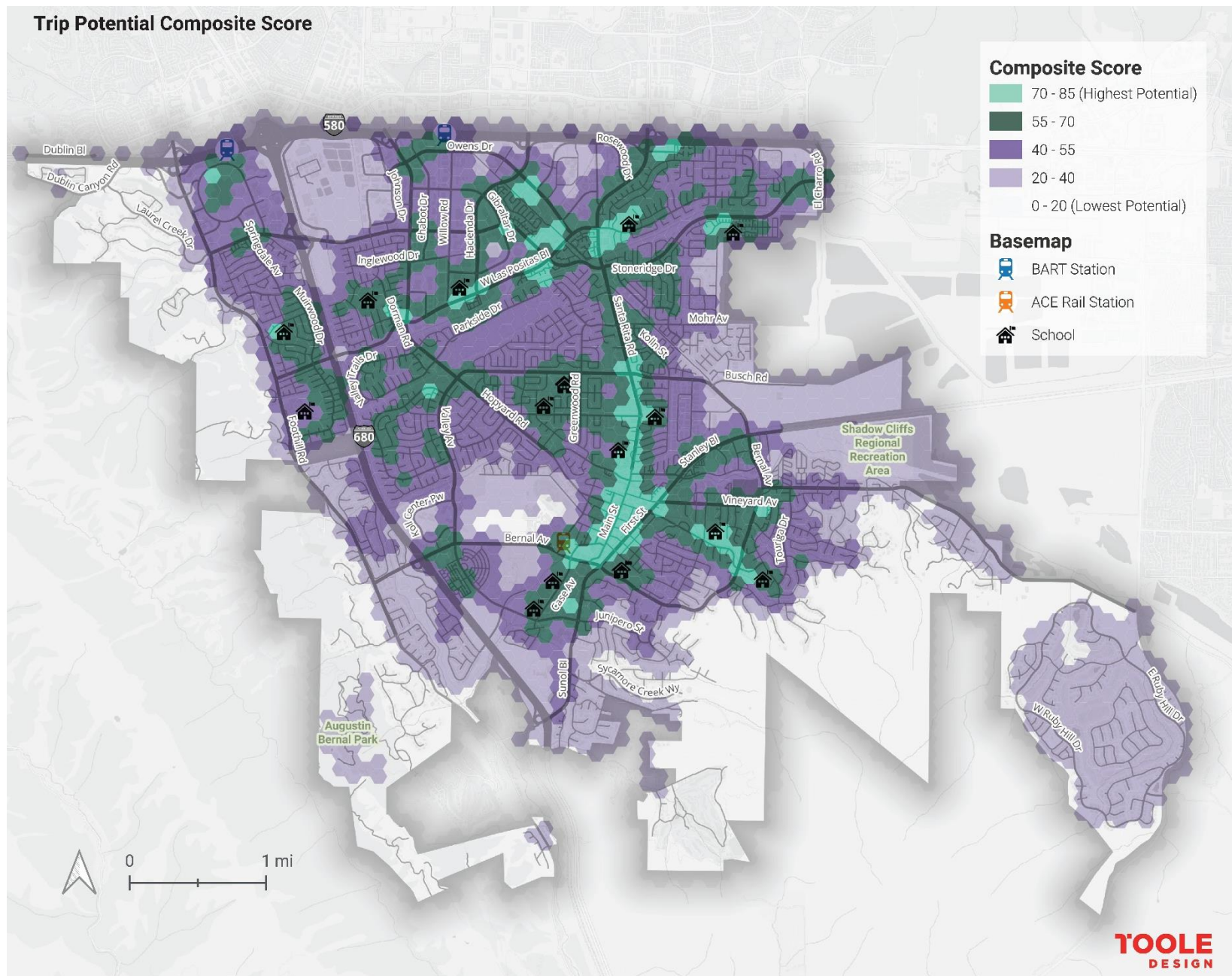


Figure 4: Composite Trip Potential Score Map

Vision and Focus Networks

Vision Network

The Vision Network is the City's long-term vision for a continuous, citywide network of walking and bicycling facilities. It includes existing bicycle facilities and off-street trails. It also includes proposed facilities from the 2018 Bicycle and Pedestrian Plan Vision Network in areas of high demand (i.e., scored high in the Trip Potential analysis) that connect neighborhoods together, offer lower-stress parallel alternatives to major roads, and provide key connections to adjacent cities. Figure 5 shows the City's existing versus proposed Vision Network.

The Vision Network is intended to illustrate the City's desired connected, citywide network. The identification of a facility as existing on the Vision Network does not mean that the facility is considered complete or that no further improvements are needed. Existing facilities may still require upgrades to achieve the City's long-term vision for a low-stress network. Similarly, proposed facilities represent important gaps or connections needed to complete the network over time.

The Vision Network also does not capture every street that may function as a lower-stress alternative to a major roadway. In particular, parallel local streets may provide important walking and bicycling routes today, even when they are not identified as part of the Vision Network. These streets can complement improvements to major corridors by providing lower-stress alternatives and neighborhood connections. As the City makes improvements to major arterial corridors, it should also consider opportunities to enhance nearby parallel streets and connections where they can support the overall walking and bicycling network.

While off-street trails may provide lower-stress alternatives to many of the corridors on the focus network, these trails are not owned by the City. Therefore, this Plan focuses on improving the on-street bicycle and pedestrian network, as well as connections to off-street trails. The 2019 City of Pleasanton Trails Master Plan includes recommendations for the future trail network.

Focus Network

Pleasanton's existing roadway network includes many multilane arterials that are unlikely to support comfortable active travel in the short- to medium-term. To address this challenge, the project team developed the Focus Network, which includes 21 miles of bicycle and pedestrian corridors most likely to benefit from investment in active transportation infrastructure over the next five years. To ensure that short-term investments target corridors with the highest potential for safe, effective, and community-supported active transportation solutions, the project team developed the Focus Network by integrating multiple data sources and inputs, including:

- Trip Potential Analysis results
- Priority corridors from the 2018 City of Pleasanton Bicycle and Pedestrian Master Plan (BPMP)
- Community input on current and desired walking and bicycling routes (included as one of the factors in the Trip Potential Analysis)
- Insights from the concurrent Safety Action Plan
- City staff expertise

Figure 6 depicts the Focus Network in relation to the City's unpaved trails network and Vision Network, which includes all existing bicycle facilities, off-street trails, and proposed future facilities. The Focus Network is a subset of the Vision Network and includes the following road segments:

- **Bernal Avenue** from Foothill Road to First Street
- **Black Avenue** from Santa Rita Road to Hopyard Road
- **Case Avenue** from Bernal Avenue to Valley Avenue

- **Foothill Road** from Stoneridge Drive to Bernal Avenue
- **Greenwood Road** from Mohr Avenue to Del Valle Parkway
- **Hopyard Road** from West Las Positas Boulevard to Owens Drive
- **Kottinger Drive** from First Street to Concord Street
- **Main Street** from Bernal Avenue to Del Valle Parkway
- **Owens Drive** from Hopyard Road to Willow Road
- **Santa Rita Road** from Del Valle Parkway to I-580
- **Spring St** from Main Street to First Street
- **Stoneridge Mall Road** from Stoneridge Drive to West Dublin-Pleasanton BART Station
- **Stoneridge Drive** from Foothill Road to Santa Rita Road
- **Valley Avenue** from Hopyard Road to Stanley Boulevard
- **Willow Road** from West Las Positas Boulevard to Owens Drive
- **West Las Positas Boulevard** from Foothill Road to Cranwood Ct

To provide a focused plan for the next five years, the remaining analyses and recommendations in this Plan are tailored to the focus network only.

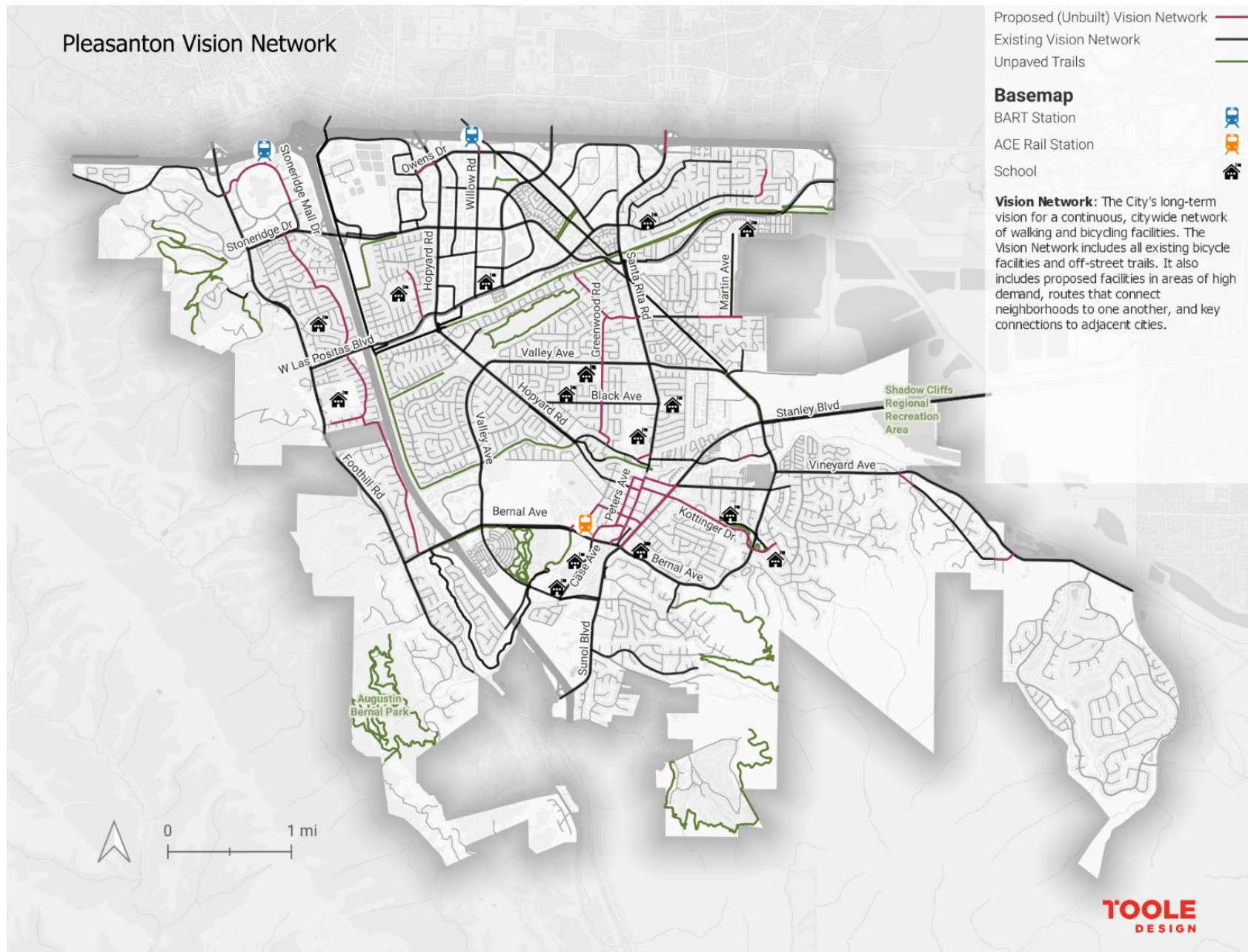


Figure 5: Pleasanton Existing and Proposed Vision Network

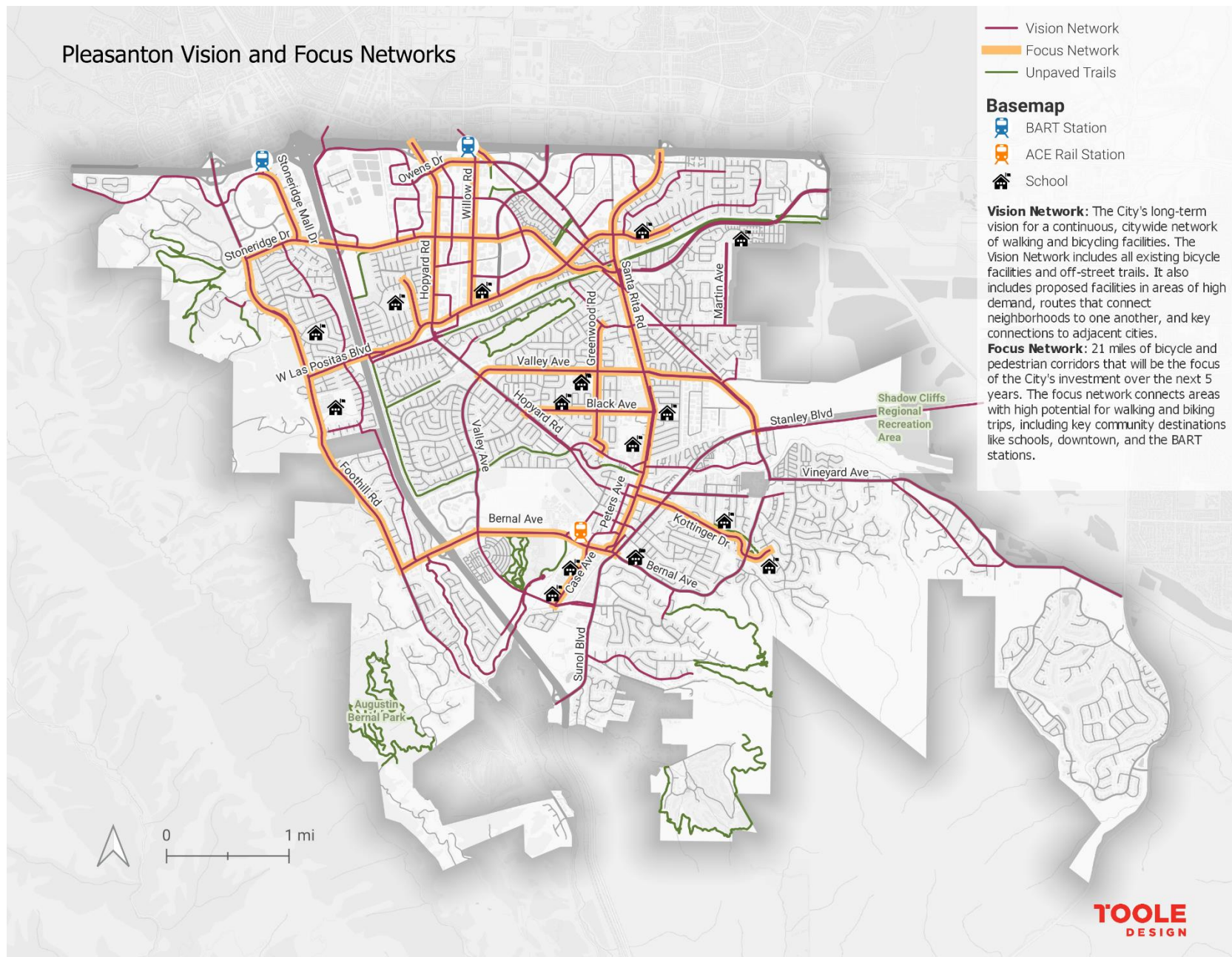


Figure 6: Pleasanton Focus and Vision Networks

Level of Traffic Stress

Comfort and convenience greatly influence whether individuals choose to walk or bike. Developed in 2012 at the Mineta Transportation Institute³, the Level of Traffic Stress (LTS) analysis is the nationwide best practice methodology for assessing traffic stress experienced by bicyclists or pedestrians while traveling along a roadway or crossing an intersection. While perceptions of stress may vary across individuals, the LTS analysis is based on measurable roadway and traffic characteristics that influence user comfort and safety.

The LTS methodology combines these characteristics to assign a score from 1 to 4, representing increasing levels of stress experienced by pedestrians or bicyclists under existing roadway and traffic conditions, as described in **Table 2**.

Table 2: Level of Traffic Stress Score Descriptions (for BLTS and PxLTS)

Score	Description
LTS 1	Lowest stress walking and bicycling environment. Users of all ages and abilities feel comfortable and safe walking or bicycling in these locations.
LTS 2	Low- to Mid-stress walking and bicycling environment. Most adults are comfortable walking and bicycling in these locations.
LTS 3	Moderate-stress walking and bicycling environment. Confident adults will tolerate walking and bicycling in these locations.
LTS 4	Highest stress walking and bicycling environment. Only those with a high level of confidence or without other options will walk or bike in these locations.

The following section summarizes the results of two LTS analyses applied to Focus Network corridors: Bicycle Level of Traffic Stress (BLTS), which evaluates bicycling conditions along roadway segments, and Pedestrian Crossing Level of Traffic Stress (PxLTS), which assesses pedestrian comfort and safety at crossings.

