

Comment No.	Respondent ID	Latitude	Longitude	What traffic-related concern do you have at this location? (Pin a Location)
1	3az9ire6kks2	37.69452	-121.87653	Drivers rarely stop at the 4 way stop sign even during school
2	3az9ire6kks2	37.69921	-121.8695	Stop sign rarely observed
3	3az9ire6kks2	37.69678	-121.87484	No way for bicyclists to turn left on Rosewood from the north bound bike lane without crossing 3 lanes of 45 mph traffic
4	3az9ire6kks2	37.69153	-121.88176	There are 2 right turn lanes onto Owens from west bound W Las Positas. The driver in the left most right turn lane can't see people in the crosswalk. Drivers often turn right without stopping at a red light.
5	3az9ire6kks2	37.67605	-121.86872	Koln is blocked curb to curb with a brick wall forcing bicyclists to ride onto a driveway to access the sidewalk on the SW side. A crosswalk only on the west side forcing a northbound bicyclist to cross in the crosswalk and because of the angled ada ramp it is impossible to ride onto the sidewalk so you have to ride across Koln against the light. We need a crosswalk on the east side of this intersection!!!!
6	3az9ire6kks2	37.6767	-121.87281	west bound Bike lane on Valley ends before reaching Santa Rita Road on this very heavy traffic street
7	3az9ire6kks2	37.67832	-121.91285	West bound bike lane on W Las Positas ends and then starts again to the left of the right turn pocket with no markings to alert drivers that bicyclists might be crossing their path. This is near Foothill high school
8	3az9ire6kks2	37.63267	-121.86937	Drivers heading up Westbridge Ln mistake this as a straight street from Happy Valley instead of a right turn. I know a bicyclists who following the curve onto Alisal St who was injured by a hit and run driver heading to the golf course at this location
9	3az9ire6kks2	37.67682	-121.87418	Very narrow ADA ramp between 2 curbs on west side of intersection. I saw a motorized wheelchair whose tires barely fit between the curbs
10	3az9ire6kks2	37.69829	-121.92049	Crosswalk too close to curve in Southbound Johnson Dr. I've seen pedestrians nearly hit by speeding drivers not stopping for the flashing beacon.
11	3az9ire6kks2	37.69839	-121.92051	Bike traffic on southbound Johnson drive is directed onto the trail through a pedestrian gate. Since it is impossible to ride through the gate a bicyclist must get off their bike in the bike lane near a curve with speeding drivers flying by
12	3az9ire6kks2	37.66876	-121.88551	Heavy pedestrian crossing of school children going to school. There is no stop sign, stop light or flashing beacon and drivers often don't stop making crossing dangerous
13	3az9ire6kks2	37.65952	-121.87645	Much appreciated bike racks on southwest corner are poorly placed. E Angela is a narrow street so bicyclists must get on and off their bikes in the traffic lane to use the racks
14	3az9ire6kks2	37.68886	-121.8703	Cameras don't recognize bicyclists which have to cross illegally from the left turn lane to a crosswalk signal.
15	3az9ire6kks2	37.68793	-121.8758	No cameras at northbound Rheem and loops don't detect even metal bicycles requiring a bicyclist to cross a lane of traffic to get to a crosswalk signal unless a driver pulls up behind them. If a vehicle trips the signal it is too short for a bicyclist to get through the intersection before the light turns red.
16	3az9ire6kks2	37.69358	-121.86283	east bound bicycle traffic exits the trail at this location due to it turning to gravel. Bicyclists push the crosswalk button and must do 2 crossings but typically ride diagonally across the intersection. There should be a way to activate the stop lights so bicyclists turn left on the very wide sidewalk (10') and cross Stoneridge on the east side of the intersection
17	3az9ire6kks2	37.69206	-121.87849	30 Second crosswalk signal to cross Santa Rita on both the north and south sides is too short for a street that is 9 vehicle lanes plus a bike lane wide. As a fit fairly fast walker I can barely make it. Seniors or disabled find it impossible
18	3az9ire6kks2	37.65852	-121.89662	Northbound the green is too short for bicyclist to cross unless the crosswalk button has been pressed.
19	3az9ire6kks2	37.67029	-121.85764	Entrance to bike lane to east bound Stanley has very sharp transition with a sharp up then down
20	3az9ire6kks2	37.66478	-121.87412	southbound bike lane ends after crossing the Arroyo forcing bicyclists into a traffic lane. This is especially dangerous because of drivers watching other vehicle traffic when trying to change lanes to make left turns or right turns at St John. It is not safe to ride down the parking spaces even when not occupied due to traffic turning right onto St John and a bulb out for pedestrians where there is no crosswalk
21	3az9ire6kks2	37.698	-121.90486	SW corner has curved bike lane between 2 curbs. Continuing SB on Owens requires a very sharp right turn very difficult to impossible for cargo bikes or bikes with trailers. Design doesn't accommodate NB Hopyard to WB Johnson - no crossing on N side of intersection and bike lane between curbs too narrow to pass another cyclist
22	3az9ire6kks2	37.6422	-121.87086	This is a convenient cut through. Locked gate crosses the entire width of the roadway with a narrow gravel space next to it. Difficult for bicylists to get around the gate
23	3az9ire6kks2	37.64586	-121.86811	At locked gate very narrow access to a very narrow sidewalk which is difficult for bicyclists to navigate
24	3az9ire6kks2	37.65237	-121.86907	No crosswalk on the west side of the intersection on Bernal. Bicyclists must cross Bernal on the east side of the intersection on Bernal to continue sb on Independence with no safe place to wait on the SE corner waiting to cross Independence
25	9on46rsg8fj9	37.67908	-121.9022	Drivers turning left across the crosswalk

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26	9on46rsg8fj9	37.67769	-121.89981	Drivers running red lights
27	9on46rsg8fj9	37.67853	-121.90308	Poor visibility at this crosswalk
28	4jl7aic7ee67	37.67039	-121.85807	no bike lane
29	4jl7aic7ee67	37.67929	-121.90238	cars don't always yield to bikers & pedestrians in crosswalk
30	2xj4u7psj2f8	37.65774	-121.86066	So much school traffic and distracted driving.
31	2xj4u7psj2f8	37.66875	-121.8855	Poor turn visibility and high traffic making it hard to turn
32	2s8zj3lyn6gb	37.68885	-121.87025	Drivers speeding through Stoneridge in both directions
33	7m6gdr4bg3t6	37.67429	-121.89872	People not stopping for pedestrians at this intersections. I have almost been hit multiple times.
34	676dnl82adl6	37.65538	-121.81418	Unsafe to bike on this road for children. The bike lane is narrow and cars drive fast
35	676dnl82adl6	37.67057	-121.87294	In order to turn right into the Amador parking lot, cars have to go through the bike lane, or even wait there until the pickup line starts moving. This blocks the bike lane and makes it unsafe for bikers.
36	676dnl82adl6	37.67221	-121.87266	The green light for cars & pedestrians (coming from Black Avenue onto Santa Rita), is at the same time here, which makes it unsafe for crossing children.
37	676dnl82adl6	37.65704	-121.88145	The green light at Case Avenue turning right onto Bernal Avenue is at the same time for pedestrians & cars, which means that cars have to take a right after pedestrians are crossing. Often, kids run up to the crossing to make the light, which may be hard to see for cars taking a right turn.
38	676dnl82adl6	37.65687	-121.85586	Cars line up here (coming from Kottinger turning right onto Concord Avenue) waiting for the pickup line to start moving. This blocks traffic and causes people to pass in the wrong lane. Signage not to wait here for the pickup line may be helpful.
39	4p9nip6arz89	37.6767	-121.8931	Failure to stop
40	4p9nip6arz89	37.67662	-121.8878	Failure to stop
41	4p9nip6arz89	37.67658	-121.87361	Cars blow the left turn red lights in all directions
42	6k3wwc4hc6t4	37.67716	-121.80495	I do believe the signal timing needs to be extended, traffic turning left from southbound 84 keeps turning even when northbound lights turn green
43	6ze4k8nei2o8	37.68822	-121.90399	Cars turning left into crosswalk with pedestrians in it; cars turning left without regard to right of way for cars going straight through intersection; drivers who are in a rush and put school children at risk
44	6ze4k8nei2o8	37.68762	-121.90792	Drivers are regularly running this 4 way stop without regard to pedestrians or other cars. Around 10am 11/3 I was unable to cross Denker because a white Tesla driving on Denker from Stoneridge disregarded the stop sign and the driver had his phone in his hand as he looked into it. The only reason I wasn't hit was because I was walking defensively. But what if that had been at 8 am when kids are riding and walking to school?
45	2d2ijk8slu7a	37.66724	-121.89784	Run stop sign
46	2d2ijk8slu7a	37.66976	-121.89902	Run stop sign
47	2d2ijk8slu7a	37.67436	-121.89874	Run stop sign
48	2lc9fkn2uug4	37.68792	-121.87787	Interconnecting Iron Horse Trail
49	2lc9fkn2uug4	37.66725	-121.8977	Kid crossing area. Drivers on way to 580 in morning tend to blow through this intersection.
50	2lc9fkn2uug4	37.66976	-121.89898	AM traffic - people on way to 580 tend to blow through this intersection.
51	2lc9fkn2uug4	37.65538	-121.90509	Narrow bridge, cars don't observe biking 'share arrow'.
52	2lc9fkn2uug4	37.66755	-121.8839	Narrow bridge is challenging for bikers.
53	2lc9fkn2uug4	37.70056	-121.90565	Bike pedestrian crossing is super sketchy when cars are accelerating towards freeway
54	2lc9fkn2uug4	37.70031	-121.88777	Bike pedestrian crosswalk scary with cars accelerating onto 580
55	6b4iw7pm39lj	37.67795	-121.88045	Cars do not stop at the crosswalk during morning and afternoon when students and walking to and from school.
56	6b4iw7pm39lj	37.67524	-121.8727	
57	6b4iw7pm39lj	37.67672	-121.87394	Cars entering intersection when light is red.
58	6b4iw7pm39lj	37.67663	-121.88804	Vehicles not stopping at stop sign
59	6b4iw7pm39lj	37.67667	-121.89346	Vehicles not stopping at stop sign.
60	6b4iw7pm39lj	37.67425	-121.8987	Vehicles not stopping at stop sign
61	6b4iw7pm39lj	37.66976	-121.89903	Vehicle not stopping at stop sign.
62	6b4iw7pm39lj	37.66719	-121.89762	Vehicle not stopping at stop sign

