

PLEASANTON

ANTIQUE & COLLECTABLE FAIRE

JULY 24
10:00 AM - 4:00 PM

Pleasanton Transportation Safety Action Plan (PTSAP)

Stakeholder Meeting #2

March 24, 2026

11:00 AM – 12:00 PM

Introductions

City of Pleasanton

- Mike Tassano, Deputy Director of Community and Economic Development
- Cedric Novenario, Senior Transportation Engineer

TJKM Transportation Consultants

- Ruta Jariwala, Principal & Project Manager
- Rutvij Patel, Senior Transportation Engineer
- Grishma Pandya, Transportation Planner

Agenda

- What is a Pleasanton Transportation Safety Action Plan (PTSAP)
- PTSAP Process
- Collision Analysis Findings
- High Injury Network & Focused Corridors
- Collision Profiles
- Response through Interactive Map
- Your Role as a Safety Champion
- Next Steps
- Discussion/Questions



What is a Pleasanton Transportation Safety Action Plan (PTSAP)?

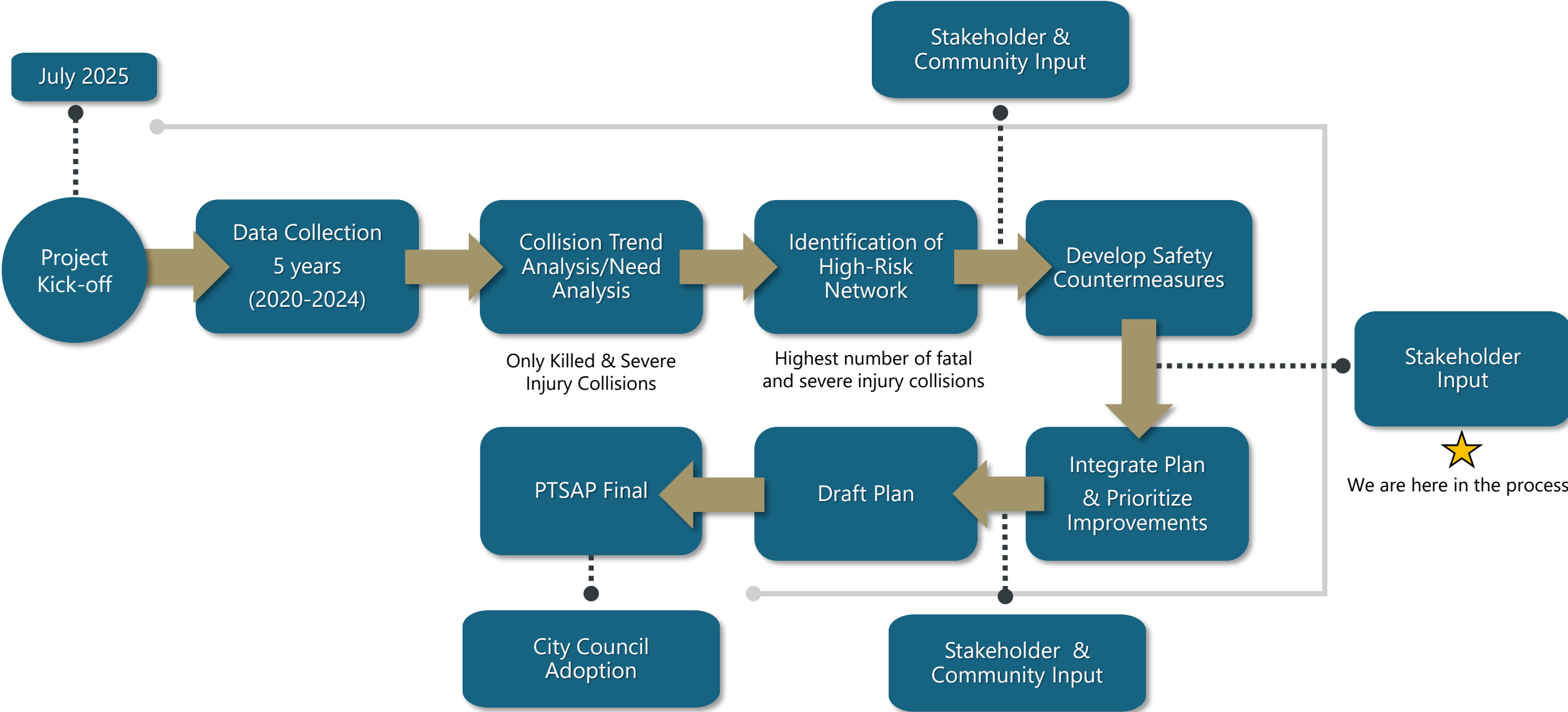
The City of Pleasanton is developing a PTSAP, funded by the U.S. Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) grant program, to improve safety on roadway network.

Guiding Principles:

- **Prioritize human life** over speed, convenience, or property in all street design decisions;
- **Recognize traffic deaths and severe injuries as preventable;**
- **Design roadways to account for human error;**
- **Promote slower speeds** to create safer roadways for all users;
- **Expand safe transportation options** for walking, biking, and motorcyclists;
- **Address collision risks proactively and reactively** using both data and risk assessments;
- **Advance roadway safety equitably** using data-driven strategies and enforcement;
- **Implement proven and innovative strategies**, with ongoing monitoring and clear public communication;
- **Ultimate goal to eliminate all traffic-related fatalities and serious injuries**, with a commitment to making roads, vehicles, and traffic systems as safe as possible for all users.



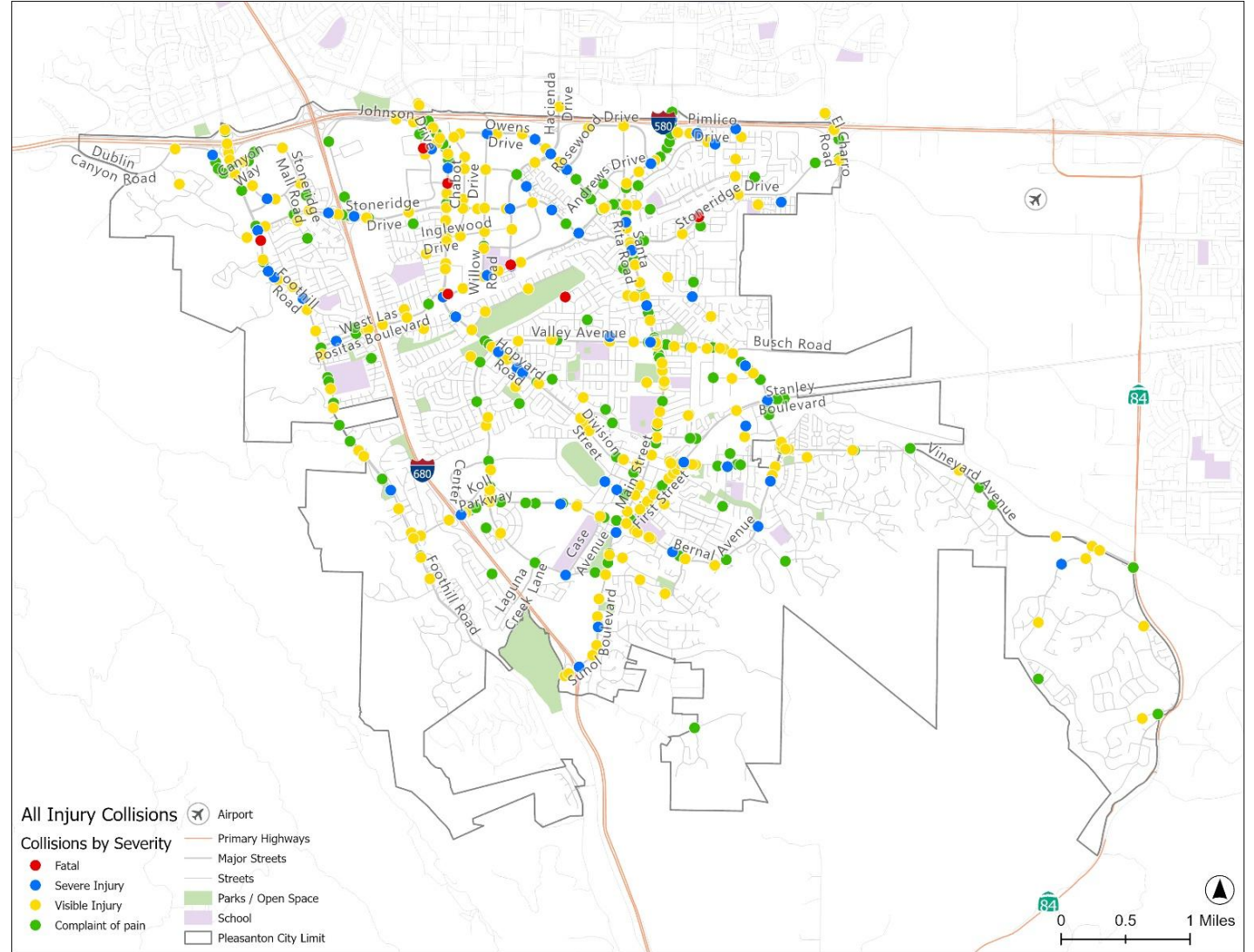
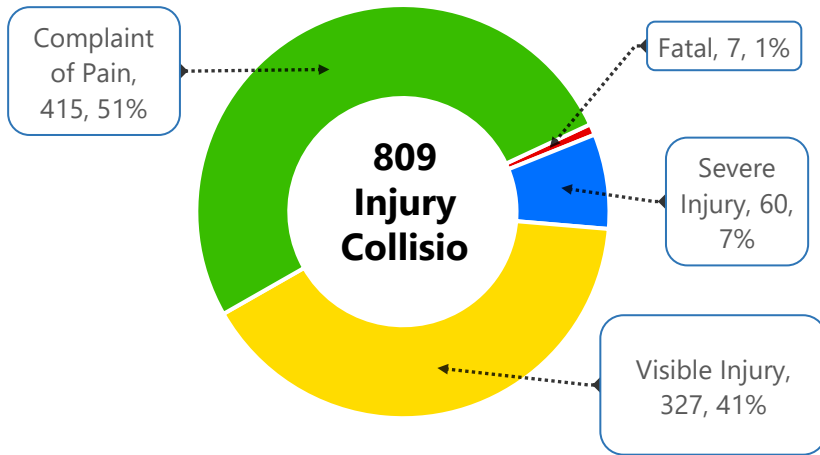
PTSAP Process



Collision Analysis Findings (2020–2024)

Collision Severity	Roadway/ Corridor	Intersection	Total
Fatal	2	5	7
Severe Injury	14	46	60
Visible Injury	67	260	327
Complaint of Pain	59	356	415
Total	142	667	809

Collisions by Severity



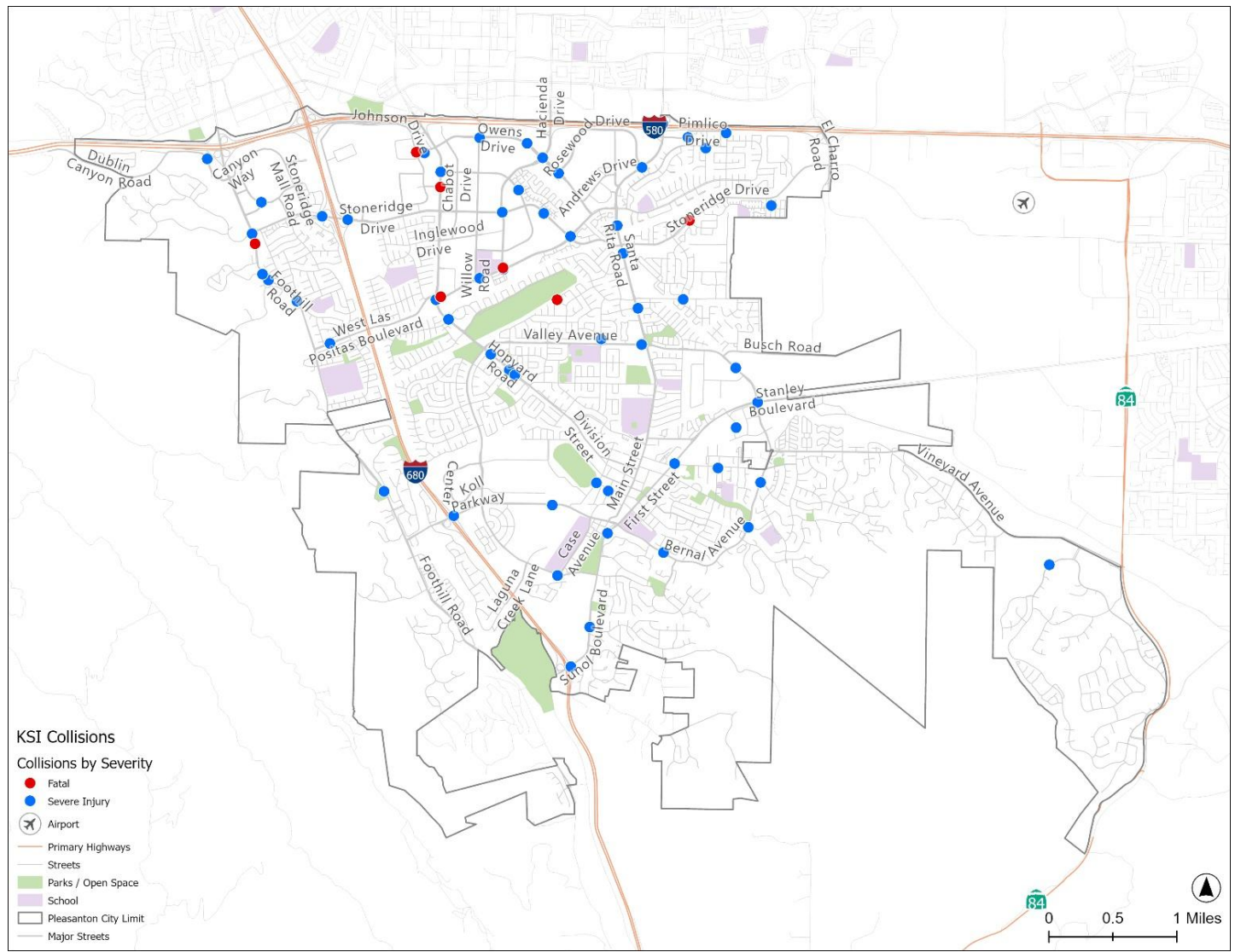
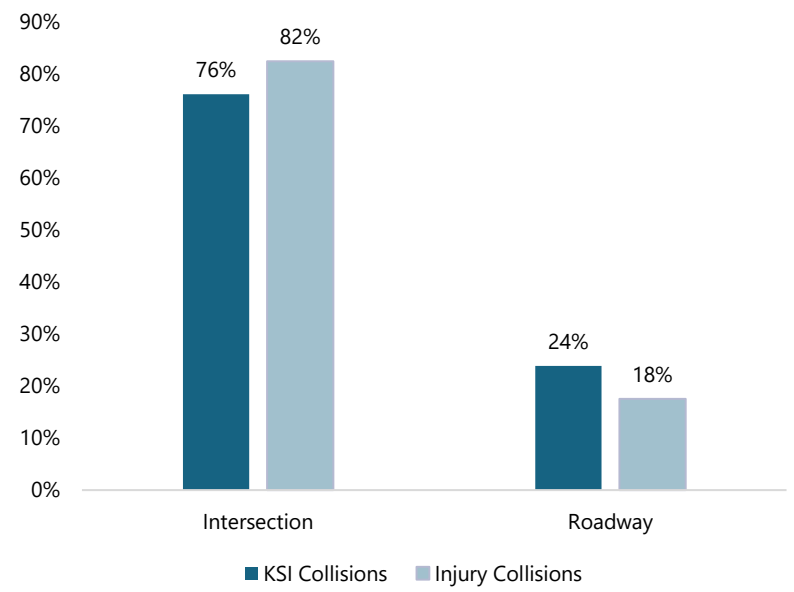
All Injury Collisions (2020-2024)