Bicycle Level of Traffic Stress (BLTS)

The BLTS (**Figure 7**) evaluates the quality of the bicycling experience across Pleasanton by assessing how comfortable or safe it feels to ride alongside traffic. The analysis considers multiple factors, including average daily traffic volumes, posted speeds, number of lanes, one-way streets, type and width of bicycle infrastructure, parking lane width, and the presence of marked centerlines or dual carriageways. The original analysis was conducted in 2018; scores were updated for Focus Network segments that have been upgraded since then, whether through the installation of new or enhanced facilities, or by speed limit reduction. In places where northbound and southbound facilities received different scores, the more stressful score is shown on the map (unless the facility includes a Class IV raised separated bikeway on one side only such as on Foothill Road and Stoneridge Drive; in those cases, both facilities are shown on the map).

Most of the Focus Network scores BLTS 3 or 4, revealing high-stress conditions for bicyclists navigating major arterials in Pleasanton. Some of the major factors influencing BLTS on these corridors are speeds greater than 30 mph, high traffic volumes, and limited space and separation between bicyclists and vehicles. Some segments on

³ Mekuria, M.C., P.G. Furth, and H. Nixon. Low-Stress Bicycling and Network Connectivity. Research report 11-19, Mineta Transportation Institute, 2012.

the network received low-stress scores of BLTS 1 or 2. These include streets with speed limits of 25 mph as well as arterials where separated bicycle lanes or shared-use paths provide extra protection between bicyclists and vehicles. While a few recently upgraded corridors provide safer conditions, such as the Class IV separated bike lanes on W Las Positas Boulevard, the majority of the Focus Network requires targeted bicycle infrastructure investments to reduce stress and encourage active transportation.

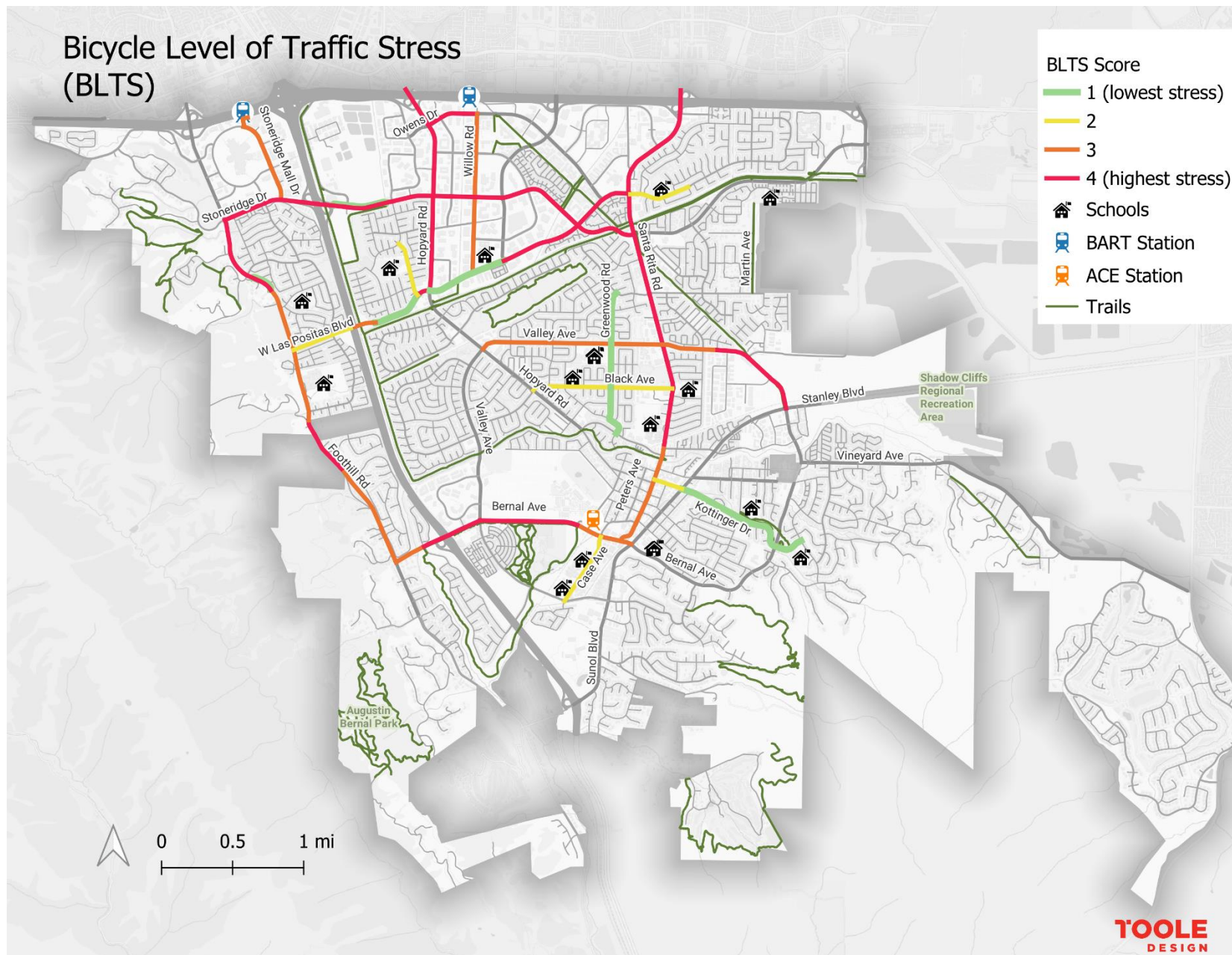


Figure 7: Bicycle Level of Traffic Stress Network (BLTS)

Pedestrian Level of Traffic Stress (PxLTS)

The Pedestrian Crossing Level of Traffic Stress (PxLTS), shown in **Figure 8**, evaluates how comfortable street crossings are for pedestrians. Like the BLTS, crossings are assigned a stress score from 1 to 4 based on roadway characteristics and crossing features. In general, crossings with lower speed limits, shorter crossing distances, and more crossing enhancements receive lower PxLTS scores, indicating more comfortable crossings for pedestrians. The PxLTS analysis considers multiple factors, including the presence and type of traffic control, average daily traffic volumes (uncontrolled crossings only), posted speeds (uncontrolled crossings only), the number of lanes being crossed, the number of lanes on the intersecting street, and whether a median refuge or crossing island is provided.

PxLTS 2 conditions are considered appropriate for most adults. Note that this analysis does not include an assessment of accessibility for people with disabilities, such as lack of ADA-compliant curb ramps, poor pavement in the crossing, and other factors impacting accessibility.

Along the focus network, most crossings score PxLTS 3 or 4. Most of these crossings are signalized but stressful due to the high number of lanes being crossed (often 6+). The lowest-stress crossings are primarily located in downtown Pleasanton, where two-to-three lane roads and slower speeds (posted speed limit of 25 mph) help reduce traffic stress for pedestrians. There are a few other low-stress crossings located in other locations in the city. One example is where the Iron Horse Trail crosses W Las Positas Boulevard. Even though this street has a high posted speed limit and six lanes to cross, this fully signalized crossing with a pedestrian refuge island takes the stress level down to a PxLTS 2. Crossings of 25-mph streets near schools also received lower-stress scores.

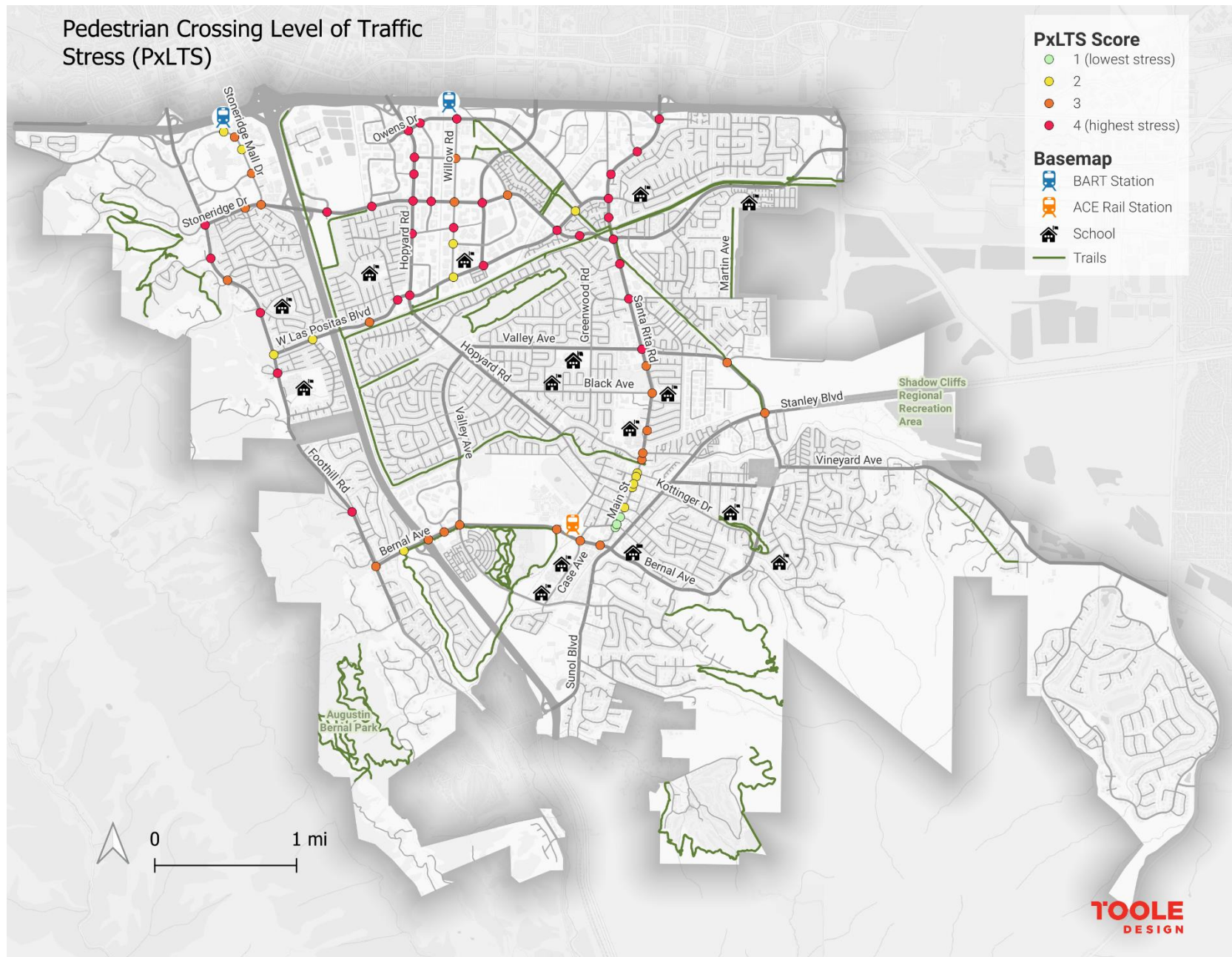


Figure 8: Pedestrian Level of Traffic Stress Network (PxLTS)

Crash Summary

To assess safety conditions on Focus Network corridors, the project team referenced the results of the Bike-Focused and Pedestrian-Focused High Injury Networks (HIN) developed as part of the concurrent Pleasanton Transportation Safety Action Plan. These networks are informed by 2020-2024 crash data. The Bike-Focused HIN (blue) is shown overlaid on the Focus Network (orange) in **Figure 9**. The Pedestrian-Focused HIN (blue) is shown overlaid on the Focus Network (orange) in **Figure 10**.

The Bike-Focused HIN overlaps with the Focus Network on segments of Foothill Rd, Santa Rita Rd, Valley Ave, Main St, and W Las Positas Ave. The Pedestrian-Focused HIN overlaps with the Focus Network on segments of Foothill Rd (opposite segments from the Bike HIN), Santa Rita Rd, Valley Ave, Main St, Bernal Ave, and Owens Dr. The Transportation Safety Action Plan will include recommendations with proven safety countermeasures to reduce crashes, and the recommendations made in this Plan will complement those recommendations.

