



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum



Date: July 6, 2026

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

From: Ethan Heckman, Shikha Jain



Subject: Pleasanton Bicycle and Pedestrian Master Plan Update – Online Survey #2 Summary

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 second online community survey to build on the input gathered earlier in the planning process, share the key locations identified for walking and biking improvements, and gather feedback on the recommendations and programs being considered for the updated Master Plan.

The survey was open from April 25, 2026 to June 26, 2026, running in parallel with other community outreach efforts such as pop-up events at local community gatherings and a community meeting. The survey served to gather feedback from a broader swath of the community who were not reached through the community events and to gather more feedback from those who were engaged at community events.

The survey was promoted through flyers, posters at important community locations, the project mailing list, social media, school & PTA engagement, and the project webpage. Community members engaging with project staff at the pop-up events and the community meeting were encouraged to take the survey and share it with friends and family.

Goals of the Second Community Survey

- Gather community feedback on proposed bicycle and pedestrian improvements
- Identify which proposed improvement locations are most important to the community
- Understand which programs and initiatives would most encourage residents to walk and bike more often

Format

The survey included 11 questions: four multiple-choice questions asking participants what improvements would encourage them to walk and bike more often including which types of programs would support their increased walking and biking; two maps in which participants selected their top three preferred improvement locations from a list of proposed bicycle segments;



two multiple-choice questions asking participants to indicate why they selected the projects from the mapping questions; one open-ended written response for additional comments; and two demographics questions. The full text of the survey, responses, and associated charts are included in appendix A.

Survey Summary

In total the survey received 45 responses. The key takeaways from the responses are summarized below.

Demographics

A majority of respondents (78 percent) live in Pleasanton, while 22 percent live elsewhere. Respondents were predominantly middle-aged and older adults, with the largest share ages 45 to 64 (38 percent), followed by ages 25 to 44 (31 percent), and adults 65 and older (24 percent). Only two respondents are under age 25. Participants were asked to mark a location near their home with a pin, the pins of the 35 respondents who chose to do so were distributed across the City and neighboring cities, suggesting the survey reached a geographically wide cross-section of the community.

What Would Make You Walk/Bike More Often

The survey responses suggest an interest in greater separation from vehicle traffic and a more connected walking and bicycling network. For bicycling, 78 percent of respondents identified protected bike lanes as the most important improvement, followed by closing gaps in the bicycle network (56 percent) and better separation from vehicles at intersections (44 percent). For walking, the most frequently identified priorities were maintenance of existing sidewalks (45 percent), better separation from vehicles at intersections (39 percent), and slower traffic speeds (32 percent).

Priority Locations for Bicycle and Pedestrian Improvements

The survey included maps of the proposed bicycle and pedestrian improvements. Respondents were asked to vote for their top three priorities in each category. The bicycle improvement question received 107 votes across 25 proposed bicycle improvement segments, while the pedestrian improvement question received 93 votes across 60 proposed pedestrian improvement locations.

Across both walking and bicycling modes, respondents generally prioritized locations that they currently use or expect to use, locations where improvements would make existing routes safer, and locations near their home, work, or school.

The bicycle improvements that received the most votes were:

- Santa Rita Road from I-580 to Del Valle Parkway (13 votes)
- Bernal Avenue from Foothill Road to First Street (9 votes)
- Stoneridge Drive from Foothill Road to Santa Rita Road (8 votes)
- Valley Avenue from Hopyard Road to Santa Rita Road (7 votes)
- Foothill Road from the 200 feet south of Muirwood Drive to Puri Court (7 votes)

The pedestrian improvements receiving the most votes were:

- Santa Rita Road at Valley Avenue (6 votes)
- Bernal Avenue at the I-680 northbound on-ramp (6 votes)
- West Las Positas Avenue at Payne Road (5 votes)

- Bernal Avenue at Valley Avenue (5 votes)
- Main Street at Del Valle Parkway (5 votes)

A full list of proposed improvement locations and the respondent votes is included in Appendix B.

Support Programs

The survey also asked respondents to identify preferred support programs that could encourage walking and bicycling, such as education, encouragement, and wayfinding initiatives that complement infrastructure improvements. Better enforcement of traffic laws was the most selected program option (52 percent of respondents), followed by wayfinding signage and maps (43 percent), Safe Routes to School programs (40 percent), and safety education campaigns for all road users (31 percent). Additional suggestions from respondents included bicycle maintenance and repair workshops and recurring mobile bike tune-up events similar to those offered in other communities.

Additional comments

Respondents provided a range of additional comments and suggestions related to bicycle and pedestrian improvements. Common themes are summarized below:

Trail network expansion and regional connectivity:

- Paving and improving unpaved trails (e.g., Centennial and Arroyo Mocho Trails)
- Strengthening connections between regional trail systems such as the Iron Horse Trail, schools, BART stations, and adjacent communities
- Expanding crossings over major barriers such as I-580 and I-680 to reduce out-of-direction travel
- Improving trail continuity through gaps where trails currently end or are disconnected

Bicycle network gaps and facility design:

- Addressing discontinuous bicycle facilities on key corridors such as Santa Rita Road, Valley Avenue, and Foothill Road
- Providing protected or separated bicycle facilities on higher-speed arterials rather than shared lanes
- Reallocating roadway space in some locations to prioritize bicycle facilities over general-purpose lanes or parking

Safety, operations, and intersection conditions:

- Concerns regarding vehicle speeds and red-light running at intersections such as Stoneridge Drive/Santa Rita Road
- Requests for improved signal timing, bicycle detection, and adequate crossing time at intersections
- Observations of conflicts between bicycles and vehicles on constrained or shared facilities

Trail and Bicycle facility maintenance:

- Regular sweeping and maintenance of bicycle lanes and trails, particularly on routes such as West Las Positas Avenue
- Repair of rough pavement conditions in bicycle lanes
- Improved lighting, signage, and wayfinding along trails and at trail-road crossings

Support Programs:

- Bicycle education, enforcement of e-bike regulations, and rider behavior awareness
- Bicycle maintenance support such as mobile tune-up services and repair workshops
- Community-based bicycle events and programming to encourage participation

- Expansion of bicycle parking at destinations such as schools, downtown areas, and commercial centers

