BICYCLE, PEDESTRIAN & TRAILS COMMITTEE MEETING AGENDA

Monday, March 23, 2026
6:30 p.m.

Pleasanton Senior Center
5353 Sunol Blvd
Pleasanton, CA 94566

The meeting will be held in-person.

Public Participation: It is requested that members of the public that wish to address the Committee submit a speaker card. When public comment is opened on an agenda item, individuals may speak once per agenda item.

CALL TO ORDER

- Pledge of Allegiance
- Roll Call

AGENDA AMENDMENTS

APPROVAL OF MINUTES

1. Meeting minutes from April 28, 2025, July 28, 2025, October 27, 2025, and January 26, 2026, are provided for approval.

MEETING OPEN TO THE PUBLIC

2. Introductions/Awards/Recognitions

3. Public Comment from the audience regarding items not listed on the agenda. *Speakers are limited to 3 minutes.*

MATTERS BEFORE THE COMMITTEE

4. Review of Annual Bicycle and Pedestrian Collision Data

COMMITTEE REPORTS/COMMENTS

STAFF COMMENTS/PROJECT UPDATES

TRAFFIC ENGINEERING

- **WLP Project:**
  - August 19, 2025, City Council for $1mil amendment ($750k ACTC grant) for Phase 2 design
  - Revised final plan design for Phases 1 & 2 in Summer 2026
- **I-580 Overcrossings:**
  - $250k in HSIP grant funding
  - Staff secured grant funding from ACTC CIP funds
    - August 19, 2025, City Council for approval of agreement with ACTC for $525,000
  - Staff issued RFP for final design and Caltrans approval March 2026, with anticipated contract award May 2026
- **Bike/Ped Master Plan Update:**
  - City Council approved a contract with Hexagon on March 18, 2025
  - Kick-off meeting on April 28, 2025, BPTC meeting
  - Consultant update to BPTC January 26, 2026, meeting
- **Community & Economic Development Department Update:**
  - The following link provides a comprehensive list of major development applications under review or recently approved: www.CEDDProjects

PUBLIC WORKS - LANDSCAPE

- **Augustin Bernal Mountain Bike Trail:**
  - Staff walked the site and is working with an on-call contractor to close some of the unsanctioned trails that have appeared over time around the sanctioned trail.

- **North Arroyo Mocho Trail:**
  - On March 9, Chair Piekarski submitted an email request, copying some City Council members, outlining reasons for proceeding with the opening of the North Arroyo Mocho trail, including cost saving options. Staff discussed the matter with City Management and put together a response that was then submitted to the City Council on March 13 and subsequently, to Chair Piekarski. The City recommends including the opening of the trail in our next CIP project prioritization process for FY2027.

ADJOURNMENT

Notice

Under Government Code §54957.5, any writings/documents regarding an open session item on this agenda provided to a majority of the Commission after distribution of the agenda packet are available for public inspection at the Community Development Department, 200 Old Bernal Avenue, Pleasanton.

Accessible Public Meetings

The City of Pleasanton can provide special assistance for persons with disabilities to participate in public meetings. To make a request for a disability-related modification or accommodation (e.g., an assistive listening device), please contact Traffic Engineering at (925) 931-5677, PO Box 520, Pleasanton, CA 94566, or Lisa Hatton at lhatton@cityofpleasantonca.gov at the earliest possible time. If you need sign language assistance, please provide at least two working days' notice prior to the meeting date.

CITY OF PLEASANTON
BICYLCE, PEDESTRIAN & TRAILS COMMITTEE MEETING MINUTES
April 28, 2025

Chair Piekarski called the regular meeting of the Bicycle, Pedestrian & Trails Committee to order at the hour of 6:32 p.m. from the Pleasanton Senior Center located at 5353 Sunol Blvd.

ROLL CALL

Present: Committee members Phil Bowman, Anurag Jain, Sierra Stewart, Donna Dubose, Sharon Piekarski

Absent: Christine Campbell, Ernie Rodgers, youth commissioner Abhee Shah

Present Staff members, Traffic Engineer Mike Tassano, Associate Traffic Engineer Matt Nelson

AGENDA AMENDMENTS

MINUTES

1. Unanimous approval of March 24, 2025, Meeting Minutes with Amendments

CONSENT CALENDAR

1. None

MEETING OPEN TO THE PUBLIC

2. Introductions/Awards/Recognitions: None

3. Public Comment: None

COMMISSION MATTERS

4. Kick-off meeting for the update to the 2018 Bicycle and Pedestrian Master Plan.

Recommendation: Informational Only

Consultant presented the item.

Chair Piekarski opened public comment/hearing.

The following individuals provided comment: Members of the committee, staff members, and a member of the public.

Chair Piekarski closed public comment.

COMMISSIONER REPORTS

5. Anurag Jain provided an update on the Planning Commission Actions.

6. Tom Medina provided an update on the Parks and Recreation Commission Actions.

7. Phil Bowman provided an update on the Energy and Environment Commission Actions.

8. Commissioner Bridenbaugh provided an update on Youth in Government Day.

COMMITTEE COMMENTS

9. None
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STAFF COMMENTS

10. Staff members Matt Nelson and Mike Tassano provided update on the Hopyard Rd./Owens Dr. Intersection Improvements, Bike Pedestrian Master Plan, Callippe Trail Renovations, Zone 7 Trails, Street Sweeper request to Public Works, Striping along Foothill at Bernal intersection.

MATTERS INITIATED

None

ADJOURNMENT

Chair Piekarski adjourned the meeting at 7:50 p.m.