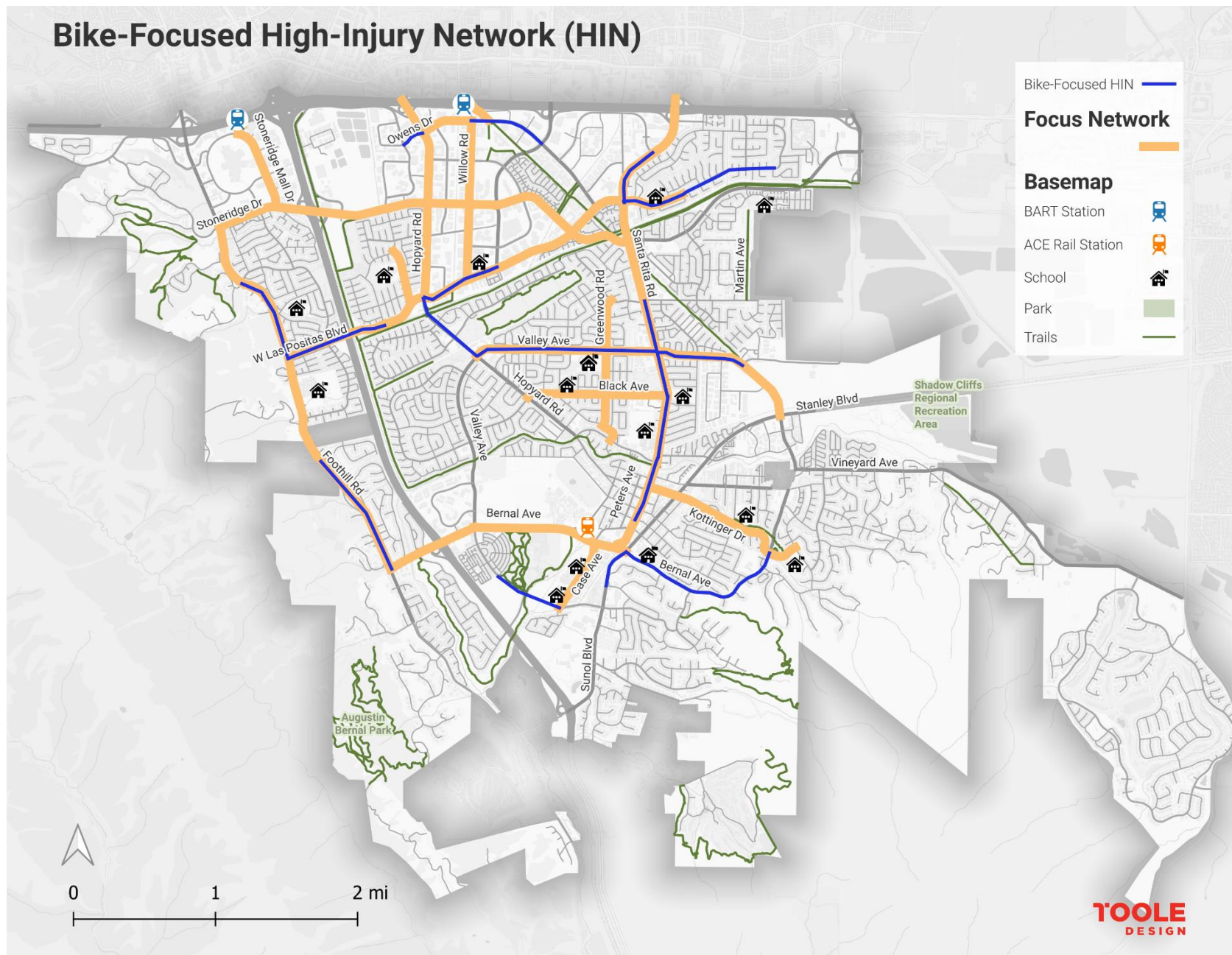


Figure 9: Bike-Focused High-Injury Network

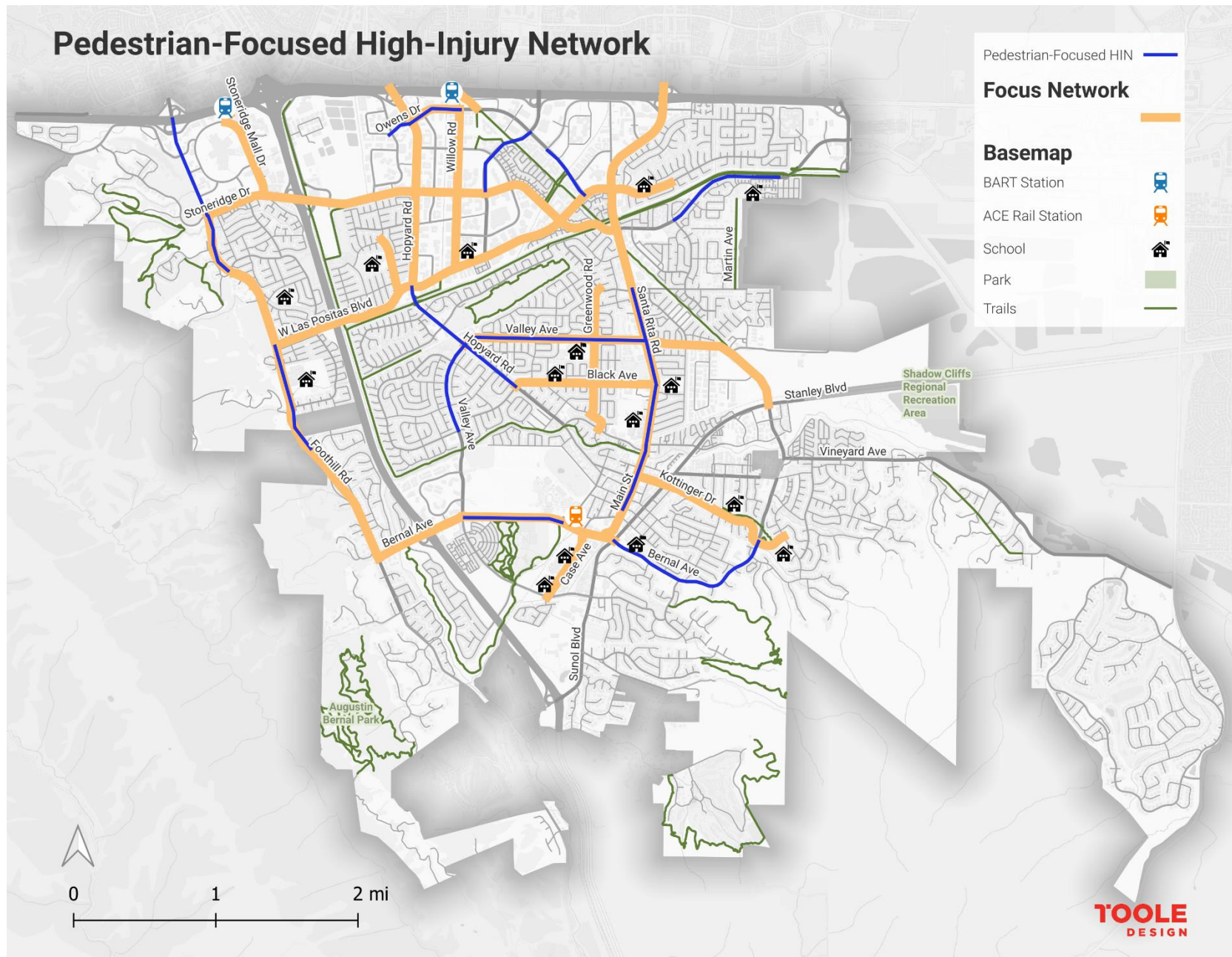


Figure 10: Pedestrian-Focused High-Injury Network

Needs Assessment and Recommendations

Accounting for the LTS analysis and crash data along the focus network corridors, the tables in this section summarize each corridor's needs and recommendations separately for the bike network and pedestrian network. Recommendations are meant to be flexible and to help achieve the City's goals of **reducing LTS scores by at least one point** rather than providing a prescriptive approach. The toolkit that accompanies this plan will provide guidance for selection of treatments that are tailored to the individual characteristics of each roadway type.

Across the city, high speeds are a major safety concern for both bicyclists and pedestrians, and lowering posted speed limits where possible, coupled with infrastructure changes and signal adjustments, would increase safety and comfort for all road users. Assembly Bill 43, introduced in 2021, allows California cities to reduce the speed limit to 25 MPH in business and residential districts without a traffic study. Additionally, the California State Motor Vehicle Code⁴ allows cities to reduce the standard school zone speed limit of 25 MPH to 15 MPH within 500 feet of schools for streets that are 30 MPH or less. However, even speeds of 30 MPH come with great risks for pedestrians: A study by the AAA Foundation for Traffic Safety found that the average risk of severe injury or fatality for pedestrians struck by a motor vehicle traveling 30 MPH is 40 percent, as illustrated in **Figure 11**.⁵ Wherever possible along the Focus Network, we recommend lowering posted speed limits in combination with installing traffic calming treatments as described in the accompanying toolkit.

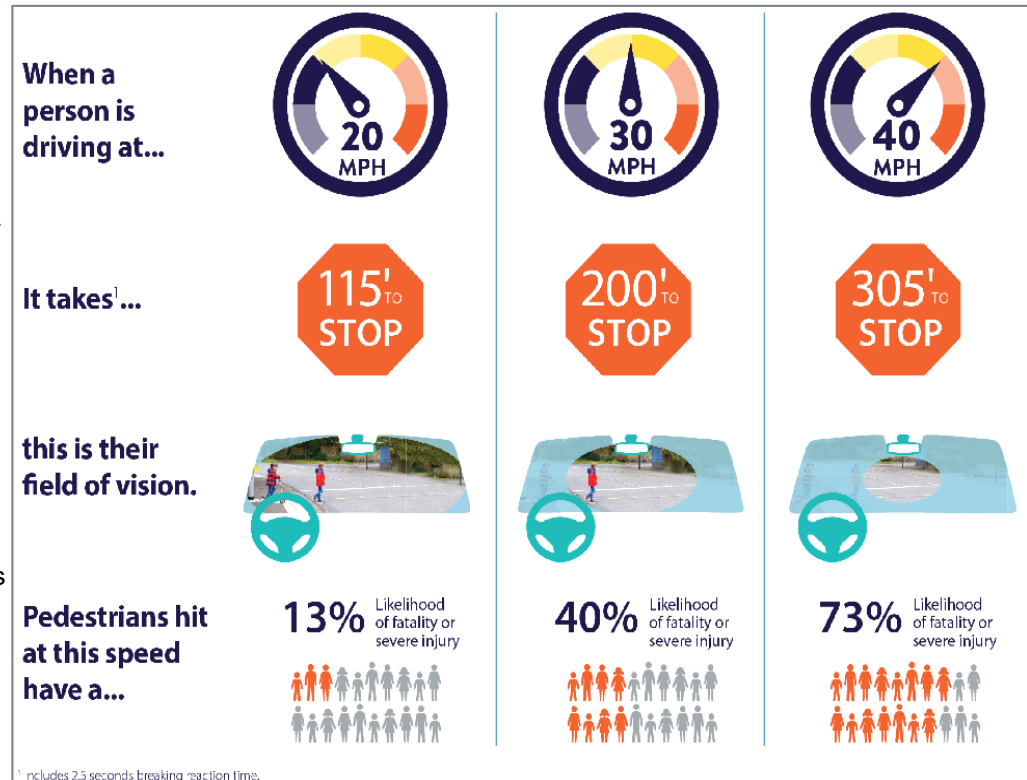


Figure 11: Speeds and the likelihood of severe injury or fatality

⁴ California State Vehicle Code, Division 11, Chapter 7.

⁵ Teff, B. 2013. Impact Speed and a Pedestrian's Risk of Severe Injury or Death. Accident Analysis & Prevention, 50(87): 1-8. DOI: 10.1016/j.aap.2012.07.022
Additional sources used for graphic: Bartmann, A., Spijkers, W., and Hess, M. 1991. Street Environment, Driving Speed and Field of Vision. Vision in Vehicles III.

Bike Network

Table 3: Bike Network Needs Assessment

Street Segment	Extent N/W	Extent S/E	Existing Facility	High-Injury Network ⁶	BLTS Score	Needs Assessment
Bernal Ave	Foothill Rd	First St	Class II Bike Lanes (with one small Class III bike route segment in constrained bridge); some segments have buffers Class I Shared-Use Path eastbound from Oak Vista Way to Pleasanton Ave	No	3 (Foothill Rd to Meadowlark Dr; Pleasanton Ave to First St) 4 (Meadowlark Dr to Pleasanton Ave)	Given posted speed limits of 35+ mph, roadway geometry/design, and volumes, vertical separation (Class I or IV) would improve LTS.
Black Ave	Hopyard Rd	Santa Rita Rd	Class III bike route with some traffic calming features including curb extensions, speed humps, and radar speed feedback signs	No	2	Reducing the LTS score would require reducing traffic volumes. Converting to a Class III bike boulevard by adding additional traffic calming treatments along the corridor may reduce traffic volumes.
Case Ave	Valley Ave	Bernal Ave	Class IV separated bikeway (paint and post; southbound) Class II bike lanes (northbound)	No	1 (southbound) 2 (northbound)	Most comfortable LTS score has been achieved southbound but permanent materials would improve long-term durability and provide more protection. Northbound facility would benefit from vertical separation.

W. A. Leaf, W.A. and Preusser, D.F. Literature Review on Vehicle Travel Speeds and Pedestrian Injuries Among Selected Racial/Ethnic Groups. DTNH22-97-D-05018 Task Order 97-03. U.S. Department of Transportation, 1999.

⁶ Indicates whether segment overlaps with the Bike Focused High-Injury Network as specified in the concurrent Pleasanton Transportation Safety Action Plan

Street Segment	Extent N/W	Extent S/E	Existing Facility	High-Injury Network ⁶	BLTS Score	Needs Assessment
Dorman Rd	Denker Dr	W Las Positas Blvd	None	No	2	Reducing the LTS score would require reducing traffic volumes. Converting to a Class III bike boulevard by adding sharrows and traffic calming treatments along the corridor may reduce traffic volumes.
Foothill Rd	Stoneridge Dr	Muirwood Dr (north entrance)	Class II Bike Lanes; southbound is mostly buffered	No	4 NB 3 SB	Given posted speed limit, roadway geometry/design, and volumes, vertical separation (Class I or IV) would improve LTS in both directions.
Foothill Rd	Muirwood Dr (north entrance)	500' north of Highland Oaks Dr	Class IV sidewalk-level separated bikeway (northbound); Class II Bike Lanes (southbound)	Yes	1 (NB) 4 (SB)	Most comfortable LTS score has technically been achieved in northbound direction. Southbound facility LTS score would improve with vertical separation.
Foothill Rd	500' north of Highland Oaks Dr	W Las Positas Blvd	Class II Buffered Bike Lanes	Yes	3	Bike lanes are sufficiently wide but LTS would improve if vertical separation was added and/or speed limit were reduced.
Foothill Rd	W Las Positas Blvd	~200' south of Muirwood Dr (south entrance, near city limit line)	Class II Buffered Bike Lanes (missing buffer in some places)	No	3	Most of this segment is buffered. Given posted speed limit, roadway geometry/design, and volumes, vertical separation (via Class I or IV facility) would improve LTS.
Foothill Rd	~200' south of Muirwood Dr (south entrance)	Puri Ct	None	No	4	A bike facility is needed to fill the gap but the constrained right-of-way would make Class IV separated bike lanes infeasible. <i>Note that much of this segment is County-maintained road.</i>

Street Segment	Extent N/W	Extent S/E	Existing Facility	High-Injury Network ⁶	BLTS Score	Needs Assessment
Foothill Rd	Puri Ct	Racoon Hollow Ct	Class II Bike Lanes	Yes	4	LTS would improve if vertical separation was added and/or speed limit were reduced.
Foothill Rd	Racoon Hollow Ct	Bernal Ave	Class II Buffered Bike Lanes	Yes	3	LTS would improve if vertical separation was added and/or speed limit were reduced.
Greenwood Rd/Harvest Rd	Mohr Ave	Del Valle Pkwy	None	No	1	Currently this segment achieves the best score based on speed limit, design and volumes (though it may feel more stressful during school arrival/dismissal congestion). Recognizing it as a bike facility and installing traffic calming features (Class III bike boulevard) might improve user experience.
Hopyard Rd	US 580	W Las Positas Blvd	Class II Bike Lanes (buffered near intersection with Owens Dr)	No	4	Given posted speed limit, roadway geometry/design, and volumes, vertical separation (Class I or IV) would reduce LTS; where infeasible, consider speed reduction plus buffered facility. Crashes occurred primarily at intersections, so recommendation should also improve intersection safety for bicyclists.
Iron Horse Trail	Dublin-Pleasanton BART Station	Owens Dr	Sidewalk	N/A	N/A	This trail terminates just before the BART parking lot, forcing users to merge onto the sidewalk. This segment of the trail should be converted to paved trail for user comfort/to reduce mode conflicts (for both bicyclists and pedestrians using sidewalk) and ease of navigation.

Street Segment	Extent N/W	Extent S/E	Existing Facility	High-Injury Network ⁶	BLTS Score	Needs Assessment
Kottinger Dr	First St	Concord St	No facility from First St to Adams Way. Class I shared-use path from Adams Way to 370' west of Concord St.	No	1	Technically this segment achieves the lowest stress level based on speed limit, travel lane count, and volumes, but it likely feels more stressful navigating the curves in the eastern part. Installing traffic calming treatments and recognizing it as a bike facility (Class III bike boulevard) would likely improve its effective LTS throughout.
Main St	Del Valle Pkwy	Bernal Ave	None	Yes	3	Needs bike facility with sufficient width; Main St ROW isn't sufficiently wide enough to retain parking with a dedicated bike facility.
Owens Dr	Hopyard Rd	Willow Rd	Class II Bike Lanes (buffered near intersection with Hopyard Rd)	No	4	Given posted speed limit, roadway geometry/design, volumes, and number of KSI crashes over a short segment, needs a bike facility with sufficient vertical separation (Class I or IV); alternatively consider speed reduction plus buffered facility.
Santa Rita Rd	US 580	Mohr Ave	No facility from US 580 overpass to 300' south of Pimlico Drive, Class II Bike Lanes 300' south of Pimlico Drive to Iron Horse Trail connection. Class II Buffered Bike Lanes from Iron Horse Trail connection to Mohr Ave.	Yes	4	Given posted speed limit, roadway geometry/design, and volumes, vertical separation (Class I or IV) would improve LTS.
Santa Rita Rd	Mohr Ave	Del Valle Pkwy	Class II Bike Lanes from Mohr Ave to Morganfield Rd Southbound-only Class II Bike Lanes from Morganfield Rd to Del Valle Pkwy (no facility northbound)	Yes	4	Given posted speed limit, roadway geometry/design, and volumes, vertical separation (Class I or IV) would improve LTS.

Street Segment	Extent N/W	Extent S/E	Existing Facility	High-Injury Network ⁶	BLTS Score	Needs Assessment
Spring St	Main St	First St	None	No	2	Traffic volume on this street is what contributes to its stress level. Narrow right-of-way plus on-street parking presence would make installing a dedicated bike facility challenging. Class III bike boulevard would be the most feasible option.
Stoneridge Dr	Foothill Rd	Santa Rita Rd	Class II Bike Lanes; Class IV sidewalk-level separated bike lane westbound from I-680 to 444' west of Franklin Dr)	No	4 (except Class IV westbound segment which scores 1)	Given posted speed limit, roadway geometry/design, and volumes, vertical separation (Class I or IV) would reduce LTS; where infeasible, consider speed reduction plus buffered facility.
Stoneridge Mall Rd	West Dublin Pleasanton BART Station	Stoneridge Dr	Class I shared-use path on southbound side from Stoneridge Dr to Genomics Pl	No	3	Providing a dedicated bike facility with sufficient width would decrease LTS. Alternatively, extend existing Class I facility the full length of the corridor to provide a low-stress option for bicyclists outside of the right-of-way.
Valley Ave	Hopyard Rd	Stanley Blvd	Class II bike lanes (buffered in some places, but not consistently in both directions) from Hopyard Rd to Blacow St (westbound)/Quarry Ln (eastbound); Class III bike route from Blacow St/Quarry Ln to Busch Rd; Class II bike lanes from Busch Rd to Stanley Blvd	Yes, from Hopyard Rd to Busch Rd	3	Given posted speed limit, roadway geometry/design, and volumes, vertical separation (Class I or IV) would reduce LTS.