Appendix A

Survey and Responses

Pleasanton Bicycle and Pedestrian Master Plan 2026

Form Results Summary

Apr 25, 2026 - Jun 28, 2026

Project: Home

Form: Online Survey 2

Tool Type: Form

Activity ID: 9

Exported: Jul 02, 2026, 10:39 AM

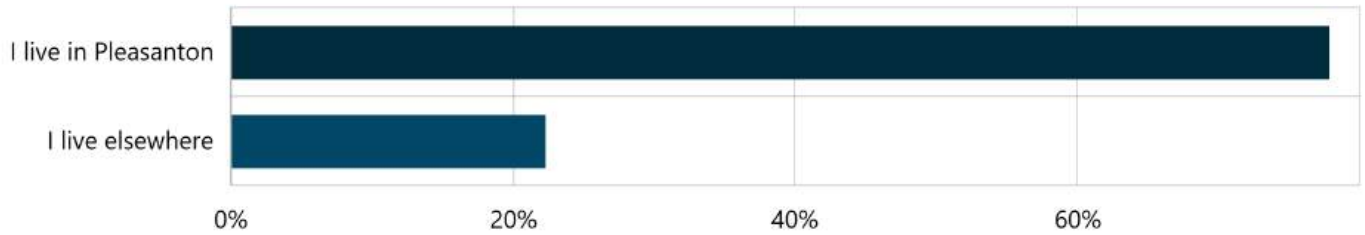
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Contribution Summary

1. Please select which option describes you:

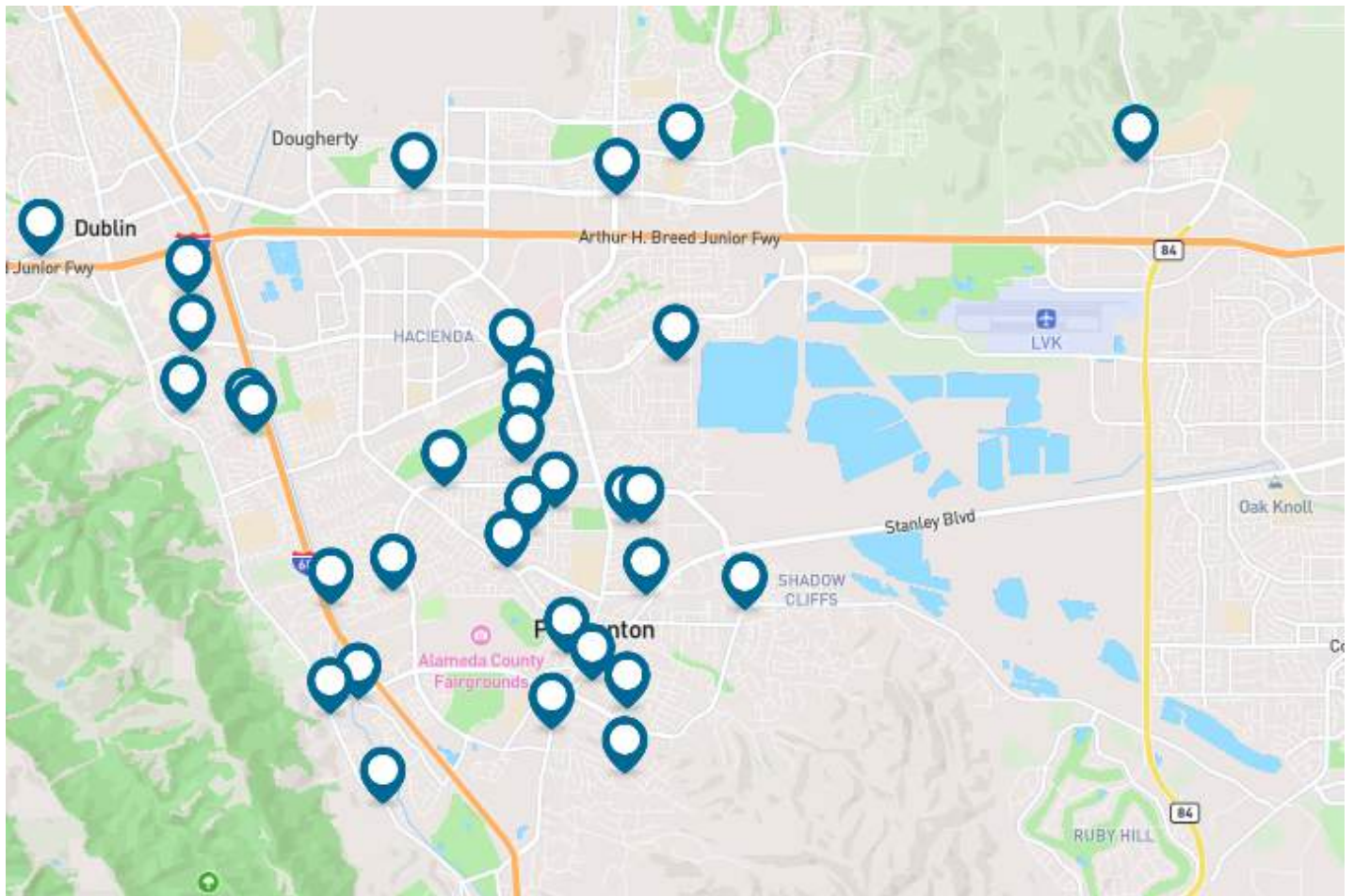
Multi Choice | Skipped: 0 | Answered: 45 (100%)



Answer choices	Percent	Count
I live in Pleasanton	77.78%	35
I live elsewhere	22.22%	10
Total	100.00%	45

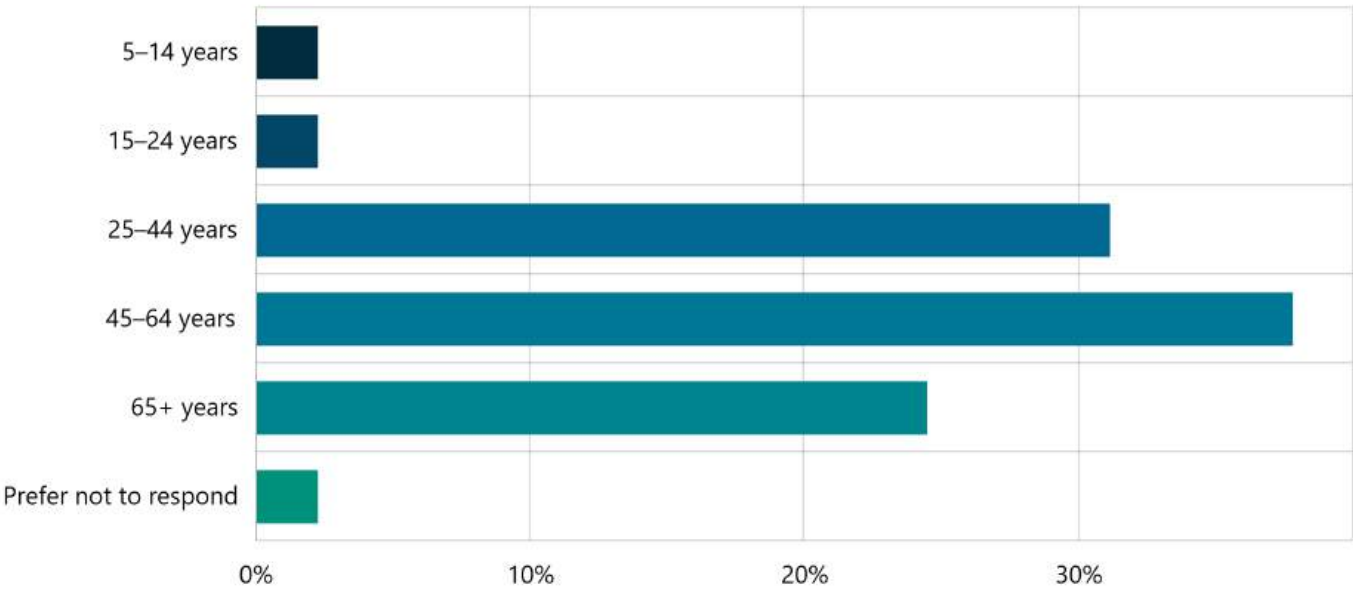
2. Drop a pin on the cross streets nearest to your home.