CITY OF PLEASANTON
BICYLCE, PEDESTRIAN & TRAILS COMMITTEE MEETING MINUTES
July 28, 2025

Chair Piekarski called the regular meeting of the Bicycle, Pedestrian & Trails Committee to order at the hour of 6:31 p.m. from the Pleasanton Senior Center located at 5353 Sunol Blvd.

ROLL CALL

Present: Committee members Joanne Hall, Anurag Jain, Phil Bowman, Donna Dubose, Ernie Rodgers, Sierra Stewart, Sharon Piekarski

Absent: Christine Campbell, Abhee Shah

Present Staff members, Associate Traffic Engineer Matt Nelson, Landscape Architect Matt Gruber

AGENDA AMENDMENTS

None

CONSENT CALENDAR

1. None

MEETING OPEN TO THE PUBLIC

2. Introductions/Awards/Recognitions: Chair Piekarski mentioned the new BPTC member, Christine Campbell

3. Public Comment: Todd Nelson expresses concerns about public outreach and notifications

COMMISSION MATTERS

4. Review of the Annual Bicycle and Pedestrian Collision Analysis

Recommendation: Informational Only

Staff presented the item.

Chair Piekarski opened public comment/hearing.

The following individuals provided comment: Members of the committee, staff members, and a member of the public.

Chair Piekarski closed public comment.

COMMISSIONER REPORTS

5. Anurag Jain provided an update on the Planning Commission Actions.

6. Phil Bowman provided an update on the Energy and Environment Commission Actions.

7. Joanne Hall provided an update on the Parks and Recreation Commission.

COMMITTEE COMMENTS

1. Sharon Piekarski expressed general concerns about trail widths in the Wayside and Delucchi Parks and CIP budget items for resurfacing of trails. She also asked questions about the TDA grant and the Pleasanton Transportation Consulting Agreement approved by City Council.

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STAFF COMMENTS

2. Staff member Matt Nelson provided update on public outreach for the Bike and Pedestrian Master Plan.

MATTERS INITIATED

None

ADJOURNMENT

Chair Piekarski adjourned the meeting at 8:58 p.m.

CITY OF PLEASANTON
BICYLCE, PEDESTRIAN & TRAILS COMMITTEE MEETING MINUTES
October 27, 2025

Chair Piekarski called the regular meeting of the Bicycle, Pedestrian & Trails Committee to order at the hour of 6:30 p.m from the Pleasanton Senior Center located at 5353 Sunol Blvd.

ROLL CALL

Present: Committee members Joanne Hall, Phil Bowman, Anurag Jain, Sharon Piekarski, Donna Dubose, Sierra Stewart, Ernie Rodgers, Christine Campbell

Absent: Youth commissioner Abhee Shah

Present Staff members, Senior Traffic Engineer Cedric Novenario, Associate Traffic Engineer Matt Nelson, Landscape Architect Matt Gruber

AGENDA AMENDMENTS

None

CONSENT CALENDAR

1. None

MEETING OPEN TO THE PUBLIC

2. Introductions/Awards/Recognitions: None

3. Public Comment: None

COMMISSION MATTERS

4. Introduction to the Pleasanton Transportation Safety and Action Plan

   Recommendation: Informational Only

   Staff Cedric Novenario presented the item.

   Chair Piekarski opened public comment/hearing.

   The following individuals provided comment: Members of the committee and staff members

   Chair Piekarski closed public comment.

5. Nate Harold made a complaint about trash on the trail. He used Mobile Citizen App and felt like he got the runaround. Mobile Citizen app is not working.

The following individuals provided comment: Members of the committee and staff members

6. BPTC member presentation on resolution for serving on the BPTC and transportation trails identified for Measure BB improvements

   Recommendation: Informational Only

   Chair Sharon Piekarski presented the item.

   Chair Piekarski opened public comment/hearing.

   The following individuals provided comment: Members of the committee, and members of staff.

   Chair Piekarski closed public comment.

COMMISSIONER REPORTS

7. None

COMMITTEE COMMENTS

8. None

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STAFF COMMENTS

9. Staff member Matt Nelson provided update on West Last Positas Project. Revised plans are estimated to be completed in Spring/Summer 2026 with construction starting in Fall 2026. He also presented information on 580 overcrossings going to City Council and Caltrans. He also provided an update on the completion of the Hopyard-Owens intersection. He also provided an update on the Bike Pedestrian Master Plan update.

10. Staff member Matt Gruber talked about the Callippe trail renovations completion, Zone 7 slope stabilization, opening of the Arroyo Mocho trail; bike path/bike racks, parking improvements and opportunities for purchasing plaques in Wayside and Delucchi Parks.

MATTERS INITIATED

Sharon Piekarski mentioned the conference California Bicycle Summitt in Sacramento

ADJOURNMENT

Chair Piekarski adjourned the meeting at 8:10 p.m.

CITY OF PLEASANTON
BICYLCE, PEDESTRIAN & TRAILS COMMITTEE MEETING MINUTES
January 26, 2026

Chair Piekarski called the regular meeting of the Bicycle, Pedestrian & Trails Committee to order at the hour of 6:30 p.m. from the Pleasanton Senior Center located at 5353 Sunol Blvd.

ROLL CALL

Present: Committee members Tom Medina, Phil Bowman, Anurag Jain, Christine Campbell, Sharon Piekarski, Sierra Stewart, Donna Dubose, Sharon Piekarski, Ernie Rodgers, youth commissioner William Bridenbaugh, Lisa Thomas

Absent: None

Present Staff members, Traffic Engineer Mike Tassano, Associate Traffic Engineer Matt Nelson, Landscape Architect Matt Gruber

AGENDA AMENDMENTS

None

CONSENT CALENDAR

1. None

MEETING OPEN TO THE PUBLIC

2. Introductions/Awards/Recognitions: All members introduced themselves

3. Public Comment: None

COMMISSION MATTERS

4. Status update/discussion on the Bicycle Pedestrian Master Plan update.

   Recommendation: Informational Only

   Consultant presented the item.