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63	6b4iw7pm39lj	37.68783	-121.87792	Drivers unable to merge properly from Stoneridge to Santa Rita.
64	9vec728xhd46	37.688	-121.87775	<p>Hello - I turn left routinely from westbound Stoneridge Drive to southbound Santa Rita. This green arrow is the shortest in Pleasanton, allowing maybe 3 cars. You can tell this catches people by surprise. Or, the people native to this neighborhood drive bumper-to-bumper to make it through - unsafe. Please consider LENGTHENING THE TIME SPAN for this green arrow.</p> <p>This is compounded by the drivers turning right from eastbound Stoneridge to southbound Santa Rita, in the precarious "merge". These drivers think they have their own lane, and are confident in their right turn, resulting in routinely awkward "you go" "no, you go" maneuvers. As a driver, I always hope this "dance" resolves itself in the space permitted, and that there is not a bus waiting (which shortens the space). Please consider a FULL STOP for drivers turning right.</p> <p>Side note: My 80 year-old mom, who lives on Mohr, takes a circuitous route to avoid the intersection at Santa Rita & Stoneridge.</p>
65	8ld6tmm68z23	37.68688	-121.89035	The extreme dips up and down West Las Positas Bl
66	7hy3n6kev7x4	37.67616	-121.90212	Cars speeding excessively. Need speed bumps. They travel 40 to 50 mph
67	9j73rvj49sit	37.68171	-121.90382	Red light jumpers, speed, people stopping at the right turn from Las Positas onto Hopyard (not a stop sign). This serves kids coming from Donlon and Hart. Behaviour is very bad here from drivers.
68	9j73rvj49sit	37.66948	-121.9193	The crossings here are totally ignored by drivers - especially in the morning with people turning left onto Oak Creek Drive from Foothill Road. Each day you can hear breaks screech where someone tries to make the turn in a hurry and realizes someone is in the crosswalk. People also park right up on the crosswalk at drop off and pick up making it really hard for people trying to turn out onto the road to see. At night there are no lights on this crossing either, you cannot see people on it until you are about to drive through it.
69	4fc2fyz2hjt6	37.66192	-121.86286	Poor maintenance
70	3rr9egd826k8	37.66601	-121.86966	<p>Speeding cars- constantly!</p> <p>Parking - paint parking marker lines to assist people with parking to maximize the amount of spots for on the street parking. With no lines many cars park too far forward or back and it takes up room where another car could fit if it had parking spot lines.</p>
71	7idz8dop7bhv	37.66838	-121.88621	
72	7idz8dop7bhv	37.68397	-121.90411	
73	7idz8dop7bhv	37.67465	-121.86152	
74	86g9mcl9tmb9	37.66172	-121.82967	Can't see very well coming out of the seen onto vineyard. With new housing coming this is only going to get worse.
75	6eo8gik9ist3	37.65627	-121.90246	People turning right on to Bernal
76	6eo8gik9ist3	37.65571	-121.9044	People running the red light
77	6eo8gik9ist3	37.65989	-121.87766	People thinking this is a four way stop and pulling out in front of you
78	82kxw9m7d8o6	37.66877	-121.88551	
79	82kxw9m7d8o6	37.66854	-121.88522	
80	82kxw9m7d8o6	37.66913	-121.88572	Pushes are too high to see cars in access road... which they speed down!!!
81	94mhd2gom9in	37.68415	-121.87606	People tend to pass SR/Valley then hit the gas to proceed!
82	94mhd2gom9in	37.69661	-121.86084	
83	7ey2ezr63uz3	37.69079	-121.90884	protected left turn
84	7ey2ezr63uz3	37.67904	-121.90899	i've seen multiple cars speeding down this road and almost hit kids in the crosswalk. there should be a lighted crosswalk here. cars traveling WEST are speeding
85	2c9ebt7cg8a9	37.66367	-121.8791	Running stop signs
86	2c9ebt7cg8a9	37.6658	-121.88231	Speeding in a 25mph zone
87	2c9ebt7cg8a9	37.66799	-121.88422	Running stop signs and failing to yield
88	2c9ebt7cg8a9	37.6625	-121.87494	Drivers failing to stop and wait their turn
89	2c9ebt7cg8a9	37.65673	-121.87885	Failing to stop at the stop sign and yield to pedestrians
90	2c9ebt7cg8a9	37.6569	-121.88157	Drivers regularly u turn in the morning during school drop off
91	2c9ebt7cg8a9	37.65699	-121.88176	Drivers fail to stop and not turn right on red during school hours

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92	6h4rdf24orv4	37.70003	-121.86281	
93	6h4rdf24orv4	37.7002	-121.86845	Drivers speeding, r turns w/o full stop at stop sign, poor visibility for drivers turning left
94	6h4rdf24orv4	37.69831	-121.8669	
95	4km6sjv8h436	37.69961	-121.87204	The bike lane suddenly ends and there's not even a sidewalk for cyclists to travel on. The right lanes are filled with vehicles suddenly turning into or out of the lane depending on whether they want to use the on ramp to the interstate. Pedestrians are expected to cross without vehicles being signaled to their presence in any meaningful way. Cyclists are forced into traffic.
96	4km6sjv8h436	37.69181	-121.8787	Slip lanes encourage drivers to speed around corners and can force cyclists in the bike lane with the right of way to deal with drivers trying to merge left. Pedestrians get stranded on the island and have the same issue.
97	4km6sjv8h436	37.68314	-121.87633	The bike lane abruptly ends and parking begins. Cyclists should be directed to the multi use path between the road and the parks.
98	4km6sjv8h436	37.70078	-121.87176	The entire overpass infrastructure is completely hostile to pedestrians and cyclists
99	2ik3trx4kca3	37.64741	-121.80727	
100	2ik3trx4kca3	37.65278	-121.80672	
101	2ik3trx4kca3	37.65411	-121.80634	Vinyard Ave is dangerous. Why is it 50 mph?
102	3nh442rul97a	37.68321	-121.91777	Stop sign runners in neighborhood
103	766uwy2uau2i	37.68371	-121.91827	Too many cars here for pickleball, cars driving dangerously, kids coming home or to school riding to fast with no helmets.
104	766uwy2uau2i	37.6824	-121.92524	Years back you removed the north bound bike lane on Foothill before Muirwood for stupid plants, trees, & shrubs. If you're in a group of bicycles it's not easy to go up onto the side walk, especially since a tree root has dangerously pushed up the sidewalk. Staying on the street is dangerous with cars going very fast and no bike bike lane!!! Additionally, fixing pot holes with patch doesn't work. After a few storms and cars running over the spots the pothole comes back.
105	7t2bus3xih83	37.64043	-121.88339	Unsafe for bicycles because the bike lane is in between high-speed, merging traffic.
106	7t2bus3xih83	37.65237	-121.86919	Vehicles run this red light often. Also, the left turn light often fails to detect cyclists.
107	7t2bus3xih83	37.65812	-121.8846	This light needs a pedestrian leading indicator timing. Cars turning from Pleasanton Ave force bikes and pedestrians to wait and/or run to avoid them.
108	7t2bus3xih83	37.67666	-121.87378	Every turning direction at this intersection is bad. Double turn lanes, slip lanes, cars running through the yellow, etc.
109	3jj8b46ct8x8	37.67418	-121.89868	Stop sign running.
110	3jj8b46ct8x8	37.66953	-121.89873	Red light runners
111	3jj8b46ct8x8	37.67597	-121.89686	Stop sign runners, not a safe street to cross.
112	4nb9k7ixk9e6	37.66877	-121.88556	Speeding, disregarding pedestrians / cars not stopping
113	4nb9k7ixk9e6	37.66898	-121.88528	This is a blinded area due to the height of the bush - cars cannot see pedestrians.
114	6ik8evb9lag8	37.66366	-121.87914	The intersection of St Mary St and Pleasanton Ave is getting impossible to cross for pedestrians and have seen many car accidents because the drivers do not obey stop signs or hardly stop. There is a need for traffic lights there. St Mary St is perceived to be a "major" roadway by drivers and even if they stop at the stop sign they do not expect that other drivers are making a left turn (from St Mary St to St John Cir residential area), which leads to accidents or near misses. I am reluctant to make a turn until I can establish an eye contact with the opposite driver because very frequently they just start driving forward assuming I am driving straight despite my indicator being on.
115	2rj8jy4dtl29	37.6599	-121.87766	2 way stop should be 4 way stop
116	2rj8jy4dtl29	37.66367	-121.87912	Add better cross walk paint , similar to W Angela and Peter's St.
117	37cig3yup4c4	37.68791	-121.87778	A flyover pedestrian bridge needs to connect the Iron Horse Trail here. Crossing Santa Rita Highway is a risky proposition for most pedestrians and bicycles.
118	4uy3g24zdu64	37.65992	-121.87766	Need 4 way stop.
119	7cj7926dzb76	37.66282	-121.85677	This gets busy, especially during commute hours when drivers use Bernal as an alternate route to avoid 580. The left turn when clear needs to be changed. Speed bumps throughout Bernal to slow speeding drivers down would also help.
120	7cj7926dzb76	37.65546	-121.87624	Drivers speed through here, especially during commute hours, making it difficult and dangerous for students to get to Village High School. Put a stop sign and more school zone signs. Village High School may not have as many students as the 2 other high schools but they deserve as much care and attention.
121	6brv6u4uny24	37.68811	-121.87324	There should be a pedestrian crosswalk at this location. Many people cross the street here and have to run across traffic, which is very unsafe.

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122	6brv6u4uny24	37.65981	-121.87398	Traffic from the Dairy causes congestion and unsafe conditions for pedestrians.
123	9kj8wsj2wr94	37.65626	-121.85911	Cars speeding and running stop sign frequently
124	9kj8wsj2wr94	37.66328	-121.85394	Cars/vans parked too close to corner/crosswalk making it difficult for cars to see pedestrians and on coming traffic. Lots of pedestrians here since it's near a park and a bus pick up location
125	9kj8wsj2wr94	37.66488	-121.85588	Cars speeding and running red lights- not watching for pedestrians
126	9kj8wsj2wr94	37.65888	-121.85838	Cars driving way over the speed limit
127	9kj8wsj2wr94	37.66469	-121.84577	Over grown tree blocks pedestrian crosswalk sign
128	9kj8wsj2wr94	37.67677	-121.87402	Cars running red lights almost every cycle
129	9kj8wsj2wr94	37.65678	-121.8789	Unsafe turns being made from cars leaving downtown and turning left onto Bernal. Cars should not be allowed to left at this intersection
130	29czd86y4jv4	37.68674	-121.9306	Speeding cars
131	9gtv3tzh3w49	37.6637	-121.87913	Speeding, cars not stopping at four way stop.
132	7ahy3xfc43o7	37.68814	-121.9039	cars running red lights and bad pedestrian safety. no school zone signs.
133	7ahy3xfc43o7	37.68761	-121.90795	cars not stopping at stop sign
134	7ahy3xfc43o7	37.69076	-121.90896	dangerous for pedestrians crossing stoneridge due to cars turning
135	7ahy3xfc43o7	37.6918	-121.91727	fedex trucks almost hitting bikers in bike lanes
136	7ahy3xfc43o7	37.69358	-121.91858	turning out of parking lot is a death trap
137	7ahy3xfc43o7	37.68958	-121.90852	cars driving too fast on denker
138	6rk83azp4jj4	37.66698	-121.87211	Cars honking and traffic not yielding. There is constantly a car drifting or screeching at odd hours of the night near galloway apartments.
139	8kt9c28fle6w	37.6554	-121.90497	<p>The Burnell Bridge is so narrow that bikes must take over the whole lane. Sometimes car traffic passes dangerously close. Could it be an ultimate bike route to get from the side of town over to foothill? Perhaps a bridge over the canal?</p> <p>Also bike traffic going under the freeway where there is a lot of traffic and the intersections are dangerous. This bridge over the Canal could alleviate this problem as well.</p>
140	7ox3u68kgc3u	37.68562	-121.89323	Peice of street is missing and the hole is fairly deep
141	4yc8vaf6ni33	37.66953	-121.87306	During school hours, running of red lights, speeding and double parking.
142	4yc8vaf6ni33	37.66848	-121.87327	AVHS blocks off the front parking lot with signs and will not allow vehicles to come into the parking lot. My son had surgery and is on crutches, and cant walk far. This is frustrating to me because of his disability. I have talked ti the school about it, and they still will block the driveway. The school is not giving access to the Handicap parking stall because they block the drive way. Is this a ADA issue?
143	83n9xxp697pn	37.66358	-121.87928	I've seen cars blow through the four-way stop, in all four directions. (intersection of St. Mary's and Pleasanton Ave.)
144	83n9xxp697pn	37.701	-121.9	Signage for the Iron Horse Trail is absent at this T-intersection. It's not clear if you should go right, left, or through BART to catch the continuation of the trail. The answer seems to be go thru BART where the buses are and catch the trail just past that entrance (now on Dublin side). Iron Horse Trail Signage or IHT stamp on Pleasanton street, at BART parking lot, would be helpful.
145	83n9xxp697pn	37.68783	-121.8782	Need better (bigger) Iron Horse Trail signage so that you can see where the trails continues, no matter what direction you're traveling (without the signage, it's easy to mistakenly get on the Arroyo trail)
146	83n9xxp697pn	37.65957	-121.87371	<p>Note: Not a safety issue comment here, more of an annoyance issue:</p> <p>Traffic flows well along First Street, but the light seems to take forever to change if you're on Neal, waiting to cross First Street. That long-light timing makes sense during commute hours, but seems to continue outside of that timeframe.</p>
147	83n9xxp697pn	37.65829	-121.88446	When biking along Pleasanton Ave, where it deadends at Bernal, it's hard to cross over to get to the left side where the crosswalk is. The road curves there so you don't have much room as cars are coming off Bernal fast around that curve. It feels safer to ride against traffic on the sidewalk for a bit, but then you run out of sidewalk.