Street Segment	Extent N/W	Extent S/E	Existing Facility	High-Injury Network ⁶	BLTS Score	Needs Assessment
W Las Positas Blvd	Foothill Rd	550' west of Payne Rd	Class II Buffered Bike Lanes from Foothill Rd to western edge of overpass Class II Bike Lanes from western edge of overpass to 550' west of Payne Rd	Yes	2 (buffered segment) 3 (non-buffered segment)	Given posted speed limit, roadway geometry/design, and volumes, vertical separation (Class I or IV) would reduce LTS.
W Las Positas Blvd	550' west of Payne Rd	Dorman Rd	Class IV Separated Bike Lanes (paint and post)	No	1	Most comfortable LTS score has been achieved, but permanent materials would improve long-term durability and provide more protection.
W Las Positas Blvd	Dorman Rd	Hopyard Rd	Class II Buffered Bike Lanes (eastbound)	No	4	Fill gap in Class IV facility.
W Las Positas Blvd	Hopyard Rd	Hacienda Dr	Class IV Separated Bike Lanes (paint and post)	Yes	1	Most comfortable LTS score has been achieved, but permanent materials would improve long-term durability and provide more protection.
W Las Positas Blvd	Hacienda Dr	Stoneridge Dr	Class III Bike Route	No	4	Class III Bike Route is not appropriate for posted speed limit, roadway geometry/design, and traffic volumes. Reducing LTS would require a facility with vertical separation (Class I or IV).
Willow Rd	Owens Dr	W Las Positas Blvd	Class II Buffered Bike Lanes north of Gibraltar Dr (N): Class II Bike Lanes south of Gibraltar Dr (N).	No	3	Given speed limit, a wider bicycle facility with buffer and/or vertical separation would decrease bicycle LTS.

Based on the need assessment, Table 4 and Figure 12 summarize the recommended bikeway network. Per City of Pleasanton standards, all Class IV separated bikeways are to be implemented as sidewalk-level (or “elevated”) bikeways. In addition to the bikeway facility recommendations, improvements to bicycle and pedestrian access across the I-580 overpasses at Hopyard Road, Hacienda Road, and Santa Rita Road are recommended.

Table 4: Bicycle Network Recommendations

Map ID ⁷	Street	Extent N/W	Extent S/E	Existing Facility	Recommendation	New LTS ⁸
1	Foothill Rd	Stoneridge Dr	Muirwood Dr (north entrance)	Class II bike lanes; southbound side is mostly buffered	Class IV separated bikeway	1
2	Foothill Rd	Muirwood Dr (north entrance)	~200' south of Muirwood Dr (south entrance, near city limit line)	Northbound: Class IV separated bike lane Muirwood Dr north entrance to 500' north of Highland Oaks Dr (buffered Class II bike lanes to Highland Oaks Dr) Southbound: Class II Bike lanes (buffered in places)	Extend northbound Class IV separated bike lane to Highland Oaks Dr. Convert southbound Class II bike lanes to Class IV separated bike lanes.	1
3	Foothill Rd	~200' south of Muirwood Dr (south entrance, near city limit line)	Bernal Ave	No facility north of Puri Ct; Class II bike lanes to Racoon Hollow Ct; Class II buffered bike lanes to Bernal Ave	Class IV separated bikeway	1
4	Stoneridge Mall Rd	West Dublin Pleasanton BART Station	Genomics Pl	None	Class I shared-use path	1
5	Stoneridge Dr	Foothill Rd	Santa Rita Rd	Class II bike lanes; Class IV sidewalk-level separated bike lane westbound from I-680 to 444' west of Franklin Dr)	Class IV separated bikeway	1
6	Dorman Rd	Denker Dr	W Las Positas Blvd	None	Class III bike boulevard	1 ⁹
7	Owens Dr	Hopyard Rd	Willow Rd	Class II bike lanes (buffered near intersection with Hopyard Rd)	Class IV separated bikeway	1
8	Iron Horse Trail	Dublin-Pleasanton BART Station	Owens Dr	Sidewalk	Class I multi-use path	1
9	Hopyard Rd	US 580	W Las Positas Blvd	Class II bike lanes (buffered near intersection with Owens Dr)	Class I shared use path (two-way)	1
10	Willow Rd	Owens Dr	W Las Positas Blvd	Class II buffered Bike lanes north of Gibraltar Dr; Class II Bike lanes south of Gibraltar Dr	Class I shared-use path (two-way)	1

⁷ The recommendations in this list and corresponding map are listed roughly N/W to S/E for ease of locating. The Map ID number does not reflect a ranking.

⁸ Anticipated LTS after recommendation is implemented.

⁹ Provided there is a reduction in traffic volumes

11	W Las Positas Blvd	Foothill Rd	550' west of Payne Rd	Class II buffered bike lanes from Foothill Rd to western edge of overpass; Class II bike lanes from western edge of overpass to 550' west of Payne Rd	Westbound: Class IV separated bike lane. Eastbound: Class IV separated bike lane from Foothill Rd to Muirwood Dr. Class I shared-use path from Muirwood Dr to 550' west of Payne.	1
12	W Las Positas Blvd	550' west of Payne Rd	Dorman Rd	Class IV separated bike lanes (paint and post)	Class IV separated bike lanes (permanent materials)	1
13	W Las Positas Blvd	Dorman Rd	Hopyard Rd	Class II buffered bike lanes (eastbound only)	Class IV separated bikeway	1
14	W Las Positas Blvd	Hopyard Rd	Hacienda Dr	Class IV separated bike lanes (paint and post)	Class IV separated bike lanes (permanent materials)	1
15	W Las Positas Blvd	Hacienda Dr	Cranwood Ct	Class III bike route Hacienda Dr to Santa Rita Rd; Class II bike lanes Santa Rita Rd to Cranwood Ct	Class IV separated bikeway	1
16	Valley Ave	Hopyard Rd	Stanley Blvd	Class II bike lanes (buffered in some places, but not consistently in both directions) from Hopyard Rd to Blacow St (westbound)/Quarry Ln (eastbound); Class III bike route from Blacow St/Quarry Ln to Busch Rd; Class II bike lanes from Busch Rd to Stanley Blvd	Class IV separated bikeway	1
17	Santa Rita Rd	I-580	Del Valle Pkwy	Class II bike lanes (southbound only south of Morganfield Rd); Class II buffered bike lanes north of Mohr Ave	Class IV separated bikeway	1
18	Greenwood Rd/Harvest Rd	Mohr Ave	Del Valle Pkwy	None	Class III bike boulevard	1
19	Black Ave	Hopyard Rd	Santa Rita Rd	Class III bike route	Class III bike boulevard	1 ¹⁰
20	Bernal Ave	Foothill Rd	First St	Foothill Rd to bridge over creek: Class II bike lanes Bridge (constrained segment): Class III bike route Bridge to Valley Ave: Class II bike lanes (some segments have buffer) Valley Ave to Pleasanton Ave: westbound Class II bike lanes (some segments have buffer); eastbound Class I shared-use path starting at Oak Vista Way	Add buffer to westbound Class II bike lane segments missing buffer (where feasible). Extend Class I shared-use path west to Valley Ave.	3 (Foothill Rd to Meadowlark Dr) 4 (Meadowlark Dr to Valley Av) 1 (Valley Av to Pleasanton Av)

¹⁰ Provided there is a reduction in traffic volumes

21	Case Ave	Bernal Ave	Valley Ave	Class IV separated bikeway (paint and post; southbound) Class II bike lanes (northbound)	Convert northbound Class II bike lanes to Class IV separated bike lane. Convert southbound Class IV separated bike lane to permanent materials.	1
22	Old Bernal Ave ¹¹	Bernal Ave	Peters Ave	None	Class I shared-use path	1
23	Peters Ave/St. John St	Main St	Old Bernal Ave	None	Class IV separated bikeway	1
24	Main St	Del Valle Pkwy	St. John St	None	Class IV separated bikeway on west side (to connect to St. John St recommended bikeway)	1
25	Spring Ave/Kottinger Dr	Main St	Concord St	Class I shared-use path from 370' west of Concord St to Adams Way; no facility west of Adams Way	Retain existing Class I shared-use path and install class III bike boulevard along full segment.	1

¹¹ Old Bernal Ave along with Peters Ave/St. John St are not part of the focus network but are included as part of the recommended network because they provide an alternate route to the Main St focus network segment.

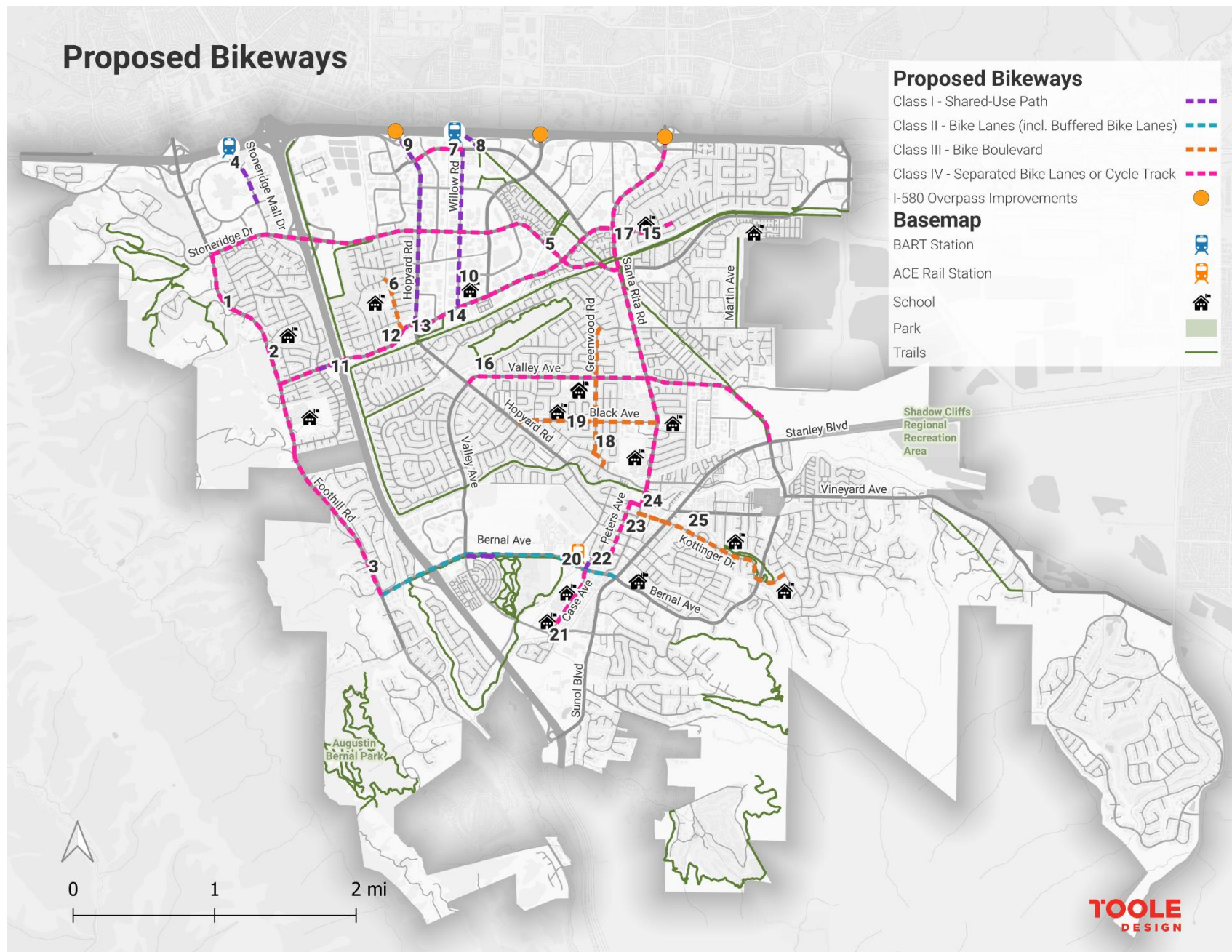


Figure 12: Proposed Bikeways

Pedestrian Network: Sidewalks

There are three sidewalk gaps along the focus network where projects are recommended:

- **Stoneridge Drive, 380' east of Denker Drive to Hopyard Road (south side)**
 - Install sidewalk to fill gap and connect points east of the gap to the trail connection just west of Denker Drive (Figure 13).
- **Stoneridge Mall Road, north/east of Canyon Way to Laurel Creek Way (inner/west side)**
 - Install sidewalk (Figure 13).
- **W Las Positas Boulevard, where it crosses over the I-680 freeway (south side)**
 - Install Class I shared-use path on south side (Table 4 and Figure 12, above).

There are four sidewalk gaps along the focus network where projects are not recommended at this time due to feasibility challenges. In all cases, continuous sidewalk exists on the other side of the street:

- **Valley Avenue (east side)/Bernal Avenue (north side) adjacent to Alameda County Fairgrounds:** There is no public frontage nor access to destinations along the missing sidewalk. Consider installing/enhancing crosswalks at Pleasanton Avenue and Bernal Avenue to encourage use of the shared use path on the south side of Bernal Avenue.
- **Foothill Road (west side) adjacent to undeveloped land:** Rather than installing sidewalks, which may be infeasible along undeveloped land, consider installing crosswalks with appropriate traffic control at entrances to residential neighborhoods west of Foothill Road.
- **Santa Rita Road, from Old Santa Rita Road to I-580 (east side)**
 - For most of this segment, there are no destinations to access on the east side.
- **Stoneridge Drive between Stoneridge Mall Road and 380' east of Denker Drive (south side):** This is where Stoneridge Drive crosses over the freeway and there are many on/off ramps in this segment and no destinations along it.

Pedestrian Network: Crossings

The needs assessment table includes crossings that received PxLTS scores of 3 or 4 (uncomfortable), as well as some crossings that scored 1 or 2 but may feel more stressful due to traffic volumes (such as on Main St in Downtown Pleasanton). Recommendations suggest how to improve the existing PxLTS score by one point (e.g., a PxLTS score of 3 becomes 2). Regardless, any improvement may benefit the pedestrian experience even if it doesn't officially improve the PxLTS score. Table 5 provides general recommendations which may be implemented through different strategies depending on road context (refer to accompanying toolkit). Locations for crossing enhancements are shown in Figure 13.

General recommendation types and potential strategies for implementation include:

- "Decrease crossing distance" = install curb extensions, median refuge or protected intersection, or reduce number of lanes
- "Implement signal adjustments to limit turning movements during pedestrian phase" = implement protected left turns, leading pedestrian interval, or no turn on red
- "Reduce vehicle speed" = lower posted speed limit and/or install roundabouts/traffic circles, speed humps, chicanes, pinchpoints, etc.

Table 5: Pedestrian Network Needs Assessment

Map ID	Street	High Injury Network	PxLTS score	Needs Assessment	Recommendation
1	Stoneridge Dr at Foothill Rd	Yes	4	Signalized with 6+ lanes to cross	Decrease crossing distance.
2	Foothill Rd at Moller Ranch Dr	Yes	4	Uncontrolled with three lanes to cross, posted speed limit of 45 mph	Implement traffic control. Install marked crosswalks.
3	Foothill Rd at Muirwood Dr (north entrance)	Yes	3	Signalized with 4-5 lanes to cross	Implement signal adjustments to limit turning movements during pedestrian phase.
4	Stoneridge Dr at Springdale Ave	No	3	Signalized with five lanes to cross	Implement signal adjustments to limit turning movements during pedestrian phase; decrease crossing distance.
5	Stoneridge Mall Rd at Workday Wy	No	3	Signalized with five lanes to cross	Implement signal adjustments to limit turning movements during the crossing phase; decrease crossing distance.
6	Stoneridge Mall Rd at Genomics Pl	No	3	Signalized with five lanes to cross	Implement signal adjustments to limit turning movements during the crossing phase; decrease crossing distance.
7	Stoneridge Dr at Stoneridge Mall Dr	No	3	Signalized with five lanes to cross	Implement signal adjustments to limit turning movements during pedestrian phase; decrease crossing distance.
8	Stoneridge Dr at Franklin Dr	No	4	Signalized with 6+ lanes to cross on all approaches	Decrease crossing distance.
9	Hopyard Rd at Owens Dr	Yes	4	Signalized with 6+ lanes to cross	Decrease crossing distance.
10	Owens Dr at Chabot Dr	Yes	4	Signalized with 6+ lanes to cross	Decrease crossing distance.
11	Owens Dr at Willow Rd	Yes	4	Signalized with 6+ lanes to cross	Decrease crossing distance.
12	Hopyard Rd at Gibraltar Dr	No	4	Signalized with 6+ lanes to cross	Decrease crossing distance.