   Chair Piekarski opened public comment/hearing.

   The following individuals provided comment: Members of the committee, staff members, and a member of the public.

   Chair Piekarski closed public comment.

5. BPTC member presentation on safety information from the Pleasanton Transportation Safety Action Plan

Recommendation: Informational Only

Chair Sharon Piekarski presented the item.

Chair Piekarski opened public comment/hearing.

The following individuals provided comment: Members of the committee, public and members of staff.

Chair Piekarski closed public comment.

6. Selection of Chair and Vice-Chair for the 2026 BPTC

   Recommendation: Select the Chair and Vice-Chair

   Matt Nelson presented the item.

   Matt Nelson opened public comment/hearing.

   The following individuals provided comment: Members of the committee and members of staff. Committee member Phil Bowman made a motion that Sierra Stewart would be the Chair and Ernie Rogers would be the new Vice Chair. The motion passed unanimously.

   Matt Nelson closed public comment.

COMMISSIONER REPORTS

7. Anurag Jain provided an update on the Planning Commission Actions.

8. Tom Medina provided an update on the Parks and Recreation Commission Actions.

9. Phil Bowman provided an update on the Energy and Environment Commission Actions.

10. Commissioner Bridenbaugh provided an update on Youth in Government Day.

COMMITTEE COMMENTS

11. None
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STAFF COMMENTS

12. Staff member Matt Nelson provided update on I-580 Overcrossings, (Hopyard, Hacienda and Santa Rita).

13. Staff member Mike Tassano responded to Chair Piekarski's question about phasing for the West Las Positas project.

14. Staff member Matt Gruber talked about the trail extension of the Sycamore Creek Trail and answered questions from Chair Piekarski about the Kiewit project and Lund Ranch trail.

MATTERS INITIATED

None

ADJOURNMENT

Chair Piekarski adjourned the meeting at 8:35 p.m.

THE CITY OF PLEASANTON

Bicycle, Pedestrian & Trails Committee Agenda Report

March 23, 2026

Item 4

SUBJECT: ANNUAL BICYCLE AND PEDESTRIAN COLLISION DATA

SUMMARY
The 2026 annual collision analysis is being provided to the BPTC in the March 23, 2026, agenda packet. The report is reviewed annually by personnel from Traffic and Police Department in order to determine and correct problem areas within the city.

RECOMMENDATION
It is recommended that the Bicycle, Pedestrian & Trails Committee receive and consider this report, and provide staff with any input deemed suitable.

ACTION
No action required – informational item only.

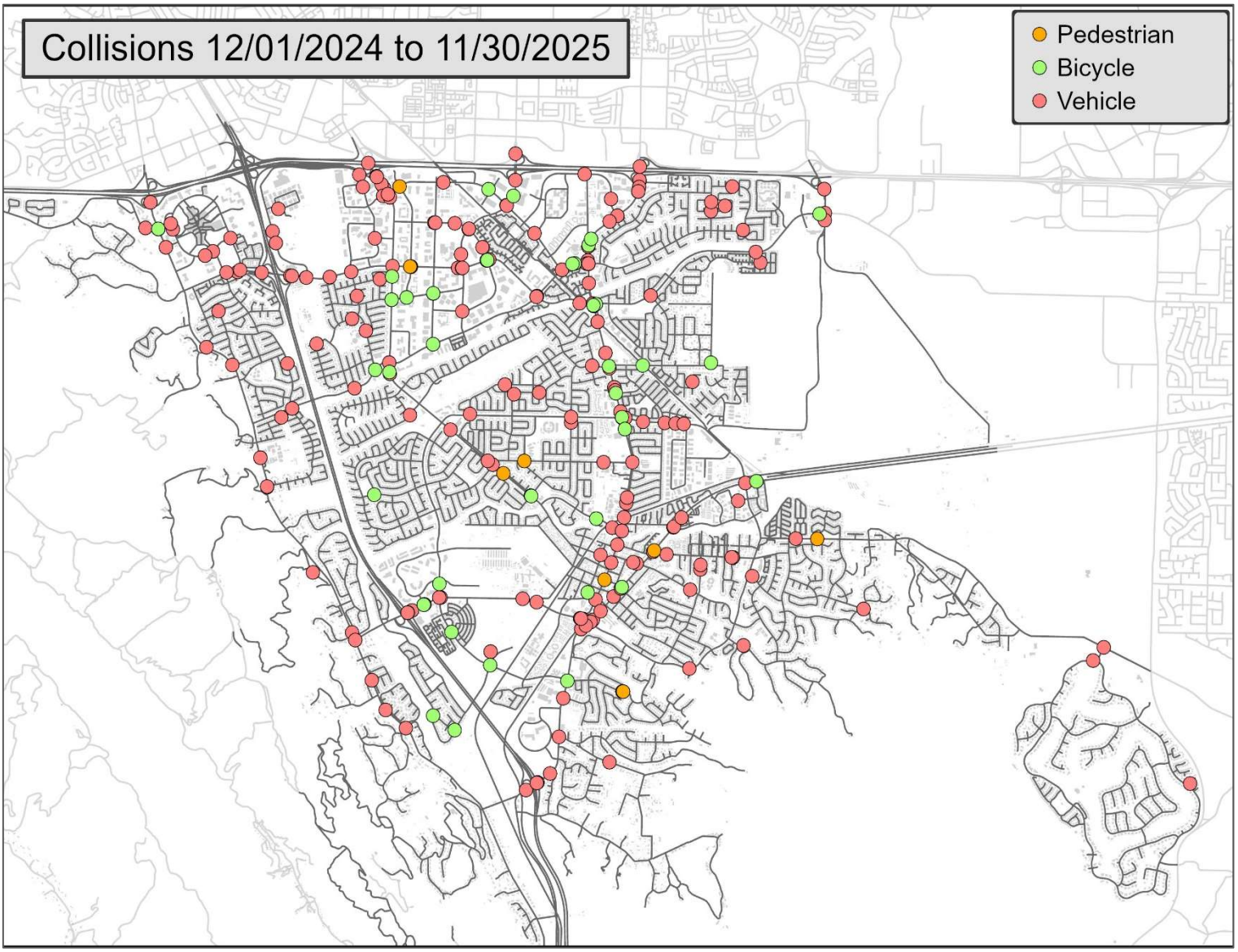
Submitted by:

Matthew Nelson
Associate Traffic Engineer

Attachment:

1. Annual Collision Analysis 2026

Annual Collision Analysis 2026



Annual Collision Analysis 2026

Summary

This report summarizes the collisions within the City in 2025[1] and analyzes trends and patterns[2] to identify changes that can be made to reduce the number of collisions. Reported traffic collisions involving vehicles, bicyclists and pedestrians are reviewed on a weekly basis by Traffic Engineering. The weekly review looks at individual collisions to determine if improvements can be made to improve safety. This annual report takes a comprehensive look at the one-year and three-year trends to identify larger patterns and improvements that can improve safety. Intersection trends are summarized annually; midblock and bike/ped analyses rely on multi-year windows because low frequencies require longer periods to identify patterns.

Improvements are countermeasures designed to address a collision pattern. The Federal Highway Administration and Caltrans collaborated to match typical collision patterns with proven countermeasures to improve safety by cataloging them into tables which appear in Section 4.2 of the Caltrans Local Road Safety Manual (LRSM). This report utilizes these tables to identify solutions to the City's collision patterns. The full list of countermeasures is included as an attachment to this report[3].

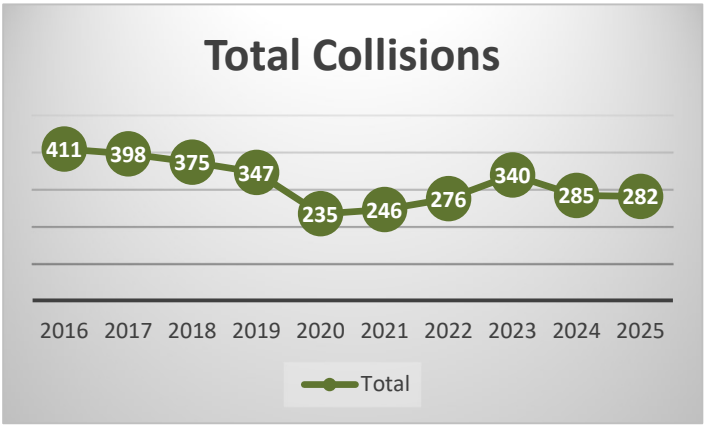
Unlike other local road safety plans, which may be renewed every few years, staff elected to commission collision analysis and improvements reports yearly to provide the most flexibility identifying collision trends and implementing countermeasures.

Volume Trends

The pandemic caused a significant decrease in vehicle traffic and a corresponding decrease in overall collisions. However, traffic has largely returned to at or near pre-pandemic levels. Peak-hour vehicle volumes in 2025 were approximately 88% (AM) and 85% (PM) of pre-pandemic levels.

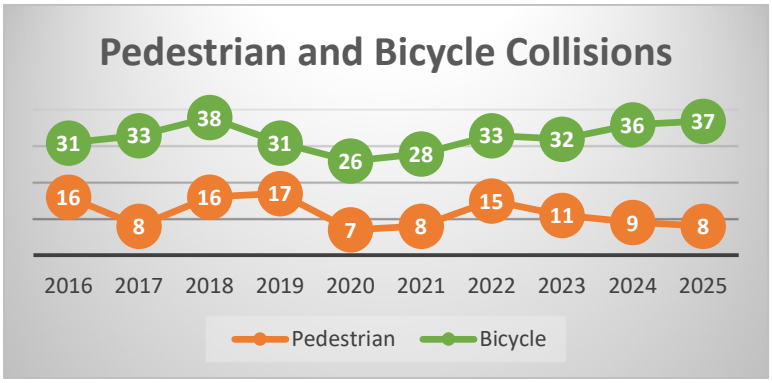
Collision Trends

The total number of collisions for the current year was 282, which is about the same as last year but 6% less than the previous three-year average of 300. The 340 collisions reported in 2023 appears to be an outlier and not a new trend.

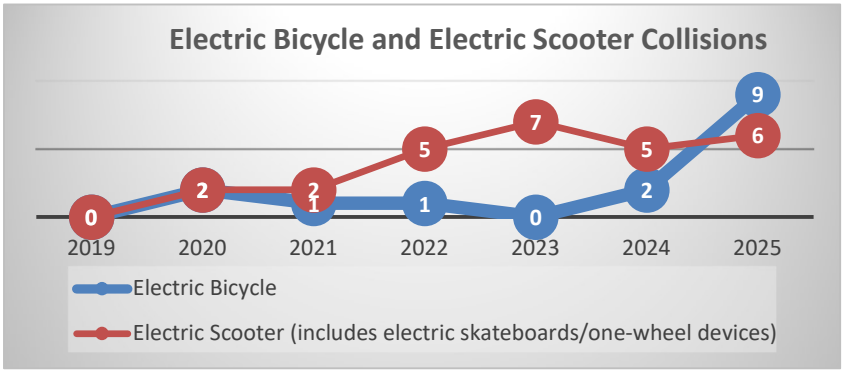


[1] This report primarily reviews collisions occurring 12/1/2024 to 11/30/2025 (referred to as "current year" in this report) and 12/1/2022 to 11/30/2025 (referred to the current three-year period in this report)
[2] Our latest Collision Pattern Analysis Procedure is included as Attachment "B" to this report
[3] The full countermeasures list is included as Attachment "A" to this report

There was one more bicyclist collision this year, 37 compared to 36 last year and 34 for the three-year average. Pedestrian collisions decreased by one, with eight compared to nine last year and twelve for the three-year average. Bicycle collisions have remained relatively stable despite an increase in bicycling activity, resulting in a lower crash rate.

