

PLEASANTON

ANTIQUE & COLLECTABLE FAIRE

JULY 24  
10:00 AM - 5:00 PM

# Pleasanton Transportation Safety Action Plan (PTSAP)

Community Meeting #4

May 7, 2026

6:00 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
- Draft Report Overview
- Evaluation Matrix
- Final List of Safety Projects
- SS4A Grant Application
- Next Steps
- Discussion/Questions



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

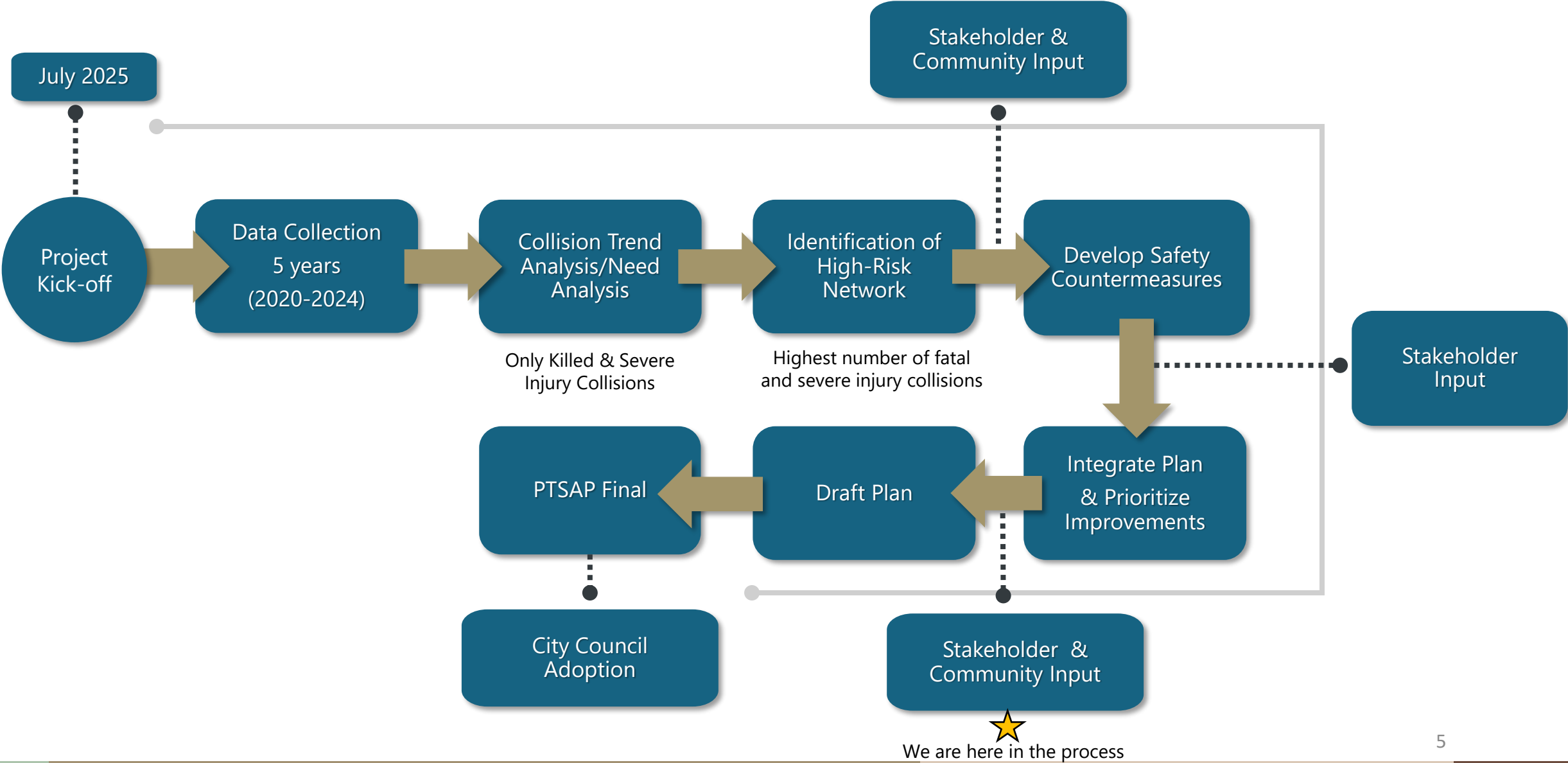
The City of Pleasanton is developing a PTSAP, funded by the U.S. Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) grant program, to improve safety on roadway network.