Map ID	Street	High Injury Network	PxLTS score	Needs Assessment	Recommendation
13	Hopyard Rd and Clorox Way	No	4	Signalized with 6+ lanes to cross	Decrease crossing distance.
14	Willow Rd at Gibraltar Dr (N)	No	3	Signalized with 4-5 lanes to cross; two or fewer lanes on cross street.	Implement signal adjustments to limit turning movements during the crossing phase; decrease crossing distance.
15	Stoneridge Dr at Hopyard Rd	No	4	Signalized with 6+ lanes to cross on all approaches	Decrease crossing distance.
16	Stoneridge Dr at Chabot Dr	No	4	Signalized with 6+ lanes to cross on all approaches	Decrease crossing distance.
17	Willow Rd at Stoneridge Dr	No	3	Signalized with five lanes to cross; two or fewer lanes on cross street.	Implement signal adjustments to limit turning movements during the crossing phase; decrease crossing distance.
18	Stoneridge Dr at Gibraltar Dr	No	3	Signalized with five lanes to cross	Implement signal adjustments to limit turning movements during pedestrian phase; decrease crossing distance.
19	Stoneridge Dr at Hacienda Dr	Yes	4	Signalized with 6+ lanes to cross on all approaches	Decrease crossing distance.
20	Hopyard Rd at Inglewood Dr	No	4	Signalized with 6+ lanes to cross	Decrease crossing distance.
21	Willow Rd at Inglewood Dr	No	4	Uncontrolled with four lanes to cross and no marked crosswalk	Install marked crosswalk on Willow Rd plus traffic control and/or decrease crossing distance.
22	W Las Positas Blvd at Dorman Rd	No	4	Signalized with 6+ lanes to cross	Decrease crossing distance.
23	W Las Positas Blvd at Hopyard Rd	Yes	4	Signalized with 6+ lanes to cross	Decrease crossing distance.
24	W Las Positas Blvd at Hacienda Dr	No	4	Signalized with 6+ lanes to cross	Decrease crossing distance.
25	W Las Positas Blvd at Stoneridge Dr	No	4	Signalized with 6+ lanes to cross	Decrease crossing distance.

Map ID	Street	High Injury Network	PxLTS score	Needs Assessment	Recommendation
26	Stoneridge Dr at Springhouse Dr	No	4	Uncontrolled and unmarked, 40 mph speed limit, five lanes to cross	Install marked crosswalk, decrease crossing distance, and reduce vehicle speeds. ¹²
27	Santa Rita Rd at Pimlico Dr	No	4	Signalized with 6+ lanes on all approaches	Decrease crossing distance.
28	Santa Rita Rd at Rosewood Dr	No	4	Signalized with 6+ lanes on all approaches	Decrease crossing distance.
29	Santa Rita Rd at Old Santa Rita Rd	No	4	Signalized with 6+ lanes on all approaches	Decrease crossing distance.
30	Santa Rita Rd and W Las Positas Blvd	No	4	Signalized with 6+ lanes to cross	Decrease crossing distance.
31	W Las Positas Blvd at Fairlands Dr	No	3	Unsignalized with four lanes to cross; has rectangular rapid flashing beacon (RRFB)	Decrease crossing distance.
32	Santa Rita Rd at Stoneridge Dr	No	4	Signalized with 6+ lanes on all approaches	Decrease crossing distance.
33	Santa Rita Rd at Iron Horse Trail	No	4	There is no crossing where the Iron Horse Trail intersects with Santa Rita Rd.	Install bridge overpass to connect trail across Santa Rita Rd. ¹³
34	Valley Ave at Blackbird Dr	Yes	4	Stop-controlled with six lanes to cross; two lanes to cross on cross street. Slip lanes are stop-controlled.	Decrease crossing distance on Valley Ave.
35	Valley Ave at Crestline Dr	Yes	4	Stop-controlled with six lanes to cross; two lanes to cross on cross street. Slip lanes are stop-controlled.	Decrease crossing distance.

¹² Based on PxLTS methodology, reducing vehicle speeds must include lowering posted speed limit. Implementing additional traffic calming infrastructure may reinforce lowered posted speed limit.

¹³ Recommendation from 2019 City of Pleasanton Trails Master Plan.

Map ID	Street	High Injury Network	PxLTS score	Needs Assessment	Recommendation
36	Greenwood Rd at Valley Ave	Yes	3	Signalized with six lanes to cross and protected left turn on Valley Ave; two lanes to cross on Greenwood Rd	Decrease crossing distance. Implement signal adjustments to limit turning movements during pedestrian phase.
37	Santa Rita Rd at Mohr Ave	Yes	4	Signalized with 6+ lanes on all approaches	Decrease crossing distance.
38	Santa Rita Rd at Valley Ave	Yes	4	Signalized with 6+ lanes on all approaches	Decrease crossing distance.
39	Santa Rita Rd at Francisco St	Yes	3	RRFB with six lanes to cross on Santa Rita Rd; two or fewer lanes on cross street	Decrease crossing distance.
40	Santa Rita Rd at Black Ave	Yes	3	Signalized with six lanes to cross on Santa Rita Rd; two or fewer lanes on cross street	Implement signal adjustments to limit turning movements during pedestrian phase; decrease crossing distance.
41	Santa Rita Rd at Amador Valley HS crosswalk	Yes	3	Signalized with six lanes to cross on Santa Rita Rd; two or fewer lanes on cross street	Decrease crossing distance.
42	Main St at Stanley Blvd	Yes	3	Signalized with 4-5 lanes to cross on Main St.	Implement signal adjustments to limit turning movements during pedestrian phase.
43	Main St at Del Valle Pkwy	Yes	3	Signalized with 4-5 lanes to cross on Main St.	Implement signal adjustments to limit turning movements during pedestrian phase.
44	Foothill Rd at Bernal Ave	No	3	Signalized with 4-5 lanes to cross	Implement signal adjustments to limit turning movements during pedestrian phase.
45	Bernal Ave at I-680 NB off-ramp	No	3	Signalized with typically four lanes to cross	Implement signal adjustments to limit turning movements during pedestrian phase.
46	Bernal Ave at Koll Center Dr	No	3	Signalized with six lanes to cross	Decrease crossing distance. Implement signal adjustments to limit turning movements during pedestrian phase.

Map ID	Street	High Injury Network	PxLTS score	Needs Assessment	Recommendation
47	Bernal Ave at Valley Ave	Yes	3	Signalized with typically four lanes to cross	Implement signal adjustments to limit turning movements during pedestrian phase.
48	Bernal Ave at Pleasanton Ave	Yes	3	Signalized with typically four lanes to cross	Implement signal adjustments to limit turning movements during pedestrian phase. This would also improve access to trail parallel to Bernal Ave.
49	Bernal Ave at Old Bernal Ave	No	3	Signalized with typically four lanes to cross	Implement signal adjustments to limit turning movements during pedestrian phase.
50	Bernal Ave at Sunol Blvd	Yes	4	Signalized with 5-6 lanes to cross, including uncontrolled slip lanes	Decrease crossing distance.
51	Main St at Old Bernal Ave	No	1	Uncontrolled crossing with two lanes to cross	Install RRFB or stop control if warrants are met.
52	Main St at Abbie St	No	1	Uncontrolled crossing with two lanes to cross	Install RRFB or stop control if warrants are met.
53	Main St at Division St	Yes	2	Uncontrolled with two lanes to cross; cross streets have stop control	Add traffic control to Main St crossing.
54	Main St at Spring St	Yes	2	Uncontrolled with two lanes to cross; cross street has stop control	Add traffic control to Main St crossing.
55	Kottinger Dr at First St	No	3	Signalized with three lanes to cross, turns allowed	Implement signal adjustments to limit turning movements during the crossing phase.
56	Kottinger Dr at Bernal Ave	Yes	3	Stop-controlled with five lanes to cross; two lanes to cross on cross street.	Decrease crossing distance on Bernal Ave.
57	Valley Ave at Busch Rd	No	3	Stop-controlled with 4-6 lanes to cross; pedestrian crossing of Valley Ave prohibited on both approaches	Install marked crosswalks on both Valley Ave approaches, decrease crossing distance (all approaches), and implement signal adjustments to limit turning movements during the crossing phase.
58	Valley Ave at Stanley Blvd	No	3	Stop-controlled with six lanes to cross; protected on the two approaches with crossings	Implement signal adjustments to limit turning movements during the pedestrian phase. Decrease crossing distance.