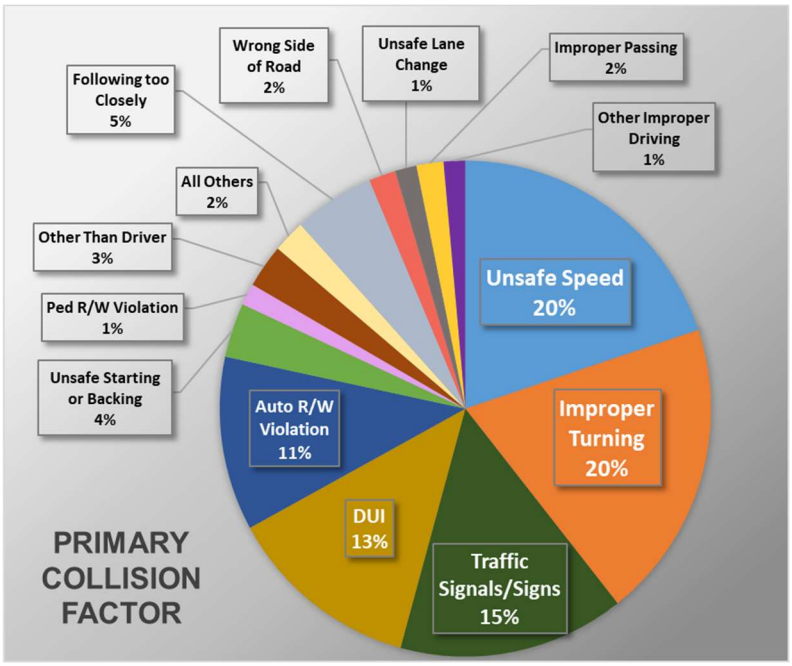


Micromobility (e-bike/e-scooter[4]) continues to represent a meaningful share of bicycle-coded collisions and is monitored as a distinct trend. There were nine electric bicycle collisions, and six electric scooter collisions included in the current 37 bicycle collisions. Starting in 2022 there has been a growing number of electric scooter collisions. The uptick in these types of collisions mirrors the growing popularity of these types of micromobility vehicles. It is likely that the use of e-bike/scooter is replacing traditional bikes as the number of bicycle collisions has not increased despite the increase in e-bike crashes.



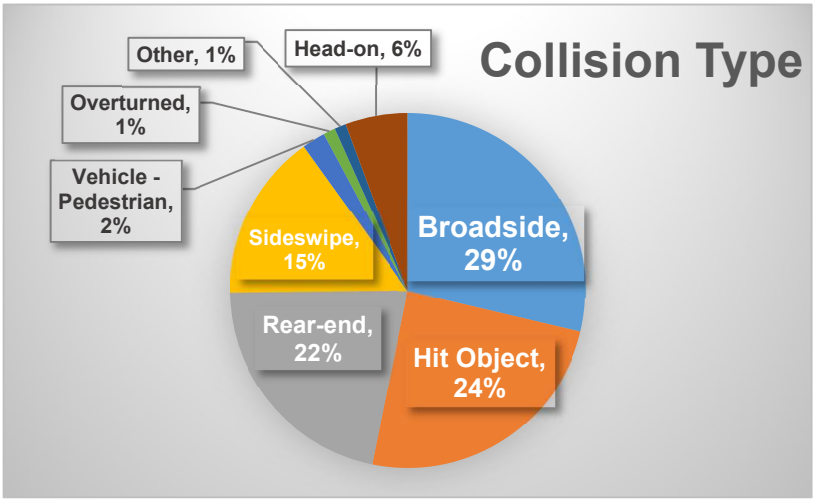
Primary collision factors (PCF)[5] (by percentage) showed significant decreases in auto right-of-way and unsafe speed. There was a four percent increase in following too closely which may explain the decrease in unsafe speed collisions (these factors can be closely related depending on officer coding practices).

Unsafe speed and improper turning are the most common reasons for collisions. The two combine to account for 40% of all collisions. Historically, these two factors have consistently ranked first and second, with traffic signals/signs ranking third.

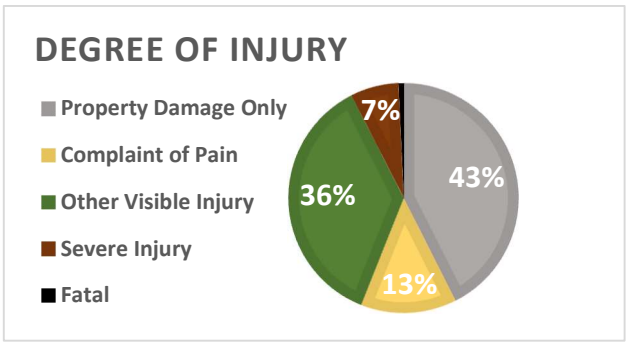


[4] Electric scooter includes electric skateboards/one-wheel devices
[5] The primary collision factor is the main cause of the collision as determined by the investigating officer

For primary collision type, broadside collisions continue to be the number one collision type. Hit-object collisions are the second most common. Typically rear-end collisions have held the number two spot. Historically broadside collisions are greater in number.