**Note - Collision data on Caltrans maintained facilities (I-580 and I-680) were not considered as part of this analysis.*

Analysis Findings - Fatal & Severe Injury Collisions

Collision Severity	Roadway/Corridor	Intersection	Total
Fatal	5	2	7
Severe Injury	14	46	60
Total	19	48	67

Injury Collisions by Location

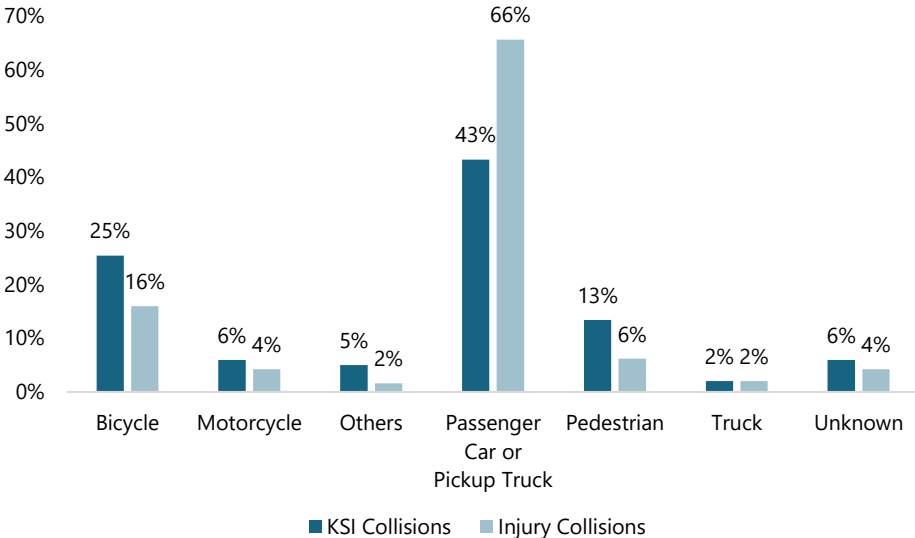


KSI Collisions (2020-2024)

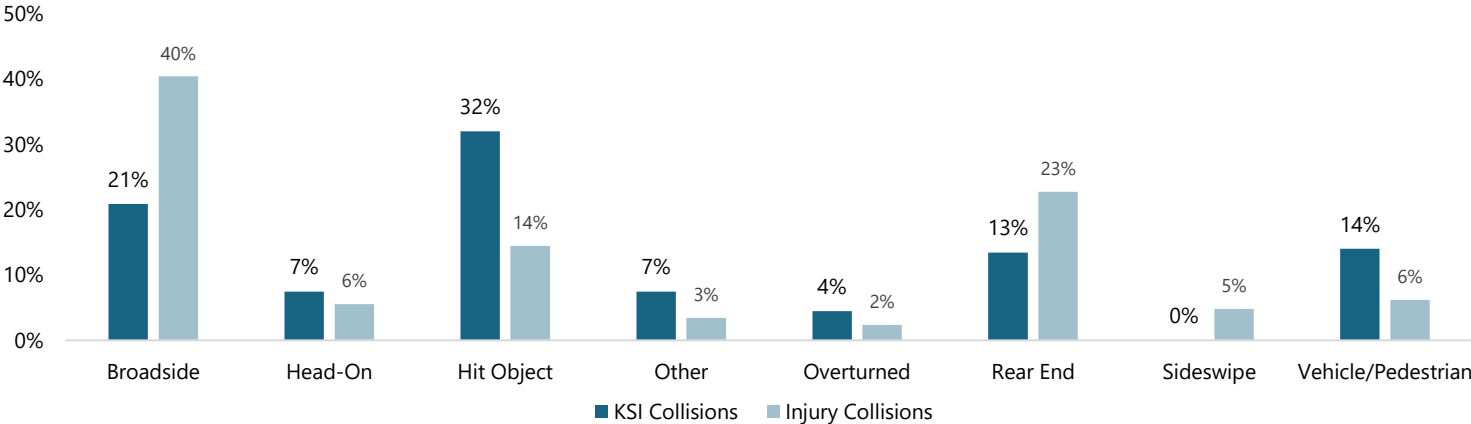
Note: Fatal and Severe Injury Collisions are known as Killed and Severe Injury Collisions (KSI). KSI includes only collisions that result in fatalities or severe injuries, whereas Injury Collisions include all crashes that cause minor injuries or complaints of pain.

Collision Analysis Findings (2020–2024)

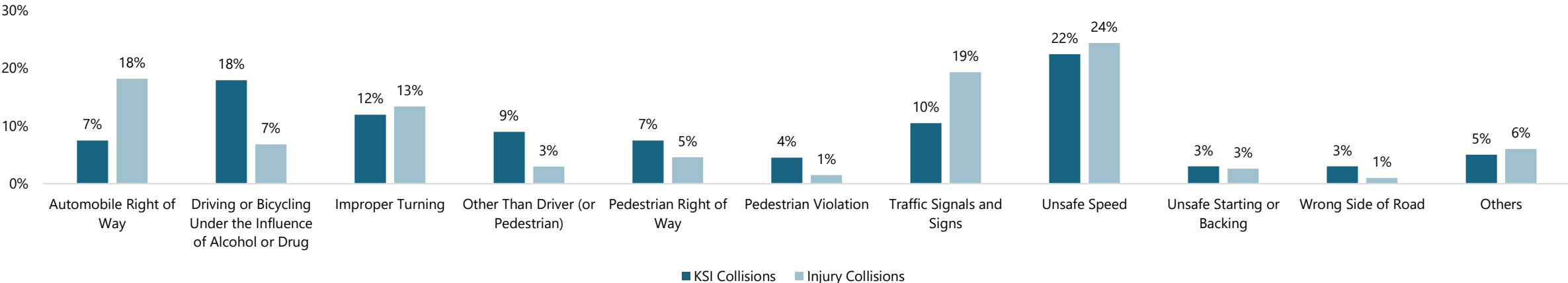
Injury Collisions by Mode



Injury Collisions by Collision Type

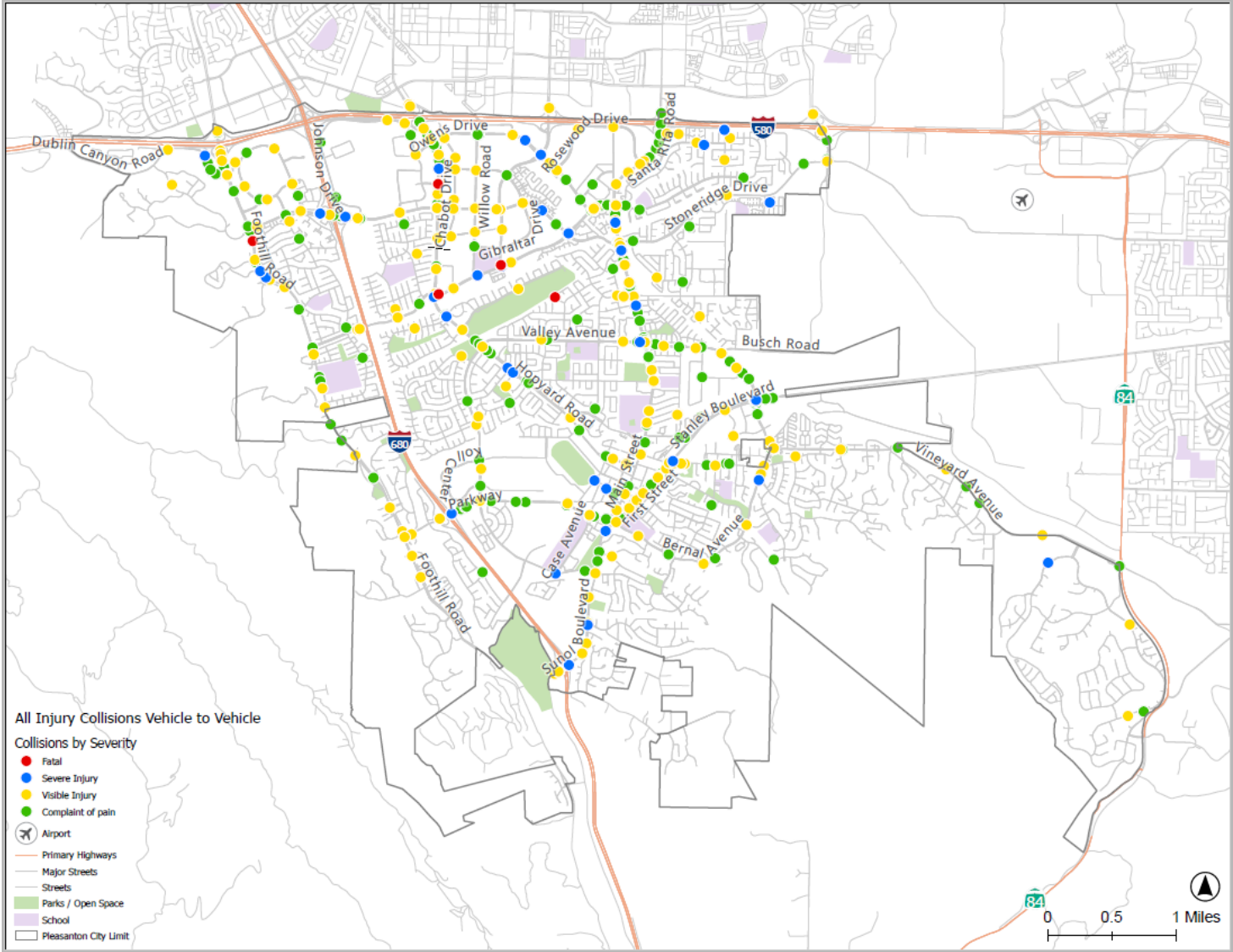
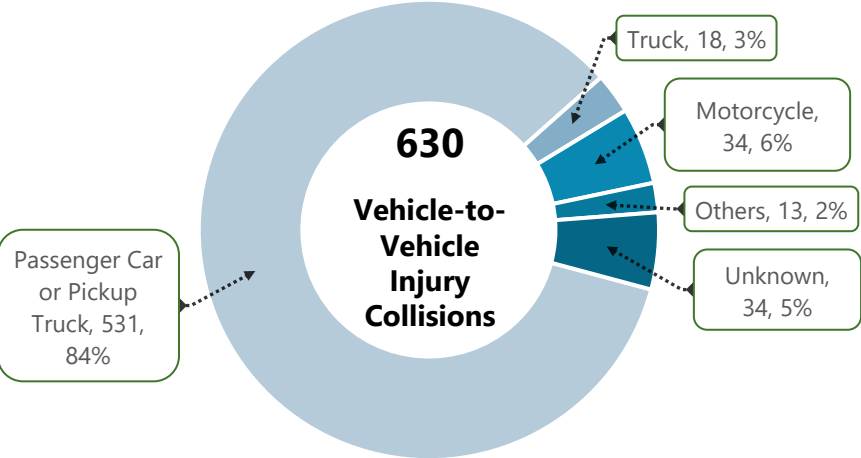


Injury Collisions by Violation Category



Collision Analysis Findings – Vehicle-to-Vehicle

Mode	Number of Collisions	Share in Vehicle – Vehicle Collisions
Passenger Car or Pickup Truck	531	84%
Truck	18	3%
Motorcycle	34	6%
Others (farm equipment, construction equipment, etc.)	13	2%
Unknown	34	5%
Total	630	100%



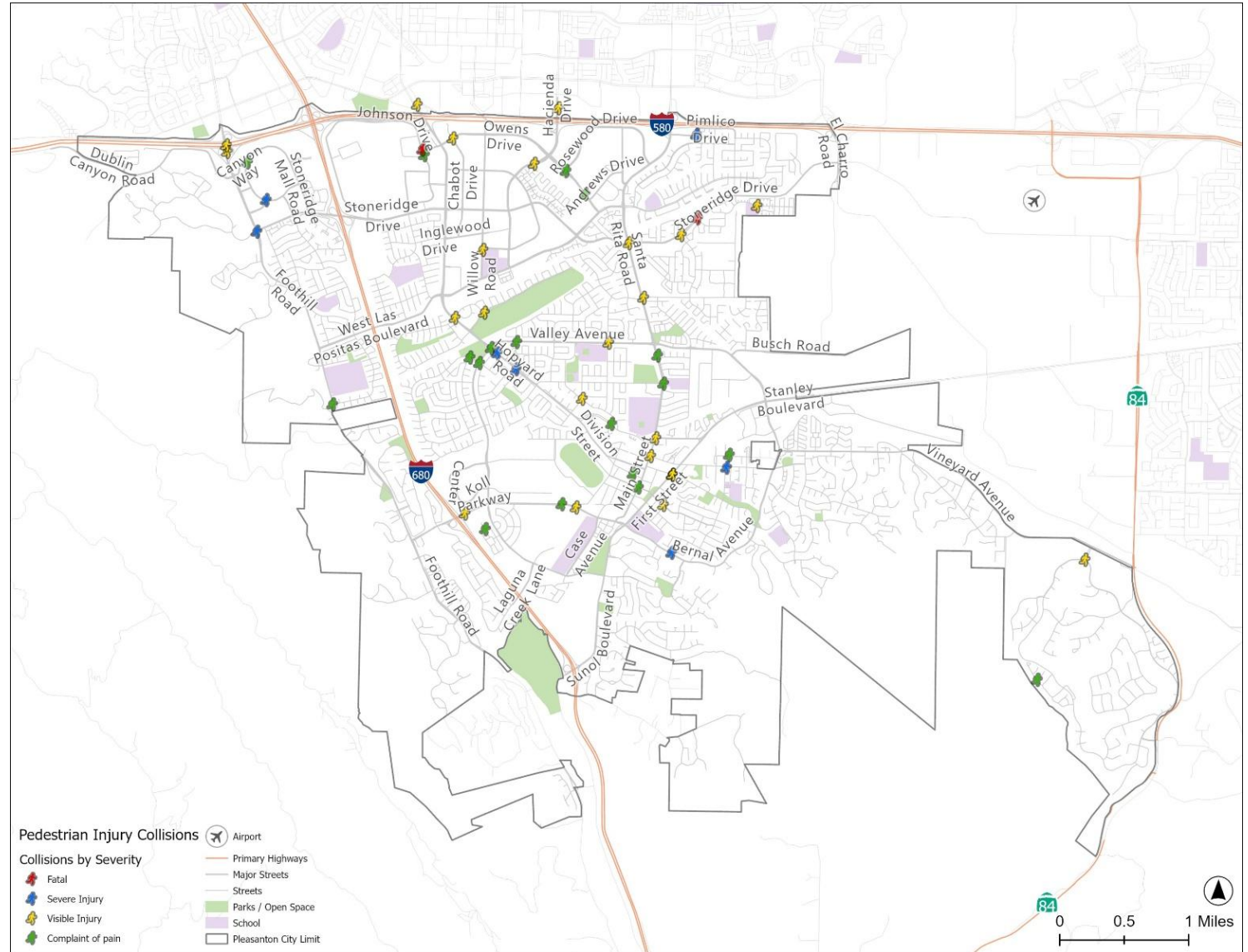
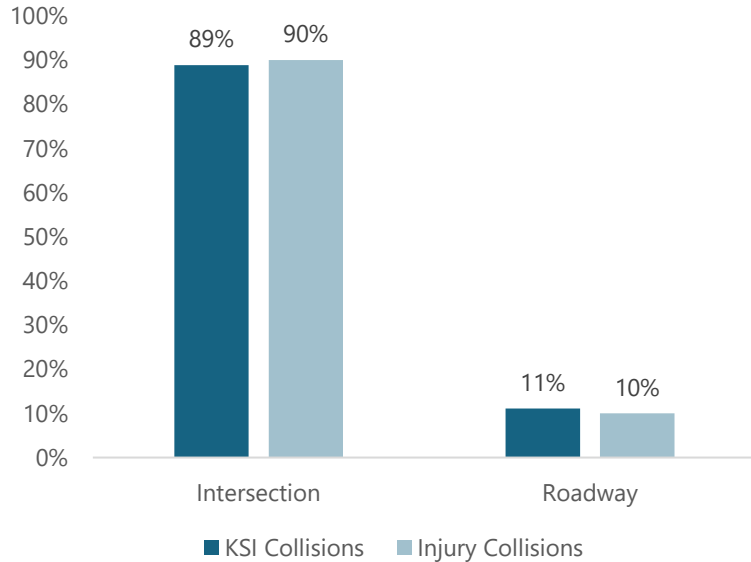
All Injury Collisions

Note: Unknown collisions are categorized under vehicle-to-vehicle since there are no pedestrian or bicycle collisions reported under the 'unknown' category.