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148	83n9xpx697pn	37.65766	-121.87003	There is a stop sign on Entrada, at the Neal St. intersection that is often ignored by drivers coming up Entrada to turn right on Neal. It's an uphill slope. Drivers often gun their engines, not wanting to stop at the top of a hill, without looking for pedestrians crossing. It's also dangerous for pedestrians to cross Neal from Entrada because Neal is a wide street and the road curves, and most critically, cars frequently exceed the speed limit there.
149	4ua8pst4ym26	37.67593	-121.89705	i cross this intersection everyday but oi don't feel safe can you look into adding LPI or high visibility crosswalk
150	74g89pvt2pwe	37.66622	-121.87352	the cross walk sign is on appropriatley for students to cross during school hours, however the traffic light for those turning left off of Stanley on to Santa Rita only get about 2 seconds after the crosswalk signal changes to actually turn left. It creates an unnesscary back up on Stanley. It would be great if the light remained green after the allotted crossing time so more cars could pass thorough the intersection after students have exited the crosswalk.
151	2de2yme448m7	37.66371	-121.87921	I was recently in a traffic accident on St. Mary and Pleasanton Ave. It is around the corner from where I live on St. John Circle. I have lived here for 29 years and I have seen dozens (50?) cars drive through the Stop sign traveling on St Mary. Last year it happened to me. Luckily nobody was hurt but my car was totaled and provided a pretty good scare. Sure enough since that time, I have personally witnessed another two cars blow through the stop sign. My suggestion is to put up a stop sign with RED LIGHTING as I've seen a couple of other locations in the city (On Valley). It may curtail drivers from missing the stop sign and potentially save a life. I have pictures of the light that I am referencing. Please e-mail me and I can share. Thanks for the opportunity to share my concerns
152	7f4yh68pc679	37.67671	-121.8934	Drivers running stop signs here and at Crestline.
153	67em89o8e7b8	37.66243	-121.87509	no traffic enforcement, ever!
154	67em89o8e7b8	37.6621	-121.87512	
155	67em89o8e7b8	37.66828	-121.88511	Unlit crosswalk. Poor lighting from Bridge to Black Ave along Hopyard
156	67em89o8e7b8	37.65941	-121.8763	From St Mary's to Abbie seems a no enforcement zone for cars and e bikes
157	67em89o8e7b8	37.67792	-121.89985	Cars leaving Sports park routinely turn left from center lane when it is only allowed from the left turn lane
158	67em89o8e7b8	37.69965	-121.90772	Traffic light still not operating years after installation. Unsafe conditions due to In N Out traffic
159	83goe3oy7a66	37.68189	-121.90404	Dangerous intersection where crossing guard doesn't go into the street while kids crossing.
160	8am3xze6o7z7	37.64932	-121.87331	Had a pedestrian hit recently as there is no stop sign to slow people down
161	8am3xze6o7z7	37.65171	-121.88488	School and crazy drivers
162	8am3xze6o7z7	37.6584	-121.8749	People speeding down first street
163	8am3xze6o7z7	37.65015	-121.87592	Speeding, not stopping at stop signs, cut through traffic!
164	6j4ueb4gc7x8	37.67525	-121.8726	U-turn on Santa Rita at Valley need strong striping to prevent merging into free NB right turn. Need restripe of bike lane on Valley crossing Busch to not be in the crosswalk but instead to align with existing bike lane. A new bike lane needs to be striped on Valley in the street to align with the existing bike lane above and not assume bicyclists will instead the widen sidewalk. Green and White striping needed and Iron Horse Trail intersection needs re-painting often due to industrial traffic traveling on Busch to turn at Valley. Industrial trucks need to use both traveling lanes when turning on Valley. Adjust or pull back medians? Remove shrub on valley near Busch obstructing clear view of oncoming WB Valley vehicles. Make Boulder Ave restricted to right in and out to improve traffic flow and signal wait times (there are four signal between Santa Rita and Stanley so vehicles run red red lights). Several trees and a masonry monument sign on Valley at Busch have been demolished.

Comment No.	Respondent ID	Latitude	Longitude	What traffic-related concern do you have at this location? (Pin a Location)
165	6j4ueb4gc7x8	37.67474	-121.8613	See preceding comments. Plus, Re-locate the sidewalk barricade at the terminus on the north side of Valley near the railroad bridge to be closer to Boulder Ave. pedi walk the full length and at the blockage walk down the slope and along the street to Stanley Blvd (very dangerous). Paint a strong stop bar across Valley near to WB ValleyBusch signal. Speeders run the red light and makes LT turns onto Busch unsafe. Put reflector dots along the north side of Valley along the street curve at Busch. Several trees and a masonry monument sign have been destroyed due to motorist speeding and/or being inattentiveness. City or PGS to sweep and remove debris (gravel, lumber, metal pieces, etc) at the Valley/Busch intersection weekly which is a pedi-bike hazard and has damaged many residents' tires. Widen Valley east of Santa Rita to provide a longer turning right lane from Santa Rita to improve merging traffic flow and minimize backups. Same with right turn from Valley onto Santa Rita.
166	6j4ueb4gc7x8	37.67833	-121.87262	Queuing of seven cars on EB Valley at the Santa Rita blocks the free right turn lane for NB Santa Rita drivers. Widen at the Danbury Park ROW to provide traffic flow and signal backup. Provide a crosswalk on Valley east of Santa RitaRita at the Walgreens/Hallmark location. Peds frequently cross mid block and over the raised landscape median to provide direct access between this shopping center and the nearby apartments and commercial buildings Very dangerous for peds and drivers). Sign to prohibit cars leaving Safeway, etc and crossing the two EB Valley closest to the Chevron station to reach the double left turn lanes to NB Santa Rita. It causes backups and blocking both lanes. Instead allow access to the two NB turn lanes only from the driveway closest to Walgreens. If possible, restripe travel lanes on Valley to allow a right hand SB onto Stanley/First pass the railroad bridge. Restripe a new combo 3 left/and 2through lanes onto EB Stanley simultaneously
167	8sf327n6kcg3	37.66642	-121.88365	speeding and disregard for stop signs
168	7yb37tp97hm8	37.68487	-121.90684	Speeders through the entire area around the school. Double parking during drop-off. Ignoring posted signage exiting parking lot.
169	92vxx2juc8f3	37.67668	-121.88042	Uncontrolled left turns are difficult to navigate due to poor visibility of oncoming traffic and drivers failing to yield, compounded by heavy pedestrian traffic during school hours.
170	92vxx2juc8f3	37.67471	-121.88046	Drivers commonly run through this stop sign heading southbound on Greenwood, even when cars are present coming off Alameda. Crosswalk is commonly used by children and dog walkers.
171	92vxx2juc8f3	37.6761	-121.89706	Cars turning right onto northbound Hopyard from westbound Valley don't need to yield to traffic, only pedestrians, but cars frequently stop and wait for traffic before continuing, often leading to impatient drivers behind them honking. The signage and road markings could be improved to make it clear that there's no merge after the turn.
172	4poi8otm3wv9	37.69186	-121.8763	Blinking crosswalk accessing shopping center. Difficult for drivers leaving the shopping center and drivers at stop sign to see bikers and pedestrians. Crosswalk also causes major traffic backups at arrival and dismissal times.
173	4kav7z2krd89	37.68308	-121.91783	Speeding, aggressive drivers. Muirwood is a high traffic park for neighborhood children to play independently
174	4kav7z2krd89	37.68458	-121.92066	Many drivers roll through the stop without stopping
175	38gpx9nkr3ea	37.6826	-121.91744	Speeding. Put in speedbumps
176	6lz2rir26wf8	37.65989	-121.90125	Speeding and not following stop sign laws.
177	6lz2rir26wf8	37.66943	-121.89741	Red light runners, children on bikes not following rules of the road and endangering pedestrians.
178	6lz2rir26wf8	37.67343	-121.85625	Stanley Blvd is a nightmare for law abiding citizens. Speeders, tailgaters, and no controls in place to over site by law enforcement.
179	6lz2rir26wf8	37.66389	-121.90433	Electric bikes, red light runners and ignoring stop signs.
180	6lz2rir26wf8	37.65098	-121.85156	
181	6lz2rir26wf8	37.68146	-121.86945	
182	862dhs8gnx44	37.66407	-121.869	
183	7jb88hsd9643	37.65558	-121.90516	Bernal bridge not safe for bicyclists. It's far too narrow.

