



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum



Date: December 19, 2025

To: Matthew Nelson, Associate Traffic Engineer, Pleasanton, CA

From: Ethan Heckman, Shikha Jain

Subject: Pleasanton Bicycle and Pedestrian Master Plan Update – Community Meeting #1



Background

The Pleasanton Bicycle and Pedestrian Master Plan Update (BPMP) is shaping the future of walking, biking, and rolling in Pleasanton. This update builds on the plan adopted in 2018 and will guide Pleasanton's pedestrian and bicycle improvements over the next five years. It aims to make walking and biking safer, more comfortable, and more accessible for people of all ages and abilities.



As part of the public outreach effort, the City of Pleasanton hosted a community meeting on November 13, 2025, at the Pleasanton Library. The meeting provided an opportunity for community members to learn about the plan, ask questions, and share their experiences with walking and biking in Pleasanton. The feedback from this event is intended to inform the project team of the community's challenges, opportunities, and priorities to assist in and guide the development of the BPMP going forward. Community members were notified of the meeting through flyers, School & PTA Engagement, Bicycle Pedestrian & Trail Committee (BPTC) meetings, the project mailing list, social media (Facebook), and the project webpage.



Goals of the Community Meeting

- Provide information on the update to Pleasanton's existing Bicycle and Pedestrian Master Plan (BPMP)
- Establish a shared community vision for walking and biking in Pleasanton
- Identify gaps, safety concerns, and barriers in the current infrastructure
- Understand key destinations, travel patterns, and community priorities



Details

Date: November 13th, 2025

Time: 6:00 PM – 7:30 PM

Location: Pleasanton Library, 400 Old Bernal Ave, Pleasanton, CA 94566

City Team: Matt Nelson, Mike Tassano

Consultant Team: Shikha Jain (Hexagon), Ethan Heckman (Hexagon), Andrea Lin (Hexagon), Lauren Pepe (Toole Design)

Meeting Attendees: 6



Format

When the community members arrived at the meeting they were asked to mark on a map where they live in the City of Pleasanton and sign-in using a sign-in sheet placed at the entrance. This map is provided in the appendix. The event then began with a brief presentation outlining the purpose of the BPMP update and how public input will guide the plan. A Q&A session allowed attendees to ask clarifying questions before participating in workshop activities.

Attendees then visited three interactive stations. One station focused on bicycling, a second on walking, and a third focused on community priorities for the plan and key trip destinations in the City. At the stations community members interacted with the following poster boards:

Biking and Walking Focus Stations

- **Gaps and Barriers Map Board** asked community members to mark locations of concern, identify missing connections, and provide feedback on safety and comfort on walking and biking in the City.
- **Example Improvements Board** presented participants with various bicycling/walking improvements and asked the participants to vote on which improvements they like to see more of in the City.

Community Priorities and Destination Station

- **Community Priorities Board** listed potential areas of focus for the BPMP and asked the community to vote (selecting up to 3 focus areas) on what the plan should prioritize.
- **Destinations Map** featured a map of the city of Pleasanton where participants were asked to mark key destinations around the City.

Community Input

During the presentation and question and answer session of the meeting, community members asked clarifying questions about the plan update, the notification strategy, and offered feedback on how they had heard about the meeting. Following the presentation, staff and participants transitioned to the interactive stations. Some themes of the feedback received are presented below. Photos of the boards from the meeting are included in the appendix.

Input themes

General input themes received from the interactive stations are provided below.

- Trail maintenance was a frequent concern.
- Desire for continued communication between the city and residents on what projects would be happening as part of the plan update, and the sequencing/timeline of those projects.
- Location of sidewalk gaps and missing sidewalks around the City.
- Difficult crossings near schools which are perceived by community members as “feeling unsafe” (Foothill High School, Walnut Grove Elementary School, etc.)
- Poor visibility at intersections (e.g., Valley Avenue & Hopyard Road)
- High vehicle speeds near crossings.
- Crossings over creeks, freeway ramps, and freeway overcrossings are limited in number and perceived by community members as uncomfortable to cross. (e.g., Interstate-580 & Santa Rita eastbound ramp)

- A need for wayfinding to locate existing trails and trail access points.
- A desire for reduced speed limits across the network (not only where facilities exist).
- Observations of speeding near schools and major crossings.
- Loss or degradation of former bike facilities (e.g., Centennial Trail no longer continuous/paved).
- Need for better connections to get from neighborhoods to destinations (library, retail, downtown).
- Requests to focus on projects with the highest safety and connectivity impact.