Collision Analysis Findings - Pedestrian Collisions

Collision Severity	Roadway/Corridor	Intersection	Total
Fatal	0	2	2
Severe Injury	1	6	7
Visible Injury	2	21	23
Complaint of Pain	2	16	18
Total	5	45	50

Pedestrian Injury Collisions by Location

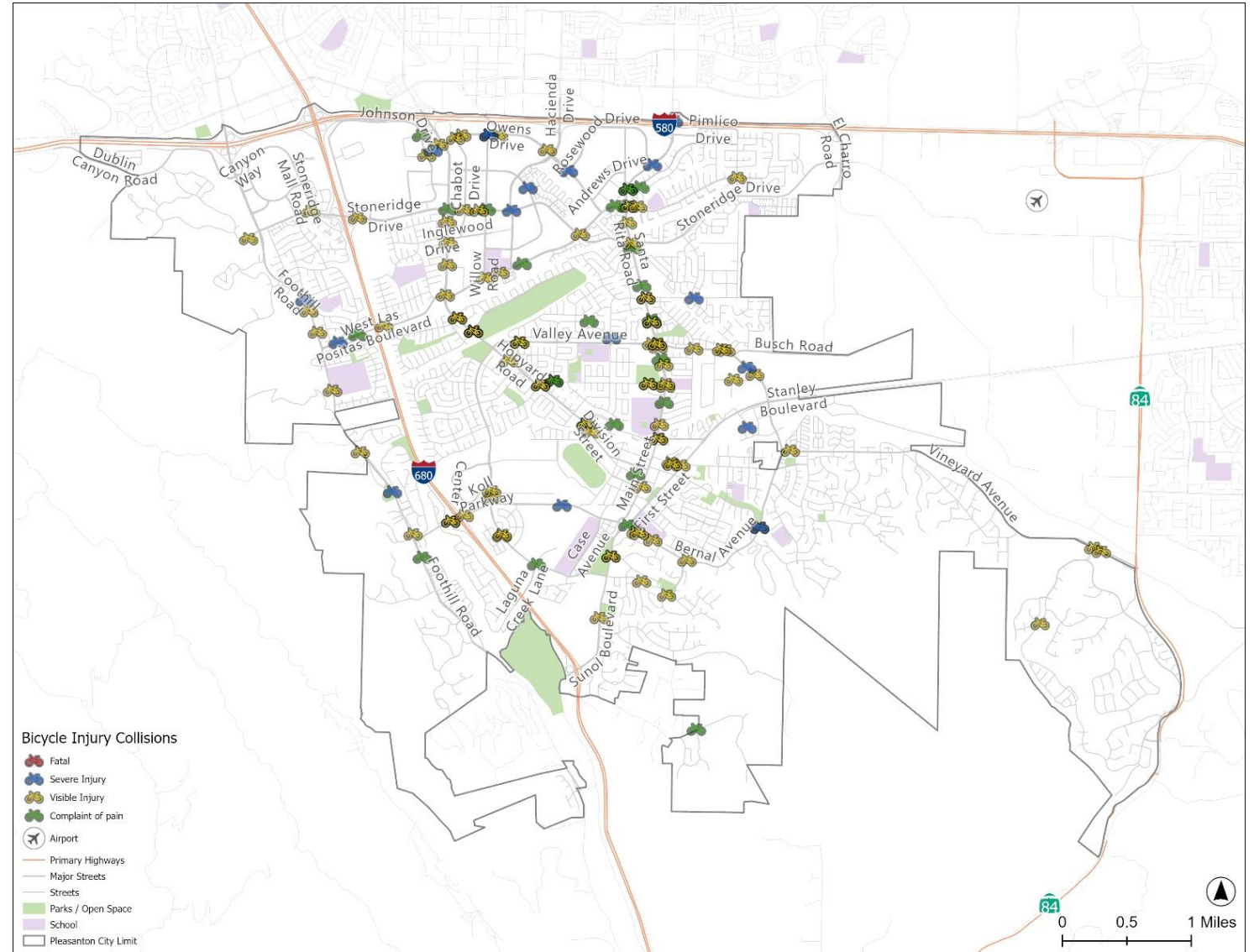
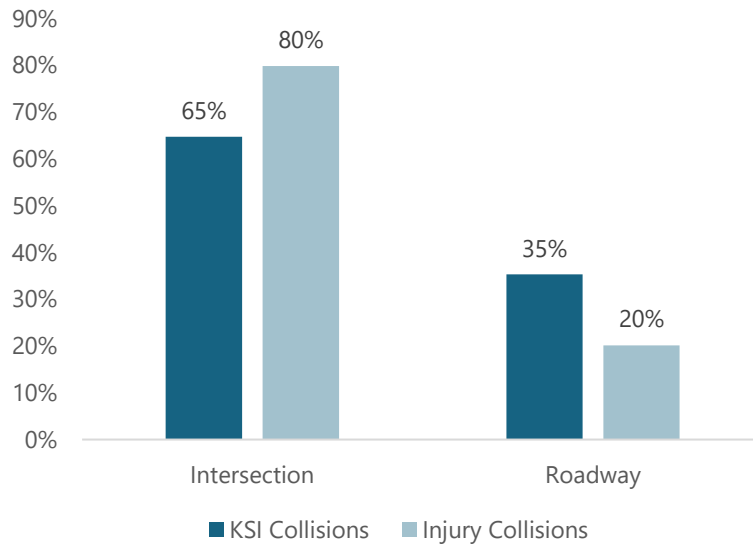


Pedestrian Collisions (2020-2024)

Collision Analysis Findings - Bicycle Collisions

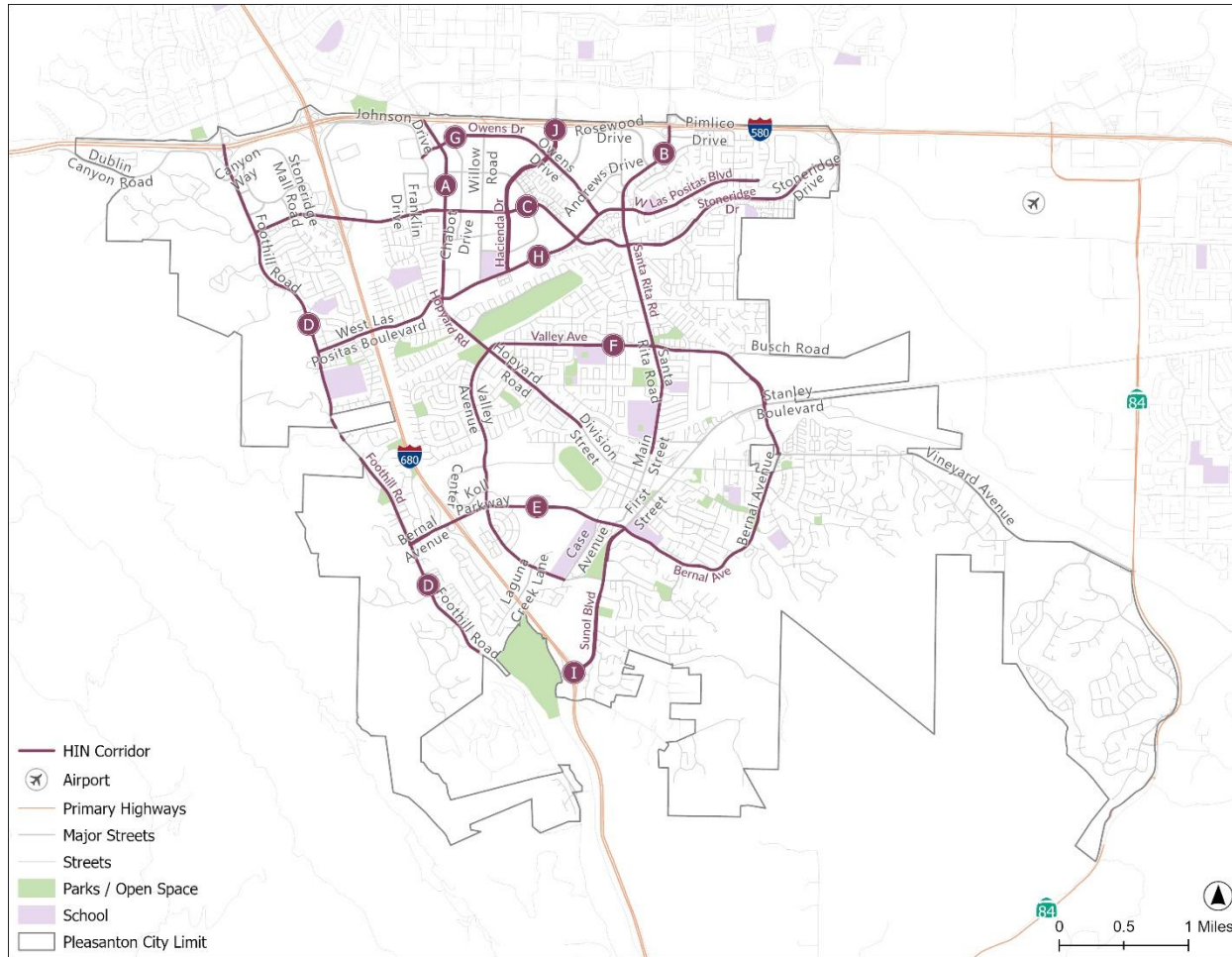
Collision Severity	Roadway/Corridor	Intersection	Total
Fatal	0	0	0
Severe Injury	6	11	17
Visible Injury	17	65	82
Complaint of Pain	3	27	30
Total	26	103	129

Bicycle Injury Collisions by Location

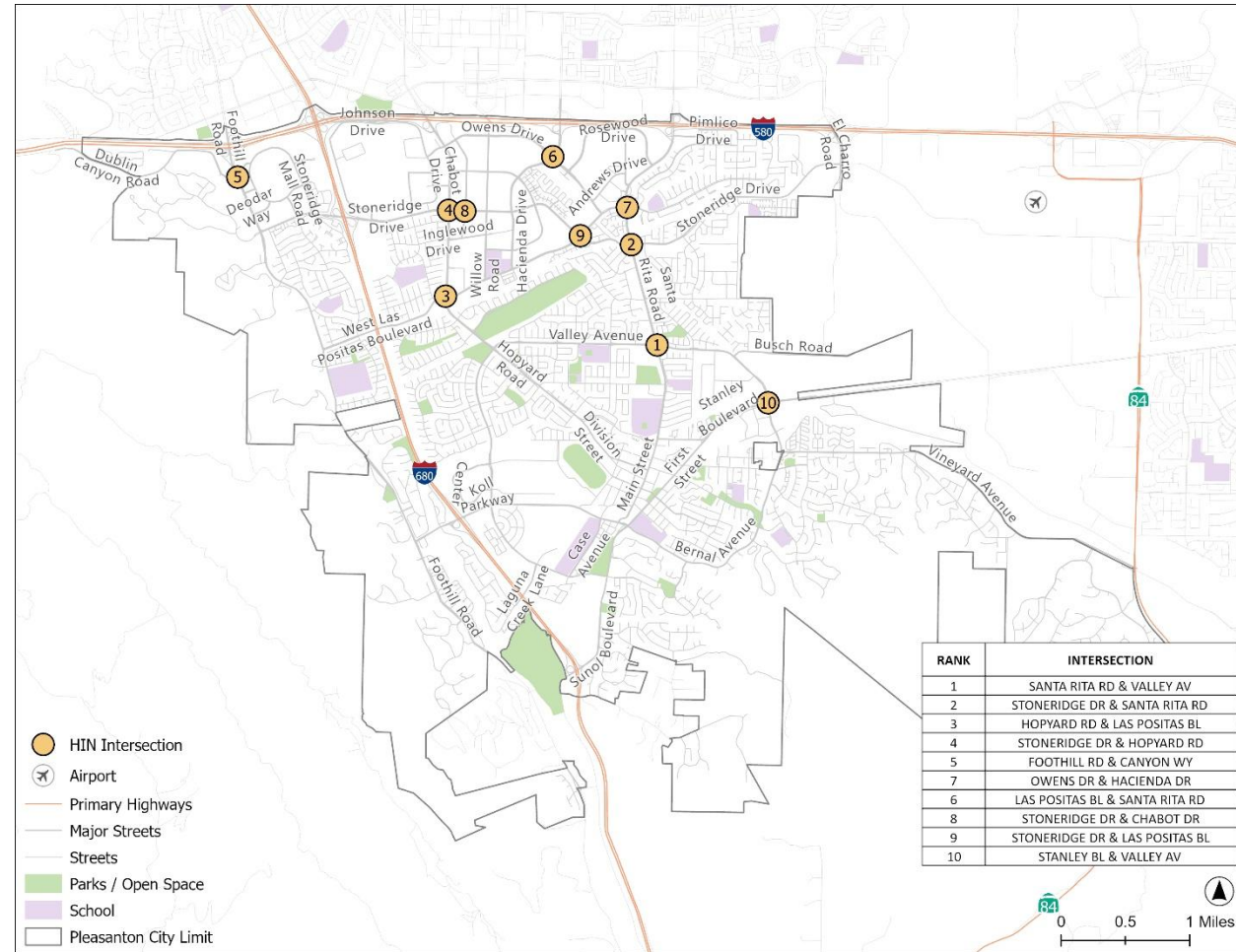


Bicycle Collisions (2020-2024)