Map | Skipped: 10 | Answered: 35 (77.8%)



3. Your age:

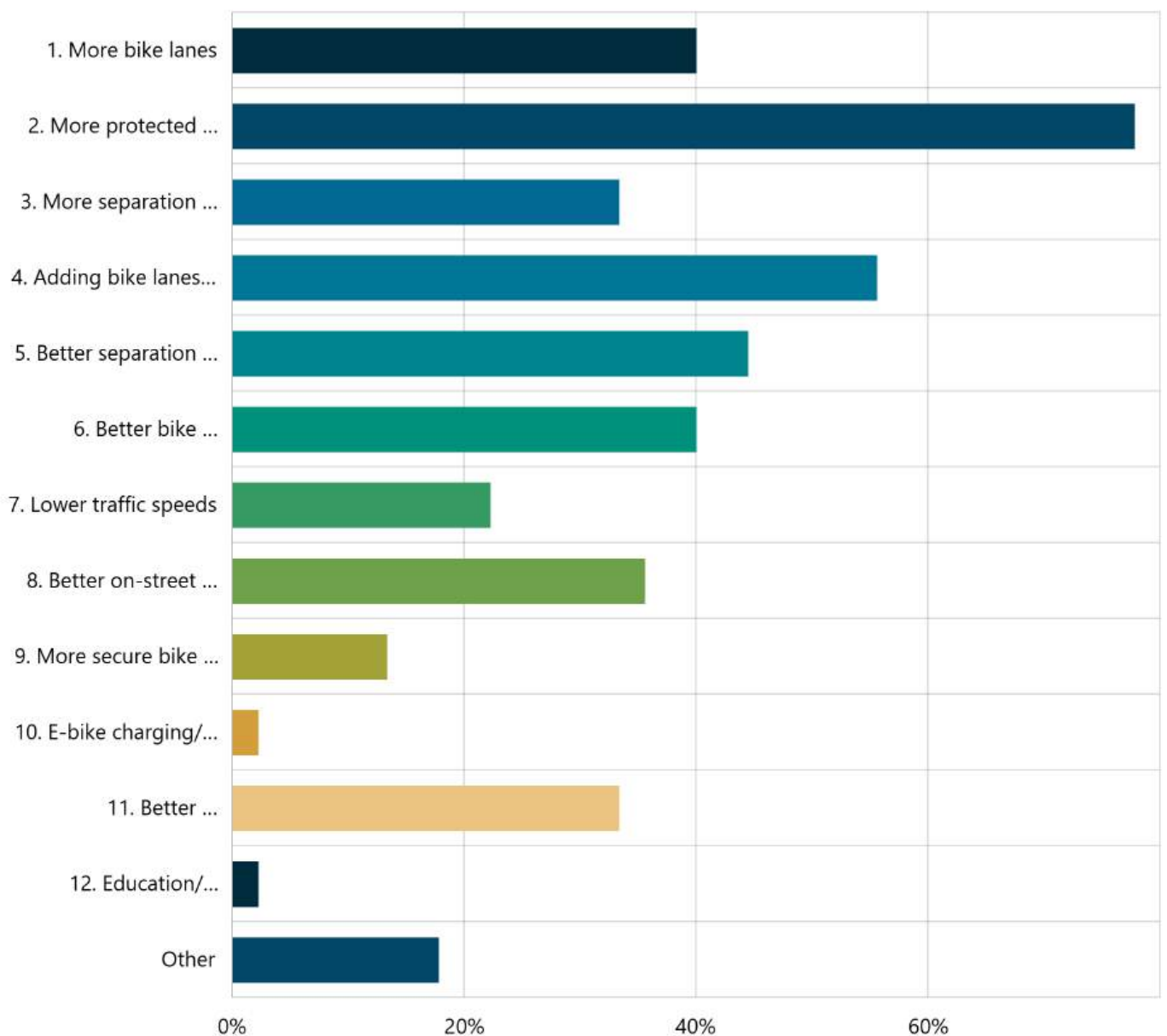
Multi Choice | Skipped: 0 | Answered: 45 (100%)



Answer choices	Percent	Count
5-14 years	2.22%	1
15-24 years	2.22%	1
25-44 years	31.11%	14
45-64 years	37.78%	17
65+ years	24.44%	11
Prefer not to respond	2.22%	1
Total	100.00%	45

4. What would make you likely to bike more often?

Multi Choice | Skipped: 0 | Answered: 45 (100%)



Answer choices	Percent	Count
1. More bike lanes	40.00%	18
2. More protected bike lanes	77.78%	35
3. More separation between bike lanes and parked vehicles	33.33%	15
4. Adding bike lanes where continuity breaks	55.56%	25
5. Better separation from vehicles at intersection	44.44%	20
6. Better bike detection at intersections	40.00%	18
7. Lower traffic speeds	22.22%	10

8. Better on-street trail connections	35.56%	16
9. More secure bike parking	13.33%	6
10. E-bike charging/parking	2.22%	1
11. Better connections to destinations	33.33%	15
12. Education/encouragement programs	2.22%	1
Other	17.78%	8

5. Map Activity

Short Text | Skipped: 5 | Answered: 40 (88.9%)