Appendix

Community Priorities and Destination Station

Various colored dots were used by participants to identify locations of residence. The color variation of a given dot holds no significance.

Figure 1 below documents the meeting attendees' area of residence in the City. Meeting participants reside in different locations throughout the city of Pleasanton.

Figure 1
Participants' Residence Map Board

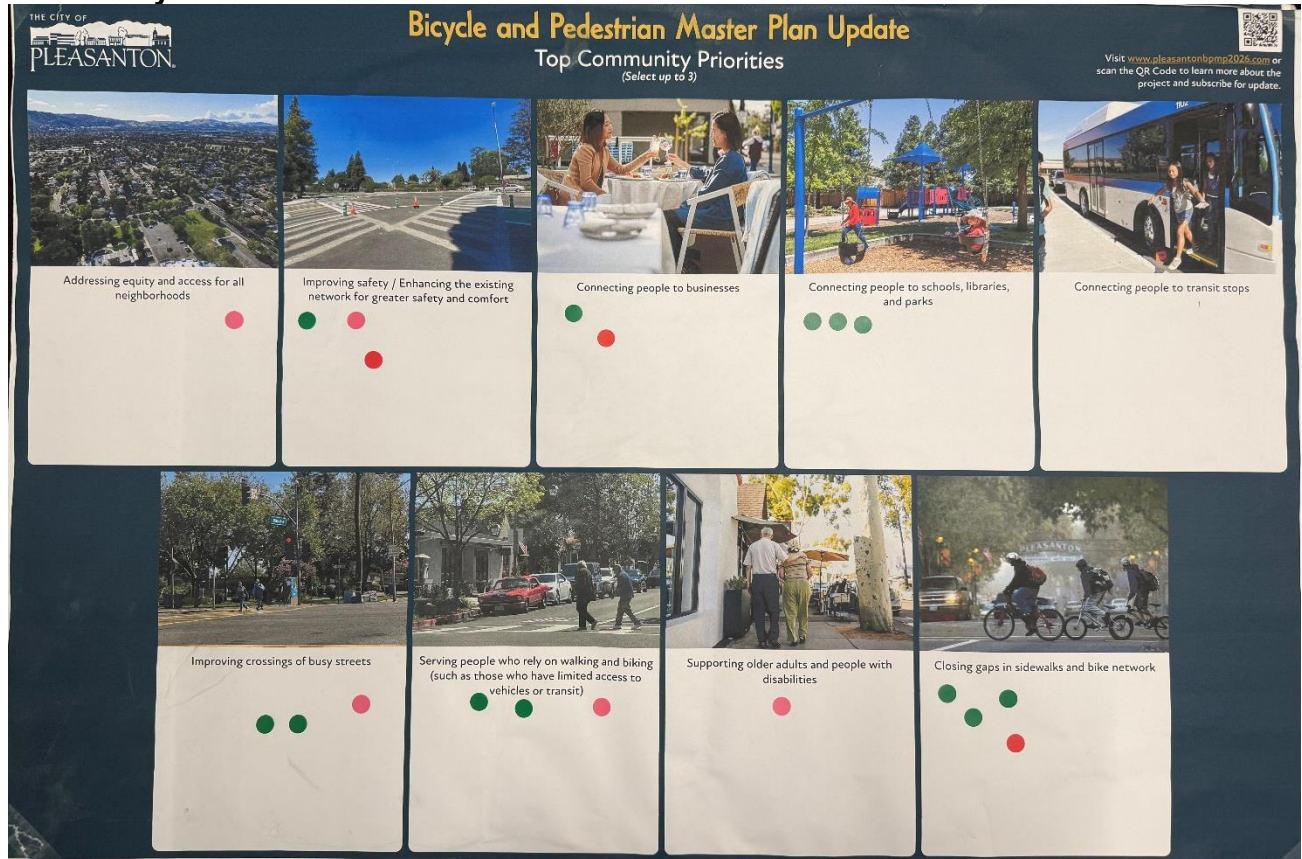


Figure 2 shows the potential priorities for the BPMP update. Participants were given three dots with which they could vote on the priorities listed below. Five of the nine categories received 3 or more votes, with the other four categories receiving an average of one vote. The priorities received votes as follows:

- Four votes
 - Closing gaps in the sidewalk and bike networks.
- Three votes
 - Improving safety/enhancing the existing network.
 - Connecting people to schools, libraries, and parks.
 - Improving crossings of busy streets.
 - Serving people who rely on walking and biking.
- Two votes
 - Connecting people to businesses.
- One Vote
 - Addressing equity and access for all neighborhoods.
 - Supporting older adults and people with disabilities.

- No votes
 - Connecting people to transit stops.

Figure 2
Community Priorities Board



* The color variation of the dots holds no significance.

Figure 3 shows key destinations around the City as identified by the attendees. Of the key destinations identified, Downtown Pleasanton was identified the most. Additional key destinations included schools, the Alameda County Fairgrounds, Stoneridge Mall, Walnut Grove Elementary School, the Dublin/Pleasanton BART station, and the Arroyo Mocho Trail heading towards the San Francisco Premium Outlets mall and the city of Livermore.

Figure 3
Destinations Map Board



Walking Station

Figure 3 shows the walking gaps or barriers location identified by the meeting attendees:

- Valley Avenue and Hopyard Road intersection: A sign on Hopyard Road blocks driver's visibility when turning from Valley.
- Intersection near Walnut Grove Elementary: During school pick-up and drop off large numbers of drivers "descend" on both schools.
- Foothill High crossing (Foothill Road and Oak Creek Drive): "hard to see until you're right on it." Vehicles move at high speeds ("45 mph") through the intersection.
- Alameda County Fairgrounds frontage on Valley Avenue: Missing sidewalk on the Alameda County Fairgrounds side (East side) of the street.

Figure 4
Walking Gaps and Barriers Map Board



Figure 5 shows the participants preferred pedestrian improvements in the City. Participants could vote for as many items as they would like to but could only place a maximum of one dot on a given item. The color variation of a given dot holds no significance. The improvements received votes as follows:

- Two votes
 - Curb extensions
 - Leading Pedestrian Intervals (LPI)
 - Street trees
- One vote
 - Wide sidewalks (8')
 - Landscape-buffered sidewalks
 - High-visibility crosswalks
 - Pedestrian countdown timers
 - Pedestrian refuge islands
 - Rectangular Rapid Flashing Beacons (RRFB)
 - High-Intensity Activated Crossings (HAWK)
 - Paved multiuse trails
- No votes
 - Standard sidewalks (5–6')
 - Directional curb ramps
 - Wayfinding