High Injury Network - Corridor & Intersection Maps



High Injury Corridors



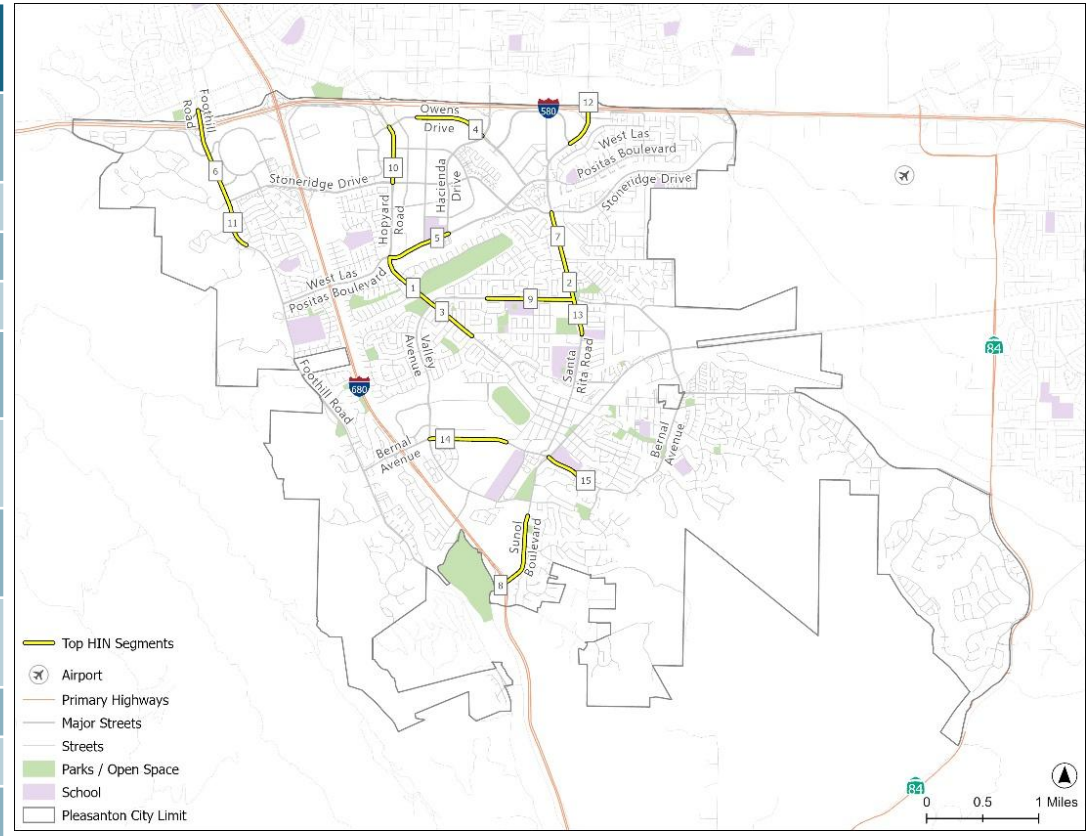
High Injury Intersections

High Injury Network - Corridors

ID	Corridors	Fatal	Severe Injury	Visible Injury	Complaint of Pain	KSI Collisions	Injury Collisions	At Intersection	Pedestrian Collisions	Bicycle Collision	Length (miles)
A	Hopyard Road: I-580 to Del Valle Pkwy	1	7	27	41	8	76	67	3	12	2.28
B	Santa Rita Road: I-580 to Del Valle Pkwy	0	4	31	54	4	89	68	3	15	2.68
C	Stoneridge Drive: Foothill Road to El Charro Road	1	4	28	42	5	75	69	3	7	4.98
D	Foothill Road: I-580 to Golden Eagle Way	1	5	30	29	6	65	52	3	8	4.2
E	Bernal Avenue: Foothill Road to Vineyard Avenue	0	5	23	34	5	62	47	4	11	3.45
F	Valley Avenue: Sunol Boulevard to Vineyard Avenue	0	2	22	32	2	56	45	4	14	5.23
G	Owens Drive: Johnson Drive to W Las Positas Boulevard	0	5	13	21	5	39	31	4	8	2.07
H	W Las Positas Boulevard: Foothill Road to Boardwalk Street	1	3	18	14	4	36	27	0	11	3.77
I	Sunol Boulevard: Bernal Avenue to I-680	0	4	16	26	4	46	41	0	3	1.25
J	Hacienda Drive: I-580 to W Las Positas Boulevard	1	3	6	9	4	19	18	2	0	1.3

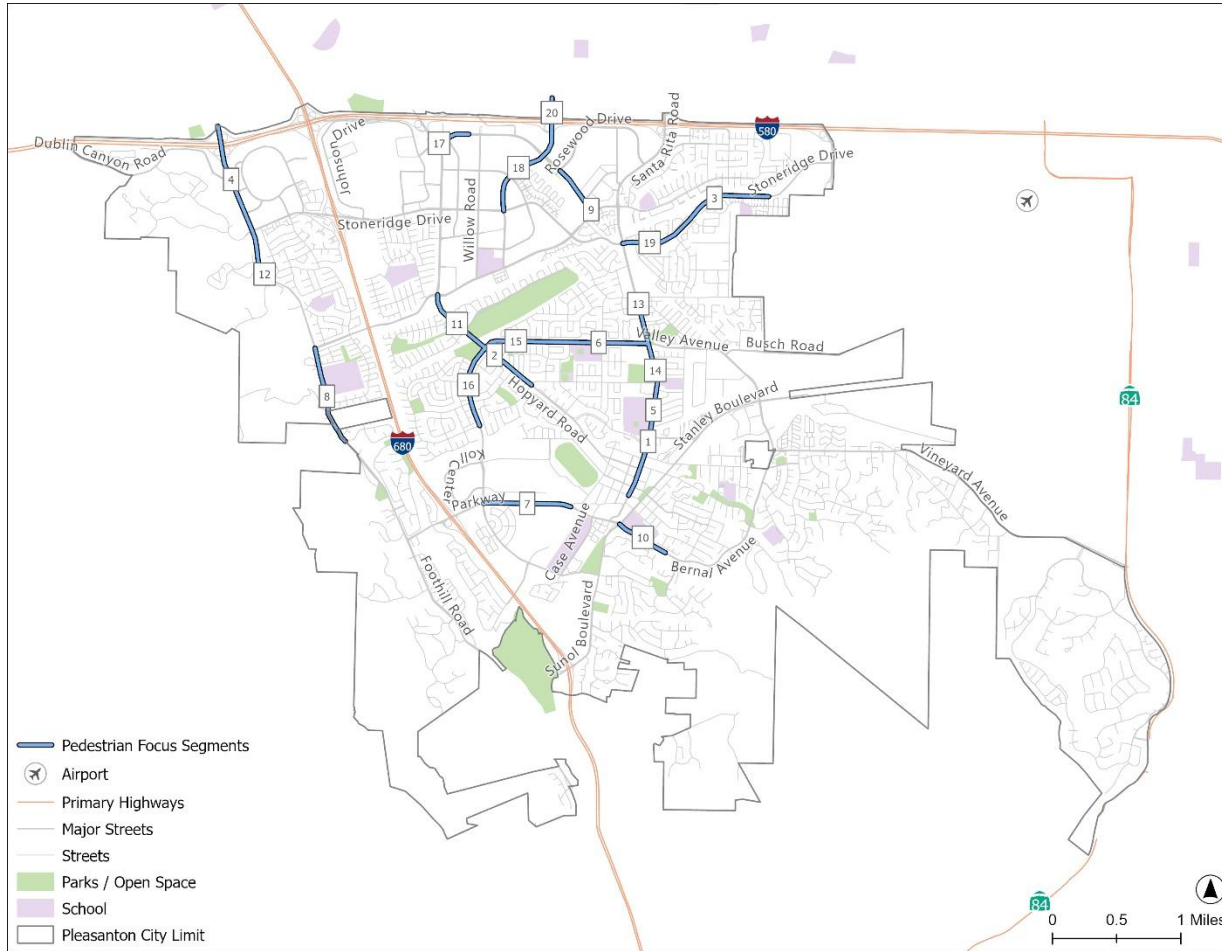
High Injury Network – Focused Corridors

Rank	Corridor	KSI	Injury	Ped	Bike	Unsafe Speed	Score
1	Hopyard Road – W. Las Positas Boulevard to Valley Avenue	2	25	1	5	6	57.71
2	Santa Rita Road – Mohr Avenue to Valley Avenue	1	16	1	5	5	47.44
3	Hopyard Road – Valley Avenue to Black Avenue	4	11	3	1	1	47.27
4	Owens Drive – Hacienda Drive to Willow Road	3	12	0	4	4	42.46
5	W. Las Positas Boulevard – Hopyard Road to Hacienda Drive	3	8	0	2	2	40.28
6	Foothill Road – I-580 NB Off-Ramp to Stoneridge Drive	0	29	2	0	5	38.81
7	Santa Rita Road – Stoneridge Drive to Mohr Avenue	1	17	0	2	7	38.70
8	Sunol Boulevard – Sonoma Drive to I-680 SB Off-Ramp	3	40	0	1	3	38.21
9	Valley Avenue – Crestline Road to Santa Rita Road	1	9	1	1	4	37.73
10	Hopyard Road – Owens Drive to Stoneridge Drive	2	19	0	0	7	37.11
11	Foothill Road – Stoneridge Drive to Muirwood Drive	4	9	1	0	2	36.57
12	Santa Rita Road – North City Limits to Rosewood Drive	1	11	0	1	7	34.77
13	Santa Rita Road – Valley Avenue to Black Avenue	0	9	1	2	3	34.69
14	Bernal Avenue – Valley Avenue to Pleasanton Avenue	1	10	2	1	4	34.28
15	Bernal Avenue – Sunol Boulevard to Windmill Way	1	5	1	3	1	34.07

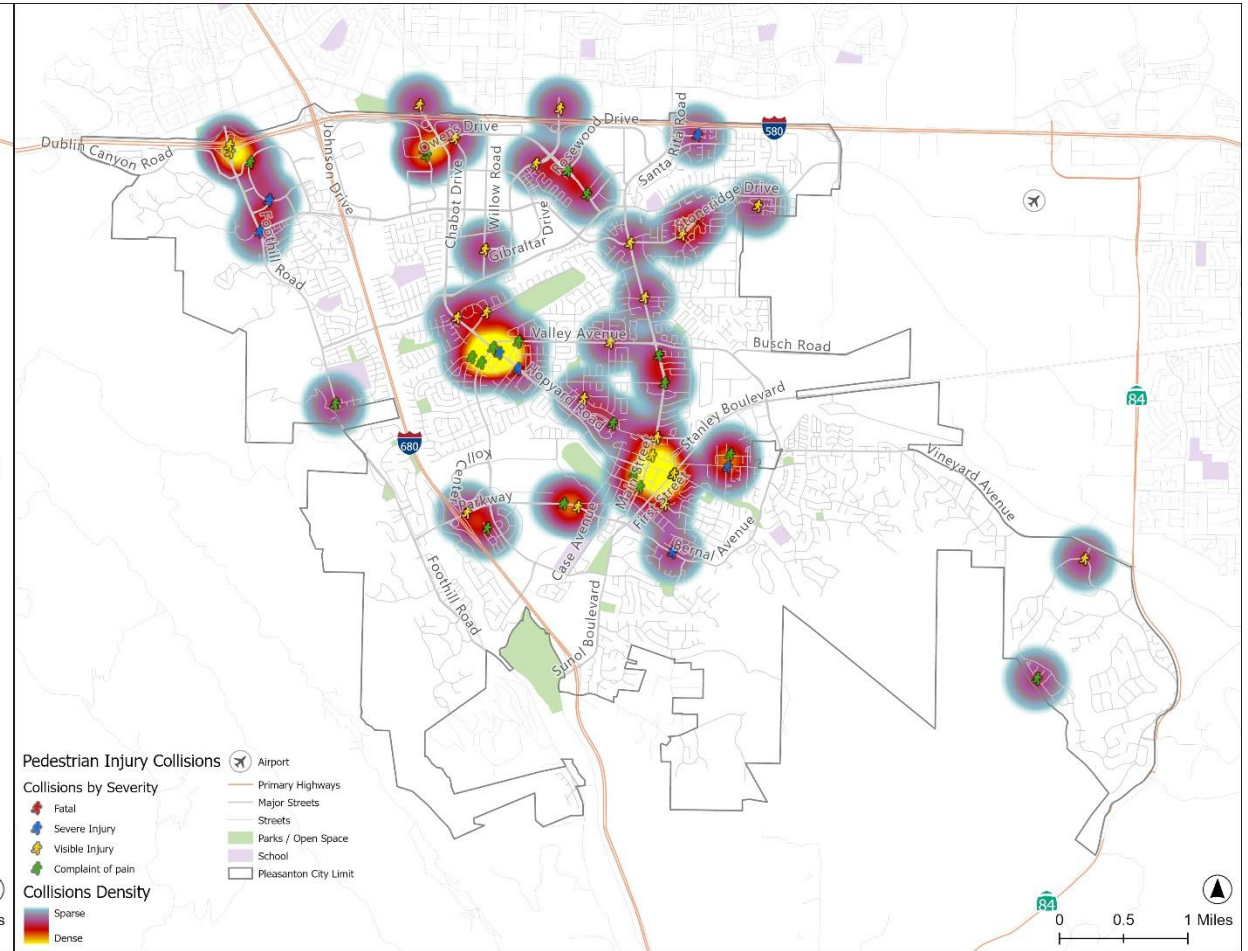


Criteria	Points
Proximity to Schools	10
Number of KSI collisions	20
Number of Pedestrian Collisions	15
Number of Bicycle Collisions	15
Number of Collisions due to Unsafe Speed	20
Collisions Per Miles	10
Collisions per 1000 AADT	10