Comment No.	Respondent ID	Latitude	Longitude	What traffic-related concern do you have at this location? (Pin a Location)
184	7jb88hsd9643	37.65479	-121.90816	No safe crossings to get over to the adobe park and the ridge access point.
185	68jyg42dnh87	37.65539	-121.90509	No dedicated bike lane. Especially difficult to bike from East to West.
186	9f6awc6n7fn3	37.69163	-121.90382	Chronic red light jumping
187	9f6awc6n7fn3	37.68168	-121.90382	Chronic red light jumping
188	9f6awc6n7fn3	37.69355	-121.91857	Blind traffic coming out of costco. I've personally witnessed accidents here cars trying pull out and crashing into oncoming traffic. More lights needed?
189	93s2hli3pkp7	37.67677	-121.87396	Signal lights not responding to traffic (or lack thereof)
190	8w2a67f69ki6	37.69187	-121.8974	speeding
191	2bv8fro39mj7	37.6725	-121.88596	Black & Tanglewood crossing (no stop sign) for school children/families to cross.
192	7nf7bfe4s6j6	37.68169	-121.90415	I come from the Dublin Pleasant BART station to ride to home in Pleasanton. I take Willow and a right on West Las Positas where there are well marked bike lanes. Taking a left on Hopyard on a bike isn't safe because of the cars coming from the opposite direction on West Las Positas and turning right on Hopyard in front of the Shell station. There is no safe way for a bike to turn left from the fancy elaborate bike lanes on to Hopyard.
193	2ps4su7zua77	37.67661	-121.89351	Frequent failure to yield (cars with right of way at 4 way stop, pedestrians in the crosswalk).
194	33czs2ug7fa4	37.65707	-121.88152	People drive recklessly here and pop out onto Main when the road is not clear/and don't see pedestrians or bikes because so focused on cars
195	33czs2ug7fa4	37.65907	-121.87504	Cars so focused on crossing they don't pay attention to peds/bikes
196	33czs2ug7fa4	37.65522	-121.86609	Cars roll the stop signs constantly here and in this neighborhood. Particularly concerns when you are walking
197	7b46whg8f6a7	37.67429	-121.87172	
198	7b46whg8f6a7	37.6599	-121.87765	People traveling on W Angela think this is a 4-way stop and expect drivers on Peters to stop at this intersection. I've have many close calls at this intersection while drive on Peters.
199	7b46whg8f6a7	37.65575	-121.90421	
200	7b46whg8f6a7	37.65573	-121.90412	This intersection has many problems!! 1) Drivers on Bernal run this red light!!! I drive out from Meadowlark and wait several seconds before inching out. 2) Pedestrians (me) crossing Bernal have had near-misses by cars turning left from W Laguna Rd. Due to lack of looking and/or view being obscured by the bar between their windshield and driver's window. 3) MANY drivers coming from W Laguna don't use a turn signal. Drivers coming out from Meadowlark don't know if the car is coming straight on, turning left in front of us, or turning right competing for lanes if we're turning left.
201	4ap77szo6rw8	37.67427	-121.89879	Lack of traffic stopping
202	3ah6rlh7vks7	37.65635	-121.89877	
203	8db8kxb8wu23	37.65664	-121.8789	Please add pedestrian crossing/flashing beacons
204	8db8kxb8wu23	37.65712	-121.8815	Lengthen time for pedestrian crossing. As a healthy and mobile person, it gives me bare minimum time to cross. For elderly or you kids it is insufficient. It is also insufficient for the crush of school kids going to the library. Also, get rid of the right turn lane onto case southbound as this always feels dangerous.
205	8db8kxb8wu23	37.65628	-121.87767	Get rid of slip lane
206	8db8kxb8wu23	37.66611	-121.87877	Fix the pedestrian bridge
207	8db8kxb8wu23	37.65953	-121.8822	Compell the fairgrounds to keep yellow gate open for pedestrian access to event. Waking in through the west side car entrance is not only a lengthy detour but there are no pedestrian facilities for safe access.
208	8db8kxb8wu23	37.70143	-121.87221	Overpass dangerous and inhospitable. Make better bike ped connectivity across 580.
209	8db8kxb8wu23	37.69722	-121.86449	
210	8db8kxb8wu23	37.68793	-121.87777	Fix this broken connection in the iron horse trail
211	8db8kxb8wu23	37.69434	-121.8498	Open gate between trail and road. Why closed?
212	6aa4gsk8edb2	37.66223	-121.8753	Speeding & running stop signs on Main Street
213	3tx6yze6nk63	37.70052	-121.87199	Dangerous lane changes, right turn lanes from Pimlico to Westbound 580 and Eastbound 580.
214	3tx6yze6nk63	37.66674	-121.87343	Unsafe drivers cutting over from turn lanes to Stanley into the lane going down Main Street.

Comment No.	Respondent ID	Latitude	Longitude	What traffic-related concern do you have at this location? (Pin a Location)
215	4z2got6sui69	37.66331	-121.854	Vehicles do not stop for pedestrians in the crosswalk that leads to Tawny Park
216	8vzx3u3hk3t3	37.65623	-121.8591	People running stop sign
217	8vzx3u3hk3t3	37.65624	-121.87758	Kids crossing street for school
218	8vzx3u3hk3t3	37.6629	-121.87475	People not keeping clear and not paying attention to pedestrians
219	7ux6czt8hb77	37.65849	-121.87691	Crosswalks
220	8y2tyt92l8g8	37.65988	-121.87764	Traffic on w Angela cannot see traffic coming from both directions on Peters. Removing the crosswalk did not resolve this issue. It's a pedestrian and vehicle nightmare intersection.
221	8y2tyt92l8g8	37.65995	-121.87758	This intersection is a nightmare!
222	7h3vnf2jhs49	37.67445	-121.89873	
223	7h3vnf2jhs49	37.66972	-121.89901	
224	7h3vnf2jhs49	37.66727	-121.89786	
225	7h3vnf2jhs49	37.65862	-121.89729	
226	7h3vnf2jhs49	37.68515	-121.89839	
227	6nl4vl3vyu63	37.66408	-121.87421	Vehicles turning into sidewalks that contain pedestrians
228	6nl4vl3vyu63	37.70193	-121.91842	Dangerous merge
229	6nl4vl3vyu63	37.69811	-121.92114	Dangerous merged traffic at 580/680 interchange
230	2wu4edc8fst4	37.6672	-121.89758	Not Stopping, speeding
231	2wu4edc8fst4	37.66734	-121.89707	Not stopping Speed
232	2wu4edc8fst4	37.6698	-121.89885	Not stopping , speed
233	2wu4edc8fst4	37.67216	-121.88636	Not stopping, when crossing guard makes people wait once its open 3,4 cars fly thru without stopping while hes crossing different direction
234	2wu4edc8fst4	37.67417	-121.89851	Not stopping
235	9hyn4d34yre8	37.69737	-121.90673	Walk sign is too short.
236	9hyn4d34yre8	37.69124	-121.90658	No sidewalk on the south side from the bus depot to Hopyard Road. I have seen people walking in the street to get to the corner.
237	9hyn4d34yre8	37.68578	-121.90396	Debris in bike lane.
238	9hyn4d34yre8	37.66403	-121.87431	Pedestrian crossing here is confusing. People ignore the light rather than wait. A dedicated Right turn signal for cars turning from Ray right onto Main might help.
239	9hyn4d34yre8	37.66195	-121.8767	Peters Avenue intersections should all be 4-way stops.
240	7rsc7vx2v299	37.67449	-121.89875	Light on this corner would help drivers see pedestrians— maybe signs too? People blow this stop so often. There's a "35 mile/hour" speed sign at the midsection of the stretch on Valley between Hopyard and Via De Los Millagros - people get "up to speed" and often fly right through it.
241	9n4dxw33ktf9	37.65635	-121.85846	stop non respect by drivers
242	9n4dxw33ktf9	37.66328	-121.85429	so fast drivers
243	2iej2cj8v423	37.66879	-121.89903	Stop signs running all day long by teslas and other Dublin bound
244	48l6el86tg97	37.68184	-121.87988	Speeding traffic in general but especially the increased cars using as a cut through to schools. Roll thru stops from Greenwood.
245	48l6el86tg97	37.68313	-121.88152	Speeding and rolling thru stop signs from Woodthrush.
246	48l6el86tg97	37.68381	-121.88187	Speeding and rolling thru stop sign
247	48l6el86tg97	37.67724	-121.88048	School traffic. Parents park and u turn without looking. Kids not crossing at cross walk and against light and traffic flow. Concerned due to cars turning from Valley and due to shading of trees and general chaos of watching crosswalk traffic then dealing with random u turns, kids on foot and bike against traffic.
248	6gr6zez66624	37.65492	-121.85411	
249	6ix89nug8m6c	37.69892	-121.92059	Speeding vehicles do t see peds or cyclist in the crosswalk
250	84nhd9tr89lu	37.67369	-121.8865	U-turns in the middle of the street and people walking in between cars during morning school drop off.
251	84nhd9tr89lu	37.65484	-121.8564	distracted drivers, unsafe pedestrians, and double parking during drop off and pick up times.

Comment No.	Respondent ID	WKT	What traffic-related concern do you have at this location? (Draw a Line)
1	3az9ire6kks2	LINESTRING (-121.872813 37.692166, -121.874081 37.691785, -121.874978 37.69165, -121.876594 37.692026)	Bike lane is between the traffic lane and the school drop off lane
2	3az9ire6kks2	LINESTRING (-121.876493 37.694548, -121.87387 37.695965, -121.872679 37.696433, -121.871682 37.697827, -121.870404 37.69893, -121.868652 37.69932)	Speeding in 25 mph residential area
3	3az9ire6kks2	LINESTRING (-121.876396 37.694556, -121.875738 37.694058, -121.872853 37.695536, -121.871556 37.696394, -121.870791 37.697658, -121.869978 37.698279, -121.869465 37.698493)	Speeding in a 25 mph residential area. This is a wide street with no center lane markers which makes it feel like a higher speed than 25 mph is safe
4	3az9ire6kks2	LINESTRING (-121.886921 37.696137, -121.889235 37.697892)	Heavy traffic (35mph I think) with long conflict zones between bicyclists and drivers turning into Walmart or onto
5	3az9ire6kks2	LINESTRING (-121.904152 37.681928, -121.904961 37.681781, -121.905529 37.681443)	No Bike Lane
6	3az9ire6kks2	LINESTRING (-121.903729 37.681969, -121.9021 37.682177, -121.900624 37.682938, -121.89928 37.683526, -121.898351 37.683838)	Bicyclists, especially kids going to Hart Middle School ride east in the west bound bike lane
7	3az9ire6kks2	LINESTRING (-121.877159 37.686959, -121.877418 37.687819)	Long conflict zone between bicyclists and drivers moving into the right turn lane onto east bound Stoneridge
8	3az9ire6kks2	LINESTRING (-121.877469 37.688188, -121.877909 37.689171)	4' wide bike lane (including gutter and 6' lane marker) with a storm drain jutting into the bike lane on a 45 mph heavy
9	3az9ire6kks2	LINESTRING (-121.874222 37.66406, -121.874051 37.664733, -121.873939 37.665173, -121.872703 37.670042, -121.872505 37.67329, -121.873215 37.67507, -121.87365 37.676288, -121.87397 37.677221, -121.87421 37.677921, -121.875524 37.681753)	No bike lanes on a high traffic, high speed street in the north bound direction
10	3az9ire6kks2	LINESTRING (-121.873433 37.674668, -121.872683 37.672357)	Southbound Bike lane ends to accommodate parking for the park. Sometime only 1 car blocks the ability of bicyclists to ride safely. Parking should be limited to evenings and weekends during lower traffic times
11	3az9ire6kks2	LINESTRING (-121.857823 37.670521, -121.858474 37.672473, -121.858803 37.672709, -121.861394 37.674566, -121.862696 37.675534)	Very narrow bike lane with an uphill grade and storm drains jutting into the bike lane. This is a heavily vehicle travel corridor
12	3az9ire6kks2	LINESTRING (-121.89702 37.676281, -121.90343 37.680683, -121.903377 37.686058, -121.90337 37.686761, -121.903336 37.690269, -121.903478 37.697677, -121.904327 37.698908)	Northbound all bike lanes stop before a right turn pocket and start again to the left of the right turn lane with no markings to alert drivers of conflict zone. After crossing the intersection bicyclists must cross a merge lane to get to the bike lane. Bike lanes are not protected on this 45 mph street
13	3az9ire6kks2	LINESTRING (-121.920012 37.6712, -121.920852 37.673631)	The only crosswalk for walkers and riders going to school southbound on Foothill is at Oak Creek Dr which forces bicyclists especially to ride illegally southbound in the northbound bike lane.
14	3az9ire6kks2	LINESTRING (-121.927916 37.683246, -121.925642 37.682477, -121.924198 37.681531, -121.923408 37.680504)	Southbound bike lane disappears on a curve with poor sight lines for drivers on this high speed, high traffic corridor
15	3az9ire6kks2	LINESTRING (-121.919543 37.668263, -121.914315 37.662906)	A short segment where shoulder which is used as a bike lane by bicyclists disappears then starts again. I think I have
16	3az9ire6kks2	LINESTRING (-121.886693 37.637213, -121.88661 37.638812)	Narrow road with poor sight lines making it difficult for north bound drivers to see slower moving traffic (especially
17	3az9ire6kks2	LINESTRING (-121.872423 37.699459, -121.873765 37.697689, -121.876159 37.696333, -121.878125 37.694932, -121.878806 37.692453, -121.878631 37.690205, -121.877638 37.686878, -121.877152 37.68532)	Class 2 bike lanes southbound on a 45 mph street that has the highest traffic volumes of any street in the city
18	3az9ire6kks2	LINESTRING (-121.878027 37.687784, -121.877597 37.68666)	Extremely long zebra striped bike lane between through lanes and merge lane on southbound Santa Rita south of