Figure 5
Pedestrian Improvements Board

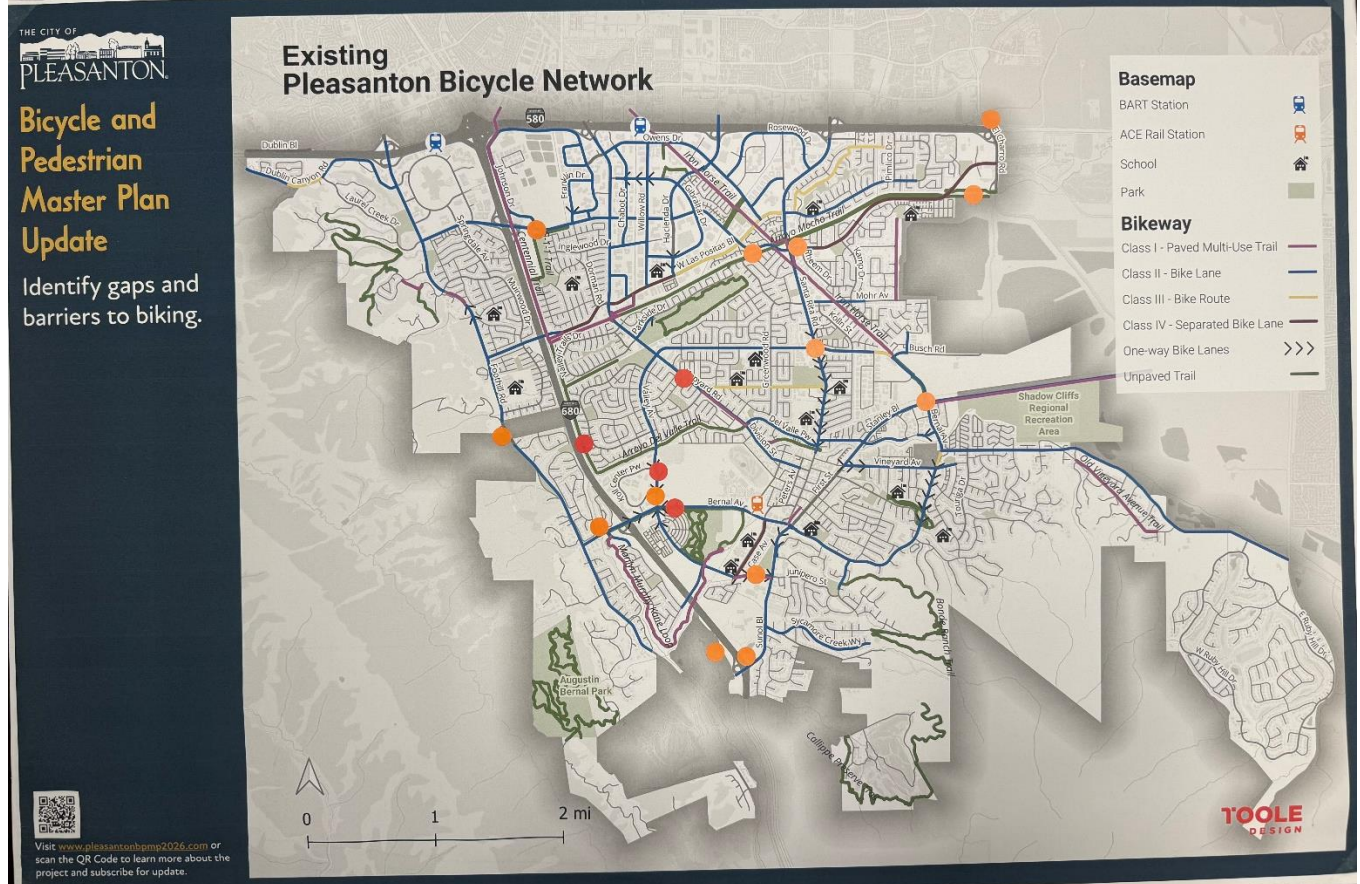


Biking Station

Figure 6 shows the location of biking gaps or barriers identified by the meeting attendees:

- Pins at El Charro Road at Interstate 580 and Sunol Boulevard at Interstate 680 describe difficult freeway crossings where high speed traffic entering or exiting freeways interact with people on bikes.
- Pins on Trails were placed to highlight unpaved areas, difficult crossings of streets near trail entrances, or difficult crossings to continue on a trail.
- A pin on Foothill Road marks a gap in bike lanes where the road briefly exits the city boundary.
- A pin at Stoneridge Drive and Johnson Drive identifies an intersection where it is unclear how westbound bicyclists should make left turns toward nearby parks or the Centennial Trail.
- Generally, the remaining pins describe difficult intersections or one way bike lanes.

Figure 6
Biking Gaps and Barriers Map Board



* The color variation of the dots holds no significance.

Figure 7 shows the participants preferred bicycle improvements in the City. Participants could vote for as many items as they would like to but could only place a maximum of one dot on a given item. The color variation of a given dot holds no significance. The improvements received votes as follows:

- Four votes
 - Protected intersections
- Three votes
 - Separated/protected bike lanes
 - Wayfinding
 - Bike parking
 - Paved trails
- Two votes
 - Sidewalk-level bike lanes
- One vote
 - Buffered bike lanes
 - Bike lanes
 - Bike boulevards/low-traffic streets
 - Enhanced intersection crossings

Figure 7
Biking Improvements Board



* The color variation of the dots holds no significance.