High Injury Network – Pedestrian Focused Corridors



Pedestrian Focused Corridors



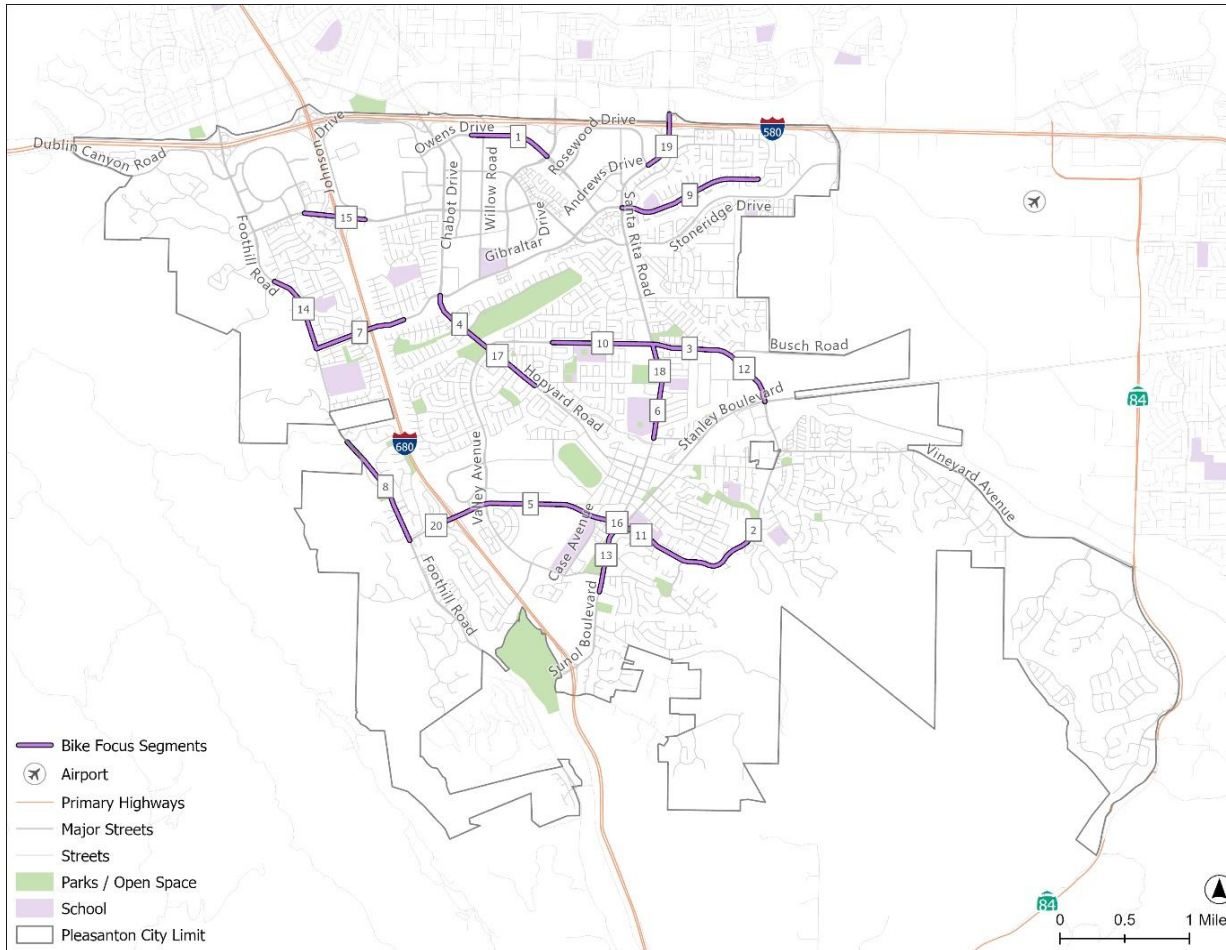
Heat Map- Pedestrian Focused Areas

High Injury Network – Pedestrian Focused Corridors

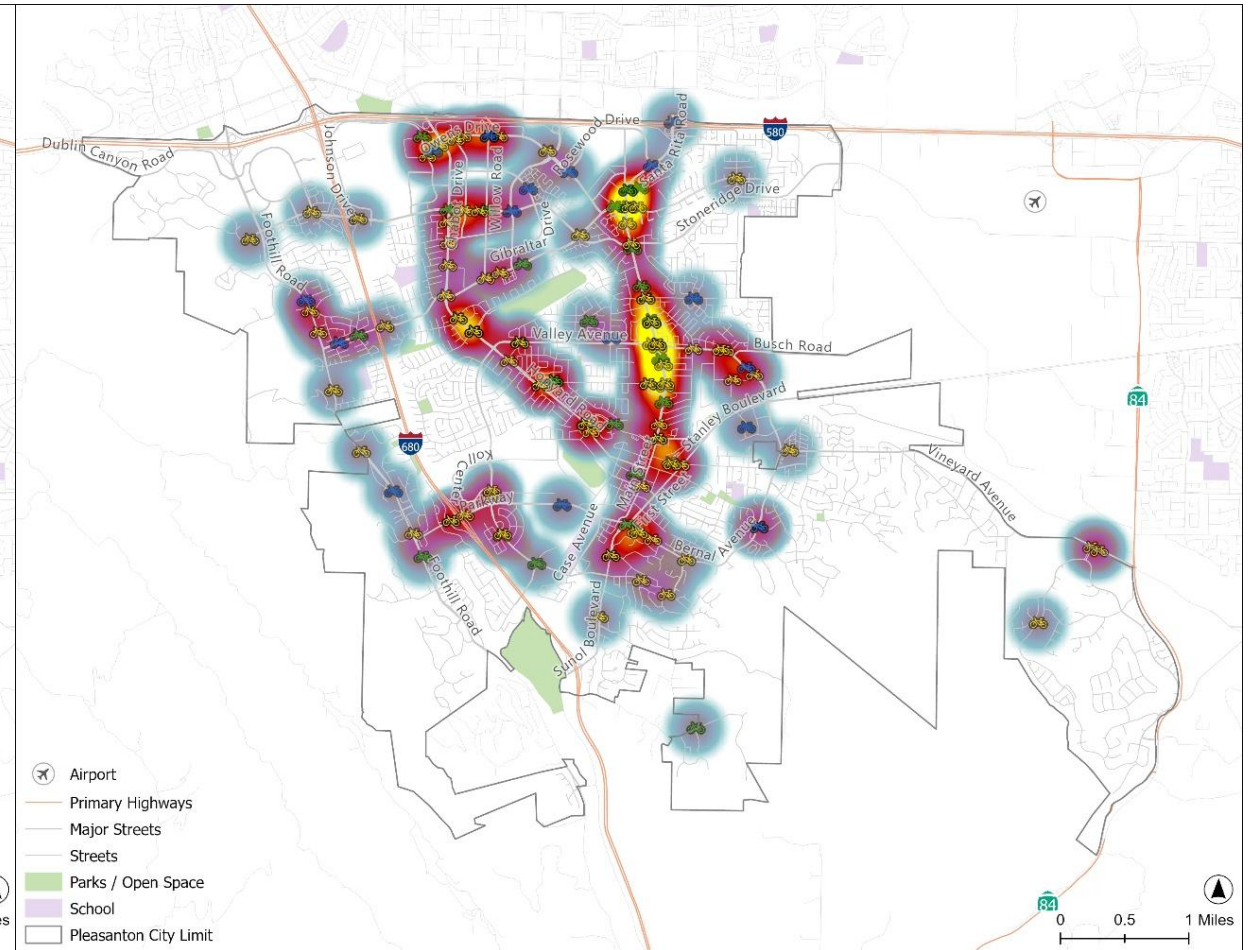
Rank	Corridor	KSI	Injury	Score
1	Hopyard Road – Valley Avenue to Black Avenue	0	3	42.89
2	Stoneridge Drive – Kamp Drive to Trevor Parkway	2	3	45.41
3	Foothill Road – Stoneridge Drive to North City Limits	1	2	44.36
4	Santa Rita Road – Stanley Boulevard to Black Avenue	0	2	35.83
5	Valley Avenue – Crestline Road to Santa Rita Road	0	2	29.42
6	Bernal Avenue – Valley Avenue to Pleasanton Avenue	0	1	23.36
7	Foothill Road – Foothill Knolls Drive to West Las Positas Boulevard	0	2	23.16
8	Owens Drive – West Las Positas Boulevard to Rosewood Drive	0	1	20.83
9	Bernal Avenue – First Street to Windmill Lane	0	2	20.22
10	Hopyard Road – Valley Avenue to West Las Positas Boulevard	1	1	22.88
11	Foothill Road – Muirwood Drive to Stoneridge Drive	0	1	17.55
12	Santa Rita Road – Valley Avenue to Mohr Avenue	1	1	25.00
13	Santa Rita Road – Black Avenue to Valley Avenue	0	1	17.29
14	Valley Avenue – Hopyard Road to Crestline Road	0	1	17.29
15	Valley Avenue – South Paseo Santa Cruz to Hopyard Road	0	1	17.25
16	Owens Drive – Hopyard Road to Chabot Canal	0	1	15.52
17	Hacienda Drive – Stoneridge Drive to Owens Drive	0	1	14.28
18	Stoneridge Drive – Santa Rita Road to Kamp Drive	0	1	13.27
19	Hacienda Drive – Owens Drive to North City Limits	0	1	13.08
20	Owens Drive – Hopyard Road to Johnson Drive	0	1	12.68

Criteria	Points
Pedestrian Fatal Collisions	20
Pedestrian Severe Injury Collisions	20
Pedestrian Visible Injury Collisions	20
Pedestrian Complaint of Pain Collisions	15
Collision per 1000 AADT	15
Proximity to School	5
Proximity to Parks	5

High Injury Network – Bicycle Focused Corridors



Bicycle Focused Segments



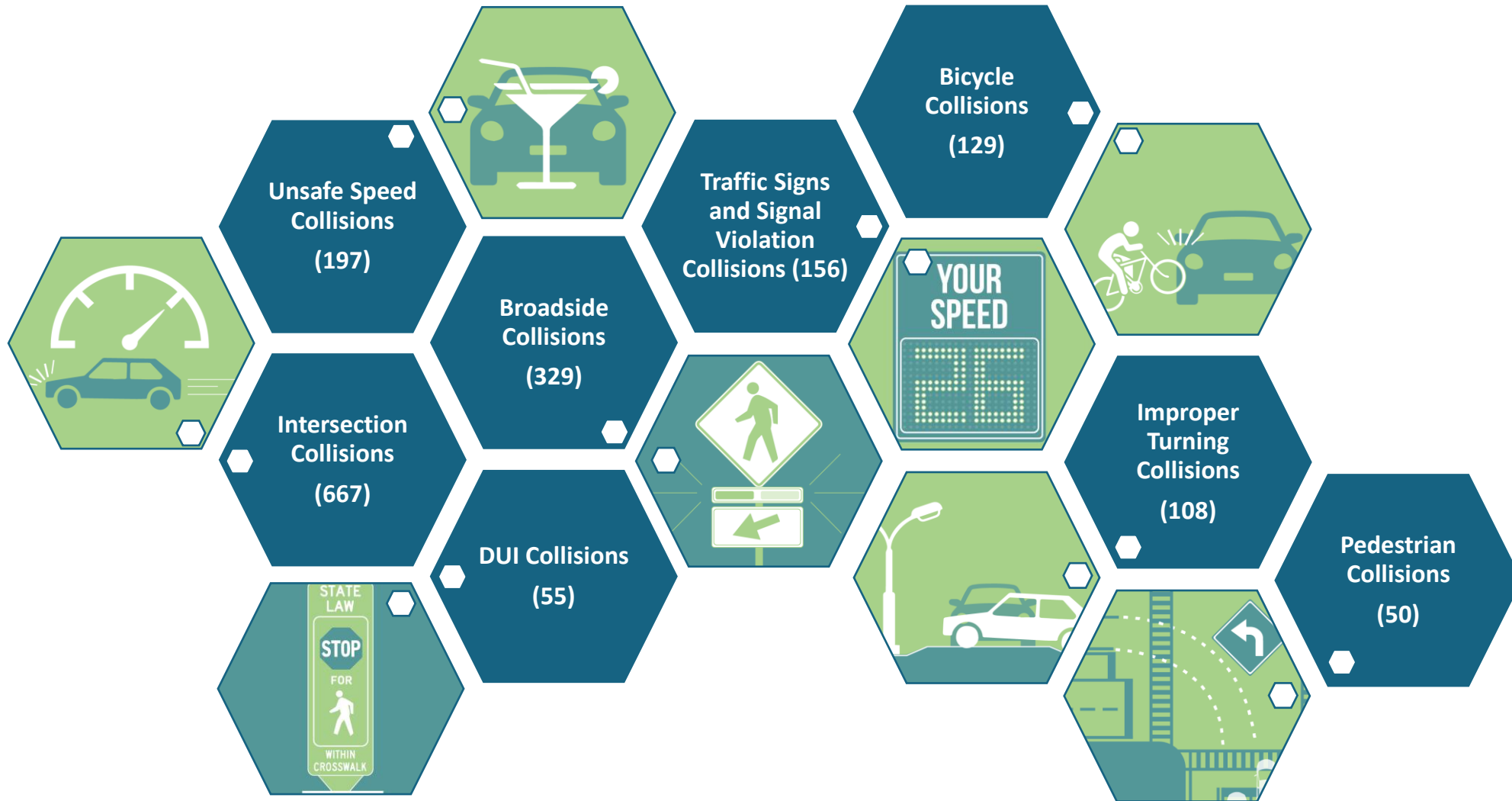
Heat Map- Bicycle Focused Segments

High Injury Network – Bicycle Focused Corridors

Rank	Corridor	KSI	Injury	Score
1	Owens Drive – Willow Road to Hacienda Drive	2	4	63.32
2	Bernal Avenue – Mill Way to Kottinger Drive	1	3	63.17
3	Valley Avenue – Santa Rita Road to Busch Road	0	5	56.64
4	Hopyard Road – Valley Avenue to West Las Positas Boulevard	0	6	50.11
5	Bernal Avenue – Valley Avenue to Pleasanton Avenue	1	1	49.80
6	Santa Rita Road – Stanley Boulevard to Black Avenue	0	6	48.81
7	West Las Positas Boulevard – Foothill Road to Payne Road	1	3	48.41
8	Foothill Road – Bernal Avenue to Foothill Knolls Drive	1	3	48.39
9	West Las Positas Boulevard – Santa Rita Road to Broadwalk Street	0	4	47.84
10	Valley Avenue – Crestline Road to Santa Rita Road	0	2	45.25
11	Bernal Avenue – First Street to Windmill Lane	0	3	45.06
12	Valley Avenue – Stanley Boulevard to Busch Road	1	2	43.22
13	Sunol Boulevard – Sonoma Drive to Bernal Avenue	0	3	42.67
14	Foothill Road – West Las Positas Boulevard to Muirwood Drive	1	3	40.80
15	Stoneridge Drive – Stoneridge Mall Road to Johnson Drive	0	2	40.42
16	Bernal Avenue – Pleasanton Avenue to First Street	0	0	39.15
17	Hopyard Road – Valley Avenue to Black Avenue	0	1	39.14
18	Santa Rita Road – Black Avenue to Valley Avenue	0	3	38.82
19	Santa Rita Road – Rosewood Drive to North City Limits	1	1	37.15
20	Bernal Avenue – East of the Arroyo to Valley Avenue	0	3	37.01

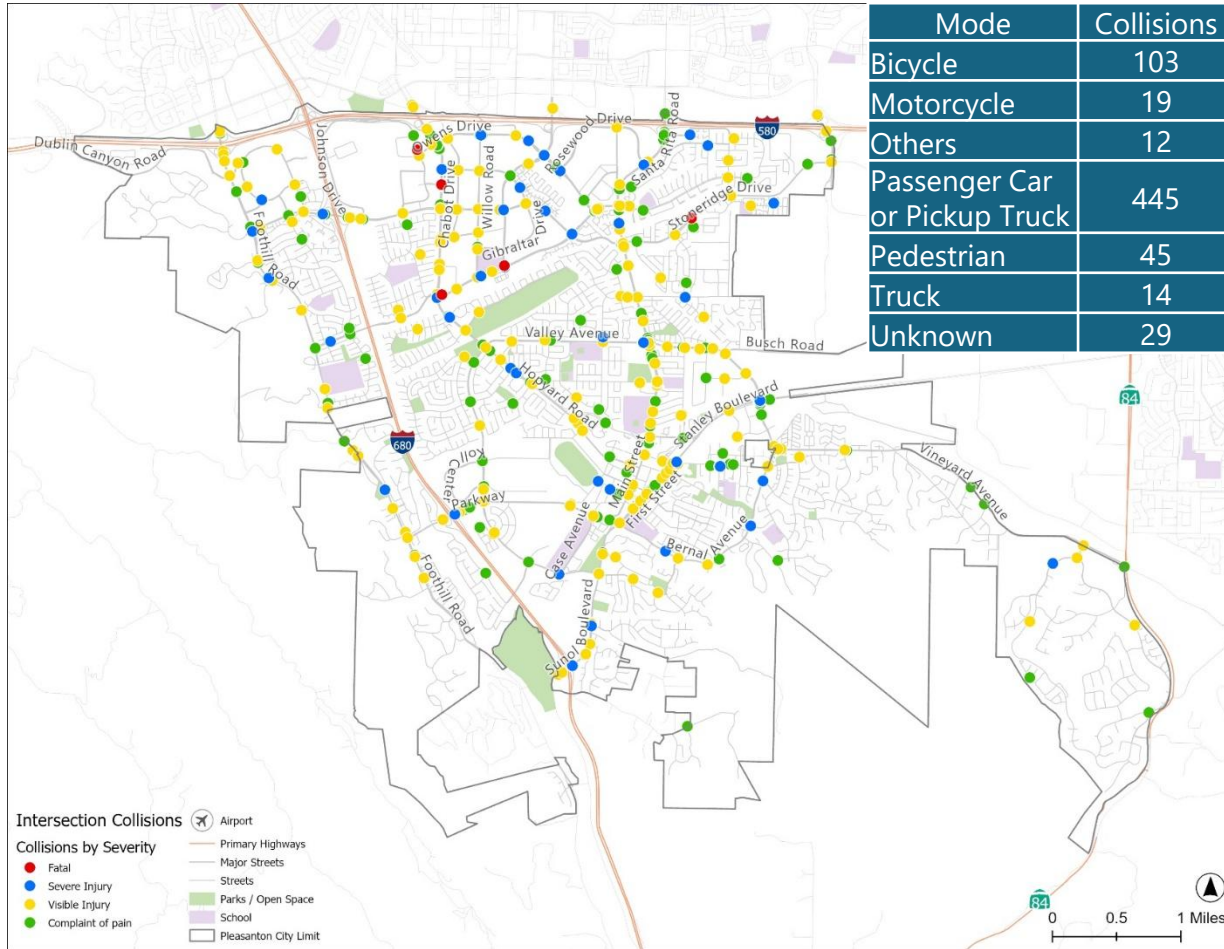
Criteria	Points
Proximity to School	15
Bicycle KSI Collisions	35
Bicycle Collisions Per Miles Points	20
Collision per 1000 AADT	15
Proximity to Parks	15

