

Pleasanton Transportation Safety Action Plan



**SAFER STREETS.
 STRONGER COMMUNITY.**

Working together to achieve zero fatalities and serious injuries.



ENHANCE SAFETY
 Reduce traffic-related injuries and fatalities for all roadway users.



EQUITABLE ACCESS
 Create safe, comfortable, and accessible streets for everyone.



STRONG CONNECTIONS
 Improve multimodal connectivity and access to key destinations.



SUSTAINABLE FUTURE
 Build a safer, healthier, and more livable Pleasanton.

Prepared by:



THIS PAGE IS INTENTIONALLY LEFT BLANK

2026 Pleasanton Transportation Safety Action Plan

Prepared by:

Ruta Jariwala, PE



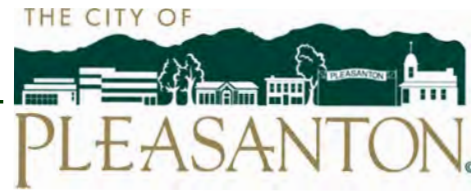
Professional Civil Engineer & Project Manager,
TJKM Transportation Planning Consultants

Signed for Approval:

A handwritten signature in blue ink that reads "Mike Tassano".

Mike Tassano, TE (TE 2139)
City Traffic Engineer
City of Pleasanton

LEADERSHIP COMMITMENT



Dear Members of the Community:

I am pleased to express my full support for the City of Pleasanton's Transportation Safety Action Plan (PTSAP) and to highlight our commitment to implementing this plan through coordinated, data-driven action.

PTSAP represents a significant step forward in how Pleasanton approaches roadway safety. Through a comprehensive analysis of recent collision data, we now have a clearer understanding of where and why severe collisions are occurring. The findings show that collisions are concentrated at intersections and along major corridors, with unsafe speed, failure to yield, and impaired driving among the primary contributing factors. Importantly, pedestrians and bicyclists, while involved in a smaller share of total collisions, face a disproportionately higher risk of severe injury.

This plan allows us to translate that understanding into action. By establishing a High Injury Network that aligns with regional efforts and further refining a Focused High Injury Network for implementation, the City is prioritizing improvements where they will have the greatest impact. PTSAP also provides a practical framework that includes proven countermeasures, a structured project prioritization process, and a phased implementation strategy.

Safety considerations will be incorporated into capital planning, project development, and daily decision-making across departments. We will continue to coordinate with regional agencies, law enforcement, transit providers, and community partners to ensure a comprehensive approach to safety.

The City will monitor progress, evaluate outcomes, and adjust strategies as needed to ensure we are making measurable improvements. PTSAP also positions Pleasanton to pursue funding through programs such as Safe Streets and Roads for All (SS4A) and the Highway Safety Improvement Program (HSIP), helping to accelerate implementation of focused projects.

Improving roadway safety is an ongoing responsibility, and this plan provides the structure and direction needed to move forward effectively. I am confident that through continued collaboration and commitment, Pleasanton will make meaningful progress toward a safer transportation system for all.

Sincerely,

Gerry Beaudin
City Manager

P.O. Box 520, Pleasanton, CA 94566-0802

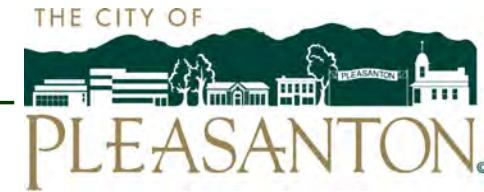
123 Main Street

City Manager
(925) 931-5002
Fax: 931-5482

City Attorney
(925) 931-5015
Fax: 931-5482

Economic Development
(925) 931-5038
Fax: 931-5485

City Clerk
(925) 931-5027
Fax: 931-5492



Dear Members of the Community:

As Mayor of the City of Pleasanton, I am proud to share my strong support for the Pleasanton Transportation Safety Action Plan (PTSAP) and the vision it represents for our community.

Pleasanton is a thriving and connected community, serving as a key gateway between the Bay Area and the Central Valley. With this connectivity comes increased travel demand and a growing mix of people walking, biking, driving, and using transit every day. While these connections are vital to our quality of life, they also present real safety challenges that we must address thoughtfully and proactively.

Our recent data tells a clear story. Over the past five years, hundreds of injury collisions have occurred on our streets, including dozens that resulted in fatal or life-altering outcomes. Many of these incidents are concentrated at intersections and along key corridors, and too often they involve our most vulnerable users, pedestrians and bicyclists. These are not just statistics; they represent members of our community, and they call for action.

PTSAP is our response. It reflects a commitment to a safer future through a data-driven and community-informed approach. By identifying high-risk locations through the High Injury Network and prioritizing improvements where they are needed most, this plan provides a clear path forward. It also aligns with the City's 5-Year Strategic Plan (2023–2028), "One Pleasanton," reinforcing our shared goal of building a safe, inclusive, and connected community.

Achieving this vision will take partnership, persistence, and accountability. The City is committed to investing in proven safety improvements, working closely with regional partners and community stakeholders, and pursuing state and federal funding opportunities to advance these efforts.

Every resident of Pleasanton deserves to feel safe, whether walking to school, biking through a neighborhood, taking transit, or driving home at the end of the day. I am committed to ensuring that this plan is not just a document, but a meaningful step toward that safer future.

Sincerely,

Jack Balch
Mayor

c. Pleasanton City Council

MAYOR AND CITY COUNCIL

123 Main Street

P.O. Box 520, Pleasanton, CA 94566-0802

(925) 931-5001
Fax: 931-5482

POLICY RESOLUTION

RESOLUTION NO. 2026-032

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLEASANTON ADOPTING THE PLEASANTON TRANSPORTATION SAFETY ACTION PLAN

WHEREAS, the City of Pleasanton is committed to protecting the public health, safety, and welfare of all people who travel on Pleasanton streets, including pedestrians, bicyclists, transit users, school-aged children, older adults, persons with disabilities, emergency responders, motorists, and goods movement operators; and

WHEREAS, traffic fatalities and serious injuries are preventable and are not an acceptable or inevitable consequence of the transportation system; and

WHEREAS, the City recognizes that safer street design, lower-risk operating conditions, data-informed decision-making, education, interagency coordination, and equitable investment can substantially reduce the frequency and severity of crashes; and

WHEREAS, the city received a Safe Streets for All Grant in 2023 to develop the Pleasanton Transportation Safety Action Plan; and

WHEREAS, the City has prepared the Pleasanton Transportation Safety Action Plan to analyze crash patterns, identify transportation safety needs, establish goals and priorities, and recommend strategies and projects to improve safety for all roadway users; and

WHEREAS, the Pleasanton Transportation Safety Action Plan is informed by crash data, roadway characteristics, extensive community and stakeholder input, and best practices consistent with a Safe System approach that anticipates human mistakes and seeks to reduce the likelihood that such mistakes result in death or serious injury; and

WHEREAS, collision data analyzed for the Pleasanton Transportation Safety Action Plan indicates from 2020-2024 there were 67 fatal and severe injuries on streets within the City of Pleasanton;

WHEREAS, the Transportation Safety Action Plan considers safety improvements across the City's transportation network and includes engineering, education, enforcement, policy, and programmatic strategies intended to improve travel safety for all users; and

WHEREAS, the Pleasanton Transportation Safety Action Plan aims to reduce accidents in the City of Pleasanton by identifying a High Injury Network and implementing safety countermeasures on the high injury network; and

WHEREAS, the Pleasanton Transportation Safety Action Plan outlines a strategy to reduce fatal and severe injuries by 50% in the next ten years; and

WHEREAS, the City Council affirms a long-term goal of eliminating traffic fatalities and serious injuries on Pleasanton streets recognizing that achieving this goal will require sustained commitment, measurable progress, periodic reporting, and continued investment in systemic safety improvements over time; and

WHEREAS, adoption of the Pleasanton Transportation Safety Action Plan does not itself appropriate funding for the strategies or projects identified in the Plan, but instead establishes the

Resolution No. 2026-032
Page 2 of 2

Plan as a framework for prioritizing and pursuing transportation safety improvements as funding and staffing permit; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PLEASANTON DOES RESOLVE, DECLARE, DETERMINE AND ORDER THE FOLLOWING:

SECTION 1. The City adopts the Pleasanton Transportation Safety Action Plan. The Transportation Safety Action Plan shall serve as a guiding document for the City's transportation safety efforts, including project development, grant applications, policy review, and coordination with partner agencies.

SECTION 2. The City commits to the long-term goal of eliminating fatal and severe injury collisions and the short-term goal of reducing fatal and severe accident collisions by 50% within ten years.

SECTION 3. The City commits to reviewing and updating the Pleasanton Transportation Safety Action Plan every five (5) years and to reassessing accident-reduction goals.


PASSED, APPROVED AND ADOPTED by the City Council of the City of Pleasanton at a regular meeting held on May 19, 2026.

I, Jocelyn Kwong, City Clerk of the City of Pleasanton, California, certify that the foregoing resolution was adopted by the City Council at a regular meeting held on the 19th day of May 2026, by the following vote:

Ayes:	Councilmembers Eicher, Gaidos, Nibert, Testa, Mayor Balch
Noes:	None
Absent:	None
Abstain:	None


Jocelyn Kwong, City Clerk

APPROVED AS TO FORM:


Daniel G. Sodergren, City Attorney

ACKNOWLEDGMENTS

The City prepared the Pleasanton Transportation Safety Action Plan with funding support from the Federal Highway Administration's (FHWA) Safe Streets and Roads for All (SS4A) program.

This plan builds upon the region's existing transportation initiatives, including the Bicycle and Pedestrian Master Plan, Trails Master Plan, Downtown Specific Plan, and others. It also aligns with the Safe System Approach; a national effort focused on eliminating traffic fatalities and serious injuries (KSI).

The City of Pleasanton gratefully acknowledges the contributions of its stakeholders, whose active participation and input were essential in shaping this comprehensive safety strategy. The City also extends its appreciation to community organizations and members of the public whose feedback helped ensure that the PTSAP reflects the diverse safety needs of all residents, regardless of how they travel.

Moving forward, the City remains committed to implementing the strategies outlined in the Pleasanton Transportation Safety Action Plan and collaborating with its partners to achieve the vision of reducing and ultimately eliminating traffic fatalities and serious injuries in the city.



PLEASANTON STAKEHOLDER WORKING GROUP

The City of Pleasanton developed the Transportation Safety Action Plan through an inclusive and collaborative process. A stakeholder working group was convened to bring together representatives from a range of sectors to address transportation safety challenges in the community.

The formation of this committee was guided by the understanding that improving traffic safety requires a coordinated effort among multiple agencies and organizations.

Representatives from the Pleasanton Unified School District, Police Department, Bicycle, Pedestrian and Trails Commission, Livermore Amador Valley Transit Authority (LAVTA), Bay Area Rapid Transit (BART), Chamber of Commerce, and Hacienda Business Park contributed their expertise and resources to help shape effective strategies for safer streets.

Throughout the development of the PTSAP, the stakeholder working group played a critical role by providing guidance, sharing data and insights, and offering diverse perspectives. This broad representation helped ensure that the plan addresses a wide range of needs, including infrastructure improvements, education programs, and enforcement strategies, resulting in a comprehensive approach to enhancing transportation safety in Pleasanton.

Representative

Seung Yen Hong

Yianna Theodoru

James Paxon

Mike Tobin

Mike Tassano

Cedric Novenario

Steven Martin

Tyler Hays

Adam Nelkie

Susanne Frey

Sharon Piekarski

Qais Habib

Art Tenbrink

Janette Pace

Agency/Department

BART

Chamber of Commerce

Hacienda Business Park

LAVTA

City of Pleasanton, Community & Economic Development

City of Pleasanton, Community & Economic Development

City of Pleasanton, Public Works Streets Division

City of Livermore/Pleasanton, Fire District

City of Pleasanton, Public Work

Pleasanton Unified School District

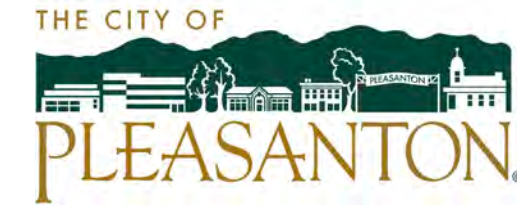
Pleasanton Bicycle Pedestrian Trails Commission

City of Pleasanton, Police Department

Senior Community

City Serve

City of Pleasanton



Mike Tassano, Deputy of Community Development
Cedric Novenario, City Traffic Engineer

CONSULTANT TEAM



Ruta Jariwala (Project Manager)

Rutvij Patel, Task Lead

Manuel Montero, Senior Transportation Engineer

Grishma Pandya, Assistant Transportation Planner

Rishi Shah, Assistant Transportation Engineer

GLOSSARY

ACTC – Alameda County Transportation Commission

ADT – Abbreviation for average daily traffic: Refers to vehicle traffic volumes

ATP – Abbreviation for Active Transportation Plan

BART – Bay Area Rapid Transit

BUILD Grant – Abbreviation for Better Utilizing Investments to Leverage Development. It is a U.S. Department of Transportation (USDOT) discretionary program for surface transportation projects, formerly known as TIGER and sometimes associated with RAISE.

CMAQ Grant – Congestion Mitigation and Air Quality (CMAQ) Improvement Program: This program provides funding for State and local governments for projects that reduce congestion and improve air quality as per the Clean Air Act

Collision Severity – Defined as the intensity of collisions typically in the following categories: fatal, severe injury, minor injury and possible injury, and non-injured or property damage only (PDO)

Complaint of Pain – An injury classification where the individual reports pain or discomfort, but there is no visible physical injury observed at the scene.

CRF – Abbreviation for collision reduction factor: The percentage of expected effect of a countermeasure or safety project to decrease collisions

CSAP – Abbreviation for Comprehensive Safety Action Plan

EMS – Abbreviation emergency medical services

Fatal Injury (Killed) – A person who dies as a result of injuries sustained in the collision, either at the scene or within 30 days of the crash.

FHWA – Abbreviation for Federal Highway Administration: The federal agency responsible managing the nation’s highway system, including bridges and tunnels

FN – Focused High Injury Network

FIRST – Abbreviation for Fatality and Injury Reporting System Tool: A query tool from the national Highway Traffic Safety Administration providing data on traffic fatalities

HSIP – Abbreviation for Highway Safety Improvement Program: A roadway safety funding program

ISD – Abbreviation for Independent School District

KSI – Abbreviation for fatal and severe injury collisions

Type of Collision – It describes how the vehicles involved in the collision collided with each other or with other objects. a.k.a Type of Collision (e.g. Broadside, rear end)

MOE – Abbreviation for Measure of Effectiveness

Primary Contributing Factor – Defined as contributing causes of collisions

Other Visible Injury (Suspected Minor Injury) – A visible but less severe injury that is evident at the scene, such as bruises, abrasions, swelling, or minor cuts, and generally does not involve incapacitation.

PTSAP – Abbreviation for Pleasanton Transportation Safety Action Plan

PROTECT – Abbreviation for Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program: It funds projects that ensure the resilience of surface transportation to natural hazards

Severe Injury (Suspected Serious Injury) – A serious injury that is visible and likely to result in long-term disability or hospitalization. Examples may include severe lacerations, broken or distorted limbs, skull fractures, or unconsciousness.

SS4A – Abbreviation for Safe Streets and Roads for All. A federal funding program that provides \$5 billion nationwide over five years (2022–2026) to help reduce roadway fatalities.

TDM – Abbreviation for Travel Demand Management

TIP – Abbreviation for Transportation Improvement Program

EXECUTIVE SUMMARY

The City developed the Pleasanton Transportation Safety Action Plan (PTSAP) to advance a safer transportation system for all users. The plan applies a data-driven approach, analyzing collision trends, identifying high-risk locations, and recommending targeted countermeasures to reduce collisions and prevent serious injuries.

The primary objectives of the Pleasanton Transportation Safety Action Plan (PTSAP) are to:

- Conduct a proactive safety analysis of the city's transportation network
- Identify high risk corridors, intersections, and recurring collision patterns
- Develop a prioritized list of short-term and long-term safety improvements
- Establish a roadmap to secure funding and implement these improvements

PTSAP is grounded in the Safe System Approach, a nationally recognized framework focused on eliminating traffic fatalities and serious injuries. This approach considers the needs of all modes of travel and places equity and the protection of vulnerable roadway users at the center of its strategies.

Funded through the Federal Highway Administration's (FHWA) Safe Streets and Roads for All program, the PTSAP was shaped through comprehensive data analysis and community collaboration.

Key elements of the process included:

- Developing a collision database to identify patterns and high-risk locations
- Analyzing collision trends to determine priority safety needs
- Collaborating with partner agencies, stakeholders, and the public
- Prioritizing countermeasures based on safety impact, feasibility, and community benefit

PTSAP reflects a collaborative effort among the city, its partners, and the community to create a comprehensive and actionable safety roadmap. Through implementation of the recommended strategies, Pleasanton aims to make meaningful progress toward reducing and ultimately

eliminating traffic fatalities and serious injuries, ensuring a safer and more equitable transportation system for all residents and visitors.

WHAT IS A PLEASANTON TRANSPORTATION SAFETY ACTION PLAN?

The Transportation Safety Action Plan for the City of Pleasanton is a strategic, data-driven initiative to reduce roadway fatalities and severe injuries. This plan prioritizes the safety of all roadway users, including residents, visitors, pedestrians, bicyclists, and drivers, while honoring the City's distinctive character, community values, and transportation needs.

The plan is developed in alignment with the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) Program; this is a foundational document enabling the City of Pleasanton to plan transportation safety investments and pursue federal funding for critical safety improvements.

The Pleasanton Transportation Safety Action Plan outlines a clear vision and practical steps for improving street safety for everyone, whether walking, biking, driving, or using public transit.

SAFE STREETS & ROADS FOR ALL (SS4A) ACTION PLAN COMPONENTS

The Safe Streets and Roads for All (SS4A) program defines nine core Action Plan components required to satisfy grant requirements. The table below outlines how PTSAP aligns with and fulfills each of these components.

SS4A Required Component	Description	PTSAP Section(s)
1. Leadership Commitment and Goal Setting	Establishes a long-term vision (e.g., Vision Zero) and safety goals, including a commitment to eliminate fatalities and serious injuries.	Page iii, iv and Chapter 1
2. Planning Structure	Identifies the project team, stakeholder working group, and coordination framework used to guide plan development.	Page vi and Chapter 4
3. Safety Analysis	Includes analysis of collision data to identify trends, high-risk locations, and contributing factors.	Chapter 3
4. Engagement and Collaboration	Documents public and stakeholder engagement efforts used to inform the plan.	Chapter 4
5. Policy and Process Changes	Identifies opportunities to update policies, standards, and procedures to improve safety outcomes.	Chapter 2 and Chapter 5
6. Strategy and Project Selection	Develops a set of strategies and identifies priority projects to address safety needs.	Chapter 5 and Chapter 6
7. Progress and Transparency	Establishes a framework for tracking progress, evaluating outcomes, and reporting results.	Chapter 7
8. Action Plan Adoption	May, 19 2026	http://www.pleasantontransportationsafety.com/

TABLE OF CONTENTS

1.	INTRODUCTION	1
2.	EXISTING PLANNING EFFORTS	7
3.	COLLISION ANALYSIS AND PATTERNS/TRENDS	20
4.	ENGAGEMENT AND COLLABORATIONS	64
5.	POLICY AND PROCESS CHANGES	70
6.	STRATEGIES AND PROJECT SELECTION	78
7.	PROGRESS AND TRANSPARENCY	119



ORGANIZATION OF PLAN

The Pleasanton Transportation Safety Action Plan (PTSAP) is organized into the following chapters, each building on the previous, to provide a comprehensive and actionable framework for improving roadway safety:

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.

CHAPTER 3: COLLISION ANALYSIS AND PATTERNS/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 collision 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. This 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.

CHAPTER 5: POLICY AND PROCESS CHANGES

Identifies policy, programmatic, and procedural changes needed to support the long-term implementation of the PTSAP. This chapter focuses on integrating safety into everyday decision-making by updating design standards and development review processes. It also outlines opportunities to incorporate the Safe System Approach into City policies, improve interdepartmental coordination, and institutionalize data-driven and systemic safety practices across planning, engineering, and operations.

CHAPTER 6: STRATEGIES AND PROJECT SELECTION

Introduces a comprehensive set of evidence-based safety strategies and countermeasures. The toolkit includes engineering, education, and enforcement approaches that can be applied to address specific safety challenges and support implementation of the Safe System Approach.

Identifies and prioritizes a list of focused safety improvements based on data analysis, stakeholder input, and community feedback. Projects are evaluated using criteria such as safety impact, feasibility, cost-effectiveness, and equity to support strategic investment decisions.

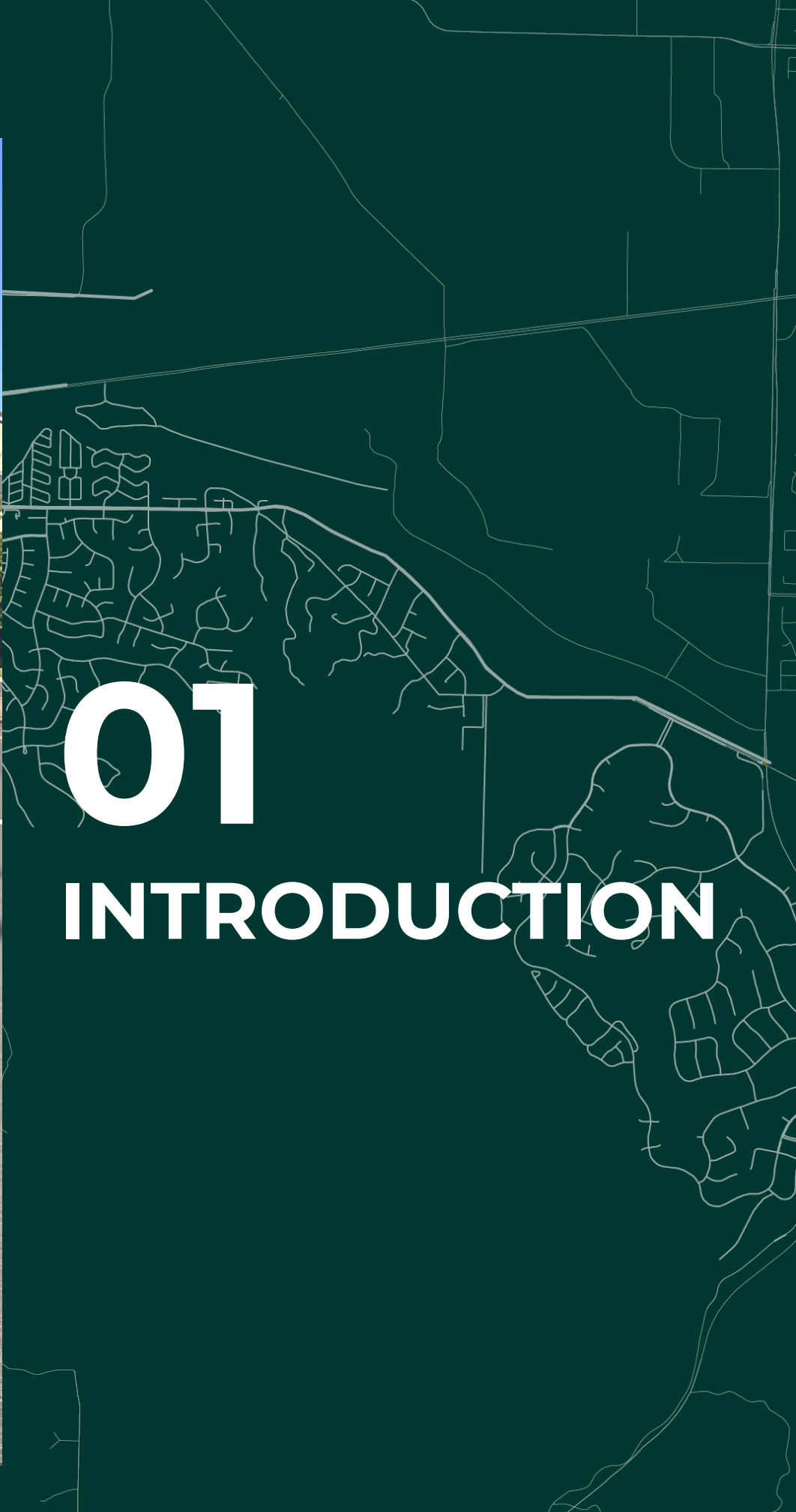
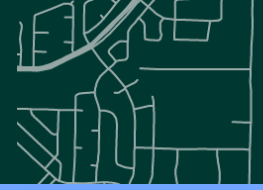
CHAPTER 7: PROGRESS AND TRANSPARENCY

Outlines the framework for implementing the recommended strategies and projects, including roles, timelines, and performance tracking. This section also identifies potential funding sources and grant opportunities to support project delivery and long-term plan success.



01

INTRODUCTION



CHAPTER 1. INTRODUCTION

OVERVIEW

Pleasanton is a city in Alameda County, California, located in the East Bay region of the San Francisco Bay Area. Situated approximately 25 miles east of Oakland, it is part of the Tri-Valley area, along with the cities of Dublin and Livermore. According to the U.S. Census Bureau, Pleasanton encompasses approximately 24.3 square miles. As of July 1, 2024, the city had an estimated population of 75,664, with a balanced distribution across children, working-age adults, and middle-aged residents, and a smaller proportion of older adults.

Pleasanton is a well-connected city that serves as a key transportation hub between the Bay Area; the Central Valley, and Silicon Valley. The city is anchored by the I-580 and I-680 corridors, which intersect in northern Pleasanton and provide regional access to San Francisco, Oakland, San Jose, and the Central Valley. Major arterial roadways, including Foothill Road, Hopyard Road, Santa Rita Road, Stanley Boulevard, Bernal Avenue, Stoneridge Drive, and Valley Avenue support local circulation and connect Pleasanton to neighboring communities such as Dublin, Livermore, and San Ramon.

Transit options further enhance Pleasanton's accessibility. The Dublin/Pleasanton and West Dublin BART stations provide direct rail service to Oakland, San Francisco, and other Bay Area destinations, while the Altamont Corridor Express (ACE) commuter rail line connects Pleasanton to Tracy, Stockton, and San Jose. Local bus service, operated by the Livermore Amador Valley Transit Authority (LAVTA, branded as Wheels), integrates with both BART and ACE.

Employer-sponsored shuttles also support last-mile connections to key employment centers. Together, these multimodal options position Pleasanton as one of the few suburban Bay Area cities with strong highway, rail, and bus connectivity, supporting both local and regional travel.

WHY PLEASANTON NEEDS THE PTSAP?

Despite having these strengths, Pleasanton faces ongoing challenges in improving safety for all roadway users. As the city grows and traffic volumes increase, key intersections and corridors experience higher levels of congestion and conflict between roadway users. Collision patterns indicate that safety risks are concentrated at intersections and along major corridors, with unsafe speed, failure to yield, and impaired driving contributing to more severe outcomes.

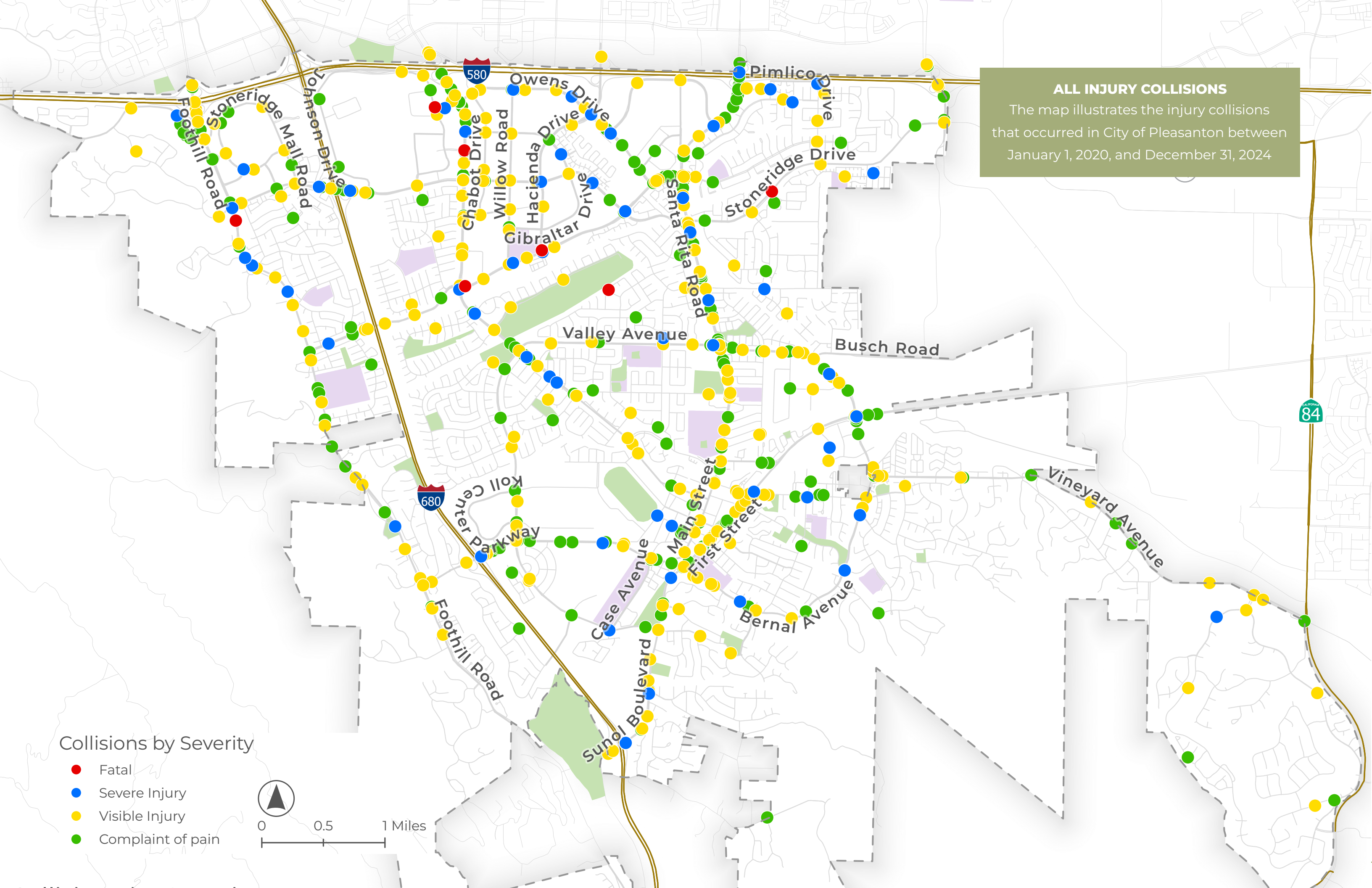
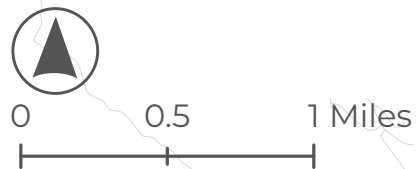
Vulnerable roadway users, including pedestrians, bicyclists, seniors, and students, face increased risk due to limited separation from vehicle traffic and gaps in the active transportation network. Inconsistent sidewalks, limited bicycle facilities, and challenges at crossings further contribute to unsafe conditions, particularly near schools, parks, and transit stops.

In addition, Pleasanton's role as a regional transportation hub supported by major freeways, regional rail, and transit connections contributes to high traffic volumes and increased exposure to collisions. This combination of regional travel demand and local mobility needs creates complex safety challenges that require a coordinated, data-driven response.

ALL INJURY COLLISIONS
The map illustrates the injury collisions that occurred in City of Pleasanton between January 1, 2020, and December 31, 2024

Collisions by Severity

- Fatal
- Severe Injury
- Visible Injury
- Complaint of pain



KEY TRANSPORTATION SAFETY CHALLENGES

Building on these conditions, PTSAP identifies several key challenges that must be addressed to improve roadway safety in Pleasanton:

Challenge	Description
High Collision Concentration at Intersections	A significant majority of collisions (82 percent) occur at intersections, indicating a need for improved intersection design, signal operations, and multimodal safety treatments.
Speed-Related Collisions	Unsafe speed is the leading factor in both injury and KSI collisions, increasing collision severity and risk across key corridors.
Safety Risks for Vulnerable Road Users	Pedestrians and bicyclists account for a disproportionate share of KSI collisions (31 of 67), highlighting the need for safer crossings, protected facilities, and improved visibility.
High-Injury Corridors and Intersections	Several major corridors experience higher concentrations of injury and KSI collisions, requiring targeted safety investments.
Gaps in Bicycle and Pedestrian Infrastructure	Inconsistent or incomplete sidewalks, bikeways, and crossing facilities create barriers to safe and comfortable travel, particularly along high-volume corridors and near key destinations.
Increasing Traffic Volumes and Regional Connectivity Pressures	Pleasanton's role as a regional hub served by I-580, I-680, BART, and ACE contributes to high traffic volumes, increasing exposure and conflict between different roadway users.

Challenge	Description
Disproportionate Risk in Certain Conditions	Collisions are more frequent during peak travel periods (morning and evening) and often occur under daylight conditions, suggesting that High traffic volumes also increase the complexity of the driving environment which alters driver behavior contributing to higher collision rates.
Behavioral Factors (DUI and Right-of-Way Violations)	Driving under the influence, failure to yield, and signal/sign violations contribute significantly to KSI collisions, indicating a need for targeted enforcement and education strategies.
Safety Near Schools, Parks, and Activity Centers	Corridors near schools, parks, and transit stops experience higher multimodal activity, increasing the need for enhanced safety measures to protect students and other vulnerable users.
Need for Targeted Investment and Funding Alignment	While the overall High Injury Network identifies systemwide risk, there is a need to focus investments on a Focused Network to effectively plan for safety improvements and compete for state and federal safety funding programs.
Equitable Access Considerations	Ensuring that safety improvements address the needs of all users including those who rely on walking, biking, and transit is critical to advancing equitable transportation outcomes.

PURPOSE OF THE PTSAP

- To address these challenges, the City developed the Pleasanton Transportation Safety Action Plan (PTSAP) with funding support from the Federal Highway Administration's Safe Streets and Roads for All (SS4A) program. PTSAP represents a critical step toward systematically improving roadway safety and advancing the City's commitment to eliminating traffic fatalities and serious injuries.
- PTSAP applies a data-driven and community-informed approach to evaluate collision patterns, identify high-risk locations, and prioritize safety investments. The plan establishes a systemwide High Injury Network (HIN) aligned with regional efforts such as Alameda County Transportation Commission's (Alameda CTC) High Injury and Proactive Safety Network. The plan also establishes a Focused High Injury Network (FN) to identify segments within the HIN for priority implementation and funding. This tiered approach enables the City to understand systemwide risk while directing resources to locations where improvements can achieve the greatest safety benefits.

Grounded in the Safe System Approach and national best practices, the PTSAP provides a comprehensive framework for improving safety through engineering, education, enforcement, equity, and emergency response strategies. It also positions the City to compete for state and federal funding by identifying clear priorities and actionable projects.

LEADERSHIP COMMITMENT AND SAFETY GOALS

The City of Pleasanton is committed to improving safety across its transportation network and advancing a long-term vision of eliminating traffic fatalities and serious injuries. Through the development of the Transportation Safety Action Plan (PTSAP), the City reinforces its commitment to a proactive, data-driven approach to roadway safety that aligns with regional and statewide initiatives, including the California Strategic Highway Safety Plan (SHSP).

City leadership and staff have prioritized transportation safety as a core component of planning and investment decisions as outlined in the One Pleasanton Strategic Plan where core goals include Investing in our Environment, which promotes the effective use of existing facilities, and Safeguarding our City which focuses on providing comprehensive public safety services and a safe and secure community.

PTSAP establishes a framework for setting measurable safety goals informed by collision data, stakeholder input, and community engagement. These goals are intended to guide near-term actions and support long-term progress toward a safer transportation system for all users.

The City is applying the Safe System Approach, which focuses on reducing collision severity and addressing the underlying factors that contribute to serious and fatal injuries. This approach emphasizes:

- Safer roadway design and engineering improvements
- Education and outreach to promote safe travel behaviors
- Targeted enforcement of high-risk behaviors such as speeding and impaired driving

To support implementation, Pleasanton will leverage local resources, including the City's Capital Improvement Program (CIP), regional funding programs, and pursue external funding opportunities such as the Safe Streets and Roads for All (SS4A) program, Highway Safety Improvement Program (HSIP), and other state and federal grants.

The City is also committed to accountability and transparency through ongoing monitoring of safety performance, evaluation of implemented strategies, and continued collaboration with stakeholders and the community. These efforts will ensure that transportation safety remains a central priority in future planning and decision-making.

VISION, GOALS AND GUIDING PRINCIPLES

It is unacceptable for people to be killed or seriously injured on Pleasanton's roadways. The City of Pleasanton is committed to advancing a Safe System Approach, with the long-term vision of eliminating traffic fatalities and serious injuries for all roadway users—regardless of age, ability, or mode of travel. These vision and goals are aligned with the City of Pleasanton's **5-Year Strategic Plan (2023–2028), "One Pleasanton,"** which emphasizes a safe, inclusive, and connected community.

As a regional transportation hub with significant multimodal activity, Pleasanton recognizes the importance of developing a transportation system that prioritizes safety, accessibility, and equity. Through the implementation of the PTSAP, the City seeks to foster a culture of safety and ensure that all users can travel safely and comfortably throughout the community.

GOALS

PTSAP establishes the following goals to guide decision-making, investment priorities, and implementation of safety improvements:

- **Eliminate Fatalities and Serious Injuries**
Reduce and ultimately eliminate traffic-related fatalities and serious injuries through a coordinated, long-term safety strategy.
- **Improve Safety for Vulnerable Roadway Users**
Enhance conditions for pedestrians, bicyclists, and other vulnerable users by prioritizing improvements that reduce exposure to traffic conflicts and increase protection.
- **Focus on High-Risk Locations**
Direct investments toward corridors and intersections identified through the High Injury Network (HIN), including both systemwide and focused priority locations.
- **Implement Data-Driven and Context-Sensitive Solutions**
Use collision data, roadway characteristics, and community input to develop targeted safety improvements that reflect local conditions and needs.
- **Advance a Multimodal and Connected Transportation System**
Support safe and accessible travel across all modes, including walking, bicycling, transit, and driving, while improving connectivity between key destinations such as schools, parks, and transit hubs.
- **Leverage Funding and Partnerships**
Pursue local, regional, state, and federal funding opportunities and collaborate with partner agencies to implement high-priority safety projects.

GUIDING PRINCIPLES

PTSAP is guided by the following principles, which reflect the City's commitment to the Safe System Approach by the U.S. Department of Transportation and inform all aspects of planning, design, and implementation:

Safety as the Highest Priority

- Human life and health take precedence over speed, convenience, and mobility. All transportation decisions will prioritize reducing the risk of severe and fatal injuries.
- **Traffic Deaths and Serious Injuries Are Preventable**
Traffic collisions resulting in fatalities or life-altering injuries are not inevitable and will be addressed as a public health and safety issue through proactive strategies.
- **Prioritize Vulnerable Roadway Users**
The safety of pedestrians, bicyclists, transit users, seniors, and children will be prioritized, particularly in areas with high activity such as schools, parks, and transit corridors.
- **Plan for Human Error**
Roadways will be designed and operated to anticipate human mistakes and programs created to educate to ensure that such errors do not result in severe or fatal outcomes.
- **Manage speed to reduce severity**
Safe speeds are essential to reducing both the likelihood and severity of collisions. Roadway design, traffic calming, and policy measures will be used to align speeds with surrounding land uses and user activity.
- **Use Data-Driven Decision Making**
Collision data, High Injury Network (HIN) analysis, and performance monitoring will guide the identification and

prioritization of safety improvements.

- **Adopt a Comprehensive Approach**
Safety improvements will integrate engineering, enforcement, education, and emergency response strategies to address both infrastructure and behavioral factors contributing to collisions.
- **Proactive Systemic Implementation**
In addition to addressing known collision prone locations, the City will apply systemic, risk-based approaches to identify and mitigate potential safety issues before collisions occur.
- **Promote Equitable Accessibility**
Safety investments will consider the needs of all users, particularly those who rely on walking, bicycling, and transit, ensuring equitable access to safe transportation options.
- **Foster Collaboration and Accountability**
The City will continue to engage stakeholders, partner agencies, and the community in the implementation of the PTSAP and will monitor progress through ongoing evaluation and reporting.
- **Commit to Continuous Improvement**
PTSAP will be a living document, updated periodically to reflect new data, emerging trends, and evolving best practices in transportation safety.



02

EXISTING PLANNING EFFORTS

CHAPTER 2. EXISTING PLANNING EFFORTS

This chapter summarizes the key planning documents, ongoing projects, and relevant studies reviewed to inform the development of the PTSAP. The purpose of this review is to ensure that the vision, goals, and strategies outlined in the PTSAP are consistent with the City's prior planning efforts, existing transportation initiatives, and non-infrastructure programs. The documents and plans included in this review represent the most current and relevant materials available as of May 2026.

The overarching goal of the PTSAP is to improve roadway safety for all users. To achieve this, the plan is guided by the "Four E's" framework of the Safe Systems approach: Education, Enforcement, Engineering, and Emergency Medical Services (EMS). Together, these elements provide a comprehensive approach to addressing safety challenges across all modes of transportation while supporting the City's broader long-term planning objectives.

As part of this effort, relevant plans and studies were carefully reviewed to ensure that the recommendations developed through the PTSAP complement and build upon the City's existing policies, programs, and investments. The following documents and resources were evaluated:

PLANS: CITY OF PLEASANTON

- General Plan | (2005-2025)
- Bicycle and Pedestrian Master Plan | (2018)
- Trails Master Plan | (2019)
- 5 Year Strategic Plan | (2023-2028)
- Final Environmental Impact Report (EIR) for the Housing Element Update | (2023)
- Economic Development Strategic Plan | (2023)
- Housing Element | (2023-2031)
- Climate Action Plan (CAP) (CAP 2.0) | (2023)

CAPITAL IMPROVEMENTS:

- Capital Improvement Program (CIP) | (2025-2030)

SPECIFIC PLANS:

- Tri-Valley Local Hazard Mitigation Plan | (2024)
- Downtown Specific Plan | (2019)
- Pleasanton Community Farm Master Plan | (2018)

PROJECTS AND PROGRAMS IMPROVEMENTS:

- Short Range Projects | (2023)
- Traffic Calming Programs | (2025)
- Safe Trips to BART: An Action Plan for Safer Roadways (Public Draft) | (2025)

By aligning with these guiding documents, programs, and strategies, PTSAP provides a cohesive and actionable framework to enhance safety, advance equitable transportation solutions, and support the City's broader development goals. **Appendix A** summarizes the relevant goals, policies, planned projects and consolidated list of improvement projects identified through the document review process.



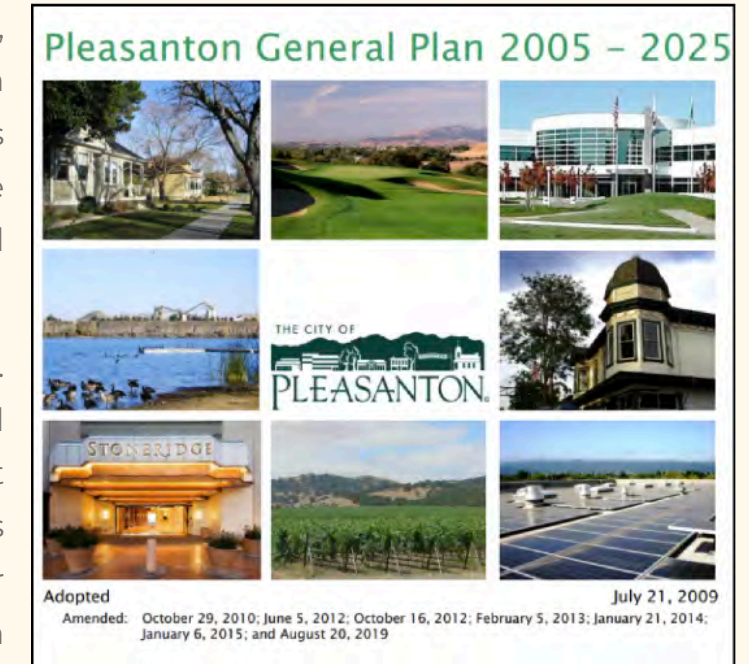
RELEVANT CITY AND OTHER PLANNING DOCUMENTS AND PROJECTS

PLANS

City of Pleasanton- General Plan | (2005-2025)

The City of Pleasanton General Plan 2005–2025 outlines a comprehensive vision for the city’s growth and development, addressing land use, housing, public safety, environmental sustainability, and community character. A key component is the Circulation Element, which focuses on creating a balanced, multimodal transportation system that supports walking, biking, public transit, and efficient vehicular travel. It emphasizes maintaining acceptable levels of service on roadways, enhancing connectivity, and promoting sustainable transportation options to reduce greenhouse gas (GHG) emissions and supporting the city’s climate goals. The plan integrates transportation planning with land use and environmental considerations to ensure a livable, accessible, and resilient community through 2025.

The Circulation Element outlines Pleasanton’s strategy for developing a safe, efficient, and environmentally responsible transportation network. It emphasizes a multimodal approach, integrating vehicular traffic, public transit, bicycles, and pedestrian pathways to support mobility for all users. Key goals include reducing traffic congestion, improving air quality, and enhancing connectivity between neighborhoods, employment centers, and regional destinations. The plan promotes transit-oriented developments, encourages non-motorized travel, and supports Transportation Demand Management (TDM) strategies to reduce reliance on single-occupancy vehicles. It also aligns with the city’s broader sustainability and climate action goals by prioritizing infrastructure that supports low-emission travel options and complete streets design principles.



City of Pleasanton Regional Bicycle and Pedestrian Master Plan | (2018)

The Pleasanton Bicycle and Pedestrian Master Plan (2018) present a comprehensive strategy to enhance active transportation citywide, focusing on safety, connectivity, and accessibility for users of all ages and abilities. It builds on the 2010 plan with updated goals, policies, and a robust list of infrastructure and programmatic improvements. Key transportation-related priorities include expanding a low-stress bicycle network, improving pedestrian safety at intersections and crossings, and enhancing access to schools, parks, and transit hubs like BART and ACE stations. The plan identifies opportunity corridors for separated bikeways, bicycle boulevards, and pedestrian enhancements, and outlines a phased implementation strategy supported by education, enforcement, and encouragement programs. Notably, the plan is currently undergoing an update, with adoption targeted for 2026, to reflect evolving community needs and best practices in multimodal transportation planning with a key focus on addressing needs around high pedestrian and bicycle generating areas in the City.



KEY RECOMMENDATIONS INCLUDE:

Bicycle Infrastructure: To support safe and accessible biking for all ages, the city will prioritize low-stress facilities such as Class IV separated bikeways, Class I shared-use paths, and bicycle boulevards. Key corridors include Hopyard Road, West Las Positas Boulevard, Santa Rita Road, Foothill Road, Stanley Boulevard, Bernal Avenue, and Stoneridge Drive, with a focus on connections to schools, parks, transit stations, and downtown. Long-term vision projects like trail extensions and new overcrossings should be explored through feasibility studies and secured funding.

Pedestrian Infrastructure: To improve pedestrian safety and access, the city will enhance crosswalks with high-visibility markings, pedestrian hybrid beacons, rectangular rapid flashing beacons, and median refuges, guided by a consistent citywide crosswalk policy. Filling sidewalk gaps, especially near schools, parks, and transit, along with ensuring ADA compliance and wider sidewalks, will support comfort and accessibility. These improvements, combined with Safe Routes to School efforts and expanded education, enforcement, and maintenance programs, will promote safer walking citywide.

City of Pleasanton Trails Master Plan | (2019)

The Pleasanton Trails Master Plan outlines a vision for a comprehensive, sustainable, and accessible citywide trail system that connects residents to nature, recreation, and key destinations. Building upon the 1993 Community Trails Master Plan and aligned with the 2018 Bicycle and Pedestrian Master Plan, it seeks to improve and expand the trail network through clear design standards, prioritized project planning, community engagement, and strategic funding.

With a vision of 159 miles of existing and proposed trails, including Class I multi-use paved paths and natural surface single-track trails, the plan emphasizes connectivity to parks, schools, neighborhoods, and regional destinations. Robust public input, including over 700 survey responses and workshops, highlighted strong support for more mountain biking trails, better wayfinding, paved canal trails, and improved maintenance.

Key recommendations include establishing trail classifications (paved, gravel, and natural surface), designing trails that follow natural contours and avoid steep grades, and enhancing wayfinding with consistent signage, maps, and online tools. The plan also calls for well-equipped staging areas and trailheads, including parking, restrooms, and benches, alongside on-trail amenities like interpretive panels and landscaping. Maintenance strategies include increased staffing, defined standards, usage monitoring, and developer maintenance agreements. Project prioritization is guided by factors such as public demand, safety, connectivity, and feasibility. Highlighted projects include connections like Iron Horse Trail to Shadow Cliffs and a mountain bike trail in Augustin Bernal Park. Funding strategies include leveraging grants, developer fees, and exploring special assessment districts to support long-term maintenance and implementation.



City of Pleasanton - 5 Year Strategic Plan | (2023-2028)

Under the strategic goal of “Investing in Our Environment,” Pleasanton is focusing on transportation infrastructure, sustainability, and public facilities. Key strategies include implementing the CIP to continue the design and construction of transportation projects and developing a comprehensive Asset Management Plan to guide long-term maintenance and upgrades of roads, sidewalks, and public facilities.

The city is also updating critical system plans such as the Water System Master Plan and the Sewer and Stormwater Master Plans to improve operations, reduce flooding, and protect the environment. Accessibility improvements are being prioritized through the ADA Transition Plan, while the CAP 2.0 supports sustainability efforts, including transportation emissions reduction. Investment in bicycle and pedestrian infrastructure aims to enhance safety, promote climate resilience, and ensure equitable access to mobility and recreation.

Broader infrastructure initiatives include creating a Fiber Master Plan to support smart city technology through expanded fiber optic networks and ensuring long-term funding for infrastructure maintenance and operations. Updated development impact fees will reflect the true cost of new infrastructure required to support future growth, while public safety efforts will focus on providing comprehensive services that foster a safe and secure community through resilient infrastructure investments and well-planned emergency response routes. Across all strategies, equity and accessibility remain central, with an emphasis on inclusive transportation options that serve the entire community.



City of Pleasanton - Final EIR for the Housing Element Update | (2023)

The EIR provides several key transportation-related insights, despite challenges in the planning process. A central focus is the Traffic Impact Analysis, which evaluates vehicle miles traveled (VMT) for proposed housing sites. It assesses how future development could affect intersection performance, roadway capacity, and congestion. To address potential impacts, the EIR recommends Mitigation Measures through TDM strategies. These include enhancing bicycle and pedestrian infrastructure, offering transit incentives, promoting carpooling and rideshare programs, and supporting telecommuting to reduce VMT and encourage sustainable travel behavior.

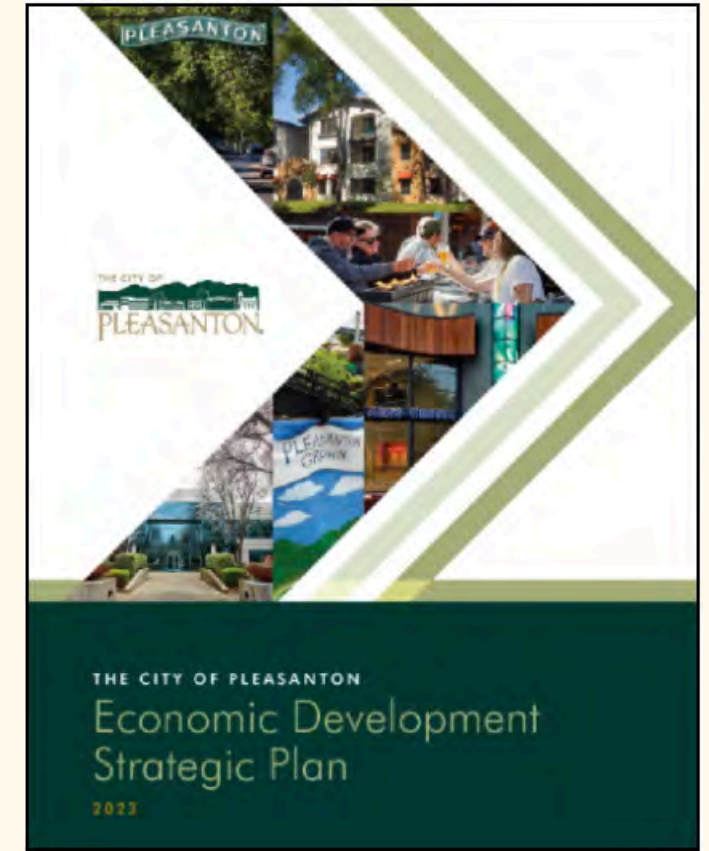
The EIR also stresses the importance of Transit Accessibility, advocating for housing development near BART and bus routes to support transit-oriented development and minimize car dependence. Additionally, Complete Streets and Connectivity are highlighted, with recommendations to improve street networks, sidewalks, and crossings to foster walkability and align with the Pleasanton Bicycle and Pedestrian Master Plan. Lastly, Parking Management is addressed through suggested reductions in parking requirements for areas with strong transit access, aiming to discourage excessive car use and support a more balanced transportation system.



City of Pleasanton Economic Development Strategic Plan | (2023)

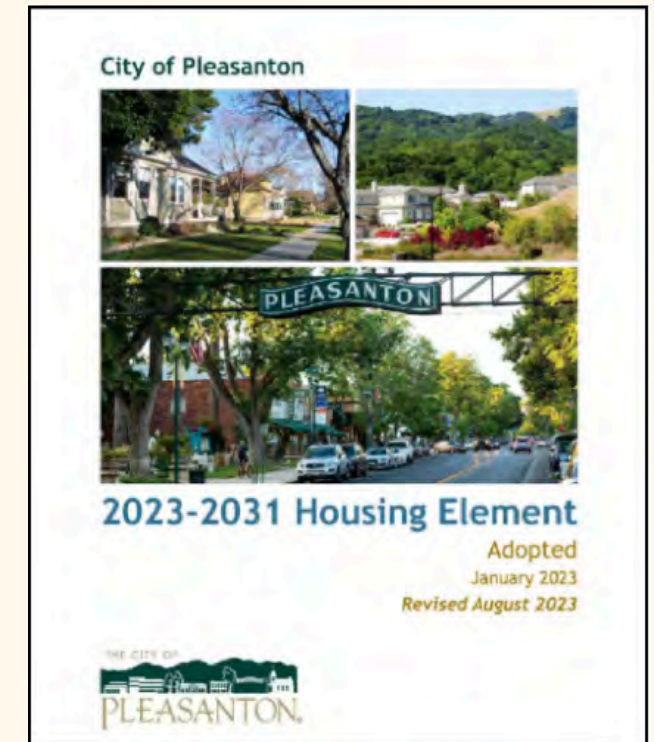
The City of Pleasanton FY 2024–2028 Economic Development Strategic Plan places transportation at the core of its vision, recognizing its critical role in shaping infrastructure, business attraction, and land use. The city’s proximity to key transportation corridors such as BART, I-580, and I-680 are highlighted as a major advantage for business retention, commuter mobility, regional collaboration, and tourism development. Infrastructure improvements are guided by Initiative 1.2 within the document, which involves gathering business and developer input on transportation, utilities, and telecommunications, and using that feedback to inform the Capital Improvement Plan (CIP) and budget decisions. Enhancing pedestrian connectivity, particularly around BART stations, which supports the city’s goal of creating walkable, transit-oriented, mixed-use areas that foster economic vibrancy.

