

Implementable Actions

Action No.	Action	Description	Timeline	Performance Measure	Responsible Partners	City Resource
A.1	Transportation Safety Committee	Create and Maintain interdisciplinary stakeholder group to oversee implementation and coordinate across City departments and partners	Short-Term	Minimum of 2 meetings annually; annual progress summary	Traffic Engineering, Police, Public Works, LPFD, LAVTA, Senior Community, Bike Pedestrian Trails Committee, Hacienda Business Park, Chamber of Commerce, PUDS)	Low
A.2	Educational outreach team and Campaign	Create an Educational outreach Team that will outline 2 outreach campaigns per year. Outreach programs include A-3 through A-9. Conduct campaigns focused on speeding, distracted driving, and impaired driving, prioritizing High Injury Network corridors	Short-Term	2 campaigns conducted annually; estimated audience reached	PUSD, LAVTA, LPFD, Police	Medium–High
A.3	Targeted Outreach	Conduct impaired driving outreach near alcohol-serving establishments	Short-Term	Number of outreach events conducted annually	Police, Community Partners	Medium–High
A.4	Police Academy Training	Integrate Safe System principles into Police Academy and Safety Officer training	Short-Term	Training modules implemented; number of personnel trained	Police Department	Medium–High
A.5	Senior Awareness Campaign	Educational outreach team to Develop campaigns focused on improving safety for older drivers and pedestrians	Medium-Term	Number of campaigns; participation rates	Community Organizations, Police	High
A.6	Safe Routes to School Education	Education Team to Provide traffic safety education for students and families	Medium-term	Number of schools served; number of participants	PUSD	Medium–High
A.7	Rapid Response Safety Communication	Implement communication protocol following severe or fatal collisions	Short-Term	Number of communications issued; response time	Police, Communications Team	Medium–High

Action No.	Action	Description	Timeline	Performance Measure	Responsible Partners	City Resource
A.8	Safe Routes Programs	Expand programs for seniors, parks, and persons with disabilities	Medium-Term	Number of programs implemented annually	Community Groups, Parks, Schools	Medium
A.9	Share the Road Program	Educational Team Promote safe interaction between motorists, bicyclists, and pedestrians	Medium-Term	Campaign reach; engagement metrics	Police, Advocacy Groups	Medium
A.10	Alcohol Use Disorder Programs	Support screening, intervention, and referral programs for impaired driving prevention	Long-Term	Number of participants served annually	Health Partners, Police	Medium
A.11	Dedicated PTSAP Funding	Establish sustainable funding stream for PTSAP implementation	Short-Term	Annual funding allocated in City budget	Finance, Traffic Engineering, Public Works, City Manager, City Council	Medium-High
A.12	Future Plans & Policy Integration	Integrate safety into City plans, policies, and design standards	Short-Term	Number of plans updated; adoption of safety standards	Community Development, Risk Management, City Council	Low
A.13	Collision Map & Website	Maintain public-facing collision map and PTSAP website	Short-Term	Website updates; number of public views	IT Department, Traffic Engineering	Medium
A.14	Community Safety Reporting Tool	improve existing community-based reporting platform for safety concerns	Short-Term	Number of reports submitted; response time	IT, Engineering, Police	Low
A.15	Collision Data Quality Program	Improve completeness and usability of collision data	Medium - Term	% of complete records; improved reporting accuracy	Police, Traffic Engineering,	Medium
A.16	Bicycle & Pedestrian Counts	Maintain multimodal count program	Existing	Number of count locations tracked annually	Traffic Engineering	Medium
A.17	Annual PTSAP Internal Report	Edit internal report and provide it to the City Council	Short-Term	Annual internal report to be published; Council presentations completed	Traffic Engineering, Police	Medium

2. SAFE ROADS

(Street design, operations, maintenance, and infrastructure strategies that reduce collision risk and severity)

The City of Pleasanton prioritizes safety improvements along the High Injury Network (HIN) as a primary strategy to reduce traffic fatalities and serious injuries. In addition to targeted corridor improvements, the City will enhance signal operations, strengthen design standards, and maintain infrastructure to support a safer, multimodal transportation system.