Sentiment

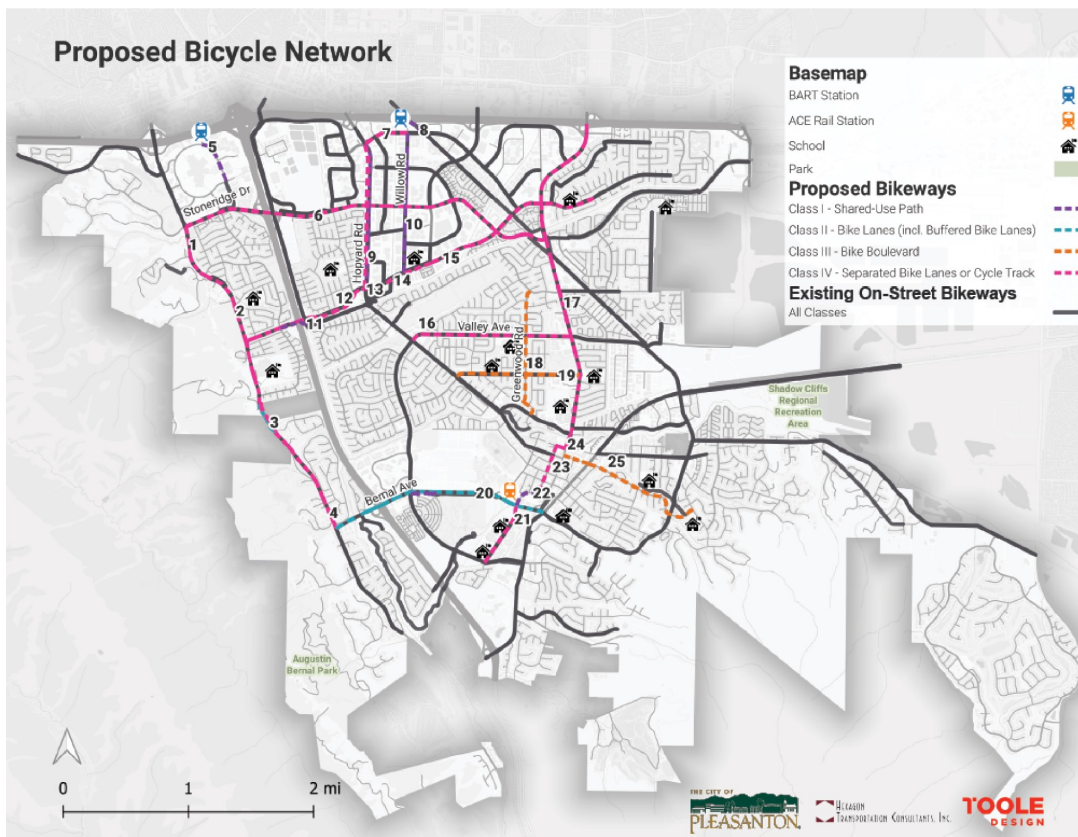
No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions



Class IV Separated Bike Lane



Class IV (Permanent Materials)



Class IV (Sidewalk Level)