Identified Collision Profiles



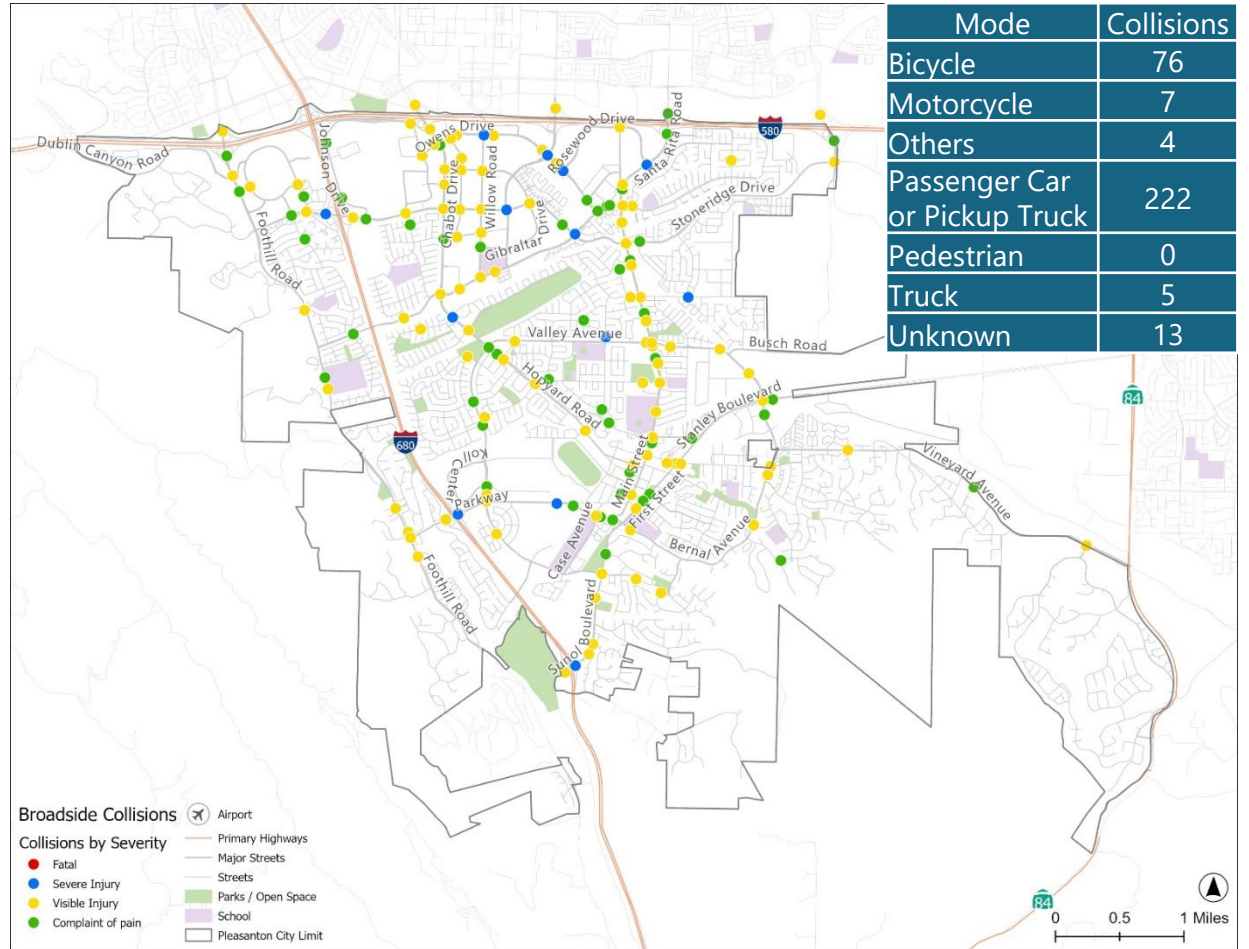
Collision Profiles

Improve Intersection Safety Collisions (Injury – 667; KSI - 51)



Collision Trends	Collisions
Broadside Collisions	300
Nighttime Collisions	159
Traffic Signs and Signals Violation	155
Unsafe Speed Collisions	146

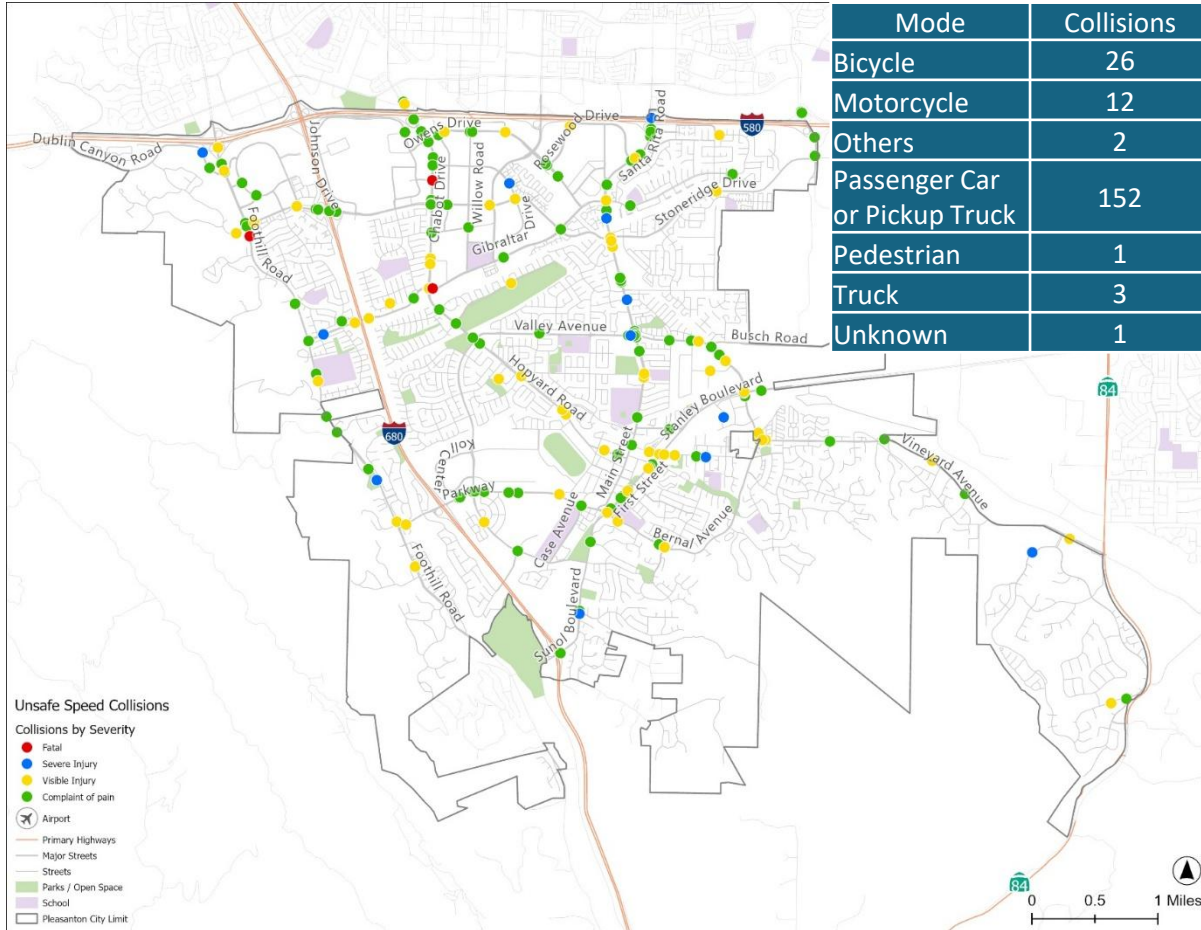
Address Broadside Collisions (Injury – 327; KSI - 14)



Collision Trends	Collisions
Occurred at Intersections	300
Traffic Signs and Signals Violation	139
Automobile Right of Way Collisions	123
Nighttime Collisions	65

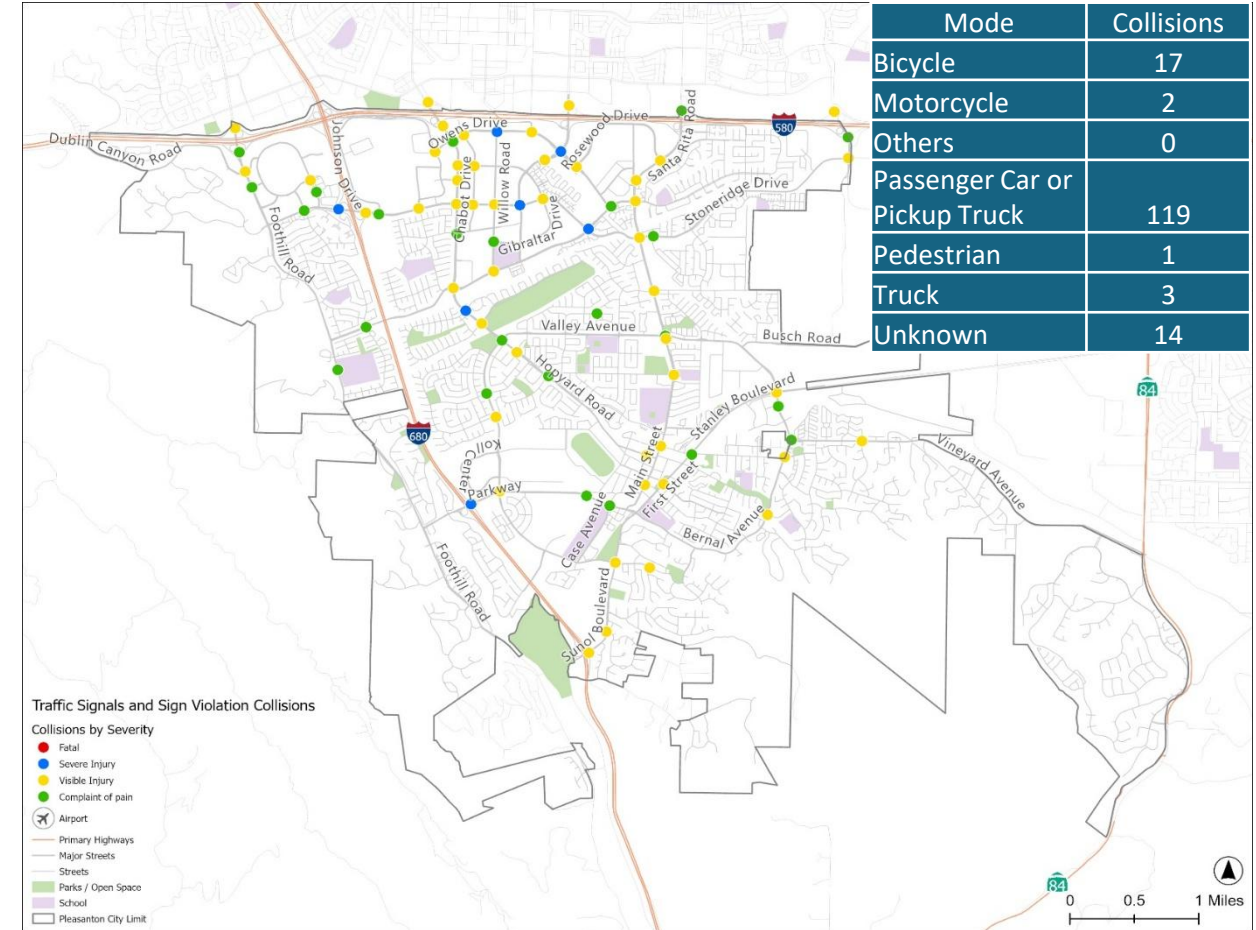
Collision Profiles

Reduce Unsafe Speed Collisions (Injury – 197; KSI - 15)



Collision Trends	Collisions
Occurred at Intersections	159
Rear End Collisions	140
Nighttime Collisions	31
Hit Object Collisions	28

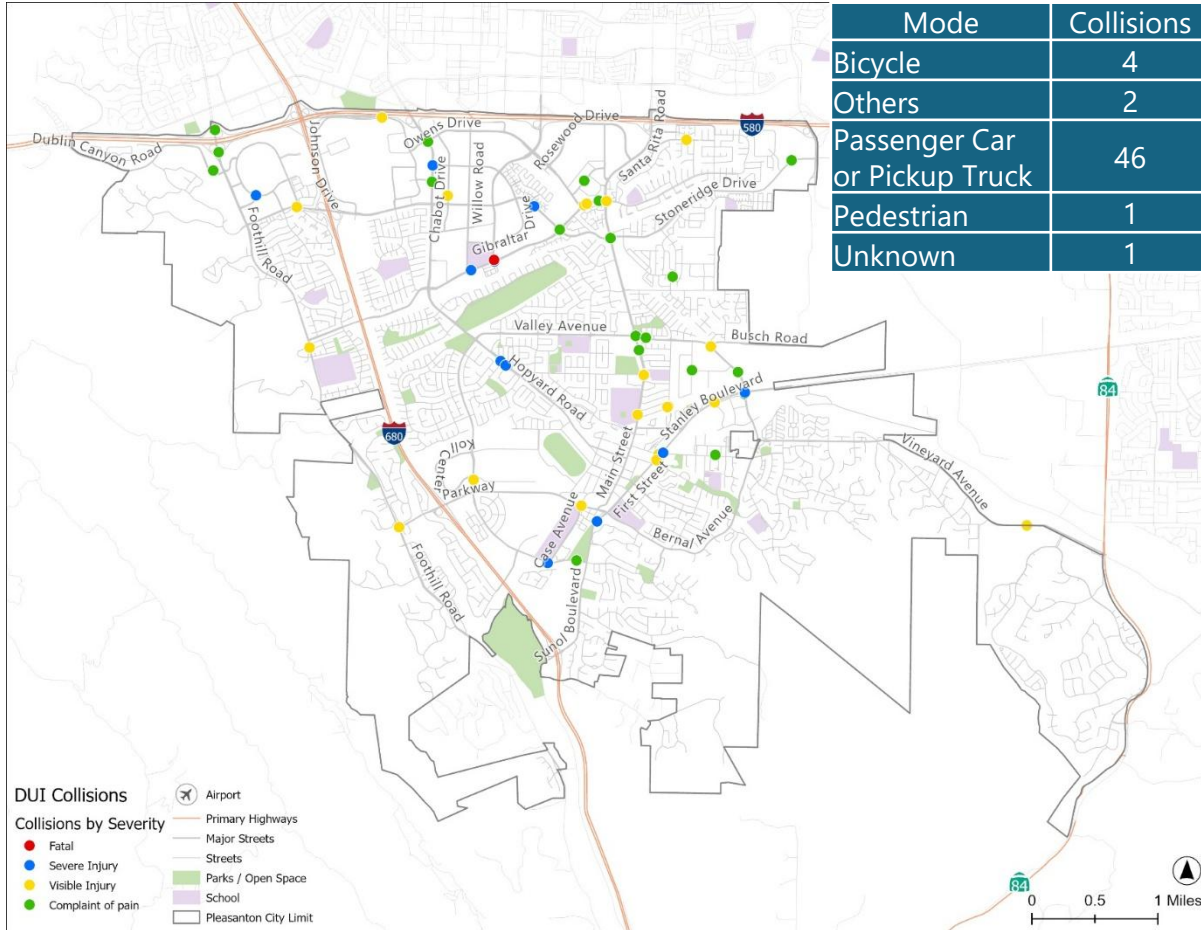
Reduce Traffic Signs & Signal Violation Collisions (Injury – 156; KSI - 7)



Collision Trends	Collisions
Occurred at Intersections	155
Broadside Collisions	139
Nighttime Collisions	31
Head On Collisions	14