Action No.	Safety Strategy	Description	Timeline	Performance Measure	Responsible Partners	City Resource
SR.1	High Injury Network Improvements	Secure grant funding and implement safety projects on priority HIN corridors and intersections	On-Going	Number of projects delivered; miles of corridor improved	Traffic Engineering, Public Works	High
SR.2	Safety Project List	Maintain list of safety projects based on collision risk, community input, and PTSAP goals	On-Going	Number of updates to project list annually	Traffic Engineering	Low
SR.3	Traffic Collision Corrective Actions	Identify systemic risks based on recent severe collisions and implement targeted improvements	Short-Term – On-Going	Action plan developed; number of locations addressed annually	Traffic Engineering, Police, Public Works,	Medium
SR.4	Quick-Build Safety Projects	Implement low-cost, quick-build safety treatments such as striping, signage, and delineation	Medium-Term	Number of locations treated annually	Engineering, Public Works	Low
SR.5	Priority Corridor Design	Develop conceptual and final designs for priority corridors and pursue funding	Medium-Term	Number of corridor designs completed; funding secured	Traffic Engineering	Medium
SR.6	Signal Timing Updates	Update signal timing plans to improve safety and operations for all modes	Short-Term	Percentage of signals updated	Traffic Engineering	Medium
SR.7	Intelligent Transportation Systems (ITS)	Deploy ITS technologies including artificial intelligence, advanced detection systems, and real-time monitoring on HIN corridors	Long-Term	Number of ITS systems implemented or upgraded annually	Traffic Engineering, Police	High
SR.8	Design Standards Update	Update and apply multimodal design standards and guidelines to all transportation projects	Short-Term – On-Going	Standards updated every 5 years; % of projects compliant	Traffic Engineering, Public Works	Medium
SR.9	Vegetation Management	Maintain clear visibility at intersections, crossings, and along corridors through proactive trimming	On-Going	Number of priority locations improved annually	Public Works, Traffic Engineering	Low

Action No.	Safety Strategy	Description	Timeline	Performance Measure	Responsible Partners	City Resource
SR.10	Pavement Marking & Signage Maintenance	Maintain and refresh markings and signage to ensure visibility and compliance	On-Going	% of HIN corridors meeting visibility standards	Public Works, Traffic Engineering	Medium
SR.11	Street Lighting & Signal Maintenance	Inspect and repair lighting and signal equipment to improve nighttime safety	On-Going	% of reported issues resolved within target timeframe	Public Works, Traffic Engineering	Medium
SR.12	Protected Turn Phasing & LPIs	Evaluate, prioritize and Install protected turn phases and leading pedestrian intervals at intersections	Medium-Term	Number of intersections upgraded	Traffic Engineering	Medium
SR.13	High-Visibility Crosswalks	Install high-visibility crosswalks near schools, parks, and senior facilities	Medium-term	Number of crosswalks upgraded or installed annually	Public Works, Traffic Engineering	Medium
SR.14	Sidewalk & ADA Improvements	Create priority ranking and mapping of sidewalks and curb ramp upgrades to improve accessibility on priority routes	Medium-Term	Number of ADA deficiencies corrected annually	Public Works	Medium
SR.15	Bicycle Network Expansion	Expand and enhance low-stress bicycle network per Active Transportation Plan	On-Going	Miles of bicycle facilities installed or upgraded	Traffic Engineering, Public Works	High
SR.16	Pedestrian Crossing Improvements	Install and upgrade pedestrian crossing treatments along HIN corridors	On-Going	Number of crossings installed or upgraded annually	Traffic Engineering, Public Works	High

3. SAFE ROAD USERS

(Education, encouragement, enforcement, and mobility strategies that support safer behavior)

This section focuses on reducing high-risk behaviors through coordinated education, outreach, and targeted enforcement, while supporting safer travel choices for all roadway users. Strategies emphasize speeding, impairment, distraction, and yielding behaviors, and prioritize high-risk times and locations such as school travel periods, special events, and late-night hours.

Achieving the goals of the PTSAP requires shared responsibility and a community-wide culture of safety alongside engineering and policy improvements.