Redevelopment near transit is a major theme, with targeted areas like Stoneridge Mall and Hacienda Business Park envisioned for mixed-use zoning that includes residential, retail, and employment centers. The plan emphasizes building more multifamily housing near BART to reduce car dependency and strengthen workforce accessibility. Initiative 5.1 from the document proposes a streamlined zoning and permitting roadmap to support co-located land uses, such as office, R&D, and light manufacturing. New zoning designations like “Business Technology Park” are encouraged to attract Life Sciences and Biotech industries near transit corridors. Tourism and hospitality infrastructure is also a focus, with Initiative 3.4 within the document calls for improved access to destinations like the Alameda County Fairgrounds and support for conference hotels near transit hubs. Overall, the plan recommends integrating transportation insights into capital planning, improving transit and pedestrian access, advancing transit-oriented developments, and redeveloping underutilized parcels along major transportation routes.



City of Pleasanton - Housing Element | (2023-2031)

Key transportation themes include a strong emphasis on improving access to transit, particularly BART, from new housing developments, and encouraging transit-oriented developments near major corridors and stations. Multimodal transportation is promoted through support for walking, biking, and transit use, along with the adoption of complete streets principles in new development areas. Equity remains a central concern, with recognition of the need for affordable and accessible transportation for underserved populations. There is also a focus on coordinating infrastructure investments with regional partners such as BART and the Alameda County Transportation Commission, as well as advancing sustainable mobility goals through low-emission and green infrastructure. Key recommendations include prioritizing housing near transit to reduce VMT, enhancing pedestrian and bicycle infrastructure, expanding first/last mile solutions such as bike-share and shuttle services, and aligning land use with transportation planning. The document also calls for measures to ensure transportation equity by addressing the needs of seniors, youth, and people with disabilities, and expanding access to affordable transit passes and paratransit services.



Pleasanton's CAP 2.0 outlines a bold vision to reduce GHG emissions, improve public health, strengthen climate resilience, and support a vibrant local economy. The plan sets ambitious targets, including reducing per capita emissions to 4.1 metric tons of CO₂ equivalent (MTCO₂e) by 2030 and achieving carbon neutrality by 2045. The primary sources of GHG emissions in Pleasanton are transportation (64 percent), natural gas use (20 percent), and electricity (10 percent). CAP 2.0 is structured around 16 primary actions, nine secondary actions, and a series of ongoing initiatives that work together to drive emissions reductions across key sectors.

Transportation is a major focus of the plan, with three core strategies guiding its approach.

Strategy TLU-1: Advance Vehicle Decarbonization targets a GHG reduction of 391,500 MTCO₂e by expanding electric vehicle (EV) infrastructure, electrifying municipal fleets, and supporting community EV adoption, particularly among low-income residents.

Strategy TLU-2: Advance Active, Shared, and Public Transportation aims to reduce emissions by 31,400 MTCO₂e through implementing the Bicycle and Pedestrian Master Plan, improving bike amenities, launching incentive programs, and promoting carpooling and transit use, especially for school-related travel.

Strategy TLU-3: Advance Sustainable Land Use focuses on reducing VMT by 32,600 MTCO₂e through transit-oriented developments and encouraging walkable, LEED-certified neighborhoods.

Key performance indicators (KPIs) for 2030 include reducing VMT per capita by 6 percent, cutting passenger vehicle carbon intensity by 51 percent, and increasing both EV infrastructure and transit ridership. Implementation of CAP 2.0 relies on strong regional partnerships (e.g., BART, LAVTA, MTC), equity-focused outreach and access, and leveraging funding from regional and federal programs to support its goals.

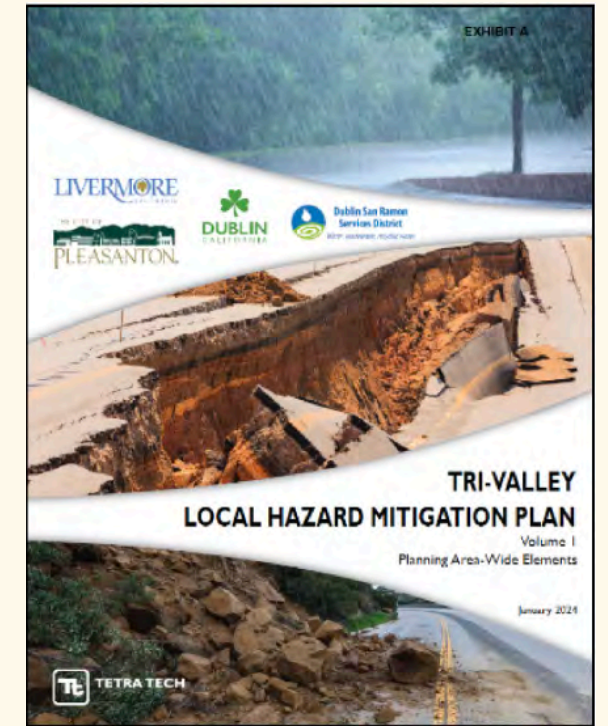


Specific Plans

Tri-Valley Local Hazard Mitigation Plan (2024)

The Tri-Valley Local Hazard Mitigation Plan (TVLHMP) is a collaborative effort by the Cities of Dublin, Livermore, Pleasanton, and the Dublin San Ramon Services District (DSRSD) to reduce risks from natural hazards and maintain eligibility for federal disaster mitigation funding. The plan consists of two volumes: Volume 1 provides regional risk assessments, mitigation strategies, and a planning framework, while Volume 2 contains jurisdiction-specific annexes detailing local risks, capabilities, and mitigation actions tailored to each city and agency.

Although transportation is not addressed as a standalone hazard, it is identified as a critical community lifeline essential for emergency response and recovery. Volume 1 highlights the vulnerability of transportation infrastructure such as roads, bridges, railways, and transit systems to earthquakes, flooding, landslides, and wildfires. Recommended best practices include reinforcing infrastructure in hazard-prone areas, improving road network redundancy, and integrating hazard data into transportation planning. Volume 2 outlines jurisdiction-specific actions such as landslide mitigation along key roads in Dublin, flood protection measures in Livermore, GIS-based hazard mapping for planning in Pleasanton, and coordination by DSRSD to ensure utility systems do not conflict with transportation corridors. Across the region, key recommendations include using GIS hazard data in transportation projects, retrofitting vulnerable infrastructure, enhancing evacuation routes, improving cross-jurisdictional coordination, and seeking federal funding through programs like FEMA's BRIC and HMGP.

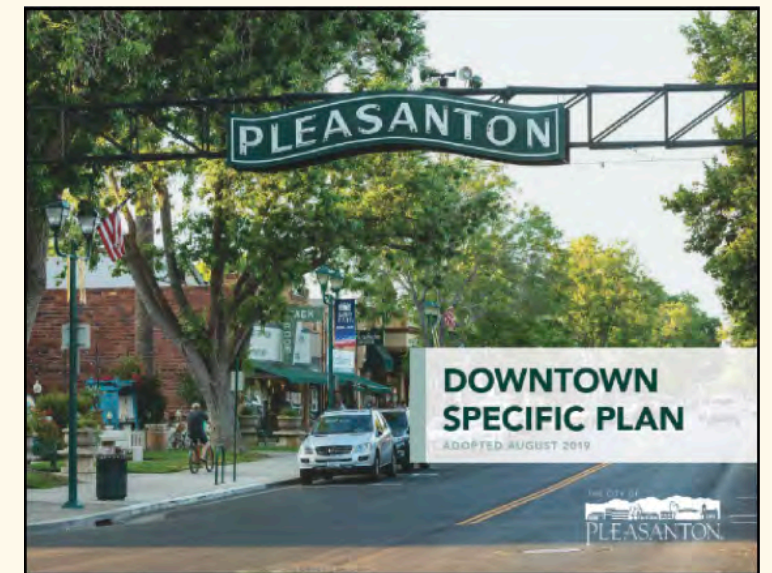


Downtown Specific Plan (2019)

The downtown specific plan aims to enhance overall mobility. The plan recommends implementing Complete Streets that safely serve all users, pedestrians, cyclists, transit riders, and drivers. Pedestrian improvements should include widening sidewalks to at least six feet, adding curb extensions to reduce crossing distances, improving crosswalk visibility with colored or stamped asphalt, and enhancing pedestrian links to the ACE Station, parks, and neighborhoods. Bicycle infrastructure upgrades include creating a two-way protected cycle track on Peters Avenue, expanding the network of Class I, II, and III bike facilities, increasing both long- and short-term bike parking options (including lockers), and upgrading the Arroyo del Valle Trail to an all-weather surface.

The Parking Strategy focuses on optimizing supply and integrating smart technologies. This includes constructing a public parking structure near the ACE Station, encouraging shared parking and joint-use facilities, promoting unbundled parking for residential projects, and updating in-lieu fees with flexible standards. The plan also recommends exploring automated and smart parking systems and introducing reverse-angle parking on select streets. For Transportation Corridor Development, the former Southern Pacific Railroad right-of-way should be transformed into a multi-use trail and parking area, serving as a vital non-vehicular connector across downtown. Transit and Demand

Management strategies call for improving amenities in partnership with LAVTA and ACE, updating the TDM ordinance to empower the Downtown Association to promote commute alternatives, and expanding the School Traffic Calming Program. Lastly, Streetscape Improvements are proposed across several corridors: Main Street enhancements include benches, planters, and better bus stops; Peters Avenue would gain bike lanes and pedestrian-scale lighting; First Street would retain vehicle focus with improved pedestrian and bike access; and Division Street would become a pedestrian-priority shared street with potential for events and programming.



Pleasanton Community Farm Master Plan (2018)

The Pleasanton Community Farm Master Plan envisions the creation of a recreational, educational, and agricultural space within Sub-Areas 7 and 16 of the Bernal Property Phase II Specific Plan. Designed to promote sustainable urban agriculture and community engagement, the farm will serve as a hub for local food production, youth education, and public participation in gardening and farming activities. It aims to minimize environmental and visual impacts on neighboring areas while building partnerships with organizations such as the UC Master Gardener Program and the 4-H Youth Development Group. Key goals include establishing community garden plots, demonstration gardens, and educational facilities that encourage hands-on learning for all age groups.

From a transportation perspective, the plan ensures thoughtful circulation and access. Vehicular access will be provided via two new driveways to Sub-Area 7 from Laguna Creek Lane and one access point for farm equipment and staging in Sub-Area 16. While the existing Caltrans maintenance road will remain, it will not be open to the public. Pedestrian access will be enhanced through a new segment of the Marilyn Murphy Kane Trail, linking to sidewalks and surrounding open spaces, and emergency vehicle access is planned for orchard and vineyard operations in Sub-Area 16. A total of 82 parking spaces will be developed, 70 for the public in Sub-Area 7 and 12 for farm workers in Sub-Area 16, featuring pervious paving to aid stormwater infiltration and minimal fencing for an open design. Bicycle parking will follow city requirements, and overflow parking will be coordinated with Bernal Community Park. Sustainable infrastructure will include solar-powered greenhouses, swales, and rainwater harvesting, while phased implementation will prioritize utilities, demonstration gardens, educational centers, and long-term farm operations.



Projects and Programs Improvements

SHORT RANGE PROJECTS | (2023)

The City of Pleasanton is actively advancing several key transportation initiatives to improve multimodal connectivity, safety, and regional integration. One of the highest priorities is the Bicycle and Pedestrian Master Plan along West Las Positas Boulevard. This project includes the design and construction of elevated cycle tracks between Hopyard and Stoneridge, with quick-build improvements already implemented using paint and plastic elements. The final design is expected by September 2026, with construction slated for summer 2027.

The Short-Range Projects document summarizes and recommends following things:

The document recommends developing a Pleasanton Transportation Safety Action Plan (PTSAP) to improve transportation safety citywide and strengthen eligibility for state and federal grants. A consultant has been engaged for the plan since July 2025.

Sunol Boulevard Interchange infrastructure improvements, which involve redesigning signalized intersections, reconstructing ramps, modifying a bridge section, and extending freeway merge lanes. Currently in the design phase (35–65 percent complete), the project has \$6 million programmed for FY 2027/28 through STIP, with soil testing, roadway design, signal design, and structure type selection studies in progress. The document mentions how to coordinate with Caltrans, particularly for completing plans, specifications, and estimates (PS&E).

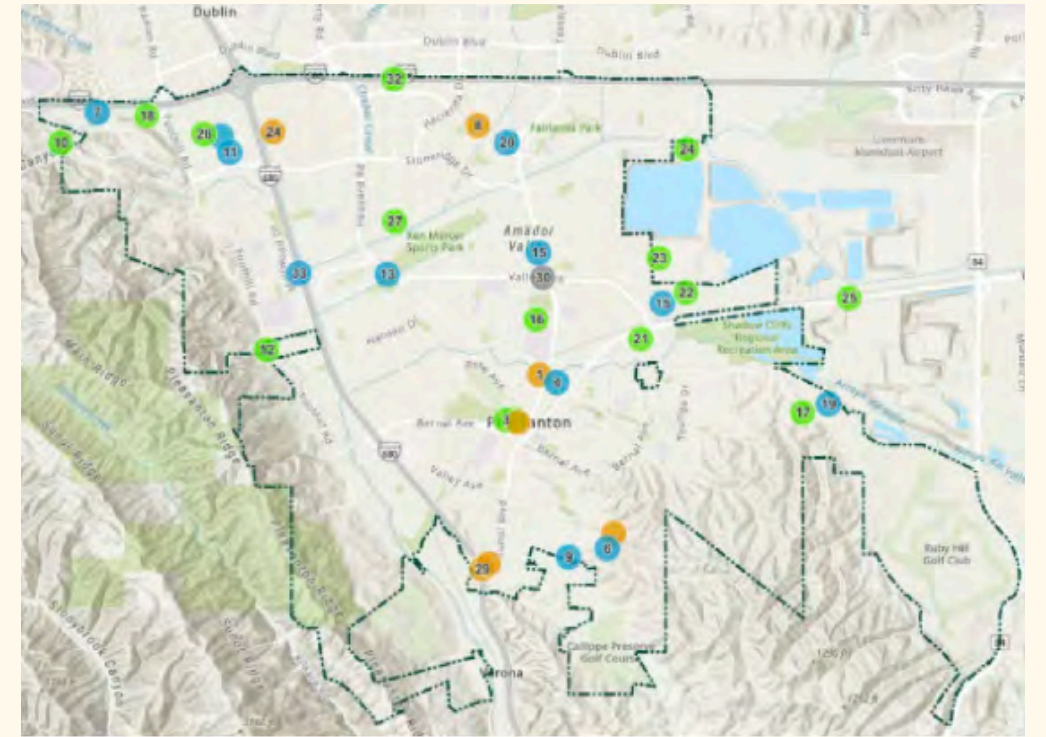
Valley Avenue and Northway Road, a new traffic signal and pedestrian-friendly curb extensions have been installed to improve safety near Harvest Park Middle School. The signal was activated in January 2025.

State Route 84 (SR 84) widening project, which upgraded the final segment between Interstate 580 (I-580) and I-680 to expressway standards.

The Valley Link Rail Project, which will connect BART at Dublin/Pleasanton with ACE in San Joaquin County, is progressing through environmental and design review. Completion of NEPA and 30 percent design is underway with construction anticipated in 2027/28 (pending funding allocation).

Lastly, the I-680 Express Lane Projects involve two segments: SR 237 to SR 84 (southbound) and SR 84 to Alcosta Boulevard (northbound). The southbound segment is under construction with a summer 2025 completion date, while the northbound portion will proceed as a separate project. Construction is scheduled to start following the allocation of sufficient funds. Estimated timeline is 2027/2028.

Key Recommendations include prioritizing multimodal infrastructure by accelerating bicycle and pedestrian improvements and expanding quick-build safety features. Enhancing traffic safety near schools should build on the Valley Avenue and Northway Road model. Funding opportunities through Safety Action Plan and regional advocacy for projects like Valley Link and SR 84 should be leveraged. Coordination with Caltrans and regional agencies remains crucial, and consistent project monitoring should inform adaptive planning based on outcomes and community input.



School Transportation Programs | (2025)

As part of the City of Pleasanton's broader traffic calming efforts, the city, together with the Pleasanton Unified School District promotes walking and biking as safe, healthy, and environmentally friendly alternatives to driving children to school. These initiatives are designed to alleviate traffic congestion, particularly during peak morning and afternoon hours when school-related travel accounts for approximately 20 percent of the morning traffic volume. By encouraging students and families to consider alternatives such as walking or biking together, forming a carpool, and taking public transit, the program supports both local mobility goals and broader sustainability efforts.

Safety remains a core priority, with continued reminders for parents and drivers to stay alert during school commute times when children are likely to be walking or biking. To further reduce vehicle trips, families are encouraged to form walk, bike, or carpools, which help distribute commuting responsibilities and minimize traffic near campuses. Observing school-specific drop-off and pick-up procedures is also emphasized to maintain a safe and efficient environment.

This initiative aligns with the City's CAP and is supported through external funding sources, including the Bay Area Air Quality Management District's Transportation Fund for Clean Air and the Alameda County Transportation Commission. Together, these resources help sustain programs that prioritize student safety, reduce emissions, and ease roadway congestion.



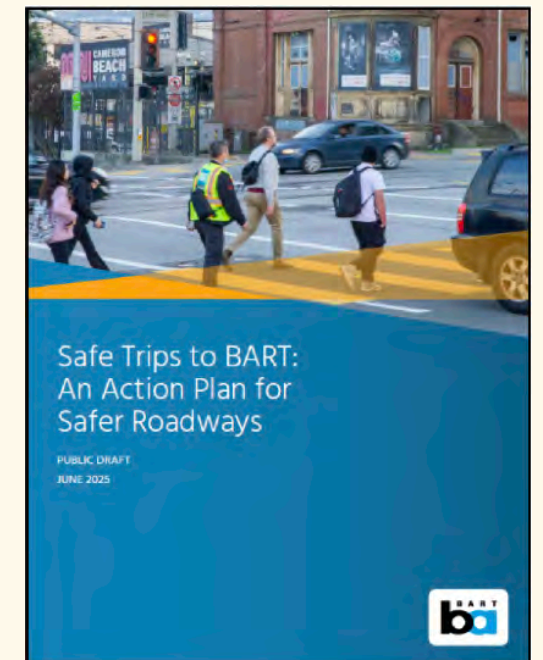
Safe Trips to BART: An Action Plan for Safer Roadways (PUBLIC DRAFT) | (2025)

This is a comprehensive safety plan developed by BART to reduce or eliminate severe and fatal traffic collision on public streets that provide access to its stations. Funded by the USDOT's Safe Streets and Roads for All (SS4A) program, the plan applies the Safe System Approach, which acknowledges human error and vulnerability, and aims to prevent collision or minimize their severity. The plan includes a detailed safety analysis of injury collision from 2019–2023, identifies high-risk corridors (High Injury Network or HIN), and proposes over 30 systemic roadway safety measures organized by effectiveness. It emphasizes collaboration with local jurisdictions and aims to support these agencies in implementing safety improvements.

The plan also includes Focus Station Area Action Plans (FSAAPs) for seven stations, selected based on collision data and agency readiness. These FSAAPs provide conceptual designs for safety improvements and demonstrate how the plan can be applied locally. Key findings include the disproportionate number of KSI collision in Station Study Areas, especially on arterial roads with higher speed limits, and among vulnerable road users like pedestrians, bicyclists, and motorcyclists. The plan highlights the need for targeted interventions in Equity Priority Communities and encourages integrating transit service improvements with roadway redesigns to enhance safety and mobility.

Improvements in Pleasanton Jurisdiction:

The plan identifies one KSI collision on BART property in Pleasanton: a pedestrian severely injured in March 2019 at the eastern end of the Dublin/Pleasanton station parking lot off Owens Road. While Pleasanton is not one of the seven focus stations with a dedicated FSAAP, the city is listed among the agency stakeholders, with staff participating in the planning process. The plan encourages Pleasanton to use the Station Study Area HIN and the Roadway Safety Measures Toolbox to identify and implement safety improvements on public streets near the Dublin/Pleasanton BART station. These could include speed management, protected intersections, improved lighting, and pedestrian infrastructure enhancements.





CAPITAL IMPROVEMENTS

WEST LAS POSITAS MULTIMODAL IMPROVEMENT PROJECT

The City of Pleasanton is advancing several key transportation projects aimed at improving safety, connectivity, and infrastructure for all users. A major undertaking is the West Las Positas Boulevard Multimodal Reconstruction (Project #11514), which involves full pavement and sidewalk reconstruction between Willow Road and Stoneridge Drive. The project incorporates pedestrian, bicycle, and transit improvements designed to accommodate people of all ages and abilities. This corridor, which has experienced significant settlement and cracking near the Arroyo Mocho Canal, is identified as the top priority in the 2018 Pedestrian and Bicycle Master Plan. With a budget of \$35.55 million, funding is drawn from multiple sources, including the Gas Tax, Measure B/BB funds, the General Fund, and various CIP accounts.

Complementing this effort is the I-580 Overcrossing Bicycle and Pedestrian Improvements (Project #22570), focused on enhancing crossings at Santa Rita Road, Hacienda Road, and Hopyard Road. This project aims to strengthen bike and pedestrian connectivity between Pleasanton and Dublin and ranks third in the 2018 Master Plan. With a \$700,000 budget for design, and \$250,000 earmarked for construction, it is supported by Alameda CTC grants and Measure BB funds. Additionally, the West Las Positas Boulevard Multimodal Reconstruction from Owens Drive to Santa Rita Road (Project #26514) continues these enhancements with a \$1 million design phase. The city is encouraged to continue phased reconstruction of the corridor, maintain “all users” design standards, and align implementation with regional connectivity efforts and the “ONE Pleasanton” Strategic Plan. Pursuing grant funding and carefully sequencing project phases will help reduce disruption and maximize long-term benefits.

RESURFACING PROGRAMS

The City of Pleasanton continues to implement a comprehensive range of transportation maintenance and improvement projects to enhance roadway quality, safety, and accessibility. The Annual Street Resurfacing and Reconstruction Program (Project FY503) addresses base repairs, asphalt resurfacing, crack sealing, traffic signal upgrades, and the addition of bike lane striping. With a funding allocation of approximately \$8.3 million over five years from sources like the Gas Tax, Measure BB, Measure F, and the General Fund, the program is vital for maintaining a healthy Pavement Condition Index (PCI) and ensuring smooth, safe travel.

Complementing this effort is the Annual Slurry Seal Program (Project FY504), which applies protective slurry seal coatings and updates bike lane markings to prolong pavement life and reduce long-term repair costs. This initiative is funded with about \$6 million over five years, primarily from Gas Tax revenues.

The Annual Traffic Buttons and Line Marker Installation (Project FY507) focus on enhancing roadway visibility and safety through updated pavement markings and signage, with a budget of \$276,000 over five years.

For pedestrian safety and accessibility, the Annual Curb, Gutter, and ADA Ramp Upgrades (Project FY509) and the Annual Sidewalk and ADA Ramp Program (Project FY512) target aging infrastructure by replacing deteriorated curbs and sidewalks and upgrading ramps to meet ADA standards. These programs are backed by \$3.7 million over four years and \$800,000 over five years, respectively.

The Bi-Annual Traffic Signal Installation Program (Project FY532) plans for the implementation of new traffic signals at high-priority intersections, with \$1.3 million earmarked for fiscal year 2029–30 through Traffic Impact Fees. In parallel, the Annual Safety Improvements at Various Locations (Project FY541) will upgrade key intersections, such as those on Hopyard Road, Hacienda Drive, and Stoneridge Drive, to improve safety and level of service, with approximately \$550,000 in funding over five years.

Lastly, the Annual Bicycle and Pedestrian Improvements Program (Project FY543) advances multimodal transportation goals by delivering upgrades aligned with the city's Safe Streets for All (SS4A) Plan. With \$1.3 million secured from Measure BB and TDA grants, the project promotes safer and more accessible travel for non-motorized users.

Key recommendations emphasize the need to prioritize preventative maintenance through regular resurfacing and sealing to extend the life of roadways. Expanding bicycle and pedestrian infrastructure in coordination with street improvements will improve multimodal safety and reduce construction disruption. Additionally, continuing ADA compliance upgrades and fast-tracking traffic safety enhancements at critical intersections should remain central goals.

PARK AND TRAIL RESURFACING

The Park Trail and Pathway Resurfacing Program (Project #FY546) focuses on maintaining and improving Pleasanton's most-used trails to ensure safety, accessibility, and comfort for pedestrians and cyclists. The program targets resurfacing and repairs on key trails including Sutter Gate Park, Marilyn Murphy Kane Trail, Iron Horse Trail, Arroyo Mocho Trail (east of Santa Rita Road), and the Oak Woodland Trail at Bernal Community Park. Construction activities include crack sealing, spot repairs, and applying new trail surfacing. With a high CIP rating score of 90, this project is considered a priority due to wear from age, weather-related damage, and high user volume. It supports the City's ONE Pleasanton Strategic Plan, particularly the goal of investing in environmentally sustainable parks and multimodal infrastructure.

Funding for the project is recurring and not fixed, with roughly \$500,000 allocated over five years from Measure BB – Bike and Pedestrian funds, and an additional \$184,000 over two years from the General Fund (Miscellaneous CIP). To ensure effective implementation, the city is advised to prioritize high-traffic trails like Iron Horse and Arroyo Mocho in the early construction phases and maintain strict ADA compliance. Aligning resurfacing efforts with the broader Bicycle and Pedestrian Master Plan will further enhance connectivity across the trail and street network. Appendix B provides more details on all the CIP projects.



03

COLLISION ANALYSIS AND PATTERNS/ TRENDS

CHAPTER 3. COLLISION ANALYSIS AND PATTERNS/TRENDS

PTSAP is grounded in a data-driven approach to understand roadway safety conditions and support informed decision-making. The plan leverages comprehensive data sources and analytical methods to identify critical safety issues, high-risk locations, and systemic patterns across the transportation network. Historical collision trends are evaluated to prioritize targeted safety improvements for all roadway users. This chapter describes the data sources, collection methods, and analytical framework used to develop a comprehensive understanding of roadway safety conditions within the City of Pleasanton.

DATA SOURCES

Collision data for the City of Pleasanton was obtained from the City's Crossroads Analytics system. The dataset analyzed is the most recent five-year period available (from January 1, 2020, through December 31, 2024) at the start of the project in mid-2025. The Pleasanton Database is created directly from City of Pleasanton collision reports, and each report is reviewed by staff prior to data entry to ensure the data is both reliable and complete and provides a robust foundation for evaluating long-term safety trends.

Consistent with SS4A guidance, the analysis focuses on injury collisions, with emphasis on fatal and severe injury (KSI) collisions, to better understand the most critical safety risks on city-maintained roadways.

METHODOLOGY

The collision dataset was analyzed using a combination of statistical and geospatial techniques to identify citywide trends and high-risk locations. Visualizations and GIS-based mapping were used to support interpretation of patterns and spatial relationships. Key components of the analysis include:



SEVERITY ANALYSIS

Classification of collisions by severity, including fatal, severe injury, visible injury, and complaint of pain, to understand the distribution of collision outcomes.



TEMPORAL ANALYSIS

Evaluation of collision trends by year, month, day of week, and time of day to identify peak periods and temporal patterns.



ROAD USER ANALYSIS

Identification of impacts to vulnerable roadway users, including pedestrians, bicyclists, and motorcyclists, to inform targeted safety strategies.



COLLISION CHARACTERISTICS ANALYSIS

Examination of key contributing factors, including collision type, primary violation, involved parties, lighting conditions, and weather, to better understand collision circumstances.



DEMOGRAPHIC ANALYSIS

Assessment of trend related to age and gender of involved individuals to identify at-risk populations.



SPACIAL ANALYSIS

Use of GIS mapping to visualize collision locations and identify geographic clusters and high-risk corridors and intersections.

OFFICE OF TRAFFIC SAFETY (OTS) RANKINGS

The California Office of Traffic Safety (OTS)¹ publishes annual collision rankings for jurisdictions statewide, providing a standardized benchmark for comparing traffic safety performance. These rankings allow cities to evaluate their safety outcomes relative to peer jurisdictions and help identify areas of concern as well as areas performing well.

OTS rankings are developed using an **Empirical Bayesian methodology**, which adjusts observed collision data to account for differences in population, traffic exposure (such as vehicle miles traveled), and historical trends. This approach combines observed collision data with expected values based on statewide patterns, reducing the influence of random variation, particularly for smaller jurisdictions and producing a more stable and comparable ranking.

It is important to note that OTS rankings are screening-level indicators and should be interpreted in the context of local conditions. While they are useful for identifying potential safety issues and supporting grant applications, they may not fully capture site-specific factors influencing collision occurrence.

For 2023, the City of Pleasanton's OTS rankings (among 103 cities, in its population group of 50,001–100,000) are as follows:

FATAL AND INJURY COLLISIONS: Ranked 60th

PEDESTRIAN COLLISIONS: Ranked 90th

BICYCLE COLLISIONS: Ranked 20th

DRIVING UNDER THE INFLUENCE (DUI):
Ranked 34th overall for alcohol-involved collisions; 98th for drivers under age 21 and 91st for drivers ages 21–34

In this ranking system, a higher numerical ranking indicates better safety outcomes and a lower relative collision rate compared to peer cities, while a lower numerical ranking reflects comparatively higher collision rates. These results provide important context for understanding Pleasanton's safety performance and help inform the identification of priority safety focus areas within the PTSAP.

NOTE: ¹OTS Collision Rankings Results | Office of Traffic Safety

AGENCY	YEAR	COUNTY	GROUP	POPULTION(AVG)	DVMT*
Pleasanton	2023	Alameda County	C	77526	750030

COLLISION CATEGORY	VICTIM KILLED & INJURED	OTS RANKING
Total Fatal & Injury	266	60/103
Alcohol Involved	10	83/103
Had been drinking driver <21	0	98/103
Had been drinking driver 21 - 34	5	91/103
Motorcycles	10	76/103
Pedestrians	10	90/103
Pedestrians <15	3	28/103
Pedestrians 65+	4	36/103
Bicyclist	28	20/103
Bicyclist < 15	4	29/103
Composite	98	90/103

TYPE OF ARRESTS	ARRESTS	OTS RANKING
DUI Arrests	98	34/103

CATEGORY	FATAL & INJURY COLLISION	OTS RANKING
Speed Related	52	31/103
Nighttime (9:00 PM - 2:59 AM)	13	99/103
Hot and Run	10	82/103

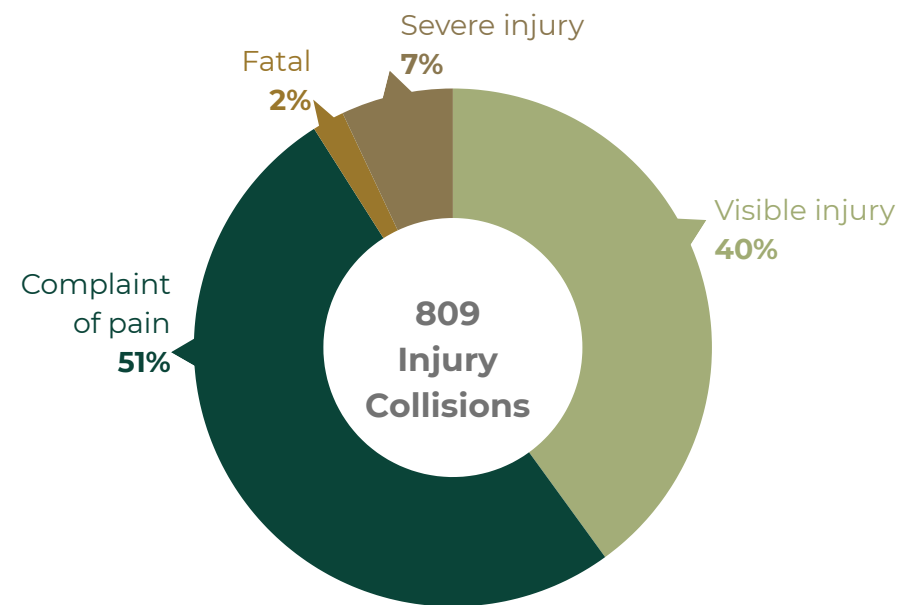
***NOTE:** DVMT - Daily Vehicle Miles Traveled

COLLISION ANALYSIS

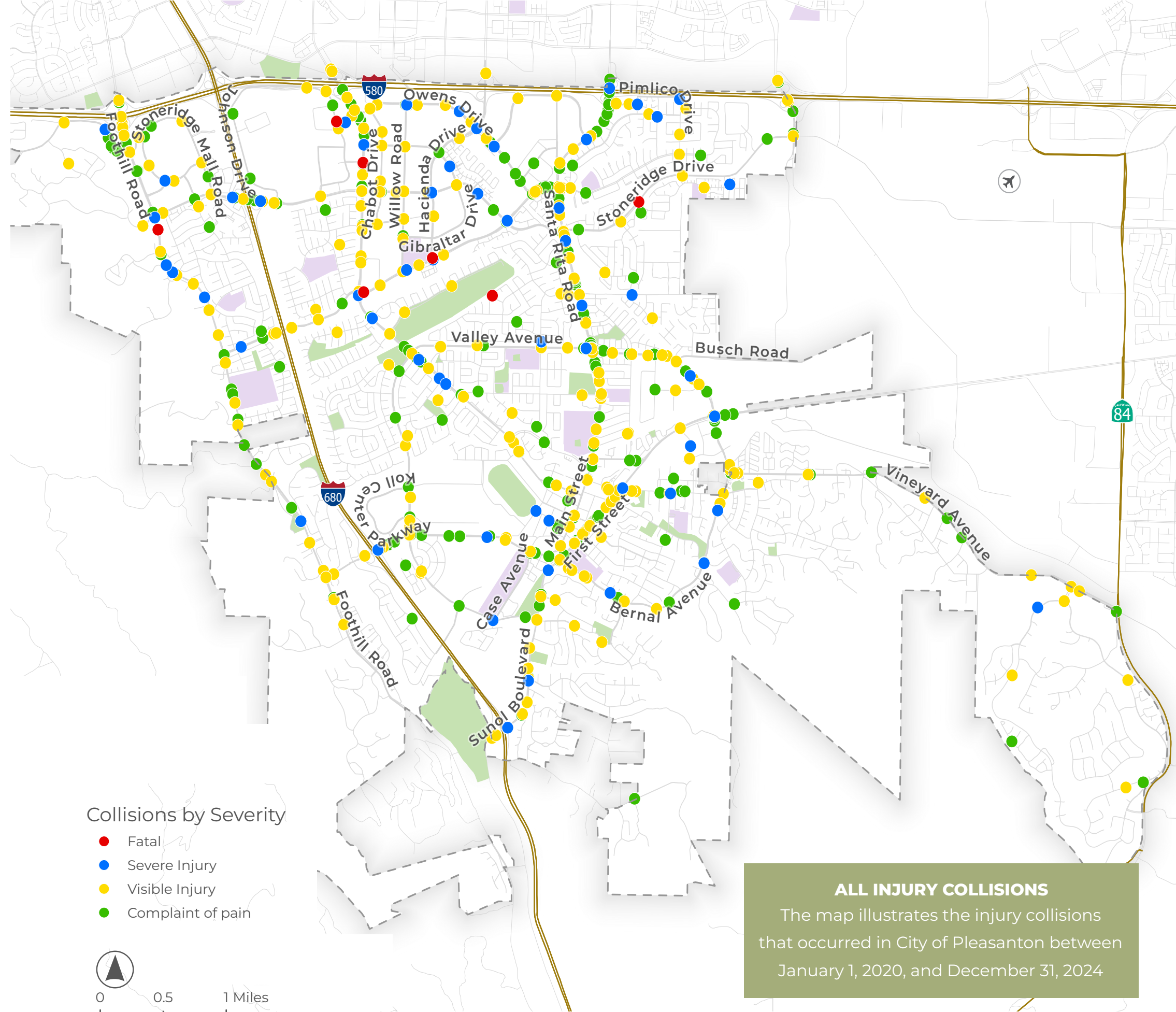
This section presents a comprehensive analysis of collision data to better understand roadway safety conditions in the City of Pleasanton. Using a data-driven approach, the analysis evaluates collision trends, severity, contributing factors, and spatial patterns to identify high-risk locations and systemic safety issues. The findings provide a critical foundation for defining the High Injury Network (HIN) and informing targeted safety strategies and investments aimed at reducing traffic fatalities and serious injuries.

Between January 1, 2020, and December 31, 2024, a total of 809 injuries occurred on city streets in Pleasanton. These included seven fatal collisions (one percent), 60 severe injury collisions (seven percent), 327 visible injury collisions (41 percent), and 415 complaint-of-pain collisions (51 percent). Of the total injury collisions, 67 (approximately eight percent) were classified as Killed or Severely Injured (KSI) collisions. The **map on the right** illustrates the distribution of collisions by severity.

COLLISION BY SEVERITY



Severe injury Visible injury Complaint of pain Fatal



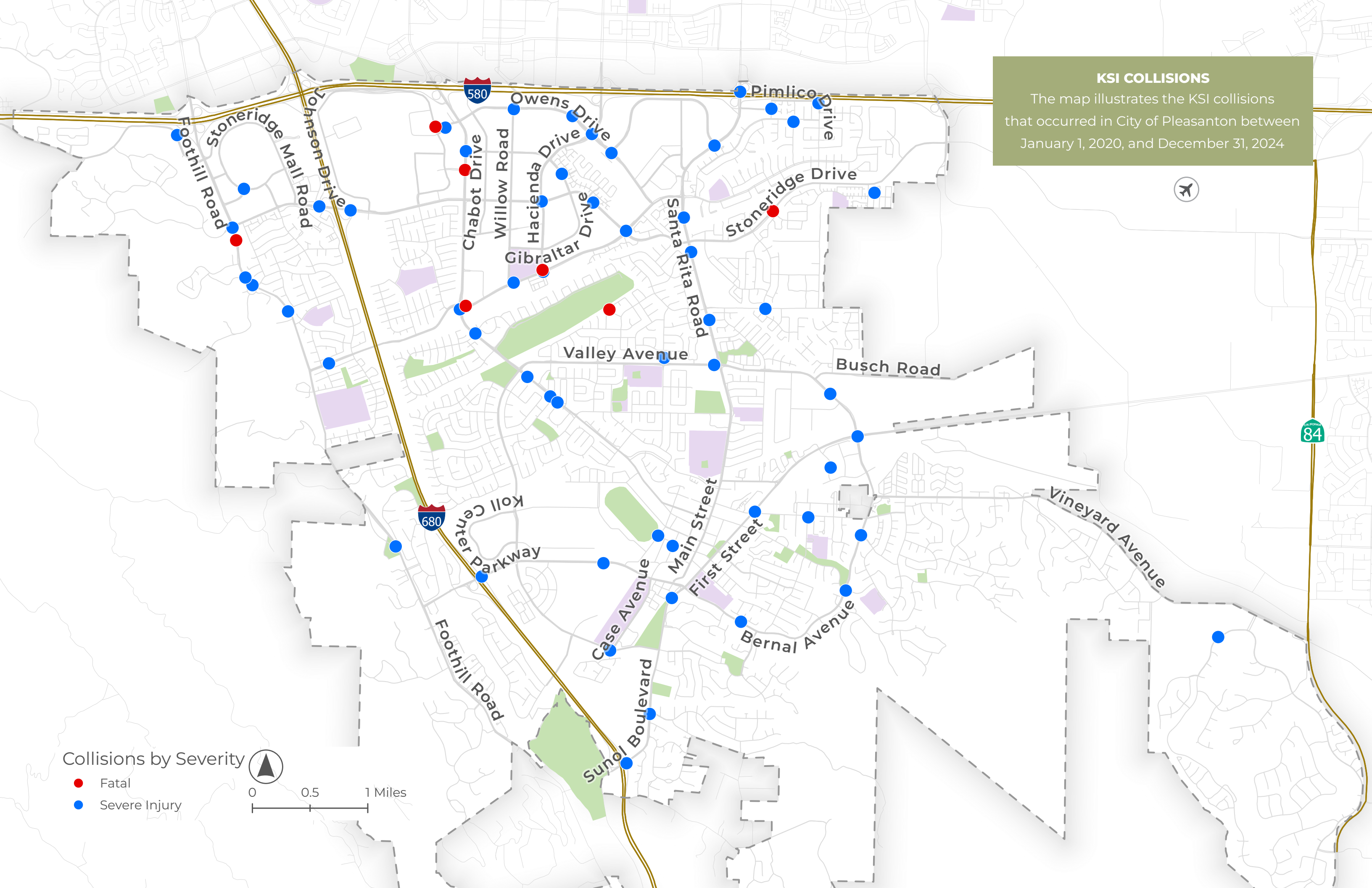
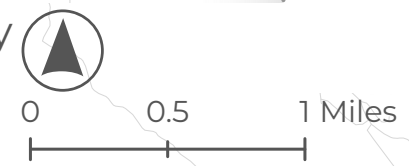
ALL INJURY COLLISIONS
The map illustrates the injury collisions that occurred in City of Pleasanton between January 1, 2020, and December 31, 2024

KSI COLLISIONS

The map illustrates the KSI collisions that occurred in City of Pleasanton between January 1, 2020, and December 31, 2024

Collisions by Severity

- Fatal
- Severe Injury



YEARLY TRENDS

The highest number of KSI collisions occurred in 2024 (18 collisions), while total injury collisions peaked in 2023 (210 collisions).

Key Takeaway:

Recent increases in KSI collisions suggest a potential upward trend in severe collision, indicating the need for continued monitoring and targeted safety interventions.

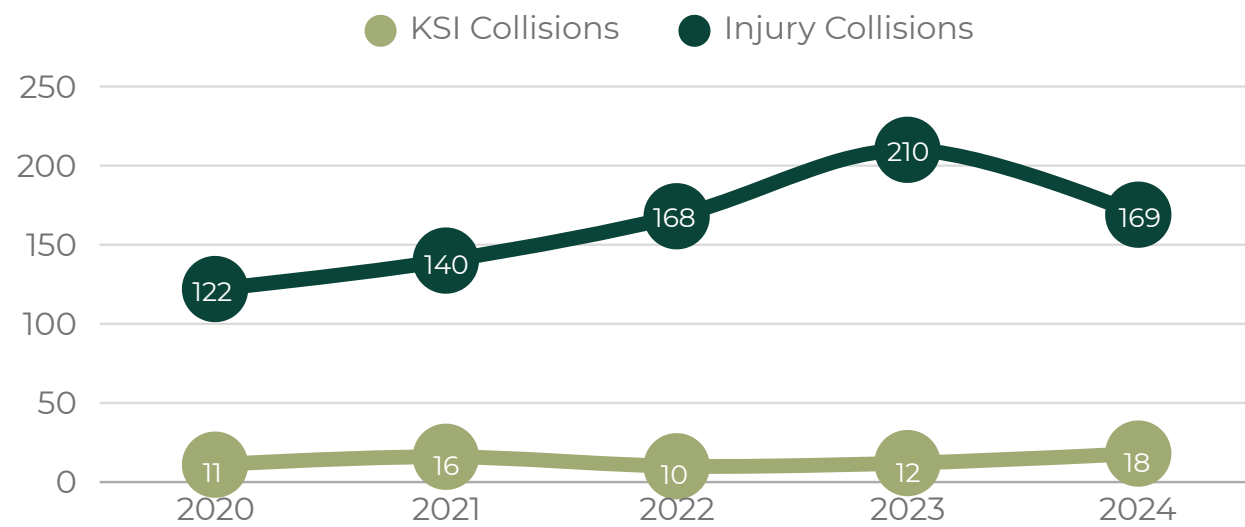
MONTHLY TRENDS

KSI collisions were most frequent during the summer months, with the highest occurrences in July and August (nine each). Injury collisions peaked in the fall, with October (82 collisions) and November (81 collisions) recording the highest totals.

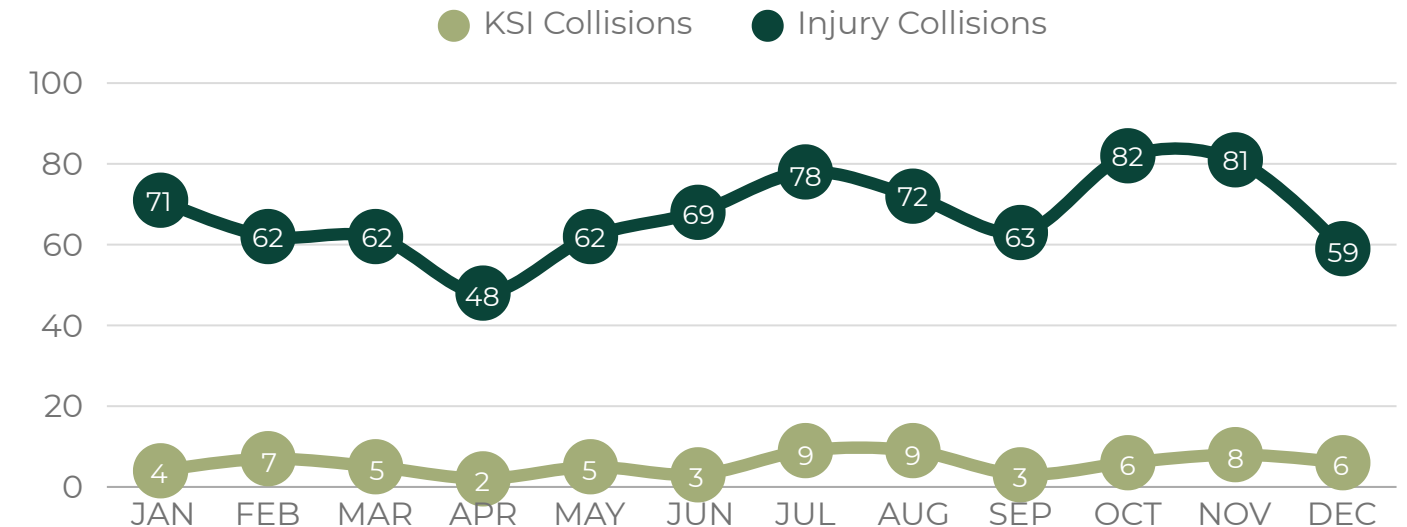
Key Takeaway:

Seasonal patterns indicate higher collision activity during summer and fall months, likely associated with increased travel, daylight hours, and regional traffic demand.

YEARLY TREND



MONTHLY TREND



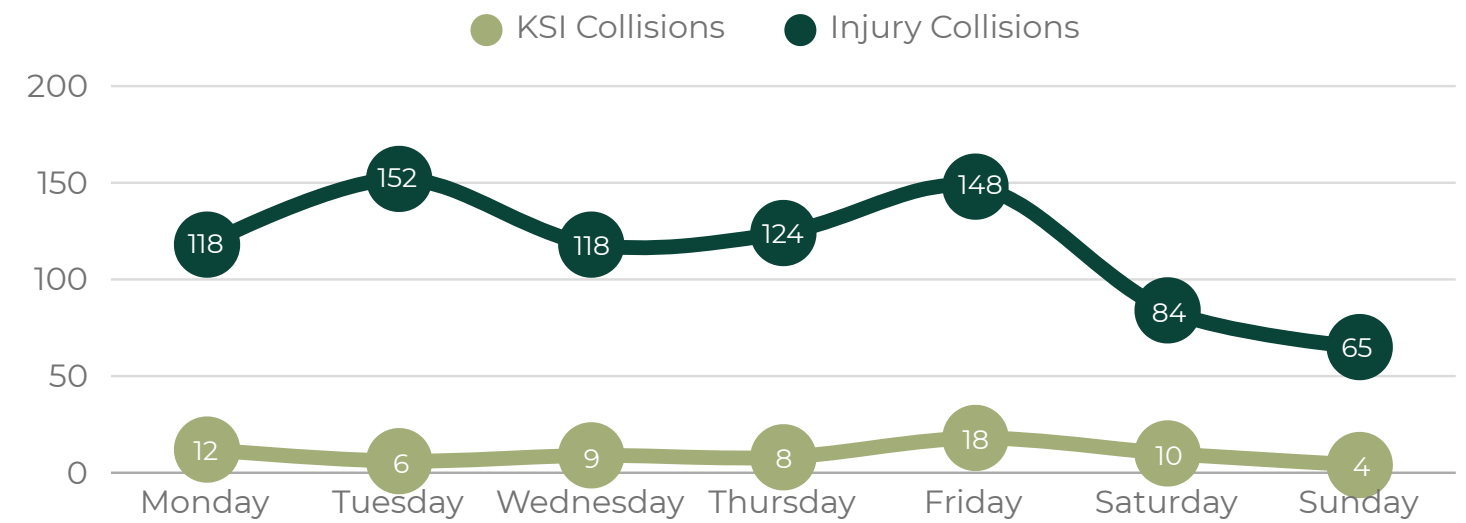
DAILY TRENDS

KSI collisions occurred most frequently on Fridays (18 collisions) and Mondays (12 collisions). Injury collisions were highest on Tuesdays (152 collisions) and Fridays (148 collisions), indicating elevated collision activity during weekdays.

Key Takeaway:

Weekday travel patterns, particularly toward the end of the workweek, contribute to higher collision frequencies, suggesting a link to commuter traffic and travel demand.

DAILY TREND



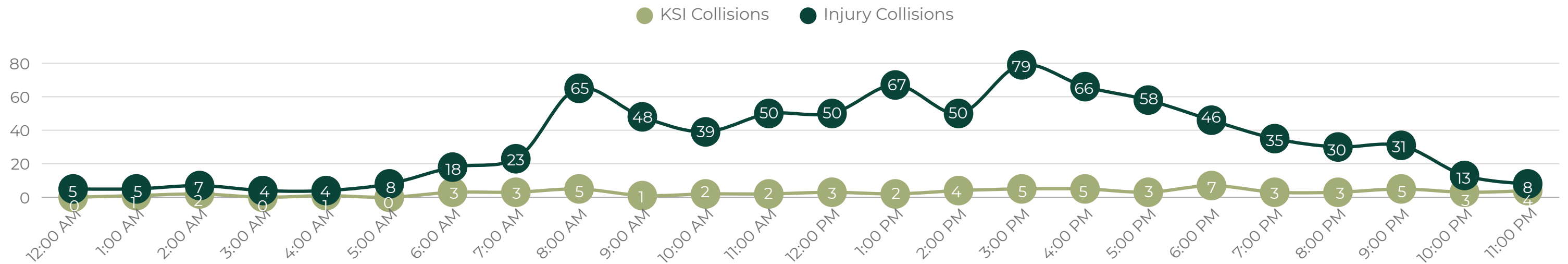
HOURLY TRENDS

KSI collisions peaked during the afternoon period between 3:00 p.m. and 4:00 p.m., while injury collisions were most frequent between 6:00 p.m. and 7:00 p.m. Overall, collisions were concentrated during the afternoon and early evening hours, corresponding with peak travel periods.

Key Takeaway:

Peak-hour congestion and increased traffic volumes during afternoon and evening commute periods are key contributors to collision occurrence.

HOURLY TREND



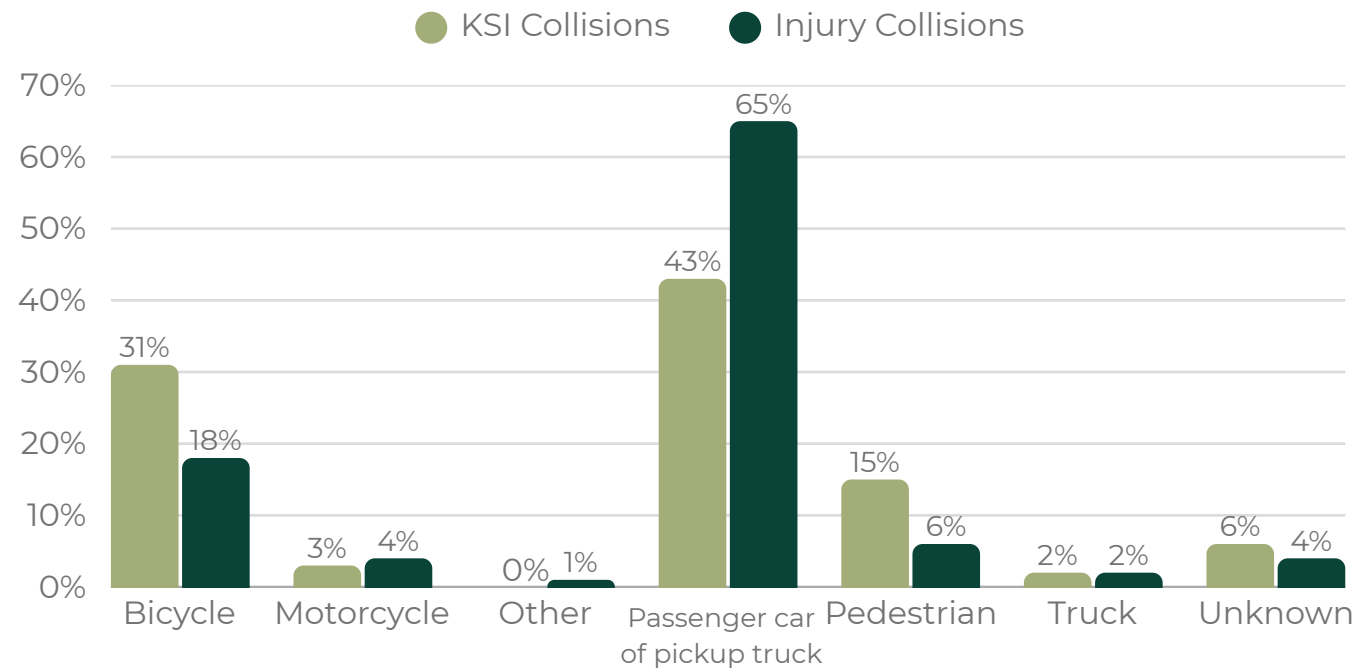
COLLISIONS BY MODE

Passenger vehicles accounted for the largest share of collisions, representing 43 percent of KSI collisions and 65 percent of total injury collisions. Bicyclists accounted for 31 percent of KSI collisions and 18 percent of injury collisions, while pedestrians comprised 15 percent of KSI collisions and six percent of injury collisions, indicating a disproportionate share of severe outcomes for vulnerable roadway users.¹

Key Takeaway:

While most collisions involve passenger vehicles, pedestrians and bicyclists experience a disproportionately higher share of severe injuries, emphasizing the need for targeted safety improvements for vulnerable roadway users.

INJURY COLLISION BY MODE



NOTE: Bicycle-related collisions include traditional bicycles (117 collisions), electric scooters (18 collisions), e-bikes (nine collisions), and electric motorized board (two collisions).