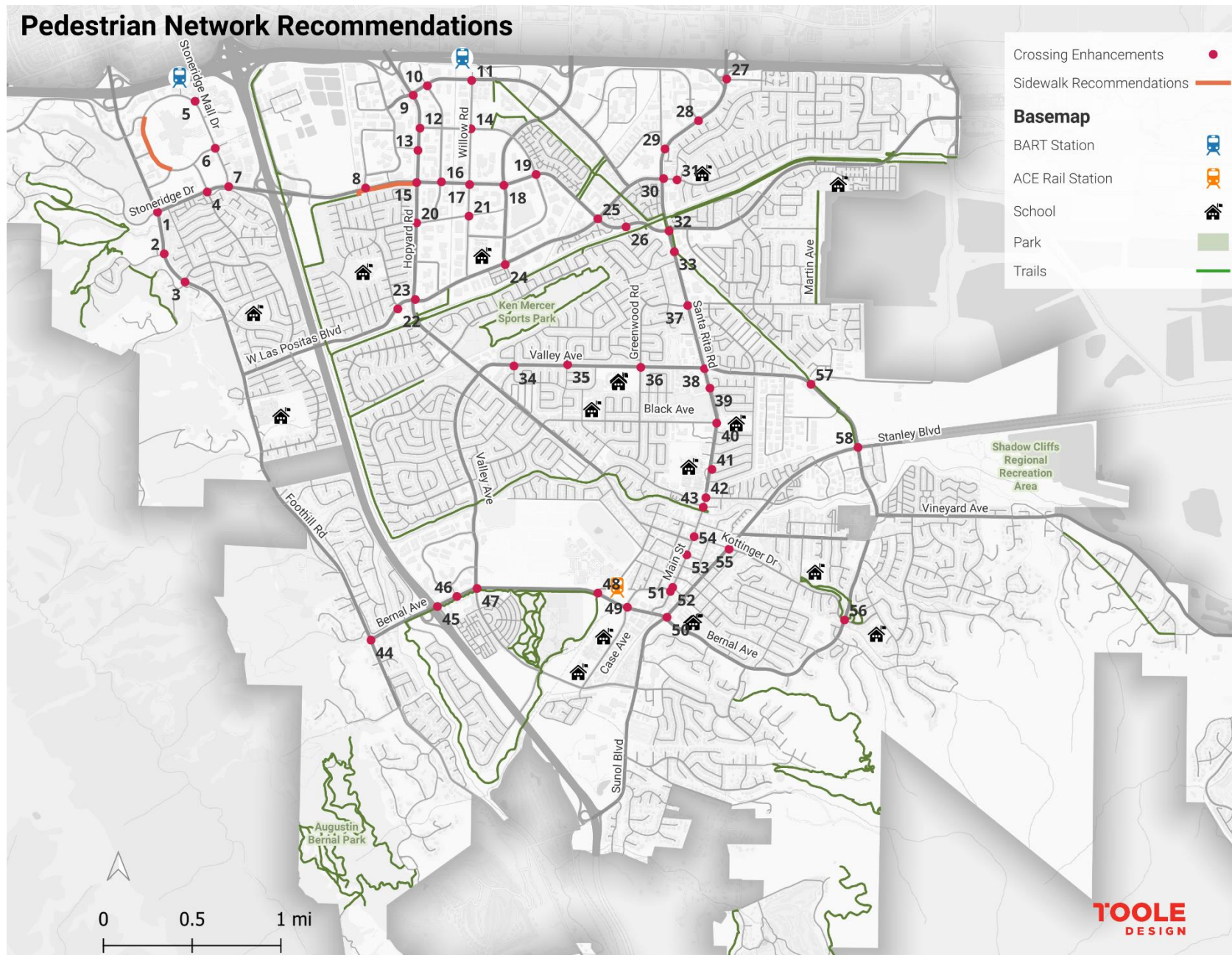


Figure 13: Pedestrian Network Recommendations

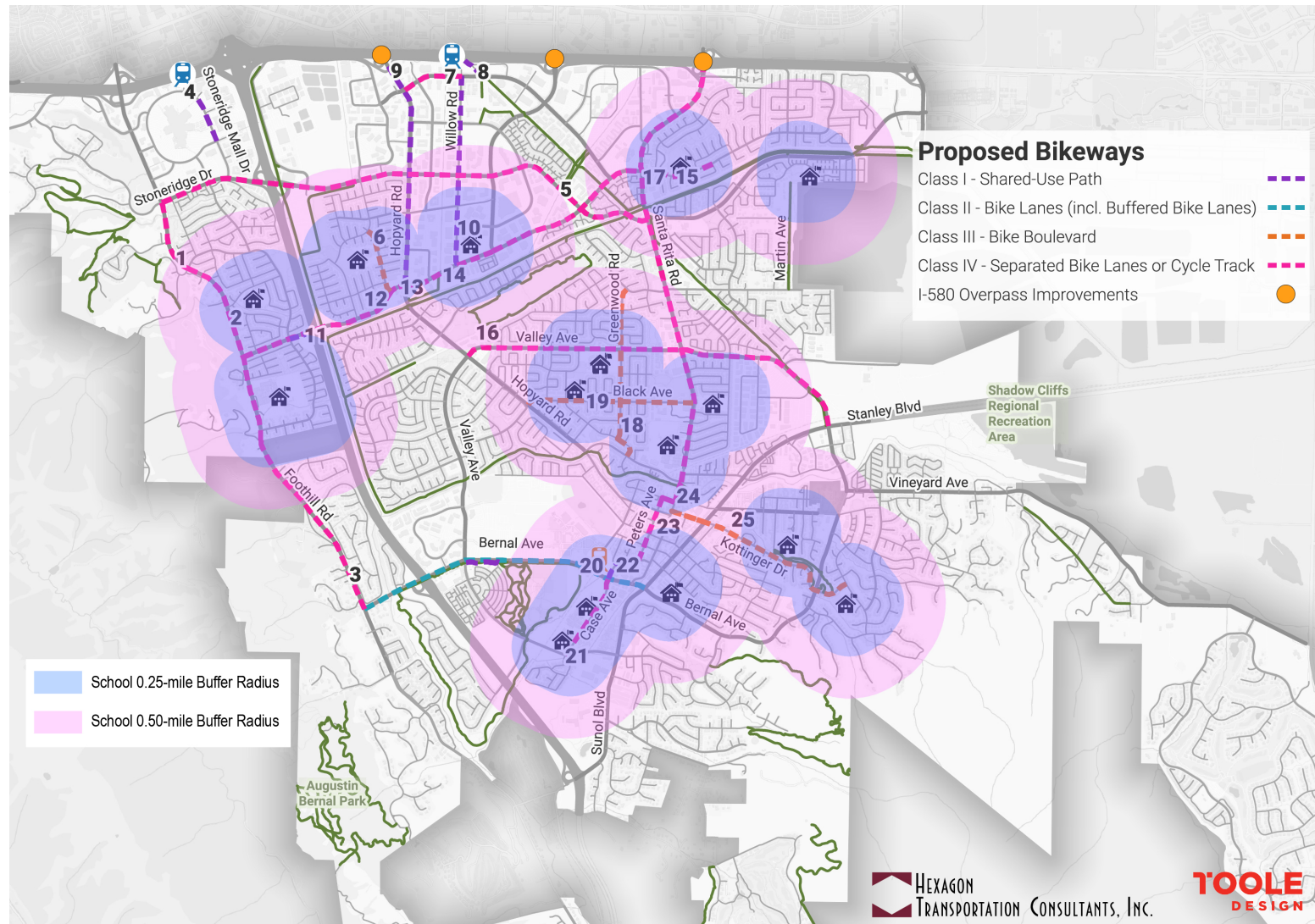
Appendix B

Maps

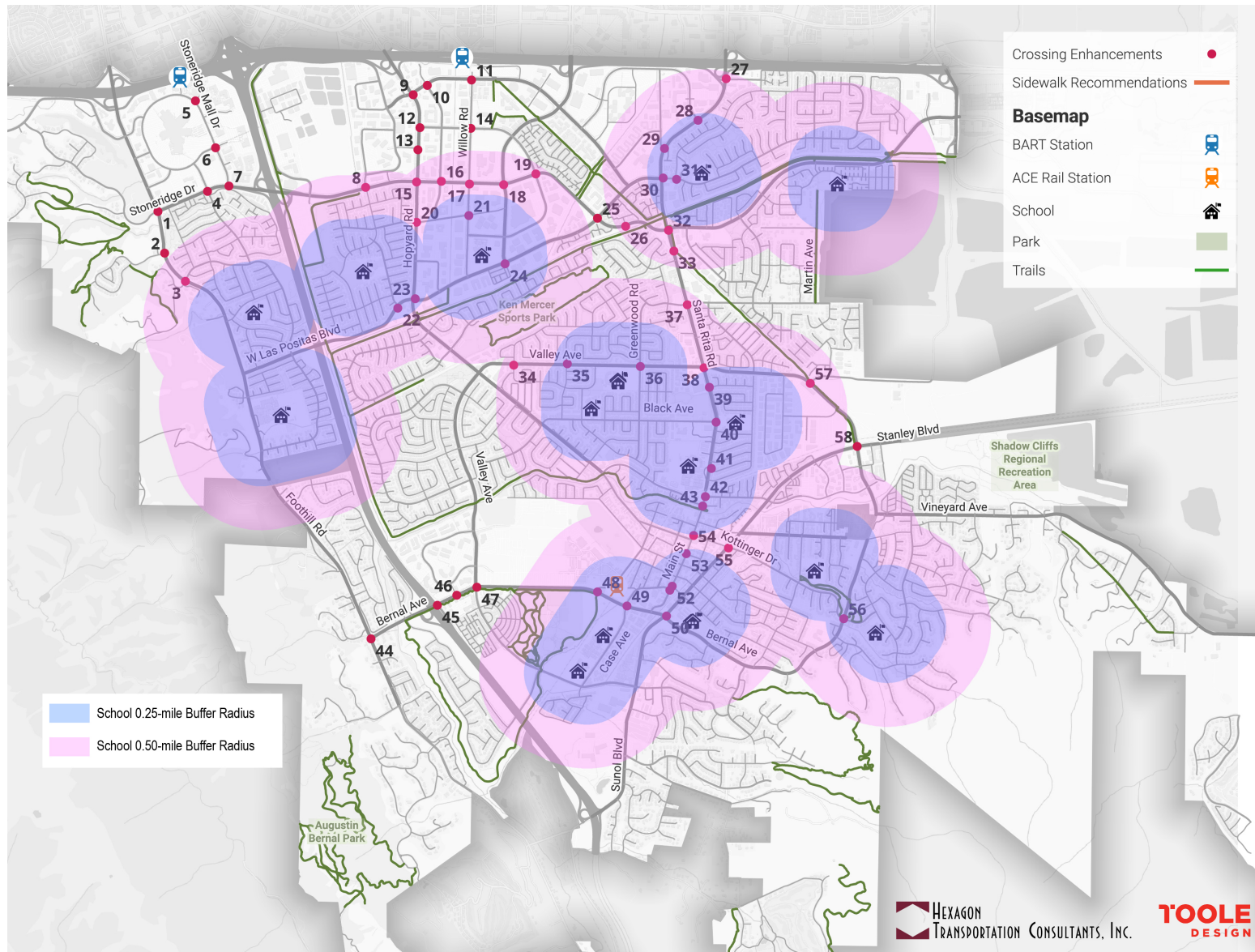
Appendix B

Maps

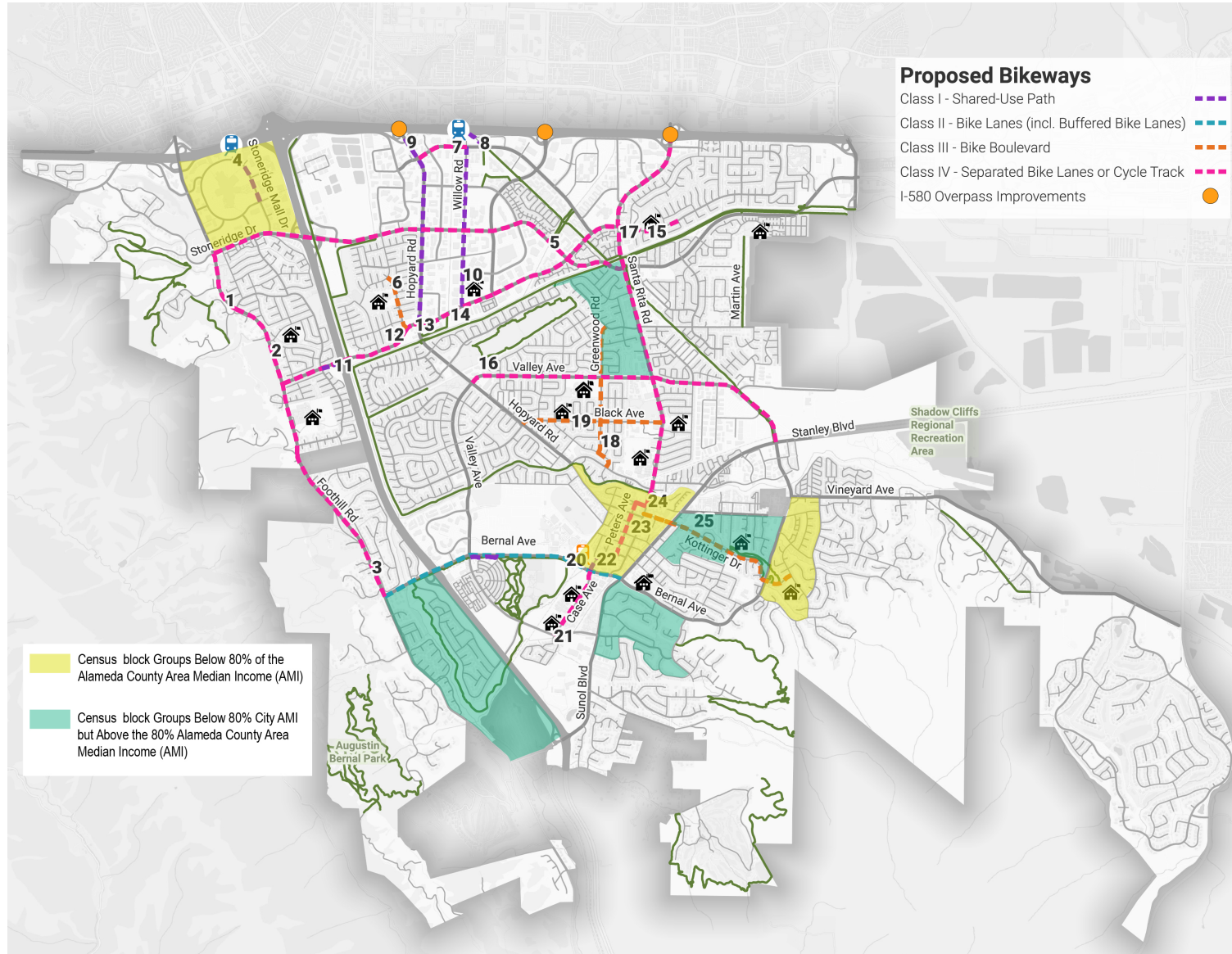
Bike Projects Within 1/4th Mile or 1/2 Mile of School



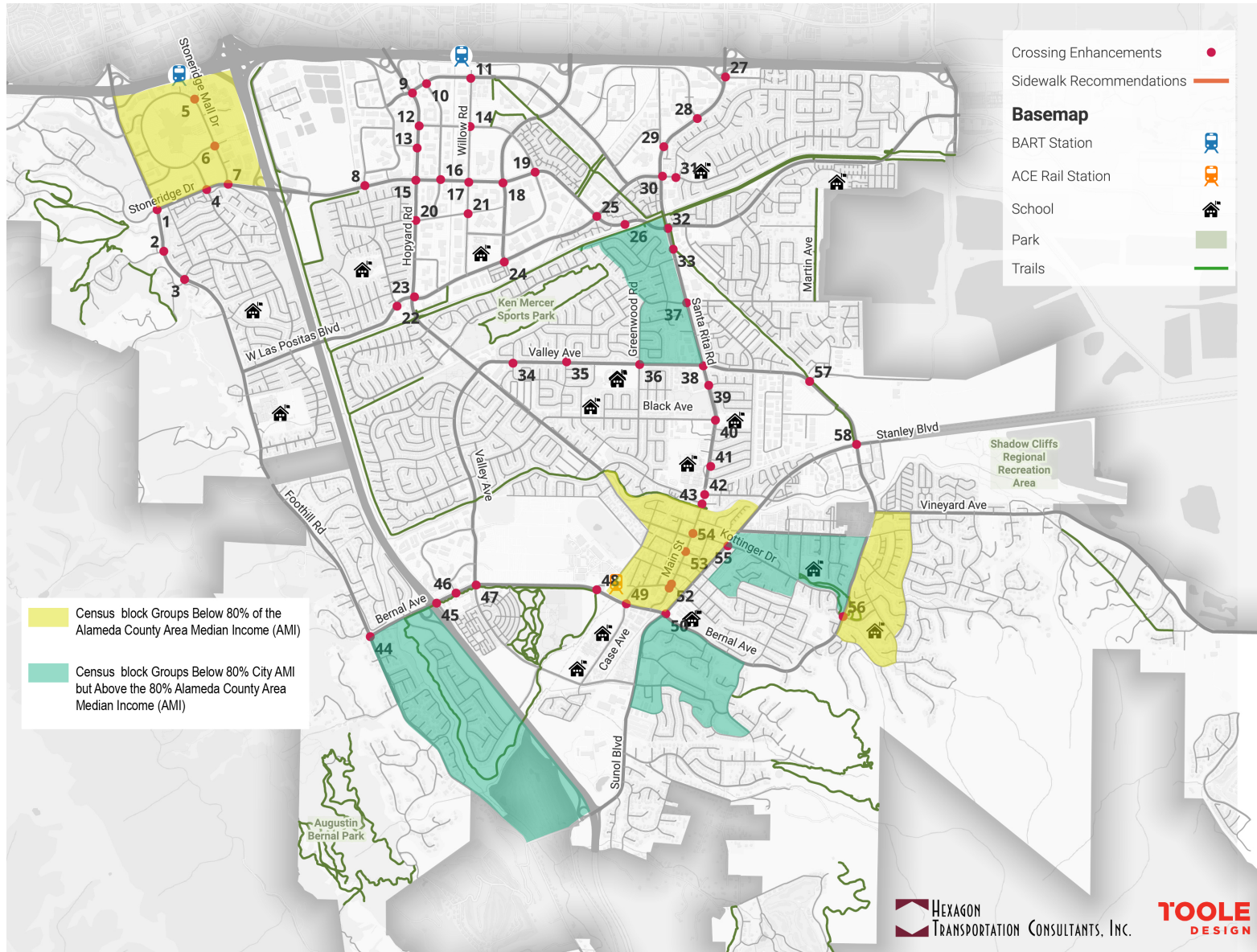
Pedestrian Projects Within 1/4th Mile or 1/2 Mile of School



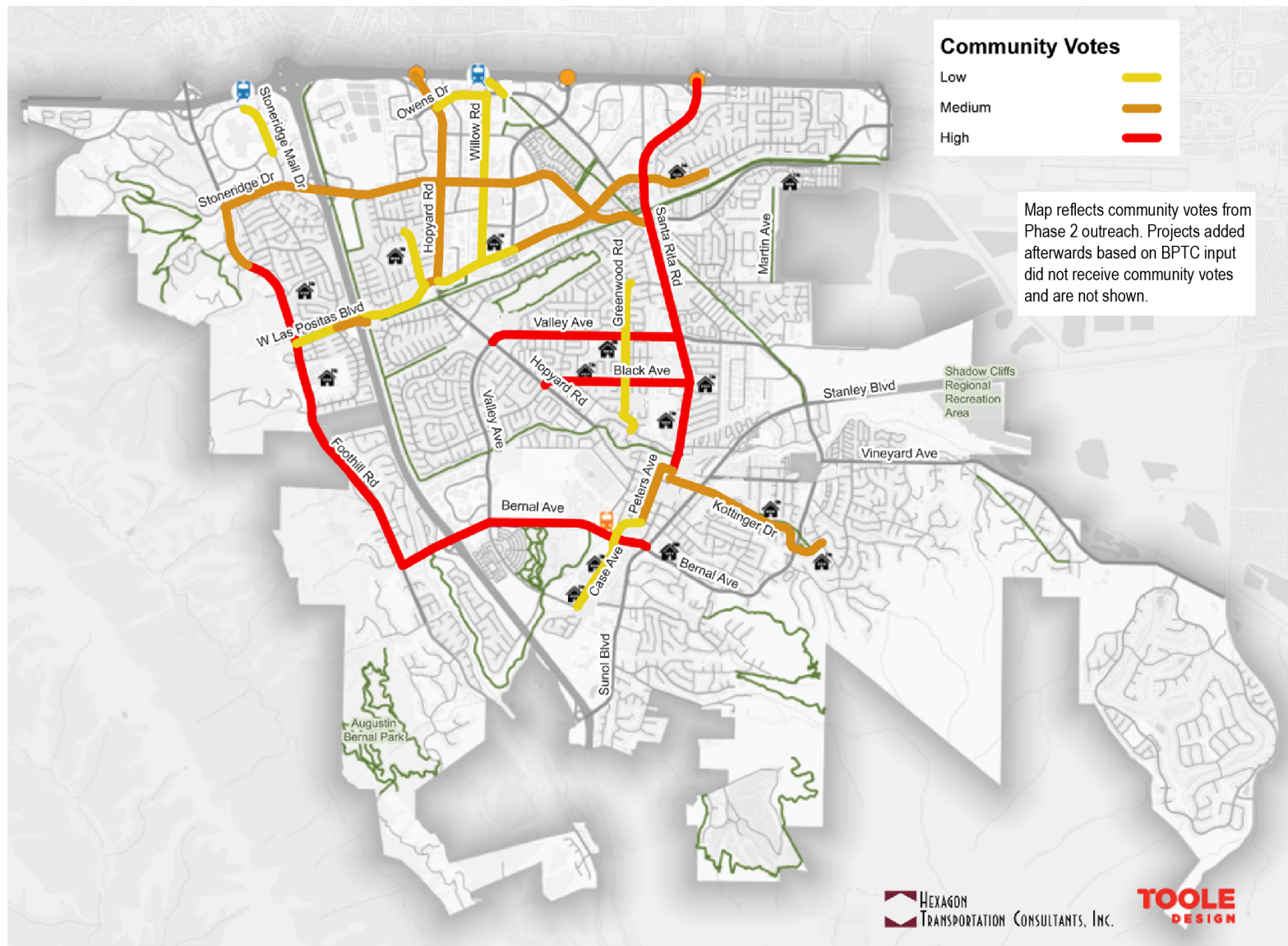
Bike Projects Within Census Blocks with Low Area Median Income



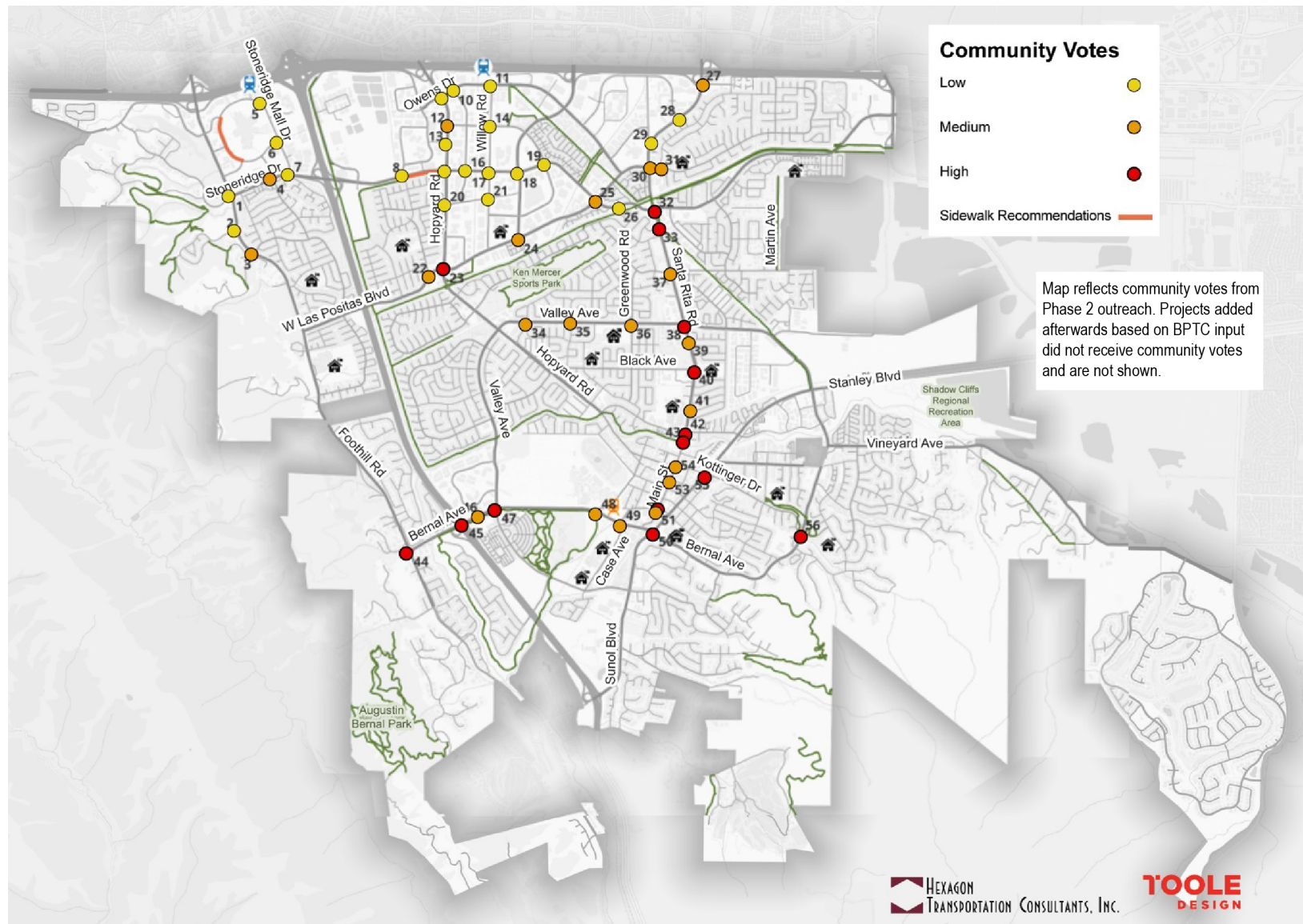
Pedestrian Projects Within Census Blocks with Low Area Median Income



Community Vote Distribution for Bike Projects



Community Vote Distribution for Pedestrian Projects



Appendix C

Cost Assumptions

Bike Facilities	Per Road Mile Unit cost
Class I Paved Multiuse Trails	\$1,831,000
Class IV Sidewalk level Cycle track	\$1,831,000
Class II Bike Lanes	\$67,000
Class IIB Buffered Bike Lanes	\$100,000
Class III Bike Routes/Boulevard ¹	\$100,000
Class IV Separated Bikeway w/Plastic Bollards	\$271,000
1. Class III Bike Boulevards may include some cobination of the following: sharrows, wayfinding signage, traffic calming (e.g., speed humps, chicanes, modal filters), intersection crossing treatments, reduced speed limits, or minimized stop signs along the bike route.	