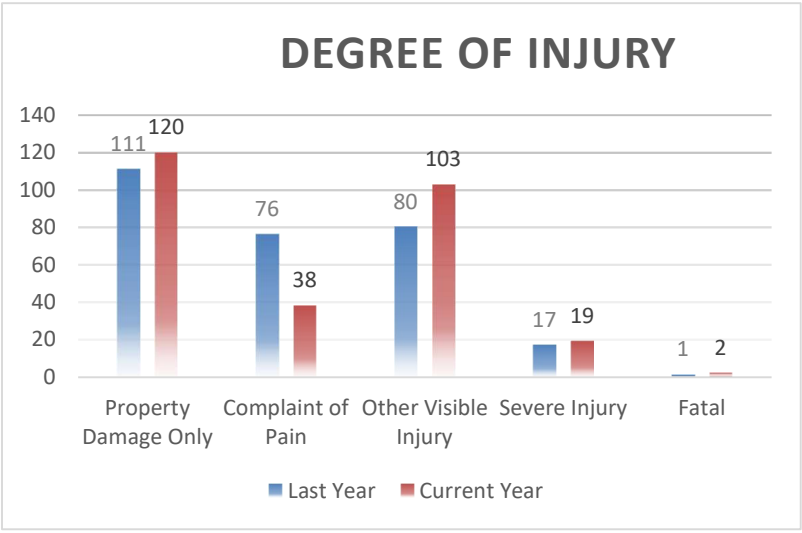


Out of the 282 collisions in the City, approximately 55% involve a second moving vehicle. Vehicles hitting an object or parked car represent 29% of collisions, and about 13% of the collisions have a vehicle involved with a bicycle or pedestrian.



The highest degree of injury reported in each collision is categorized by five levels (fatal, severe, other visible injury, complaint of pain and property damage only). The percentage of collisions with complaint of pain significantly decreased while other visible injury and property damage only increased when compared to last year.

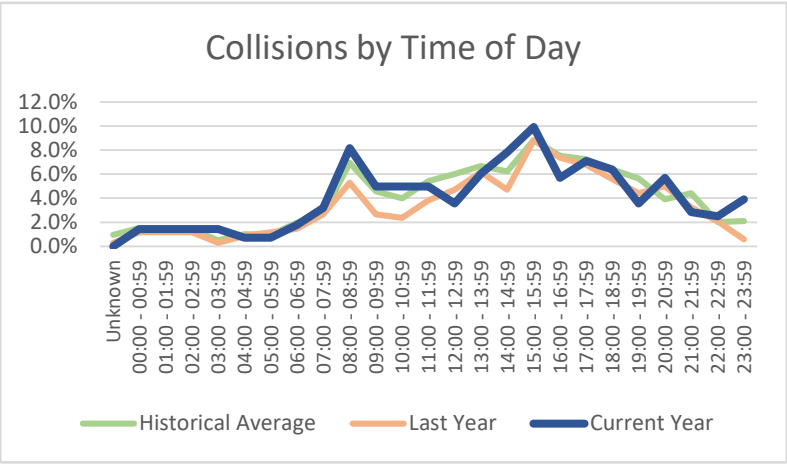
There were two fatal collisions this year and one last year. Over the past 20 years there have been 22 fatalities which averages approximately one fatality per year (10 vehicle, 5 bicycle and 7 pedestrian). Pedestrians/bicyclists represents just 2% of our roadway users, but account for 55% of all fatalities. This report analyzes pedestrian and bicycle collisions separately to focus on modifications for these vulnerable road users.

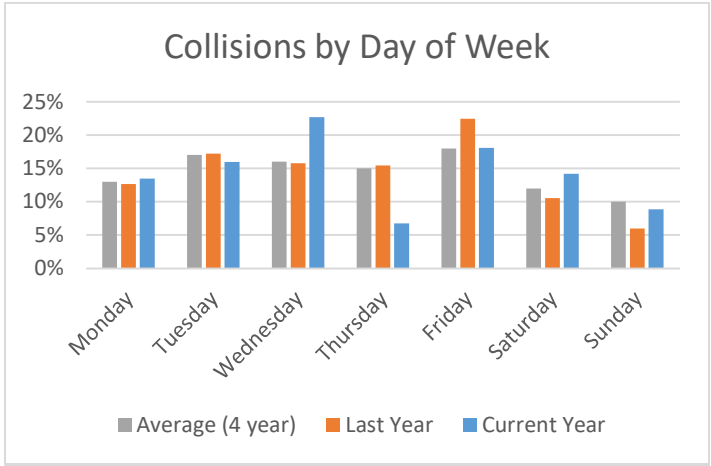


The percentage of vehicle collisions occurring at night versus day trended to more daytime collisions than last year (71% of all collisions occurring during the day and 29% at night). These figures are very close to the historical average (daytime collisions at 70% and nighttime collisions at 30%) and mirror traffic volumes[6] (daytime traffic volumes are approximately 80% and nighttime 20%).