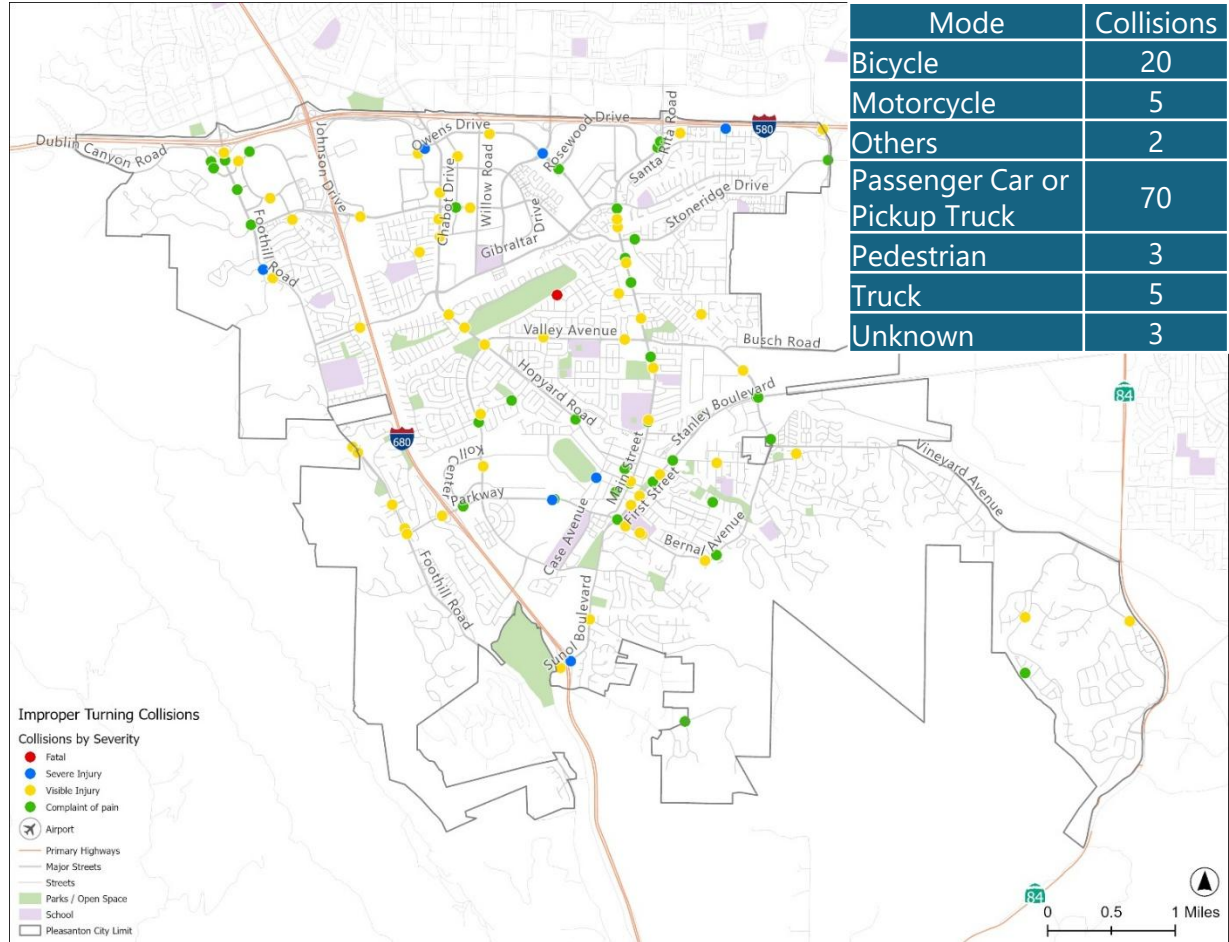
Collision Profiles

Reduce DUI Collisions (Injury – 55; KSI - 12)



Collision Trends	Collisions
Occurred at Intersections	43
Nighttime Collisions	39
Hit Object Collisions	31
Rear End Collisions	11

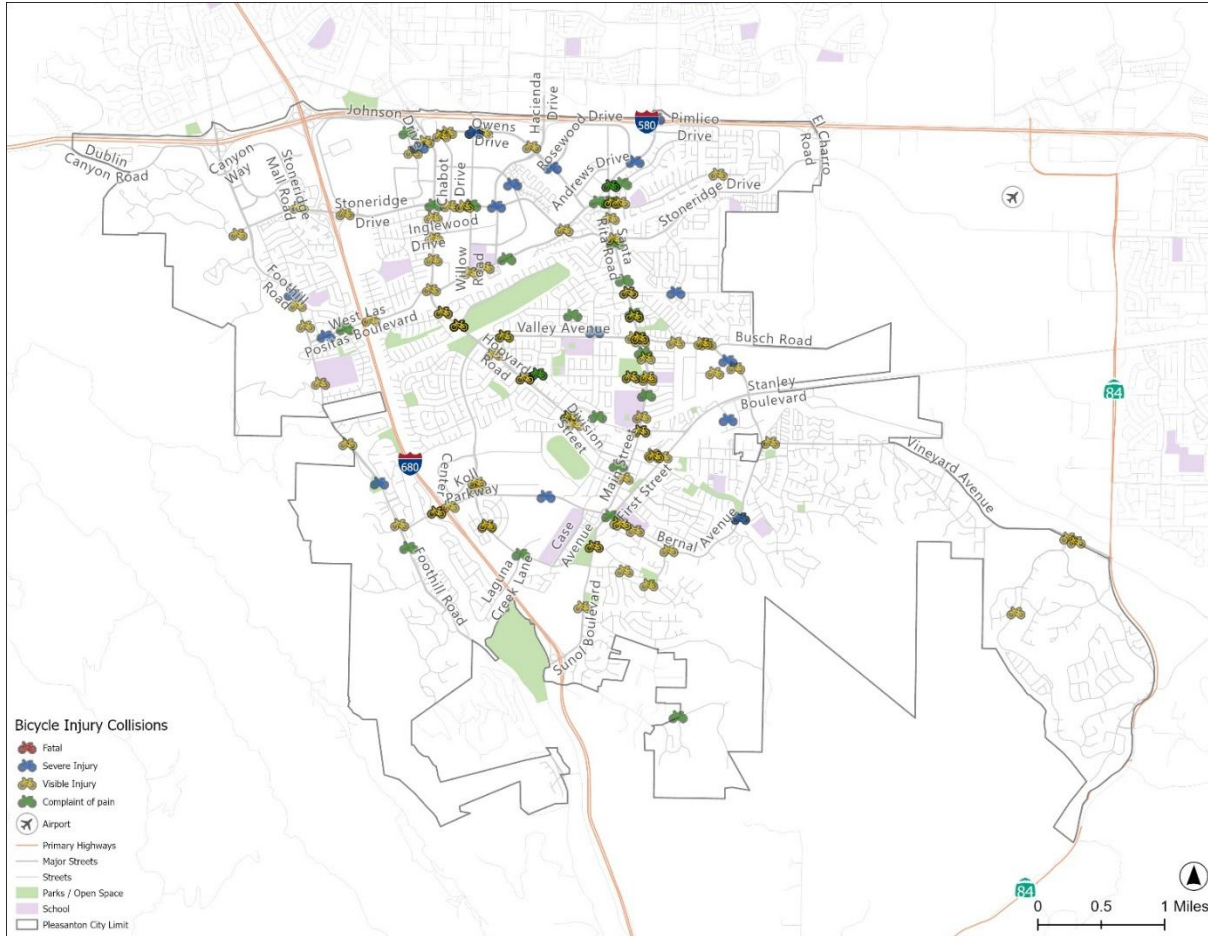
Address Improper Turning Collisions (Injury – 108; KSI - 8)



Collision Trends	Collisions
Occurred at Intersections	76
Hit Object Collisions	38
Nighttime Collisions	30
Broadside Collisions	25

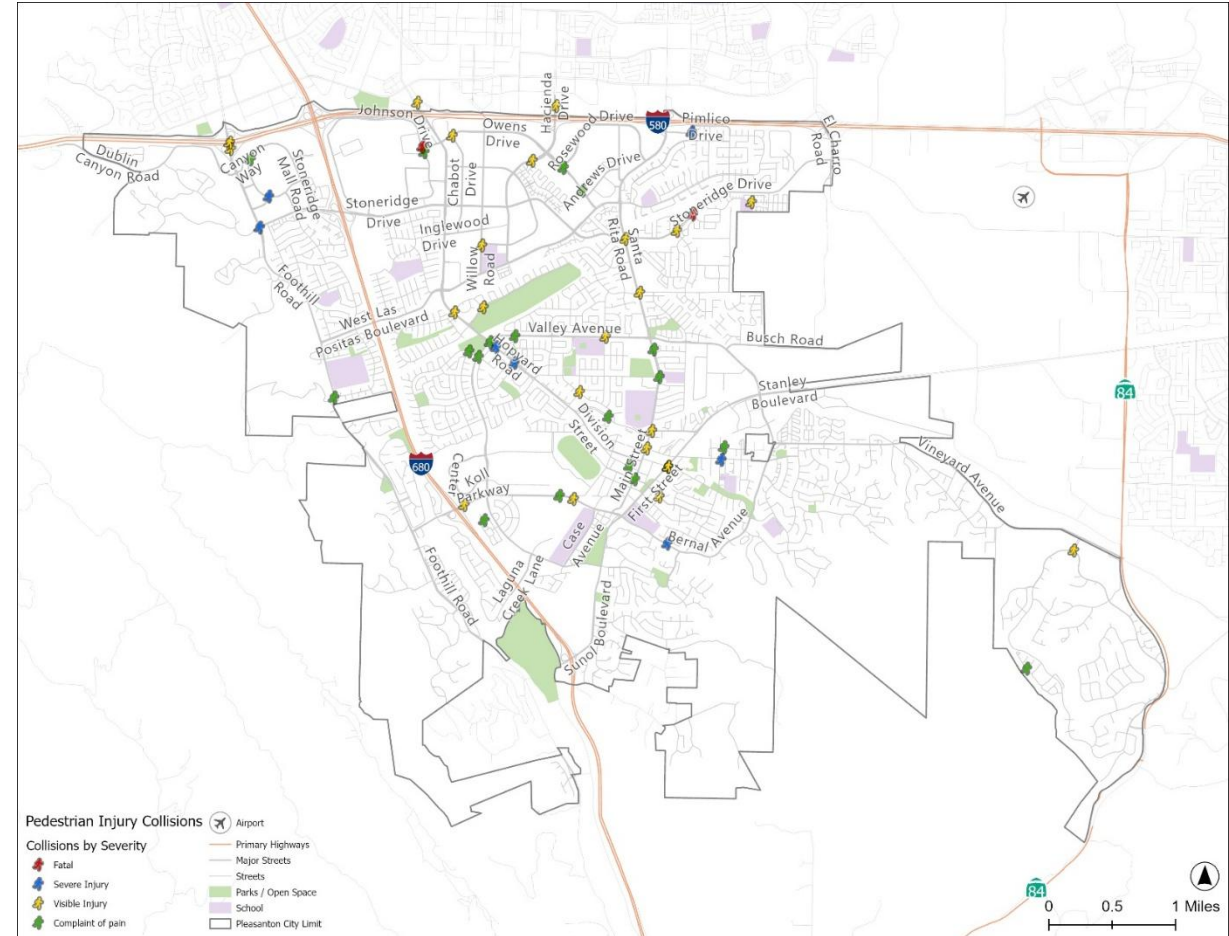
Collision Profiles

Improve Bicycle Safety – Bicycle Injury Collisions (Injury – 129; KSI - 17)



Collision Trends	Collisions
Broadside Collisions	76
Automobile Right of Way Collisions	35
Unsafe Speed Collisions	26
Improper Turning Collisions	20

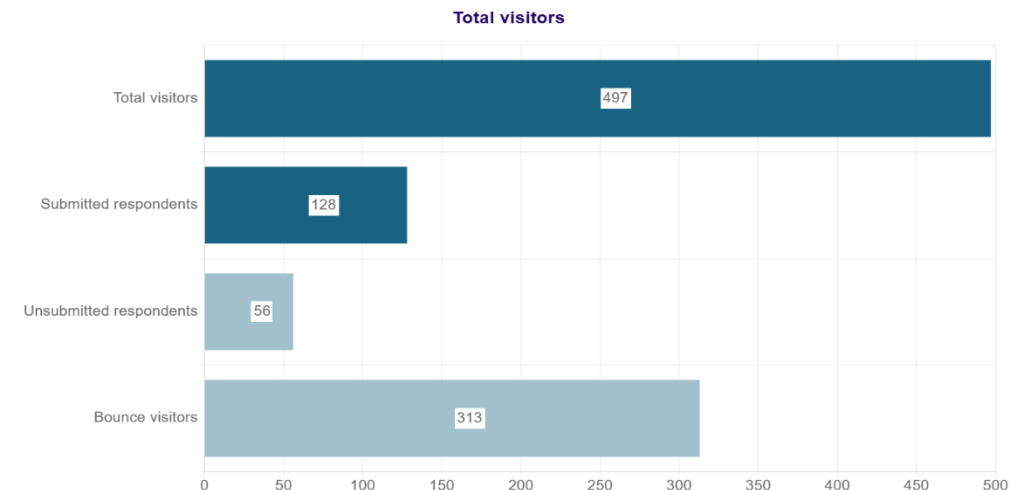
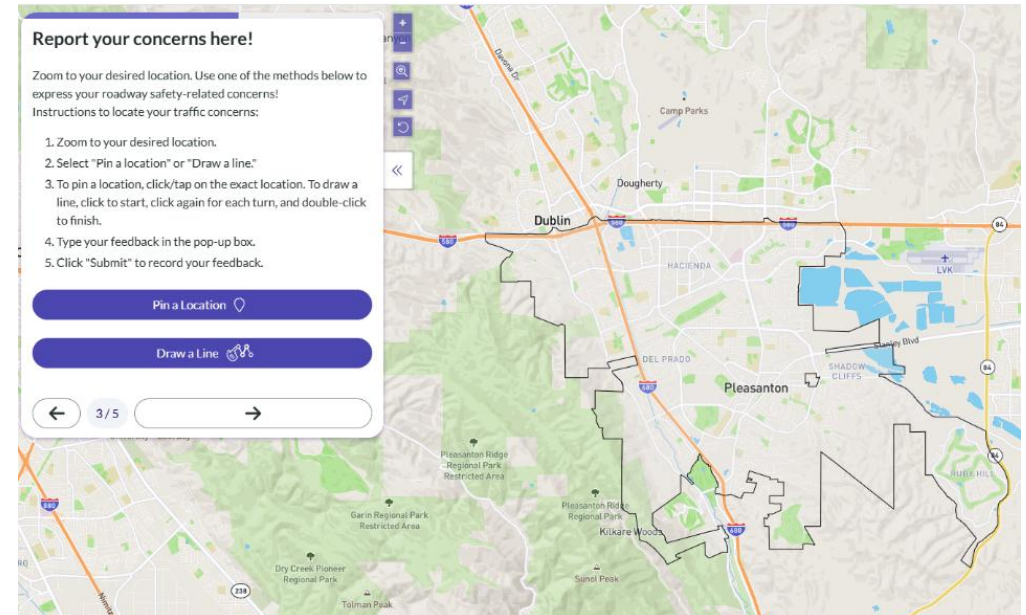
Improve Pedestrian Safety - Pedestrian Injury Collisions (Injury – 50; KSI - 9)



Collision Trends	Collisions
Pedestrian Crossing in Crosswalk at Intersections	34
Pedestrian Right of Way Collisions	30
Nighttime Collisions	17
Pedestrian Violation Collisions	10