Appendix D

Project Scores and Ranking

Bicycle Project Scoring

Ranking ¹	ID	Street	Extent N/W	Extent S/E	Existing Facility	Recommendation	Length (mi)	Cost Estimate	Bike High Injury Corridor	Access/ Across Barriers	Comfort	SRTS	Equity	Cost Tier	Total Points	Community Votes	Implementation ²
1	17	Santa Rita Rd	I-580	Del Valle Pkwy	Class II bike lanes (southbound only south of Morganfield Rd); Class II buffered bike lanes north of Mohr Ave	Class IV separated bikeway	5.28	\$9,667,700	10	8	8	10	4	2	42	43	Long Term
2	24	Main St	Del Valle Pkwy	St. John St	None	Class IV separated bikeway (west side to connect to St. John St recommended bikeway)	0.12	\$219,700	10	4	8	10	8	6	46	23	Near Term
3	16	Valley Ave	Hopyard Rd	Stanley Blvd	Class II bike lanes (buffered in some places, but not consistently in both directions) from Hopyard Rd to Blacow St (westbound)/Quarry Ln (eastbound); Class III bike route from Blacow St/Quarry Ln to Busch Rd; Class II bike lanes from Busch Rd to Stanley Blvd	Class IV separated bikeway	4.68	\$8,569,100	10	8	8	10	4	2	42	28	Long Term
4	22	Old Bernal Ave ³	Bernal Ave	Peters Ave	None	Class I shared-use path	0.22	\$402,800	10	4	8	10	8	6	46	6	Near Term
5	23	Peters Ave/St. John St ³	Main St	Old Bernal Ave	None	Class IV separated bikeway	0.46	\$842,300	10	4	8	10	8	4	44	14	Long Term
6	11	W Las Positas Blvd	Foothill Rd	550' west of Payne Rd	Class II buffered bike lanes from Foothill Rd to western edge of overpass; Class II bike lanes from western edge of overpass to 550' west of Payne Rd	Westbound: Class IV separated bike lane.	0.6	\$2,197,200	10	6	8	10	0	2	36	18	Long Term
						Eastbound: Class IV separated bike lane from Foothill Rd to Muirwood Dr. Class I shared-use path from Muirwood Dr to 550' west of Payne.	0.6										
6	15	W Las Positas Blvd	Hacienda Dr	Cranwood Ct	Class III bike route Hacienda Dr to Santa Rita Rd; Class II bike lanes Santa Rita Rd to Cranwood Ct	Class IV separated bikeway	3.18	\$5,822,600	10	8	8	10	0	2	38	8	Long Term
8	2	Foothill Rd	Muirwood Dr (north entrance)	~200' south of Muirwood Dr (south entrance, near city limit line)	NB: Class IV separated bike lane from Muirwood Dr north entrance to 500' north of Highland Oaks Dr (buffered Class II bike lanes to Highland Oaks Dr)	Extend northbound Class IV separated bike lane to Highland Oaks Dr.	0.15	\$2,398,600	10	4	8	10	0	2	34	21	Long Term
					SB: Class II Bike lanes (buffered in places)	Convert southbound Class II bike lanes to Class IV separated bike lanes.	1.16										
9	20	Bernal Ave	Foothill Rd	First St	Foothill Rd to bridge over creek: Class II bike lanes	Add buffer to westbound Class II bike lane segments missing buffer (where feasible).	1.39	\$486,900	0	8	4	10	4	6	32	30	Near Term
					Bridge (constrained segment): Class III bike route												
					Bridge to Valley Ave: Class II bike lanes (some segments have buffer)	Extend Class I shared-use path west to Valley Ave.	0.19										
					Valley Ave to Pleasanton Ave: westbound Class II bike lanes (some segments have buffer); eastbound Class I shared-use path starting at Oak Vista Way												
10	25	Spring Ave/Kottinger Dr	Main St	Concord St	Class I shared-use path from 370' west of Concord St to Adams Way; no facility west of Adams Way	Retain existing Class I shared-use path and install class III bike boulevard along full segment.	2.44	\$244,000	0	8	4	10	8	6	36	8	Near Term
11	5	Stoneridge Dr	Foothill Rd	Santa Rita Rd	Class II bike lanes; Class IV sidewalk-level separated bike lane westbound from I-680 to 444' west of Franklin Dr)	Class IV separated bikeway	6.06	\$11,095,900	0	8	8	5	8	2	31	14	Long Term
12	14	W Las Positas Blvd	Hopyard Rd	Hacienda Dr	Class IV separated bike lanes (paint and post)	Class IV separated bike lanes (permanent materials)	1.08	\$1,977,500	10	6	4	10	0	2	32	5	Long Term
13	13	W Las Positas Blvd	Dorman Rd	Hopyard Rd	Class II buffered bike lanes (eastbound only)	Class IV separated bikeway	0.14	\$256,300	0	6	8	10	0	6	30	9	Near Term
14	19	Black Ave	Hopyard Rd	Santa Rita Rd	Class III bike route	Class III bike boulevard	1.94	\$194,000	0	6	4	10	0	6	26	26	Near Term
15	21	Case Ave	Bernal Ave	Valley Ave	Class IV separated bikeway (southbound)	Convert northbound Class II bike lanes to Class IV separated bike lane.	0.51	\$933,800	0	6	8	10	0	4	28	6	Long Term
16	3	Foothill Rd	~200' south of Muirwood Dr (south entrance, near city limit line)	Bernal Avenue	No facility north of Puri Ct; Class II bike lanes to Racoon Hollow Ct; Class II buffered bike lanes to Bernal Ave	Class IV separated bikeway	0.82	\$1,501,400	0	4	8	10	0	2	24	24	Long Term
17	9	Hopyard Rd	I-580	W Las Positas Blvd	None	Class I shared use path	2.04	\$3,735,200	0	6	8	10	0	2	26	8	Long Term
					Class II bike lanes (buffered near intersection with Owens Dr)												
18	18	Greenwood Rd/Harvest Rd	Mohr Ave	Del Valle Pkwy	None	Class III bike boulevard	2.06	\$206,000	0	0	6	10	4	6	26	6	Near Term
19	6	Dorman Rd ⁴	Denker Dr	W Las Positas Blvd	None	Class III bike boulevard	0.38	\$76,000	0	4	4	10	0	6	24	-	Near Term
20	10	Willow Rd	Owens Dr	W Las Positas Blvd	Class II buffered Bike lanes north of Gibraltar Dr; Class II Bike lanes south of Gibraltar Dr	Class I shared-use path (two-way)	2.18	\$3,991,600	0	4	8	10	0	2	24	4	Long Term
21	12	W Las Positas Blvd	550' west of Payne Rd	Dorman Rd	Class IV separated bike lanes (paint and post)	Class IV separated bike lanes (permanent materials)	0.74	\$1,354,900	0	6	4	10	0	2	22	2	Long Term
22	1	Foothill Rd	Stoneridge Dr	Muirwood Dr (north entrance)	Class II bike lanes; southbound side is mostly buffered	Class IV separated bikeway	0.82	\$1,501,400	0	4	8	5	0	2	19	12	Long Term
23	4	Stoneridge Mall Rd	West Dublin Pleasanton BART Station	Genomics Pl	None	Class I shared-use path	0.7	\$1,281,700	0	0	8	0	8	2	18	6	Long Term
23	8	Iron Horse Trail	Dublin-Pleasanton BART Station	Owens Dr	Sidewalk	Class I multi-use path	0.32	\$585,900	0	6	8	0	0	4	18	6	Long Term
25	7	Owens Dr	Hopyard Rd	Willow Rd	Class II bike lanes (buffered near intersection with Hopyard Rd)	Class IV separated bikeway	1.04	\$1,904,200	0	4	8	0	0	2	14	3	Long Term

1. Segments are ranked by combining technical segment scores with community input. Normalized technical scores are weighted at 80% and normalized community votes are weighted at 20% to produce the final segment ranking. Projects may share the same rank despite differing technical point totals due to the point normalization and weighting.

2. Near-Term Projects (0-5 Years) generally consist of lower-cost improvements that can be implemented through signing, striping, signal timing adjustments, traffic calming measures, pedestrian crossing enhancements, and quick-build treatments. Long-Term Projects (5+ Years) include corridor-wide bicycle facility upgrades and intersection improvements requiring design and capital investment.

3. Project is not on the focused bicycle or pedestrian high injury corridors but was scored as on the HIN as the project is an alternate route to the Main Street corridor, which is on the focused bicycle or pedestrian high injury corridor.

4. No community Support data; project added based on Bicycle Pedestrian and Trails Committee review.

Pedestrian Project Scoring

Ranking ¹	ID	Street Intersection	LTS	Recommendation	Cost	Ped High Injury Corridor	Access/ Across Barriers	Comfort	SRTS	Equity	Cost Tier	Total Points	Community Votes	Implementation ²
1	56	Kottinger Dr at Bernal Ave	3	Decrease crossing distance on Bernal Ave.	\$250,000	10	6	8	10	8	3	45	11	Long Term
2	50	Bernal Ave at Sunol Blvd	4	Decrease crossing distance.	\$250,000	10	6	6	10	8	3	43	12	Long Term
3	40	Santa Rita Rd at Black Ave	3	Implement signal adjustments to limit turning movements during pedestrian phase; decrease crossing distance.	\$250,000	10	6	8	10	0	3	38	12	Long Term
4	48	Bernal Ave at Pleasanton Ave	3	Implement signal adjustments to limit turning movements during pedestrian phase. This would also improve access to trail parallel to Bernal Ave.	\$10,000	10	6	8	10	0	6	40	7	Near Term
5	53	Main St at Division St	2	Add traffic control to Main St crossing.	\$100,000	10	4	4	10	8	4	40	6	Near Term
6	36	Greenwood Rd at Valley Ave	3	Decrease crossing distance. Implement signal adjustments to limit turning movements during pedestrian phase.	\$250,000	10	4	8	10	4	3	39	7	Long Term
6	54	Main St at Spring St	2	Add traffic control to Main St crossing.	\$100,000	10	4	4	10	8	4	40	5	Near Term
8	38	Santa Rita Rd at Valley Ave	4	Decrease crossing distance.	\$250,000	10	6	6	5	4	3	34	17	Long Term
9	49	Bernal Ave at Old Bernal Ave	3	Implement signal adjustments to limit turning movements during pedestrian phase.	\$10,000	0	6	8	10	8	6	38	7	Near Term
10	23	W Las Positas Blvd at Hopyard Rd	4	Decrease crossing distance.	\$250,000	10	6	6	10	0	3	35	12	Long Term
11	39	Santa Rita Rd at Francisco St	3	Decrease crossing distance.	\$250,000	10	6	8	10	0	3	37	6	Long Term
11	42	Main St at Stanley Blvd	3	Implement signal adjustments to limit turning movements during pedestrian phase.	\$500,000	10	6	8	10	0	2	36	8	Long Term
13	41	Santa Rita Rd at Amador Valley HS crosswalk	3	Decrease crossing distance.	\$250,000	10	6	8	10	0	3	37	4	Long Term
14	43	Main St at Del Valle Pkwy	3	Implement signal adjustments to limit turning movements during pedestrian phase.	\$500,000	10	4	8	10	0	2	34	9	Long Term
15	47	Bernal Ave at Valley Ave	3	Implement signal adjustments to limit turning movements during pedestrian phase.	\$10,000	10	4	8	0	0	6	28	17	Near Term
16	35	Valley Ave at Crestline Dr	4	Decrease crossing distance.	\$250,000	10	4	6	10	0	3	33	6	Long Term
17	55	Kottinger Dr at First St	3	Implement signal adjustments to limit turning movements during the crossing phase.	\$500,000	0	6	8	5	8	2	29	14	Long Term
18	37	Santa Rita Rd at Mohr Ave	4	Decrease crossing distance.	\$250,000	10	4	6	5	4	3	32	6	Long Term
19	52	Main St at Abbie St	1	Install RRFB or stop control if warrants are met.	\$100,000	0	4	4	10	8	4	30	9	Near Term
20	51	Main St at Old Bernal Ave	1	Install RRFB or stop control if warrants are met.	\$100,000	0	4	4	10	8	4	30	5	Near Term
21	1	Stoneridge Dr at Foothill Rd	4	Decrease crossing distance.	\$250,000	10	4	6	0	8	3	31	2	Long Term
22	32	Santa Rita Rd at Stoneridge Dr	4	Decrease crossing distance.	\$250,000	0	6	6	5	4	3	24	14	Long Term