¹ Although detailed exposure data (such as mode share or user volumes) are limited, the higher proportion of KSI collisions involving pedestrians and bicyclists relative to their share of total injury collisions indicates an elevated risk of severe outcomes when these users are involved in collision

COLLISIONS BY LOCATION

Collision data were classified by location type, distinguishing between intersection and roadway segment collisions. Any collision occurring within 250 feet of an intersection was categorized as an intersection collision. Of the 809 reported collisions, the majority occurred at intersections (667 collisions, 82 percent), while 142 collisions (18 percent) occurred along roadway segments. **The table below** summarizes injury collisions by severity and location.

Key Takeaway:

The concentration of collisions at intersections highlights these locations as critical priority areas for safety improvements, particularly for treatments addressing turning movements, signal operations, and multimodal conflicts.

Collision severity	Roadway Segment	Intersections	Total
Fatal Injury	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 COLLISION TYPE

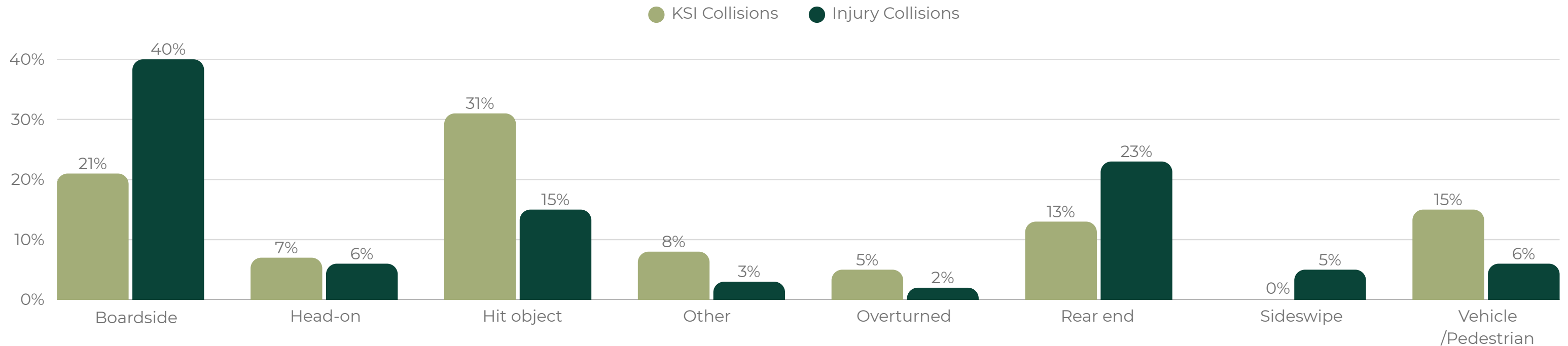
Broadside collisions were the most prevalent crash type, accounting for 21 percent of KSI collisions and 40 percent of injury collisions, making them the dominant collision type overall. Hit-object collisions represented the largest share of severe outcomes, accounting for four of the City's seven fatalities and 17 of the 60 severe injury collisions and comprising approximately 31 percent of all KSI collisions. These trends indicate that roadway departure and high-speed impact collisions are disproportionately associated with the most severe crash outcomes.

Vehicle-pedestrian collisions also showed a disproportionately higher severity, contributing 15 percent of KSI collisions compared to six percent of injury collisions. Rear-end collisions made up a significant portion of injury collisions at 23 percent, while accounting for 13 percent of KSI collisions.

Key Takeaway:

The prevalence of broadside and turning-related collisions reinforces the need for intersection safety improvements, while the severity of hit-object and pedestrian collisions highlights the importance of speed management and roadside safety measures.

INJURY COLLISION BY COLLISION TYPE



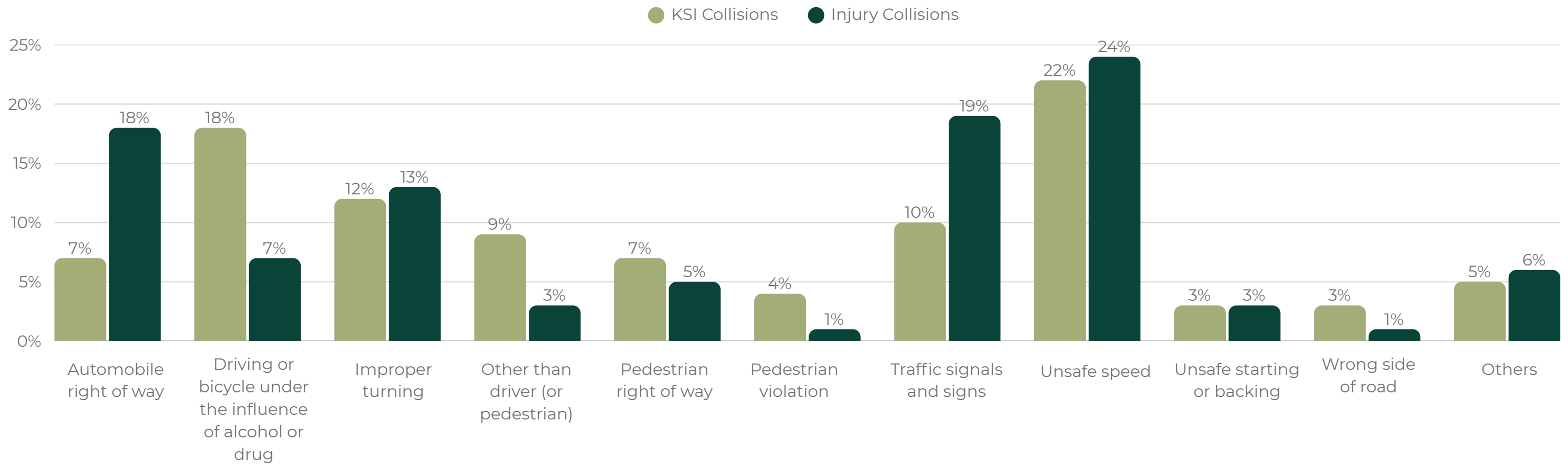
COLLISIONS BY VIOLATION CATEGORY

Unsafe speed was the leading contributing factor, accounting for 22 percent of KSI collisions and 24 percent of injury collisions. Violations related to traffic signals and signs were also significant, contributing ten percent of KSI collisions and 19 percent of injury collisions. Other notable factors included improper turning (12 percent of KSI and 13 percent of injury collisions) and automobile right-of-way violations (seven percent of KSI and 18 percent of injury collisions). Driving under the influence (DUI) showed a higher impact on severe outcomes, representing 18 percent of KSI collisions compared to seven percent of injury collisions.

Key Takeaway:

Behavioral factors particularly speeding, failure to obey traffic controls, and impairment are major contributors to collisions, indicating the need for a balanced approach that includes engineering, enforcement, and education strategies.

INJURY COLLISION BY VIOLATION CATEGORY



COLLISIONS BY MOTOR VEHICLE INVOLVED WITH

Collisions involving other motor vehicles accounted for the largest share, representing 22 percent of KSI collisions and 59 percent of injury collisions. Fixed-object collisions accounted for 31 percent of KSI collisions and 14 percent of injury collisions. Bicycle-involved collisions represented 18 percent of KSI collisions and 13 percent of injury collisions, while pedestrian-involved collisions comprised a significant portion of severe outcomes, accounting for 15 percent of KSI collisions but only six percent of injury collisions.

Key Takeaway:

While most collisions involve multiple vehicles, fixed-object, pedestrian, and bicycle collision are more likely to result in severe outcomes, underscoring the need for speed reduction, roadside safety improvements, and enhanced protections for vulnerable users.

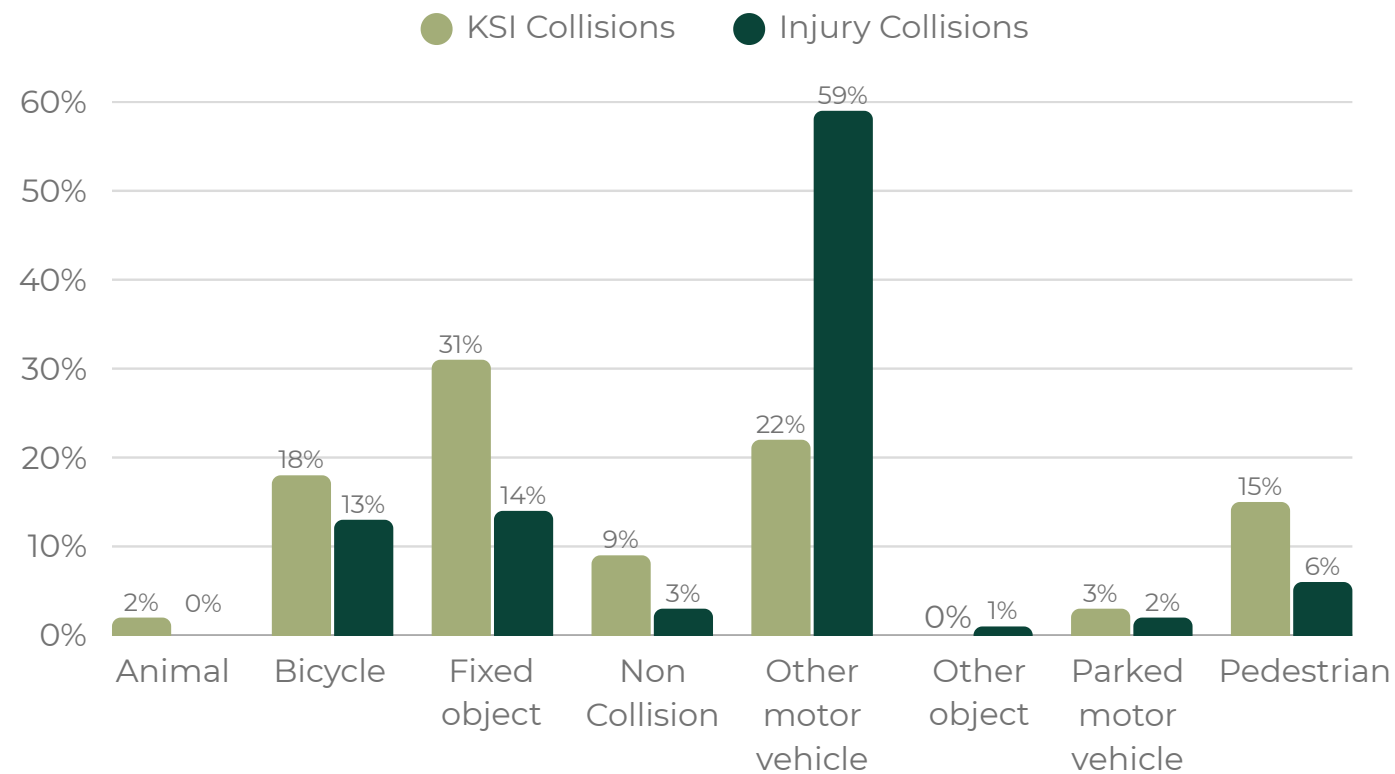
COLLISIONS BY LIGHTING CONDITIONS

The majority of collisions occurred during daylight conditions, (76 percent of injury collisions) with the corresponding 24 percent of injury collisions at night. This pattern, however, changes when only analyzing just the KSI collisions. Collisions occurring in dark conditions represented 36 percent of KSI collisions.

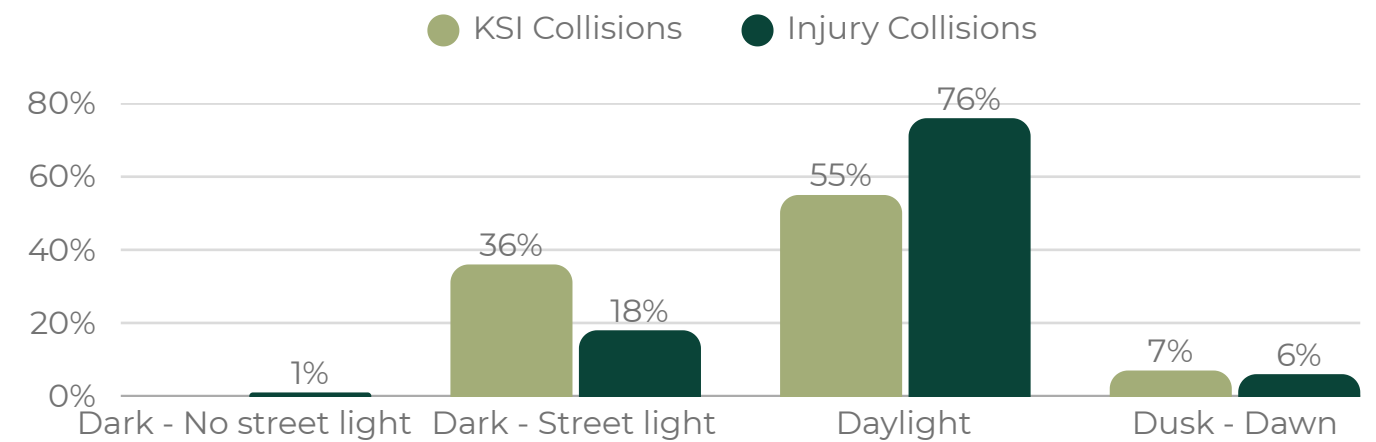
Key Takeaway:

Although most collisions occur during daylight due to higher traffic volumes, a disproportionate share of severe collision occur in low-light conditions, highlighting the importance of visibility enhancements such as improved lighting, signage, and reflective treatments.

INJURY COLLISION BY MOTOR VEHICLE INVOLVED WITH



INJURY COLLISION BY LIGHTING CONDITION



COLLISIONS BY AGE GROUP AND GENDER AT FAULT

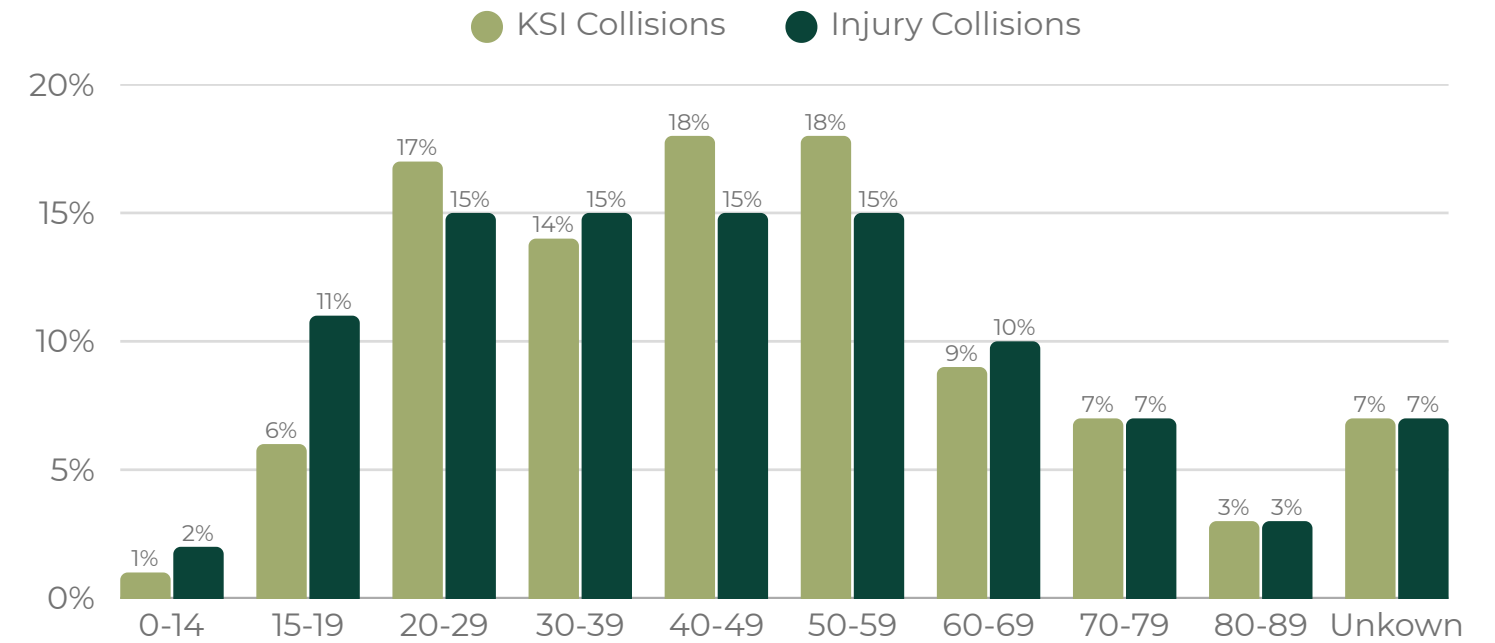
At-fault injury collisions were concentrated among drivers aged 20–59, with the 40–59 age group accounting for the highest share of KSI collisions. Male drivers were at fault in 72 percent of KSI collisions and 54 percent of injury collisions, while female drivers were at fault in 24 percent of KSI and 39 percent of injury collisions.

Based on available demographic data, the driving population in Pleasanton is approximately evenly distributed between male and female drivers (about 50 percent each). Compared to this baseline, male drivers are disproportionately represented in at-fault collisions, particularly in KSI collision, while female drivers are underrepresented in severe collisions relative to their share of the driving population.

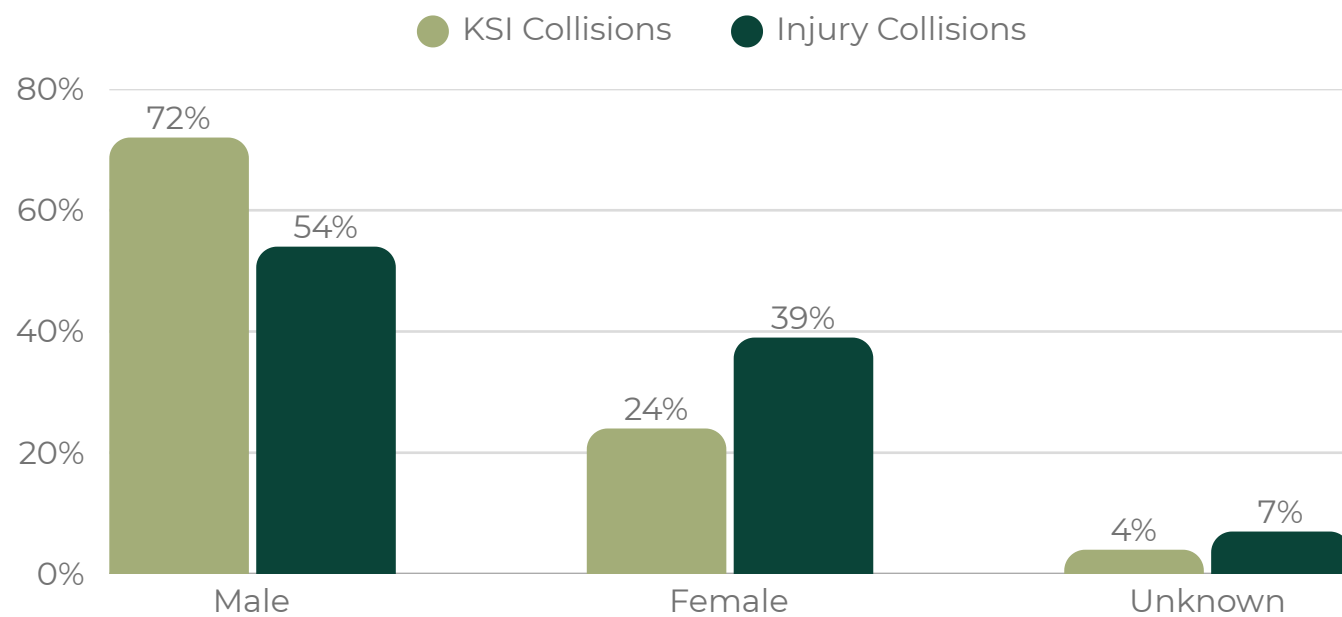
Key Takeaway:

Collision involvement is concentrated among working-age drivers, with male drivers disproportionately represented in severe collision relative to their share of the driving population. This pattern suggests opportunities for targeted education, enforcement, and behavioral safety strategies focused on high-risk driving behaviors.

INJURY COLLISION BY AGE GROUP AT FAULT



INJURY COLLISION BY GENDER AT FAULT



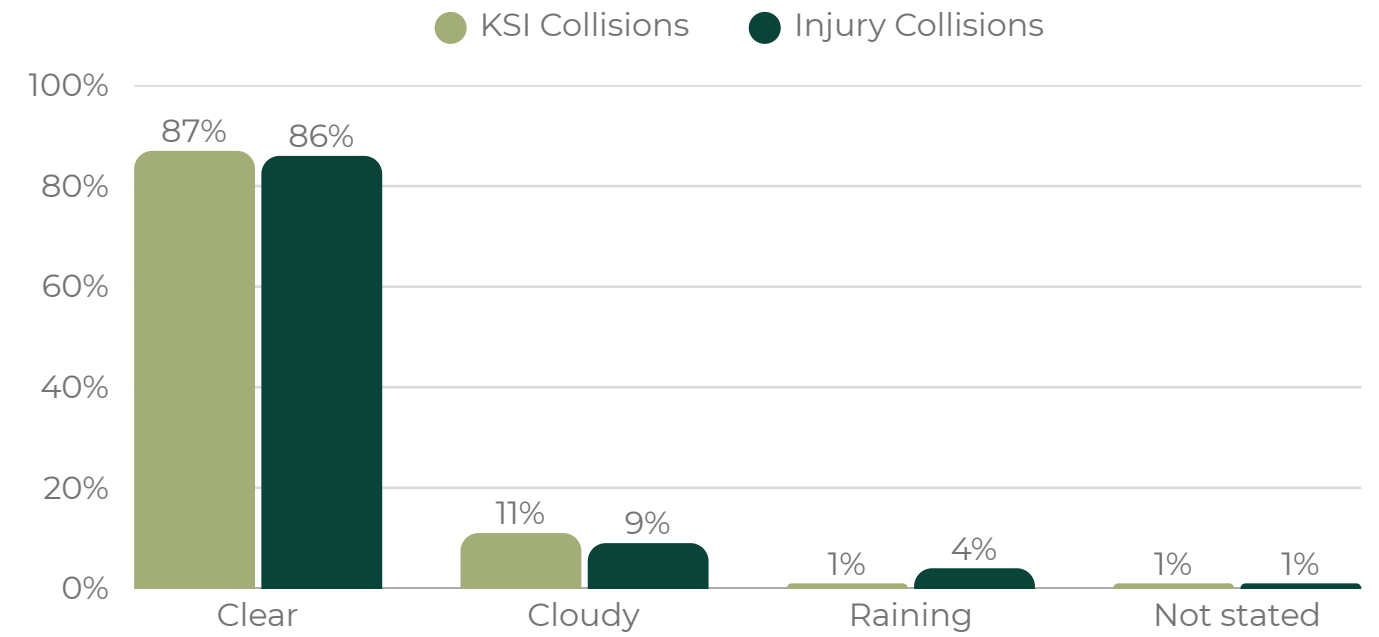
COLLISIONS BY WEATHER CONDITIONS

Most collisions occurred under clear weather conditions, accounting for 87 percent of KSI collisions and 86 percent of injury collisions. Collisions during cloudy conditions represented a smaller share, with 11 percent of KSI collisions and nine percent of injury collisions.

Key Takeaway

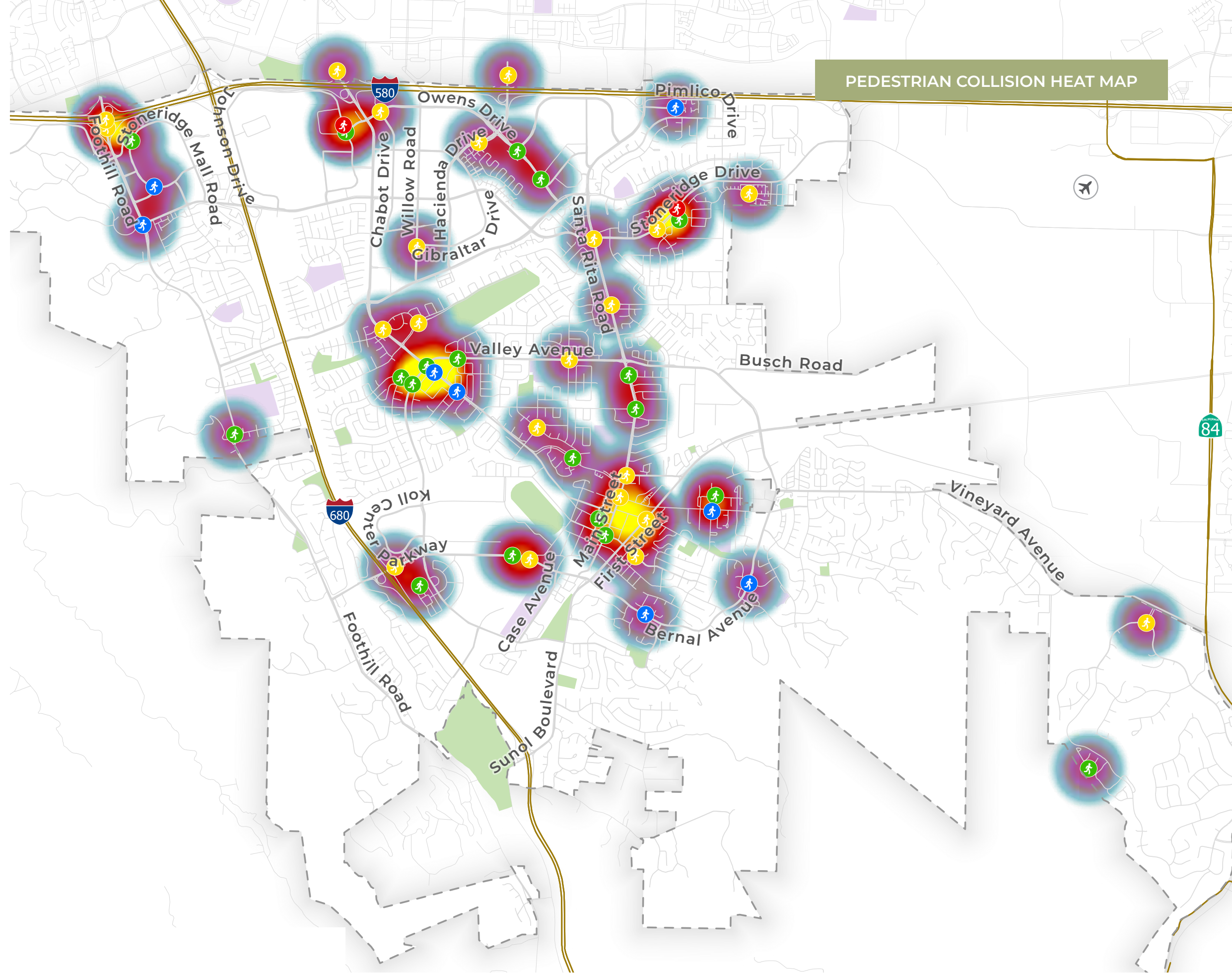
The majority of collisions occur in favorable weather conditions, indicating that driver behavior and traffic conditions, rather than environmental factors which are the primary contributors to collisions.

INJURY COLLISION BY WEATHER CONDITION



PEDESTRIAN COLLISION ANALYSIS

The map illustrates the heat map for pedestrian collisions that occurred in City of Pleasanton between January 1, 2020, and December 31, 2024.

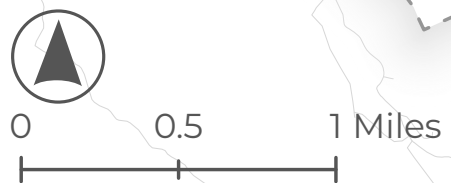


Collisions by Severity

- Fatal
- Severe Injury
- Visible Injury
- Complaint of pain

Collisions Density

- Sparse
- Dense





PEDESTRIAN COLLISION ANALYSIS

This section focuses on collisions involving pedestrians to better understand risk factors, trends, and conditions contributing to pedestrian-related collisions. The analysis highlights key characteristics of these collisions to inform targeted safety strategies for vulnerable roadway users.

Out of 809 total injury collisions, 52 collisions (Six percent) involved pedestrians.

COLLISION SEVERITY

Of the 52 pedestrian collisions, two were fatal, eight resulted in severe injuries, 23 caused visible injuries, and 19 involved complaints of pain.

Key Takeaway:

Although pedestrian collisions represent a small share of total collisions, they result in a disproportionately higher share of severe and fatal outcomes, highlighting the vulnerability of pedestrians in the transportation system.

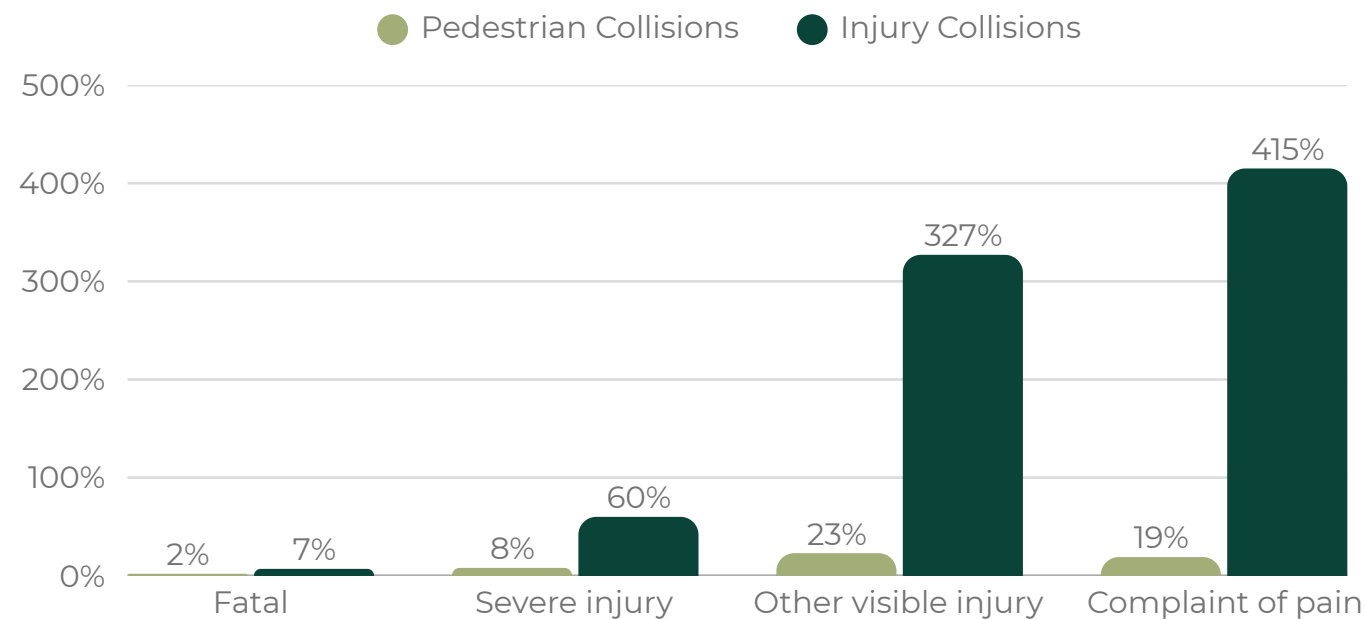
YEARLY TRENDS

Pedestrian collisions increased from nine collisions in 2020 to a peak of 14 collisions in 2022, followed by a decline to seven collisions in 2024.

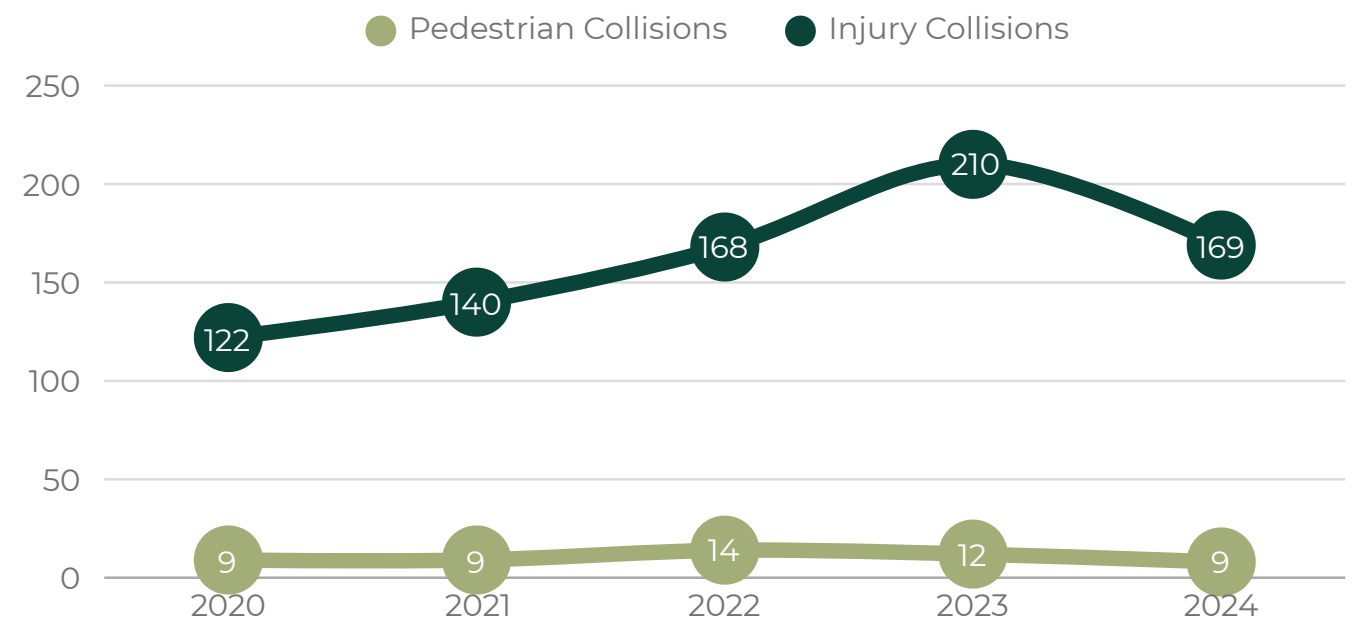
Key Takeaway:

Fluctuations in pedestrian collisions suggest changing travel patterns and exposure, reinforcing the need for sustained safety improvements rather than reactive measures.

PEDESTRIAN COLLISIONS VS INJURY COLLISION (BY SEVERITY)



YEARLY TREND - PEDESTRIAN COLLISION v/s INJURY COLLISION



COLLISION TYPE

Vehicle–pedestrian collisions accounted for 100 percent of pedestrian KSI collisions and 98 percent of pedestrian injury collisions.

Key Takeaway:

The overwhelming majority of pedestrian collisions involve conflicts with vehicles, emphasizing the need for treatments that reduce vehicle–pedestrian interaction risks, such as improved crossings and traffic calming measures.

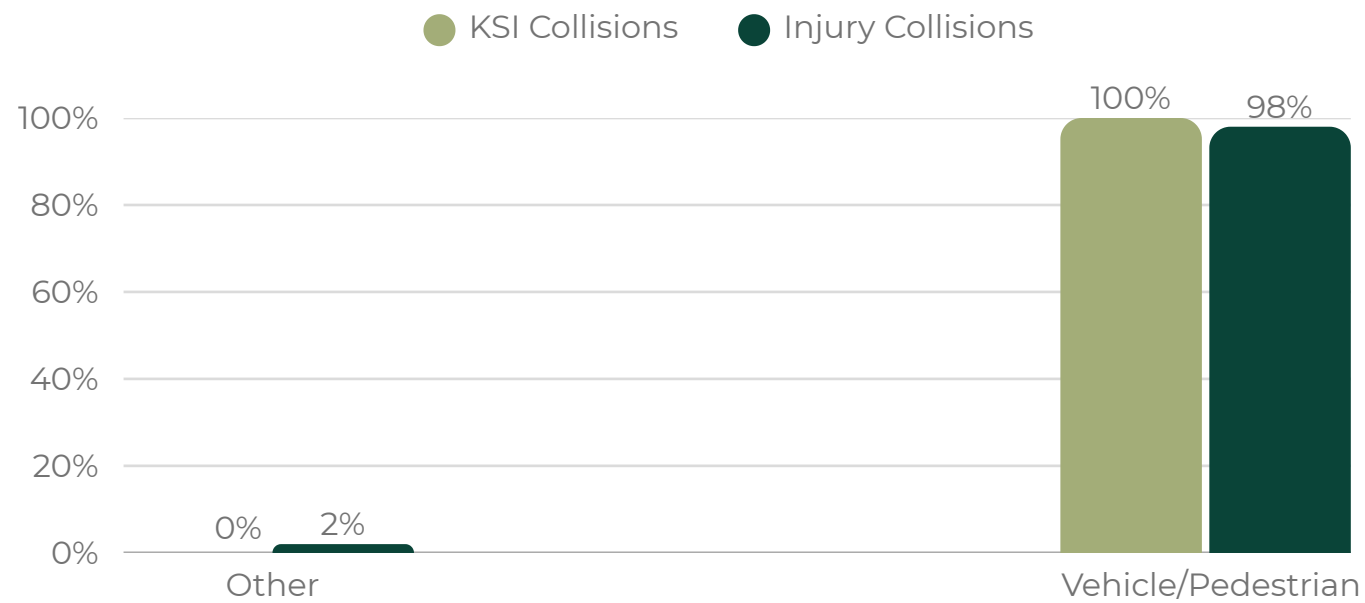
LOCATION

The majority of KSI pedestrian collisions (90 percent) occur at intersections, with only 10 percent occurring along roadway segments.

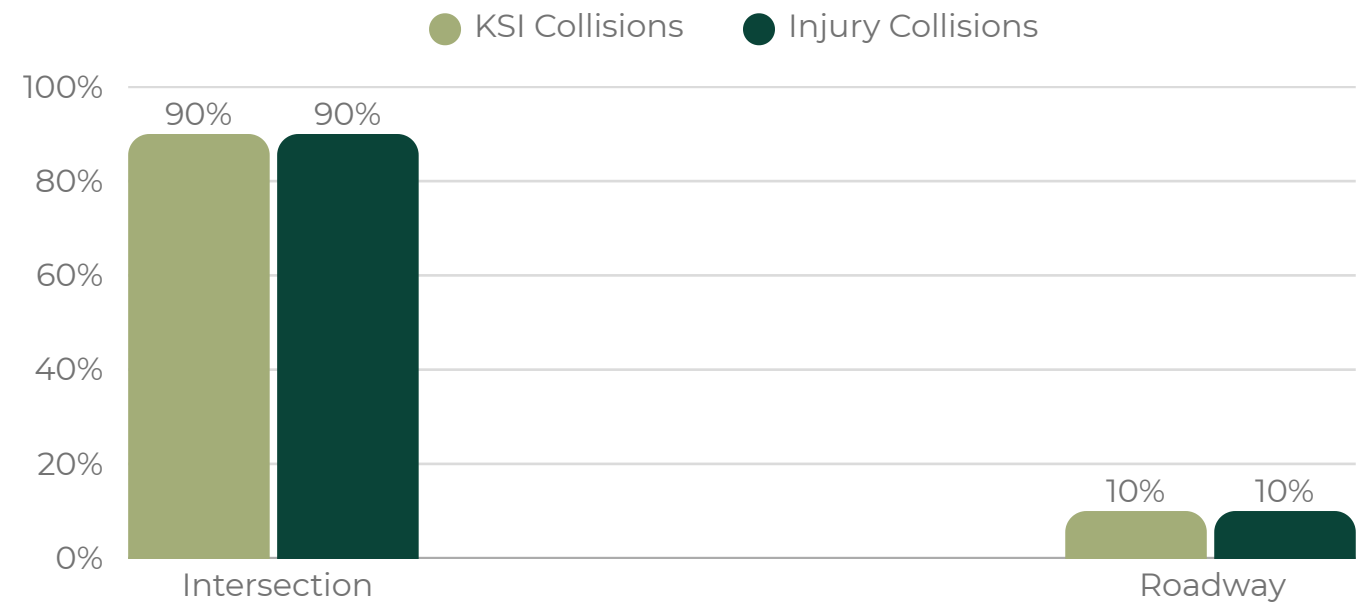
Key Takeaway:

Intersections are the primary locations for severe pedestrian collisions, indicating a need for enhanced crossing treatments, signal timing modifications, and improved visibility at these locations.

PEDESTRIAN INJURY COLLISION BY COLLISION TYPE



PEDESTRIAN INJURY COLLISION BY LOCATION



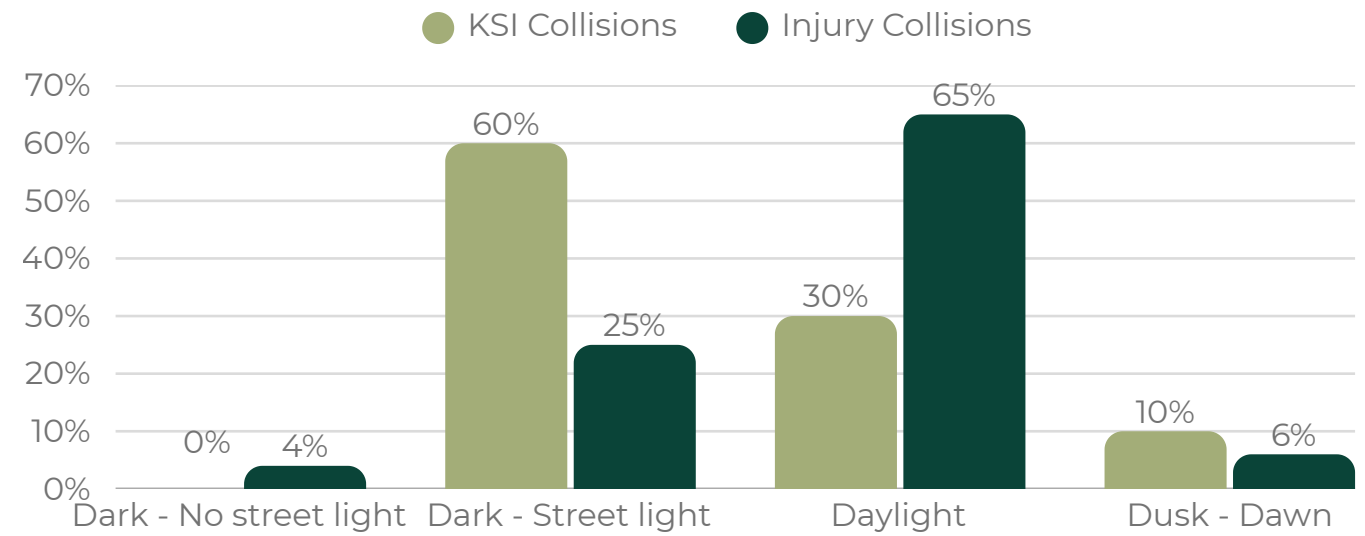
LIGHTING CONDITIONS

Most KSI pedestrian collisions (60 percent) occurred in dark conditions with street lighting and 35 percent of pedestrian injury collisions occurred during dark conditions with street lighting.

Key Takeaway:

A higher proportion of severe pedestrian collisions occur under low-light conditions, underscoring the importance of improved lighting, enhanced visibility, and nighttime safety measures.

PEDESTRIAN INJURY COLLISION BY LIGHTING CONDITION



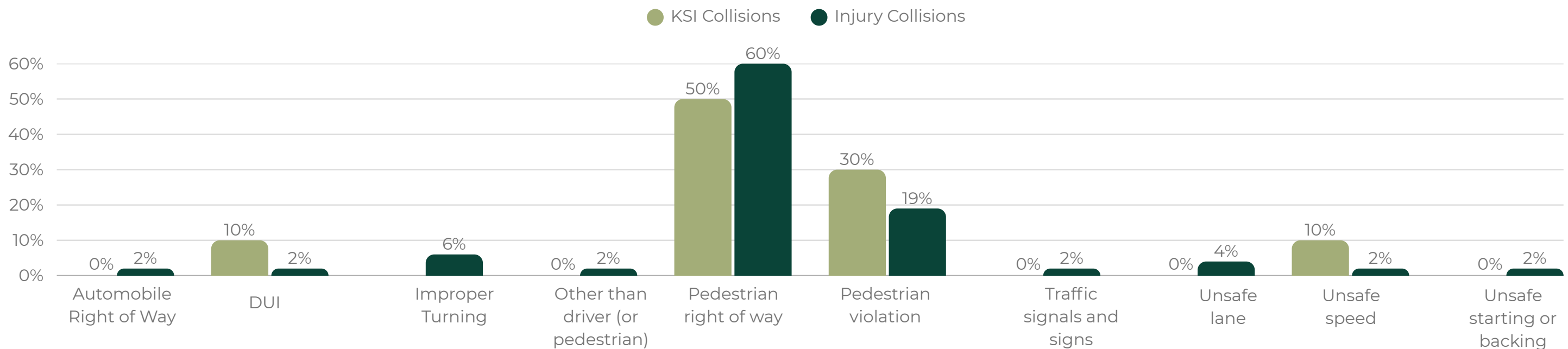
PRIMARY VIOLATION FACTORS

- Failure to Yield to Pedestrians: The leading contributing factor, accounting for 50 percent of KSI and 60 percent of injury collisions.
- Pedestrian Violations: Unsafe or illegal crossing behavior contributed to 30 percent of pedestrian KSI and 19 percent of pedestrian injury collisions.

Key Takeaway:

Failure to yield and pedestrian crossing behavior are key contributors to pedestrian collisions, indicating the need for a combination of engineering improvements, education, and enforcement to address both driver and pedestrian behaviors.

PEDESTRIAN INJURY COLLISION VIOLATION CATEGORY




BICYCLE COLLISION ANALYSIS

The map illustrates the heat map for bicycle collisions that occurred in City of Pleasanton between January 1, 2020, and December 31, 2024.

BICYCLE COLLISION HEAT MAP

Collisions by Severity

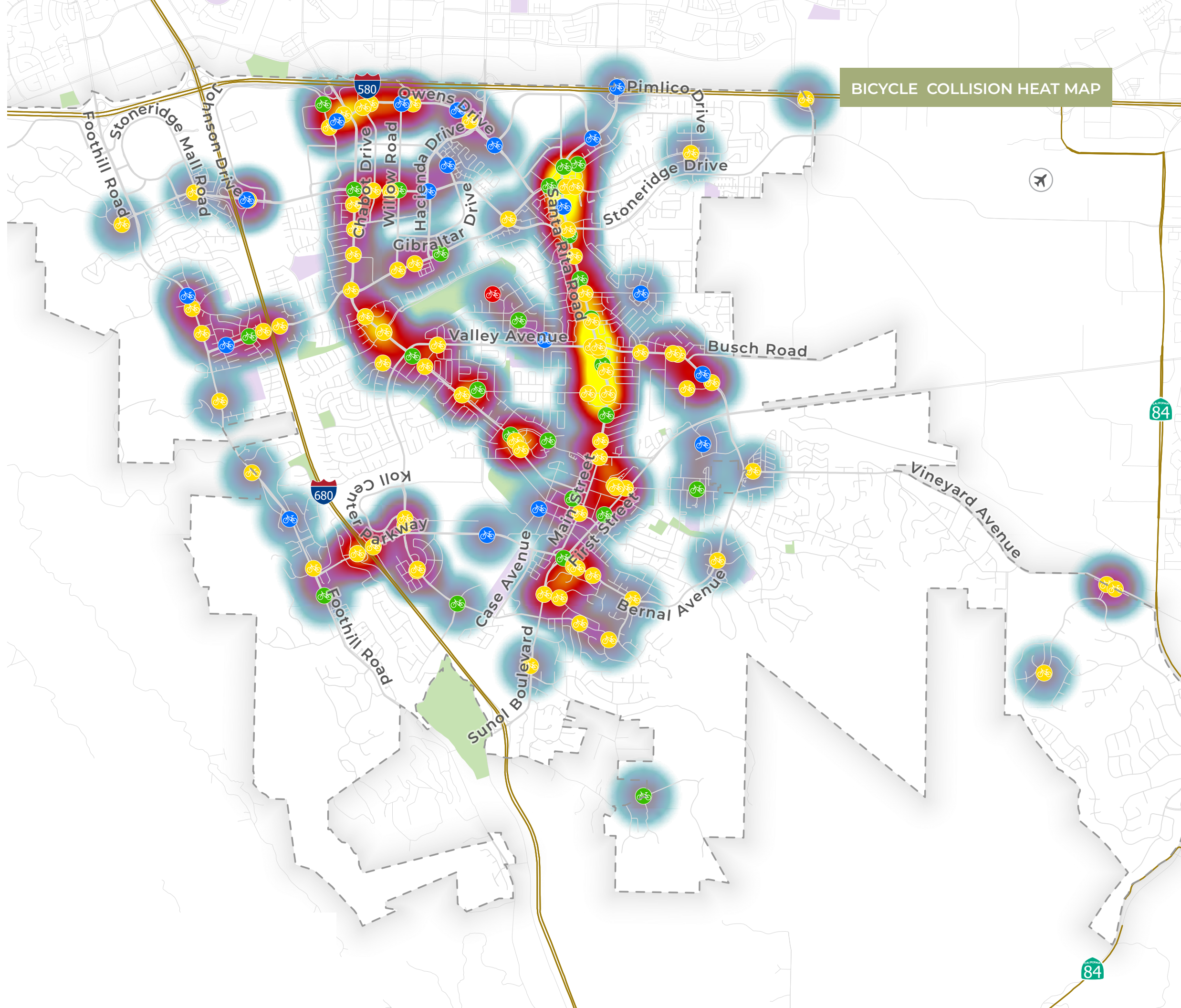
-  Fatal
-  Severe Injury
-  Visible Injury
-  Complaint of pain

Collisions Density

-  Sparse
-  Dense



0 0.5 1 Miles





BICYCLE COLLISION ANALYSIS

This section focuses on collisions involving bicyclists to better understand trends, contributing factors, and conditions associated with bicycle-related collisions. The analysis provides insight into where and how these collisions occur to inform targeted safety strategies for bicyclists.

Out of 809 total injury collisions, 146 (18 percent) involved bicycles. Of the 67 KSI collisions, 21 (31 percent) involved bicyclists

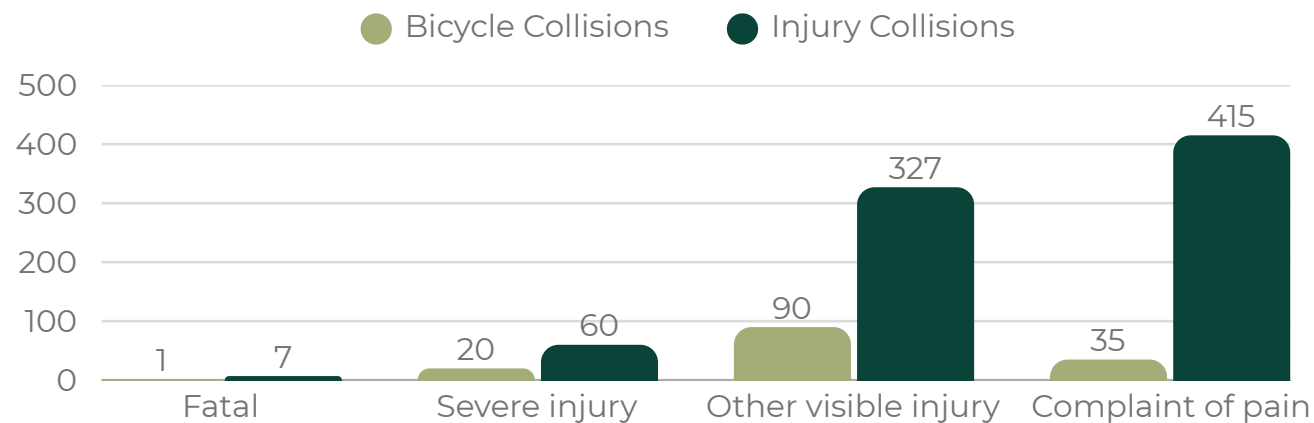
COLLISION SEVERITY

Of the 146 bicycle collisions, one was fatal, 20 resulted in severe injuries, 90 visible injuries, and 35 involved complaints of pain.

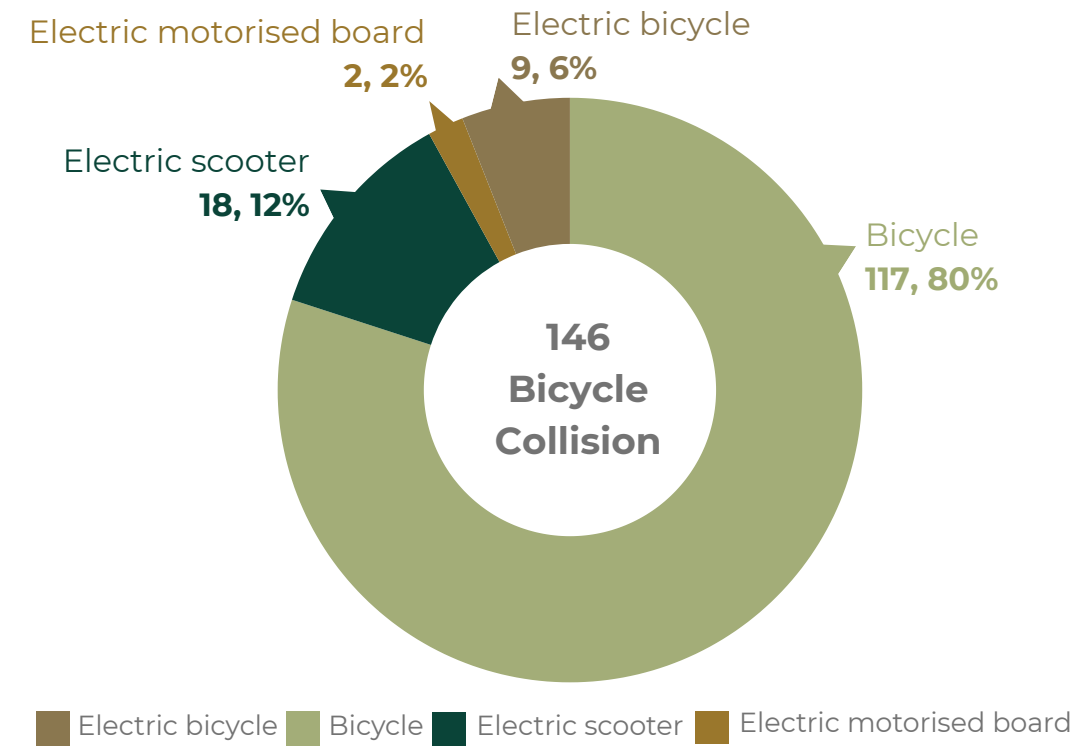
Key Takeaway:

Bicyclists account for a disproportionately high share of KSI collisions relative to their share of total collisions, highlighting their increased vulnerability and need for enhanced protection.