Class III Bike Boulevard



Example Types of Bike Infrastructure

Class I Multi-use Shared Path



Class II Bike Lane

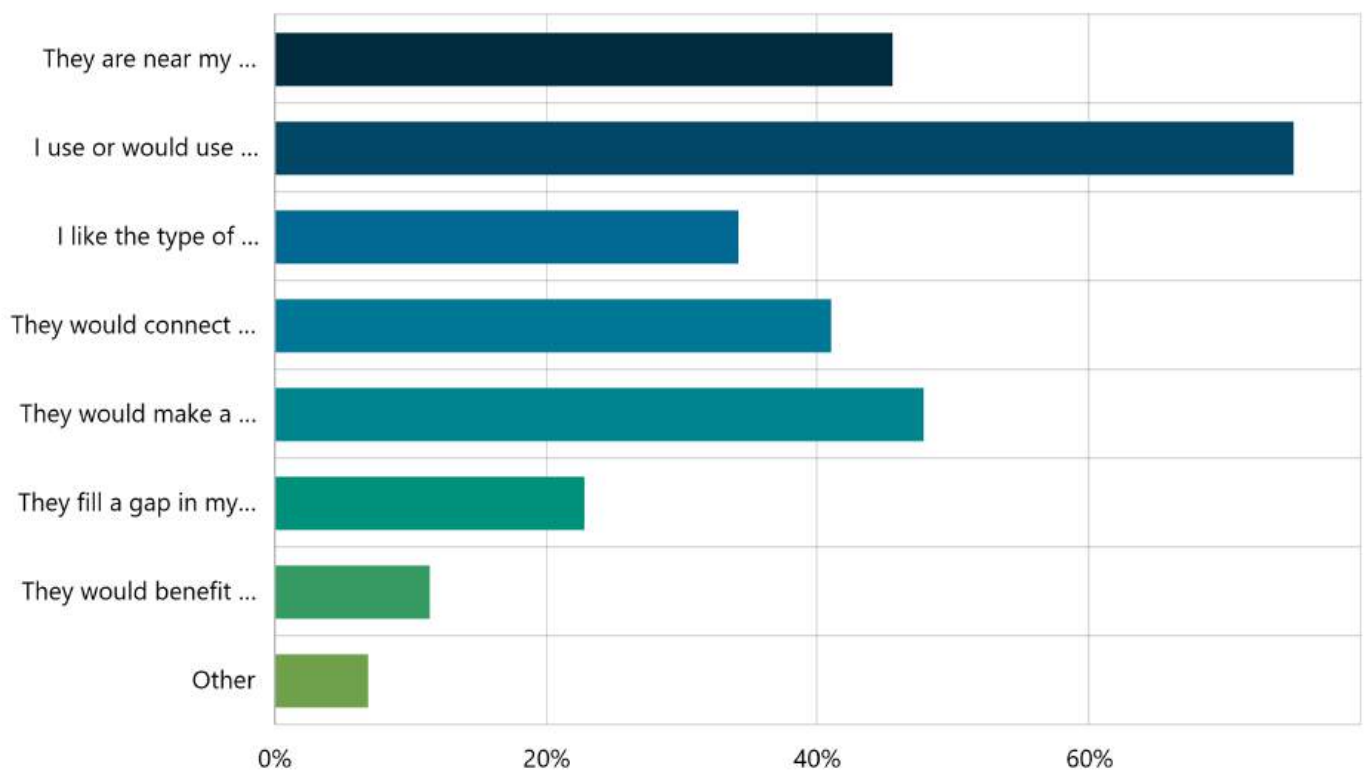


Class IIB Buffered Bike Lane



6. Why did you select these locations?

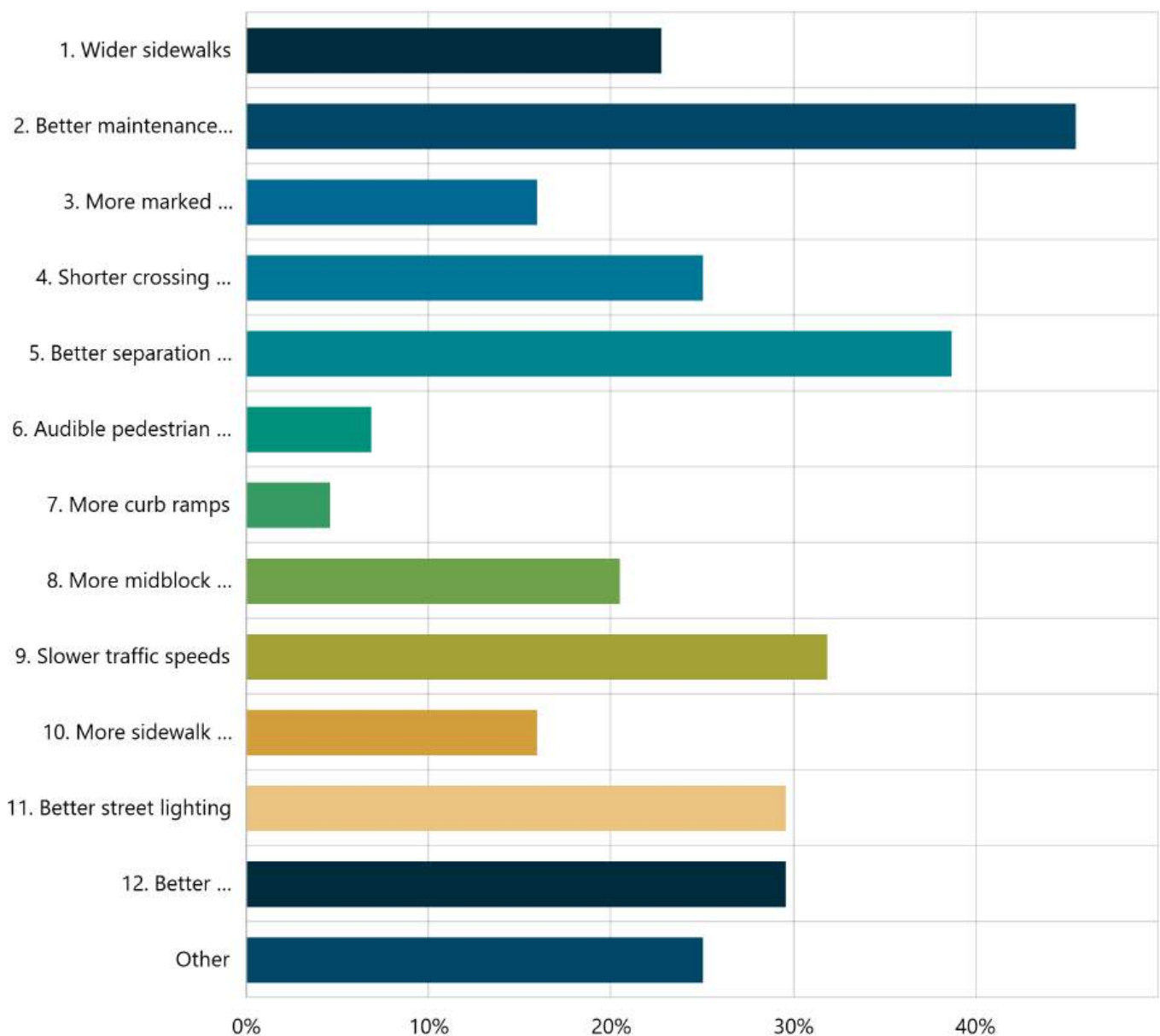
Multi Choice | Skipped: 1 | Answered: 44 (97.8%)



Answer choices	Percent	Count
They are near my home, work, or school	45.45%	20
I use or would use those routes regularly	75.00%	33
I like the type of improvement recommended	34.09%	15
They would connect me to places I want to go	40.91%	18
They would make a route I already use safer	47.73%	21
They fill a gap in my biking network	22.73%	10
They would benefit other family members	11.36%	5
Other	6.82%	3

7. What would make you likely to walk more often?

Multi Choice | Skipped: 1 | Answered: 44 (97.8%)



Answer choices	Percent	Count
1. Wider sidewalks	22.73%	10
2. Better maintenance of existing sidewalks	45.45%	20
3. More marked crosswalks at intersections	15.91%	7
4. Shorter crossing lengths at intersections	25.00%	11
5. Better separation from vehicles at intersections	38.64%	17
6. Audible pedestrian signals at intersections	6.82%	3
7. More curb ramps	4.55%	2

8. More midblock crossings with enhancements	20.45%	9
9. Slower traffic speeds	31.82%	14
10. More sidewalk amenities	15.91%	7
11. Better street lighting	29.55%	13
12. Better connections to destinations	29.55%	13
Other	25.00%	11

8. Map Activity

Short Text | Skipped: 10 | Answered: 35 (77.8%)

Sentiment

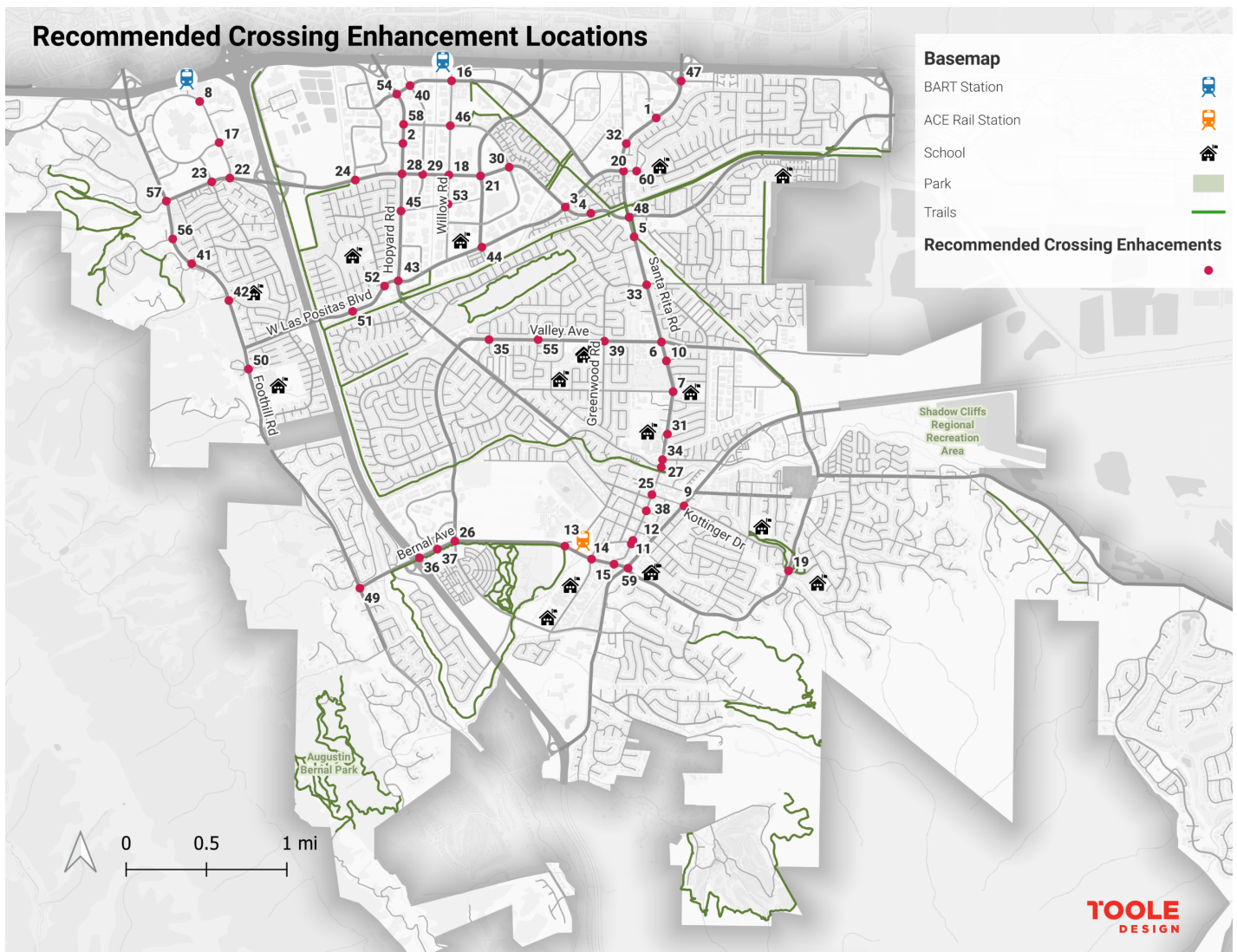
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Tags