Action No.	Safety Strategy	Description	Timeline	Performance Measure	Responsible Partners	City Resource
SU.1	Safety Education Campaigns	Conduct campaigns focused on speeding, impaired driving, and distracted driving	Short-Term – On-Going	Number of people reached annually; number of campaigns conducted	Traffic Engineering Police, PUSD	High
SU.2	Targeted Outreach	Conduct outreach near alcohol-serving establishments, events, and entertainment areas	Medium-Term	Number of outreach events conducted annually	Police, City Manager's Office, Community Development	Medium
SU.3	Mode Shift Programs	Promote transit, carpooling, micromobility, and commute reduction programs	Long-Term	Transit ridership trends on priority corridors	Community Development, LAVTA, Alameda CTC	High
SU.4	First- and Last-Mile Improvements	Improve pedestrian and bicycle access to transit stops and stations	Medium-Term	Number of transit stops improved	Community Development, LAVTA	Medium
SU.5	Late-Night Travel Options	Promote transit, rideshare, and other alternatives to impaired driving	Long-Term	Reduction in DUI-related collisions; number of campaigns conducted	Community Development, LAVTA	High
SU.6	Safe Routes to School Program Expansion	Expand and maintain Safe Routes to School program using collision data and HIN corridors	Short-Term – On-Going	Program expanded; number of participating schools	, PUSD, Police, ,Traffic Engineering	Medium
SU.7	Safe Routes to School Promotion	Expand programs and infrastructure supporting safe school travel	Medium-Term – On-Going	Number of participating schools; participation rates	PUSD, Police, Traffic Engineering	Medium

Action No.	Safety Strategy	Description	Timeline	Performance Measure	Responsible Partners	City Resource
SU.8	Police Training (PTSAP Integration)	Integrate PTSAP principles into police training and enforcement practices	Short-Term – On-Going	Number of officers trained annually	Police Department	Low
SU.9	Automated Red-Light Enforcement	Evaluate, adopt and Implement automated red-light enforcement at high-risk intersections to reduce violations and improve compliance with traffic signals	Short-Medium Term	Reduction in red-light running violations and related collisions	Police, Community Development	Medium

Bicyclists and Pedestrians (Vulnerable Road Users)

Action No.	Safety Strategy	Description	Timeline	Performance Measure	Responsible Partners	City Resource
VRU.1	Bicycle Pedestrian Master Plan	Develop and maintain the City's Active Transportation Plan	On-Going	Plan adoption and updates within 5 years	Traffic Engineering, Planning, Police, Public Works, LAVTA, PUSD, Bike Pedestrian Trails Committee	High
VRU.2	Senior Awareness Program	Conduct outreach to improve driver awareness of older pedestrians	Medium-Term	Trends in collisions involving seniors	Police, Library and Recreation Department	Medium
VRU.3	Bicycle Safety Programs	Provide bicycle education, helmet giveaways, and repair services	Medium-Term	Participation levels; trends in bicycle collisions	Police, Bike East Bay	Low
VRU.4	Walking and Bicycling Encouragement	Conduct bike rodeos, bike buses, and walking programs	Medium-Term	Trends in walking and bicycling mode share	Police, PUSD	Low
VRU.5	School Area Safety	Review and enhance School Crossing Guard Program and safety near schools	On-Going	Trends in collisions near schools; number of students walking/biking	Engineering, Police, School District	Low

Action No.	Safety Strategy	Description	Timeline	Performance Measure	Responsible Partners	City Resource
VRU.6	SRTS Program Update	Update and implement the Safe Routes to School (SRTS) Program to identify and prioritize infrastructure, education, encouragement, and enforcement strategies that improve safety and accessibility for students walking, bicycling, and rolling to school.	Medium-Term	Number of SRTS improvements implemented; trends in school-area collisions; student travel mode share	Engineering, Police, School District, Public Works, Parent Groups	Medium

4. SAFE SPEED

(Speed design, policy, and operational strategies to reduce collision severity and prevent fatal and serious injuries)

This section focuses on reducing collision severity and preventing fatal and serious injuries by managing vehicle speeds through a combination of street design, operational strategies, policy updates, and data-driven enforcement.

These efforts prioritize corridors and intersections with elevated collision risk, high pedestrian and bicycle activity, and a history of speed-related collisions. By aligning roadway design, policy, and user behavior with safe operating speeds, the City recognizes that speed management is one of the most effective strategies for reducing fatalities and serious injuries and is fundamental to the Safe System Approach.

Action No.	Safety Strategy	Description	Timeline	Performance Measure	Responsible Partners	City Resource
SS.1	Citywide Speed Management Program	Establish and maintain a Citywide Neighborhood Traffic Calming Program to prioritize corridors based on data-driven analysis	Medium-Term – On-Going	Program adoption within 5 years; number of corridors prioritized annually	Traffic Engineering, Police	Medium
SS.2	Corridor Speed Redesigns	Implement speed management treatments such as traffic calming, lane narrowing, and roadway reconfiguration on priority corridors	Medium-Term	Number of corridors improved annually; reduction in operating speeds	Community Development, Police	Medium
SS.3	Speed Performance Monitoring	Monitor and evaluate operating speeds on major corridors to identify high-risk locations	On-Going	Annual speed trend reports; number of corridors monitored	Community Development, Police	Medium
SS.4	Signal Speed Optimization	Update signal timing and operations to support safe travel speeds and reduce speeding behavior	Short-Term	Number of intersections with updated signal timing plans	Community Development, Police	Medium
SS.5	Automated Speed Enforcement Advocacy	Advocate for implementation of automated speed enforcement on high-collision corridors, consistent with State legislation	Long-Term	Policy/program approval status; pilot program implementation	Community Development, Police	Low