Comment No.	Respondent ID	WKT	What traffic-related concern do you have at this location? (Draw a Line)
19	3az9ire6kks2	LINESTRING (-121.874209 37.677076, -121.87411 37.676819)	Bike lane must cross traffic turning right from southbound Santa Rita - again very heavy traffic intersection.
20	3az9ire6kks2	LINESTRING (-121.87939 37.668235, -121.879546 37.667932, -121.879671 37.667688)	Cars parking during the entire school day in this location force bicyclists into the traffic lane but drivers have poor visibility. This short section (4 cars or so) should be a no parking zone.
21	3az9ire6kks2	LINESTRING (-121.872799 37.672204, -121.872993 37.670459)	School vehicle traffic uses the marked bike lane as a traffic lane in the morning. In the afternoon they use it as a parking
22	3az9ire6kks2	LINESTRING (-121.88166 37.656914, -121.881768 37.656316)	Protected bike lanes were built past PMS except for a short segment at the southwest corner at Bernal. This bike lane is heavily used by children going to school. This was to prioritize vehicle traffic turning left from Bernal instead of children's safety. A bus using the rightmost turn lane had to cross the bike lane marker a bit to make the turn. All traffic must merge into 1 lane immediately anyway so no idea why this was thought to be a good idea. Drivers could wait at the traffic signal
23	3az9ire6kks2	LINESTRING (-121.874537 37.663698, -121.875798 37.664064)	North side of St John is a very wide lane with no bike lane. There is plenty of room
24	3az9ire6kks2	LINESTRING (-121.883996 37.667632, -121.883799 37.667428)	Bridge across the arroyo is very narrow and forces bicyclists to ride in the center of the lane of traffic but many ride in the very narrow "shoulder" which encourages drivers to drive by in the lane. This is dangerous due to the narrowness of the
25	3az9ire6kks2	LINESTRING (-121.879048 37.69222, -121.880899 37.692019, -121.883258 37.690411, -121.886597 37.687797, -121.890227 37.68682, -121.893747 37.685442, -121.894509 37.685212)	No bike lanes on either side of the street which should be fixed once the W Las Positas project is complete. (already 7 years and counting for only phase 1)
26	3az9ire6kks2	LINESTRING (-121.87703 37.691987, -121.876997 37.692042, -121.87697 37.692087)	Flashing beacon for pedestrians crossing W Las Positas is sometimes ignored by drivers even when school children are present. West bound drivers stopped in the inside lane (of 2) often can't see small children crossing southbound. I once saw a small child missed by about 6" when a driver couldn't see him past the car in the lane to his right
27	3az9ire6kks2	LINESTRING (-121.871897 37.699821, -121.871761 37.702395)	No safe way to ride a bicycle past Pimlico and over the Freeway north or south bound
28	3az9ire6kks2	LINESTRING (-121.90476 37.698674, -121.906348 37.69787, -121.906929 37.697575)	No bike lane on either east or west bound
29	3az9ire6kks2	LINESTRING (-121.905201 37.699988, -121.907031 37.702053)	No safe way to cross I-580
30	3az9ire6kks2	LINESTRING (-121.887986 37.698978, -121.887938 37.701675)	Northbound Hacienda the bike lane ends and then starts to the left of merge lane onto I-580. There is no safe way for a
31	3az9ire6kks2	LINESTRING (-121.888183 37.700582, -121.888197 37.699979)	No bike lane markings past the offramps from east bound I-580
32	3az9ire6kks2	LINESTRING (-121.888686 37.69834, -121.889132 37.69793)	bicyclists must cross the right turn lane with no markings to alert drivers
33	3az9ire6kks2	LINESTRING (-121.889518 37.69761, -121.891242 37.696894)	Very long conflict zone with drivers turning southbound
34	3az9ire6kks2	LINESTRING (-121.903287 37.695888, -121.898396 37.695803)	No bike lanes
35	3az9ire6kks2	LINESTRING (-121.902253 37.696093, -121.90333 37.696076)	west bound Bike lane stops on Gibraltar half way to Hopyard
36	3az9ire6kks2	LINESTRING (-121.91947 37.695824, -121.91967 37.696377)	Very long gap in northbound bike lane which starts again to the left of the right turn lane into the Costco gas station with no markings to alert drivers of conflict zone.
37	3az9ire6kks2	LINESTRING (-121.917773 37.692126, -121.918181 37.692563)	Traffic cuts corner by driving into the bike lane. This needs a protect bike lane
38	3az9ire6kks2	LINESTRING (-121.92047 37.698265, -121.918227 37.692457)	No bike lane on southbound Johnson Drive. Bike traffic is directed onto the trail and now a City employee has stated the City has no plan to maintain the trail since it is on Zone 7 property but the City must by agreement maintain an improved
39	3az9ire6kks2	LINESTRING (-121.897317 37.701047, -121.899976 37.703087)	Iron Horse Trail has not been completed through the BART station. Bicyclists must either ride the sidewalk through pedestrians or ride illegally in the bus lanes. This is one of the only places to cross I-580 without going over an overpass
40	3az9ire6kks2	LINESTRING (-121.88355 37.667018, -121.880205 37.663899)	Very narrow bike lane southbound and residents leave garbage cans in the bike lane sometimes on days garbage is not
41	3az9ire6kks2	LINESTRING (-121.890211 37.651668, -121.893925 37.653576, -121.895342 37.6549, -121.896646 37.656718)	roundabouts force bicyclists into the traffic lane as they are too narrow for both drivers and cyclists at the same time and there is no separate bike facility
42	3az9ire6kks2	LINESTRING (-121.880839 37.650661, -121.883422 37.650776, -121.885806 37.650447)	No bike lane. There is a wide lane but a few cars routinely park there. It is not marked as a bike lane
43	3az9ire6kks2	LINESTRING (-121.882395 37.641263, -121.883557 37.640634)	Bike lane ends and starts up again a long distance away forcing bicyclists to cross heavy traffic turning right onto

Comment No.	Respondent ID	WKT	What traffic-related concern do you have at this location? (Draw a Line)
44	3az9ire6kks2	LINESTRING (-121.885434 37.639492, -121.885979 37.639208)	Bicyclists must cross left turning traffic onto northbound I-680 and traffic exiting from southbound I-680 with no
45	3az9ire6kks2	LINESTRING (-121.879123 37.655105, -121.877678 37.656082)	Northbound Sunol before Bernal the bike lane ends. There is an unmaintained trail which is not evident to riders who
46	3az9ire6kks2	LINESTRING (-121.877407 37.656305, -121.872639 37.660624, -121.869366 37.663589)	No bike lane
47	3az9ire6kks2	LINESTRING (-121.869151 37.663894, -121.877583 37.656376)	No bike lane
48	3az9ire6kks2	LINESTRING (-121.856037 37.662955, -121.854017 37.663226, -121.852491 37.66343)	Big bumps from tree roots in the asphalt paving that reach into the vehicle travel lane with the biggest in the bike lane
49	3az9ire6kks2	LINESTRING (-121.876901 37.68483, -121.876611 37.683976)	Often very heavy tree debris and UPS, etc delivery trucks parking in the bike lane at the Golden Fortune Apartments instead of driving into the driveway of the apartment complex
50	3az9ire6kks2	LINESTRING (-121.848288 37.699479, -121.84953 37.701475)	No way to cross I-680 at El Charro in either direction with very heavy traffic to the Outlet Mall and shopping center on the
51	3az9ire6kks2	LINESTRING (-121.848474 37.694007, -121.854895 37.694056)	This 1/2 mi section of the Arroyo Mocho Trail is unimproved from El Charro west to Stoneridge which makes it unsafe for many riders to use. This is important because if it were improved a bicyclist could safely ride past the outlet mall. The trail
52	3az9ire6kks2	LINESTRING (-121.860997 37.66627, -121.859429 37.666663, -121.858149 37.666542, -121.857097 37.666936)	Vehicles parked in the bike lane the whole length of this segment. These are customers of the car repair shops. No parking not enforced.
53	3az9ire6kks2	LINESTRING (-121.875899 37.688148, -121.877556 37.688068)	Very narrow bike lane on a busy section of Stoneridge Dr
54	3az9ire6kks2	LINESTRING (-121.873003 37.672228, -121.890135 37.672155)	This street doesn't have bike lanes (its too narrow) but has sharrows. Riding a bike on this street especially during school pick up and drop off is not safe so bike ride on the sidewalk dodging pedestrians. Dut to 4 nearby schools this is very
55	3az9ire6kks2	LINESTRING (-121.897541 37.641959, -121.89162 37.637683)	No bike lanes on narrow street
56	3az9ire6kks2	LINESTRING (-121.85898 37.65631, -121.855776 37.664607)	No bike lane in northbound direction on Bernal
57	3az9ire6kks2	LINESTRING (-121.904391 37.698241, -121.904043 37.682176)	Only Class II bike lane instead of a protected bike lane on a 45 mph street
58	3az9ire6kks2	LINESTRING (-121.853916 37.670638, -121.857596 37.670182)	Trail ends forcing bicyclists to either ride the wrong way in the bike lane or onto the sidewalk which is too narrow for both bicyclists and pedestrians especially with vegetation that tends to grow into the sidewalk
59	3az9ire6kks2	LINESTRING (-121.850247 37.697488, -121.848844 37.697481)	Long conflict zone with traffic exiting I-580 merging across the bike lane. No green ladder striping
60	3az9ire6kks2	LINESTRING (-121.897067 37.663798, -121.896897 37.662335, -121.89652 37.659093)	No bike lanes or sidewalks northbound past the fairgrounds.
61	98bhr8nma2ea	LINESTRING (-121.908095 37.654088, -121.870067 37.591938)	no bike lanes. speeding cars
62	98bhr8nma2ea	LINESTRING (-121.874001 37.676621, -121.884491 37.640594)	speeding cars
63	7ey2ezr63uz3	LINESTRING (-121.903706 37.688088, -121.903968 37.688138, -121.903812 37.688099, -121.903756 37.68816, -121.90378 37.688117, -121.903872 37.688093, -121.903784 37.688103, -121.903855 37.688137, -121.903851 37.688087, -121.903881 37.68812, -121.903838 37.688097)	protected left turn or crossing guard. drivers are in a rush and almost crash into kids on bikes and scooters