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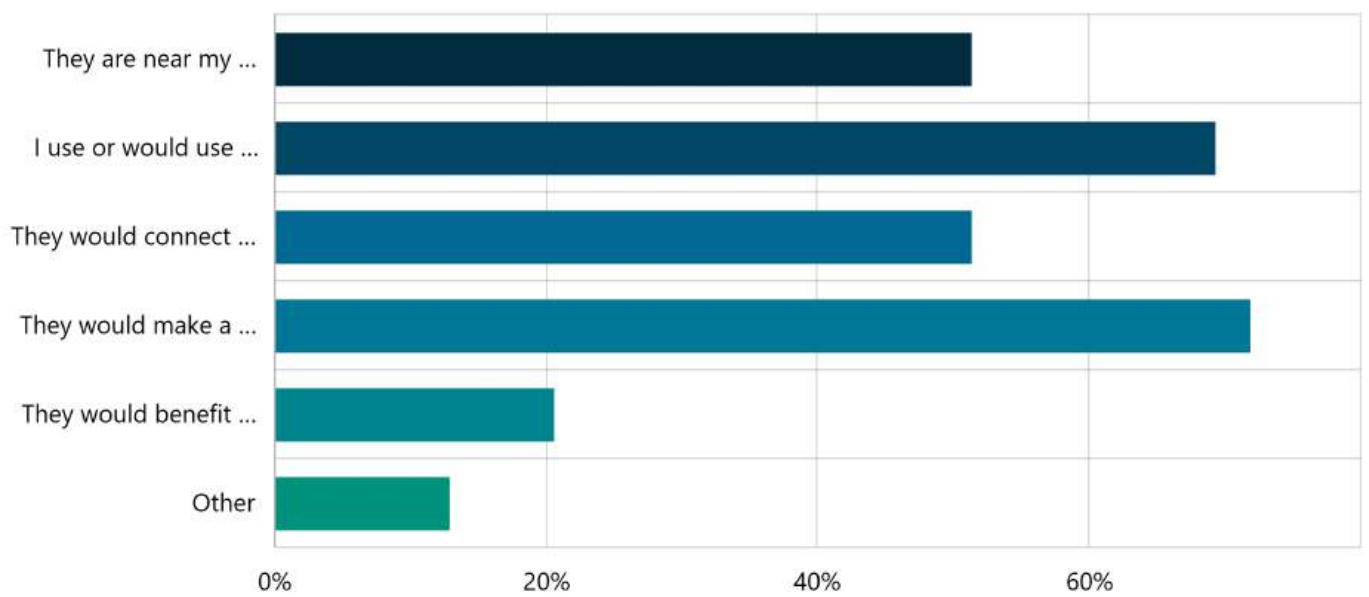
Featured Contributions

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9. Why did you select these locations?

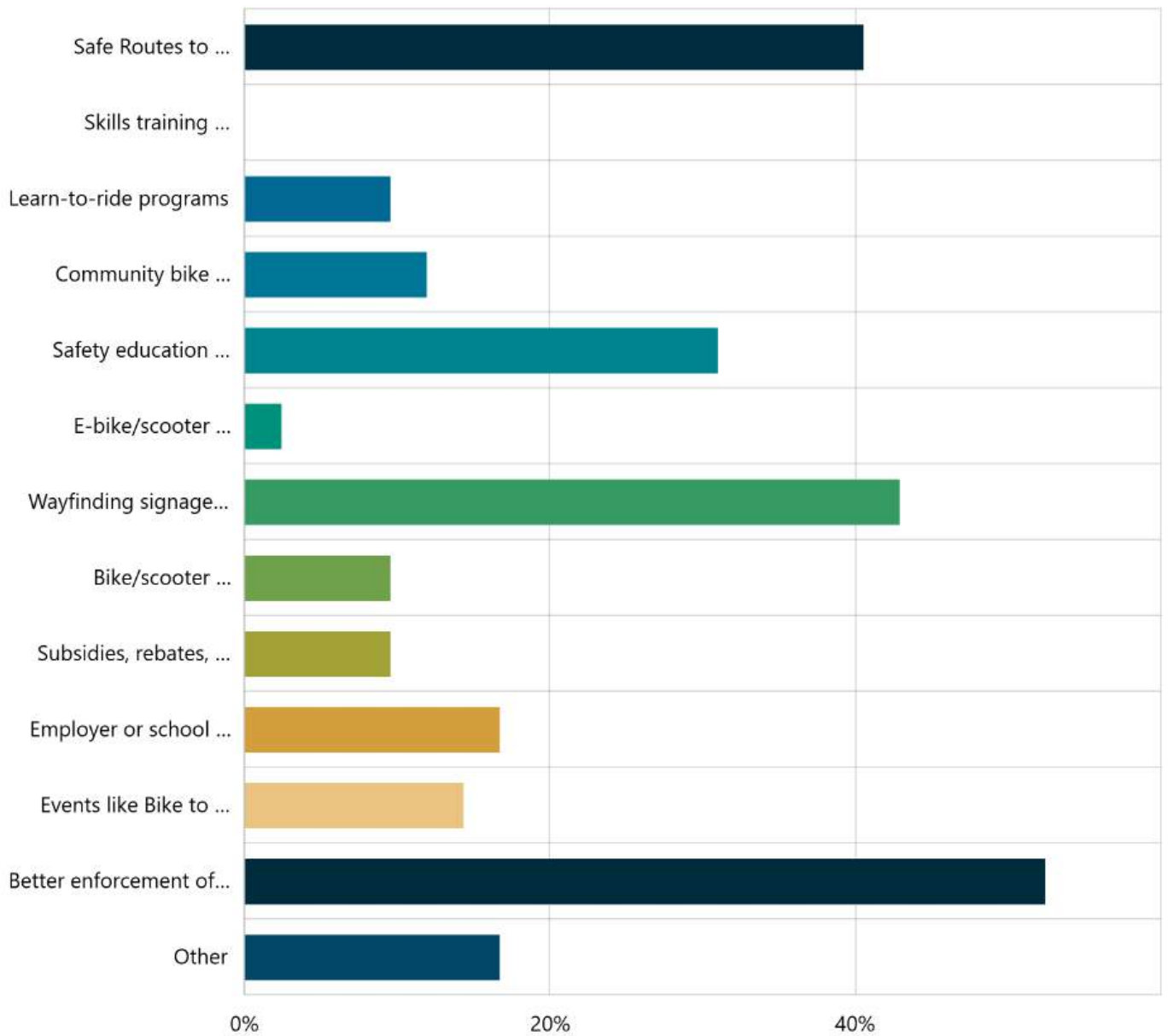
Multi Choice | Skipped: 6 | Answered: 39 (86.7%)