BICYCLE COLLISIONS VS INJURY COLLISION (BY SEVERITY)



CLASSIFICATION OF BICYCLE COLLISION



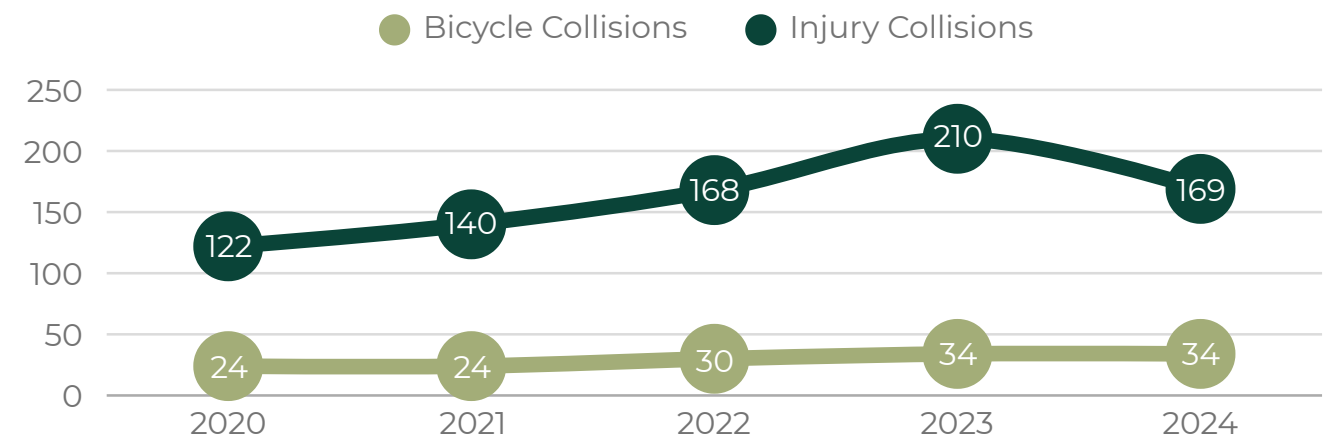
YEARLY TRENDS

From 2020 to 2024, bicycle collisions remained relatively consistent, ranging from approximately 24 to 34 collisions per year.

Key Takeaway:

The steady occurrence of bicycle collisions over time suggests persistent safety issues that require systemic improvements rather than short-term interventions.

YEARLY TREND - BICYCLE COLLISION VS INJURY COLLISION



COLLISION TYPE

Broadside collisions between motor vehicles and bicyclists were the most common collision type, representing 38 percent of bicycle KSI collisions and 55 percent of bicycle injury collisions. Hit-object collisions followed, accounting for 14 percent of bicycle KSI collisions and 11 percent of bicycle injury collisions.

Key Takeaway:

The prevalence of broadside collisions indicates a high level of conflict between bicyclists and turning or crossing vehicles, emphasizing the need for intersection treatments and conflict reduction strategy.

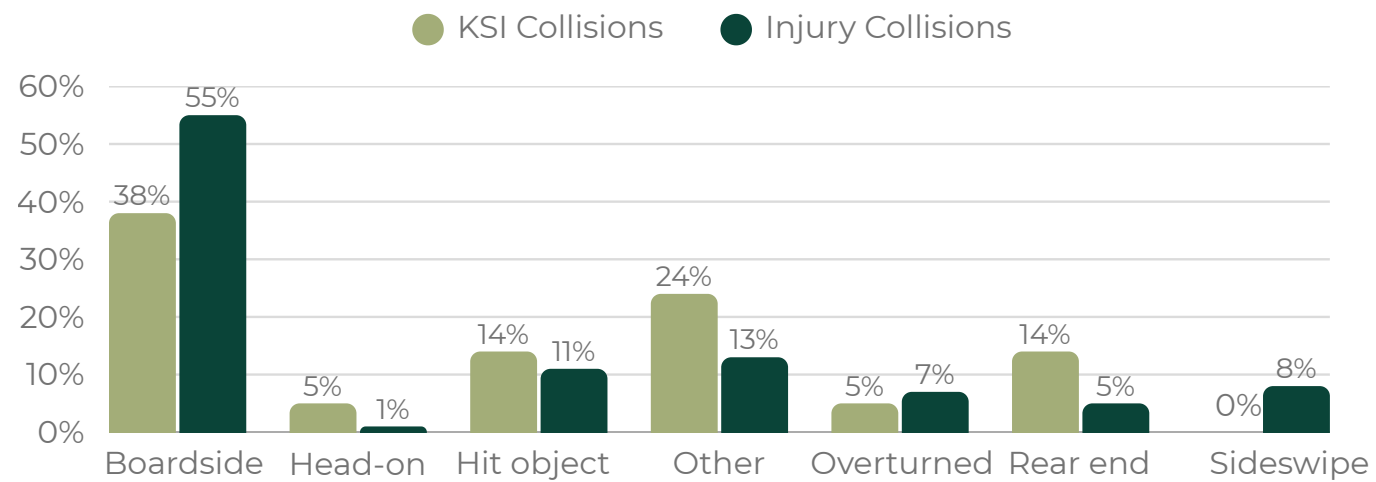
LOCATION

Although most KSI bicycle collisions (62 percent) occur at intersections, 38 percent occur along roadway segments. Comparing this to overall injury collisions which are more concentrated at intersections (80 percent). This indicates that bicyclist-related collisions are nearly twice as likely to occur on roadway segments compared to overall collisions.

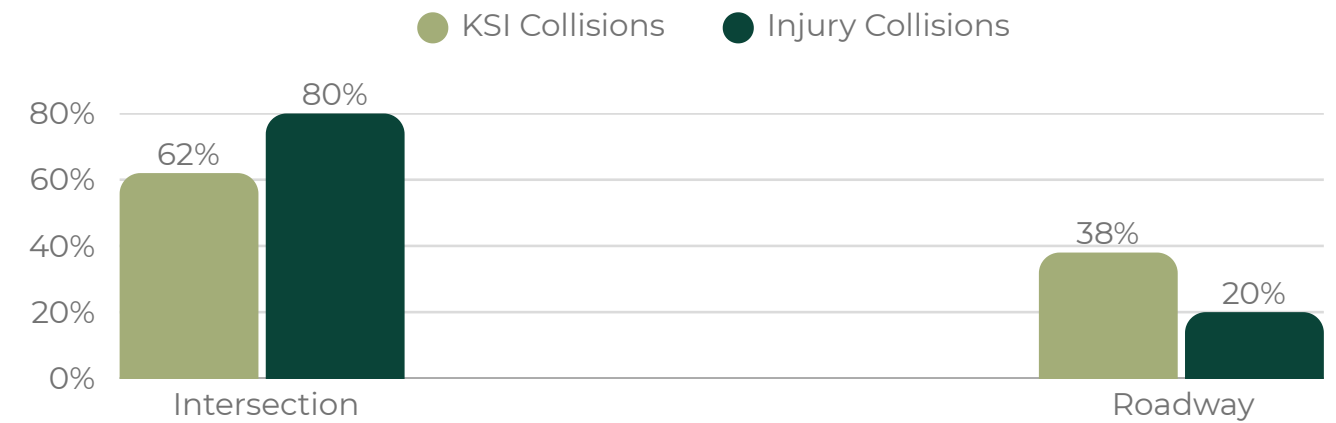
Key Takeaway:

While intersections remain a key risk area, bicyclists face a relatively high risk along roadway segments, highlighting the importance of continuous, protected bicycle facilities and improved corridor design.

BICYCLE INJURY COLLISION BY COLLISION TYPE



BICYCLE INJURY COLLISION BY LOCATION



NOTE: Other means collision type is unknown due to unavailable data.

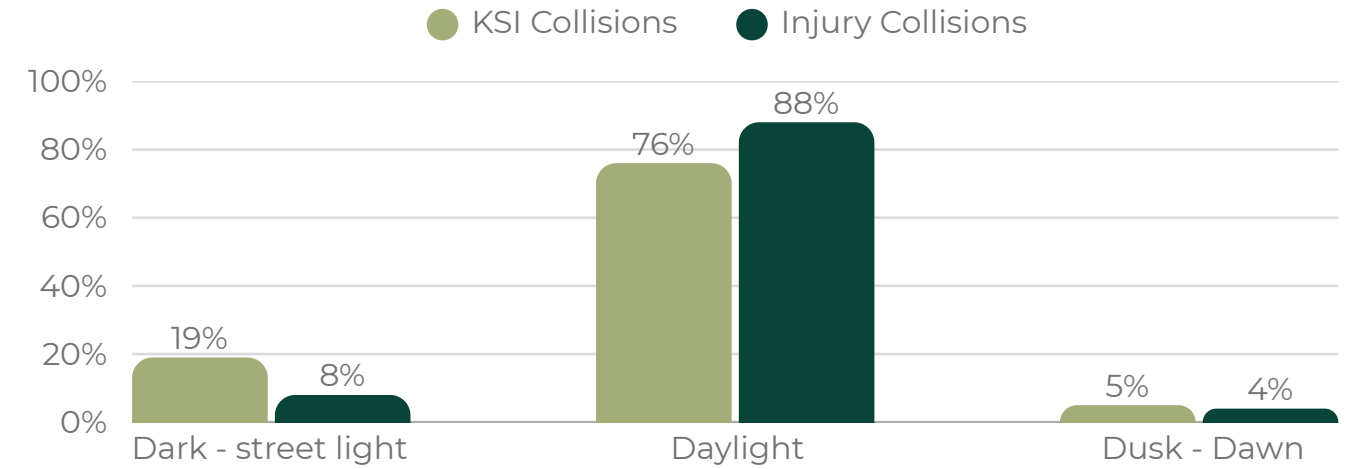
LIGHTING CONDITIONS

The majority of bicycle collisions occur during daylight conditions, accounting for 76 percent of bicycle KSI and 88 percent of bicycle injury collisions.

Key Takeaway:

Higher collision occurrence during daylight hours reflects increased bicyclist activity and exposure, suggesting that traffic volumes and roadway interactions, rather than visibility alone are primary drivers of bicycle collisions.

BICYCLE INJURY COLLISION BY LIGHTING CONDITION



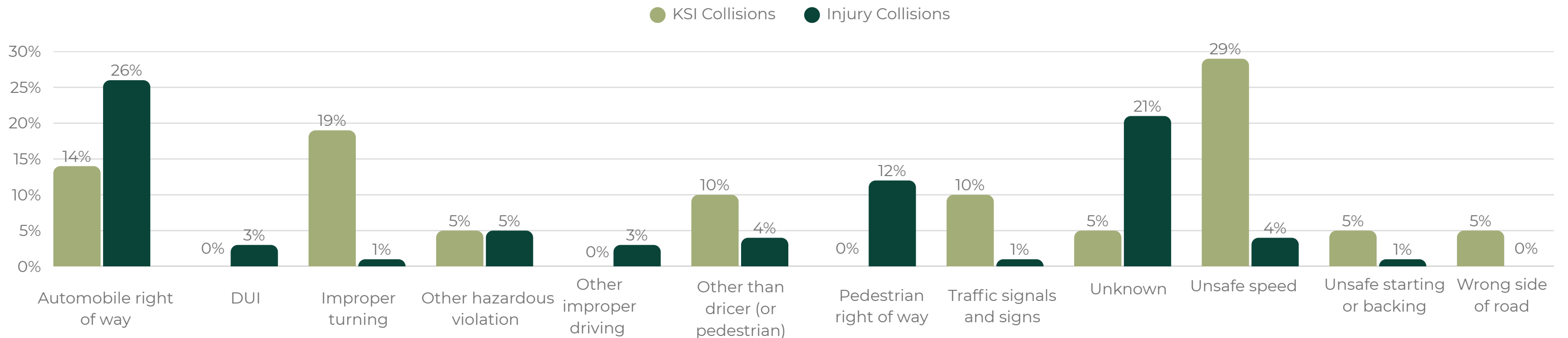
PRIMARY VIOLATION FACTORS

Unsafe speed is the leading contributing factor, accounting for 29 percent of KSI.

Key Takeaway:

Speed and failure-to-yield behaviors are major contributors to bicycle collisions, indicating the need for speed management, clearer right-of-way treatments, and targeted enforcement.

BICYCLE INJURY COLLISION BY VIOLATION CATEGORY





HIGH INJURY NETWORK

The next phase of the analysis focused on identifying the High Injury Network (HIN) within the City of Pleasanton, including both roadway segments and intersections. Collision data were analyzed and spatially visualized using GIS tools to identify locations with the highest concentrations of injury and Killed or Severely Injured (KSI) collisions.

OVERALL HIGH INJURY NETWORK

The Overall High Injury Network (HIN) represents the system-wide network of corridors and intersections with the highest frequency and severity of collisions across the City of Pleasanton. This network was developed using a severity-based scoring approach and is generally consistent with the Alameda County Transportation Commission (Alameda CTC) High Injury Network developed at the regional level.

This alignment confirms that Pleasanton's highest-risk corridors reflect broader regional safety patterns and validates the use of the Overall HIN as a reliable representation of systemwide safety risk. The Overall HIN provides a comprehensive view of where collisions are most concentrated and serves as the foundation for identifying long-term safety priorities across the transportation network.

Pleasanton's roadway network consists of approximately 214 centerline miles, of which approximately 33.6 miles (about 16 percent) are identified as part of the Overall HIN. Despite representing a relatively small portion of the total network, these corridors account for 563 injury collisions, which is approximately 70 percent of all injury collisions citywide.

This concentration of collisions highlights the disproportionate safety risk on a limited number of corridors and reinforces the importance of prioritizing investments along the High Injury Network to achieve the greatest safety benefits.

OVERALL HIGH INJURY CORRIDORS

A comprehensive list of high-injury corridors was developed based on the frequency and severity of collisions. These corridors were ranked using a priority scoring system designed to objectively evaluate safety needs and identify locations with the greatest potential for reducing fatalities and serious injuries.

The scoring framework incorporates the following weighted factors:

- Severity index (KSI collisions = 5 points, visible injury collisions = 3 points, complaint of pain collisions = 1 point) (Weightage = 25%)
- Number of KSI collisions (Weightage = 25%)
- Number of pedestrian and bicycle-related collisions (Weightage = 25%)
- Number of intersection-related collisions (Weightage = 25%)

Based on this methodology, a total of **ten high-injury corridors** were identified. These corridors were selected due to their high frequency and severity of collisions, particularly those involving fatal and severe injuries. The detailed calculations for priority score are shown in **Appendix B**

FOCUSED HIGH INJURY NETWORK

Building upon the Overall High Injury Network (HIN), a Focused High Injury Network (FN) was developed to further refine priority locations for implementation and funding. While the Overall HIN identifies systemwide risk, the FN applies additional

criteria to prioritize specific corridor segments where safety improvements can have the greatest impact and be most competitive for funding opportunities.

Pleasanton's roadway network consists of approximately 214 centerline miles, of which approximately 33.6 miles (about 16 percent) are identified as part of the Overall HIN. The FN is a subset of the HIN and is approximately 8.7 miles (about 25 percent of the HIN and 4% of the City's centerline miles) and these segments account for 254 injury collisions, or approximately 50% of the HIN collisions and 31 percent of all injury collisions citywide.

This concentration of collisions highlights that even within the HIN there are a number of corridor segments that experience a disproportionately high share of severe safety issues, reinforcing the importance of focusing near-term investments and implementation efforts within the FN.

The FN incorporates a weighted prioritization framework that considers:

- Collision severity (KSI collisions) (20 percent)
- Speed-related collisions (20 percent)
- Pedestrian collisions (15 percent)
- Bicycle collisions (15 percent)
- Proximity to schools and community destinations (10 percent)
- Collisions per Mile, corridors with higher collision rates per mile are prioritized to account for risk relative to corridor length (10 percent)
- Collisions per 1,000 AADT, corridors with higher collision rates relative to traffic volume are emphasized to capture exposure-based risk (10 percent)

This approach enables the City to:

- Target high-impact corridor segments for near-term improvements
- Align projects with state and federal funding programs (e.g., SS4A, HSIP)
- Focus resources on locations with the greatest safety needs and community benefit

Using the methodologies described above, a set of high-injury segments and intersections were identified and ranked based on collision frequency, severity, and multimodal risk factors.

Given that 82 percent of injury collisions occurred at intersections, special emphasis was placed on identifying and prioritizing intersections based on the methodology with the highest injury collision counts. As a result, **ten high-injury intersections** were identified and ranked to guide targeted safety improvements in the most critical locations.

PEDESTRIAN AND BICYCLE FOCUSED HIGH INJURY NETWORKS

To better address the safety needs of vulnerable roadway users, the analysis identified mode-specific Focused High Injury Networks for pedestrians (PFN) and bicyclists (BFN). These networks apply tailored prioritization criteria to highlight corridors with the highest safety risks for each mode, supporting targeted and data-driven investment strategies.



PEDESTRIAN-FOCUSED CORRIDOR PRIORITIZATION CRITERIA

Pedestrian-focused corridors were prioritized using a weighted framework that considers safety outcomes, exposure, and proximity to key activity generators. The criteria and corresponding weights are as follows:

- Pedestrian Fatal Collisions (20 percent) – Highest priority is assigned to corridors with a history of pedestrian fatalities to address the most critical safety risks.
- Pedestrian Severe Injury Collisions (20 percent) – Corridors with severe injury collisions are emphasized due to their significant safety impact.
- Pedestrian Visible Injury Collisions (15 percent) – Included to capture moderate injury risk and broader safety patterns.
- Pedestrian Complaint of Pain Collisions (15 percent) – Lower-severity collisions are considered to reflect overall pedestrian safety trends.
- Traffic Volume (15 percent) – Higher-volume corridors are prioritized due to increased pedestrian exposure and conflict potential.
- Proximity to Schools (5 percent) – Corridors near schools are emphasized to improve safety for students and encourage walking.
- Proximity to Parks (5 percent) – Corridors serving parks are prioritized to enhance access to recreational destinations.
- Transit Access (5 percent) – Corridors near transit stops are included to support safe pedestrian access for first- and last-mile connections.



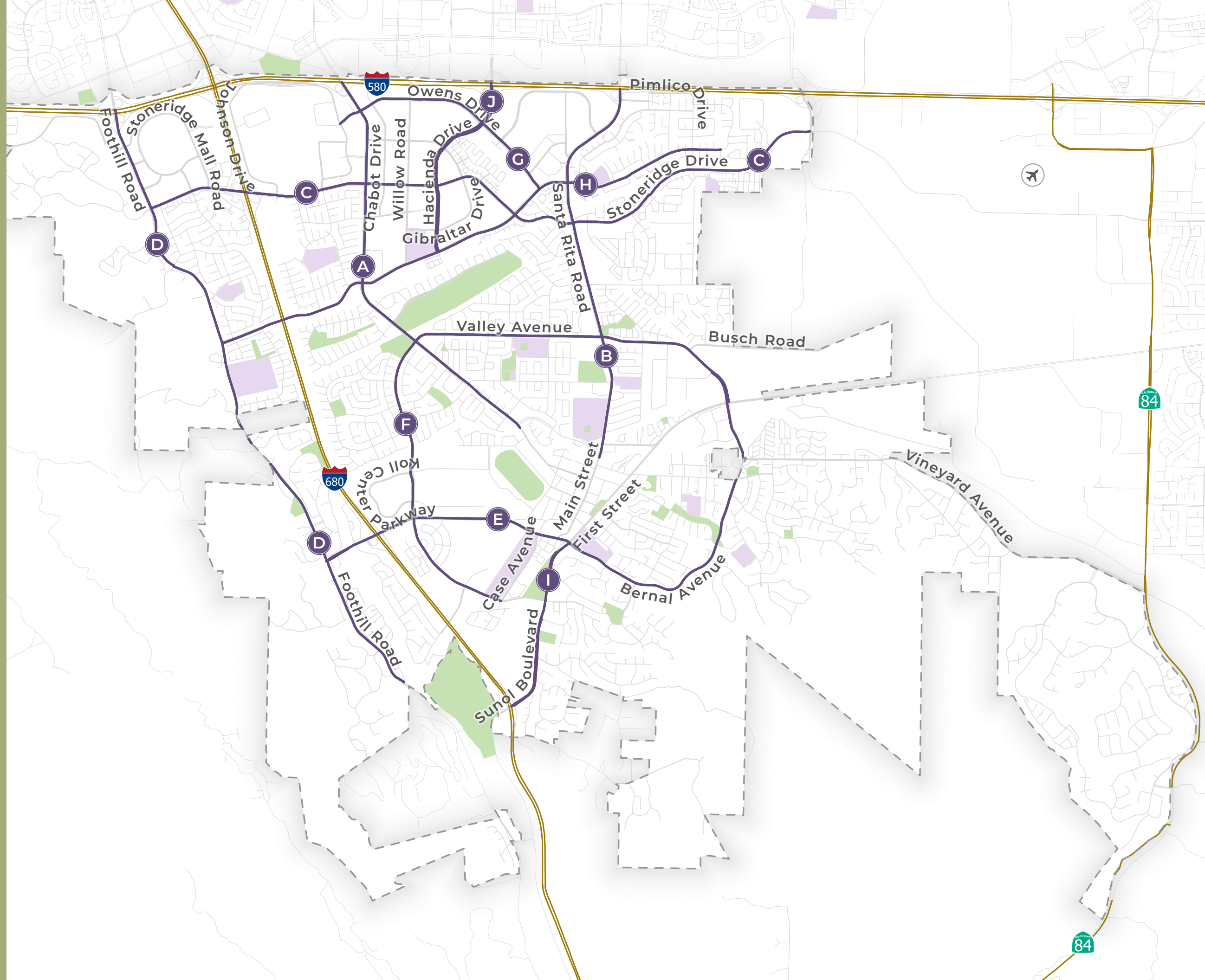
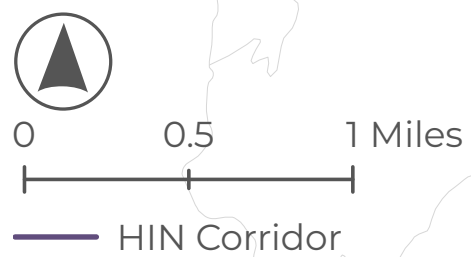
BICYCLE-FOCUSED CORRIDOR PRIORITIZATION CRITERIA

Bicycle-focused corridors were evaluated using a weighted framework that considers safety performance, exposure, and connectivity to key destinations. The criteria and corresponding weights are as follows:

- Bicycle KSI Collisions (30 percent) – Corridors with higher numbers of fatal and severe injury bicycle collisions are prioritized to address critical safety concerns.
- Traffic Volume (15 percent) – Higher-volume corridors are emphasized due to increased exposure and potential conflicts between vehicles and bicyclists.
- Collision Rate per Mile (20 percent) – Corridors with higher collision rates per mile are prioritized to account for risk relative to corridor length.
- Proximity to Schools (15 percent) – Corridors near schools are prioritized to enhance safety for student bicyclists and support safe routes to school.
- Proximity to Parks (15 percent) – Corridors serving parks are emphasized to support recreational cycling and improve access to open spaces.
- Transit Access (5 percent) – Corridors near transit stops are considered to improve first- and last-mile connectivity for bicyclists.

OVERALL HIGH INJURY CORRIDORS

The map illustrates the high injury corridors in City of Pleasanton based on KSI and injury collisions between January 1, 2020, and December 31, 2024.



HIN Rank	HIN Corridor	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	KSI Collisions	All Collisions	Collisions occurred at Intersection	Pedestrian Collisions	Bicycle Collisions	Length (miles)	Priority Score
A	Hopyard Road: I-580 to Del Valle Pkwy	1	7	27	41	8	76	67	3	14	2.91	9.98
B	Santa Rita Road: I-580 to Jensen Street	0	4	31	54	4	89	68	3	18	2.72	9.10
C	Stoneridge Drive: Foothill Road to El Charro Road	1	4	28	42	5	75	69	3	8	4.91	8.02
D	Foothill Road: I-580 to Golden Eagle Way	1	5	30	29	6	65	52	3	8	4.21	7.73
E	Bernal Avenue: Foothill Road to Vineyard Avenue	0	5	23	34	5	62	47	5	11	4.04	7.50
F	Valley Avenue: Sunol Boulevard to Vineyard Avenue	0	2	22	32	2	56	45	4	14	4.52	6.27
G	Owens Drive: Johnson Drive to W Las Positas Boulevard	0	5	13	21	5	39	31	4	10	1.68	6.02
H	W Las Positas Boulevard: Foothill Road to Boardwalk Street	1	3	18	14	4	36	27	0	12	3.79	5.29
I	Sunol Boulevard: Bernal Avenue to I-680	0	4	16	26	4	46	41	0	3	2.13	4.77
J	Hacienda Drive: I-580 to W Las Positas Boulevard	1	3	6	9	4	19	18	2	0	2.69	3.10

FOCUSED HIGH INJURY CORRIDORS

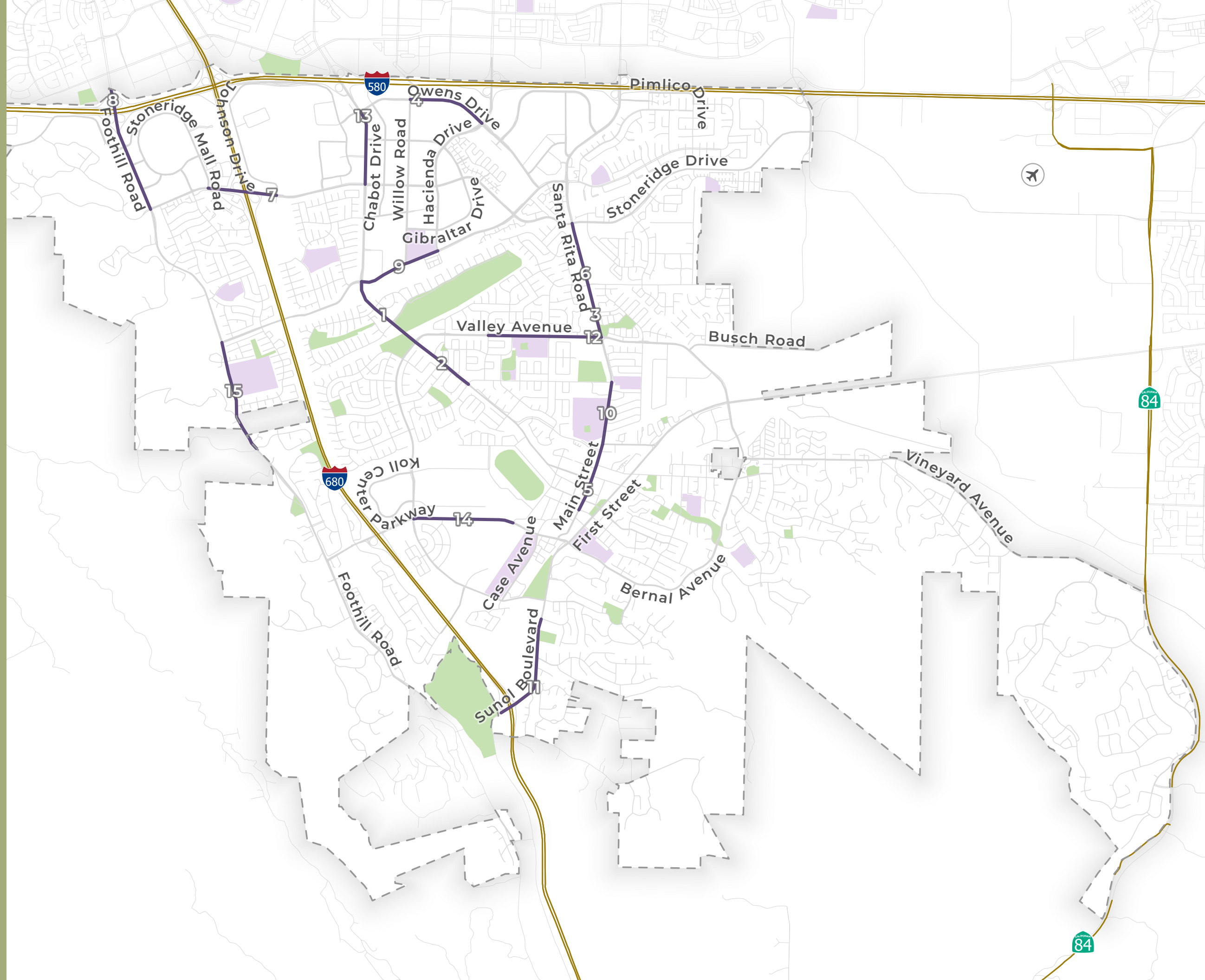
The map illustrates the focused corridors in City of Pleasanton based on KSI and injury collisions between January 1, 2020, and December 31, 2024.



0 0.5 1 Miles



— HIN Focus Segment

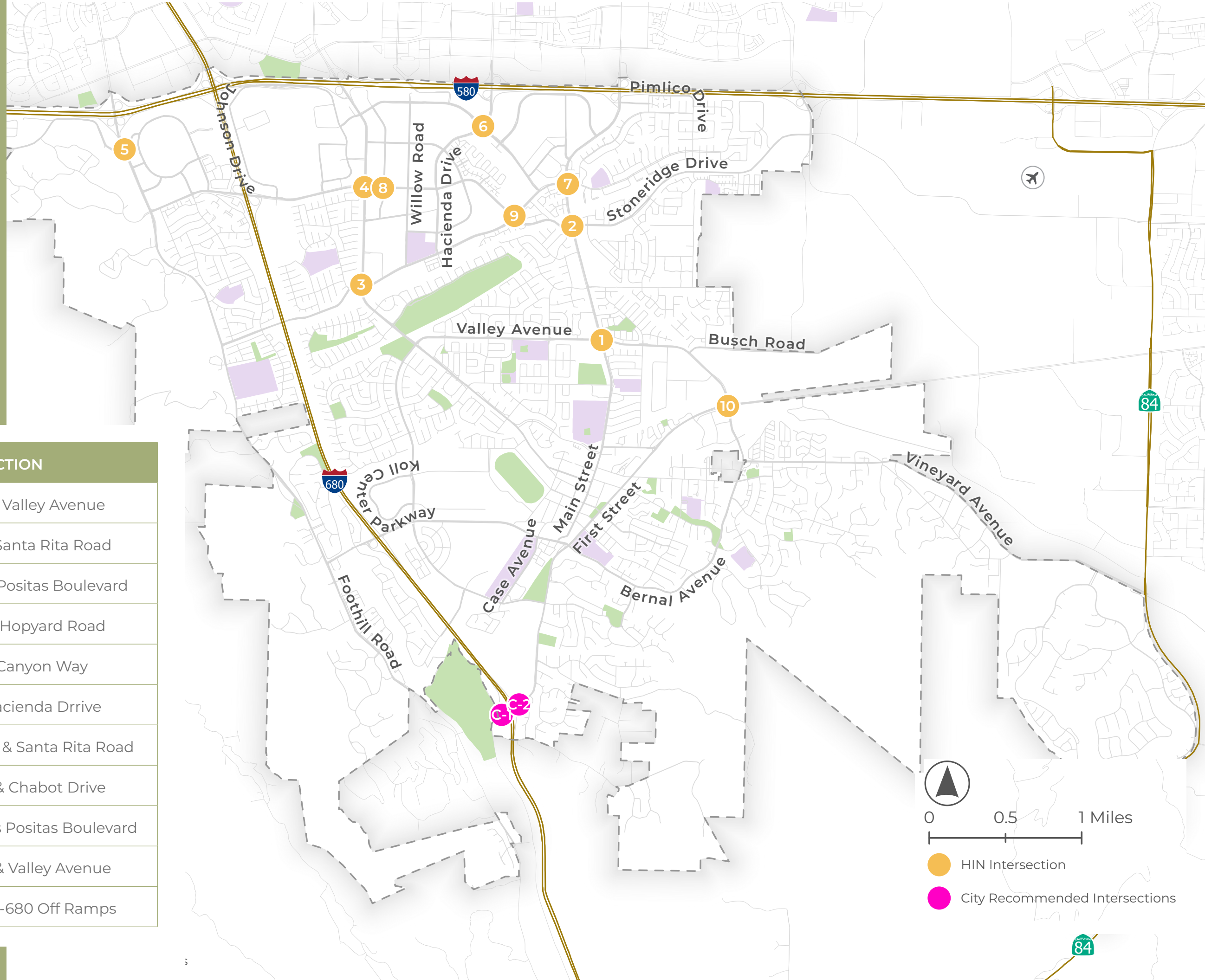


THE TABLE BELOW PROVIDES THE LIST OF OVERALL FOCUSED CORRIDORS FOR INJURY COLLISIONS WITHIN THE CITY

Rank	Focused Corridor	KSI Collisions	Injury Collisions	Unsafe Speed Collisions	Pedestrian Collisions	Bicycle Collisions	Collisions near Schools	Collisions near Parks	Score
1	Hopyard Road: Valley Avenue to West Las Positas Boulevard	2	26	6	1	6	1	5	58.41
2	Hopyard Road: Valley Avenue to Black Avenue	4	11	1	3	2	1	6	49.23
3	Santa Rita Road: Valley Avenue to Mohr Avenue	1	16	5	1	5	0	5	44.86
4	Owens Drive: Willow Road to Hacienda Drive	3	10	3	0	5	0	0	40.58
5	Main Street: Stanley Boulevard to W Angela Street	0	13	1	3	3	5	3	40.53
6	Santa Rita Road: Mohr Avenue to Stoneridge Drive	1	17	7	0	3	0	0	40.12
7	Stoneridge Drive: Stoneridge Mall Road to Johnson Drive	2	23	5	0	3	0	0	39.65
8	Foothill Road: Stoneridge Drive to Northern city limit	0	30	5	2	0	0	1	38.96
9	West Las Positas Boulevard: Hopyard Road to Hacienda Drive	3	8	2	0	2	5	1	38.45
10	Santa Rita Road: Stanley Boulevard to Black Avenue	0	12	2	1	5	5	2	38.39
11	Sunol Boulevard: I-680 to Sonoma Drive	3	39	3	0	1	0	5	37.27
12	Valley Avenue: Crestline Road to Santa Rita Road	1	9	4	1	1	5	5	37.18
13	Hopyard Road: Stoneridge Drive to Owens Drive	2	19	7	0	0	0	0	37.04
14	Bernal Avenue: Valley Avenue to Pleasanton Avenue	1	11	5	2	1	1	1	36.89
15	Foothill Road: Foothill Knolls Drive to West Las Positas Boulevard	0	10	5	1	1	5	1	36.85
TOTAL		23	254	61	15	38	28	35	

OVERALL HIGH INJURY INTERSECTIONS

The map illustrates the high injury intersections in City of Pleasanton based on injury collisions between January 1, 2020 and December 31, 2024.



Rank	INTERSECTION
1	Santa Rita Road & Valley Avenue
2	Stoneridge Drive & Santa Rita Road
3	Hopyard Road & Las Positas Boulevard
4	Stoneridge Drive & Hopyard Road
5	Foothil Road & Canyon Way
6	Owens Drive & Hacienda Drrive
7	Las Positas Boulevard & Santa Rita Road
8	Stoneridge Drive & Chabot Drive
9	Stoneridge Drive & Las Positas Boulevard
10	Staney Boulevard & Valley Avenue
11	Sunol Boulevard & I-680 Off Ramps



0 0.5 1 Miles

 HIN Intersection

 City Recommended Intersections

THE TABLE BELOW PROVIDES THE LIST OF HIGH INJURY INTERSECTIONS WITHIN THE CITY OF PLEASANTON.

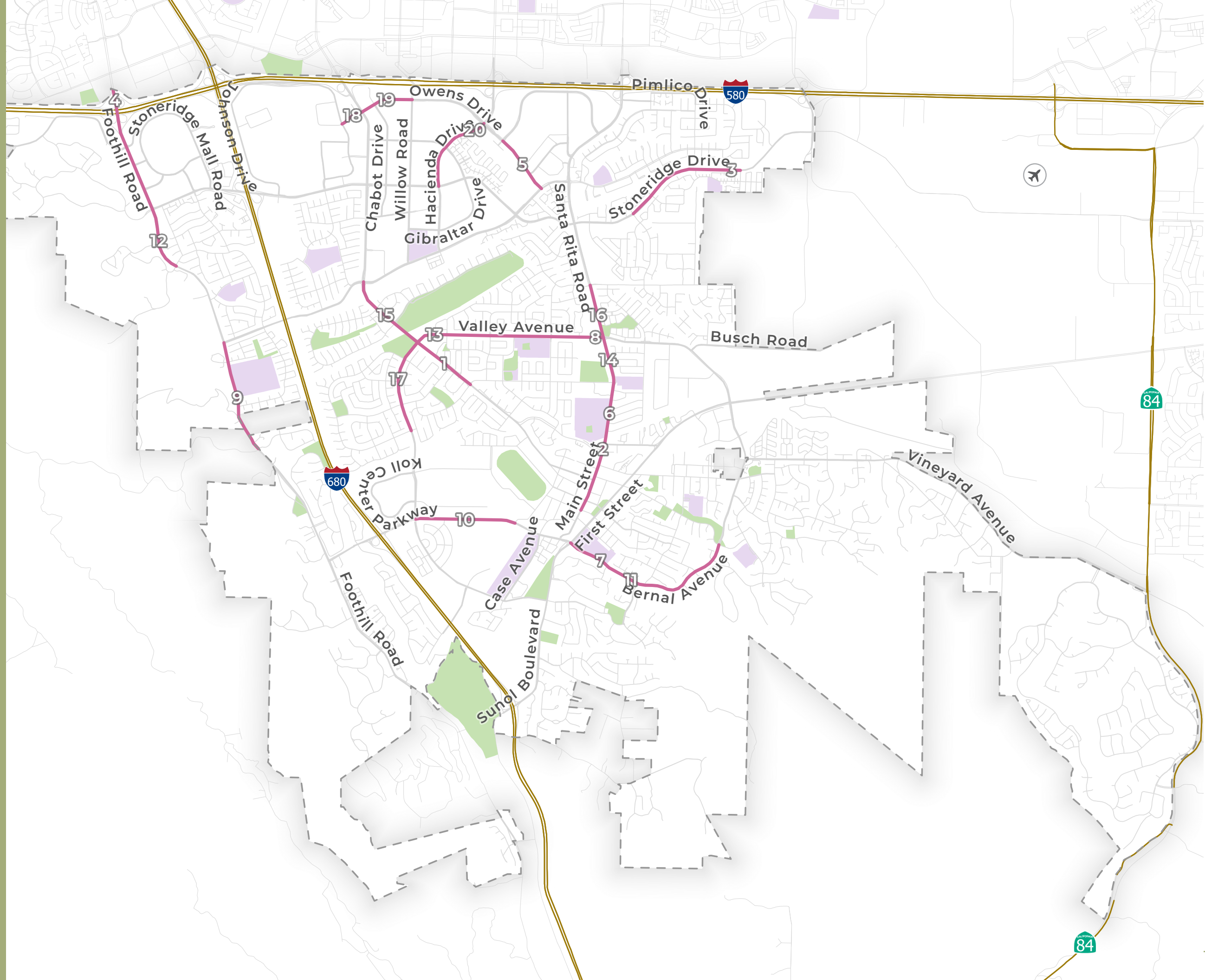
HIN Rank	HIN Intersection	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	KSI Collisions	Injury Collisions	Pedestrian Collisions	Bicycle Collisions
1	Santa Rita Road & Valley Avenue	0	1	4	11	1	16	0	4
2	Stoneridge Drive & Santa Rita Road	0	0	5	10	0	15	1	3
3	Hopyard Road & W Las Positas Boulevard	1	1	4	8	2	14	0	1
4	Stoneridge Drive & Hopyard Road	0	0	3	10	0	13	0	1
5	Foothill Road & Canyon Way	0	0	2	9	0	11	0	0
6	Owens Drive & Hacienda Drive	0	2	4	4	2	10	0	2
7	W Las Positas Boulevard & Santa Rita Road	0	0	5	5	0	10	0	0
8	Stoneridge Drive & Chabot Drive	0	0	4	5	0	9	0	1
9	Stoneridge Drive & W Las Positas Boulevard	0	1	5	2	1	8	0	1
10	Stanley Boulevard & Valley Avenue	0	1	2	5	1	8	0	0
Total		1	6	38	69	7	114	1	13

HIN Rank	Intersections	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	KSI Collisions	Injury Collisions	Pedestrian Collisions	Bicycle Collisions
C1	Sunol Boulevard & I-680 NB On-Off Ramps	0	2	5	11	2	18	0	0
C2	Sunol Boulevard & I-680 SB On-Off Ramps	0	0	4	8	0	12	0	0
Total		0	2	9	19	2	30	0	0

NOTE: Two intersections have been identified and included in the High Injury Intersections category due to their concentration of injury-related collisions.

FOCUSED PEDESTRIAN HIGH INJURY CORRIDORS

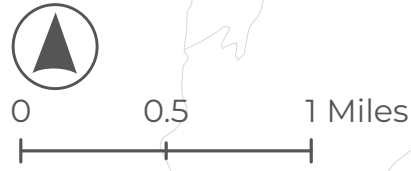
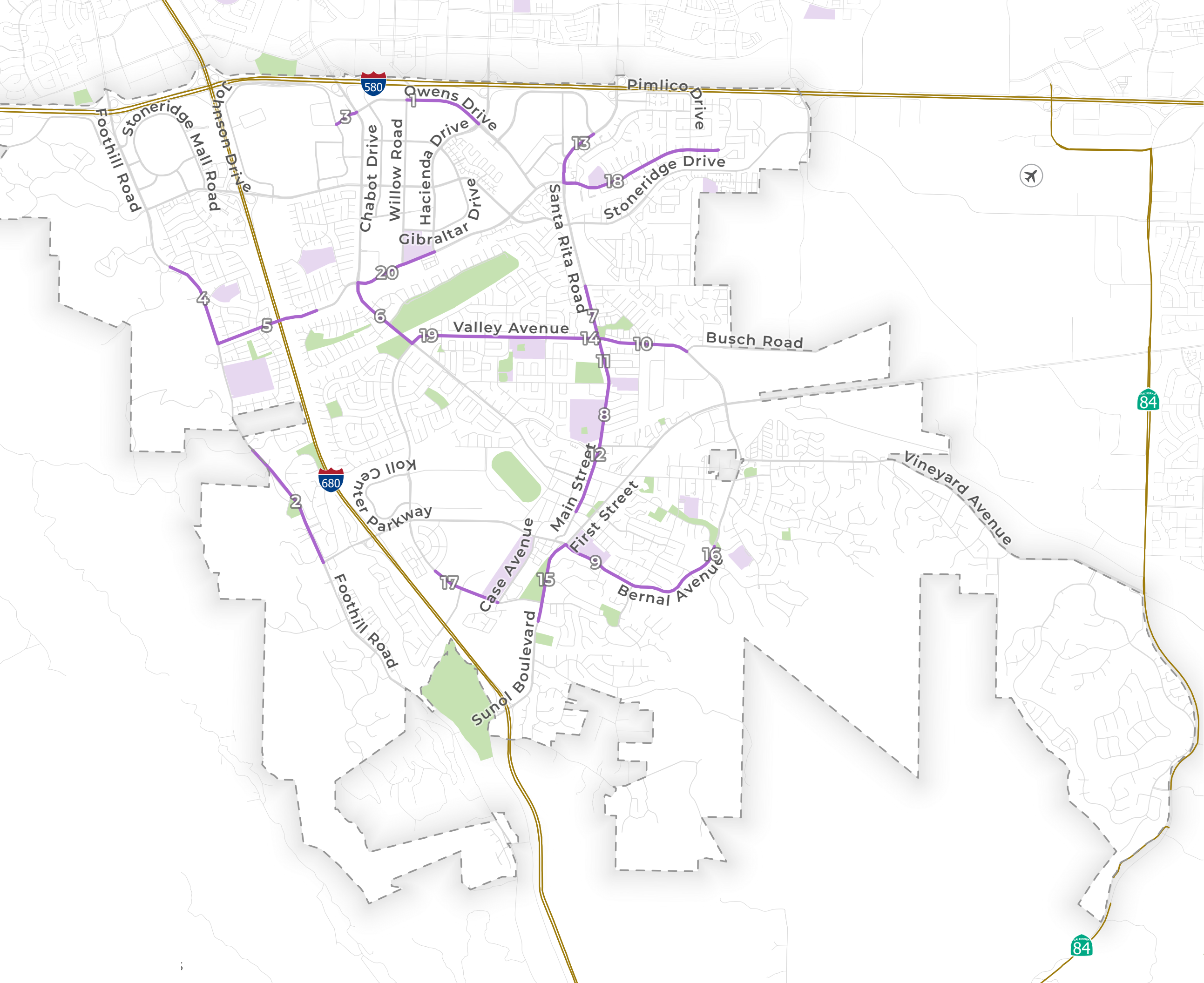
The map illustrates the focused corridors in City of Pleasanton based on pedestrian collisions between January 1, 2020 and December 31, 2024.



Rank	Pedestrian Focused Corridor	KSI Collisions	Injury Collisions	Score
1	Hopyard Road: Valley Avenue to Black Avenue	2	3	40.65
2	Main Street: Stanley Boulevard to W Angela Street	0	3	38.89
3	Stoneridge Drive: Kamp Drive to Trevor Parkway	1	2	37.41
4	Foothill Road: Stoneridge Drive to northern city limit	0	2	30.83
5	Owens Drive: West Las Positas Boulevard to Rosewood Drive	0	2	25.22
6	Santa Rita Road: Stanley Boulevard to Black Avenue	0	1	21.80
7	Bernal Avenue: First Street to Windmill Lane	1	1	21.19
8	Valley Avenue: Crestline Road to Santa Rita Road	0	1	20.86
9	Foothill Road: Foothill Knolls Drive to West Las Positas Boulevard	0	1	20.83
10	Bernal Avenue: Valley Avenue to Pleasanton Avenue	0	2	20.66
11	Bernal Avenue: Windmill Lane to Kottinger Drive	1	1	20.65
12	Foothill Road: Muirwood Drive (north) to Stoneridge Drive	1	1	17.50
13	Valley Avenue: Hopyard Road to Crestline Road	0	1	17.25
14	Santa Rita Road: Black Avenue to Valley Avenue	0	1	16.53
15	Hopyard Road: Valley Avenue to West Las Positas Boulevard	0	1	16.44
16	Santa Rita Road: Valley Avenue to Mohr Avenue	0	1	15.79
17	Valley Avenue: South Paseo Santa Cruz to Hopyard Road	0	1	15.52
18	Owens Drive: Hopyard Road to Johnson Drive	0	1	12.41
19	Owens Drive: Hopyard Road to Willow Road	0	1	11.90
20	Hacienda Drive: Stoneridge Drive to Owens Drive	0	1	11.67

FOCUSED BICYCLE HIGH INJURY CORRIDORS

The map illustrates the focused corridors in City of Pleasanton based on bicycle collisions between January 1, 2020 and December 31, 2024.



— Bicycle Focus Segments

Rank	Bicycle Focused Corridor	KSI Collisions	Injury Collisions	Score
1	Owens Drive: Willow Road to Hacienda Drive	2	5	50.30
2	Foothill Road: Bernal Avenue to Foothill Knolls Drive	1	3	46.10
3	Owens Drive: Hopyard Road to Johnson Drive	1	3	44.82
4	Foothill Road: West Las Positas Boulevard to Muirwood Drive (north)	1	3	43.58
5	West Las Positas Boulevard: Foothill Road to Payne Road	1	4	39.43
6	Hopyard Road: Valley Avenue to West Las Positas Boulevard	0	6	38.02
7	Santa Rita Road: Valley Avenue to Mohr Avenue	0	5	37.84
8	Santa Rita Road: Stanley Boulevard to Black Avenue	0	5	37.27
9	Bernal Avenue: First Street to Windmill Lane	0	3	35.69
10	Valley Avenue: Santa Rita Road to Busch Road	0	5	35.41
11	Santa Rita Road: Black Avenue to Valley Avenue	0	3	35.15
12	Main Street: Stanley Boulevard to W Angela Street	0	3	34.65
13	Santa Rita Road: West Las Positas Boulevard to Rosewood Drive	1	3	33.47
14	Valley Avenue: Crestline Road to Santa Rita Road	0	1	31.72
15	Sunol Boulevard: Sonoma Drive to Bernal Avenue	0	3	30.77
16	Bernal Avenue: Windmill Lane to Kottinger Drive	0	2	28.80
17	Valley Avenue: Oak Vista Way to Case Avenue	0	1	28.64
18	West Las Positas Boulevard: Santa Rita Road to Boardwalk Street	0	4	28.38
19	Valley Avenue: Hopyard Road to Crestline Road	0	2	27.53
20	West Las Positas Boulevard: Hopyard Road to Hacienda Drive	0	2	24.53



COLLISION PROFILES

Collision Profiles identify recurring patterns in injury-related traffic collisions within the City of Pleasanton based on comprehensive data analysis. These profiles form a critical foundation of the Pleasanton Transportation Safety Action Plan (PTSAP) by supporting data-driven decision-making and the development of targeted safety strategies.

The profiles highlight key collision types, contributing factors, driver behaviors, location characteristics, and environmental conditions (such as lighting) associated with the highest risk to roadway users. By identifying these patterns, the City can prioritize the most effective safety improvements and countermeasures to reduce collisions and improve overall roadway safety.

This section summarizes the key collision profiles identified in Pleasanton based on detailed analysis of collision data from January 2020 through December 2024, which includes a total of 809 injury collisions, of which 67 were classified as KSI collisions. A total of nine collision profiles were developed, representing the most common and critical collision patterns observed across the City's roadway network.