Comment No.	Respondent ID	WKT	What traffic-related concern do you have at this location? (Draw a Line)
64	6hx74ypj8wp6	LINESTRING (-121.924923 37.690117, -121.924946 37.690127, -121.925109 37.690354, -121.924647 37.68955, -121.924374 37.688841, -121.923736 37.688159, -121.922956 37.687521, -121.921941 37.686545, -121.920947 37.68514, -121.920664 37.684518, -121.920189 37.684701, -121.91973 37.684685, -121.919389 37.684709, -121.918999 37.684447, -121.918525 37.683933, -121.91837 37.683722, -121.917809 37.683187, -121.917295 37.682585, -121.916739 37.681072, -121.916201 37.679747, -121.91623 37.678865, -121.916508 37.678226, -121.916504 37.677751, -121.916316 37.677246)	driving going 40+ MPH especially during busy days at park or when families are walking in the neighborhood. my 81 year old grandfather walks that and is nearly hit often
65	4h6ons8hr87i	LINESTRING (-121.904265 37.654768, -121.904113 37.655532, -121.905094 37.655332, -121.904682 37.655521, -121.905184 37.655247, -121.905376 37.655125, -121.904194 37.655715, -121.903628 37.655878, -121.902587 37.656224, -121.900942 37.656928, -121.900415 37.657111)	No space for bicycles and cars to cross bridge and cars coming too close to bicycle pavement lines.
66	8p6mef44orf7	LINESTRING (-121.918525 37.692463, -121.91868 37.692783, -121.918356 37.691971, -121.911611 37.690494, -121.907657 37.691292, -121.902642 37.691591)	Bike path
67	8p6mef44orf7	LINESTRING (-121.918545 37.694968, -121.915264 37.686533, -121.915107 37.684923, -121.914794 37.681455, -121.911272 37.675508, -121.911194 37.673031, -121.907138 37.665287, -121.905729 37.661074, -121.901023 37.657113, -121.898836 37.657863, -121.899018 37.659017)	Better bike path needed
68	7t2bus3xih83	LINESTRING (-121.869208 37.663153, -121.856834 37.662843)	The pavement is really bad on Vineyard. Bikes get flat tires or have to weave into traffic to avoid broken pavement.
69	37cig3yup4c4	LINESTRING (-121.884291 37.667975, -121.896895 37.675926)	People passing bikes too closely creating a hazard. A physical barrier beyond bollards should be installed on Hopyard because of all the traffic coming from downtown towards I580/I680.
70	37cig3yup4c4	LINESTRING (-121.903741 37.681754, -121.902741 37.681768, -121.890121 37.686591, -121.887604 37.687283, -121.885968 37.687975, -121.882018 37.6913, -121.880495 37.692041, -121.878778 37.692079)	Physical barrier is needed, due to the wide nature of this road. Drivers see this as a high speed zone, resulting in hazards to pedestrians and bikes.

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71	37cig3yup4c4	LINESTRING (-121.935599 37.700459, -121.934694 37.696593, -121.930466 37.688759, -121.930061 37.687448, -121.929573 37.685002, -121.928542 37.683677, -121.927125 37.682875, -121.925678 37.682511, -121.92442 37.6818, -121.92364 37.68084, -121.922072 37.677482, -121.921345 37.675588, -121.919232 37.669603, -121.919258 37.66871, -121.91922 37.668183, -121.917973 37.666309, -121.917479 37.66566, -121.911197 37.659884, -121.904122 37.647683, -121.900512 37.644929, -121.899231 37.642936, -121.897314 37.641792, -121.895254 37.640648, -121.893972 37.639609, -121.891613 37.637932, -121.89133 37.637546, -121.885783 37.628891, -121.883743 37.626235, -121.882952 37.624767, -121.883243 37.619958, -121.882542 37.616801, -121.880902 37.61325, -121.879622 37.612283, -121.877735 37.607939, -121.877606 37.606283, -121.87846 37.60573, -121.878494 37.60336, -121.879218 37.602706, -121.879108 37.601959, -121.879866 37.601627)	Install a physical barrier beyond bollards that will separate high speed vehicular traffic from bicycles and pedestrians. Foothill High School is a particularly hazardous area because of parents driving during school drop-off and pickup times.
72	37cig3yup4c4	LINESTRING (-121.869859 37.66316, -121.877518 37.6564, -121.878895 37.655547, -121.879663 37.654629, -121.879994 37.652759, -121.880437 37.65054, -121.880905 37.648653, -121.881311 37.647617, -121.881644 37.643067, -121.881925 37.641649, -121.883055 37.64083, -121.88543 37.639499, -121.886531 37.638815, -121.886977 37.638271, -121.886759 37.637039)	Physical barriers need to be installed to separate high speed vehicular traffic from bicycles and pedestrians along 1st St
73	266tiy874g89	LINESTRING (-121.893273 37.67683, -121.893519 37.676782, -121.894148 37.676838, -121.895133 37.676692, -121.896158 37.676481, -121.896856 37.675928, -121.897135 37.675598, -121.898283 37.674461, -121.89928 37.672956, -121.899321 37.672585, -121.89934 37.671783, -121.899094 37.670663, -121.898643 37.669672, -121.898355 37.668893, -121.898133 37.668209, -121.89762 37.667381, -121.897272 37.666211, -121.896902 37.665286, -121.89721 37.664068, -121.897107 37.663689, -121.897579 37.662861, -121.897231 37.662049, -121.897251 37.660798, -121.897005 37.660035, -121.897395 37.659223, -121.897169 37.658541, -121.897025 37.657875)	Cars speed and don't stop.
74	9wd368hce9x3	LINESTRING (-121.935654 37.696809, -121.925008 37.687348, -121.927726 37.688244, -121.920261 37.672672, -121.917317 37.668727)	Speeders.

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75	8ce42xht9ny6	LINESTRING (-121.916231 37.677191, -121.91626 37.677153, -121.916229 37.677134, -121.916218 37.677106, -121.916196 37.67708, -121.916177 37.677032, -121.916157 37.676978, -121.916133 37.676924, -121.9161 37.676865, -121.916072 37.676815, -121.91604 37.676761, -121.916009 37.676715, -121.915985 37.676681, -121.915968 37.676644, -121.915941 37.676616, -121.915919 37.676594, -121.915883 37.67655, -121.915848 37.676505, -121.915801 37.676464, -121.915776 37.676427, -121.915754 37.676396, -121.915722 37.67637, -121.915691 37.676333, -121.915664 37.67631, -121.915631 37.676281, -121.915595 37.676258, -121.915459 37.676169, -121.91539 37.676109, -121.915321 37.676055, -121.915246 37.675991, -121.915203 37.675877, -121.915159 37.675797, -121.91509 37.675728, -121.916199 37.677182, -121.916249 37.677241, -121.916305 37.677331, -121.91633 37.67741, -121.91638 37.677455, -121.91643 37.677534, -121.916455 37.677603, -121.916499 37.677702, -121.91648 37.677787, -121.916505 37.67795, -121.916505 37.678039, -121.91653 37.678128, -121.916486 37.678237)	Congested. Cars parked at cross section. Kids do not check when crossing roads. Cars driving on wrong lanes when school pickups due to backup on lanes. This is dangerous and can cause accidents.
76	8kt9c28fle6w	LINESTRING (-121.873217 37.700113, -121.876033 37.695994)	This sanction of Santa Rita is too dangerous to ride a bike. Is there any eay to add a safe bike lane here?
77	7ox3u68kgc3u	LINESTRING (-121.878945 37.692228, -121.880659 37.692114, -121.882341 37.691301, -121.88499 37.688783, -121.886923 37.687609, -121.890356 37.686764, -121.894267 37.685218)	No Bike Lane
78	7ox3u68kgc3u	LINESTRING (-121.9041 37.681927, -121.905073 37.681771, -121.905567 37.681443)	No Bike Lane
79	4yc8vaf6ni33	LINESTRING (-121.87283 37.669492, -121.873233 37.667388, -121.872961 37.669515, -121.87338 37.667642, -121.873408 37.667266, -121.873442 37.667117)	speeding, running of red lights, yielding to pedestrians, double parking, running stop signs.
80	4ua8pst4ym26	LINESTRING (-121.877493 37.687977, -121.872874 37.688073, -121.869805 37.689179, -121.867617 37.691295, -121.865763 37.692762, -121.86385 37.6934, -121.857164 37.693448, -121.855675 37.693689, -121.853882 37.695035, -121.852636 37.69655, -121.851086 37.697247, -121.848199 37.697368)	I would like to see a better bike facility

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81	6mf6xei4svx4	LINESTRING (-121.877759 37.687924, -121.87758 37.688017, -121.877611 37.687819, -121.877583 37.687561, -121.877391 37.687355, -121.877418 37.686786, -121.877229 37.686565, -121.876946 37.68609, -121.876971 37.685748, -121.876897 37.685485, -121.876787 37.685057, -121.876669 37.684752, -121.876504 37.684361, -121.877407 37.68791, -121.877058 37.687897, -121.876746 37.688025, -121.876518 37.688004, -121.876216 37.688049, -121.875977 37.687921, -121.875618 37.687929, -121.875209 37.687965, -121.874728 37.687973, -121.877341 37.687801, -121.876471 37.684459, -121.876422 37.683969, -121.876384 37.683377, -121.876257 37.682978, -121.876168 37.682476, -121.875923 37.682155, -121.875695 37.681683, -121.875371 37.68082, -121.875053 37.680392, -121.875097 37.679883, -121.874987 37.679711, -121.874413 37.677891, -121.874265 37.677481, -121.874141 37.676921, -121.87407 37.676566, -121.873336 37.674932, -121.873147 37.674491, -121.872809 37.673725, -121.872735 37.673365, -121.8726 37.672424, -121.872628 37.672174, -121.872699 37.671595, -121.872781 37.671005, -121.872803 37.670373, -121.872959 37.669956, -121.873635 37.670164, -121.873736 37.670391, -121.874206 37.669958, -121.874321 37.669355, -121.874329 37.669008, -121.875424 37.668505, -121.875937 37.66785, -121.875539 37.667321, -121.875613 37.666935, -121.875621 37.666278, -121.875262 37.665953, -121.873931 37.66522, -121.873596 37.665298, -121.873385 37.665924, -121.872958 37.666934, -121.873029 37.66795, -121.872746 37.668091, -121.872571 37.668509, -121.87259 37.668819, -121.872519 37.669644, -	Heavy traffic, jaywalking, not enough traffic sign, wrong way and wrong turn
82	69z3dyg8brl7	LINESTRING (-121.883844 37.641713, -121.88356 37.640925, -121.881145 37.644075)	Prone to cause accidents.
83	69z3dyg8brl7	LINESTRING (-121.885759 37.640042, -121.882588 37.64058)	Prone to accidents.
84	4eri64879f2y	LINESTRING (-121.875177 37.661671, -121.875324 37.661962, -121.872503 37.671592, -121.872871 37.665884, -121.868824 37.665651, -121.875961 37.660318, -121.875667 37.661309, -121.875336 37.6616)	Overspeeding and drivers not paying attention to pedestrians
85	7yb37tp97hm8	LINESTRING (-121.887474 37.687437, -121.888218 37.687264, -121.888832 37.68709, -121.903598 37.681854, -121.884187 37.688928, -121.882478 37.690939)	Uneven surfaces and poor road upkeep.
86	2on2ecp7wy9l	LINESTRING (-121.875959 37.660761, -121.876212 37.660255, -121.873728 37.659373, -121.872866 37.66036, -121.873291 37.660496, -121.873971 37.660031, -121.875959 37.660753)	Pedestrians, bikes, vehicles and ice cream (which I love but...)
87	4poi8otm3wv9	LINESTRING (-121.877688 37.691956, -121.873826 37.691867, -121.868216 37.694036)	Double and triple parking, red curb parking, unsafe crossing/jay-walking, speeding.