Answer choices	Percent	Count
They are near my home, work, or school	51.28%	20
I use or would use those routes regularly	69.23%	27
They would connect me to places I want to go	51.28%	20
They would make a route I already use safer	71.79%	28
They would benefit other family members	20.51%	8
Other	12.82%	5

10. Which types of programs would encourage you (or your children) to walk, bike, or use e-bikes/scooters more often?

Multi Choice | Skipped: 3 | Answered: 42 (93.3%)



Answer choices	Percent	Count
Safe Routes to School programs	40.48%	17
Skills training workshops for adults	0%	0
Learn-to-ride programs	9.52%	4
Community bike rides, scooter meetups, or walking groups	11.90%	5
Safety education campaigns for all road users	30.95%	13
E-bike/scooter share program	2.38%	1

Wayfinding signage and maps	42.86%	18
Bike/scooter parking request program	9.52%	4
Subsidies, rebates, or lending programs for E-bikes/scooters	9.52%	4
Employer or school incentives to walk and roll	16.67%	7
Events like Bike to Wherever Day	14.29%	6
Better enforcement of traffic laws	52.38%	22
Other	16.67%	7

11. Do you have any additional comments or suggestions about the proposed bicycle or pedestrian improvements?

Long Text | Skipped: 8 | Answered: 37 (82.2%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

Question 11: Do you have any additional comments or suggestions about the proposed bicycle or pedestrian
Pave all trails by canals. It's safer than the roadside sidewalks/ bike lanes. This would make getting to school and work safer. Such as the centennial, and arroyo mocho trails. If they are fixed they will connect to iron horse, schools, and bart.
Left turn cars from Stoneridge west to Santa Rita south often run light after it turns red to green for east bound Stoneridge. Bernal from Valley to Pleasanton Ave very rough on both sides in bike lane. Valley & Santa Rita bike marking would help.
Blackbird drive is way too wide and cars go at least 30mph. Stoneridge drive on the mall side after the freeway has a shared road that is sketchy. Santa Rita road doesn't have a bike lane going north at valley ave with lots of cars turning right
I disagree with this vision for cycling. As a cyclist, I don't want to ride where a high volume of cars go fast. As a car driver, I don't want to share arterial roads with cyclists. Build a low-stress network!
Use of trails is missing from the overall pedestrian and cycling network. Enhancement of trails minimizes issues and costs associated to bike lanes in vehicle traffic.
Shade is the biggest factor.
I would like to suggest the city or the traffic reinforcement to monitor crossings during school at Paseo south and Valley, Hansen and Valley and Calle Morales and Paseo.
I'm concerned about the proposed bike path on Peters. I bike downtown often, and I think bikers will still bike on main st since that's where the shops are. I'd much rather see car parking taken out on one side of main st and a bike lane added.
Our bike & walk network is pretty good & recent improvements have been great. Foothill & Santa Rita need the most bike & walk safety improvements to connect to the existing network and get N-S on both sides of town.
The bike lanes on w.las positas - road is v.bumpy and never gets swept. It's dangerous to ride in. When Costco was built, could have joined the arroyo trail Stoneridge. Iron Horse trail - join it up with other trails. Zone 7 should pave trails.
Rules on e-bikes need to be enforced. Iron Horse Trail should be expanded to create a dedicated bike lane.
Hi, better signage along existing trails. The signage at the intersection of trails and roads are helpful. But signs along the trails would be great (ie: "this way to fairgrounds", "this way to downtown", this to way to Bart, this
We ride as seniors for fun and exercise. My grandkids ride to school and for fun. Any improved safety measures (dedicated bike lanes, separation, etc) would improve our experience and hopefully encourage more people to ride rather than drive.
Protect bike lanes to all schools - Amador valley , Harvest Park, ACE Station
Huge potential to make downtown(including first) more ped friendly. Also would like to see iron horse trail gaps to be addressed!
The section of foothill road that is between Castlewood and Bernal needs safety improvements. Better enforcement of passing vehicles on the Bernal Bridge. Bike night would be fun, we had it in SLO. Downtown is risky on weekends during farmers market
I am concerned that laws for E-bikes seem unclear. I see young people speeding on bike lanes at speeds that I think are unsafe. Is there a law to the max. speed limit in a bike lane? Are they allowed to ride them in stores and malls (I see this)
Thank you
I have safety concerns for children who ride Ebike and don't follow the rules of the road, don't wear helmets, or go faster than is allowed. Should bikes be registered for our town?