Ranking ¹	ID	Street Intersection	LTS	Recommendation	Cost	Ped High Injury Corridor	Access/ Across Barriers	Comfort	SRTS	Equity	Cost Tier	Total Points	Community Votes	Implementation ²
23	3	Foothill Rd at Muirwood Dr (north entrance)	3	Implement signal adjustments to limit turning movements during pedestrian phase.	\$500,000	10	4	8	5	0	2	29	3	Long Term
24	34	Valley Ave at Blackbird Dr	4	Decrease crossing distance on Valley Ave.	\$250,000	10	4	6	5	0	3	28	5	Long Term
25	31	W Las Positas Blvd at Fairlands Dr	3	Decrease crossing distance.	\$250,000	0	6	8	10	0	3	27	4	Long Term
26	24	W Las Positas Blvd at Hacienda Dr	4	Decrease crossing distance.	\$250,000	0	6	6	10	0	3	25	7	Long Term
27	19	Stoneridge Dr at Hacienda Dr	4	Decrease crossing distance.	\$250,000	10	4	6	5	0	3	28	0	Long Term
28	30	Santa Rita Rd and W Las Positas Blvd	4	Decrease crossing distance.	\$250,000	0	6	6	10	0	3	25	4	Long Term
29	33	Santa Rita Rd at Iron Horse Trail	4	Install bridge overpass to connect trail across Santa Rita Rd.3	\$500,000	0	6	6	5	4	2	22	10	Long Term
29	44	Foothill Rd at Bernal Ave	3	Implement signal adjustments to limit turning movements during pedestrian phase.	\$10,000	0	4	8	0	4	6	22	10	Near Term
31	22	W Las Positas Blvd at Dorman Rd	4	Decrease crossing distance.	\$250,000	0	6	6	10	0	3	25	3	Long Term
32	45	Bernal Ave at I-680 NB off-ramp	3	Implement signal adjustments to limit turning movements during pedestrian phase.	\$10,000	0	4	8	0	0	6	18	17	Near Term
33	2	Foothill Rd at Moller Ranch Dr	4	Implement traffic control. Install marked crosswalks.	\$100,000	10	4	6	0	0	4	24	2	Near Term
34	7	Stoneridge Dr at Stoneridge Mall Dr	3	Implement signal adjustments to limit turning movements during pedestrian phase; decrease crossing distance.	\$250,000	0	4	8	0	8	3	23	2	Long Term
34	11	Owens Dr at Willow Rd	4	Decrease crossing distance.	\$250,000	10	4	6	0	0	3	23	2	Long Term
34	28	Santa Rita Rd at Rosewood Dr	4	Decrease crossing distance.	\$250,000	0	4	6	10	0	3	23	2	Long Term
37	4	Stoneridge Dr at Springdale Ave	3	Implement signal adjustments to limit turning movements during pedestrian phase; decrease crossing distance.	\$500,000	0	4	8	0	8	2	22	3	Long Term
38	21	Willow Rd at Inglewood Dr	4	Install marked crosswalk on Willow Rd plus traffic control and/or decrease crossing distance.	\$250,000	0	4	6	10	0	3	23	1	Long Term
38	29	Santa Rita Rd at Old Santa Rita Rd	4	Decrease crossing distance.	\$250,000	0	4	6	10	0	3	23	1	Long Term
40	9	Hopyard Rd at Owens Dr	4	Decrease crossing distance.	\$250,000	10	4	6	0	0	3	23	0	Long Term
40	10	Owens Dr at Chabot Dr	4	Decrease crossing distance.	\$250,000	10	4	6	0	0	3	23	0	Long Term
42	57	Valley Ave at Busch Rd	3	Install marked crosswalks on both Valley Ave approaches, decrease crossing distance (all approaches), and implement signal adjustments to limit turning movements during the crossing phase.4	\$250,000	0	4	8	5	0	3	20	-	Long Term
43	18	Stoneridge Dr at Gibraltar Dr	3	Implement signal adjustments to limit turning movements during pedestrian phase; decrease crossing distance.	\$500,000	0	6	8	5	0	2	21	1	Long Term
44	46	Bernal Ave at Koll Center Dr	3	Decrease crossing distance. Implement signal adjustments to limit turning movements during pedestrian phase.	\$250,000	0	4	8	0	0	3	18	6	Long Term
45	58	Valley Ave at Stanley Blvd	3	Implement signal adjustments to limit turning movements during the pedestrian phase. Decrease crossing distance.4	\$250,000	0	8	8	0	0	3	19	-	Long Term
46	5	Stoneridge Mall Rd at Workday Wy	3	Implement signal adjustments to limit turning movements during the crossing phase;	\$250,000	0	0	8	0	8	3	20	1	Long Term
47	17	Willow Rd at Stoneridge Dr	3	Implement signal adjustments to limit turning movements during the crossing phase; decrease crossing distance.	\$500,000	0	4	8	5	0	2	19	1	Long Term
47	27	Santa Rita Rd at Pimlico Dr	4	Decrease crossing distance.	\$250,000	0	4	6	5	0	3	18	3	Long Term

Ranking ¹	ID	Street Intersection	LTS	Recommendation	Cost	Ped High Injury Corridor	Access/ Across Barriers	Comfort	SRTS	Equity	Cost Tier	Total Points	Community Votes	Implementation ²
49	6	Stoneridge Mall Rd at Genomics Pl	3	Implement signal adjustments to limit turning movements during the crossing phase; decrease crossing distance.	\$250,000	0	0	8	0	8	3	19	0	Long Term
49	8	Stoneridge Dr at Franklin Dr	4	Decrease crossing distance.	\$250,000	0	4	6	5	0	3	18	2	Long Term
49	15	Stoneridge Dr at Hopyard Rd	4	Decrease crossing distance.	\$250,000	0	4	6	5	0	3	18	2	Long Term
49	20	Hopyard Rd at Inglewood Dr	4	Decrease crossing distance.	\$250,000	0	4	6	5	0	3	18	2	Long Term
53	16	Stoneridge Dr at Chabot Dr	4	Decrease crossing distance.	\$250,000	0	4	6	5	0	3	18	1	Long Term
54	26	Stoneridge Dr at Springhouse Dr	4	Install marked crosswalk, decrease crossing distance, and reduce vehicle speeds	\$250,000	0	4	6	5	0	3	18	0	Long Term
55	25	W Las Positas Blvd at Stoneridge Dr	4	Decrease crossing distance.	\$250,000	0	6	6	0	0	3	15	4	Long Term
56	14	Willow Rd at Gibraltar Dr (North)	3	Implement signal adjustments to limit turning movements during the crossing phase; decrease crossing distance.	\$500,000	0	4	8	0	0	2	14	2	Long Term
57	12	Hopyard Rd at Gibraltar Dr	4	Decrease crossing distance.	\$250,000	0	4	6	0	0	3	13	3	Long Term
58	13	Hopyard Rd at Clorox Way	4	Decrease crossing distance.	\$250,000	0	4	6	0	0	3	13	0	Long Term
1. Pedestrian improvements are ranked by combining technical intersection scores with community input. Normalized technical scores are weighted at 80% and normalized community votes are weighted at 20% to produce the final intersection ranking. Projects may share the same rank despite differing technical point totals due to point normalization and weighting.														
2. Near-Term Projects (0–5 Years) generally consist of lower-cost improvements that can be implemented through signing, striping, signal timing adjustments, traffic calming measures, pedestrian crossing enhancements, and quick-build treatments. Long-Term Projects (5+ Years) include corridor-wide bicycle facility upgrades and intersection improvements requiring design and capital investment.														
3. Project would install a bridge therefore a higher cost is estimated.														
4. No community Support data; project added based on Bicycle Pedestrian and Trails Committee review.														

Appendix E

Corridor Scores and Ranking

Corridor Ranking	Corridor	Project Type	Proj ID		length (mi)	Points ¹	Community Votes	Project Ranking	Implementation
1	Main St					40	85	1	
		Bike	24	Del Valle Pkwy to St. John St	0.12	46	23	2	Near Term
		Ped	42	Main St at Stanley Blvd		36	8	11	Long Term
		Ped	43	Main St at Del Valle Pkwy		34	9	14	Long Term
		Ped	54	Main St at Spring St		40	5	6	Near Term
		Ped	53	Main St at Division St		40	6	5	Near Term
		Ped	52	Main St at Abbie St		30	9	19	Near Term
		Ped	51	Main St at Old Bernal Ave		30	5	20	Near Term
	Peters Ave/St. John St ³								
		Bike	23	Main St to Old Bernal Ave	0.46	44	14	5	Long Term
	Old Bernal Ave ³								
		Bike	22	Bernal Ave to Peters Ave	0.22	46	6	4	Near Term
2	Santa Rita Rd					35	122	2	
		Bike	17	I-580 to Del Valle Pkwy	5.28	42	43	1	Long Term
		Ped	27	Santa Rita Rd at Pimlico Dr		18	3	47	Long Term
		Ped	28	Santa Rita Rd at Rosewood Dr		23	2	34	Long Term
		Ped	29	Santa Rita Rd at Old Santa Rita Rd		23	1	38	Long Term
		Ped	30	Santa Rita Rd and W Las Positas Blvd		25	4	28	Long Term
		Ped	32	Santa Rita Rd at Stoneridge Dr		24	14	22	Long Term
		Ped	33	Santa Rita Rd at Iron Horse Trail		22	10	29	Long Term
		Ped	37	Santa Rita Rd at Mohr Ave		32	6	18	Long Term
		Ped	38	Santa Rita Rd at Valley Ave		34	17	8	Long Term
		Ped	39	Santa Rita Rd at Francisco St		37	6	11	Long Term
		Ped	40	Santa Rita Rd at Black Ave		38	12	3	Long Term
		Ped	41	Santa Rita Rd at Amador Valley HS crosswalk		37	4	13	Long Term
3	Valley Ave					36	63	3	
		Bike	16	Hopyard Rd to Stanley Blvd	4.68	42	28	3	Long Term
		Ped	34	Valley Ave at Blackbird Dr		28	5	24	Long Term
		Ped	35	Valley Ave at Crestline Dr		33	6	16	Long Term
		Ped	36	Greenwood Rd at Valley Ave		39	7	6	Long Term
		Ped	38	Santa Rita Rd at Valley Ave		34	17	8	Long Term
		Ped	57	Valley Ave at Busch Rd		22	-	42	Long Term
		Ped	58	Valley Ave at Stanley Blvd		22	-	45	Long Term
4	Spring Ave/Kottinger Dr					37	38	4	
		Bike	25	Main St to Concord St	2.44	36	8	10	Near Term
		Ped	54	Main St at Spring St		40	5	6	Near Term
		Ped	55	Kottinger Dr at First St		29	14	17	Long Term
		Ped	56	Kottinger Dr at Bernal Ave		45	11	1	Long Term
5	Bernal Ave					31	106	5	
		Bike	20	Foothill Rd to First St	1.58	32	30	9	Near Term
		Ped	44	Foothill Rd at Bernal Ave		22	10	29	Near Term
		Ped	45	Bernal Ave at I-680 NB off-ramp		18	17	32	Near Term
		Ped	46	Bernal Ave at Koll Center Dr		18	6	44	Long Term
		Ped	47	Bernal Ave at Valley Ave		28	17	15	Near Term
		Ped	48	Bernal Ave at Pleasanton Ave		40	7	4	Near Term
		Ped	49	Bernal Ave at Old Bernal Ave		38	7	9	Near Term
		Ped	50	Bernal Ave at Sunol Blvd		43	12	2	Long Term
6	Black Ave					32	38	6	
		Bike	19	Hopyard Rd to Santa Rita Rd	1.94	26	26	14	Near Term
		Ped	40	Santa Rita Rd at Black Ave		38	12	3	Long Term
7	Case Ave					33	13	7	
		Bike	21	Bernal Ave to Valley Ave	0.51	28	6	15	Long Term
		Ped	49	Bernal Ave at Old Bernal Ave		38	7	9	Near Term
8	Greenwood Rd/Harvest Rd					33	13	8	
		Bike	18	Mohr Ave to Del Valle Pkwy	2.06	26	6	18	Near Term
		Ped	36	Greenwood Rd at Valley Ave		39	7	6	Long Term

Corridor Ranking	Corridor	Project Type	Proj ID		length (mi)	Points ¹	Community Votes	Project Ranking	Implementation
9	W Las Positas Blvd					30	76	9	
		Bike	11	Foothill Rd to 550’ west of Payne Rd	1.2	36	18	6	Long Term
		Bike	12	550’ west of Payne Rd to Dorman Rd	0.74	22	2	21	Long Term
		Bike	13	Dorman Rd to Hopyard Rd	0.14	30	9	13	Near Term
		Bike	14	Hopyard Rd to Hacienda Dr	1.08	32	5	12	Long Term
		Bike	15	Hacienda Dr to Cranwood Ct	3.18	38	8	6	Long Term
		Ped							
		Ped	22	W Las Positas Blvd at Dorman Rd		25	3	31	Long Term
		Ped	23	W Las Positas Blvd at Hopyard Rd		35	12	10	Long Term
		Ped	24	W Las Positas Blvd at Hacienda Dr		25	7	26	Long Term
		Ped	25	W Las Positas Blvd at Stoneridge Dr		15	4	55	Long Term
		Ped	30	Santa Rita Rd and W Las Positas Blvd		25	4	28	Long Term
		Ped	31	W Las Positas Blvd at Fairlands Dr		27	4	25	Long Term
10	Foothill Rd					27	74	10	
		Bike	1	Stoneridge Dr to Muirwood Dr (north entrance)	0.82	19	12	22	Long Term
		Bike	2	Muirwood Dr (north entrance) to ~200’ south of Muirwood Dr (south entrance, near city limit line)	1.31	34	21	8	Long Term
		Bike	3	~200’ south of Muirwood Dr (south entrance, near city limit line) to Bernal Avenue	0.82	24	24	16	Long Term
		Ped	3	Foothill Rd at Muirwood Dr (north entrance)		29	3	23	Long Term
		Ped	44	Foothill Rd at Bernal Ave		22	10	29	Near Term
		Ped	2	Foothill Rd at Moller Ranch Dr		24	2	33	Near Term
		Ped	1	Stoneridge Dr at Foothill Rd		31	2	21	Long Term
11	Stoneridge Dr					26	46	11	
		Bike	5	Foothill Rd to Santa Rita Rd	6.06	31	14	11	Long Term
		Ped	1	Stoneridge Dr at Foothill Rd		31	2	21	Long Term
		Ped	4	Stoneridge Dr at Springdale Ave		22	3	37	Long Term
		Ped	7	Stoneridge Dr at Stoneridge Mall Dr		23	2	34	Long Term
		Ped	8	Stoneridge Dr at Franklin Dr		18	2	49	Long Term
		Ped	15	Stoneridge Dr at Hopyard Rd		18	2	49	Long Term
		Ped	16	Stoneridge Dr at Chabot Dr		18	1	53	Long Term
		Ped	17	Willow Rd at Stoneridge Dr		19	1	47	Long Term
		Ped	18	Stoneridge Dr at Gibraltar Dr		21	1	43	Long Term
		Ped	19	Stoneridge Dr at Hacienda Dr		28	0	27	Long Term
		Ped	25	W Las Positas Blvd at Stoneridge Dr		15	4	55	Long Term
		Ped	26	Stoneridge Dr at Springhouse Dr		18	0	54	Long Term
		Ped	32	Santa Rita Rd at Stoneridge Dr		24	14	22	Long Term
12	Hopyard Rd					23	27	12	
		Bike	9	I-580 to W Las Positas Blvd	2.04	26	8	17	Long Term
		Ped	9	Hopyard Rd at Owens Dr		23	0	40	Long Term
		Ped	12	Hopyard Rd at Gibraltar Dr		13	3	57	Long Term
		Ped	13	Hopyard Rd at Clorox Way		13	0	58	Long Term
		Ped	15	Stoneridge Dr at Hopyard Rd		18	2	49	Long Term
		Ped	20	Hopyard Rd at Inglewood Dr		18	2	49	Long Term
		Ped	23	W Las Positas Blvd at Hopyard Rd		35	12	10	Long Term
13	Dorman Rd					24	0	13	
		Bike	6	Denker Dr to W Las Positas Blvd	0.38	24	0	19	Near Term
14	Willow Rd					22	10	14	
		Bike	10	Owens Dr to W Las Positas Blvd	2.18	24	4	20	Long Term
		Ped	11	Owens Dr at Willow Rd		23	2	34	Long Term
		Ped	14	Willow Rd at Gibraltar Dr (North)		14	2	56	Long Term
		Ped	17	Willow Rd at Stoneridge Dr		19	1	47	Long Term
		Ped	21	Willow Rd at Inglewood Dr		23	1	38	Long Term
15	Iron Horse Trail					20	16	15	
		Bike	8	Dublin-Pleasanton BART Station to Owens Dr	0.32	18	6	23	Long Term
		Ped	33	Santa Rita Rd at Iron Horse Trail		22	10	29	Long Term

Corridor Ranking	Corridor	Project Type	Proj ID		length (mi)	Points ¹	Community Votes	Project Ranking	Implementation
16	Stoneridge Mall Rd						20	9	16
		Bike	4	West Dublin Pleasanton BART Station to Genomics Pl	0.7	18	6	23	Long Term
		Ped	5	Stoneridge Mall Rd at Workday Wy		20	1	46	Long Term
		Ped	6	Stoneridge Mall Rd at Genomics Pl		19	0	49	Long Term
		Ped	7	Stoneridge Dr at Stoneridge Mall Dr		23	2	34	Long Term
17	Owens Dr						19	5	17
		Bike	7	Hopyard Rd to Willow Rd	1.04	14	3	25	Long Term
		Ped	9	Hopyard Rd at Owens Dr		23	0	40	Long Term
		Ped	10	Owens Dr at Chabot Dr		23	0	40	Long Term
		Ped	11	Owens Dr at Willow Rd		23	2	34	Long Term

Bold indicates top 5 ranked bicycle and top 5 ranked pedestrian projects.

1. Corridor scores are calculated using a modal-weighted average that combines bicycle segment and pedestrian intersection improvement scores. Bicycle scores are based on a length-weighted average of individual segments, while pedestrian scores are calculated as the average of individual intersection improvements. For corridors containing both modes, each score receives equal weight (50%), while bicycle-only corridors rely entirely on the bicycle score.

2. Corridors are ranked by combining technical corridor scores with community input. Normalized technical scores are weighted at 80% and normalized community votes are weighted at 20% to produce the final corridor ranking.

3. The recommended alternate low-stress bicycle route through Downtown follows the parallel Old Bernal Avenue–Peters Avenue–St. John Street corridor.