For each collision profile, this chapter includes:

- Total number of injury collisions and KSI collisions (out of the 809 total injury collisions and 67 KSI collisions analyzed)
- Key trends associated with each profile (e.g., collision type, violation category, location, and lighting conditions)
- Primary travel modes involved (e.g., vehicles, pedestrians, bicyclists, and motorcyclists)
- A map illustrating the geographic distribution of collisions

Identified Collision Profiles:

The following nine collision profiles represent the most prevalent safety challenges in Pleasanton:

1	Improve Safety at Intersections – 667 collisions, 51 KSI
2	Address Broadside Collisions – 327 collisions, 14 KSI
3	Reduce Unsafe Speed-Related Collisions – 197 collisions, 15 KSI
4	Reduce Nighttime Collisions – 191 collisions, 29 KSI
5	Address Traffic Signal and Sign Violations – 156 collisions, 7 KSI
6	Improve Bicycle Safety – 146 collisions, 21 KSI
7	Reduce Improper Turning Collisions – 108 collisions, 8 KSI
8	Reduce DUI-Related Collisions – 55 collisions, 12 KSI
9	Improve Pedestrian Safety – 52 collisions, 10 KSI

1 INTERSECTIONS

667 COLLISIONS

INJURY COLLISIONS 667

KSI COLLISIONS 51

Mode	Injury Collisions/KSI
------	-----------------------

Passenger Car or Pickup Truck	441/25
Bicycle	117/13
Pedestrian	47/9
Motorcycle	15/0
Truck	14/1
Unknown	26/3
Others	7/0

Collision Type

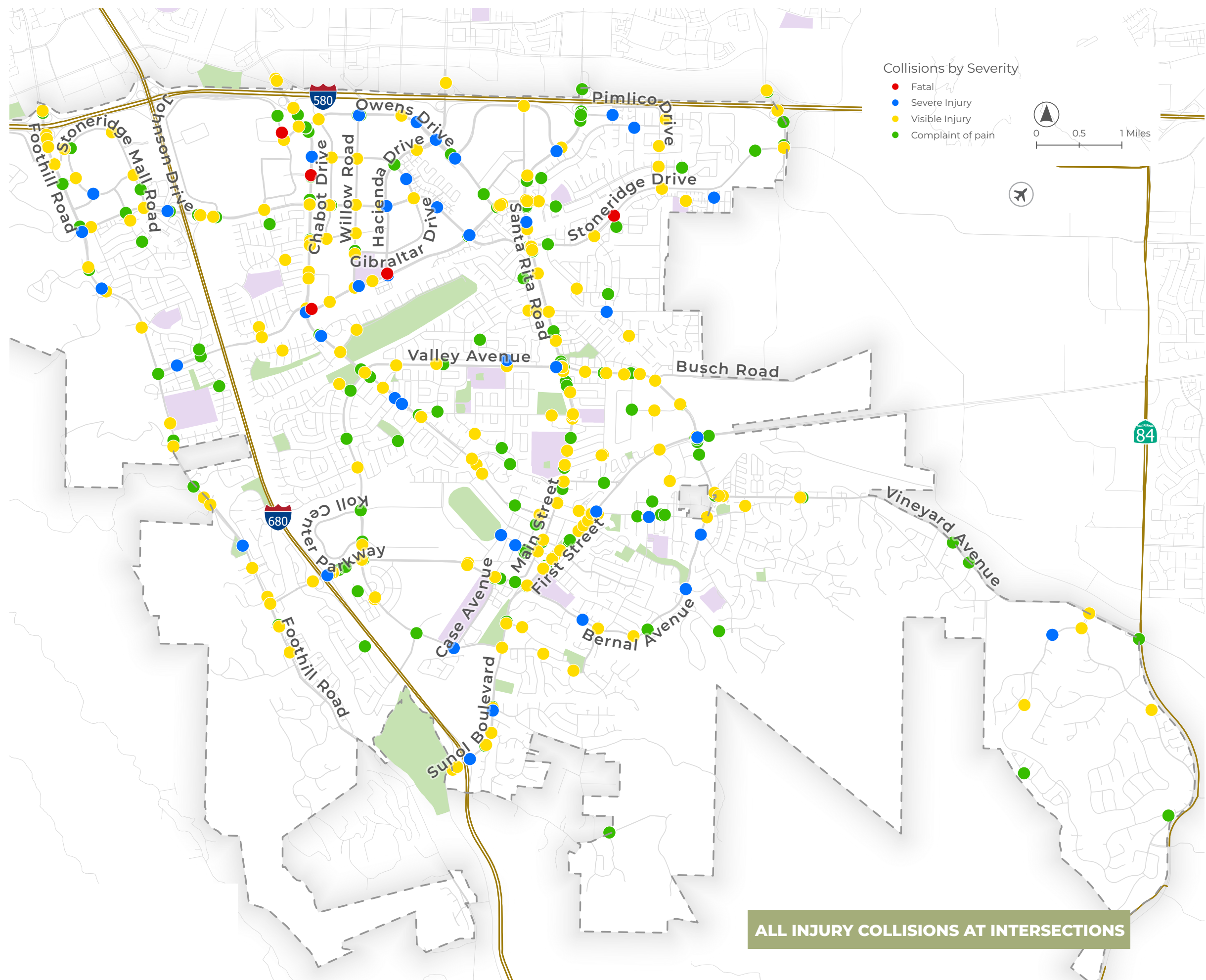
Broadside	300/13
Rear End	142/6
Hit Object	81/14

Violation Category

Traffic Signals and Sighs	155/7
Unsafe Speed	146/10
Automobile Right of Way	124/5

Lighting Conditions

Nighttime Collisions	159/19
----------------------	--------



ALL INJURY COLLISIONS AT INTERSECTIONS

2

ADDRESS BROADSIDE COLLISIONS

327
COLLISIONS

INJURY COLLISIONS 327
KSI COLLISIONS 14

Mode	Injury Collisions/KSI
------	-----------------------

Passenger Car or Pickup Truck	221/6
Bicycle	80/8
Unknown	13/0
Motorcycle	7/0
Truck	5/0
Others	1/0

Violation Category

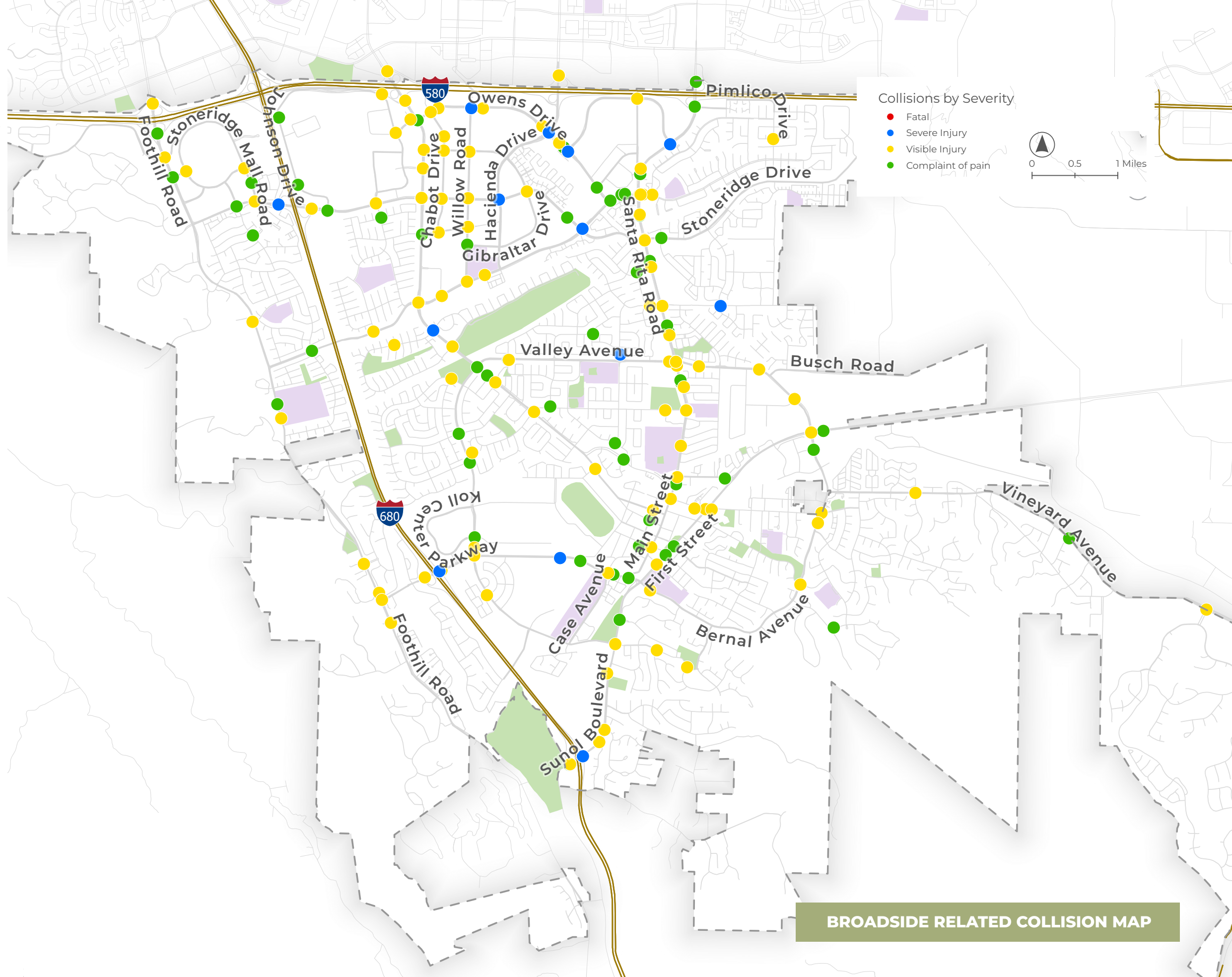
Traffic Signals and Signs	139/7
Automobile Right of Way	123/3
Improper Turning	25/2

Location

Occurred at Intersections	300/13
---------------------------	--------

Lighting Conditions

Nighttime Collisions	65/0
----------------------	------



BROADSIDE RELATED COLLISION MAP

3

REDUCE UNSAFE SPEED-RELATED COLLISIONS

197 COLLISIONS

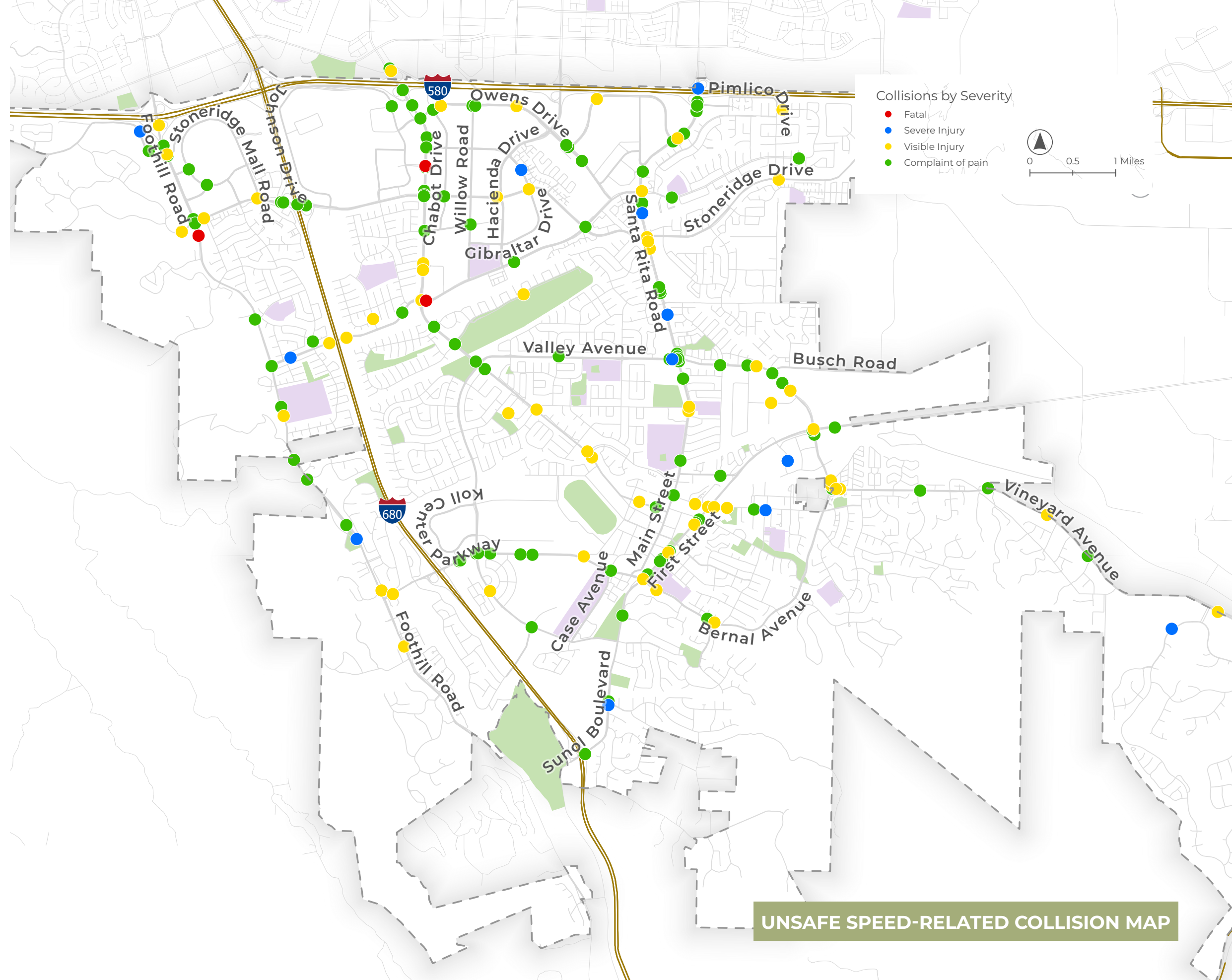
INJURY COLLISIONS 197
KSI COLLISIONS 15

Mode	Injury Collisions/ KSI
Passenger Car or Pickup Truck	152/6
Bicycle	31/6
Motorcycle	8/2
Truck	3/0
Others	1/0
Pedestrian	1/1
Unknown	1/0

Collision Type	Injury Collisions/ KSI
Rear End	140/6
Hit Object	28/5

Location	Injury Collisions/ KSI
Occurred at Intersections	146/10

Lighting Conditions	Injury Collisions/ KSI
Nighttime Collisions	31/5



UNSAFE SPEED-RELATED COLLISION MAP

4

REDUCE NIGHTTIME COLLISIONS

191

COLLISIONS

INJURY COLLISIONS 191
KSI COLLISIONS 29

Mode

Injury Collisions/
KSI

Passenger Car or Pickup Truck	142/16
Bicycle	18/5
Pedestrian	18/7
Unknown	7/1
Motorcycle	5/0
Truck	1/0

Collision Type

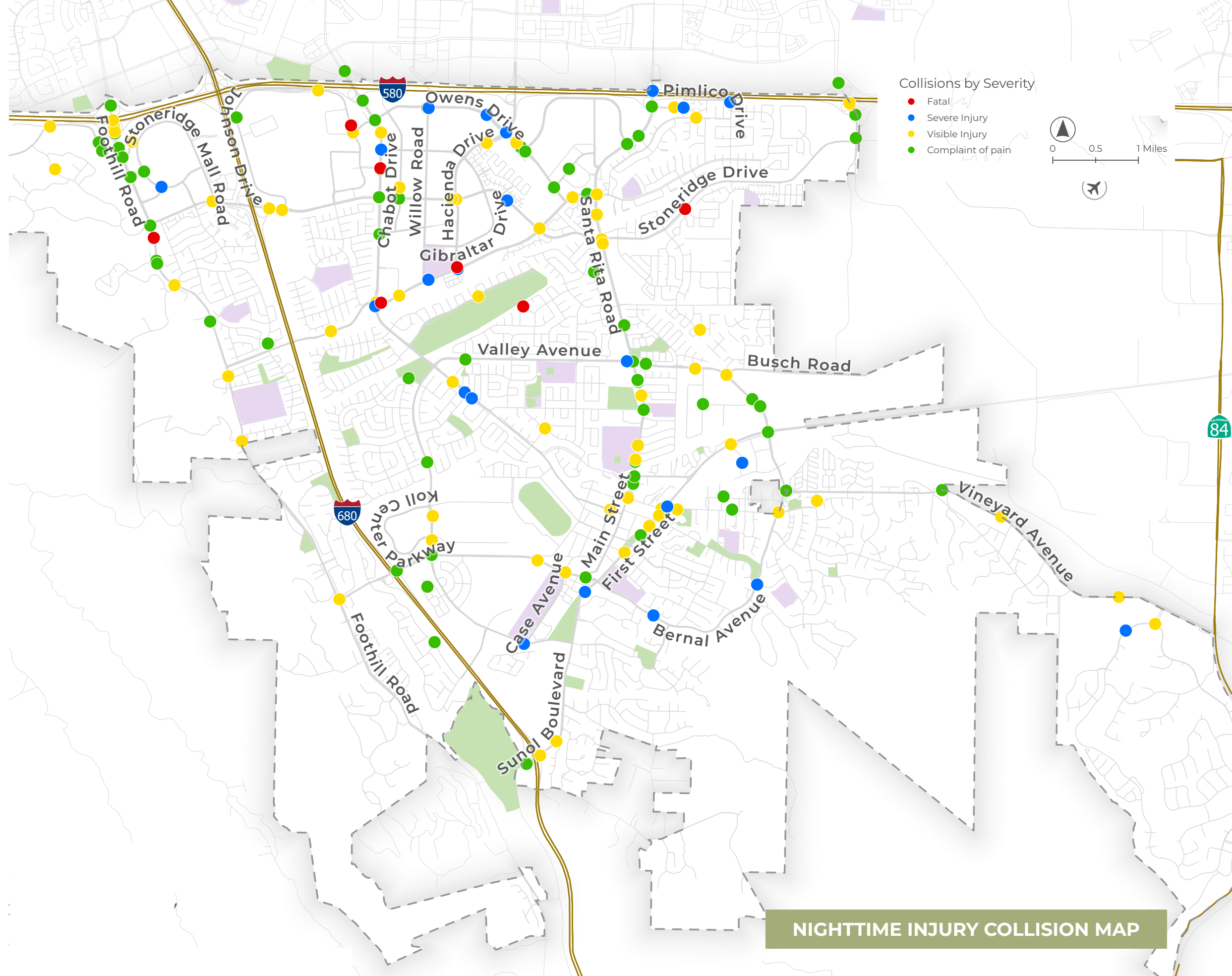
Broadside	65/2
Hit Object	49/13
Rear End	27/4

Violation Category

DUI	39/11
Traffic Signals and Signs	31/1
Unsafe Speed	31/6

Location

Occurred at Intersections 159/24



NIGHTTIME INJURY COLLISION MAP

5

ADDRESS TRAFFIC SIGNS AND SIGNALS VIOLATIONS

156 COLLISIONS

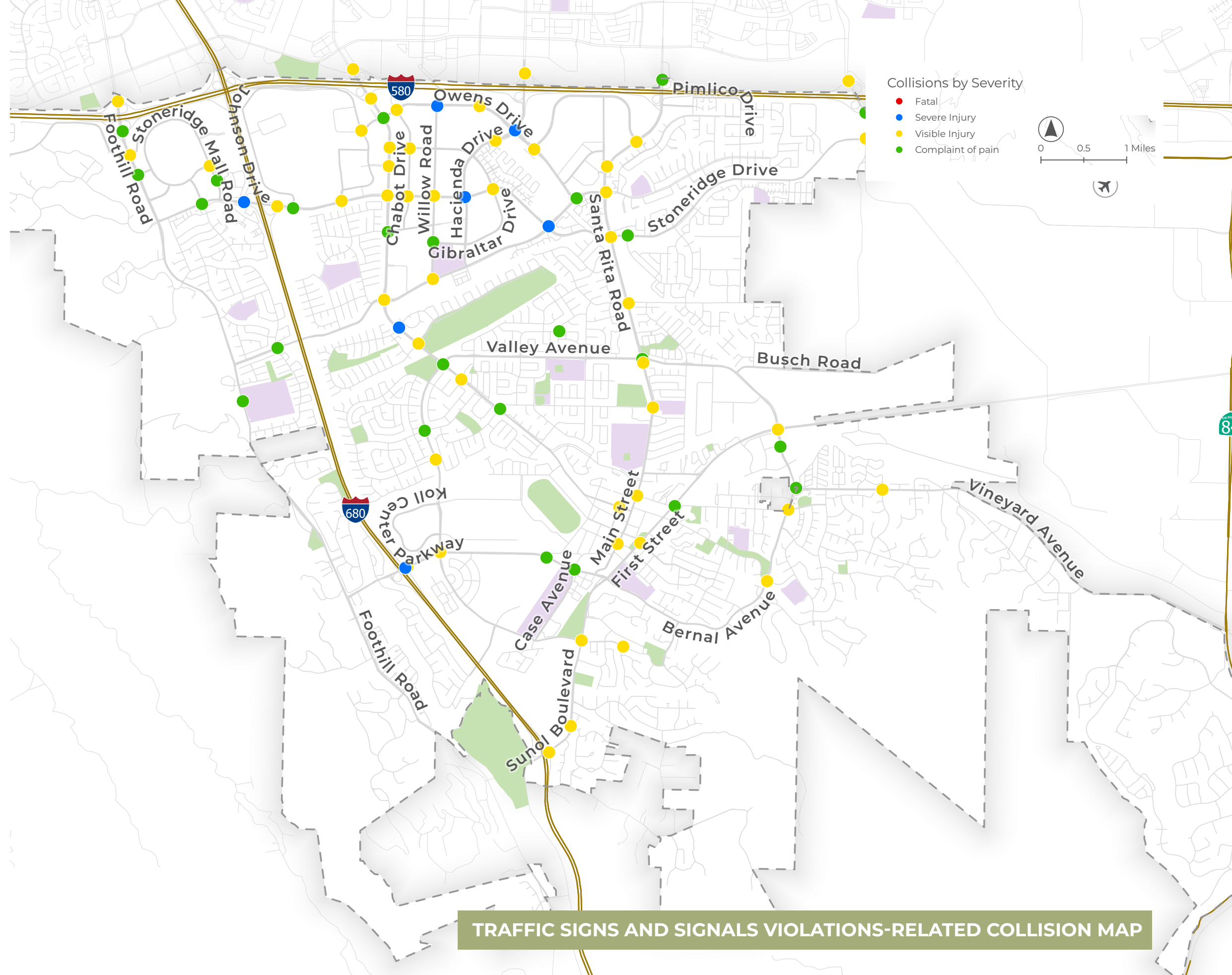
INJURY COLLISIONS 156
KSI COLLISIONS 7

Mode	Injury Collisions/ KSI
Passenger Car or Pickup Truck	119/5
Bicycle	17/2
Unknown	14/0
Truck	3/0
Motorcycle	2/0
Pedestrian	1/0

Collision Type	Injury Collisions/ KSI
Broadside	139/7

Location	Injury Collisions/ KSI
Occurred at Intersections	155/7

Lighting Conditions	Injury Collisions/ KSI
Nighttime Collisions	31/1



TRAFFIC SIGNS AND SIGNALS VIOLATIONS-RELATED COLLISION MAP

6

IMPROVE BICYCLE SAFETY

146 COLLISIONS

INJURY COLLISIONS 146
KSI COLLISIONS 21

Mode	Injury Collisions/ KSI
------	---------------------------

Bicycle 146/21

Collision Type	Injury Collisions
----------------	-------------------

Broadside 80/8

Violation Category	Injury Collisions
--------------------	-------------------

Automobile Right of Way 38/3

Unsafe Speed 31/6

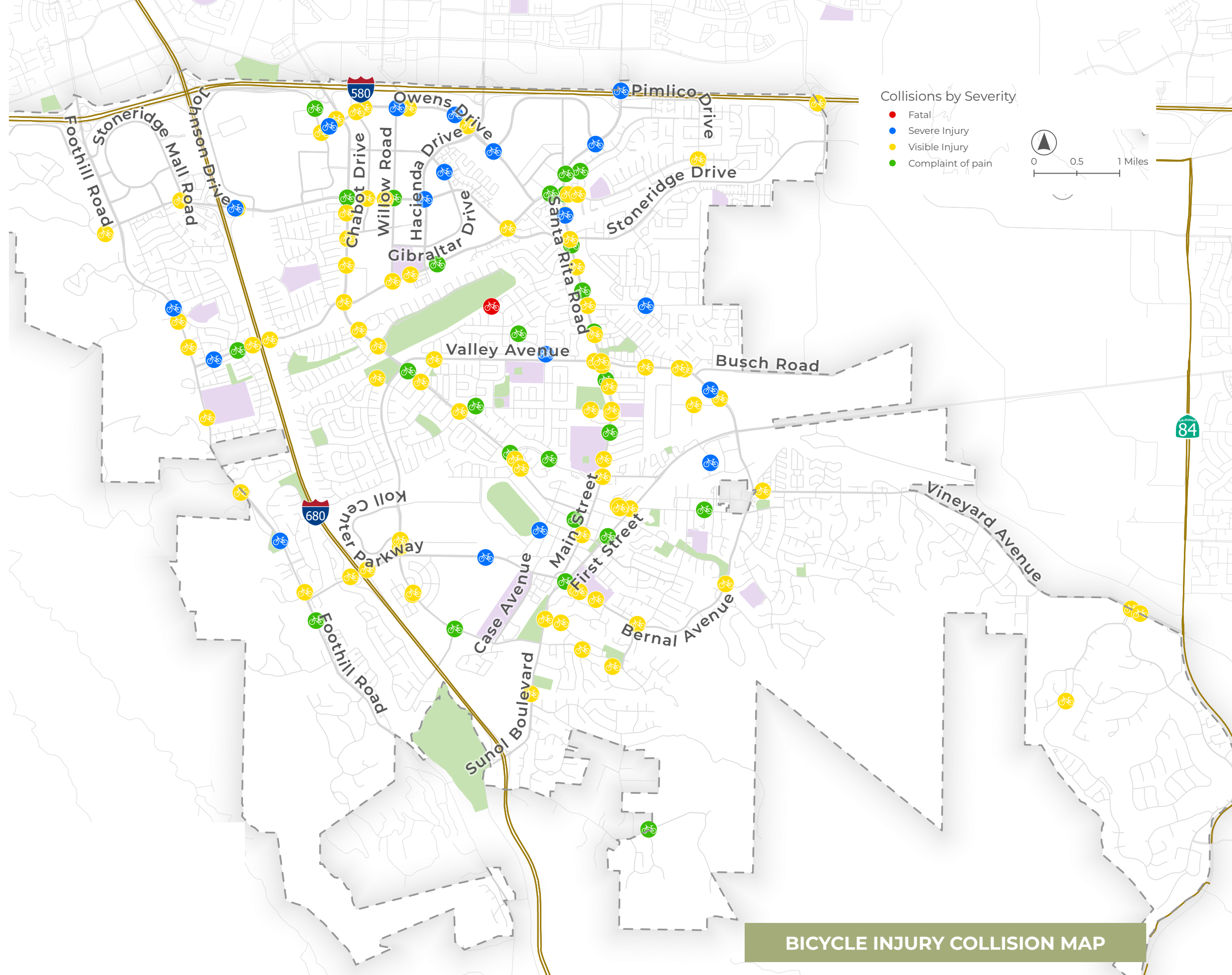
Improper Turning 23/4

Location	Injury Collisions
----------	-------------------

Occurred at Intersections 117/13

Lighting Conditions	Injury Collisions
---------------------	-------------------

Nighttime Collisions 18/5



BICYCLE INJURY COLLISION MAP

7

REDUCE IMPROPER TURNING COLLISIONS

108 COLLISIONS

INJURY COLLISIONS 108
KSI COLLISIONS 8

Mode	Injury Collisions/KSI
------	-----------------------

Passenger Car or Pickup Truck	70/4
Bicycle	23/4
Motorcycle	5/0
Truck	5/0
Pedestrian	3/0
Unknown	2/0

Collision Type	Injury Collisions/KSI
----------------	-----------------------

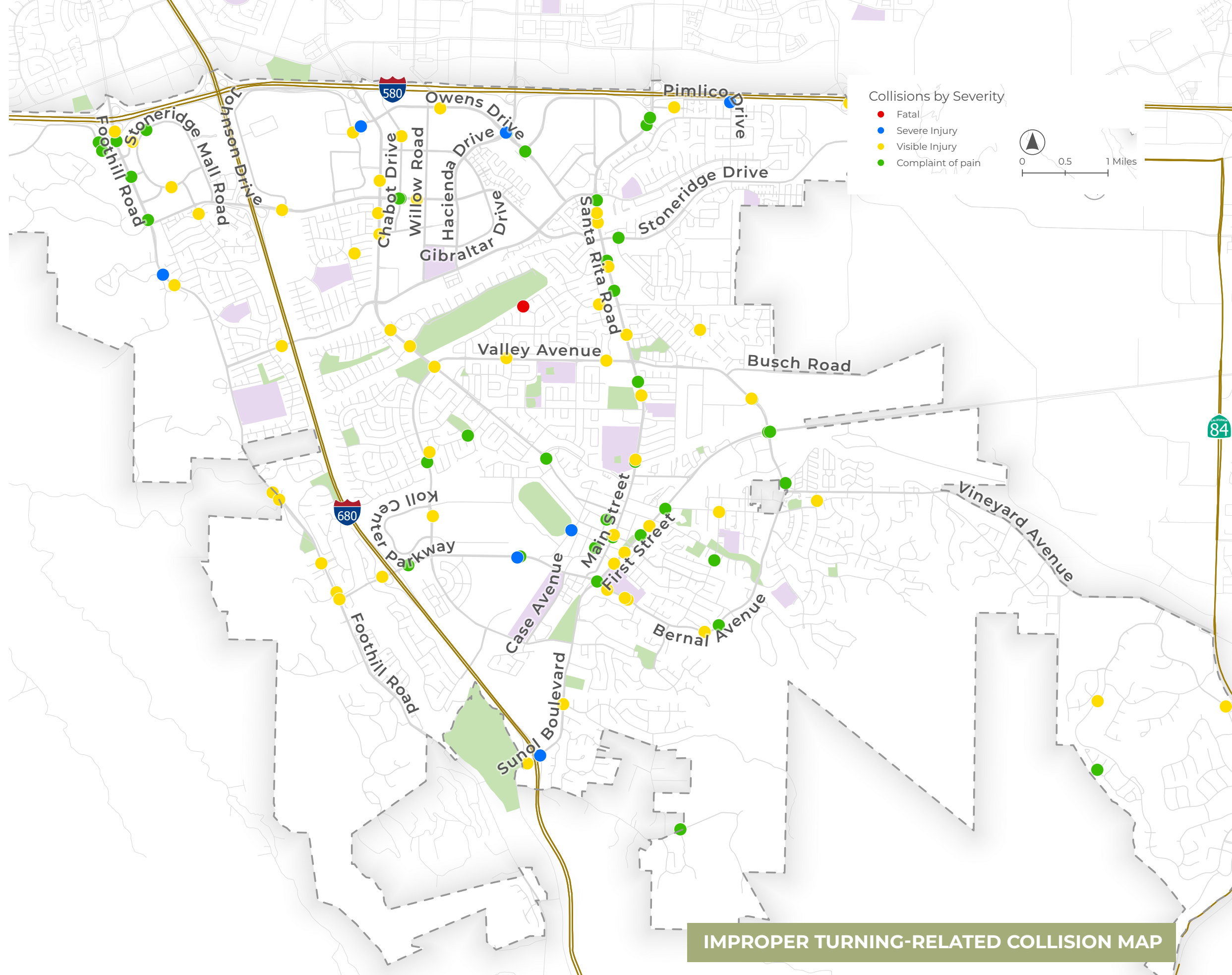
Hit Object	38/5
Broadside	25/2
Sideswipe	16/0

Location	Injury Collisions/KSI
----------	-----------------------

Occurred at Intersections	76/3
---------------------------	------

Lighting Conditions	Injury Collisions/KSI
---------------------	-----------------------

Nighttime Collisions	30/2
----------------------	------



8

REDUCE DUI-RELATED COLLISIONS

55 COLLISIONS

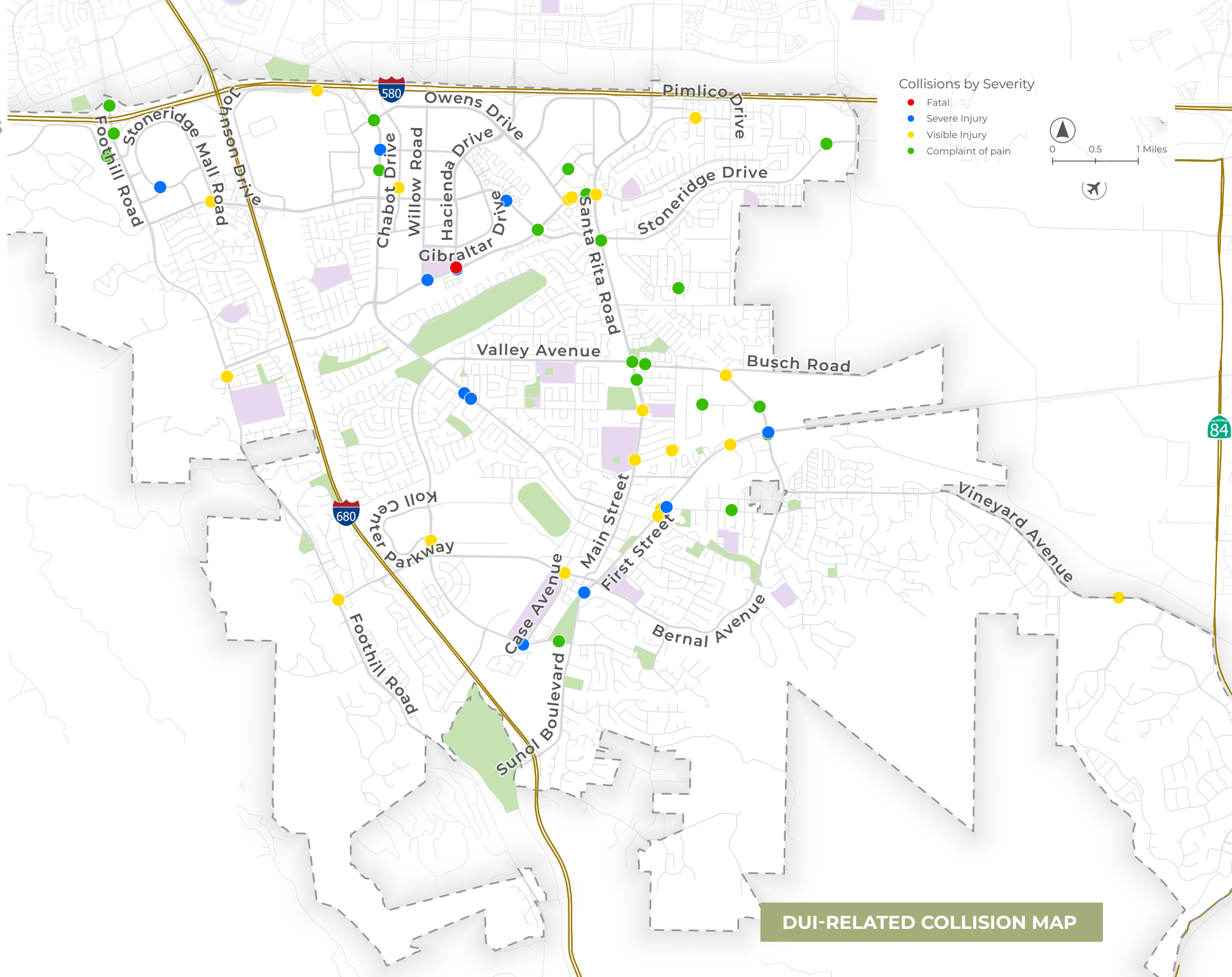
INJURY COLLISIONS 55
KSI COLLISIONS 12

Mode	Injury Collisions/ KSI
Passenger Car or Pickup Truck	46/10
Bicycle	4/0
Others	2/0
Unknown	2/1
Pedestrian	1/1

Collision Type	Injury Collisions/ KSI
Hit Object	31/8
Rear End	11/1

Location	Injury Collisions/ KSI
Occurred at Intersections	43/11

Lighting Conditions	Injury Collisions/ KSI
Nighttime Collisions	39/11



DUI-RELATED COLLISION MAP

9

IMPROVE PEDESTRIAN SAFETY

52 COLLISIONS

INJURY COLLISIONS 52
KSI COLLISIONS 10

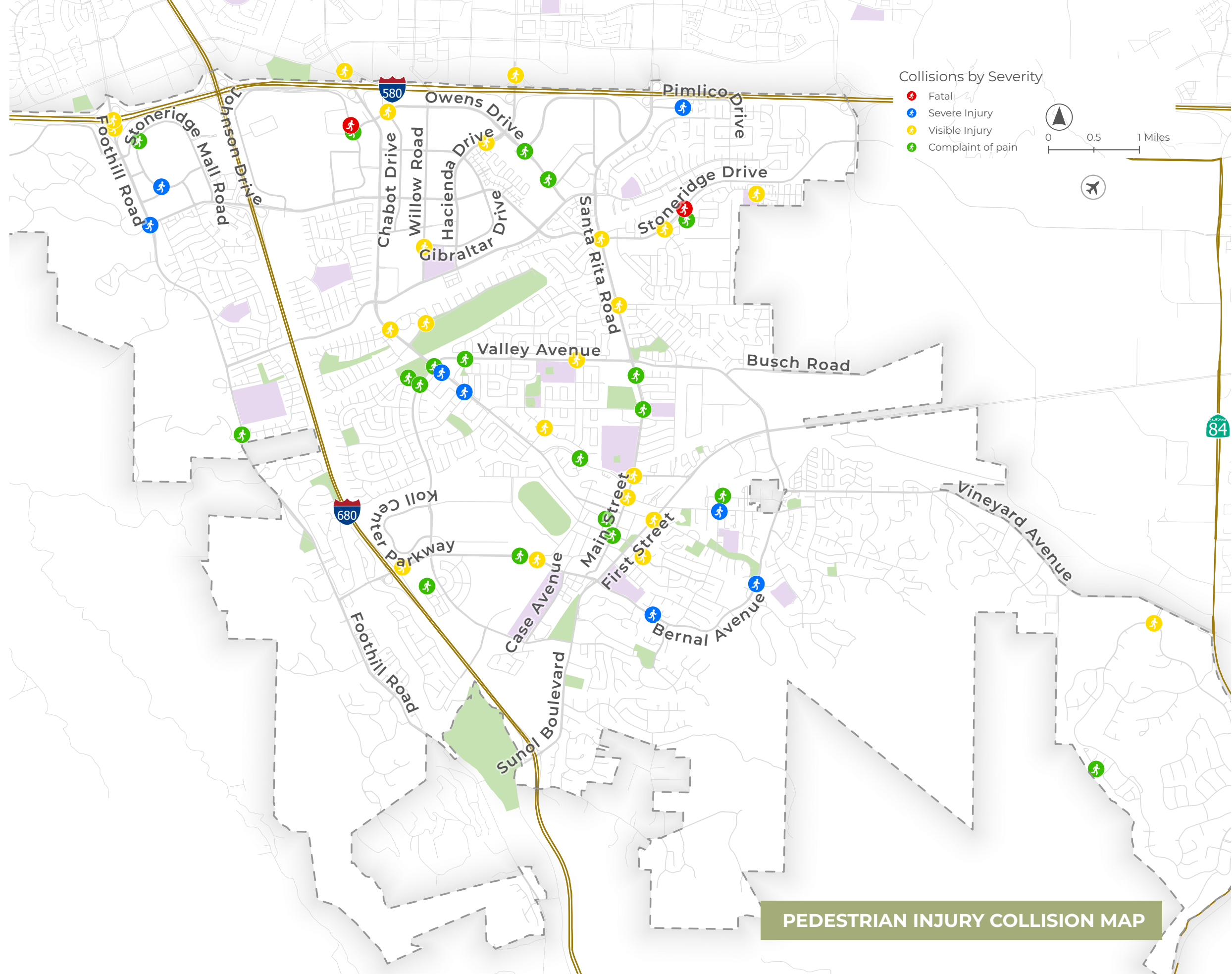
Mode	Injury Collisions/ KSI
Pedestrian	52/10

Collision Type	Injury Collisions/ KSI
Vehicle/Pedestrian	51/10

Violation Category	Injury Collisions/ KSI
Pedestrian Right of Way	31/5
Pedestrian Violation	10/3

Location	Injury Collisions/ KSI
Occurred at Intersections	47/9

Lighting Conditions	Injury Collisions/ KSI
Nighttime Collisions	17/7



PEDESTRIAN INJURY COLLISION MAP



04

ENGAGEMENT AND COLLABORATION

CHAPTER 4. ENGAGEMENT AND COLLABORATION

Community engagement and outreach were central to the development of the City of Pleasanton's Transportation Safety Action Plan (PTSAP). The City implemented a comprehensive and inclusive engagement program that combined stakeholder coordination, digital tools, and community meetings to ensure broad participation.

Feedback gathered through these efforts directly informed the identification of priority safety issues, the development of countermeasures, and the selection of safety projects. This robust process ensures that the PTSAP reflects community priorities and provides a clear, actionable roadmap for reducing traffic-related fatalities and serious injuries across the City.

PURPOSE OF ENGAGEMENT

The purpose of the engagement process was to support a transparent, data-driven, and community-informed planning effort. The City emphasized early and continuous outreach to ensure that the PTSAP reflects the needs, concerns, and lived experiences of all roadway users, including pedestrians, bicyclists, transit riders, and motorists.

COMMUNITY INPUT WAS ESSENTIAL TO:

- Identify safety concerns and high-risk locations
- Understand transportation challenges across modes
- Inform the development of strategies and countermeasures
- Prioritize projects for implementation

ENGAGEMENT OBJECTIVES

The City of Pleasanton established the following objectives to guide the engagement process:

- Pleasanton's commitment — Pleasanton is committed to creating safer streets for all users by working to reduce traffic fatalities and serious injuries, guided by the PTSAP.
- Community-informed strategies — The engagement process captured meaningful input from residents, stakeholders, and City staff, directly shaping strategies to improve safety across all modes of transportation.
- Local perspectives — Community perspectives on concerns, issues, and opportunities, along with targeted stakeholder feedback, informed the projects, programs, and policies included in the PTSAP.
- Broad outreach — Engagement opportunities were promoted through the City website, flyers, and email alerts to ensure broad awareness and participation.
- Transparent process — The City maintained an open, transparent, and collaborative approach to gather meaningful feedback, communicate what was heard, and incorporate that input into the final PTSAP

STAKEHOLDER GROUP

A stakeholder group was formed to support the development of the PTSAP by reviewing materials and providing input throughout the planning process. The group represented a wide range of transportation system users and community interests.

STAKEHOLDER REPRESENTATIVES INCLUDED:

- Bicycle Pedestrian Trails Committee
- Senior community representatives
- Pleasanton Unified School District
- City Serve
- Wheels Bus
- Pleasanton Chamber of Commerce
- Hacienda Business District
- City of Pleasanton Public Works, Police, and Fire Departments

COMMUNITY ENGAGEMENT STRATEGY

Pleasanton developed its PTSAP framework using three primary input sources: stakeholder meetings, community feedback, and online mapping tools. By combining insights from public outreach activities—including workshops, stakeholder discussions, and online engagement tools (Maptionnaire) with a review of historic collision trends, the City established a strong foundation for developing recommendations that directly address community safety concerns.

Input gathered through these efforts provided meaningful insight into residents lived experiences, identified priority areas for improvement, and highlighted preferred solutions. This community feedback not only validated key findings from the safety analysis but also revealed concerns not captured through collision records alone.

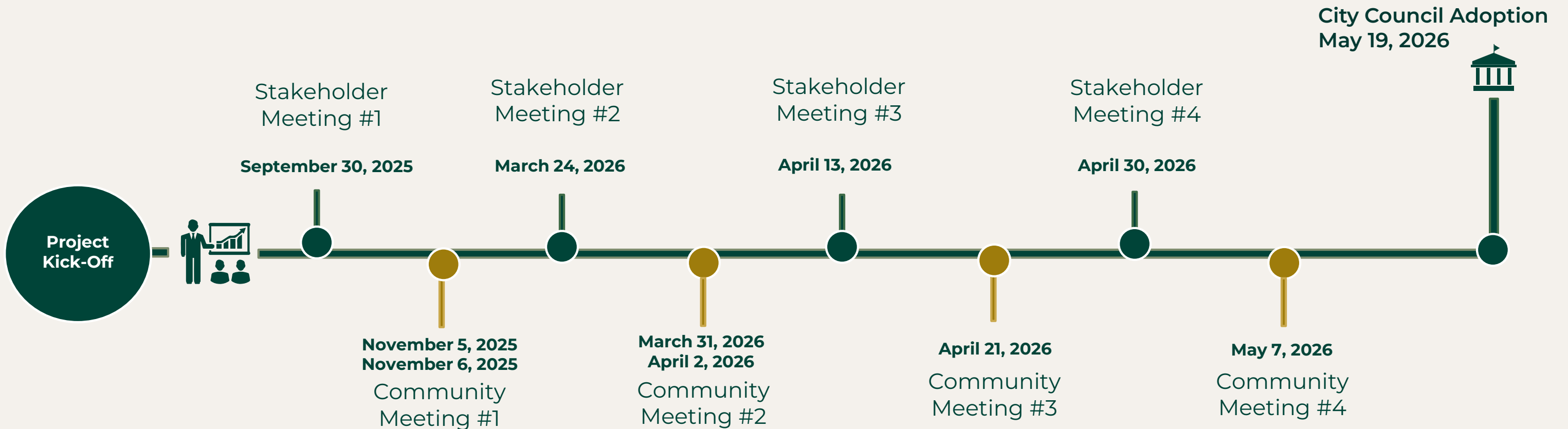
STAKEHOLDER & COMMUNITY MEETINGS

Pleasanton hosted a series of virtual community meetings via Zoom to introduce the PTSAP and gather input from residents and stakeholders representing a broad range of perspectives. Spanish interpretation was available to ensure inclusive participation.

The virtual meetings provided an accessible and welcoming forum for attendees to engage with City staff and the PTSAP team, receive project information, ask questions, and share safety concerns at their convenience. Participants were also directed to key next steps, including staying connected with the PTSAP process, visiting the Maptionnaire platform, and submitting additional comments to the project team.

Each virtual meeting followed a consistent format, beginning with an introductory presentation and followed by a live Q&A session with technical experts. Facilitators encouraged open dialogue, allowing attendees to discuss issues directly with subjectmatter specialists in real time.

ENGAGEMENT & OUTREACH (Process & Timeline)



ADDITIONAL OUTREACH EFFORTS

To further expand outreach, City staff engaged directly with local organizations and community groups. These efforts helped reach a broader audience and encouraged participation from diverse community members.

Additional outreach activities included:

- Senior Center events
- City Serve events
- Pleasanton Unified School District Parent Communication Council meetings
- Pleasanton North Rotary
- Pleasanton Rotary
- Pleasanton Chamber of Commerce events

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:

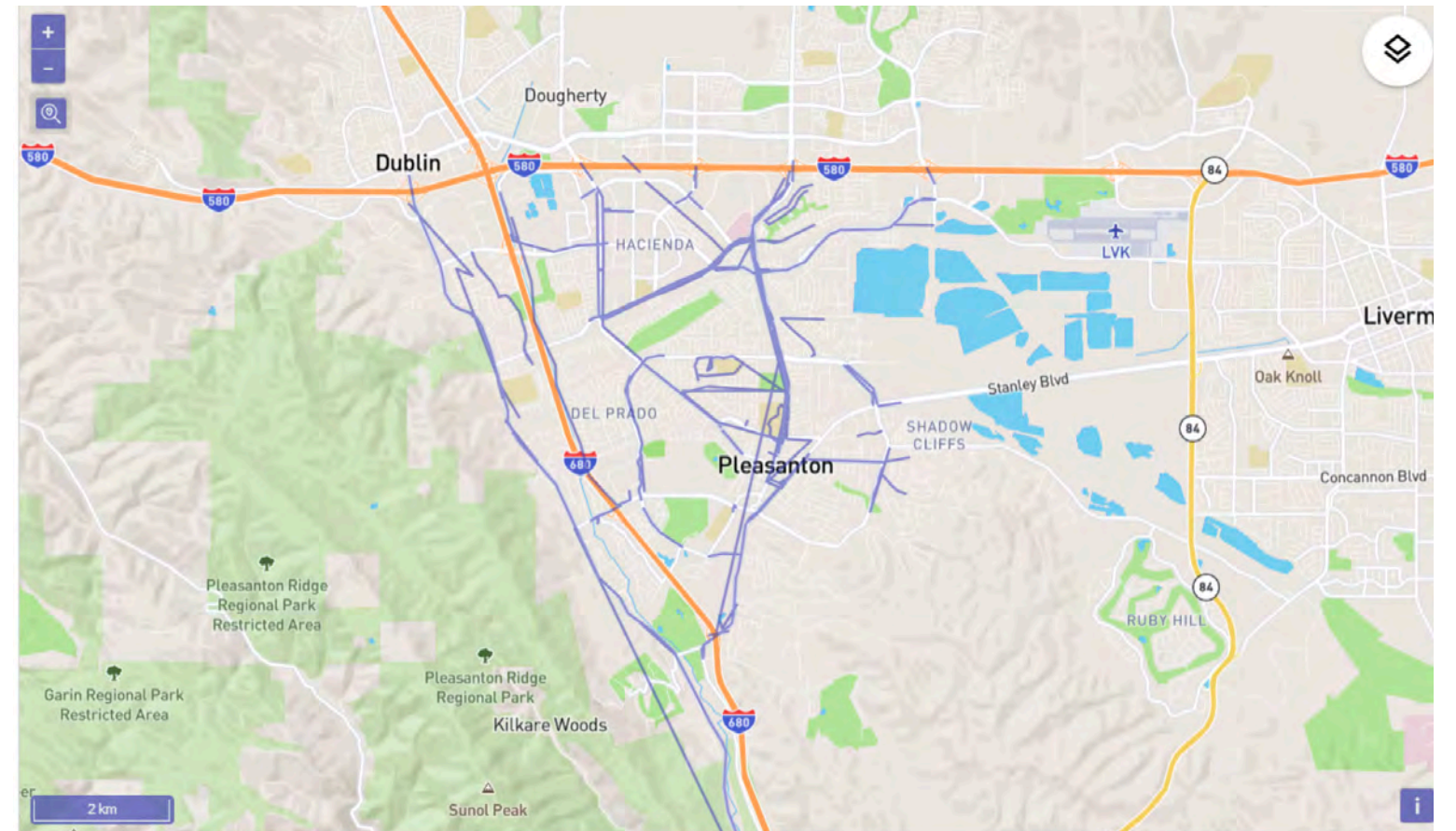
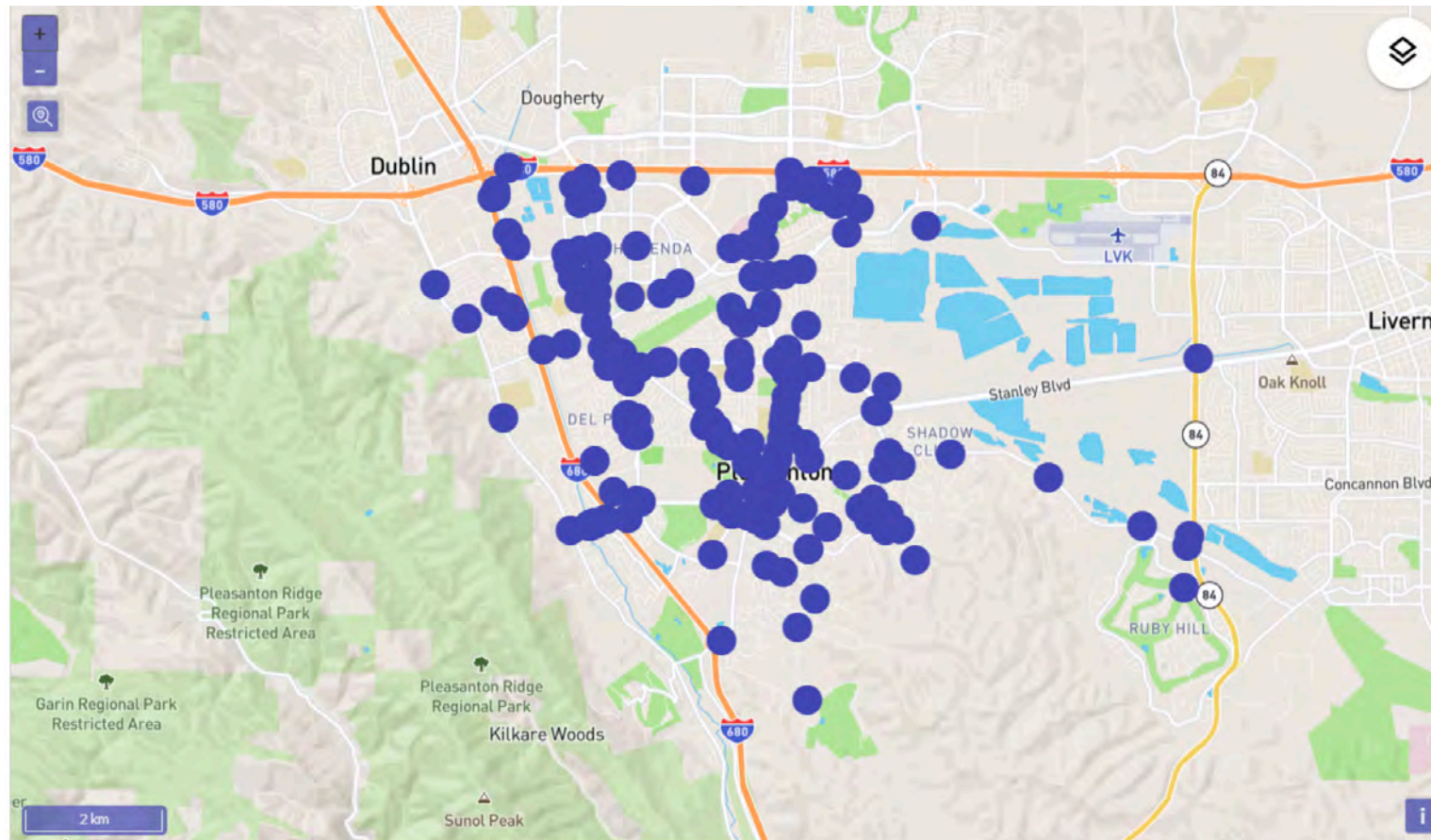
- Identify priority safety concerns
- Inform the development of countermeasures
- Support the prioritization of safety projects

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

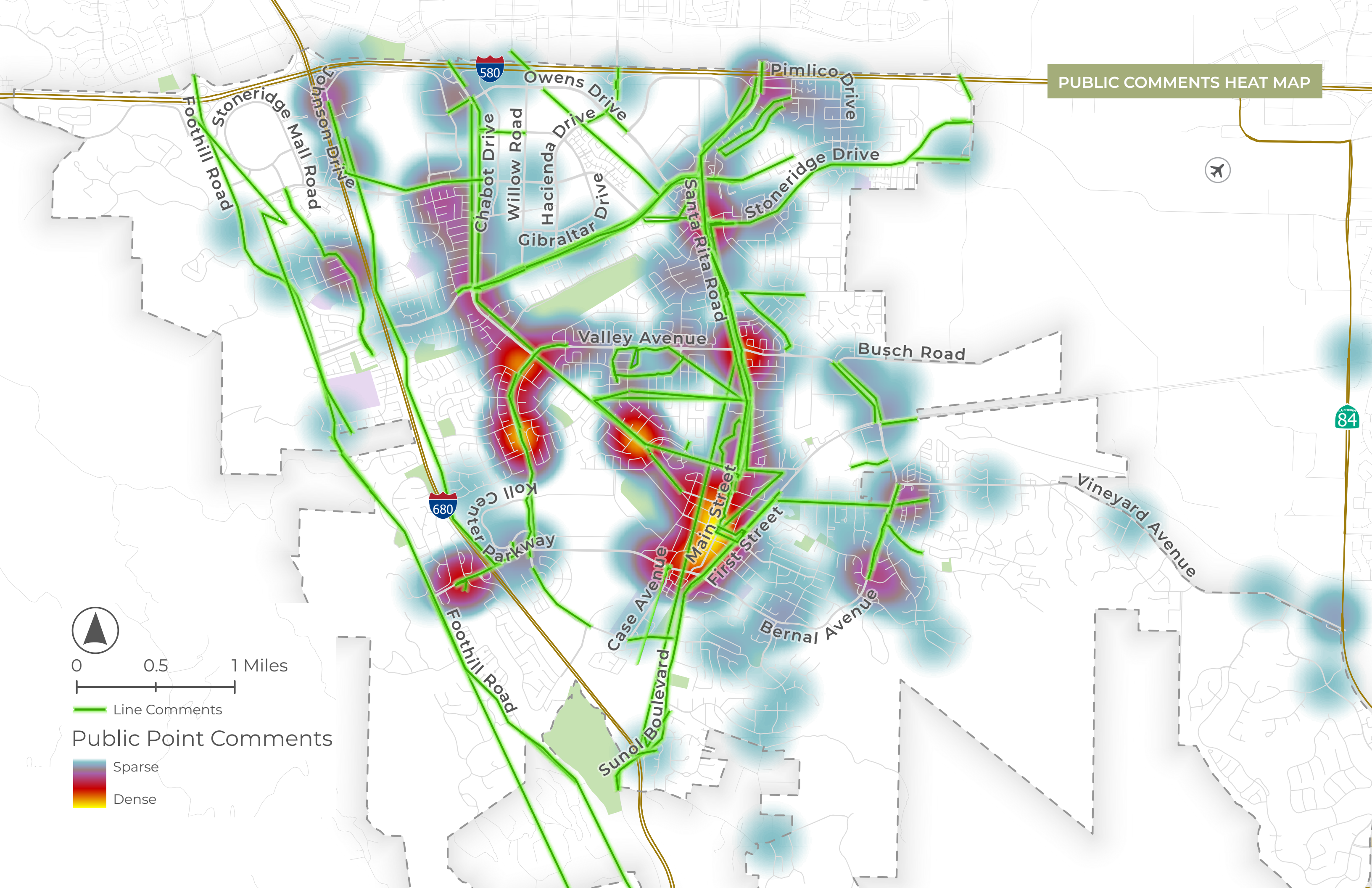
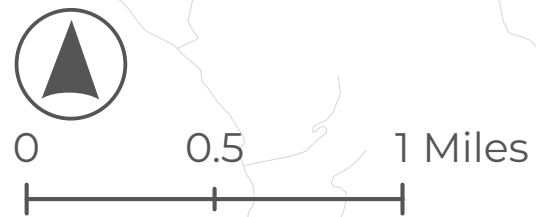
PROJECT WEBSITE AND ONLINE TOOLS

As an early step in the public engagement process, Pleasanton launched a dedicated project website (pleasantontransportationsafety.com), to share information about the PTSAP and collect community-reported transportation safety concerns. The website served as a central hub for project updates, background materials, collision data, and interactive engagement tools.

A key feature of the website was an interactive map-based questionnaire platform (Maptionnaire), which allowed community members to identify specific areas of concern by placing pins or drawing lines within the city. Participants could also provide written descriptions of their safety issues, offering valuable context to support the collision analysis. The map on the next page illustrates public comment heat map. The detailed summary of the Maptionnaire is in **Appendix C**.