## 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



# Draft Report Overview

## CHAPTER 1

### Introduction

Purpose, vision, Safe System Approach & methodology

## CHAPTER 2

### Existing Planning Efforts

Local/regional plans, policies & alignment with broader initiatives

## CHAPTER 3

### Citywide Collision Trends

Safety analysis, high-risk corridors & crash contributing factors

## CHAPTER 4

### Engagement and Collaboration

Stakeholder coordination, public outreach & community priorities

## CHAPTER 5

### Policy & Process Change

Design standards, Safe System integration & data-driven practices

## CHAPTER 6

### Strategies and Project Selection

Engineering, education & enforcement countermeasures + project priorities

## CHAPTER 7

### Progress and Transparency

Implementation roles, timelines, performance tracking & funding sources

# INTRODUCTION

Purpose · Vision · Safe System Approach

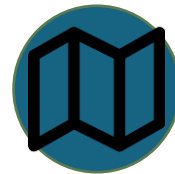
# EXISTING PLANNING EFFORTS

Local & Regional Alignment



## Chapter 1: Introduction

Establishes the purpose, vision, and goals of the PTSAP, and defines the study area and planning context. This section also outlines the Safe System Approach and the overall methodology used to guide the development of the plan.



## Chapter 2: Existing Planning Efforts

Summarizes relevant local and regional plans, policies, and programs that inform the PTSAP. This section highlights how the plan builds upon previous efforts and aligns with broader transportation, safety, and land use initiatives.

# COLLISION TRENDS

Citywide Safety Analysis · High-Risk Corridors

# ENGAGEMENT & COLLABORATION

Stakeholders · Community · Outreach



## Chapter 3: Citywide Collision Trends

Presents the data sources, analytical framework, and key findings from the citywide safety analysis. This includes identification of high-risk corridors and intersections, as well as prevalent crash types and contributing factors that inform priority safety needs.



## Chapter 4: Engagement and Collaborations

Describes the inclusive and ongoing engagement process used to inform the PTSAP. Includes coordination with a stakeholder working group, public outreach activities such as surveys and meetings, and a summary of key themes and priorities identified by the community.

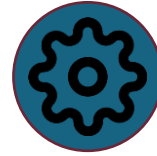
# IMPLEMENTATION

Policy · Strategies · Progress

Policy

Strategies

Progress



## Chapter 5: Policy and Process Change

Identifies policy and procedural changes to support long-term implementation. Focuses on integrating safety into decision-making by updating design standards and institutionalizing data-driven safety practices.



## Chapter 6: Strategies and Project Selection

Introduces evidence-based safety strategies across engineering, education, and enforcement. Prioritizes safety improvements evaluated by impact, feasibility, cost-effectiveness, and equity.



## Chapter 7: Progress and Transparency

Outlines the implementation framework including roles, timelines, and performance tracking. Identifies potential funding sources and grant opportunities to support long-term plan success.

# Evaluation Matrix

While all projects identified in the PTSAP address important safety needs, a structured prioritization framework is used to guide implementation and ensure that investments align with the plan’s safety goals and objectives. This framework supports transparent, data-driven decision-making and helps the City focus resources on projects that will have the greatest impact on reducing traffic fatalities and serious injuries.

Criteria	Description	Weight (100 percent)
<b>Safety Benefits</b>	Evaluates the severity and frequency of collisions at the project location using a severity index based on collision data. Higher-risk locations receive higher scores.	30 percent
<b>Benefit to Vulnerable Road Users</b>	Projects that improve safety for pedestrians, bicyclists, transit users, and persons with disabilities receive higher scores.	15 percent
<b>School Safety Impact</b>	Projects located near schools or along key school routes receive higher priority due to the presence of students and increased pedestrian activity.	15 percent
<b>Community Need and Access Considerations</b>	Considers how projects improve transportation access and safety in underserved and low-income areas, as well as locations with limited transportation options.	10 percent
<b>Community Input and Support</b>	Reflects feedback received through public outreach, stakeholder engagement, and prior planning efforts.	10 percent
<b>Ease of Implementation</b>	Assesses project complexity, with higher scores assigned to projects that can be implemented quickly and cost-effectively (e.g., striping, signage), and lower scores for projects requiring significant design, right-of-way, or construction.	10 percent
<b>Applicable Grant Opportunities and Funding Readiness</b>	Evaluates how well a project aligns with common grant program criteria, including eligibility, competitiveness, readiness, and ability to meet local match requirements. Projects that align with multiple funding sources and scoring priorities receive higher scores.	10 percent