Question 11: Do you have any additional comments or suggestions about the proposed bicycle or pedestrian
My suggestion is to evaluate 'protection' based on whether it physically stops a 4000 pound vehicle. While low-cost solutions like flexiposts check a box, they do not provide the subjective or objective safety required to actually increase ridership.
Thanks for asking. I hope something can be done to move cyclists "off" pedestrian sidewalks on Black Ave. I've nearly gotten hit twice by cyclists on the sidewalk: they're not paying attention or just don't move. Thanks!
Reduce car lanes. It's not enough to incentivize cycling, we need to disincentivize driving as well. Also, ensure ubiquitous bike parking. E.g., I've cycled to the Home Depot near Owens and had to chain my bike to a handrail near the mattress store.
Safer pedestrian crossing at intersection of Sunol and Mission (senior center). Traffic should stop during pedestrian crossing
Glad to see planning. Please add "convert dirt path to paved path along arroyo and 680" as important features. Would better connect cross-town biking away from traffic. And protected bike lane crossing highways.
Please consider more safe walking and cycling passings over 580. I regularly cycle and have to go several miles out of the way to the iron horse trail to safely pass over 580. Also, improved bike only trail access at parks would be a huge improvement
Greater bike infrastructure on roads is important, but trail infrastructure was not mentioned. Paving, lighting, cleaning, accessibility to current trails would also help greatly.
My primary interest is in having bike detection at intersections, and enough time to ride my bike across busy streets. Some intersections on Santa Rita do not allow enough time to get across. challenges. I like many of the bike lanes in Pleasanton.
E-bike and e-scooters are becoming more popular. The riders are sometimes on the sidewalk. The riders sometimes don't yield to pedestrians. The riders sometimes have a total disregard of the laws.
Thank you.
I'd like to see physical automotive/bicycle separations at the following locations: Sunol Blvd, Vineyard Ave, Valley Ave under the train tracks north of Stanley, Foothill Rd, Ironhorse Ped Bridge across Santa Rita/Stoneridge, And pls keep paths swept
Community bike events like Viva la Calle in San Jose would be awesome and create community. Create one!
As an active road cyclist and member of Valley Spokesmen Bicycle Club, I greatly appreciate all of the enhanced bike lanes thus far in Pleasanton and would love to see more as it makes cycling more safe and available to everyone at any age.
police let Harleys and motorcycles and muscle cars and large SUVs and pickups cause massive noise pollution all over the city and nearby cities. I don't know why they don't enforce muffler laws. It's one of the biggest pollutants in the east bay
Would like to see a pedestrian safety improvement at the cross walk on Vineyard & Grapevine Dr. Cars speed thru the cross walk and don't pay attention to walkers trying to cross Vineyard. I often see kids fearful going to or returning from school
I would like there to be more focus on making sure the roads around schools are safe for kids to walk and bike on, like by providing separated bike lanes around schools
W Angela and Peters is a very dangerous intersection, its hard to see around the parked cars on Peters, its a daily occurrence of honking, screeching tires or collisions.

Appendix B

Improvement Locations & Respondent Votes

Table 1
Bicycle Improvement Locations and Number of Votes

ID	Street	N/W Street	S/E Street	Survey
1	Foothill Road	Stoneridge Drive	Muirwood Drive	5
2	Foothill Road	Muirwood Drive	200' S. of Muirwood Drive	6
3	Foothill Road	200' S. of Muirwood Drive	Puri Court	7
4	Foothill Road	Puri Court	Racoon Hollow Court	6
5	Stoneridge Mall Road	W. Dublin BART	Genomics Place	2
6	Stoneridge Drive	Foothill Road	Santa Rita Road	8
7	Owens Drive	Hopyard Road	Willow Road	1
8	Iron Horse Trail	Dublin-Pleasanton BART	Owens Drive	-
9	Hopyard Road	Owens Drive	W Las Positas Boulevard	3
10	Willow Road	Owens Drive	W Las Positas Boulevard	2
11	W Las Positas Boulevard	Foothill Road	550' W. Payne Road	5
12	W Las Positas Boulevard	550' W. Payne Road	Dorman Road	2
13	W Las Positas Boulevard	Dorman Road	Hopyard Road	2
14	W Las Positas Boulevard	Hopyard Road	Hacienda Drive	1
15	W Las Positas Boulevard	Hacienda Drive	Cranwood Court	4
16	Valley Avenue	Hopyard Road	Santa Rita Road	7
17	Santa Rita Road	I-580	Del Valle Parkway	13
18	Greenwood/Harvest Road	Mohr Avenue	Del Valle Parkway	4
19	Black Avenue	Hopyard Road	Santa Rita Road	5
20	Bernal Avenue	Foothill Road	First Street	9
21	Case Avenue	Bernal Avenue	Valley Avenue	1
22	Old Bernal Avenue	Bernal Avenue	Peters Avenue	3
23	Peters Ave/St. John Street	Main Street	Old Bernal Avenue	6
24	Main Street	Del Valle Parkway	St. John Street	3
25	Spring Ave/Kottinger Drive	Main Street	Concord Street	2
			Number of Responses	107

Table 2
Pedestrian Improvement Locations and Number of Votes

ID	Intersection	Survey
1	Santa Rita Rosewood Drive	2
2	Hopyard RClorox Way	-
3	W Los Pos Stoneridge Drive	1
4	StoneridgeSpringhouse Drive	-
5	Santa Rita Iron Horse Trail	2
6	Santa Rita Valley Avenue	6
7	Santa Rita Black Avenue	4
8	StoneridgeWorkday Lane	-
9	Kottinger First Avenue	2
10	Santa Rita Francisco Street	2
11	Main StreetOld Bernal Avenue	2
12	Main StreetAbbie Street	1
13	Bernal AvenuePleasanton Avenue	3
14	Bernal AvenueOld Bernal Avenue	-
	Bernal AvenueMain Street	1
15	Owens DriveWillow Road	2
16	StoneridgeGenomics Place	-
17	Willow RoadStoneridge Drive	1
18	Kottinger Bernal Avenue	-
19	Santa Rita W Los Positas Avenue	-
20	StoneridgeHacienda Drive	-
21	StoneridgeStoneridge Mall Drive	-
22	StoneridgeSpringdale Avenue	2
23	StoneridgeFranklin Drive	2
24	Main StreetSpring Street	1
25	Bernal AvenueValley Avenue	5
26	Main StreetDel Valle Parkway	5
27	StoneridgeHopyard Road	1
28	StoneridgeChabot Drive	1
29	StoneridgeGibraltar Drive	-
30	Santa Rita School Street	-
31	Santa Rita Old Santa Rita Road	1
32	Santa Rita Mohr Avenue	2
33	Main StreetStanley Boulevard	2
34	Valley AvenueBlackbird Drive	1
35	Bernal AvenueI-680 NB on-ramps	6
36	Bernal AvenueKoll Center Drive	1
37	Main StreetDivision Street	1
38	GreenwoodValley Avenue	3
39	Owens DriveChabot Drive	-
40	Foothill RoadMuirwood Drive (north ent.)	2
	Foothill RoadHighland Oaks Drive	-
41	W Los Pos Hopyard Road	3
42	W Los Pos Hacienda Drive	-
43	Hopyard RoadInglewood Drive	1
44	Willow RoadGibraltar Drive	1
45	Santa Rita Pimlico Drive	2
46	Santa Rita Stoneridge Drive	4
47	Foothill RoadBernal Avenue	2
	Foothill RoadOak Creek Drive	1
48	W Los Pos Payne Road	5
49	W Los Pos Dorman Road	2
50	Willow RoadInglewood Drive	-
51	Hopyard RoadOwens Drive	-
52	Valley AvenueCrestline Drive	3
53	Foothill RoadMoller Ranch Drive	1
54	StoneridgeFoothill Road	1
55	Hopyard RoadGibraltar Drive	-
56	Bernal AvenueSunol Boulevard	2
57	W Los Pos Fairlands Drive	-
Number of Responses		93