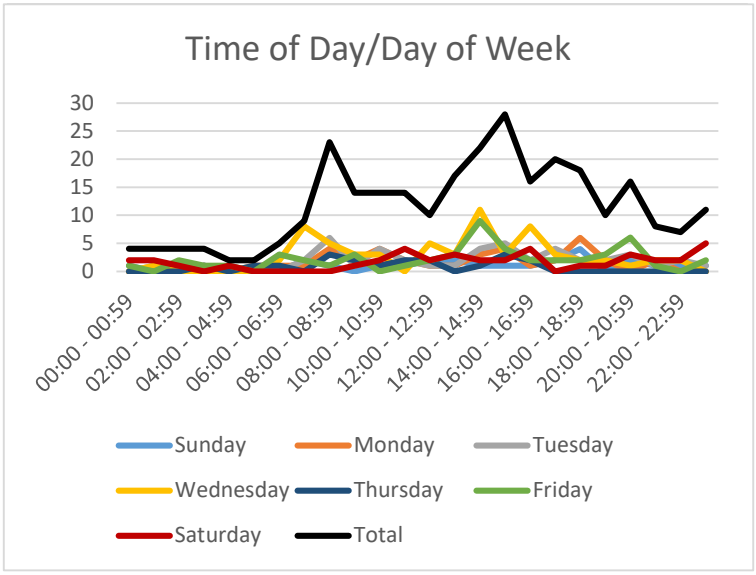
[6] Traffic volumes from 60 signalized intersections were used to calculate a daytime(07:00 - 19:00) and nighttime (19:00 - 07:00) percentages

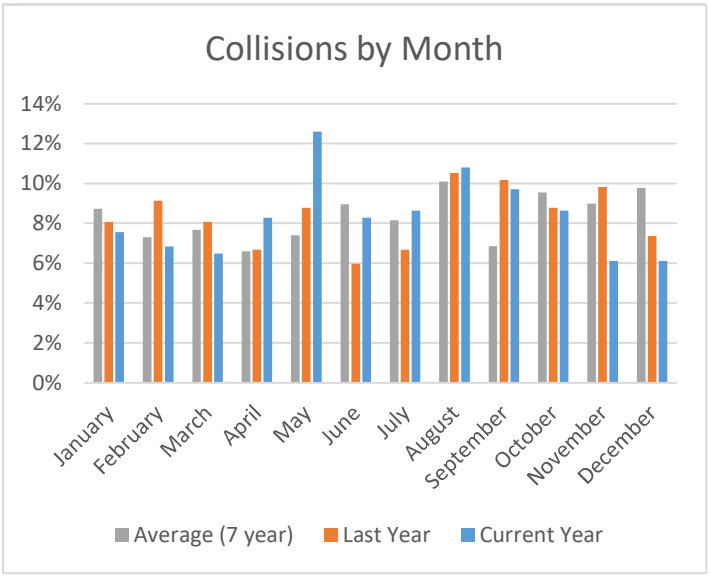
Time of day analysis shows most collisions in the morning, school pick-up, and afternoon commute periods. This is not surprising as there is an increase in vehicle trips during these times. In looking at the different days of week Wednesday has the most collisions and the hour of the day with the most





collisions is 2:00 – 3:00 PM. Collisions by month analysis showed November and December tied with the lowest percentage of collisions. May had the most collisions with 13% of the year's collisions. Historically August has the most collisions with December coming in second.





California Office of Traffic Safety (OTS) Rankings

The OTS Rankings were developed so that individual cities could compare their city's traffic safety statistics to those of other cities with similar-sized populations in California. Pleasanton is part of the "midsize" city category.

In the most current year's OTS data (2023) Pleasanton's composite rank was 90 out of 103 (meaning our overall traffic safety was rated better than 89 other similar sized cities). The composite ranking is meant to be an indication of overall traffic safety. This is a decrease from last year's rank of 99.

Current Year Analysis

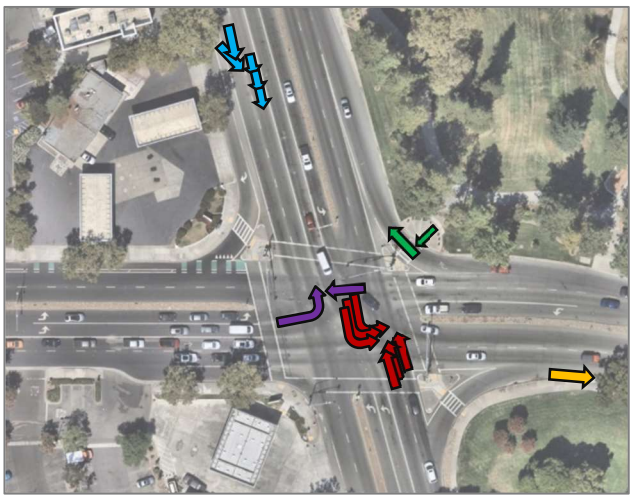
Intersection

The intersections with the most collisions (vehicle, bicyclist and pedestrian combined) were identified for the current year and compared to both last year and the previous three-year period. Collisions that occur within 200 feet (250 feet if rear-end) of the intersections are considered intersection collisions. There are often year-to-year fluctuations in collision locations, which is why the three-year trend is included in the analysis.