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88	862dhs8gnx44	LINESTRING (-121.866735 37.681628, -121.873769 37.681758, -121.87189 37.680206, -121.870055 37.679034, -121.869266 37.678491, -121.868725 37.677995, -121.868157 37.677073, -121.86864 37.67678)	Speeding!
89	862dhs8gnx44	LINESTRING (-121.875497 37.681769, -121.875497 37.681409, -121.875184 37.681679, -121.877175 37.685235, -121.874989 37.680683, -121.874221 37.678117, -121.874022 37.677554, -121.873595 37.676608, -121.873652 37.676271, -121.873567 37.67555)	Speeding and red light runners
90	68jyg42dnh87	LINESTRING (-121.918335 37.666666, -121.915336 37.663777)	There's barely any room to safely bike on the road and cars drive 45-55 mph here.
91	2bv8fro39mj7	LINESTRING (-121.885924 37.67278, -121.872571 37.672062, -121.873876 37.665774, -121.884286 37.668072, -121.890089 37.671891, -121.886356 37.672711)	cyclists not leaving the sidewalk for walkers
92	7zo7d98hap7a	LINESTRING (-121.881563 37.65684, -121.881569 37.656826, -121.881558 37.656854, -121.881541 37.656885, -121.881522 37.656931, -121.881485 37.656964, -121.881426 37.656945, -121.881365 37.656935, -121.881311 37.656929, -121.881277 37.656927)	Cars trying to turn Right while students are crossing
93	7zo7d98hap7a	LINESTRING (-121.881437 37.657144, -121.881445 37.65711, -121.881462 37.657095, -121.881492 37.657079, -121.881526 37.657086, -121.88157 37.657097)	Cars turning R while students are crossing
94	7zo7d98hap7a	LINESTRING (-121.873819 37.665233, -121.873828 37.665242, -121.873776 37.66532, -121.873737 37.665423, -121.873825 37.665454, -121.873923 37.665504, -121.874016 37.665523)	Cars trying to make an unprotected left turn on a busy street and not paying attention to students/pedestrians
95	8db8kxb8wu23	LINESTRING (-121.873857 37.666036, -121.873907 37.666193, -121.872917 37.671992, -121.87785 37.687239, -121.878528 37.693982, -121.875261 37.696746, -121.872934 37.698783, -121.87239 37.701015)	This whole a section of Santa Rita is a cross town route full of stores, but it's full of speeding traffic and lacks bike infrastructure other than a strip of paint.
96	8db8kxb8wu23	LINESTRING (-121.863288 37.675532, -121.862248 37.67467, -121.859228 37.67232, -121.858585 37.671771, -121.858486 37.67036)	Fix gap in iron horse trail
97	8db8kxb8wu23	LINESTRING (-121.883304 37.690565, -121.885383 37.69225, -121.888156 37.69413, -121.891175 37.696166, -121.89628 37.699692)	Pedestrian crossings along the trail don't work well. Pedestrian crossing like takes too long to come on, at Owen's the crossing is inexplicably broken into two phases

Comment No.	Respondent ID	WKT	What traffic-related concern do you have at this location? (Draw a Line)
98	3tx6yze6nk63	LINESTRING (-121.897885 37.6838, -121.897809 37.683813, -121.897446 37.683949, -121.896293 37.684299, -121.894488 37.684879, -121.892512 37.685633, -121.890618 37.686407, -121.890112 37.686631, -121.889404 37.68684, -121.888637 37.686996, -121.887712 37.687229, -121.887111 37.687448, -121.886091 37.68788, -121.885312 37.688353, -121.884843 37.688707, -121.883797 37.68959, -121.882655 37.690643, -121.881799 37.691368, -121.881311 37.691623, -121.881006 37.691759, -121.88059 37.691915, -121.879965 37.691988, -121.878985 37.691964, -121.878438 37.691983)	Uneven, damaged pavement that creates ponding and large puddles that fill with rain.
99	7ux6czt8hb77	LINESTRING (-121.903119 37.681801, -121.903722 37.681829, -121.900816 37.682586, -121.895216 37.684577, -121.890538 37.686036, -121.88703 37.687354, -121.881434 37.691422, -121.878492 37.691983, -121.881009 37.688253, -121.882284 37.688113, -121.884623 37.688057, -121.884978 37.688393, -121.880016 37.688421, -121.878351 37.687692)	This road is terrible. I'm surprised cars don't fly over these bumps
100	7rsc7vx2v299	LINESTRING (-121.898882 37.674111, -121.899661 37.672236, -121.899564 37.671902, -121.898394 37.669435)	Along Valley and the three intersections: Valley and Via de Los Millagros, Valley and Hansen, Valley and Paseo Santa Cruz - so many drivers fly through those intersections. Del Prado on the west feeds Walnut Grove and so many families simply can't let their kids walk to school using those connectors - drivers are not safe and will even avoid the 580/680 merge
101	9n4dxw33ktf9	LINESTRING (-121.857117 37.661119, -121.85671 37.660981, -121.856154 37.660372, -121.855446 37.659767, -121.854301 37.658998, -121.853492 37.65873, -121.853078 37.658695)	so fast drivers all over 25 mph
102	9n4dxw33ktf9	LINESTRING (-121.858672 37.657258, -121.858464 37.658181, -121.858344 37.658697, -121.857635 37.660048, -121.857541 37.660739, -121.857149 37.661445, -121.857068 37.661756, -121.857018 37.661981)	down hill overspeeding
103	8fz2j3936yj4	LINESTRING (-121.925174 37.690428, -121.924681 37.689484, -121.924502 37.688959, -121.924275 37.688617, -121.922018 37.686584)	Enhanced crosswalk markings Speed cushions Radar feedback signs Additional stop signs High-visibility signage (STOP or SLOW) Bike lanes to visually narrow the roadway Bulb-outs/curb extensions to shorten crossing distances

Community Engagement Strategy

Project Website and Online Tools

A dedicated project website (pleasantontransportationsafety.com) was developed to serve as a central hub for information and engagement. The website included project updates, meeting materials, and opportunities for public participation.

An interactive GIS-based mapping tool (Maptionnaire) and online survey were used to collect location-specific feedback from the community. Residents were able to identify safety concerns and provide input on specific corridors and intersections.

These tools generated:

- **184 respondents**
- **251 location-specific concerns**
- **103 corridor-level concerns**

This data provided valuable insights into community-identified safety issues across the city.

Transparency and Use of Public Input

The City maintained a transparent and collaborative process throughout the development of the PTSAP. The project website was regularly updated to provide information and keep the public informed.

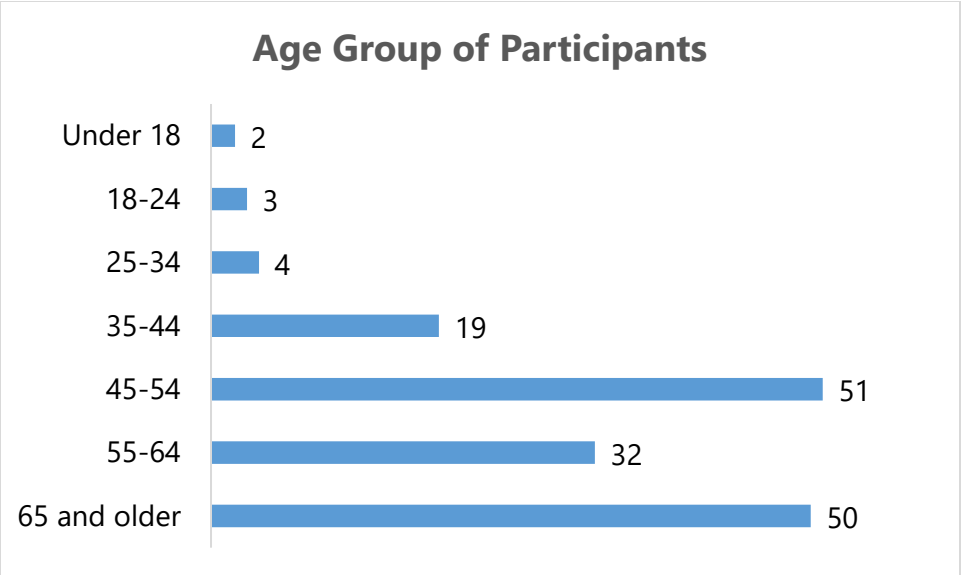
Public input collected through meetings, surveys, and the interactive mapping tool was compiled and analyzed to:

- Identify priority safety concerns
- Inform the development of countermeasures
- Support the prioritization of safety projects

This ensured that community feedback directly influenced the final recommendations of the Plan.

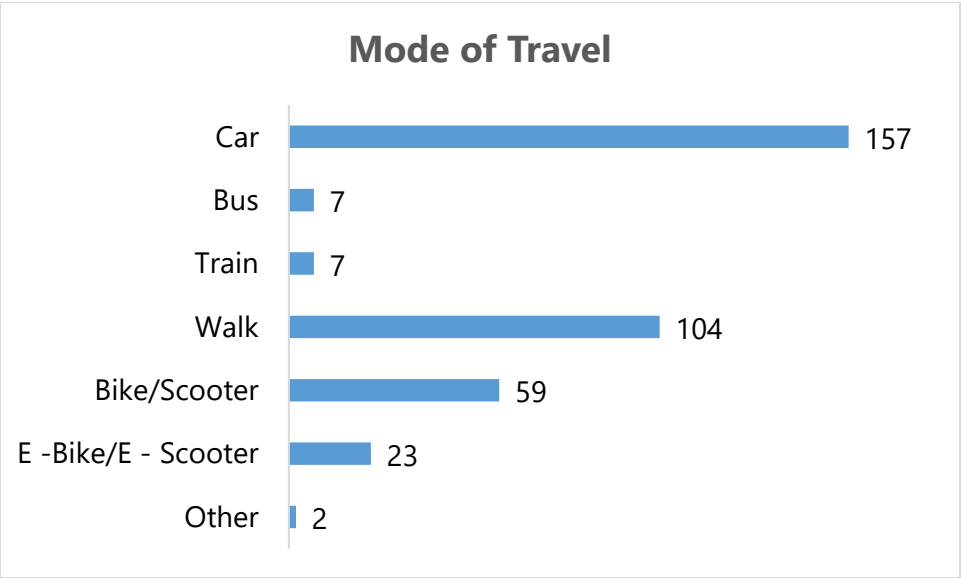
Age Group

The age distribution of survey participants indicates that the majority of respondents were older adults, with the highest participation coming from individuals aged 45–54 (51 respondents) and 65 and older (50 respondents). This was followed by participants aged 55–64 (32 respondents) and 35–44 (19 respondents), showing strong engagement from middle-aged and senior populations.