Interactive Map Input Summary

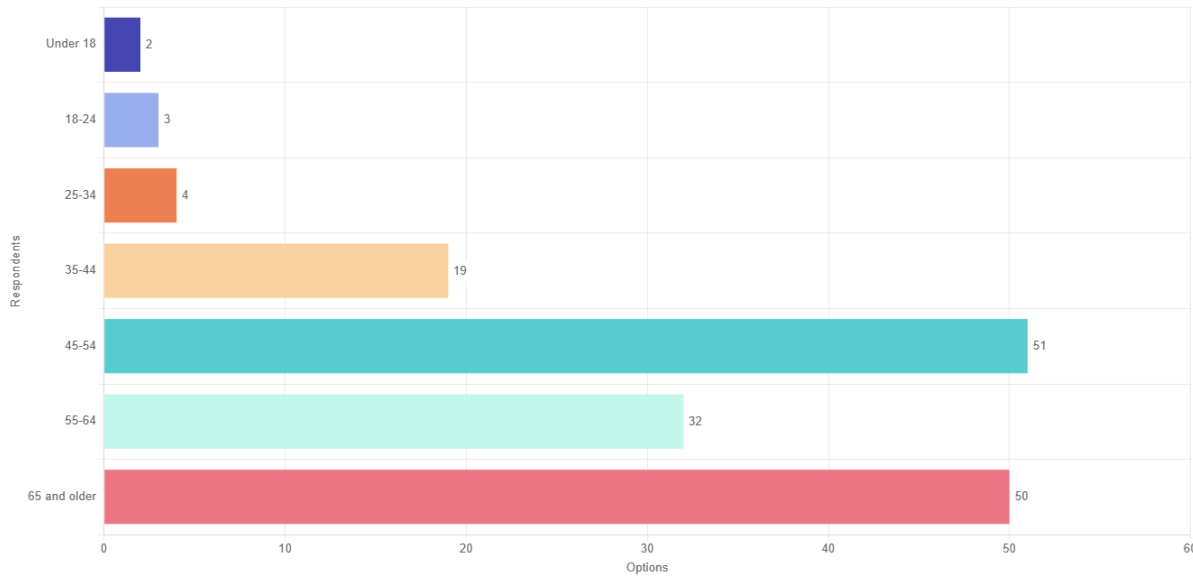
- The City of Pleasanton kept its interactive map and survey open through the end of January 2026, providing the public with an opportunity to share their comments and input. This tool played a critical role in gathering and understanding the perspectives of residents.
- It allowed community members to conveniently share concerns virtually, without the need to attend in-person meetings.
- This interactive approach helped the City develop a more robust, data-driven plan by incorporating community insights that may not be captured through traditional data sources, such as unreported collisions or near-miss experiences.
- Residents, with their firsthand knowledge of neighborhood conditions, contributed valuable context that strengthened the overall planning effort.
- This reflects a meaningful and proactive effort by the City to engage the community and build a more informed and inclusive plan. A total of 184 respondents participated, identifying 251 exact locations and 103 corridor locations.



Interactive Map Input Summary

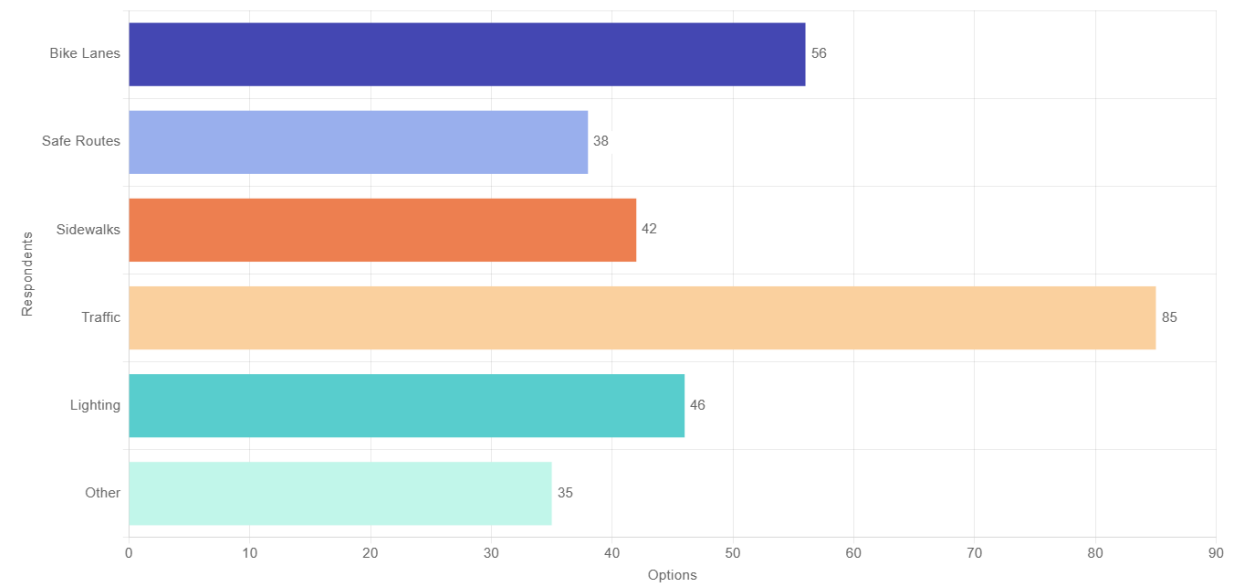
The survey consisted of 10 questions, and a sample of the analysis is presented here. Respondents provided multiple comments, offering valuable insights into their concerns. This information has been gathered to support the next phase of the study and inform the development of effective safety projects and countermeasures.

Q2. Your age group:



Submitted respondents: 127
Total respondents: 161

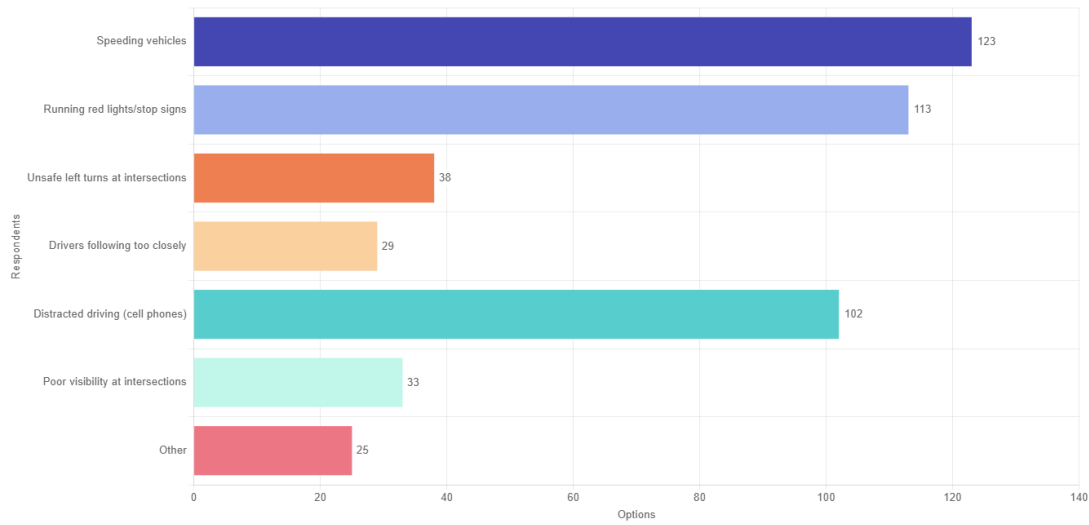
Q5. When you travel in the city, what is missing or needs improvement? (Check all that apply)



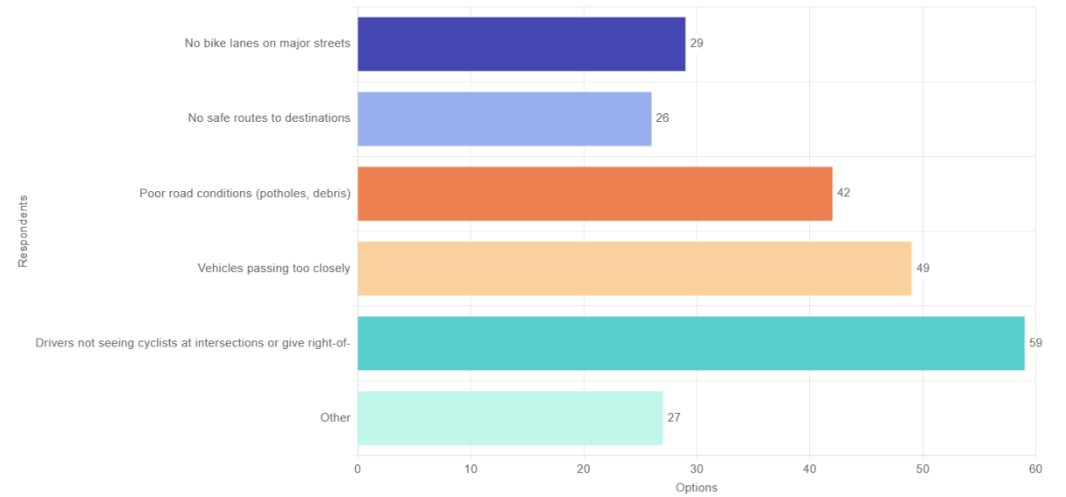
Submitted respondents: 120
Total respondents: 150

Interactive Map Input Summary

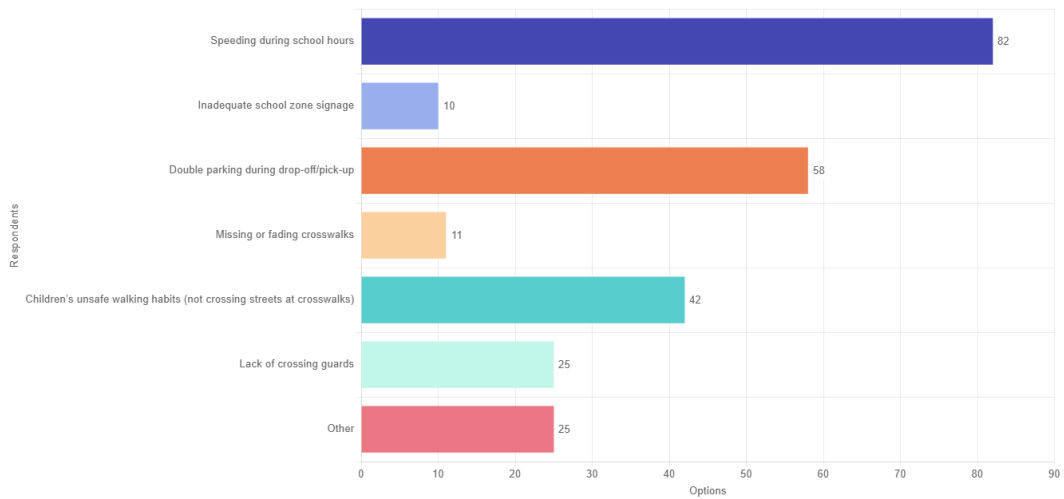
Q6. What are your top safety concerns on streets of Pleasanton? (Select up to 3)



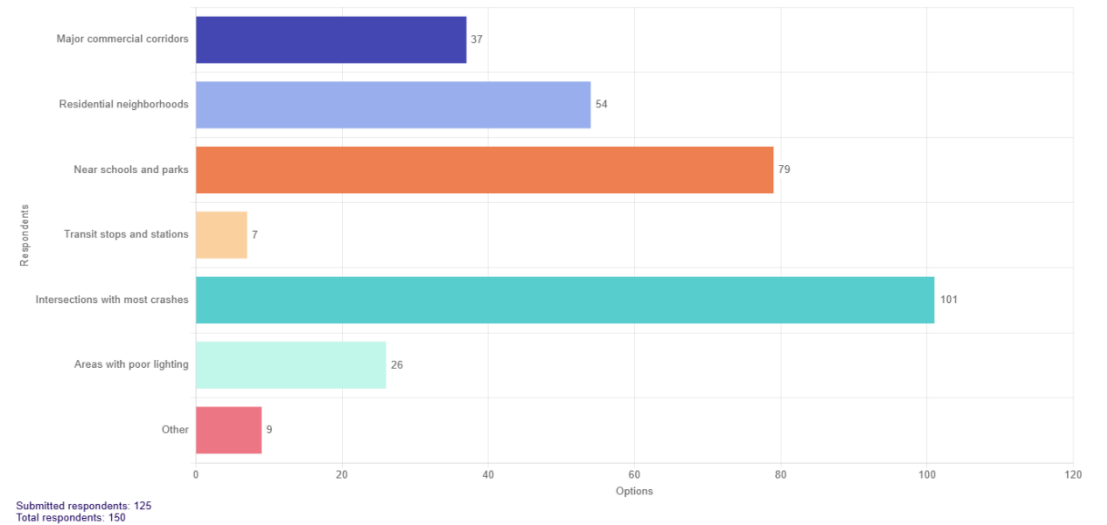
Q8. If you have concerns about bicycle safety, what are your main concerns? (Select up to 2)



Q9. Do you have any safety concerns around your schools, what are your main concerns? (Select up to 3)

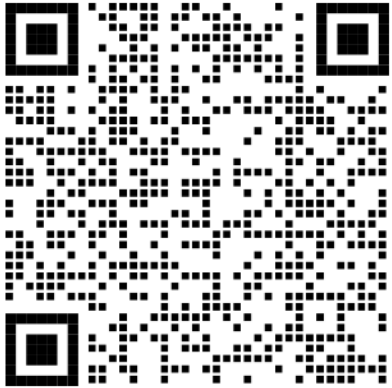


Q10. Where should the city focus on safety improvements? (Select up to 2)



Your Role as a Safety Champion

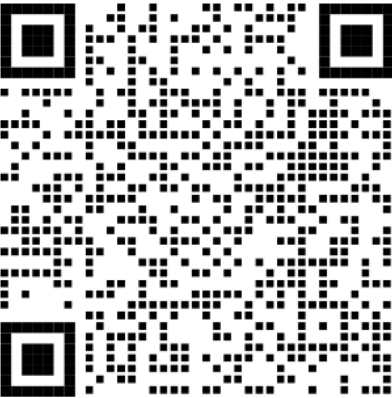
[Pleasantontransportationsafety.com](https://pleasantontransportationsafety.com)



[Website](https://pleasantontransportationsafety.com)

Contents

- Project timeline
- FAQs
- Project documents
- Collision History
- Upcoming community meetings



[Community Meeting](#)
March 31st and April 2nd

Feedback Opportunities

- Virtual meeting
- Share Concerns
- Ask Questions
- Provide Feedback
- Sign up to stay informed

- Help generate awareness by keeping the community informed about ongoing initiatives, projects, and discussions.
- Encourage the public to actively participate in meetings and share their concerns with the City.
- As a stakeholder, you are encouraged to motivate broader community involvement and help amplify community voices.
- Additionally, support the City's efforts by providing timely support letters and sharing concerns as they arise.

Next Steps

- Conduct Community Outreach Meetings
- Identify countermeasures or other safety strategies based on data and outreach efforts
- Identify Safety Projects and countermeasures
- Conduct third round of meetings to gather additional feedback and comments.



An aerial photograph of a forested hillside. The terrain is covered in dense vegetation, with a mix of dark green and brownish-green trees. A semi-transparent dark horizontal band runs across the middle of the image, containing the text 'Discussion/Questions' in a large, white, sans-serif font. The background shows a valley with more trees and some rocky outcrops.

Discussion/Questions

An aerial photograph of a forested hillside. The terrain is covered in dense vegetation, with a mix of dark green and brownish-green trees. A semi-transparent dark horizontal band runs across the middle of the image, containing the text "Thank you!" in a large, white, sans-serif font. The text is centered horizontally and vertically within the band. The background shows a valley with a dirt path on the left and a rocky outcrop in the lower-left quadrant.

Thank you!