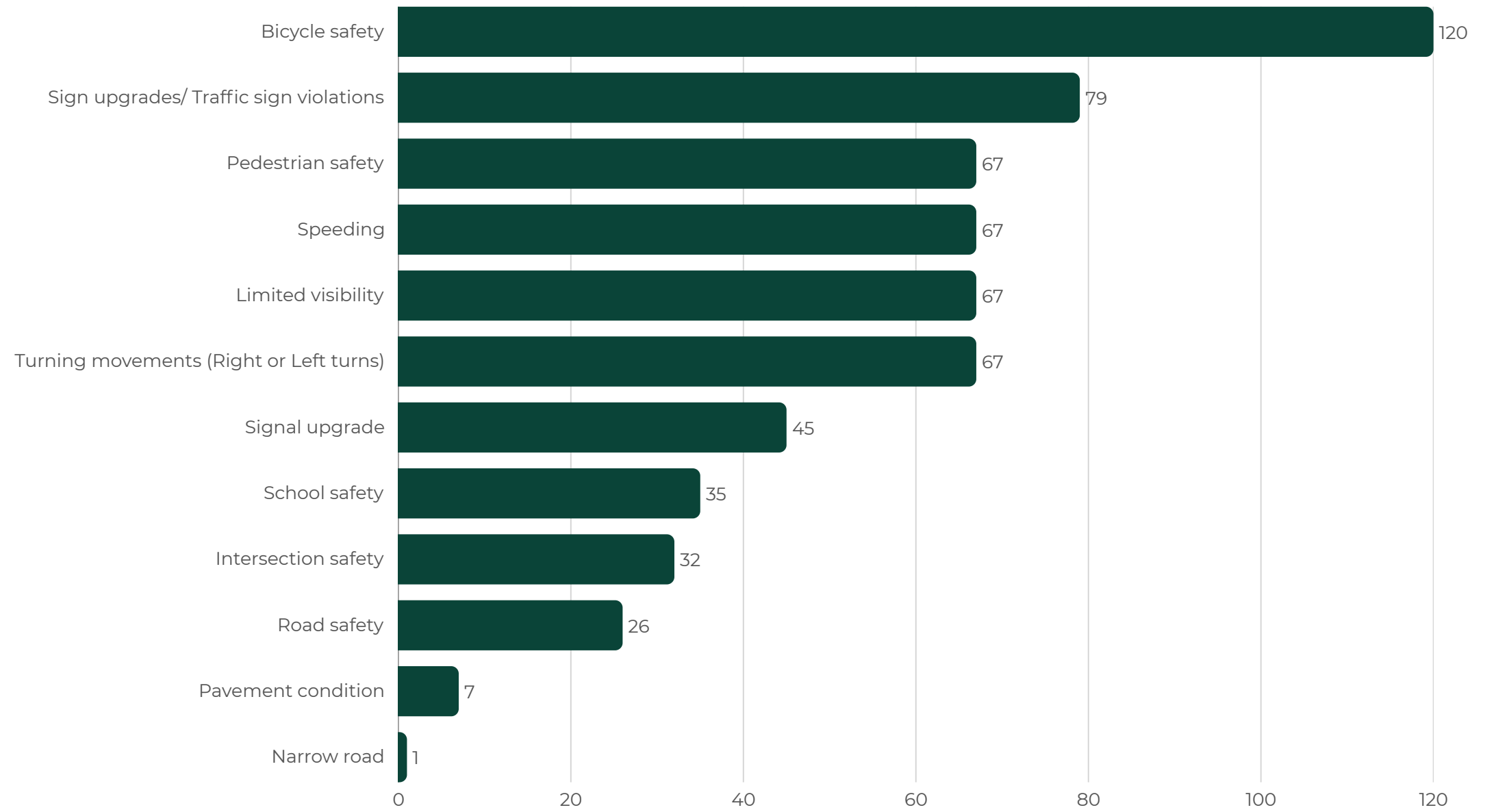
PUBLIC COMMENTS HEAT MAP



The community engagement effort received a total of 354 unique comments from 184 respondents 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

PUBLIC COMMENTS





05

**POLICY
AND
PROCESS
CHANGES**

CHAPTER 5. POLICY AND PROCESS CHANGES

Achieving the goals of the Pleasanton Transportation Safety Action Plan (PTSAP) requires more than physical improvement to streets and intersections. It requires institutional changes that embed safety into the City's policies, processes, and day-to-day decision-making.

This chapter outlines the policy and process changes needed to support long-term implementation of the PTSAP. These changes ensure that the Safe System Approach is consistently applied across planning, design, operations, and maintenance activities.

The recommendations and actions presented in this chapter are informed by the City's collision analysis, High Injury Network (HIN), stakeholder input, and existing planning efforts. Together, they establish a framework for advancing proactive, data-driven, and coordinated safety improvements across Pleasanton.

POLICY AND PROCESS RECOMMENDATIONS

The following high-level recommendations provide strategic direction for integrating safety into City practices. These recommendations complement the engineering strategies and projects identified in subsequent chapters by ensuring that safety is institutionalized across all transportation-related decisions.

Multimodal Street Planning

Pleasanton will continue to expand and enhance its multimodal transportation network by integrating pedestrian, bicycle, and transit improvements into planning and project development processes. These efforts will improve connectivity to schools, parks, transit, and commercial areas.

Complete Streets and Context-Sensitive Design

Pleasanton will continue to implement Complete Streets principles to ensure that roadways are designed to safely accommodate all users, including pedestrians, bicyclists, transit riders, and motorists. Design solutions will be context-sensitive, reflecting surrounding land uses, roadway function, and user needs. When implementing Complete Streets and context-sensitive design treatments, the City will ensure consistency

with transit design requirements, including adherence to the Pleasanton Bus Turnout Specifications (2017), Gillig bus turning radius requirements, and City of Pleasanton Standard Details 134.

Corridor Planning

The City will advance a corridor-based planning approach for priority roadways identified through the High Injury Network. These efforts will evaluate existing and future travel patterns, land use conditions, and multimodal needs to develop comprehensive, long-term improvement strategies. Corridor planning will integrate infrastructure, operational, and land use considerations to improve safety, mobility, and accessibility along key routes.

School Area Safety and Speed Management

The City will continue to enhance safety in school zones by implementing consistent and context-appropriate speed management strategies. This includes evaluating school zone speed limits, improving signage and visibility, and prioritizing infrastructure improvements near schools. These efforts will create safer and more predictable conditions for students and families.

Transit-Oriented and Multimodal Development

Pleasanton will support land use and development patterns that promote safe and convenient access to transit, particularly near the Dublin/Pleasanton BART station and key transit corridors. Integrating safety into these areas will improve first- and last-mile connectivity and reduce conflicts between roadway users.

Access Management

The City will apply access management strategies along major corridors to reduce conflict points and improve roadway operations. These strategies may include managing driveway access, restricting turning movements, and improving internal circulation, while maintaining compatibility with surrounding land uses.

Transportation Demand Management (TDM)

The City will promote Transportation Demand Management strategies to reduce vehicle trips and encourage safer, more sustainable travel behavior. These strategies include supporting transit use, carpooling, micromobility, and employer-based programs.

IMPLEMENTABLE ACTIONS FRAMEWORK

To translate these policy and process recommendations into measurable outcomes, the City has developed a comprehensive set of implementable actions that serve as a roadmap for achieving PTSAP goals.

These actions are organized around the Safe System Approach and provide a structured framework for implementation across City departments and partner agencies.

Each action includes:

- Defined implementation timelines
- Performance metrics to track progress
- Responsible departments and partners

Implementation Timeframes

- Short-term: year 0–2
- Medium-term: year 2–5
- Long-term: year 5+

This phased approach allows the City to make immediate progress while advancing long-term, systemic safety improvements.

SAFE SYSTEM ACTION AREAS

The implementable actions are organized into six core areas that reflect the Safe System Approach and address infrastructure, behavior, policy, and emergency response:

1. Program Initiatives, Education, and Evaluation
2. Safe Roads
3. Safe Road Users
4. Safe Speeds
5. Safe Vehicles
6. Post - Crash Care

Together, these categories provide a comprehensive and balanced framework for improving roadway safety in Pleasanton.

The Pleasanton PTSAP begins with establishing a strong programmatic foundation to guide implementation and ensure long-term success. Key initiatives include:

- Promoting PTSAP principles across City programs and policies
- Integrating safety into ongoing planning and capital improvement efforts
- Enhancing data collection, analysis, and performance monitoring

A critical component of this framework is the formation of a Transportation Safety Committee which will serve as the central coordinating body for implementation. The Committee is essential to the success of PTSAP, as it fosters cross-departmental collaboration and shared accountability. Consistent with best practices from peer cities, this group should include management-level representatives from key departments. By bringing together representatives across disciplines, the City can break down institutional silos and ensure that safety is embedded in everyday decision-making.

The Committee will:

- Establish shared goals and performance metrics
- Form sub-group to address targeted issues (e.g., speed management, school safety, data analysis)
- Coordinate implementation across departments
- Monitor progress and provide regular reporting

This structured and collaborative approach ensures that PTSAP principles are consistently applied across City operations and that all stakeholders remain aligned, accountable, and result driven.

Overall, the Implementable Actions framework provides a clear, actionable, and adaptable roadmap for reducing fatal and severe injury collisions and advancing a safer transportation system for all users.

DETAILED IMPLEMENTABLE ACTIONS

The following section presents the short-term and ongoing list of implementable actions. The full list of implementable actions, including detailed strategies, timelines, responsible partners, and performance measures is included in **Appendix D**.

These actions operationalize the policy and process changes described above and provide a clear roadmap for reducing fatalities and serious injuries in Pleasanton

1. PROGRAM INITIATIVES, EDUCATION AND EVALUATION

(Governance, funding, data, and accountability actions that establish and sustain the PTSAP program)

Program Initiatives, Education and Evaluation outline the foundational actions Pleasanton will take to establish, implement, and continuously improve the PTSAP. These actions focus on governance, funding, data, transparency, and public engagement to support long-term safety outcomes.

Action No.	Action	Description	Timeline	Progress 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, Bike Pedestrian Trails Committee	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	Subgroup of Transportation Safety Committee	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.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	Medium High
A.12	Future Plans & Policy Integration	Integrate safety into City plans, policies, and design standards	Short-Term	Number of plans updated and adopted	Community Development, 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.16	Bicycle & Pedestrian Counts	Maintain multimodal count program	On-Going	Number of count locations tracked annually	Traffic Engineering	Medium
A.17	Annual PTSAP Report	Edit internal report and provide it to the City Council	Short-Term	Annual report 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	Progress Measure	Key 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	Recommended 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.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.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; Percentage 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	Percentage of HIN corridors meeting visibility standards	Public Works, Traffic Engineering	Low
SR.10	Pavement Marking & Signage Maintenance	Maintain and refresh markings and signage to ensure visibility and compliance	On-Going	Percentage 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	Percentage of reported issues resolved within target timeframe	Public Works, Traffic Engineering	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	Progress Measure	Responsible Partners	City Resource
SU.1	Safety Education Campaigns	Conduct campaigns focused on speeding, impaired driving, and distracted driving and form a safety education outreach group	Short-Term – On-going	Number of people reached annually; number of campaigns conducted	Traffic Engineering Police, PUSD	High
SU.6	Safe Routes to School Program Expansion	Expand and PUSD's 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

BICYCLISTS AND PEDESTRIANS (VULNERABLE ROAD USERS)

Action No.	Safety Strategy	Description	Timeline	Progress 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.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, PUSD	Low

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	Progress 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	On-Going	Program adoption within 5 years; number of corridors prioritized annually	Traffic Engineering, 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

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. A detailed list of strategies supporting this initiative is provided in **Appendix D**.

6. POST - CRASH CARE

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

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

While preventing collisions is the primary goal, this approach recognizes that when collisions 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	Progress Measure	Responsible Partners	City Resource
PCC.1	Emergency Signal Preemption	Coordinate and expand signal preemption systems to support faster emergency response along priority corridors	On-Going	Number of corridors equipped with signal preemption; response time improvements	Traffic Engineering Police, LPFD	Medium
PCC.3	Post-Collision Data Enhancements	Improve collision data collection, reporting consistency, and interagency coordination for KSI collisions	On-Going	Percentage of KSI reports with complete data; establishment of interagency review protocol	Police, Traffic Engineering	Medium



06

STRATEGIES AND PROJECT SELECTION

CHAPTER 6. STRATEGIES AND PROJECT SELECTION

This chapter presents the strategies and priority safety projects developed to address the key findings from the collision analysis, High Injury Network (HIN), and community engagement efforts. Building on the data-driven foundation established in previous chapters, this section translates identified safety needs into actionable improvements aimed at reducing traffic fatalities and serious injuries across the City of Pleasanton.

The strategy development process is grounded in the Safe System Approach, emphasizing a combination of engineering, education, enforcement, and policy-based solutions to address systemic safety risks. Strategies were informed by the identified collision profiles, which highlight the most prevalent collision types, contributing factors, and high-risk conditions within the City's transportation network.

Projects and countermeasures were identified through a comprehensive review of:

- High Injury Network corridors and intersections (both Overall and Focused HIN)
- Collision patterns and contributing factors
- Stakeholder and community input
- Existing plans and ongoing City initiatives

A structured project prioritization framework was used to evaluate potential improvements based on criteria such as safety impact, benefit to vulnerable roadway users, school proximity, public input, feasibility, and alignment with funding opportunities. This approach ensures that limited resources

are directed toward projects that provide the greatest safety benefit and are most competitive for state and federal funding programs.

This chapter includes:

- A summary of recommended safety strategies and countermeasures
- A prioritized list of recommended safety projects
- A description of the project prioritization methodology
- Identification of projects located within the Focused High Injury Network
- Linkages between collision profiles, strategies, and recommended improvements

Together, the strategies and projects presented in this chapter provide a clear and implementable roadmap for improving roadway safety in Pleasanton and advancing the City's goal of eliminating traffic fatalities and serious injuries.



SAFE STREETS TOOLKIT

The Safe Streets Toolkit provides a comprehensive set of safety countermeasures to support the City of Pleasanton in addressing roadway safety challenges identified through PTSAP. The countermeasures included in this toolkit are based on proven strategies identified by the Federal Highway Administration (FHWA) and reflect national best practices in roadway safety.

The toolkit includes information on each countermeasure's applicability to specific collision types, expected Collision Reduction Factors (CRFs), anticipated service life, and potential for systemic implementation. This information is derived from research compiled in the FHWA Collision Modification Factor Clearinghouse, as well as guidance from FHWA publications related to roadway departure, intersection, and overall roadway safety.

TOOLKIT PURPOSE AND APPLICATION

While all countermeasures included in this toolkit are FHWA-proven strategies, not every measure is appropriate for all locations or recommended for immediate implementation within the City of Pleasanton. Instead, the toolkit serves as a resource to guide the selection of appropriate treatments based on site-specific conditions, community context, available resources, and implementation feasibility.

The inclusion of a countermeasure in this toolkit does not constitute a specific recommendation for its use. Rather, it provides City staff with a range of options to consider when developing and implementing safety improvements to address identified risks.

COMPREHENSIVE APPROACH

Although the toolkit primarily focuses on engineering countermeasures, it also emphasizes the importance of a

comprehensive approach to roadway safety. This includes integrating strategies related to Engineering, Enforcement, Education, and Emergency Medical Services (EMS) to effectively address the underlying causes of collisions.

Common contributing factors such as speeding, impaired driving, distracted driving, and failure to yield may require a combination of engineering solutions and complementary enforcement or education efforts. Coordination with law enforcement agencies and community partners is recommended to maximize the effectiveness of these strategies.

NAVIGATING THE TOOLKIT

The countermeasures are grouped into the following categories:

1 Signalized Intersections:

Includes countermeasures applicable to intersections controlled by traffic signals, such as signal timing modifications, enhanced signage and pavement markings, and geometric improvements.

2 Unsignalized Intersections:

Includes treatments for stop-controlled or uncontrolled intersections, such as installation of traffic control devices, roundabouts, and enhanced signing and striping.

3 Roadway Segments:

Focuses on safety improvements along roadway segments between intersections, including treatments such as lighting, rumble strips, guardrails, and geometric modifications.

4 Additional Countermeasures:

Includes non-infrastructure strategies such as education programs, enforcement initiatives, and policy-based approaches.

For each countermeasure, the toolkit provides:

1 Collision Types Addressed:

Identifies the types of collisions the countermeasure is intended to mitigate (e.g., all collisions, pedestrian and bicycle collisions, nighttime collisions).

2 Collision Reduction Factor (CRF):

Collision Reduction Factor (CRF) is a traffic safety metric that estimates the percentage reduction in collisions that may be expected after a specific safety improvement is implemented, indicating how effective a countermeasure may be at addressing targeted collision types. For example, a treatment with a 40 percent CRF at a location with 10 relevant collisions could potentially reduce collisions to approximately 6, preventing about 4 collisions over time.

3 Expected Service Life:

Indicates the typical duration (in years) the countermeasure remains effective before requiring significant maintenance or replacement.

4 Systemic Implementation Opportunity:

Describes the potential to apply the countermeasure proactively across the network using a systemic, risk-based approach. Opportunities are categorized as Very High, High, Medium, or Low.

Detailed information on each countermeasure and guidance on its applicability within the City of Pleasanton, supporting data-driven and context-sensitive implementation of safety improvements is provided in the **APPENDIX E**.

RECOMMENDED SAFETY PROJECTS

The recommended safety projects presented in this chapter represent a comprehensive, data-driven program of improvements designed to address the City of Pleasanton's most critical roadway safety challenges. These projects were developed based on detailed analysis of collision trends, High Injury Network (HIN) corridors, collision profiles, and community input, and are grounded in the Safe System Approach to reduce fatalities and serious injuries.

The project portfolio includes a combination of **corridor-level improvements, citywide infrastructure upgrades, policy and program initiatives, and feasibility studies**, ensuring that both immediate safety needs and long-term system improvements are addressed. Corridor-specific projects focus on high-risk locations identified through the Overall and Focused HIN, where a relatively small portion of the roadway network accounts for a disproportionate share of collisions. These projects include comprehensive improvements such as intersection redesign, signal upgrades, protected bicycle infrastructure, speed management treatments, and multimodal enhancements that directly address the most prevalent collision types and contributing factors. Each project also identifies the respective cumulative Crash Reduction Factor (CRF) values associated with the proposed countermeasures. A conservative approach has been applied in estimating these CRF values to ensure realistic and defensible safety benefit projections.

In addition to corridor projects, the City has identified a series of citywide initiatives that strengthen the overall safety framework. These include signal modernization, traffic control device inventory and upgrades, automated enforcement programs (if approved), speed management strategies, school area circulation studies, bicycle facility planning, and enhancements to data systems and performance monitoring. Together, these initiatives ensure that safety improvements are implemented consistently across the network while also enabling the City to proactively address emerging risks.

The recommended projects directly respond to the City's key safety challenges, including unsafe speed, intersection-related conflicts, traffic signal violations, and risks to vulnerable roadway users such as pedestrians and bicyclists. By combining infrastructure improvements with policy, education, enforcement, and data-driven decision-making tools, the project list reflects a balanced and integrated approach to improving roadway safety.

Although the Project Corridors contain an initial rank for inclusion in the HIN. All 10 corridors are high priority, and circumstances may exist that elevate one project on the list. Completing corridors in an order different than the HIN scoring matrix provided is acceptable provided City staff articulates the reason for the deviation from the prioritization. Projects will be continually evaluated as the funding opportunities become available using a structured evaluation framework that considers safety benefits, feasibility, community context, and alignment with funding opportunities and requirements. This approach ensures that available resources are directed toward projects that provide the greatest potential to reduce fatalities and serious injuries while positioning the City to competitively pursue state and federal funding programs such as Safe Streets and Roads for All (SS4A), Highway Safety Improvement Program (HSIP), and Active Transportation Program (ATP). Collectively, the recommended safety projects provide a clear and implementable roadmap for improving transportation safety in Pleasanton. By focusing on high-impact locations and systemic improvements, the City is positioned to make measurable progress toward its long-term goal of eliminating traffic-related fatalities and serious injuries and creating a safer, more accessible transportation network for all users.

Note for Mode:

Others: includes vehicles that are not classified under predefined categories, such as construction equipment and emergency vehicles.

Unknown: refers to cases where the vehicle type could not be determined or was not recorded at the time of reporting.

RECOMMENDED CORRIDOR-LEVEL IMPROVEMENTS

HOPYARD ROAD CORRIDOR SAFETY IMPROVEMENTS

Hopyard Road (I-580 to Del Valle Parkway) has been identified as one of the highest priority corridors in Pleasanton's High Injury Network (HIN). This corridor experienced a total of 88 injury collisions, including eight KSI collisions, where there were one fatal and seven severe injuries, 30 visible injuries, and 50 complaints of pain. Notably, approximately 88 percent of these collisions occur at intersections, underscoring the significant role of intersection-related conflicts in overall crash patterns. The corridor accounts for eight of the City's 67 KSI collisions, further reinforcing its importance as a priority for safety improvements.

Hopyard Road is a major north-south arterial serving high volumes of vehicular, pedestrian, and bicycle traffic. This corridor includes multiple Focused High Injury Network (HIN) segments, including:

- Focused high-injury segments from Owens Drive to Stoneridge Drive and from West Las Positas Boulevard to Black Avenue
- A pedestrian focused high-injury segments from West Las Positas Boulevard to Black Avenue
- A bicycle focused high-injury segments from West Las Positas Boulevard to Valley Avenue

The corridor also includes high-injury intersections, such as:

- Hopyard Road at Stoneridge Drive
- Hopyard Road at West Las Positas Boulevard

Collision data and field observations identified key safety challenges along the corridor, including:

- Pedestrian conflicts at signalized intersections

- Gaps and inconsistencies in bicycle infrastructure
- Operational inefficiencies at major intersections

To address these issues, the corridor has been prioritized for a comprehensive package of safety improvements that integrates signal upgrades, multimodal infrastructure enhancements, and intersection operational improvements.

PROPOSED IMPROVEMENTS

SIGNAL AND OPERATIONAL ENHANCEMENTS

- Installation of Countdown Pedestrian Heads and Accessible Pedestrian Signals (APS) at all intersections
- Implementation of Leading Pedestrian Intervals (LPIs) at intersections with documented pedestrian collisions
- Addition of protected left-turn phases, including:
 1. Hopyard Road at Parkside Drive
 2. Hopyard Road at South Valley Trails Drive
 3. Additional eastbound left-turn lane at Hopyard Road and Valley Avenue
- Intersection operational improvements at Hopyard Road and Stoneridge Drive, including:
 1. Eastbound free right-turn lane modification
 2. Signal cycle length adjustments
- Upgraded limit lines at key intersections
- Installation of speed feedback signs along the corridor
- Evaluation and potential implementation of automated red-light enforcement at high-risk intersections

ENFORCEMENT AND TECHNOLOGY STRATEGIES

- Evaluation of automated red-light enforcement at intersections with documented signal violations
- Consideration of automated speed enforcement where permitted and applicable

MULTIMODAL SAFETY ENHANCEMENTS

- Upgrading bicycle facilities to Class IV protected bike lanes
- Installation of green conflict-zone pavement markings
- Implementation of raised cycle tracks and shared-use paths
- Removal of channelized right-turn islands and conversion to protected intersections to reduce high-speed turning conflicts

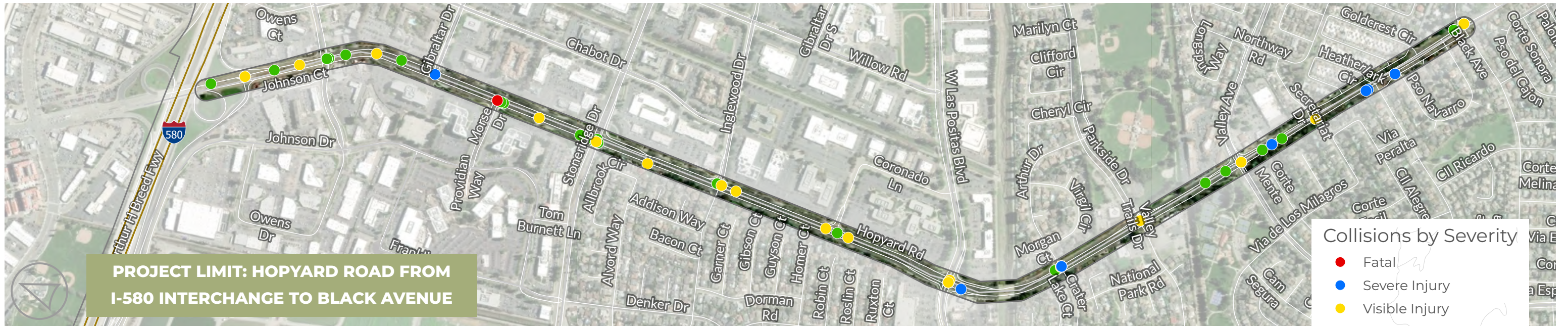
OUTCOME

The Hopyard Road Corridor Safety Improvements represent a comprehensive, multimodal investment that addresses documented conflicts between vehicles, pedestrians, and bicyclists. By implementing a coordinated package of signal upgrades, intersection modifications, and protected bicycle infrastructure, this project will significantly enhance safety along one of Pleasanton's most critical corridors.

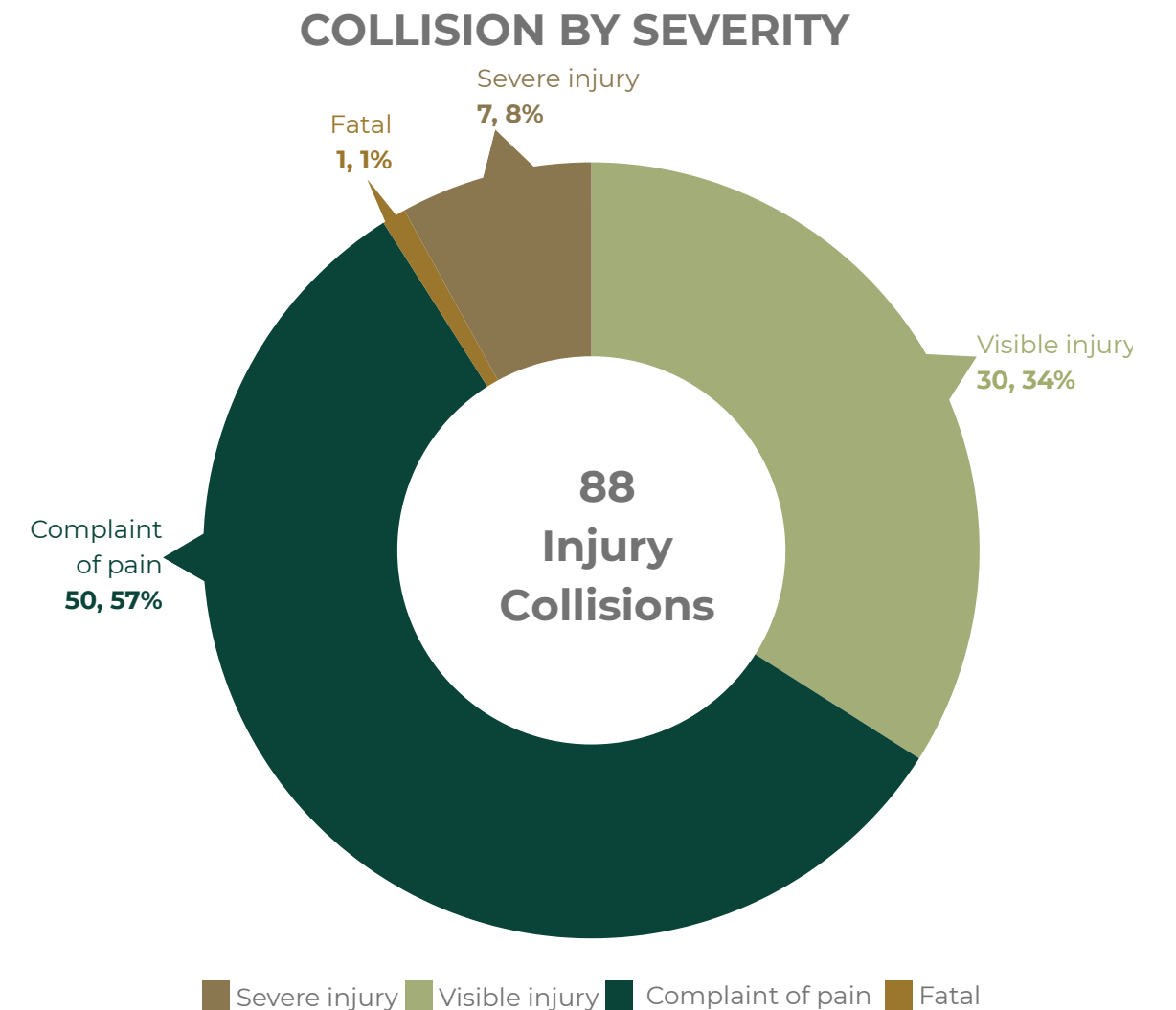
These improvements will play a key role in advancing the City's goal of reducing traffic-related fatalities and serious injuries, while supporting a safer, more accessible, and more resilient transportation network.

CRASH REDUCTION FACTOR

70%



Mode	KSI	Injury
Bicycle	0	13
Electric Scooter	0	1
Motorcycle	0	4
Passenger Car or Pickup Truck	6	64
Pedestrian	2	4
Unknown	0	2
Violation Category		
Traffic Signals and Signs Violation	1	27
Unsafe Speed	1	26
DUI	3	5
Pedestrian Violation	1	4
Collision Type		
Broadside	1	40
Rear End	1	27
Hit Object	4	12
Vehicle/Pedestrian	2	4
Location		
Intersection	7	79
Roadway Segment	1	9



SANTA RITA ROAD CORRIDOR SAFETY IMPROVEMENTS PROJECT

The Santa Rita Road Corridor is a significant part of Pleasanton's High Injury Network and continues to demonstrate a high concentration of severe and injury related collisions. Over the analysis period, the corridor experienced 124 injury collisions, including five KSI collisions resulting in five severe injuries, 45 visible injuries, and 74 complaints of pain. Approximately 83 percent of all collisions occurred at intersections, indicating that turning movements, signal compliance, and multimodal conflicts are the primary contributors to safety issues along the corridor. With five of the City's 67 KSI collisions occurring on Santa Rita Road, the corridor remains a priority location for targeted safety improvements aimed at reducing conflict points, improving visibility, and enhancing protection for all roadway users.

This corridor includes multiple Focused High Injury Network (HIN) segments, including:

- Focused high-injury segments from Valley Avenue to Mohr Avenue, Mohr Avenue to Stoneridge Drive, and Stanley Boulevard to Black Avenue
- A pedestrian focused high-injury segments from Stanley Boulevard to Black Avenue, Black Avenue to Valley Avenue, and Valley Avenue to Mohr Avenue
- A bicycle focused high-injury segments from Valley Avenue to Mohr Avenue, Stanley Boulevard to Black Avenue, Black Avenue to Valley Avenue, and West Las Positas Boulevard to Rosewood Drive

The corridor also includes high-injury intersections, such as:

- Santa Rita Road at Valley Avenue
- Santa Rita Road at Stoneridge Drive
- Santa Rita at West Las Positas Boulevard

While improvements are tailored to the unique needs of each segment, the project collectively creates a continuous north-south multimodal corridor with enhanced safety, connectivity, and operations.

PROPOSED IMPROVEMENTS

SIGNAL AND OPERATIONAL ENHANCEMENTS

- Implementation of protected intersection designs to reduce turning conflicts
- Implementation of Leading Pedestrian Intervals (LPIs) at intersections with documented pedestrian collisions
- Signal phasing modifications to improve safety and operations
- Deployment of retroreflective backplates at all signalized intersections
- Full signal modernization at high-risk intersections
- Enhanced pedestrian crossing treatments at key locations
- Evaluation and potential implementation of automated red-light enforcement at high-risk intersections

MULTIMODAL INFRASTRUCTURE IMPROVEMENTS

- Conversion of existing Class II buffered bike lanes to Class IV protected bikeways
- Installation of raised cycle tracks
- Development of widened shared-use paths to improve connectivity
- Implementation of sidewalk extensions to enhance pedestrian safety and reduce crossing distances
- Introduction of floating bus stops to reduce conflicts between transit and bicyclists

SPEED MANAGEMENT AND ENFORCEMENT

- Installation of speed feedback signs at locations where speed data reflects speeds greater than 5 mph over posted limit or where concentrated speed related collisions are located.
- Evaluation and potential implementation of automated speed enforcement at key intersections

ACCESS AND OPERATIONS

- Implementation of access management strategies to reduce conflict points
- Corridor-wide operational improvements to enhance traffic flow and predictability

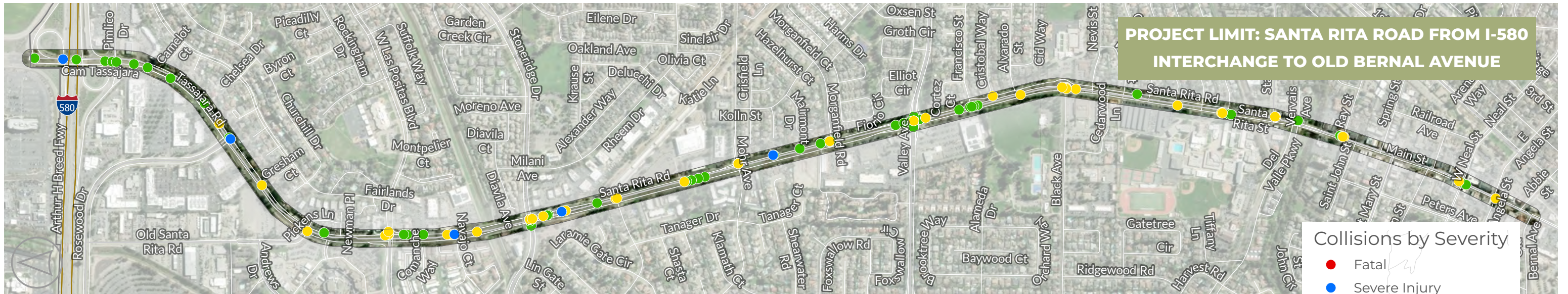
OUTCOME

The Santa Rita Road Corridor Safety Improvements represent a phased, comprehensive, multimodal investment that addresses documented conflicts between vehicles, pedestrians, and bicyclists. Through a coordinated package of signal upgrades, protected bicycle infrastructure, and intersection enhancements, this project transforms one of Pleasanton's most heavily traveled corridors into a safer, more efficient, and resilient transportation facility.

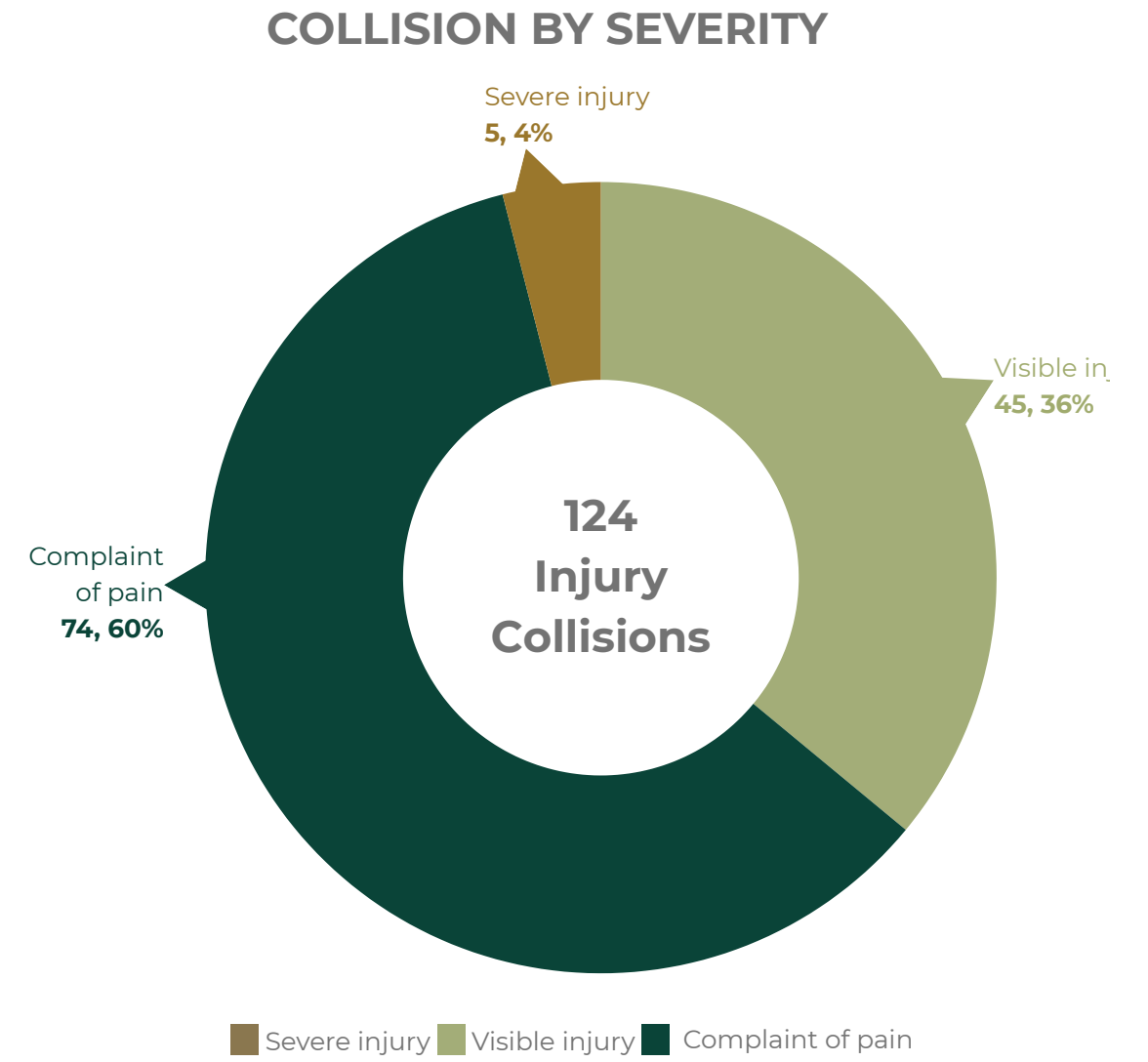
These improvements directly support the City's goal of reducing traffic-related fatalities and serious injuries while enhancing accessibility and mobility for all users.

CRASH REDUCTION FACTOR

65%



Mode	KSI	Injury
Bicycle	2	23
Electric Bicycle	0	2
Electric Scooter	1	5
Motorcycle	1	5
Passenger Car or Pickup Truck	0	70
Pedestrian	0	7
Truck	0	5
Unknown	1	7
Unsafe Speed	3	34
Other Than Driver	1	4
Unsafe Starting	1	5
Automobile right of way	0	22
Broadside	1	52
Rear End	2	36
Hit Object	1	12
Sideswipe	0	10
Intersection	2	103
Roadway Segment	3	21



OWENS DRIVE CORRIDOR SAFETY IMPROVEMENTS PROJECT

The Owens Drive corridor from Johnson Drive to West Las Positas Boulevard is part of Pleasanton's Focused High Injury Network and continues to show a notable concentration of injury-related collisions. Over the analysis period, the corridor experienced 22 injury collisions, including five severe injuries, eight visible injuries, and nine complaints of pain. The focused segment between Willow Road and Hacienda Drive serves as a key east-west connector linking major employment centers with surrounding residential neighborhoods and supporting significant vehicular, pedestrian, and bicycle activity.

This corridor also includes multiple Focused High Injury Network (HIN) pedestrian and bicycle segments, including:

- A pedestrian focused high-injury segments from West Las Positas Boulevard to Rosewood Drive, Hopyard Road to Johnson Drive, and Hopyard Road to Willow Road
- A bicycle focused high-injury segments from Willow Road to Hacienda Drive, and Hopyard Road to Johnson Drive.

The corridor also includes high-injury intersection, such as:

- Owens Drive at Hacienda Drive

A review of collision patterns indicates that the primary contributing factors along Owens Drive include unsafe speed, automobile **right-of-way violations**, and **traffic signal and sign violations**. These patterns highlight the need for improvements focused on speed management, intersection control, and conflict reduction, particularly at signalized intersections.

PROPOSED IMPROVEMENTS

SIGNAL AND OPERATIONAL ENHANCEMENTS

- Implementation of protected intersection designs to reduce turning conflicts
- Installation of Leading Pedestrian Intervals (LPIs) at signalized intersections
- Installation of Accessible Pedestrian Signals (APS) and upgraded push buttons
- Deployment of retroreflective backplates to improve signal visibility
- Upgrades to intersection control and signal operations at key locations
- Evaluation and potential implementation of automated red-light enforcement at high-risk intersections

SPEED MANAGEMENT AND ROADWAY RECONFIGURATION

- Implementation of road diet strategies to reduce vehicle speeds and simplify travel lanes
- Removal of free right-turn lanes and conversion to controlled turning movements
- Installation of countermeasures to support safe operating speeds

MULTIMODAL SAFETY ENHANCEMENTS

- Implementation of cycle tracks and upgraded bicycle facilities along the corridor
- Construction of sidewalk and curb extensions at key intersections focusing first on the intersections within the Focused Network to:
 1. Shorten pedestrian crossing distances
 2. Improve visibility between users
- Enhanced pedestrian crossing treatments to improve accessibility and safety

OUTCOME

The Owens Drive Corridor Safety Improvements represent a targeted, multimodal safety investment that addresses documented collision patterns through a coordinated package of intersection upgrades, roadway reconfiguration, and bicycle and pedestrian enhancements.

These improvements will reduce conflict points, improve compliance with traffic control devices, and create a safer, more predictable corridor for all users between Hacienda Drive and Willow Road. The project supports Pleasanton's broader goal of reducing traffic-related fatalities and serious injuries while enhancing overall network safety and resilience.

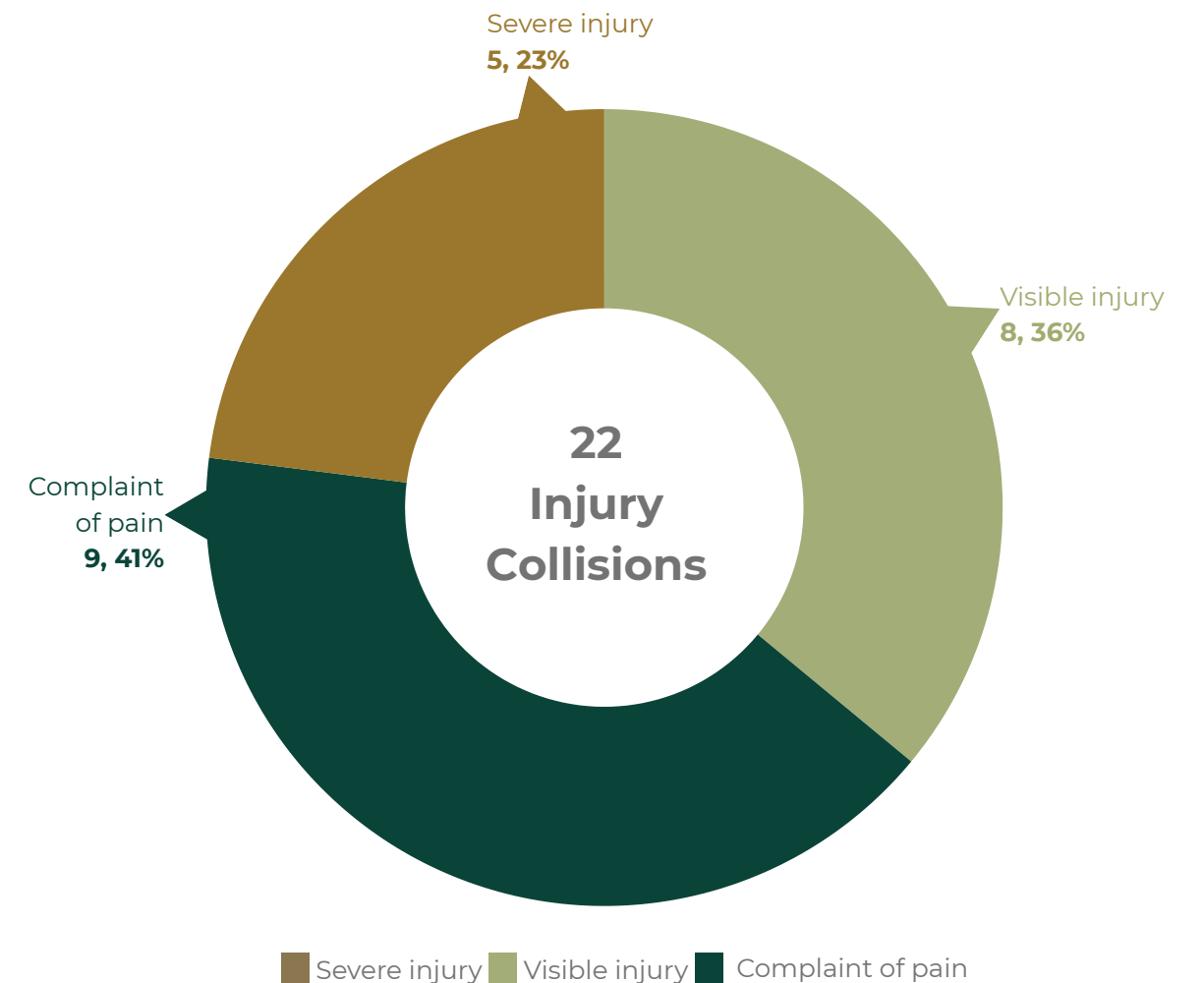
CRASH REDUCTION FACTOR

62%



Mode	KSI	Injury
Bicycle	2	3
Electric Scooter	1	2
Passenger Car or Pickup Truck	2	16
Truck	0	1
Violation Category		
Traffic Signals and Signs Violation	2	6
Automobile right of way	1	4
Improper Turning	1	3
Unsafe Speed	0	4
Collision Type		
Broadside	3	13
Head-On	1	2
Hit Object	1	0
Rear End	0	6
Location		
Intersection	5	20
Roadway Segment	0	2

COLLISION BY SEVERITY



LAS POSITAS BOULEVARD CORRIDOR SAFETY IMPROVEMENTS PROJECT

West Las Positas Boulevard is a priority east-west corridor within Pleasanton's High Injury Network and functions as a key connector supporting vehicles, pedestrians, bicyclists, and significant school related travel. During the collision analysis, the corridor experienced 20 injury collisions, including two fatal collisions, two severe injuries, seven visible injuries, and nine complaints of pain. The Focused High Injury Network between Willow Road and Hacienda Drive shows collision patterns dominated by DUI, unsafe speed, automobile right of way violations, and traffic signal and sign violations. These patterns underscore the need for targeted safety improvements focused on speed management, intersection operations, and enhanced multimodal safety.

West Las Positas Boulevard functions as an arterial corridor providing access to schools, commercial areas, and residential neighborhoods. The corridor also presents opportunities to align with common state and federal funding priorities by addressing multimodal safety, school access, and corridor-level safety improvements.

This corridor also includes multiple Focused Bicycle High Injury Network (HIN) segments and Intersections, including:

- A bicycle focused high-injury segments from Foothill Road to Payne Road, Santa Rita Road to Boardwalk Street, and Hopyard Road to Hacienda Drive.
- West Las Positas Boulevard at Santa Rita Road.
- West Las Positas Boulevard at Hopyard Road

Collision data and field observations identified key safety challenges along the corridor, including:

- Speed-related conflicts along midblock segments and at intersections
- High turning movement conflicts at intersections, particularly with channelized right turns
- Gaps in bicycle infrastructure and limited separation from traffic
- Safety concerns near school zones and pedestrian activity areas

To address these issues, the corridor has been prioritized for a comprehensive package of safety improvements that integrates speed management, intersection redesign, and multimodal infrastructure enhancements.

PROPOSED IMPROVEMENTS

SPEED MANAGEMENT AND TRAFFIC CALMING

- Implementation of road diets where feasible to reduce travel lane widths and manage speeds
- Installation of raised crosswalks and curb extensions at key locations
- Reduced turning radii to slow vehicle turning speeds
- Speed feedback signs and targeted speed management treatments, particularly near school zones

SIGNAL AND INTERSECTION ENHANCEMENTS

- Removal of channelized right-turn islands and conversion to protected intersection configurations
- Installation of retroreflective backplates to improve signal visibility
- Upgraded signal timing to improve compliance and reduce conflicts

MULTIMODAL SAFETY ENHANCEMENTS

- Implementation of Class IV separated bikeways or raised cycle tracks with physical separation
- Installation of green conflict-zone pavement markings at intersections
- Enhanced signage and pavement markings to improve visibility and wayfinding
- Tree trimming and installation of object markers to improve sight distance

OUTCOME

The West Las Positas Boulevard Corridor Safety Improvements represent a comprehensive, multimodal investment focused on reducing speeds, improving intersection safety, and enhancing connectivity for all users. By addressing the primary contributing factors of collision, particularly unsafe speed and turning conflicts, this project is expected to significantly reduce crash frequency and severity, especially for pedestrians and bicyclists.

The project also aligns with common funding program priorities by improving safety near schools, enhancing multimodal access, and addressing corridor-level safety needs in areas with higher transportation demand. Its ability to be implemented in phases and meet typical funding requirements, including local match considerations, positions the City to pursue competitive grant opportunities and advance improvements as funding becomes available.

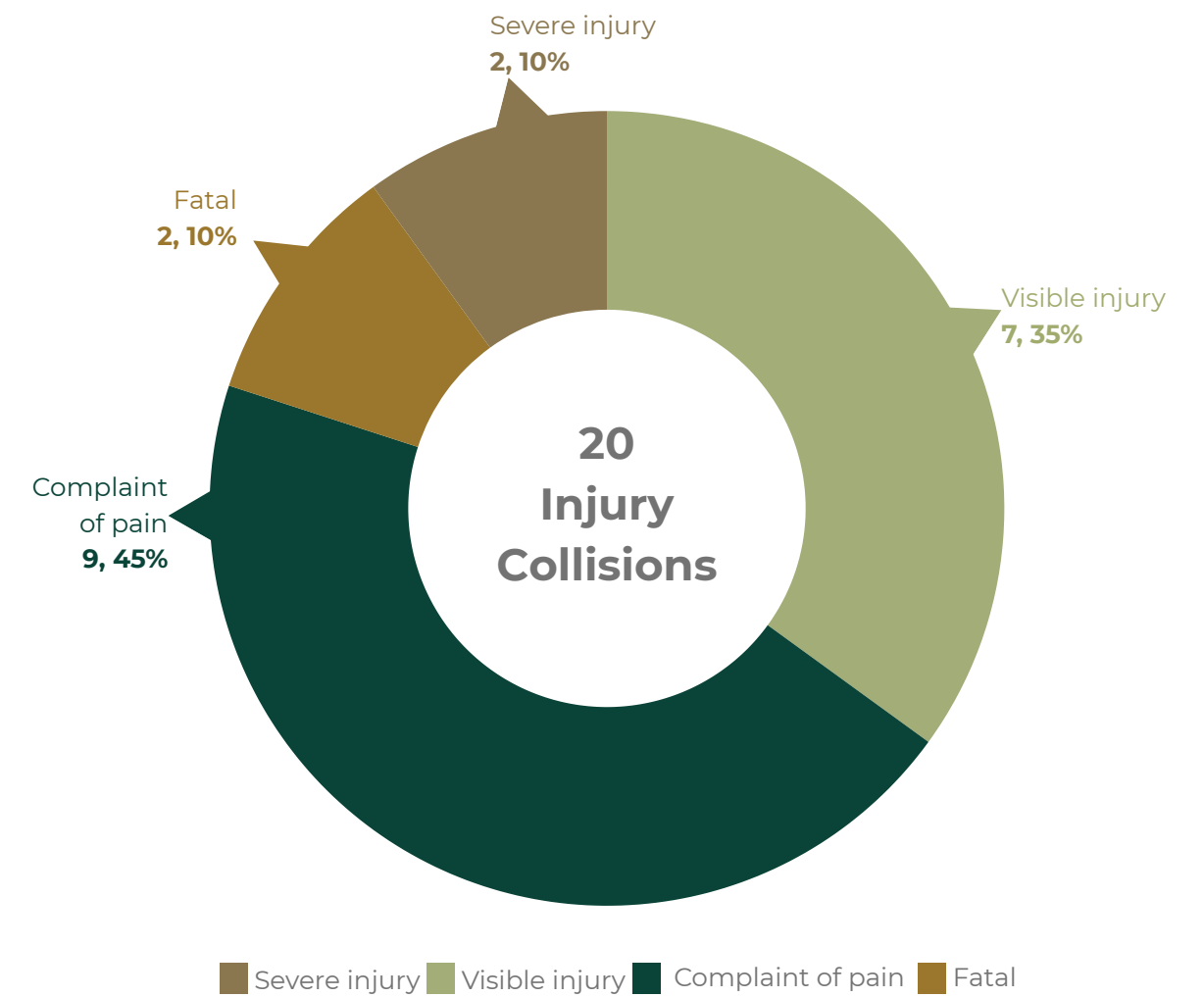
These improvements will play a key role in advancing the City's goal of reducing traffic-related fatalities and serious injuries, while supporting a safer, more accessible, and more resilient transportation network.

CRASH REDUCTION FACTOR

57%



Mode	KSI	Injury
Bicycle	0	3
Passenger Car or Pickup Truck	4	17
Violation Category		
DUI	3	0
Unsafe Speed	1	5
Automobile Right of way	0	6
Traffic Signals and Signs Violation	0	5
Collision Type		
Hit Object	3	4
Rear End	1	5
Broadside	0	11
Location		
Intersection	4	20



FOOTHILL ROAD CORRIDOR SAFETY IMPROVEMENTS PROJECT

The Foothill Road corridor is identified as a focused network segment within Pleasanton's High Injury Network due to its elevated collision history and its role as a major arterial serving both regional and local travel demands. Based on available data, the corridor experienced 39 collisions, including one fatal collision, three severe injuries, 14 visible injuries, and 21 complaints of pain. These conditions demonstrate a clear pattern of safety concerns along the corridor and support its designation as a priority location for improvements that enhance operational consistency, reduce conflict potential, and provide safer conditions for all roadway users.

This corridor includes multiple Focused High Injury Network (HIN) segments, including:

- Focused high-injury segments from Stoneridge Drive to Northern City Limits, and Foothill Knolls Drive to West Las Positas Boulevard
- A pedestrian focused high-injury segments from Stoneridge Drive to northern city limit, Foothill Knolls Drive to West Las Positas Boulevard, and Muir wood Drive (north) to Stoneridge Drive
- A bicycle focused high-injury segments from Bernal Avenue to Foothill Knolls Drive, and West Las Positas Boulevard to Muir wood Drive (north)

The corridor also includes high-injury intersection:

- Foothill Road at Canyon Way

Foothill Road serves as a key arterial connecting residential areas, schools, and regional destinations, carrying high volumes of vehicle and multimodal traffic. This corridor also presents opportunities to align with common funding priorities by addressing safety concerns, improving multimodal access, and enhancing conditions near school zones and high-activity areas. Collision data and field observations identified key safety

challenges along the corridor, including:

- Speed-related collisions along corridor segments
- Turning conflicts at intersections and access points
- Signal compliance issues and right-of-way violations
- Visibility challenges, particularly near curves, intersections, and school zones

To address these issues, the corridor has been prioritized for a comprehensive package of safety improvements that integrates speed management, intersection enhancements, and multimodal safety treatments.

PROPOSED IMPROVEMENTS

SPEED MANAGEMENT AND CORRIDOR ENHANCEMENTS

- Enhanced roadway lighting, particularly near curves and school zones
- Installation of speed feedback signs and targeted speed management treatments
- Upgraded centerline striping to improve lane definition and driver guidance
- Installation of landscaped medians or physical separators where feasible to calm traffic

SIGNAL AND INTERSECTION ENHANCEMENTS

- Installation of retroreflective backplates to improve signal visibility
- Upgrades to accessible pedestrian signal (APS) push buttons
- Installation of countdown pedestrian signal heads
- Enhancement of limit lines and stop bar visibility
- Installation of object markers on fixed roadside features to reduce run-off-road collisions

MULTIMODAL SAFETY ENHANCEMENTS

- Installation of high-visibility crosswalks at key locations
- Implementation of physical separation between bicycle lanes and travel lanes where feasible
- Improved signage and pavement markings to enhance awareness for all users
- Targeted improvements near school zones to support safer pedestrian and bicycle access

OUTCOME

The Foothill Road Corridor Safety Improvements represent a comprehensive, data-driven approach to addressing a corridor where the vast majority of collisions result in injury. By targeting the primary contributing factors, unsafe speed, turning conflicts, and signal violations, these improvements are expected to significantly reduce both the frequency and severity of crashes.