# Safety Projects

As part of the PTSAP, safety projects have been identified:

## Corridor-Level Improvements

## Comprehensive Citywide Projects

## Policy and Program Initiatives

Corridor Projects	Citywide Projects
Hopyard Road – I580 to Black Avenue	Signal Upgrades
Santa Rita Road – I580 to Downtown	Feasibility Study for Leading Pedestrian Interval (LPI)
Owens Drive – Hacienda Drive to Willow Road	Sign Inventory and Upgrades
Las Positas Boulevard - Hopyard Road to Hacienda Drive	Feasibility Study for Upgrading Existing Bicycle Facilities
Foothill Road – I580 to Muirwood Drive	Automated Red-light Enforcement (If Approved)
Sunol Boulevard – Sonoma Drive to I-680 SB Off-ramp	Automated Speed Enforcement (If Approved)
Valley Avenue – Crestline Road to Santa Rita Road	School Area Circulation Study
Bernal Avenue – Valley Avenue to Pleasanton Avenue	Neighborhood Traffic Calming Program Update
Bernal Avenue – Sunol Boulevard to Windmill Way	Speed Reduction Strategy (Safe System Speed Management Program)

**Dashboard** - A citywide safety dashboard will be developed to track key performance metrics, monitor project implementation, and provide transparent, data-driven insights into transportation safety improvements over time.

# SS4A Grant Funding Criteria

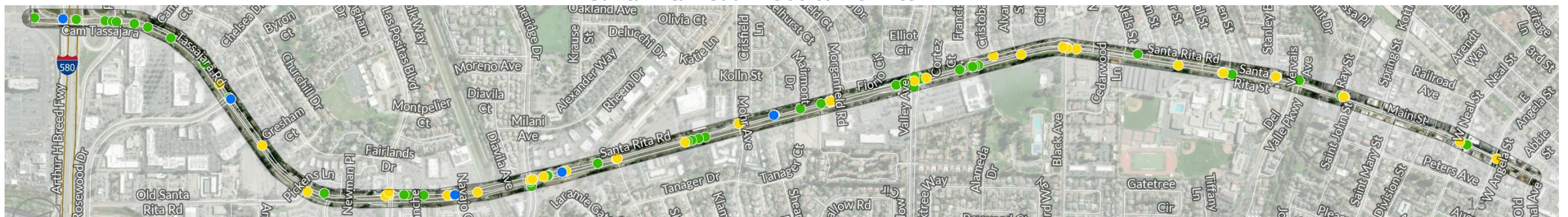
This Plan has been developed with funding secured through the Safe Streets for All (SS4A) federal grant program. Upon adoption, the Plan will serve as the foundation for applying to the next round of SS4A funding to support implementation of the identified project, the Santa Rita Road Corridor Improvements.

SS4A Required Component	Description	PTSAP Section(s)
<b>1. Leadership Commitment and Goal Setting</b>	Establishes a long-term vision (e.g., Vision Zero) and safety goals, including a commitment to eliminate fatalities and serious injuries.	Chapter 1
<b>2. Planning Structure</b>	Identifies the project team, stakeholder working group, and coordination framework used to guide plan development.	Chapter 1, Chapter 4
<b>3. Safety Analysis</b>	Includes analysis of crash data to identify trends, high-risk locations, and contributing factors.	Chapter 3
<b>4. Engagement and Collaboration</b>	Documents public and stakeholder engagement efforts used to inform the plan.	Chapter 4
<b>5. Policy and Process Changes</b>	Identifies opportunities to update policies, standards, and procedures to improve safety outcomes.	Chapter 2 and Chapter 5
<b>6. Strategy and Project Selection</b>	Develops a set of strategies and identifies priority projects to address safety needs.	Chapters 5 and 6
<b>7. Progress and Transparency</b>	Establishes a framework for tracking progress, evaluating outcomes, and reporting results. Outlines implementation steps, responsible parties, and funding opportunities.	Chapter 4 and Chapter 7
<b>8. Action Plan Adoption Date</b>	May 2026 ( <a href="http://Pleasantontransportationsafety.com">Pleasantontransportationsafety.com</a> )	