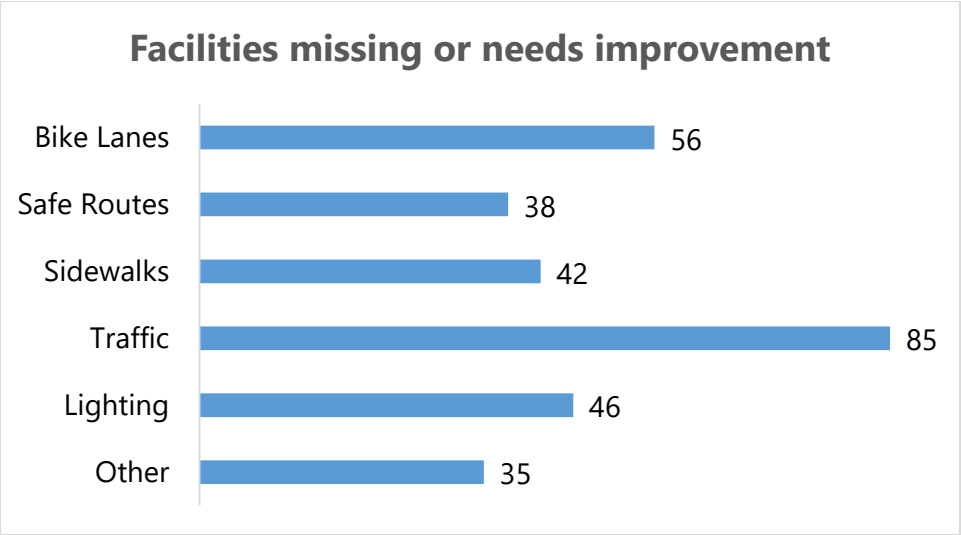
Travel Modes

Driving a personal vehicle is by far the most common mode of travel in Pleasanton, reported by 157 respondents, followed by walking with 104 respondents. A notable share of participants also uses standard bicycling (59 respondents) and electric bikes or e-scooters (23 respondents). In contrast, only limited use was reported for public transit options such as bus (7 respondents) and train (7 respondents). A small number of residents reported using other unspecified modes of travel (2 respondents). Overall, the results indicate a firm reliance on personal vehicles, with walking and cycling serving as meaningful secondary modes of travel.



What Is Missing or Needs Improvement

Respondents identified traffic management as the most frequently cited infrastructure gap, selected by 85 participants. This was followed closely by the need for more bike lanes (56 respondents), improved lighting (46 respondents), better sidewalks (42 respondents), safer routes (38 respondents), and other concerns (35 respondents). The results highlight a strong community desire for both safer active transportation infrastructure and improved traffic control across the city.



Top Safety Concerns on Streets

Respondents identified speeding vehicles as the top safety concern on Pleasanton streets, with 123 selections. Running red lights or stop signs was a close second (113 respondents), followed by distracted driving such as cell phone use (102 respondents). Additional concerns included unsafe left turns at intersections (38), poor visibility at intersections (33), drivers following too closely (29), and other issues (25). Overall, the results underscore a strong community emphasis on unsafe driver behavior as the primary threat to road safety in the city.



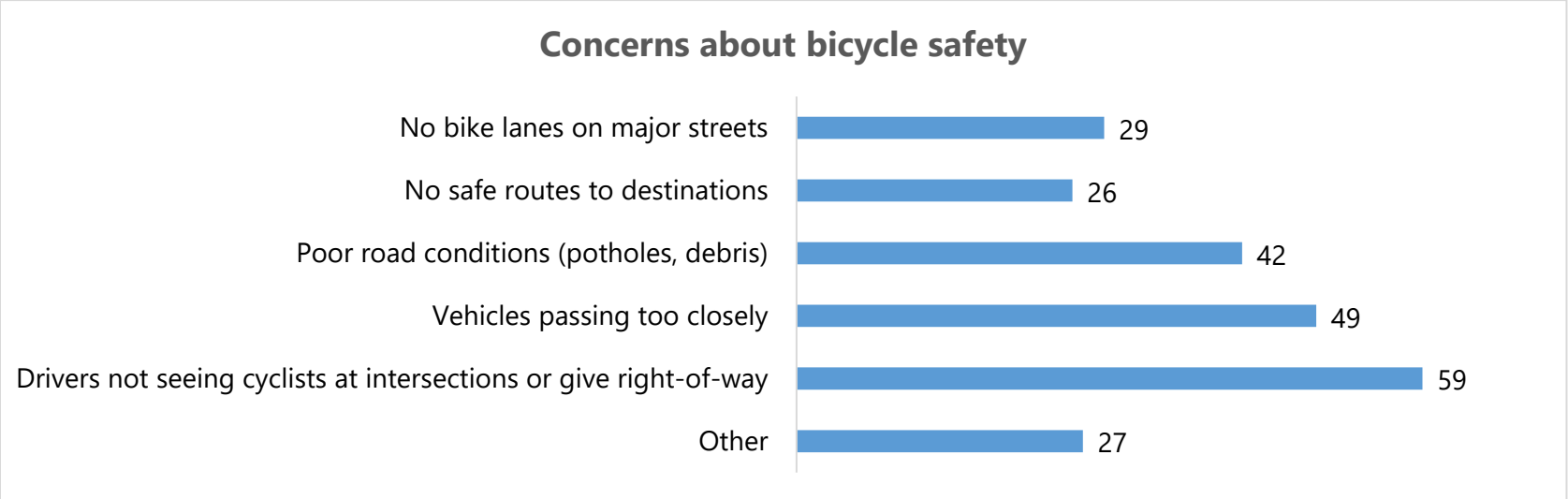
Pedestrian Safety Concerns

Among pedestrian safety concerns, drivers not yielding at crosswalks was the most frequently selected issue, cited by 104 respondents. Vehicles turning without looking for pedestrians followed closely with 95 selections. Additional concerns included poor or absent lighting at night (35 respondents), no safe place to cross major streets (29 respondents), missing or fading crosswalks (23 respondents), and other concerns (20 respondents). These results point to a strong need for improved crosswalk enforcement, pedestrian signaling, and lighting to protect people on foot.



Bicycle Safety Concerns

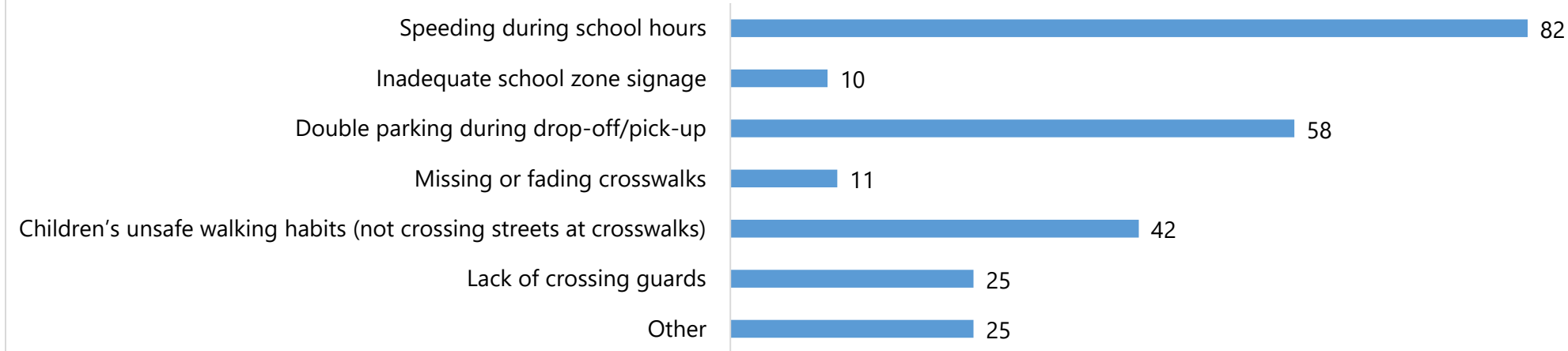
Cyclists most frequently reported that drivers failing to see them or yield right-of-way at intersections is their top safety concern, cited by 59 respondents. Vehicles passing too closely was the second most common concern (49 respondents), followed by poor road conditions such as potholes and debris in bike lanes (42 respondents). Other concerns included the absence of bike lanes on major streets (29 respondents), no safe routes to destinations (26 respondents), and other issues (27 respondents). Collectively, these findings highlight the need for better-designed, well-maintained, and clearly visible bicycle infrastructure throughout the city.



Safety Concerns Around Schools

School-zone safety was a prominent concern among survey participants. Speeding during school hours was the most widely selected issue, cited by 82 respondents. Double parking during drop-off and pick-up was the second most common concern (58 respondents), followed by children’s unsafe walking habits such as not crossing at crosswalks (42 respondents). Lack of crossing guards (25 respondents), other concerns (25 respondents), missing or fading crosswalks (11 respondents), and inadequate school zone signage (10 respondents) were also noted. These results reflect a clear need for targeted interventions near schools to protect students and families.

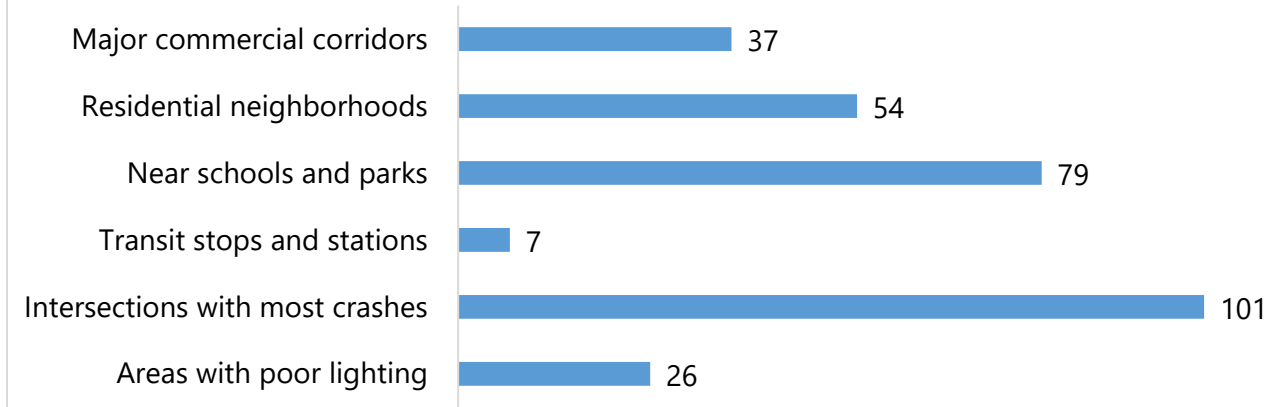
Safety concerns around your schools



Where Should the City Focus Safety Improvements

When asked where the city should prioritize safety improvements, respondents most strongly identified intersections with the highest crash rates, selected by 101 participants. Areas near schools and parks came in second (79 respondents), followed by residential neighborhoods (54 respondents), major commercial corridors (37 respondents), areas with poor lighting (26 respondents), transit stops and stations (7 respondents), and other locations (9 respondents). Overall, the results reflect a community focus on high-risk intersections and locations where vulnerable users — including children, pedestrians, and cyclists — are most likely to be present.

Where to focus on safety improvements



The community engagement effort received a total of 354 unique comments and 613 traffic concerns through the interactive map platform. Of these traffic concerns, 251 comments were point-specific, typically located at intersections, while 103 comments were line-based, identifying concerns along roadway corridors. Each public comment was categorized into one or more of the following themes:

- Sign Upgrades / Traffic Sign Violations
- School Safety
- Signal Upgrade
- Bicycle Safety
- Pedestrian Safety
- Intersection Safety
- Speeding
- Limited Visibility
- Turning Movements (Right or Left Turns)
- Pavement Condition
- Narrow Road
- Road Safety