The combination of speed management strategies, enhanced visibility, and intersection improvements will lower operating speeds, improve driver compliance, and reduce conflict points. Multimodal safety enhancements will further reduce exposure for pedestrians and bicyclists, particularly in areas with higher activity levels and near schools.

These improvements will play a critical role in advancing the City's goal of reducing traffic-related fatalities and serious injuries, while also positioning the corridor for competitive funding opportunities through alignment with common safety, multimodal, and implementation readiness criteria.

CRASH REDUCTION FACTOR

46%



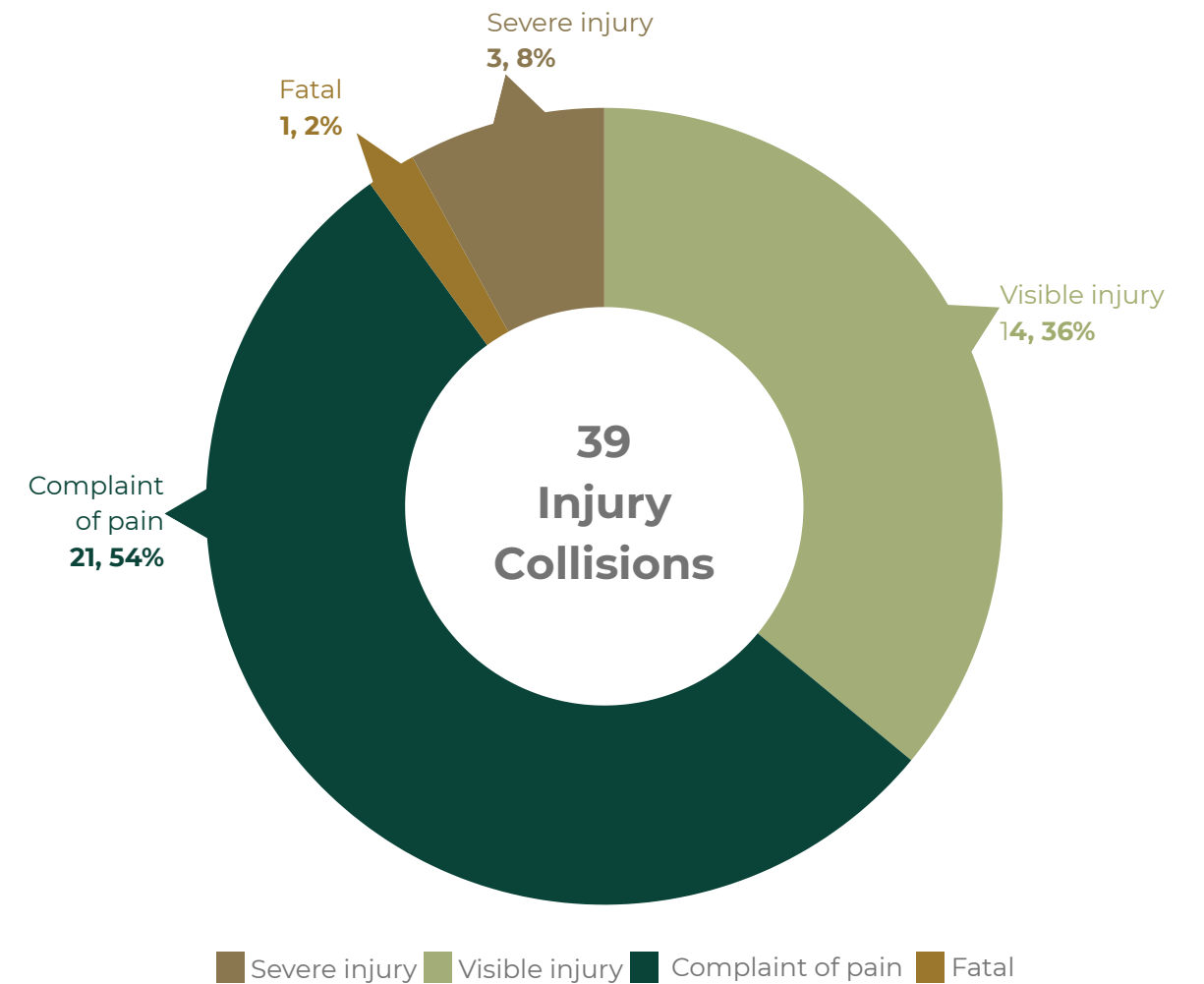
Mode	KSI	Injury
Motorcycle	0	2
Passenger Car or Pickup Truck	3	31
Pedestrian	1	3
Truck	0	2
Unknown	0	1

Violation Category	KSI	Injury
Unsafe Speed	1	7
Improper Turning	1	6
Wrong side of road	1	0
Pedestrian right of way	1	0

Collision Type	KSI	Injury
Hit Object	2	8
Head-On	1	6
Vehicle/Pedestrian	1	2
Broadside	0	11

Location	KSI	Injury
Intersection	2	34
Roadway Segment	2	5

COLLISION BY SEVERITY



SUNOL BOULEVARD CORRIDOR SAFETY IMPROVEMENTS PROJECT

Sunol Boulevard (I-680 to Sonoma Drive) is identified as a priority corridor within Pleasanton's High Injury Network due to its elevated collision history and its role as a key connector supporting regional travel, local access, and multimodal users. The corridor recorded 39 injury collisions over the analysis period, including three severe injuries, 13 visible injuries, and 23 complaints of pain, indicating a persistent pattern of safety concerns along this segment.

Sunol Boulevard also functions as a major north-south gateway between Pleasanton and the regional freeway system, with complex interchange conditions, curved roadway geometry, and higher operating speeds that contribute to increased collision risk, particularly for pedestrians and bicyclists. These conditions highlight the need for a coordinated set of improvements that address roadway complexity, enhance user awareness, and create a more predictable and safer operating environment.

This corridor also includes a Focused High Injury bicycle segment, including:

- A bicycle focused high-injury segments from Sonoma Drive to Bernal Avenue.

The corridor includes high-injury intersection:

- Sunol Boulevard & I-680 NB On-Off Ramps
- Sunol Boulevard & I-680 SB On-Off Ramps

PROPOSED IMPROVEMENTS

SIGNAL AND OPERATIONAL ENHANCEMENTS

- Signalization of ramp intersections at I-680 to improve control and reduce conflicts
- Installation of retroreflective backplates at key intersections, including Sycamore Road and Sunol Boulevard
- Evaluation and potential implementation of automated red-light enforcement at high-risk intersections
- Tree trimming and vegetation management to improve signal visibility and sight distance
- Evaluation and potential implementation of automated red-light enforcement at high-risk intersections

SPEED MANAGEMENT AND ROADWAY ENHANCEMENTS

- Installation of curve delineation treatments, including chevrons and reflective markers, to improve driver awareness along curved segments
- Operational improvements within the interchange area, including:
 1. Addition of a I-680 southbound on ramp lane
 2. Widening of roadway segments and structures to improve merging operations

MULTIMODAL SAFETY ENHANCEMENTS

- Construction of a raised cycle track at the I-680 interchange
- Class IV separated bike lanes along the corridor
- Enhanced separation between bicycle and vehicle traffic to reduce exposure and conflict risk

OUTCOME

The Sunol Boulevard Corridor Safety Improvements represent a comprehensive, multimodal safety investment that addresses documented collision patterns through a coordinated package of interchange upgrades, protected bicycle infrastructure, and visibility and compliance enhancements.

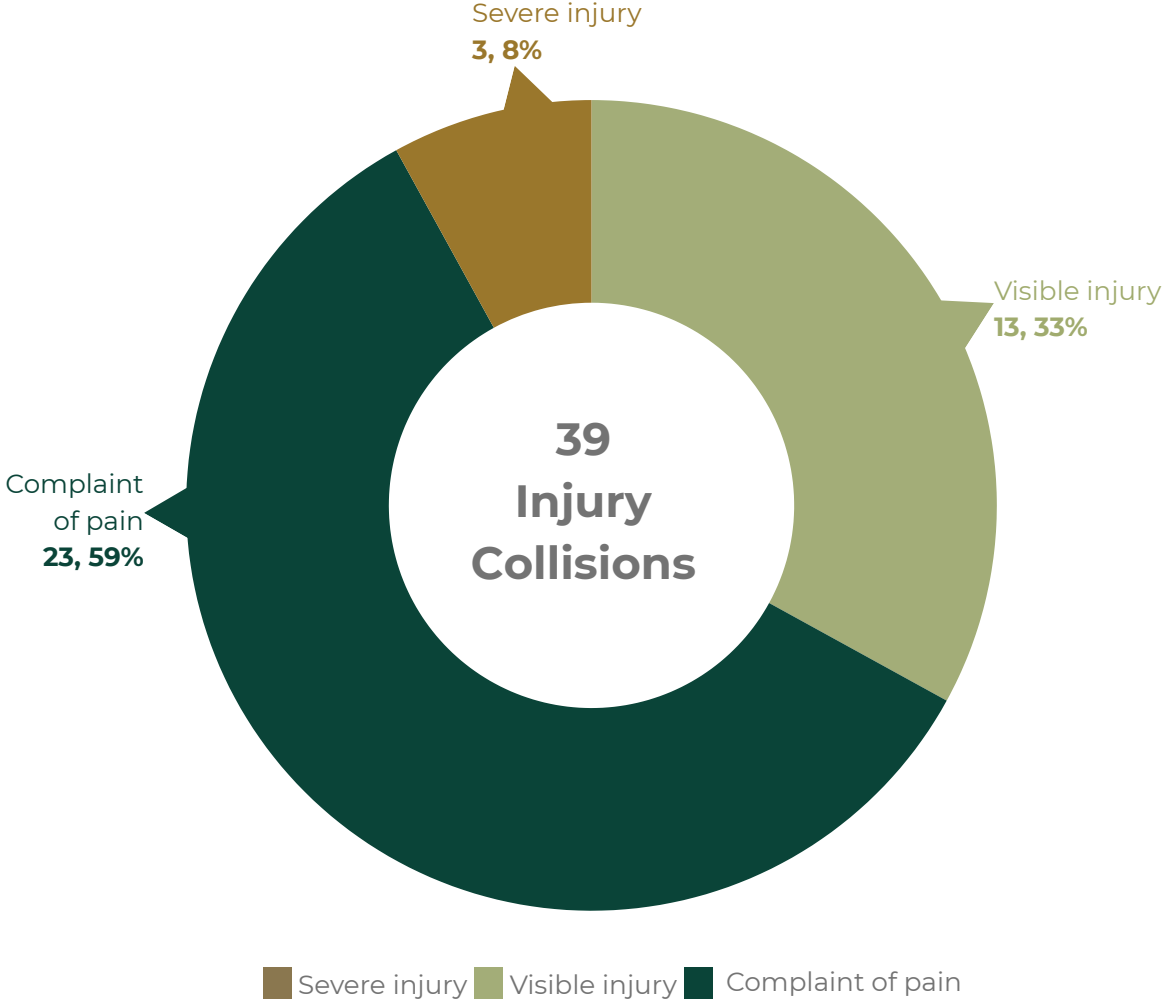
These improvements will significantly improve safety conditions along this key southern gateway corridor while advancing Pleasanton's goal of reducing traffic-related fatalities and serious injuries and supporting a safer, more resilient transportation network.

CRASH REDUCTION FACTOR

62%



Mode	KSI	Injury
Bicycle	0	1
Others	0	1
Passenger Car or Pickup Truck	2	33
Truck	1	3
Unknown	0	1
Violation Category		
Automobile right of way	1	18
Improper Turning	1	8
Unsafe Speed	1	3
Traffic signals and signs violation	0	6
Collision Type		
Broadside	1	24
Head-On	1	8
Rear End	1	2
Hit Object	0	2
Location		
Intersection	3	36
Roadway Segment	0	3



VALLEY AVENUE CORRIDOR SAFETY IMPROVEMENTS PROJECT

Valley Avenue, extending from Crestline Road to Santa Rita Road, is identified as a focused network segment within Pleasanton's High Injury Network due to its elevated collision history and its function as an important east-west corridor serving residential neighborhoods, schools, and key community destinations. During the study period, the corridor experienced 17 injury collisions, including one severe injury, five visible injuries, and 11 complaints of pain, demonstrating that a substantial share of collisions along this segment resulted in injury.

Valley Avenue provides critical access for local residents, students, and families, with several school-related destinations located along or near the corridor. Collision analysis indicates that the primary contributing factors include unsafe speed, pedestrian right-of-way violations, and intersection-related conflicts, consistent with broader citywide trends. The proximity to schools further elevates the importance of implementing targeted safety improvements to protect vulnerable roadway users during peak travel periods.

This corridor also includes multiple Focused High Injury Network (HIN) pedestrian and bicycle segments, including:

- A pedestrian focused high-injury segments from Crestline Road to Santa Rita Road, Hopyard Road to Crestline Road, and South Paseo Santa Cruz to Hopyard Road.
- A bicycle focused high-injury segments from Santa Rita Road to Busch Road, Crestline Road to Santa Rita Road, Oak Vista Way to Case Avenue, and Hopyard Road to Crestline Road

The corridor also includes high-injury intersection, such as:

- Valley Avenue at Stanley Boulevard

PROPOSED IMPROVEMENTS

SPEED MANAGEMENT AND SCHOOL ZONE ENHANCEMENTS

- Implementation of traffic calming measures within school zones
- Installation of speed feedback signs to reinforce reduced speed limits
- Corridor-wide measures to improve driver awareness during school arrival and dismissal periods

SIGNAL AND OPERATIONAL ENHANCEMENTS

- Installation of retroreflective backplates at signalized intersections
- Installation of countdown pedestrian heads where not currently provided
- Upgrades to limit lines, signage, and pavement markings to improve visibility and compliance
- Enhanced intersection control and operational improvements at key locations such as Greenwood Road
- Left turn phasing
- Evaluation and potential implementation of automated red-light enforcement at high-risk intersections

MULTIMODAL SAFETY ENHANCEMENTS

- Construction of a raised cycle track or shared-use path, based on right-of-way availability and directional analysis
- Removal of channelized right-turn lanes at intersections such as Crestline Road and Greenwood Road to reduce high-speed turning conflicts
- Installation of curb extensions and crossing enhancements to:

1. Shorten pedestrian crossing distances
2. Improve visibility between drivers and pedestrians
 - Additional pedestrian safety improvements including advance warning signs and upgraded crosswalk markings

OUTCOME

The Valley Avenue Corridor Safety Improvements represent a targeted, multimodal safety investment that addresses documented collision patterns through a coordinated package of school zone traffic calming, intersection upgrades, right-turn lane removal, and protected active transportation infrastructure.

These improvements will significantly enhance safety conditions for all roadway users along this important residential and school-serving corridor while advancing the City's goal of reducing traffic-related fatalities and serious injuries.

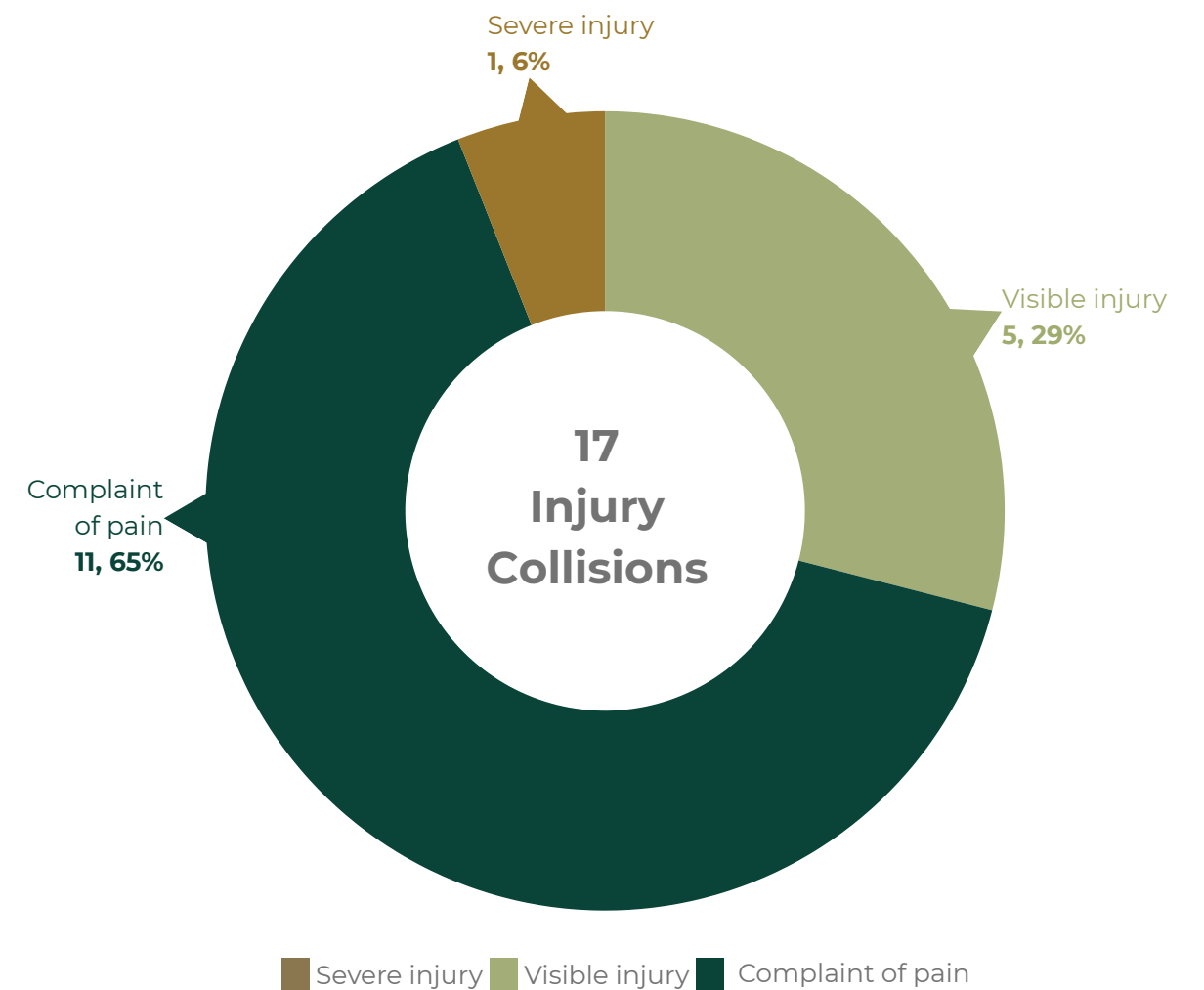
CRASH REDUCTION FACTOR

52%



Mode	KSI	Injury
Bicycle	0	3
Motorcycle	0	1
Passenger Car or Pickup Truck	1	10
Pedestrian	0	1
Truck	0	1
Unknown	0	1
Violation Category		
Unsafe Speed	1	6
Automobile right of way	0	4
Pedestrian right of way	0	2
DUI	0	1
Collision Type		
Hit Object	1	3
Rear End	0	7
Broadside	0	6
Vehicle/Pedestrian	0	1
Location		
Intersection	1	15
Roadway Segment	0	2

COLLISION BY SEVERITY



BERNAL AVENUE CORRIDOR SAFETY IMPROVEMENTS PROJECT

Bernal Avenue, particularly the segments between Valley Avenue and Pleasanton Avenue and between Sunol Boulevard and Windmill Way has been identified within Pleasanton's Focused High Injury Network due to its elevated collision history and its function as a key east-west corridor serving residential neighborhoods, commercial areas, and multimodal users. Based on the reviewed data, the corridor recorded 25 injury collisions, including two severe injury collisions, nine visible injuries, and 14 complaints of pain, demonstrating that nearly all recorded collisions along this segment resulted in some level of injury. These conditions substantiate the corridor's designation as a priority location for safety enhancements that improve operational consistency, reduce conflict exposure, and support safer travel for all roadway users.

Bernal Avenue serves a diverse mix of users, including drivers, pedestrians, and bicyclists, and experiences high activity levels at key intersections. Collision analysis indicates that the primary contributing factors include unsafe speed and improper turning (each accounting for approximately 36 and 24 percent of collisions), followed by improper turning and automobile right-of-way violations. These trends highlight the need to address both speed-related behavior and intersection conflicts along the corridor.

This corridor also includes multiple Focused High Injury Network (HIN) pedestrian and bicycle segments, including:

- A pedestrian focused high-injury segments from First Street to Windmill Lane, Valley Avenue to Pleasanton Avenue, and Windmill Lane to Kottinger Drive.
- A bicycle focused high-injury segments from First Street to Windmill Lane, and Windmill Lane to Kottinger Drive.

PROPOSED IMPROVEMENTS

SPEED MANAGEMENT AND VISIBILITY IMPROVEMENTS

- Installation of advance warning signs and upgraded pavement markings
- Improvements to driver awareness and visibility, particularly in high pedestrian activity areas
- Removal or reconfiguration of channelized right-turn lanes to reduce high-speed turning conflicts

SIGNAL AND OPERATIONAL ENHANCEMENTS

- Installation of retroreflective backplates at signalized intersections
- Installation of countdown pedestrian heads and Accessible Pedestrian Signals (APS)
- Implementation of Leading Pedestrian Intervals (LPIs) at high-activity intersections
- Upgrades at key intersections such as:
 1. Bernal Avenue at Valley Avenue
 2. Bernal Avenue at Pleasanton Avenue
 3. Bernal Avenue at Sunol Boulevard/ First Street
- Enhanced signal visibility and operational improvements to reduce traffic control violations
- Evaluation and potential implementation of automated red-light enforcement at high-risk intersections

MULTIMODAL SAFETY ENHANCEMENTS

- Implementation of Class IV separated bikeways using bollards
- Long-term development of raised cycle tracks with landscape separation
- Introduction of protected intersection designs at high-conflict locations such as Bernal/Sunol/First
- Installation of high-visibility crosswalks and upgraded pedestrian crossings
- Enhanced connectivity for pedestrians and bicyclists along the corridor

OUTCOME

The Bernal Avenue Corridor Safety Improvements represent a comprehensive, multimodal safety investment that addresses the corridor's most significant collision patterns through a coordinated package of signal upgrades, protected bicycle infrastructure, and intersection enhancements.

These improvements will improve safety, accessibility, and connectivity for all roadway users while advancing Pleasanton's goal of reducing traffic-related fatalities and serious injuries and creating a safer, more resilient transportation network.

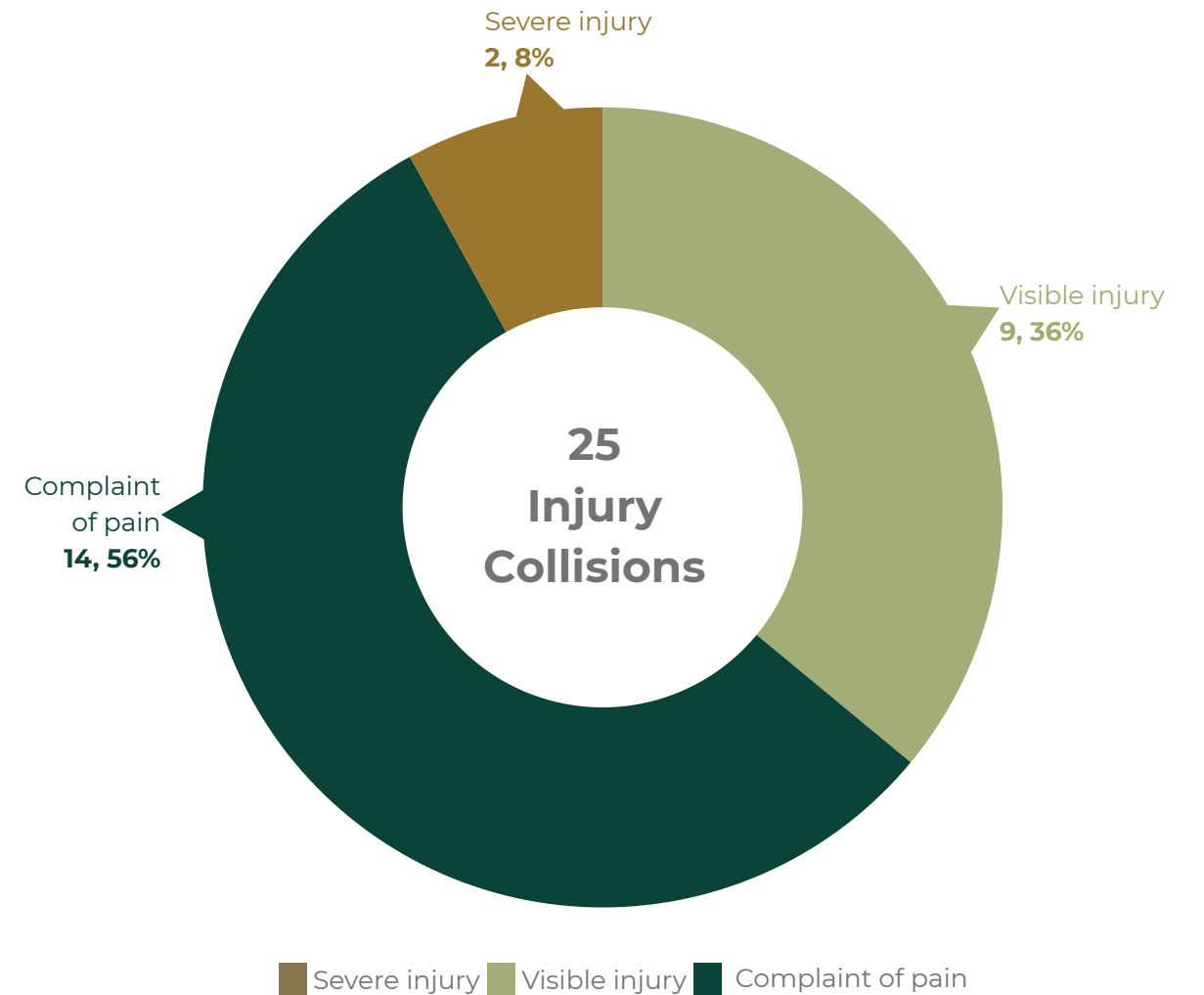
CRASH REDUCTION FACTOR

57%



Mode	KSI	Injury
Bicycle	1	5
Motorcycle	0	1
Passenger Car or Pickup Truck	0	12
Pedestrian	1	3
Truck	0	2
Unknown	0	2
Violation Category		
Improper Turning	1	6
Pedestrian right of way	1	2
Unsafe Speed	0	9
Traffic signals and signs violation	0	7
Collision Type		
Broadside	1	7
Vehicle/Pedestrian	1	3
Rear End	0	8
Hit Object	0	4
Location		
Intersection	1	16
Roadway Segment	1	9

COLLISION BY SEVERITY



COMPREHENSIVE CITYWIDE PROJECTS / CITYWIDE INFRASTRUCTURE UPGRADES, AND FEASIBILITY STUDIES

CITYWIDE SIGNAL UPGRADES PROJECT

Citywide signal upgrades have been identified as a priority initiative within Pleasanton's safety framework due to the significant role that signal-related conflicts play in the City's collision patterns. Between 2020 and 2024, Pleasanton recorded a total of 809 collisions, including seven fatal and 60 severe injury collisions. Traffic signal and sign violations accounted for 156 collisions (approximately 19 percent) including seven KSI, while improper turning movements contributed to an additional 108 collisions (approximately 13 percent). These trends highlight the need for modern, reliable, and highly visible signal infrastructure across the City's roadway network.

Signal infrastructure plays a critical role in managing intersection operations, improving compliance, and reducing conflict points among all roadway users. Aging equipment, visibility challenges, and outdated detection systems can contribute to driver confusion, delayed response times, and increased crash risk—particularly at high-activity intersections.

PROPOSED IMPROVEMENTS

SIGNAL AND OPERATIONAL ENHANCEMENTS

- Replacement and modernization of traffic signal equipment
- Installation of fiber optic communication infrastructure
- Installation of retroreflective backplates to improve signal visibility
- Upgrades to vehicle and pedestrian detection systems
- Implementation of corridor signal timing including the potential use of adaptive signal timing technology
- Installation of Accessible Pedestrian Signals (APS)
- Installation of red-light cameras
- Evaluation and potential implementation of automated red-light enforcement at high-risk intersections

SYSTEMWIDE PRIORITIZATION AND IMPLEMENTATION

- If required develop prioritized implementation framework based on:
 1. Intersection crash history
 2. Equipment age and condition
 3. Pedestrian activity levels
 4. Proximity to schools, transit stops, and high-activity areas
- Phased implementation approach targeting high-risk intersections first

OUTCOME

The Citywide Signal Upgrades represent a foundational investment in intersection safety, addressing one of the most significant contributing factors to collisions. By modernizing signal infrastructure across the network, the City will improve safety, reliability, and efficiency while advancing its goal of reducing traffic-related fatalities and serious injuries.

CRASH REDUCTION FACTOR

35%

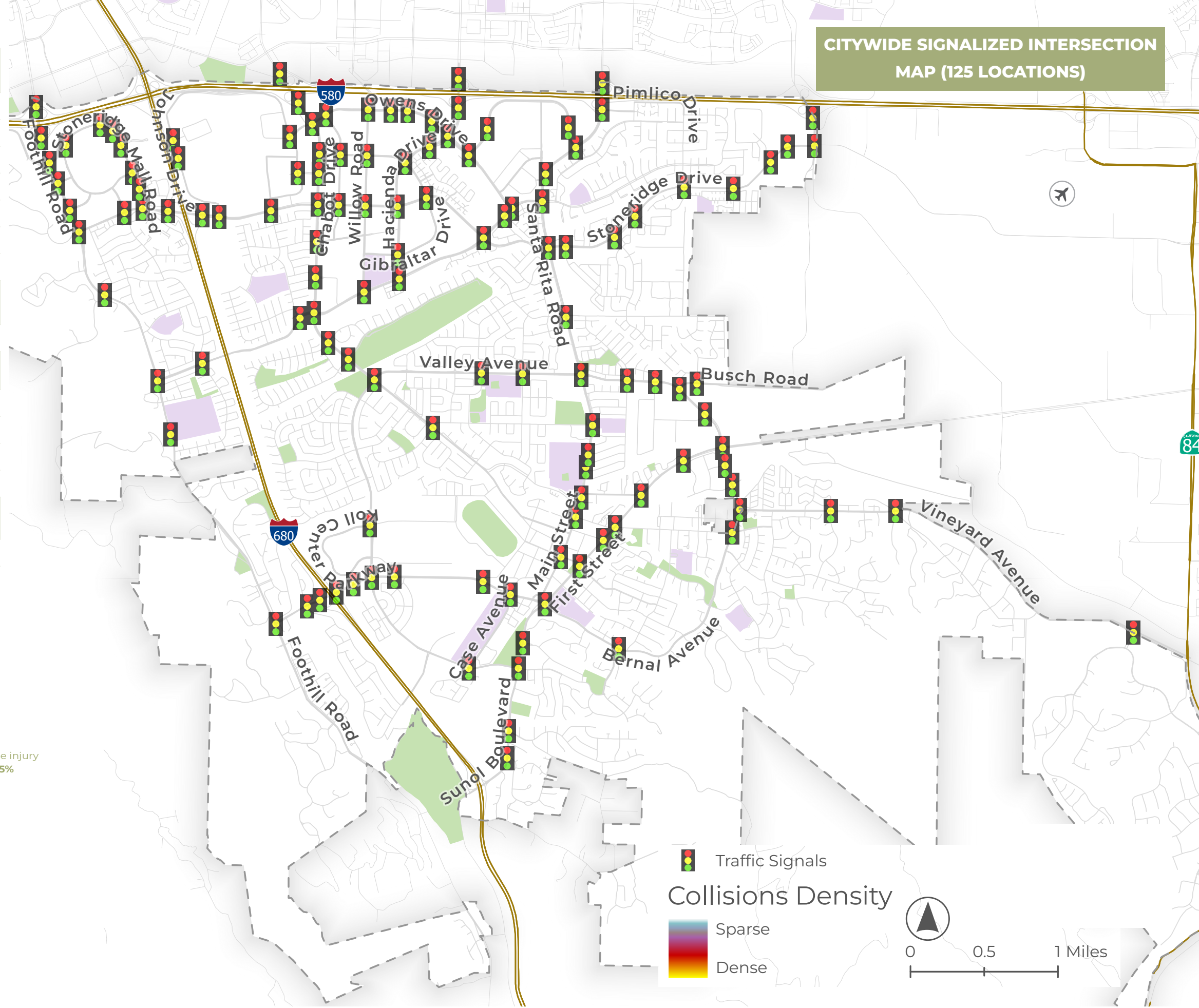
**CITYWIDE SIGNALIZED INTERSECTION
MAP (125 LOCATIONS)**

Mode	KSI	Injury
Bicycle	2	16
Electric Bicycle	0	1
Motorcycle	0	2
Passenger Car or Pickup Truck	5	119
Pedestrian	0	1
Truck	0	3
Unknown	0	14

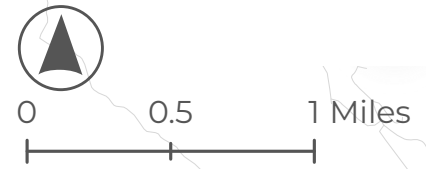
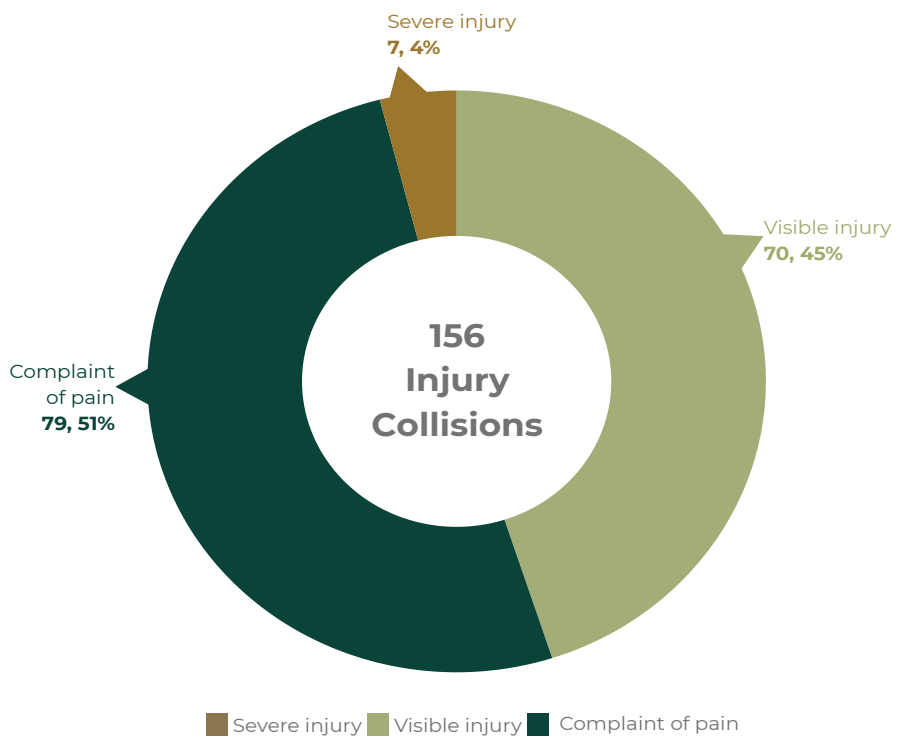
Violation Category	KSI	Injury
Traffic Signals and Signs Violation	7	156

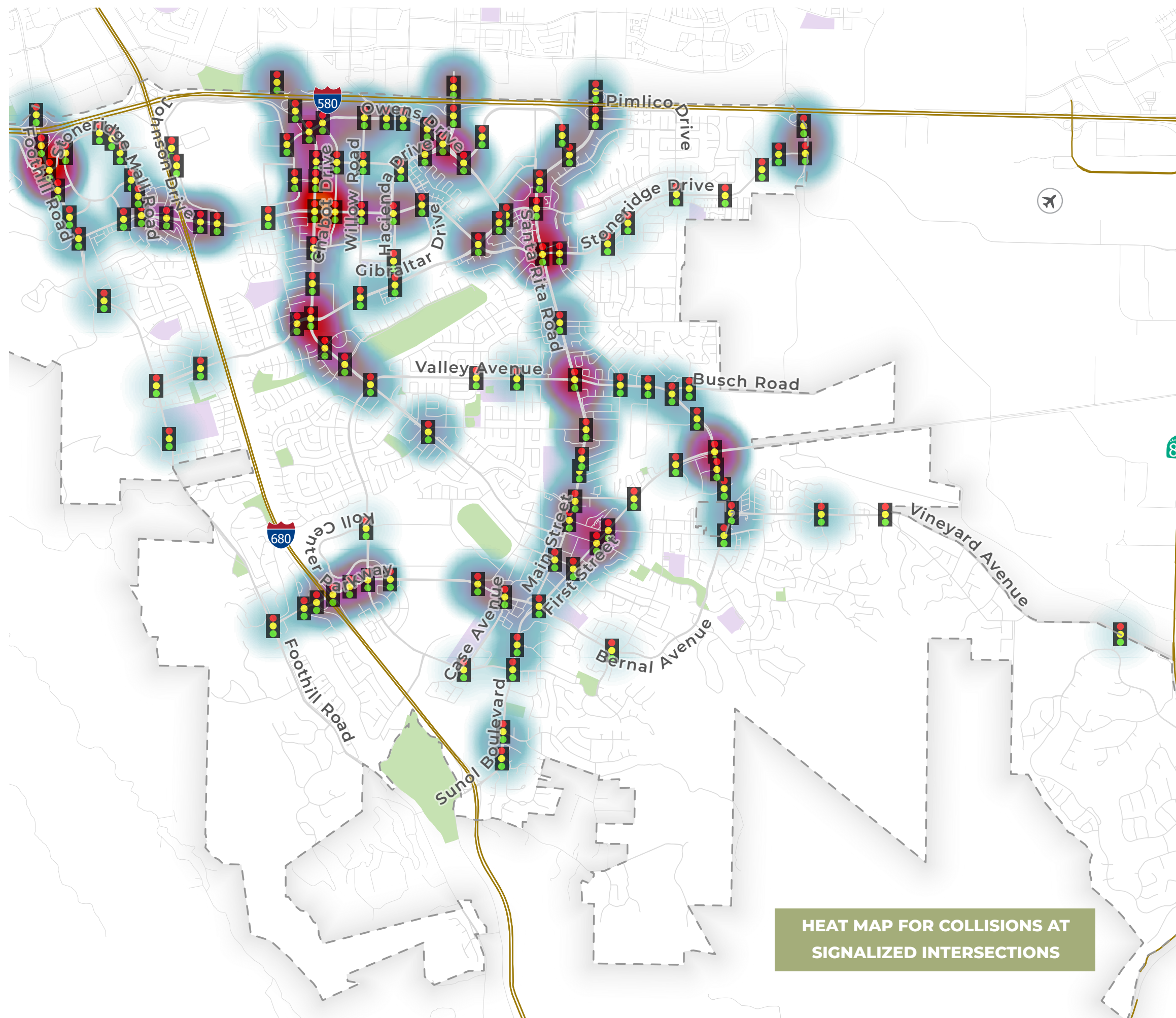
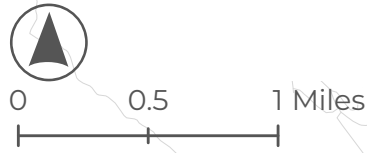
Collision Type	KSI	Injury
Broadside	7	139
Head-On	0	14
Sideswipe	0	2
Vehicle/Pedestrian	0	1

Location	KSI	Injury
Intersection	7	155
Roadway Segment	0	1



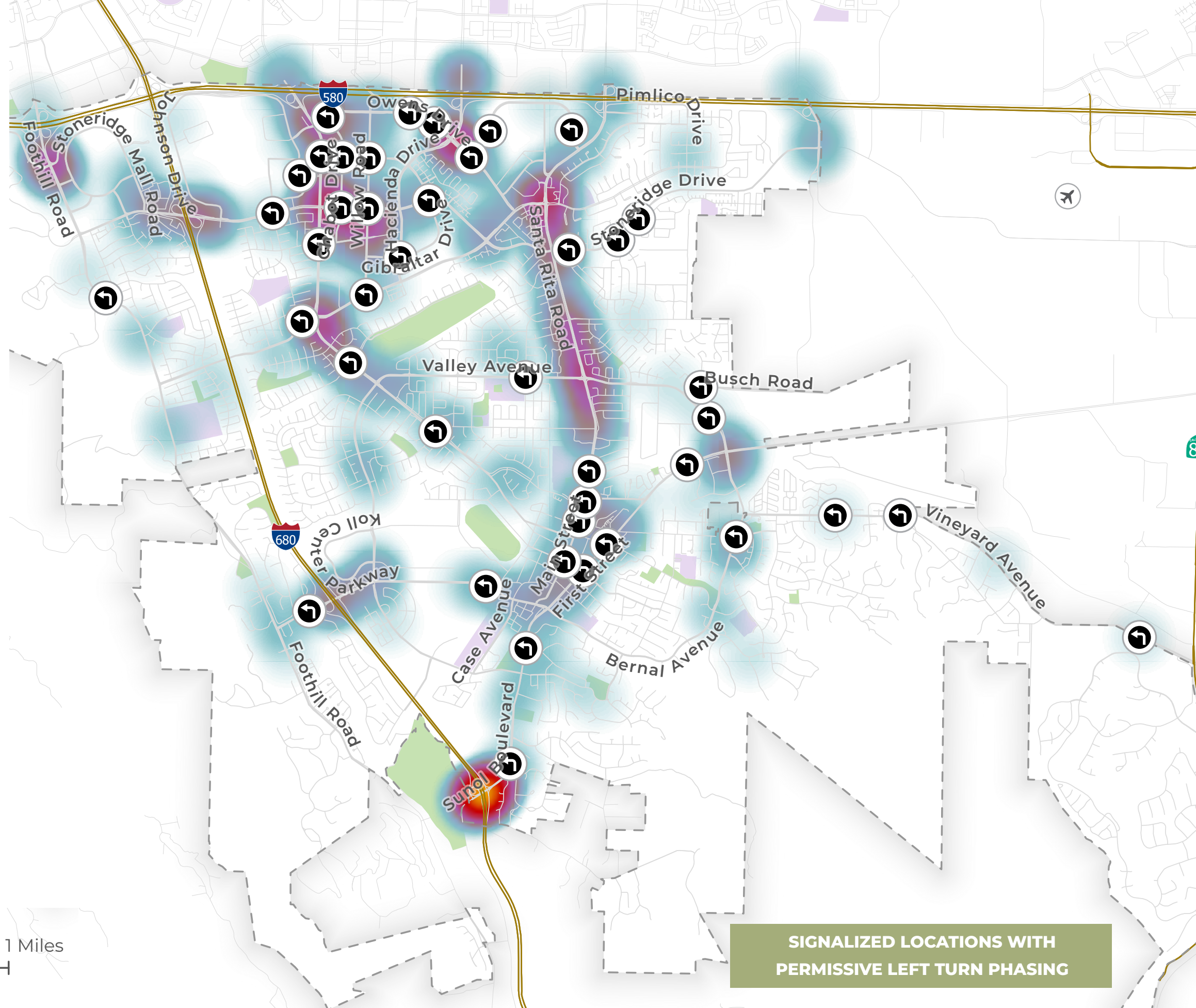
COLLISION BY SEVERITY





HEAT MAP FOR COLLISIONS AT SIGNALIZED INTERSECTIONS

The map illustrates a heat map of signalized intersections with broadside collisions, as well as intersections experiencing traffic signal and sign violations at intersections with permissive left-turn phases.



 Permissive Left Turn Signal

Collisions Density

 Sparse
 Dense



0 0.5 1 Miles

SIGNALIZED LOCATIONS WITH PERMISSIVE LEFT TURN PHASING

CITYWIDE LEADING PEDESTRIAN INTERVAL (LPI) FEASIBILITY STUDY PROJECT

The Citywide Leading Pedestrian Interval (LPI) Feasibility Study has been identified as a priority initiative to improve pedestrian safety at signalized intersections across Pleasanton. Between 2020 and 2024, there were three KSI collisions and a total of 28 injury collisions where pedestrian right-of-way violations contributed to 37 collisions, representing approximately five percent of the City's total collisions. These conflicts highlight the need for enhanced pedestrian protection, particularly at intersections with high turning vehicle volumes.

Leading Pedestrian Intervals (LPIs) are a proven safety countermeasure that provide pedestrians with a head start of several seconds before vehicles receive a green signal, significantly reducing conflicts between turning vehicles and pedestrians.

PROPOSED IMPROVEMENTS

CITYWIDE FEASIBILITY STUDY

- Conduct a systemwide evaluation of intersections for potential LPI implementation
- Identify candidate locations based on:
 1. Pedestrian volumes
 2. Crash history
 3. Intersection geometry
 4. Signal timing characteristics
 5. Proximity to schools, transit stops, and commercial areas

DATA COLLECTION AND ANALYSIS

- Perform field observations and data collection
- Analyze collision data and pedestrian activity patterns
- Coordinate with City traffic operations staff to assess:
 1. Signal timing compatibility
 2. Infrastructure requirements for implementation

IMPLEMENTATION PLANNING

- Develop a prioritized list of intersections for LPI implementation
- Provide cost estimates and phasing recommendations
- Integrate findings into:
 1. Capital Improvement Program (CIP)
 2. Future grant applications

OUTCOME

The Citywide LPI Feasibility Study will provide Pleasanton with a clear, evidence-based roadmap for expanding pedestrian protections at signalized intersections. By identifying and prioritizing high-impact locations, the City can implement targeted improvements that enhance safety for vulnerable roadway users and support its goal of reducing traffic-related fatalities and serious injuries.

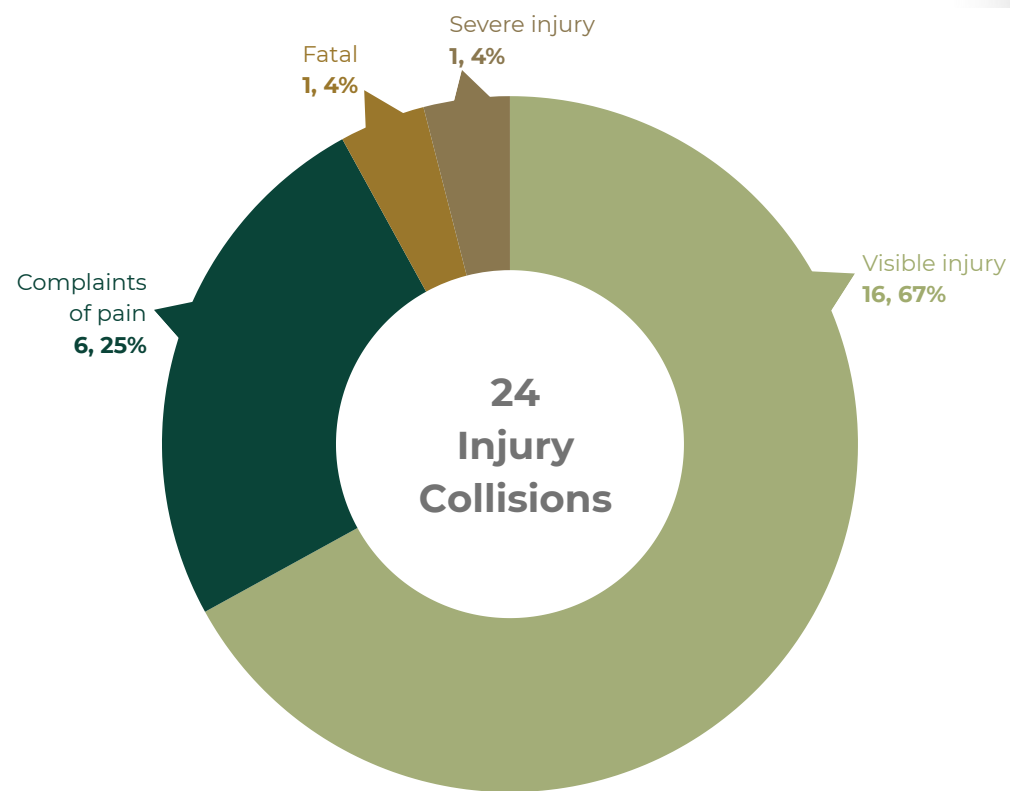
CRASH REDUCTION FACTOR

60%

Mode	Injury Collisions
Pedestrian	24
Collision Type	
Vehicle-Pedestrian	23
Violation Category	
Pedestrian Right of Way	17
Pedestrian Violation	4
Lighting Conditions	
Nighttime Collisions	6
Location	
Occurred at Intersections	24



COLLISION BY SEVERITY



SIGNALIZED LOCATIONS WITH PEDESTRIAN COLLISIONS

Severe injury Visible injury Complaint of pain Fatal

CITYWIDE SIGN INVENTORY PROJECT

Citywide traffic signage has been identified as a critical component of Pleasanton's roadway safety framework due to its role in guiding user behavior and supporting compliance with traffic control devices. Signs that are faded, damaged, obstructed, or not compliant with current standards can reduce clarity for roadway users and increase the risk of conflicts.

A comprehensive, citywide sign inventory is necessary to systematically identify these deficiencies and establish a data-driven approach to maintaining and upgrading traffic control devices across Pleasanton's roadway network.

The map on the next page illustrates all injury collisions to provide broader safety context throughout the city. The proposed sign inventory program would support improvements across multiple crash types by identifying missing, damaged, obscured, or non-compliant signs and enhancing overall roadway visibility, guidance, and driver awareness.

SYSTEMWIDE INVENTORY AND DATA COLLECTION

- Conduct a field-based inventory of all traffic control signs, including
 1. Regulatory signs
 2. Warning signs
 3. Guide signs
- Collect data on:
 1. Sign condition
 2. Retro-reflectivity levels
 3. Placement and visibility
 4. Compliance with MUTCD and CAMUTCD standards

GIS-BASED ASSET MANAGEMENT SYSTEM

- Develop a Geographic Information System (GIS)-based database to:
 1. Centralize sign inventory data
 2. Track maintenance and replacement needs
 3. Support compliance monitoring
- Establish the database as a living asset management tool for ongoing updates

MAINTENANCE AND IMPLEMENTATION STRATEGY

- Develop a prioritized sign replacement and upgrade program based on inventory findings
- Identify locations with:
 1. Substandard retro-reflectivity
 2. Visibility obstructions
 3. Non-compliant installations
- Direct maintenance resources toward highest-risk locations first

OUTCOME

The Citywide Sign Inventory Project establishes the foundational data needed to systematically identify and address signage deficiencies across Pleasanton's roadway network. By developing a GIS-based asset management system and prioritizing upgrades, the City will improve roadway clarity, enhance user compliance, and support a safer, more consistent transportation environment.

This project advances Pleasanton's goal of reducing traffic-related fatalities and serious injuries by strengthening one of the most fundamental elements of roadway safety.

CRASH REDUCTION FACTOR

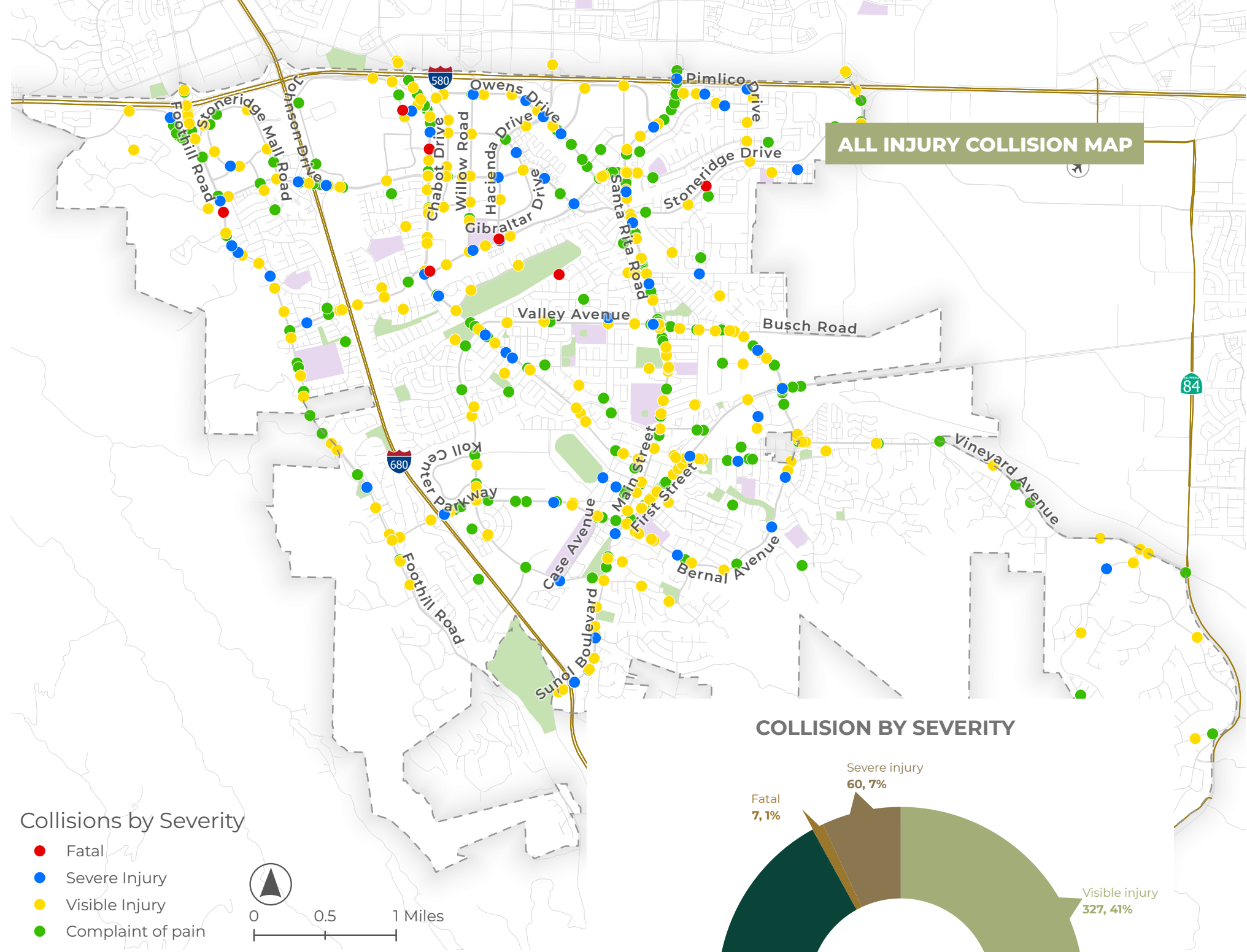
30%

Mode	KSI	Injury
Bicycle	15	117
Electric Bicycle	1	9
Electric Motorized Board	0	2
Electric Scooter	5	18
Motorcycle	2	28
Others	0	7
Passenger Car or Pickup Truck	29	527
Pedestrian	10	52
Truck	1	18
Unknown	4	31

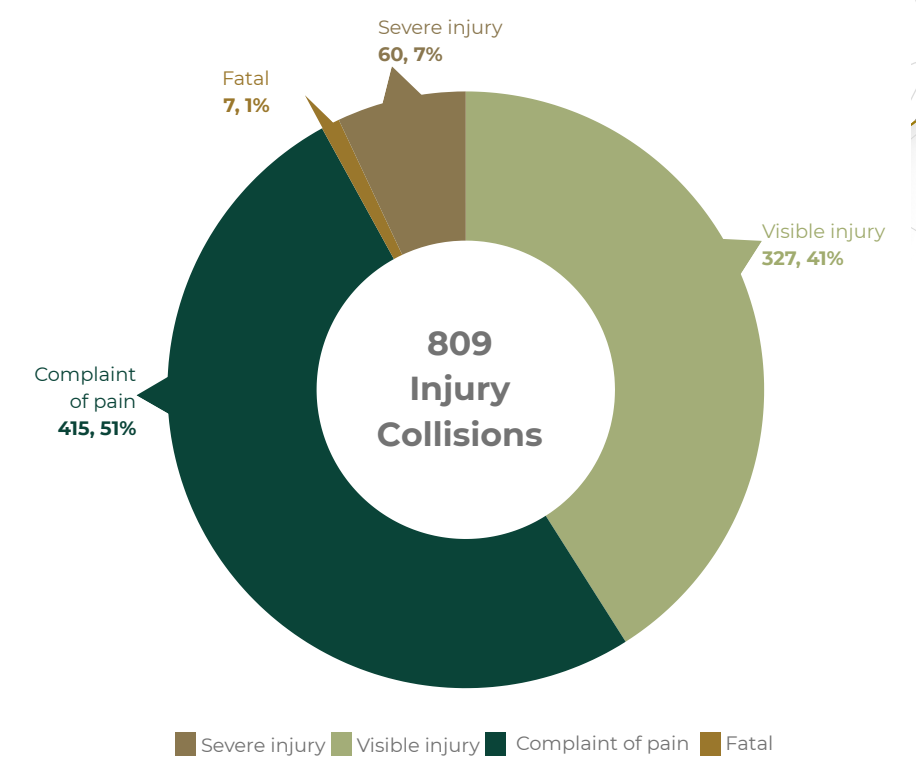
Violation Category	KSI	Injury
Unsafe Speed	15	197
DUI	12	55
Improper Turning	8	108
Traffic Signals and Signs Violation	7	156

Collision Type	KSI	Injury
Hit Object	21	117
Broadside	14	327
Vehicle/Pedestrian	10	51
Rear End	9	184

Location	KSI	Injury
Intersection	51	667
Roadway Corridor	16	142



COLLISION BY SEVERITY



Collisions by Severity



FEASIBILITY STUDY FOR UPGRADING EXISTING BICYCLE FACILITIES

Bicycle safety has been identified as a critical priority within Pleasanton's transportation safety framework, particularly as the City advances its active transportation and sustainability goals. Between 2020 and 2024, bicycle-involved collisions accounted for 31 percent (21 collisions) of fatal and severe injury (KSI) crashes and 18 percent of all injury crashes out of a total of 809 collisions. This disproportionate representation highlights the elevated risk faced by bicyclists and underscores the need for targeted infrastructure improvements.