# Santa Rita Road – Corridor Improvement

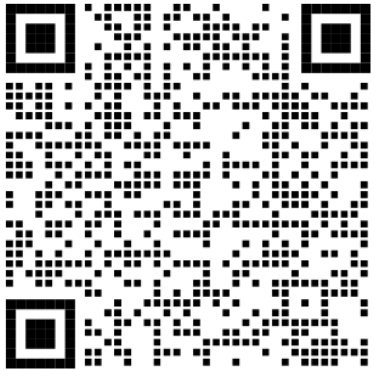
No.	Corridor	Improvements
1	Santa Rita Road – North City Limits to Rosewood Drive	Modify signal phasing to implement a LPI and add left turn phases at key intersections
2	Santa Rita Road – Rosewood to Stoneridge Drive	Extend sidewalks to include 5' bike lanes and make intersections along the segment Protected bike Intersection, include full signal upgrades to meet latest standards
3	Santa Rita Road – Stoneridge Drive to Mohr Avenue	<ul style="list-style-type: none"> <li>Phase 1: Upgrade from Class 2 buffer bike lane to Class 4 separated by reducing the travel lane. Buffer can be concrete.</li> <li>Phase 2: Extend sidewalks to include 5' bike lanes and make intersections along the segment Protected bike Intersection, include full signal upgrades to meet latest standards</li> </ul>
4	Santa Rita Road – Mohr Avenue to Valley Avenue	<ul style="list-style-type: none"> <li>Phase 1: Upgrade from Class 2 buffer bike lane to Class 4 separated by reducing the travel lane. Buffer can be concrete.</li> <li>Phase 2: Extend sidewalks to include 5' bike lanes and make intersections along the segment Protected bike Intersection, include full signal upgrades to meet latest standards</li> </ul>
5	Santa Rita Road – Valley Avenue to Black Avenue	<ul style="list-style-type: none"> <li>Phase 1: Upgrade from Class 2 buffer bike lane to Class 4 separated by reducing the travel lane. Buffer can be concrete.</li> <li>Phase 2 - Elevated Cycle Track with improved sight distances for added safety</li> </ul> <p>Francisco to Black Improvements below:</p> <ul style="list-style-type: none"> <li>Keep Parking SB between Francisco to Black Avenue, guide bikes to the sidewalk path for Amador Valley Community Park and widen that walkway for better bike/pedestrian shared use path.</li> <li>Santa Rita Road &amp; Francisco: <ul style="list-style-type: none"> <li>Enhance intersection for added bike safety to cross Santa Rita Road</li> </ul> </li> </ul>
6	Santa Rita Road - Black Avenue to Stanley	Raised Cycle track southbound direction (convert the bike lane to raised in the area) - existing bus stop in front of Post Office to be floating bus stop in travel lane
7	Downtown Corridor - Ray St to Old Bernal Ave	Parallel bike facility (cycle track) that diverts on St. John St to Peters Avenue
8	Santa Rita at Valley Avenue	<ul style="list-style-type: none"> <li>Phase 1: Intersection safety improvements by Developer project on east side of intersection</li> <li>Phase 2: Improve west side of intersections to enhance overall bike/ped safety at intersection</li> </ul>
9	Overall Corridor Improvement	<ul style="list-style-type: none"> <li>Retroreflective backplate - all signalized locations</li> <li>Speed Feedback Signs - at strategic locations</li> <li>Upgrade from Class 2 buffer bike lane to Class 4 facility with bollards or Buffer can be landscape.</li> <li>Speed Cameras at all key intersections.</li> </ul>

Santa Rita Road – I580 to Downtown



# Next Steps

- Prepare Final Report and move forward for Council Adoption
- Apply for Available Fundings
- Stay updated through PTSAP Webpage on City's website



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

## NEXT STEPS



## FINAL REPORT PREPARATION

## PLEASANTON TRANSPORTATION SAFETY ACTION PLAN

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 text is centered horizontally and vertically within the band.

# Discussion/Questions

An aerial photograph of a lush, green valley. The terrain is covered in dense vegetation, including various shades of green trees and shrubs. A semi-transparent dark horizontal band runs across the middle of the image, serving as a background for the text. The overall scene is bright and natural.

**Thank you!**