5. SAFE VEHICLES

(Strategies that reduce collision severity and improve emergency response outcomes)

This section focuses on reducing the severity of crashes and improving survival outcomes through safer vehicle design, advanced safety technologies, and responsible fleet operations. Strategies emphasize adoption of vehicle-based safety features such as collision avoidance systems, improved driver visibility, and speed management technologies, along with enhanced safety standards for public and private fleets.

The City will also collaborate with transit providers, freight operators, and employers to expand the use of proven safety technologies and data-driven fleet management practices. While crashes may still occur, safer vehicles play a critical role in reducing the likelihood of fatal and severe injuries, particularly for vulnerable roadway users.

Action No.	Safety Strategy	Description	Timeline	Performance Measure	Responsible Partners	City Resource
SV.1	City Fleet Safety Policy	Adopt a fleet procurement policy requiring advanced safety technologies (e.g., automatic emergency braking, blind spot detection, 360° cameras) for all new City vehicles	Medium-Term	Percentage of City fleet meeting safety technology standards	Public Works	Medium
SV.2	Side Guards on Heavy Vehicles	Install side guards and enhanced visibility features on City-owned trucks and large vehicles	Long-Term	Number and percentage of heavy vehicles equipped with side guards	Public Works	Medium
SV.3	Transit Vehicle Safety Technologies	Partner with LAVTA to deploy collision avoidance and pedestrian detection systems on transit vehicles	long-Term	Percentage of transit fleet equipped with safety technologies	LAVTA	Medium
SV.4	Private Fleet Safety Partnership Program	Collaborate with freight, delivery, and construction companies to promote adoption of safety technologies and safe fleet practices	Long-Term	Number of participating companies; safety commitments adopted	Private sector, Chamber of Commerce	Low
SV.5	Fleet Telematics and Speed Monitoring	Encourage use of telematics systems to monitor speeding, braking, and driver behavior	Medium-Term	Percentage of fleet vehicles using telematics systems	Public Works, Private Operators	Medium
SV.6	Safe Vehicle Purchasing Incentives	Promote adoption of higher-rated safety vehicles and emerging technologies through outreach and incentives	Long-Term	Increase in percentage of safer vehicles registered locally (as data allows)	State Agencies, Private Sector	Low
SV.7	Delivery Vehicle Safety Standards	Work with regional partners to encourage safer delivery vehicle design and operations	Long-Term	Participation in pilot programs; adoption of safety standards	Regional Agencies, Private Operators	Low

6. POST-CRASH CARE

(Strategies that improve emergency response, reduce secondary collisions, and enhance post-crash outcomes)

This section focuses on improving survival outcomes and reducing the severity of crashes through efficient emergency response, coordinated post-crash care, and improved data systems. Strategies include signal preemption, rapid incident clearance, and enhanced crash data collection to support continuous safety improvements.

While preventing crashes is the primary goal, this approach recognizes that when crashes do occur, timely response and coordinated care are critical to reducing fatalities and serious injuries and improving system resilience.

Action No.	Safety Strategy	Description	Timeline	Performance Measure	Responsible Partners	City Resource
PCC.1	Emergency Signal Preemption	Coordinate and expand signal preemption systems to support faster emergency response along priority corridors	Medium-Term/On-Going	Number of corridors equipped with signal preemption; response time improvements	Traffic Engineering Police, LPFD	Medium
PCC.2	Rapid Clearance Coordination	Implement a rapid incident clearance protocol to reduce secondary collisions and minimize traffic disruption	Medium-Term	Reduction in average incident clearance time; number of protocols implemented	Police, LPFD	Medium
PCC.3	Post-Crash Data Enhancements	Improve crash data collection, reporting consistency, and interagency coordination for KSI collisions	Medium-Term/On-Going	Percentage of KSI reports with complete data; establishment of interagency review protocol	Police, Risk Management, Community Development (Engineering)	Medium