Pleasanton's existing bicycle network varies in design quality, continuity, and level of separation from motor vehicle traffic. Inconsistent infrastructure and limited protection in higher-speed environments can increase exposure to conflicts and discourage bicycle use. A comprehensive feasibility study will align with the Pleasanton Bicycle Pedestrian Master Plan to evaluate current conditions and identify opportunities for upgrading bicycle facilities to improve safety and connectivity across the network.

The study will consider standardizing bicycle facility type based on the roadway classification type:

- **Arterials** - Protected Bicycle Lanes
- **Collectors** - Buffered Bike Lanes
- **Residential Collector** - Bicycle Blvd/Bicycle Lanes where feasible

PROPOSED IMPROVEMENTS

SYSTEMWIDE FEASIBILITY STUDY

- Conduct a comprehensive evaluation of existing bicycle facilities across the City
- Assess:
 1. Facility type and condition
 2. Level of separation from traffic
 3. Network connectivity and gaps
- Identify corridors with the highest potential for safety improvements
- Ensure evaluation incorporates principles of the Pleasanton Bicycle Pedestrian Master Plan

DATA DRIVEN EVALUATION CRITERIA

- Analyze:
 1. Adjacent traffic volumes and operating speeds
 2. Land use context and corridor function
 3. Proximity to schools, parks, transit stops, and employment centers
 4. Locations with documented or potential vehicle-bicycle conflicts

DATA DRIVEN EVALUATION CRITERIA

- Community and Stakeholder Engagement
 1. Cyclists and community members
 2. Bicycle Pedestrian Trails Committee
 3. Local stakeholders
- Incorporate user experience and perceived safety concerns into recommendations

IMPLEMENTATION AND FUNDING

- Develop a list of bicycle facility upgrade projects
- Identify opportunities to upgrade facilities to:
 1. Class IV protected bikeways
 2. Raised cycle tracks
- Prepare recommendations suitable for:
 1. Capital Improvement Program (CIP)
 2. State and federal grant applications (e.g., ATP, SS4A)

OUTCOME

The Bicycle Facility Upgrade Feasibility Study will provide Pleasanton with a prioritized, data-driven pipeline of bicycle safety improvements that directly address the disproportionate risk faced by cyclists. By identifying high-impact corridors and developing fundable projects, the City will be well-positioned to advance targeted infrastructure upgrades that improve safety, accessibility, and connectivity across the transportation network.

This project supports Pleasanton's goal of reducing traffic-related fatalities and serious injuries while promoting a safer and more inclusive multimodal system.

CRASH REDUCTION FACTOR

40%

Mode	KSI	Injury
Bicycle	15	117
Electric Bicycle	1	9
Electric Motorized Board	0	2
Electric Scooter	5	18

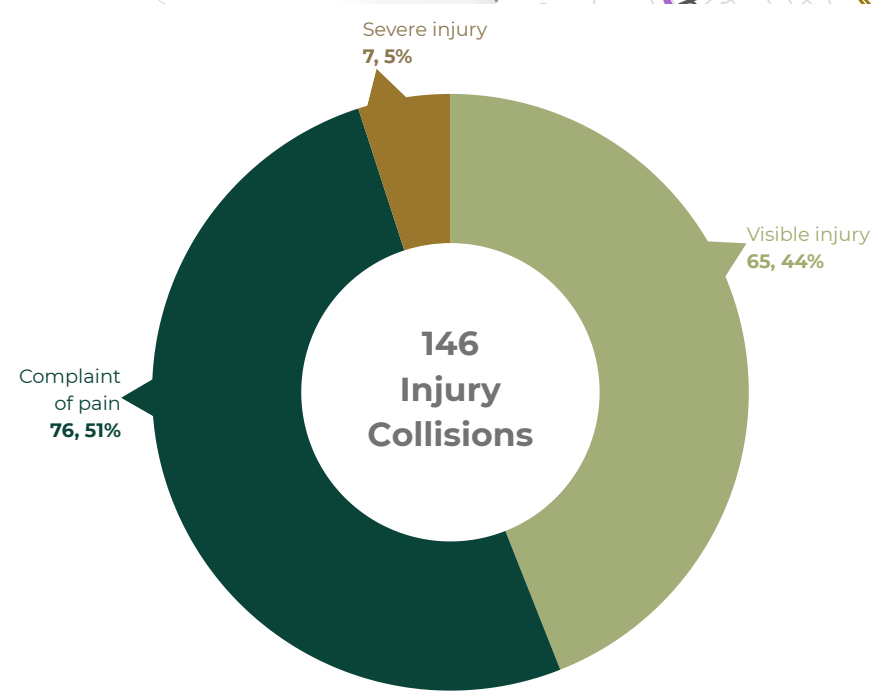
Violation Category	KSI	Injury
Unsafe Speed	6	31
Improper Turning	4	23
Automobile Right of way	3	38
Traffic Signals and Signs Violation	2	17

Collision Type	KSI	Injury
Broadside	8	80
Others	5	19
Hit Object	3	16
Rear End	3	8

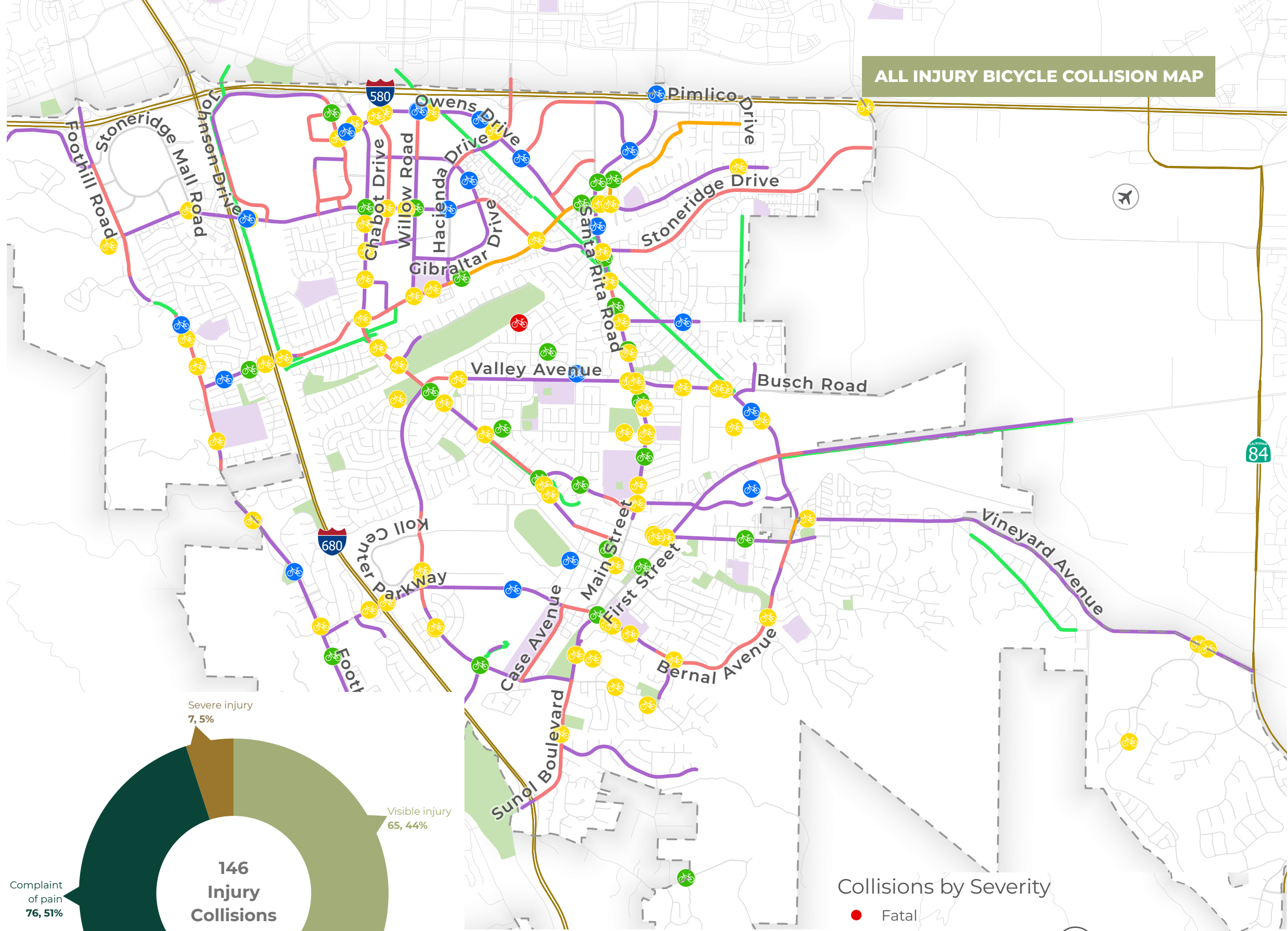
Location	KSI	Injury
Intersection	13	117
Roadway Corridor	8	29

COLLISION BY SEVERITY

- Severe injury
- Visible injury
- Complaints of pain



ALL INJURY BICYCLE COLLISION MAP



Collisions by Severity

- Fatal
- Severe Injury
- Visible Injury
- Complaint of pain



POLICY AND PROGRAM INITIATIVES

AUTOMATED RED-LIGHT ENFORCEMENT PROJECT

Automated red-light enforcement has been identified as a potential strategy to address traffic signal and sign violations, which are a major contributor to collisions in Pleasanton. Between 2020 and 2024, 148 collisions (approximately 19 percent of all crashes) including seven KSI were attributed to signal violations out of a total of 809 collisions. These crashes are often associated with high-speed angle and turning conflicts at signalized intersections, which tend to result in more severe outcomes.

Red-light running is a persistent behavioral issue that cannot be consistently addressed through traditional enforcement alone. Automated enforcement provides a scalable and continuous solution to improve compliance and reduce high-risk violations at intersections.

PROPOSED IMPROVEMENTS

AUTOMATED ENFORCEMENT IMPLEMENTATION

- Install red-light camera systems at high-risk signalized intersections
- Utilize automated detection technology to identify violations
- Establish a citation review and adjudication process in compliance with California law

PROGRAM DEVELOPMENT AND COORDINATION

- Coordinate with:
 1. Pleasanton Police Department
 2. City Attorney's Office
- Ensure compliance with state statutes governing automated enforcement
- Develop administrative procedures for program operation

PUBLIC OUTREACH AND EVALUATION

- Conduct public awareness campaigns prior to implementation
- Provide clear communication regarding:
 1. Camera locations
 2. Enforcement policies
- Establish a monitoring and evaluation framework to track:
 1. Violation rates
 2. Collision trends at camera locations

EXPECTED SAFETY BENEFITS

The proposed program is expected to:

- Reduce red-light running violations
- Decrease angle and turning-related crashes
- Improve intersection safety and compliance
- Provide continuous enforcement at high-risk locations

Evidence from peer jurisdictions indicates:

- ~20% reduction in total injury crashes
- ~24% reduction in right-angle crashes
- ~29% reduction in right-angle injury crashes

OUTCOME

The Automated Red-Light Enforcement Program represents a targeted and data-driven approach to addressing one of Pleasanton's most significant collision contributing factors. By providing continuous enforcement at high-risk intersections, this project will improve compliance, reduce severe crash types, and support the City's goal of reducing traffic-related fatalities and serious injuries.

CRASH REDUCTION FACTOR

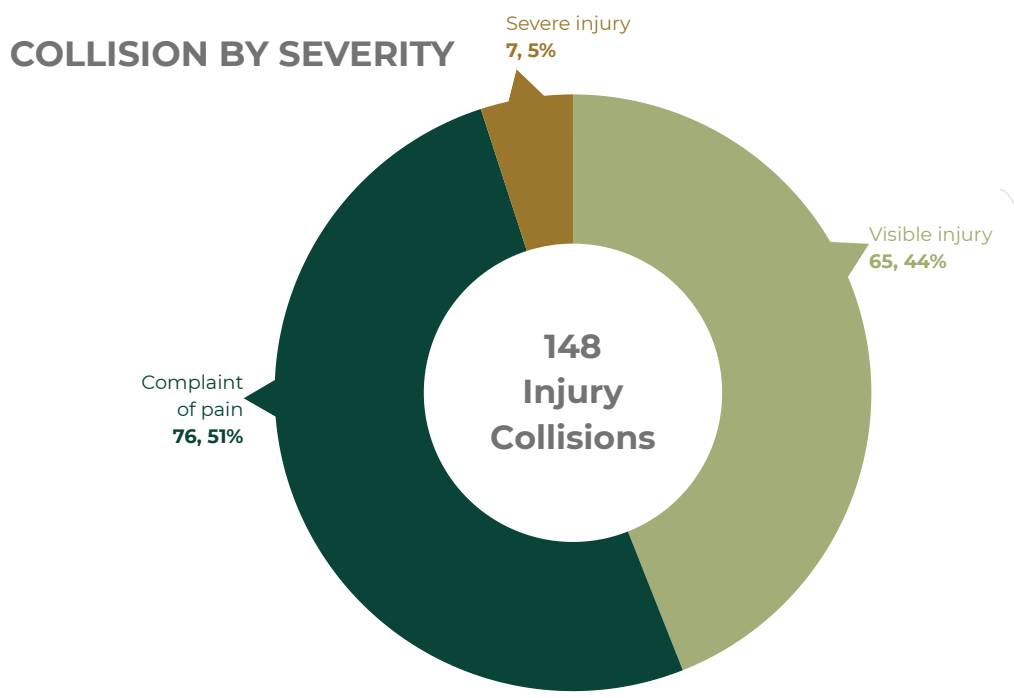
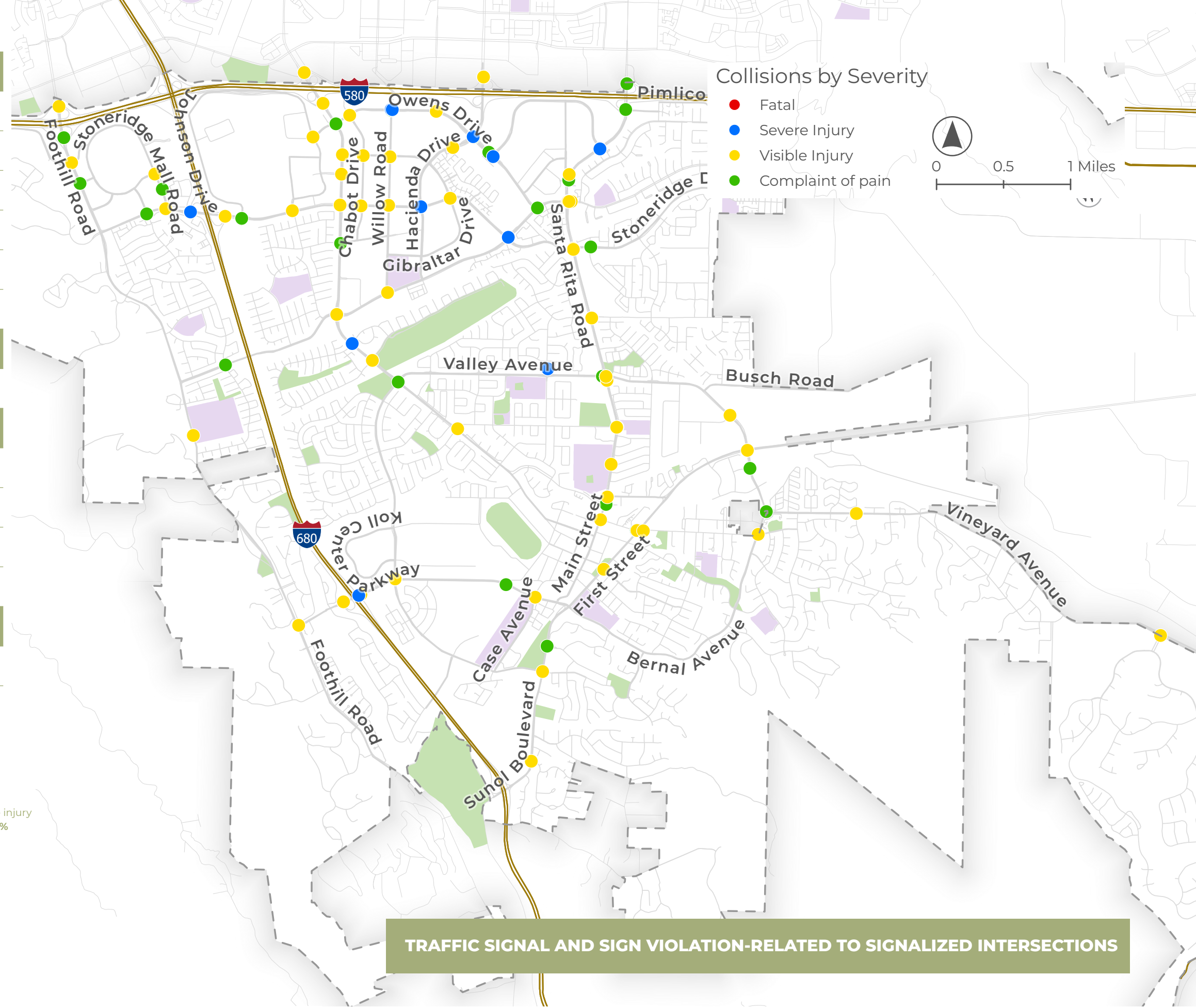
26%

Mode	KSI	Injury
Bicycle	2	14
Motorcycle	0	2
Passenger Car or Pickup Truck	5	115
Pedestrian	0	1
Truck	0	3
Unknown	0	13

Violation Category	KSI	Injury
Traffic Signals and Signs Violation	7	148

Collision Type	KSI	Injury
Broadside	7	131
Head-On	0	14
Hit Object	0	2
Vehicle/Pedestrians	0	1

Location	KSI	Injury
Intersection	7	148



TRAFFIC SIGNAL AND SIGN VIOLATION-RELATED TO SIGNALIZED INTERSECTIONS

AUTOMATED SPEED ENFORCEMENT (IF APPROVED)

Automated speed enforcement has been identified as a potential strategy to address unsafe speed, which is the leading contributing factor in Pleasanton's collision history. Between 2020 and 2024, 197 collisions (approximately 24 percent of all crashes) were attributed to unsafe speed including 15 KSI out of a total of 809 injury collisions. Vehicle speed is directly correlated with both crash likelihood and severity, particularly for vulnerable roadway users such as pedestrians and bicyclists.

Traditional enforcement alone is often insufficient to address widespread speeding behavior. Automated speed enforcement provides a consistent, data-driven approach to achieving sustained speed reductions across high-risk corridors.

PROPOSED IMPROVEMENTS

AUTOMATED ENFORCEMENT IMPLEMENTATION

- Deploy speed camera systems on high-risk corridors
- Prioritize locations based on:
 1. Documented speeding patterns
 2. Collision history
 3. Pedestrian activity levels
 4. School zones and downtown areas

PROGRAM DEVELOPMENT AND COORDINATION

- Ensure compliance with state legislation and local approvals
- Coordinate with:
 1. Pleasanton Police Department
 2. City leadership and legal teams
- Develop administrative procedures for enforcement and citation processing

PUBLIC OUTREACH AND EVALUATION

- Conduct public education and outreach campaigns prior to activation
- Install advance warning signage for enforcement zones
- Implement a warning period before issuing citations
- Establish a monitoring framework to track:
 1. Speed reductions
 2. Collision trends

EXPECTED SAFETY BENEFITS

The proposed program is expected to:

- Reduce speed-related collisions
- Lower operating speeds across targeted corridors
- Reduce crash severity, particularly for vulnerable users
- Improve overall compliance with speed limits

Research indicates:

- Approximately 18.5% reduction in crashes associated with automated speed enforcement

OUTCOME

The Automated Speed Enforcement Program represents one of the most impactful strategies for addressing Pleasanton's leading collision contributing factor. If authorized, this program will deliver measurable reductions in speeding and crash severity, supporting the City's goal of **eliminating traffic fatalities and serious injuries**.

CRASH REDUCTION FACTOR

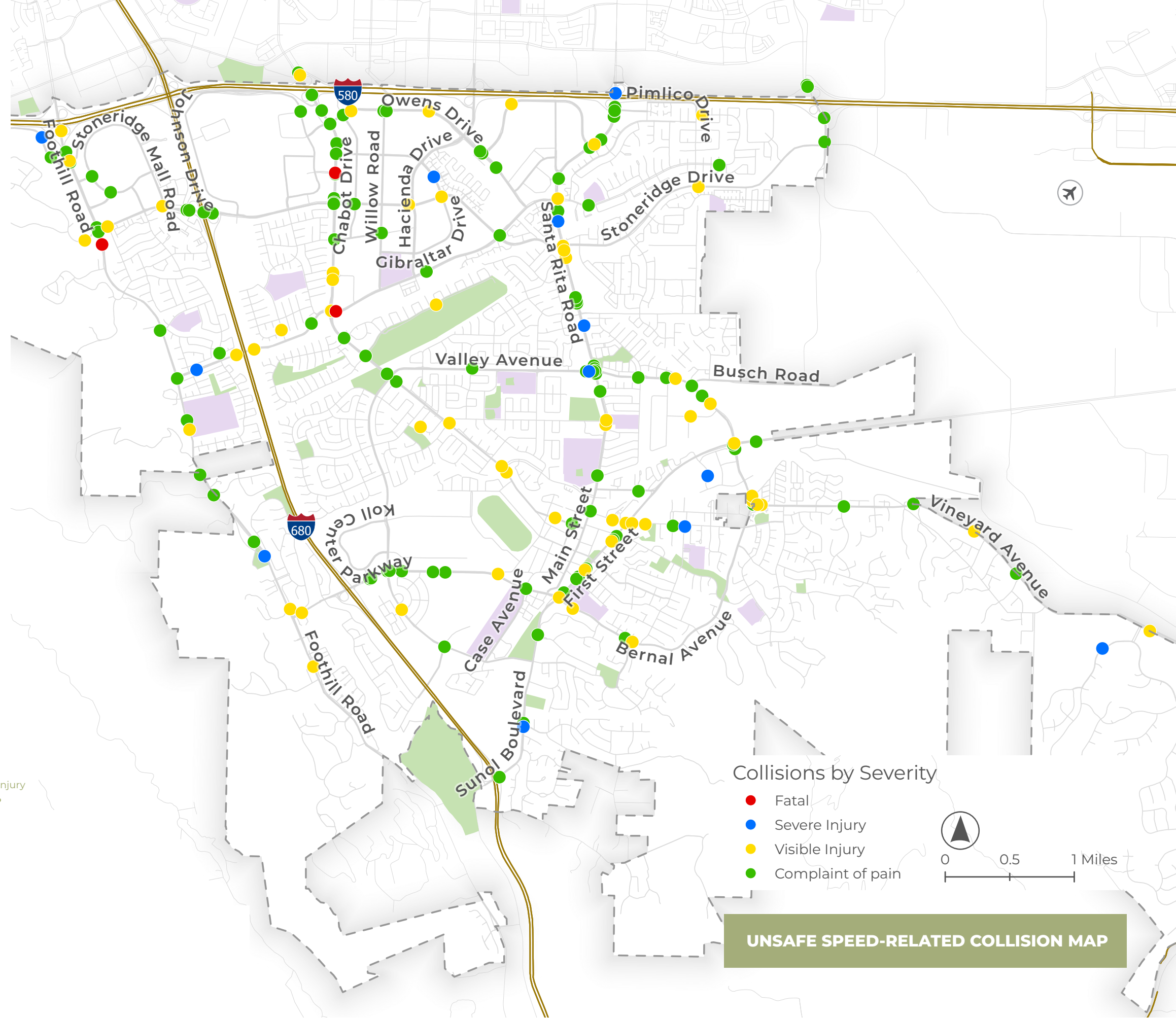
20%

Mode	KSI	Injury
Bicycle	4	24
Electric Bicycle	1	2
Electric Scooter	1	5
Motorcycle	2	8
Others	0	1
Passenger Car or Pickup Truck	6	152
Pedestrian	1	1
Truck	0	3
Unknown	0	1

Violation Category	KSI	Injury
Unsafe Speed	15	197

Collision Type	KSI	Injury
Rear End	6	140
Hit Object	5	28
Others	3	14
Vehicle/Pedestrian	1	0

Location	KSI	Injury
Intersection	10	146
Roadway Corridor	5	51



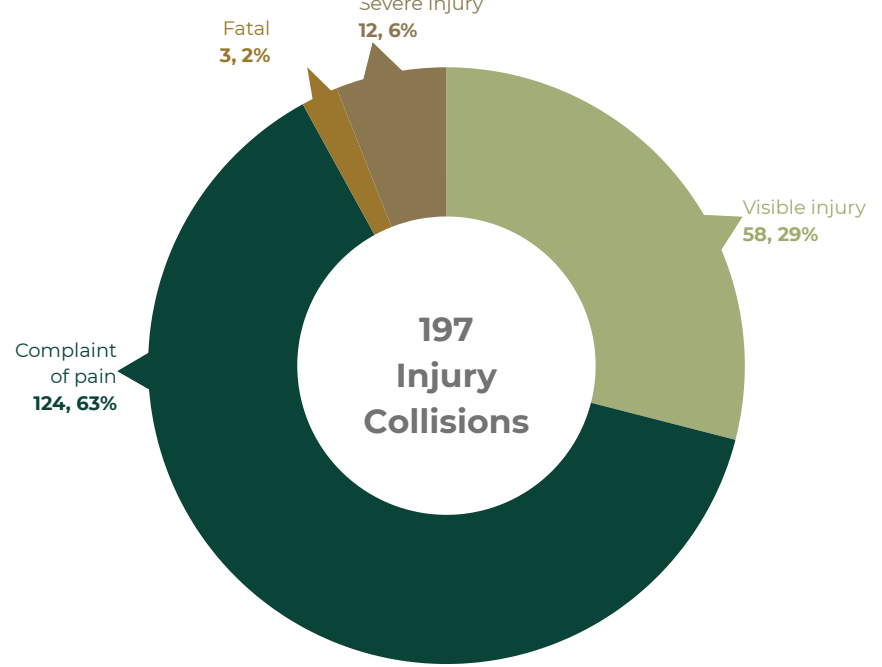
Collisions by Severity

- Fatal
- Severe Injury
- Visible Injury
- Complaint of pain

0 0.5 1 Miles

UNSAFE SPEED-RELATED COLLISION MAP

COLLISION BY SEVERITY



Severe injury Visible injury Complaint of pain Fatal

CITYWIDE SCHOOL AREA CIRCULATION STUDY

School areas have been identified as critical safety zones within Pleasanton's transportation network due to the concentration of pedestrian and vehicular activity during arrival and dismissal periods. Between 2020 and 2024, 212 out of 809 collisions (approximately 26 percent) occurred within a quarter mile of school sites, including one fatal collision, 14 severe injuries, 88 visible injuries, and 109 complaints of pain. This concentration of crashes highlights the elevated safety risk in school zones and the need for targeted interventions to protect vulnerable users.

Collision analysis indicates that unsafe speed and right-of-way violations account for approximately 47 percent of school-area crashes, with additional contributions from signal violations, improper turning, and pedestrian right-of-way conflicts. These trends underscore the complexity of traffic operations near schools and the need for a comprehensive evaluation.

PROPOSED IMPROVEMENTS

CITYWIDE SCHOOL CIRCULATION STUDY

- Conduct a comprehensive analysis within a quarter mile of all school sites
- Evaluate:
 1. Pedestrian routes and crossing conditions
 2. Intersection and mid-block safety
 3. Drop-off and pick-up operations
 4. Vehicle circulation and queuing patterns
 5. Sight distance and traffic control adequacy

DATA COLLECTION AND COMMUNITY ENGAGEMENT

- Collect traffic volumes, pedestrian counts, and field observations
- Conduct conflict analysis during peak school periods
- Engage with:
 1. School administrators
 2. Parents and students
 3. Community stakeholders and City staff

IMPLEMENTATION AND RECOMMENDATIONS

- Develop school-specific safety improvement plans, including:
 1. Crosswalk enhancements
 2. Signage and pavement markings
 3. Lighting improvements
 4. Drop-off/pick-up zone reconfiguration
- Prioritize improvements based on risk, usage, and safety needs

EXPECTED SAFETY BENEFITS

The proposed study and improvements are expected to:

- Reduce collisions near schools, particularly during peak periods
- Improve safety for vulnerable users, especially children
- Reduce conflicts between vehicles and pedestrians
- Enhance efficiency and predictability of school circulation patterns

OUTCOME

The Citywide School Area Circulation Study represents a targeted and high-impact investment in improving safety conditions around Pleasanton's schools. By addressing the most common contributing factors, particularly unsafe speed and right-of-way violations, the project will create safer environments for students, families, and the broader community, advancing the City's goal of reducing traffic-related fatalities and serious injuries.

Mode	KSI	Injury
Bicycle	4	45
Electric Motorized Board	0	1
Electric Scooter	1	3
Motorcycle	0	9
Others	0	1
Passenger Car or Pickup Truck	6	125
Pedestrian	3	18
Truck	0	3
Unknown	1	7

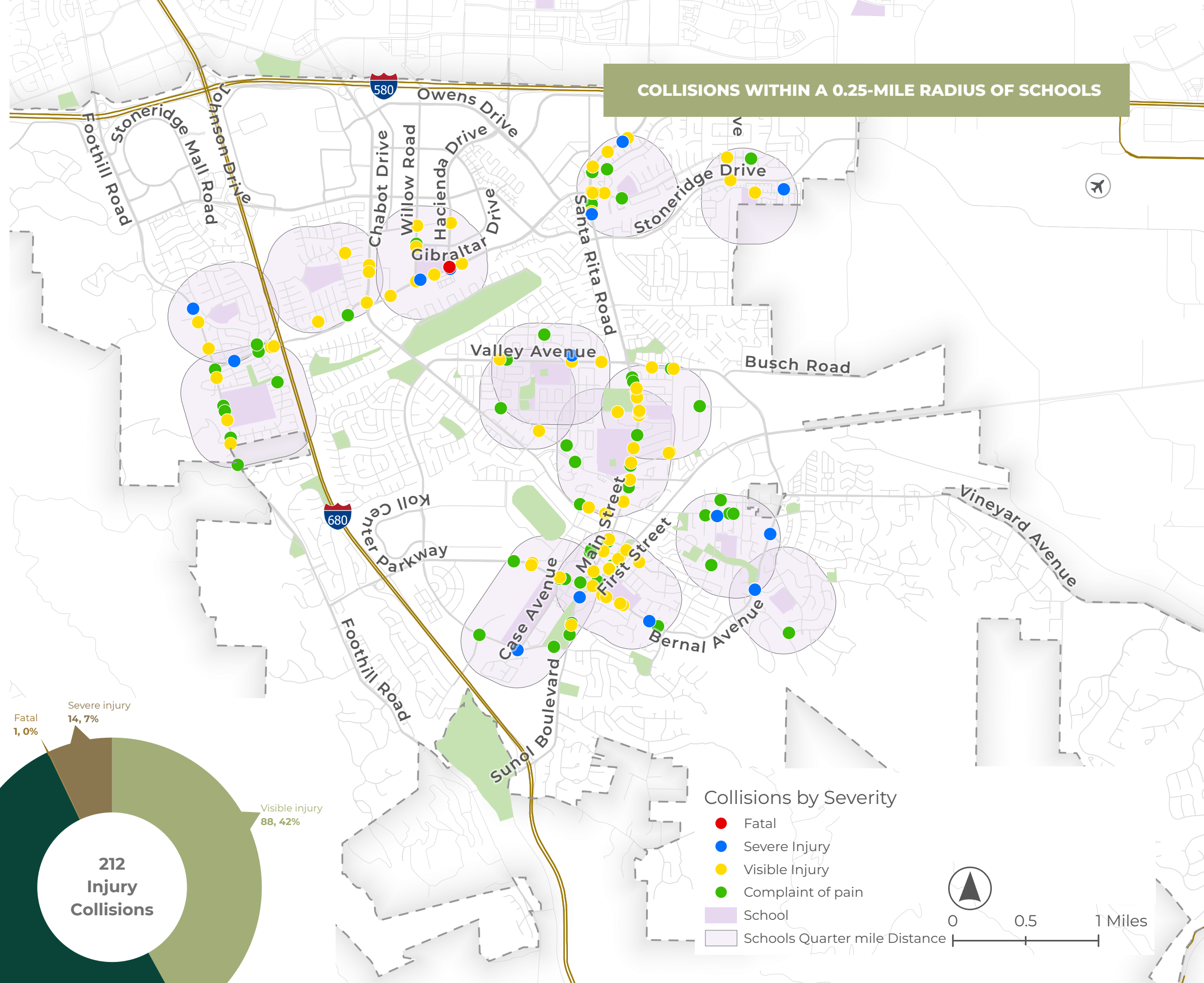
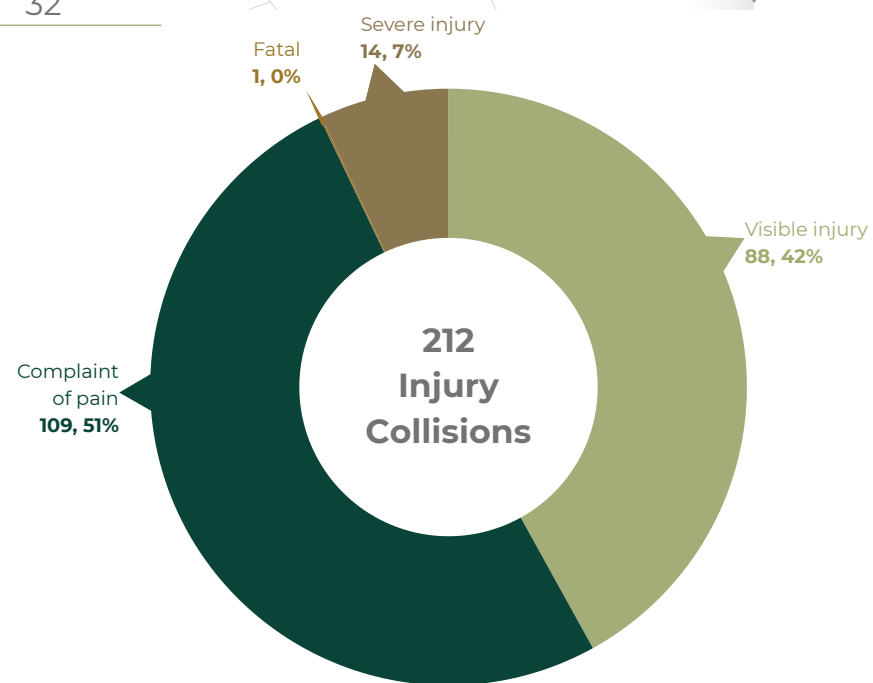
Violation Category	KSI	Injury
DUI	5	17
Unsafe Speed	3	51
Automobile right of way	2	49
Pedestrian right of way	2	15

Collision Type	KSI	Injury
Rear End	3	48
Hit Object	3	27
Vehicle/Pedestrian	3	18
Broadside	2	82

Location	KSI	Injury
Intersection	13	180
Roadway Corridor	2	32

COLLISION BY SEVERITY

- Severe injury
- Visible injury
- Complaint of pain
- Fatal



Collisions by Severity

- Fatal
- Severe Injury
- Visible Injury
- Complaint of pain
- School
- Schools Quarter mile Distance



ARTERIAL TRAFFIC CALMING PROGRAM UPDATE

The Arterial Traffic Calming Program serves as Pleasanton's primary mechanism for addressing safety concerns on collector and arterial roads. Between 2020 and 2024, unsafe speed accounted for approximately 24 percent of the City's 809 recorded collisions, making it the leading contributing factor in the collision dataset. This trend highlights the importance of maintaining an effective and responsive program to address speeding and safety concerns at the neighborhood level.

As traffic conditions, community needs, and best practices evolve, developing an Arterial Traffic Calming Program is necessary to ensure it remains effective, equitable, and aligned with current safety standards.

PROPOSED IMPROVEMENTS

PROGRAM REVIEW AND UPDATE

- Evaluate existing:
 1. Request and review procedures
 2. Eligibility criteria
 3. Evaluation metrics
 4. Available traffic calming measures
- Update program framework based on:
 1. National and state best practices
 2. Advances in quick-build and low-cost safety treatments, i.e. speed lumps and radar speed signs.

EXPANDED TRAFFIC CALMING TOOLKIT

- Incorporate a broader range of measures and new traffic calming tools, including:
 1. Raised crosswalks
 2. Curb extensions
 3. Median islands
 4. Enhanced signage and pavement markings

EQUITABLE AND STREAMLINED IMPLEMENTATION

- Establish clear and transparent thresholds for eligibility and prioritization
- Improve program accessibility for all neighborhoods
- Streamline administrative processes to:
 1. Reduce implementation timelines
 2. Improve responsiveness to community requests

COMMUNITY ENGAGEMENT

- Engage residents and stakeholders throughout the update process
- Incorporate community feedback into program improvements

EXPECTED SAFETY BENEFITS

The updated program is expected to:

- Reduce speed-related collisions on local streets
- Improve pedestrian safety in residential areas
- Enhance community satisfaction and engagement
- Increase efficiency and transparency in program delivery

OUTCOME

The Neighborhood Traffic Calming Program Update ensures that Pleasanton's primary tool for neighborhood-level safety improvements remains effective, responsive, and aligned with modern best practices. By expanding available treatments and improving program processes, the City will be better equipped to address speeding and safety concerns across all neighborhoods, supporting its goal of reducing traffic-related fatalities and serious injuries.

CITYWIDE SPEED REDUCTION STRATEGY (SAFE SYSTEM SPEED MANAGEMENT PROGRAM)

Unsafe speed has been identified as the leading contributing factor in Pleasanton's collision history. Between 2020 and 2024, 197 out of 809 collisions (approximately 24 percent) were attributed to unsafe speed, making it the most significant driver of crash frequency and severity in the City. The relationship between vehicle speed and injury severity underscores the need for a comprehensive, systemwide approach to managing speeds across the roadway network.

The Citywide Speed Reduction Strategy establishes a coordinated program grounded in the Safe System Approach, integrating engineering, policy, and behavioral strategies to reduce operating speeds and minimize the likelihood of severe and fatal injuries.

PROPOSED IMPROVEMENTS

EXPECTED SAFETY BENEFITS

The updated program is expected to:

- Reduce speed-related collisions near school areas
- Improve pedestrian safety near school areas
- Enhance community satisfaction and engagement
- Increase efficiency and transparency in program delivery

POLICY AND PROGRAM ACTIONS

- Evaluate opportunities to lower statutory speed limits under California local authority provisions
- Develop and implement a citywide speed management policy framework
- Integrate speed management into Capital Improvement Program (CIP) and corridor projects

EDUCATION AND BEHAVIORAL STRATEGIES

- Conduct public education campaigns on the relationship between speed and crash severity
- Promote community awareness of safe driving behaviors
- Coordinate with enforcement programs to reinforce compliance

TARGETED IMPLEMENTATION APPROACH

- Prioritize corridors based on:
 1. History of speed-related crashes
 2. Proximity to schools, parks, and community destinations
 3. Presence of vulnerable roadway users
- Implement a phased rollout strategy across multiple corridors

EXPECTED SAFETY BENEFITS

The proposed program is expected to:

- Reduce speed-related collisions
- Lower crash severity, particularly for vulnerable users
- Improve compliance with speed limits
- Enhance overall safety and livability of streets

OUTCOME

The Citywide Speed Reduction Strategy represents Pleasanton's most comprehensive response to its leading safety challenge. By addressing the approximately 24 percent of collisions attributed to unsafe speed, this program will reduce both crash frequency and severity, advancing the City's goal of eliminating traffic fatalities and serious injuries.

ENHANCED SAFETY DATA DASHBOARD AND PERFORMANCE MONITORING SYSTEM

The City of Pleasanton has developed a collision data dashboard as part of the PTSAP to support data-driven decision-making. Expanding and enhancing this platform is critical to maintaining transparency, improving project evaluation, and tracking progress toward the City's safety goals over time.

The Enhanced Dashboard Project transforms the existing platform into a comprehensive safety management system that integrates data, evaluates countermeasure effectiveness, and supports ongoing planning and investment decisions.

PROPOSED IMPROVEMENTS

ENHANCED DATA INTEGRATION AND ANALYTICS

- Integrate multiple data sources, including:
 1. Collision data
 2. Signal Performance Measures (SPM)
 3. Speed and volume data
 4. Red-light running and cut-through traffic data
- Utilize data from:
 1. Traffic sensors
 2. Smart infrastructure
 3. Third-party platforms (e.g., Iteris, INRIX)

SAFETY COUNTERMEASURE EVALUATION FRAMEWORK

- Link implemented countermeasures to:
 1. Collision data
 2. Location and implementation timelines
- Conduct before-and-after analyses to measure:
 1. Changes in collision frequency
 2. Changes in severity outcomes
- Proactive countermeasures

MONITORING AND REPORTING

- Provide real-time and ongoing safety performance tracking
- Apply:
 1. Crash Modification Factors (CMFs)
 2. Highway Safety Manual methodologies
- Maintain a public-facing dashboard to support transparency and accountability

EXPECTED SAFETY BENEFITS

The enhanced dashboard is expected to:

- Improve data-driven decision-making
- Strengthen project prioritization and funding competitiveness
- Enable continuous monitoring of safety performance
- Increase transparency and public accountability
- Support adaptive and responsive safety planning

OUTCOME

The Enhanced Safety Data Dashboard establishes a comprehensive, transparent, and data-driven framework for managing Pleasanton's transportation safety efforts. By linking data, performance monitoring, and project implementation, this system ensures that safety investments are measurable, effective, and continuously improved—supporting the City's goal of reducing traffic-related fatalities and serious injuries.

PROJECT PRIORITIZATION

While all projects identified in the Pleasanton Transportation Safety Action Plan (PTSAP) address important safety needs, a structured delivery 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.

The High Injury Network (HIN) provides the foundation for identifying corridors and intersections with the greatest safety risks in Pleasanton. Building on this analysis, the project delivery process evaluates and ranks potential improvements within these high-risk locations to ensure that investments are directed toward projects with the greatest potential to reduce fatalities and serious injuries.

In addition to safety performance and community priorities, the delivery framework is designed to align with common requirements of federal, state, and regional funding programs. This includes consideration of applicable grant criteria, local match requirements, and the ability of projects to compete effectively for funding. By integrating these factors into the scoring process, the City can more efficiently identify and advance projects that are needed and also well-positioned to secure external funding. This approach allows the City to focus on projects that meet multiple funding criteria, improving competitiveness and increasing the likelihood of successful grant applications.

PTSAP evaluates projects using a set of key criteria that reflect safety performance, community needs, implementation considerations, and funding readiness. These criteria include:

- **Safety Benefits**
- **Benefit to Vulnerable Road Users**
- **School Safety Impact**
- **Community Need and Access Considerations (including underserved and low-income areas)**
- **Community Input and Support**
- **Ease of Implementation**
- **Applicable Grant Opportunities and Funding Readiness (including eligibility requirements, scoring criteria, and local match considerations)**

Each project is scored based on these criteria, and weighted scores are used to establish overall project priority. In cases where projects receive similar scores, additional factors such as collision severity, location within the High Injury Network (HIN), funding readiness, and implementation feasibility are used to further differentiate priorities.

Projects that include multiple improvements along a corridor are grouped under a single priority ranking, with individual elements identified as sub-projects (e.g., A, B, C). For corridors where improvements can be implemented in phases, projects that are lower-cost, easier to implement, or provide immediate safety benefits may be advanced first, while more complex improvements are programmed for later phases. For example, striping, signage, and signal timing changes may be implemented in the near term, while larger capital

improvements such as roadway reconfiguration or complete street treatments may require additional planning, design, and funding.

The recommended safety project list is intended to serve as a flexible implementation guide. The City may advance projects based on funding availability, alignment with grant cycles, coordination with other planned improvements, or emerging safety needs. Additionally, individual elements of a project may be implemented independently as opportunities arise.

Cost estimates provided in PTSAP are planning-level estimates based on current data and typical construction costs. Actual costs may vary depending on site-specific conditions, design requirements, and market factors. Planning-level cost estimates are included in the appendices to support project development and funding applications.

Criteria	Description	Weight (100 percent)
Safety Benefits	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
Benefit to Vulnerable Road Users	Projects that improve safety for pedestrians, bicyclists, transit users, and persons with disabilities receive higher scores.	15 percent
School Safety Impact	Projects located near schools or along key school routes receive higher priority due to the presence of students and increased pedestrian activity.	15 percent
Community Need and Access Considerations	Considers how projects improve transportation access and safety in underserved and low-income areas, as well as locations with limited transportation options.	10 percent
Community Input and Support	Reflects feedback received through public outreach, stakeholder engagement, and prior planning efforts.	10 percent
Ease of Implementation	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
Applicable Grant Opportunities and Funding Readiness	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



07

PROGRESS AND TRANSPARENCY

Chapter 7: PROGRESS AND TRANSPARENCY

The success of the Pleasanton Transportation Safety Action Plan (PTSAP) depends on the City's ability to implement improvements effectively, track progress, and communicate outcomes transparently. This chapter establishes a framework for advancing safety projects, monitoring performance, securing funding, and ensuring accountability over time.

By integrating implementation with ongoing evaluation and public reporting, the City of Pleasanton is committed to a transparent, data-driven process that supports continuous improvement and measurable progress toward reducing and ultimately eliminating traffic fatalities and serious injuries.

IMPLEMENTATION STRATEGY

Successful implementation of the PTSAP will require strong coordination across City departments and collaboration with key partners, including regional agencies, transit providers, law enforcement, emergency responders, schools, and community organizations.

Implementation of the PTSAP will be carried out through coordinated efforts across City departments and in collaboration with regional and local partners. This includes coordination with agencies such as Caltrans, Alameda County Transportation Commission (Alameda CTC), and the Metropolitan Transportation Commission (MTC), as well as local stakeholders including schools, transit providers, and public safety agencies.

The City will continue to utilize a multidisciplinary stakeholder working group to guide implementation, review progress, and address emerging safety challenges. This collaborative approach ensures that safety improvements are comprehensive and reflect the needs of the community. It also ensures that safety is embedded into all transportation-related decisions and investments.

Safety strategies identified in the PTSAP will be integrated into existing City processes, including:

- Capital Improvement Program (CIP)
- Pavement management and roadway rehabilitation projects
- Development review and permitting processes
- Corridor and intersection improvement initiatives

The City will pursue a combination of funding sources including SS4A, HSIP, ATP, STBG, and CMAQ, to advance implementation. Projects identified through the Focused High Injury Network (HIN) and prioritization framework will be positioned to compete effectively for these funding opportunities.

MONITORING AND EVALUATION

The City of Pleasanton will establish a robust monitoring and evaluation framework to track progress and assess the effectiveness of implemented safety improvements.

Key performance measures will include:

- Total number of collisions
- Killed and Severely Injured (KSI) collisions
- Collisions by mode (pedestrian, bicycle, vehicle)
- Vehicle speeds and compliance trends
- Community feedback and engagement outcomes

To support transparency and accessibility, the City will develop tools such as a **GIS-based dashboard** to track safety performance and implementation progress over time.

Annual reviews will be conducted with key stakeholders to evaluate progress, identify gaps, and refine strategies.

This process ensures that the PTSAP remains responsive to changing conditions and continues to deliver measurable safety improvements.

MEASURING EFFECTIVENESS OF SAFETY PROJECTS

Evaluating the effectiveness of safety improvements is critical to ensuring that investments are achieving intended outcomes.

The City will conduct before-and-after analyses for implemented projects to measure their impact.

For behavioral safety initiatives, additional indicators may include:

- Speeding violations
- DUI-related citations
- Observed compliance rates

Findings will be documented in Project Evaluation Reports, which will inform future project design and implementation strategies.

Pre-Implementation Data Collection

Prior to implementation, baseline data will be collected, including:

- Collision data (type, severity, contributing factors)
- Traffic volumes (vehicle, pedestrian, bicycle)
- Speed data (e.g., 85th percentile speeds)
- Observed user behavior and conflict patterns

Post-Implementation Evaluation

After implementation (typically within one to three years), the same data will be collected and compared to baseline conditions to assess performance.

Performance Measures

Project effectiveness will be evaluated based on:

- Changes in total and KSI collisions
- Changes in vehicle speeds
- Reduction in conflicts between roadway users
- Improvements in compliance (e.g., yielding behavior)

FUNDING STRATEGY AND OPPORTUNITIES

The City of Pleasanton will leverage a diverse range of funding sources to implement the safety improvements identified in PTSAP. These include federal, state, regional, and local programs that support infrastructure, education, enforcement, and planning efforts.

Priority projects identified through the Focused High Injury Network (HIN) and project prioritization framework will be positioned to compete effectively for competitive grant programs such as SS4A, HSIP, and ATP. The City will also coordinate with regional partners, including Alameda CTC and MTC, to align funding applications with regional priorities and maximize funding opportunities. In the Bay Area, the One Bay Area Grant (OBAG) program serves as a key mechanism for distributing federal transportation funds through Alameda CTC, making it a critical funding source for advancing Pleasanton's prioritized safety projects.

Local funding sources, including the Capital Improvement Program (CIP) and development impact fees, will be used to support matching requirements and advance near-term improvements. The City will also explore innovative funding approaches, including public-private partnerships, to supplement traditional funding sources.

Table below summarizes key funding programs and their applicability to Pleasanton.

Funding Source	Funding Agency	Program Description	Typical Funding Range / Availability	Notes for Pleasanton
Safe Streets and Roads for All (SS4A)	USDOT / FHWA	Supports safety planning and implementation	~\$2M – \$25M+ per grant	Strong alignment with PTSAP and Focused HIN
Highway Safety Improvement Program (HSIP)	Caltrans / FHWA	Funds infrastructure safety improvements	~\$500K – \$10M per project	Ideal for intersection and systemic safety
Active Transportation Program (ATP)	CTC / Caltrans	Funds bicycle/pedestrian improvements	~\$1M – \$15M per project	Strong fit for VRU-focused corridors
Surface Transportation Block Grant (STBG)	MTC / FHWA	Flexible transportation funding	Varies; regional allocation	Supports multimodal corridor improvements
Congestion Mitigation & Air Quality (CMAQ)	MTC / FHWA	Funds emission-reducing projects	~\$500K – \$10M	Eligible for signal and multimodal projects
One Bay Area Grant (OBAG)	MTC / Alameda CTC	Regional distribution of STBG and CMAQ funds	~\$500K – \$10M+ per project	Key funding source for Pleasanton through Alameda CTC
Alameda CTC Measure BB	Alameda CTC	Local sales tax funding	~\$2M – \$6M annually	Supports local match and safety projects
Office of Traffic Safety (OTS)	State of CA	Education and enforcement grants	~\$50K – \$500K	Supports behavioral programs
Safe Routes to School (SRTS)	Caltrans (ATP)	School-area safety improvements	~\$250K – \$5M	Strong fit for school zones
City CIP	City of Pleasanton	Local capital program	Varies annually	Key for matching and implementation
Local Transportation Fund (LTF)	CTPA / MTC	Funding opportunities for development and improvement of bicycle and pedestrian facilities	~\$150K – \$300K	Strong fit for Ped/Bike improvements

CONTINUAL MONITORING AND PLAN UPDATES

PTSAP will be treated as a living document, with periodic updates to reflect new data, emerging trends, and evolving best practices. The City will review and update the plan approximately every five years.

Updates will incorporate:

- Latest collision and traffic data
- Changes in land use and development
- Feedback from the community and stakeholders
- Evaluation of implemented strategies and projects

This iterative process ensures that the PTSAP remains relevant, responsive, and effective in guiding long-term safety improvements.

COMMITMENT TO TRANSPARENCY AND ACCOUNTABILITY

Transparency and accountability are central to the success of PTSAP. The City of Pleasanton is committed to openly sharing progress, reporting outcomes, and engaging the community throughout implementation.

The plan and related updates will be made publicly accessible on the City's website:

<https://www.cityofpleasantonca.gov/our-government/traffic-engineering/transportation-safety-action-plan/>.

Through regular reporting, performance tracking, and ongoing stakeholder engagement, the City will ensure that safety remains a priority and that progress toward eliminating traffic fatalities and serious injuries is measurable, visible, and sustained over time.