Traffic engineering staff analyzed each intersection in detail to identify correctable patterns using countermeasure mitigations and found the following:

Current Year (12/1/24 - 11/30/25)			Last Year (12/1/23 - 11/30/24)			Previous 3 Years (12/1/21 - 11/30/24)		
Rank	Intersection	Collisions	Rank	Intersection	Collisions	Rank	Intersection	Collisions
1	Santa Rita Rd at Valley Av	7	1	Santa Rita Rd at Stoneridge Dr	8	1	Santa Rita Rd at Valley Av	21
2	Hopyard Rd at Owens Dr	6	2	Hopyard Rd at W Las Positas Bl	7	2	Sunol Bl at I-680	21
3	Santa Rita Rd at W Las Positas Bl	6	3	Sunol Bl at I-680	5	3	Stanley Bl at Bernal Av/Valley Av	16
4	Stoneridge Dr at I-680 NB Off Ramp	5	4	First St at Vineyard Av	5	4	Hopyard Rd at W Las Positas Bl	16
5	Santa Rita Rd at Stoneridge Dr	5	5	Santa Rita Rd at W Las Positas Bl	5	5	Foothill Rd at Canyon Wy	15
6	Sunol Boulevard at I-680	4	6	Owens Dr at W Las Positas Bl	5	6	Santa Rita Rd at Stoneridge Dr	14
7	Bernal Av at Main St	4	7	Stanley Bl at Valley Av/Bernal Av	5	7	Hopyard Rd at Stoneridge Dr	13
8	Foothill Rd at Canyon Wy	4	8	Santa Rita Rd at Valley Av	5	8	Hopyard Rd at Owens Dr	11
9	Stoneridge Dr at Chabot Dr	4	9	Bernal Av at I-680 SB Off Ramp	4	9	Santa Rita Rd at Las Positas Bl	11
10	El Charro Rd at Jack London Bl	4	10	Main St at Ray St	4	10	Hacienda Dr at Owens Dr	10
11	First St at Neal St	4	11	Santa Rita Rd at Black Av	4			
12	Hacienda Dr at Owens Dr	4	12	Santa Rita Rd at Lockhart Ln	4			
13	Santa Rita Rd at I-580 EB On Ramp	4						
14	Santa Rita Rd at Rosewood Dr	4						

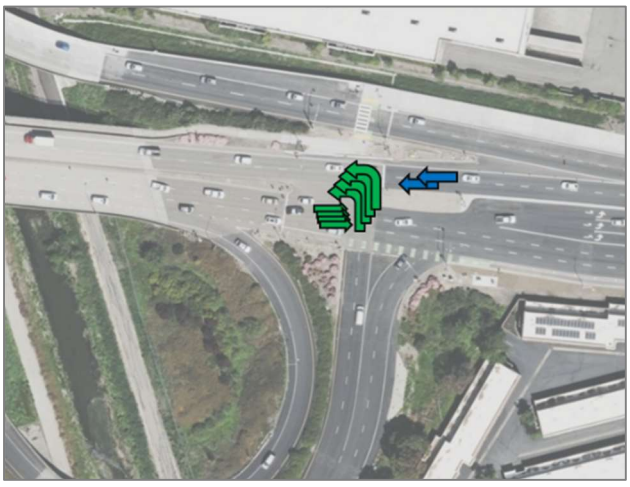
Santa Rita Road at Valley Avenue



There were three collisions involving a southbound left-turning vehicle and a northbound through (shown with red arrows). In two of those collisions the southbound vehicle failed to stop at the red light and the third they had not cleared prior to northbound receiving a green light. It should be noted there is already one second of all-red between conflicting phases in the timing plan.

This location experiences frequent peak hour congestion which can lead to more aggressive driver behavior. There is a planned project that is designed to improve level of service at this intersection which should adjust driver behavior (Countermeasures PLS-LOS and S03). We will also add yellow backplates to signal heads (Countermeasure S02).

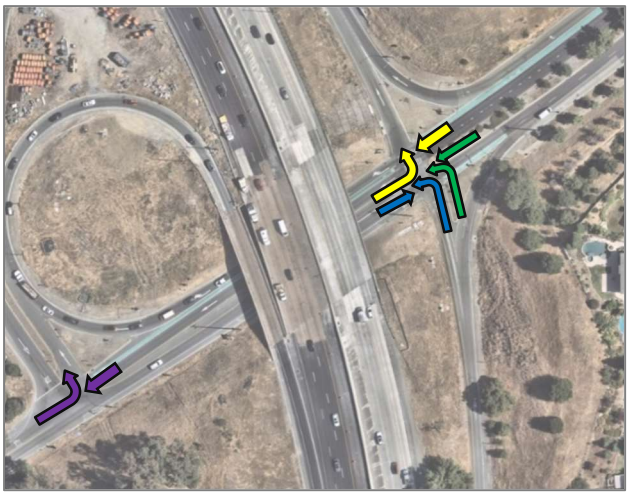
Stoneridge Drive at NB I-680 Off Ramp



Four of the five collisions were broadsides with northbound left-turning vehicles hitting eastbound through vehicles (shown with green arrows). In all four collisions the eastbound driver failed to stop at the red light.

We will examine visibility of eastbound signal head indications and consider adding an additional traffic signal head for the eastbound direction (Countermeasure S02).

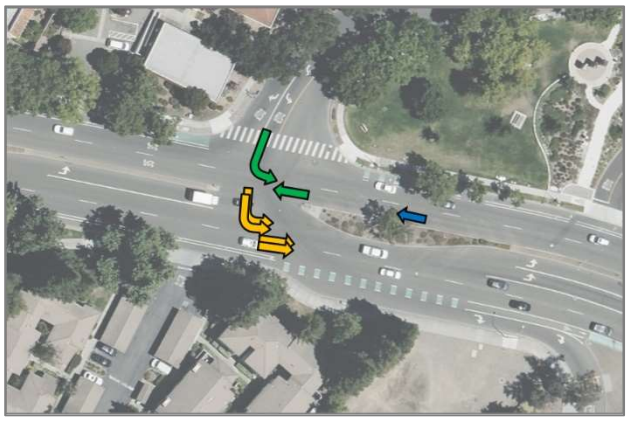
Sunol Boulevard at I-680



All four collisions were broadside/Head-on involving left-turning vehicle either entering or exiting I-680.

This pattern of broadside/head-on collisions has been noted through this corridor on previous reports, and this intersection will be signalized as part of the Sunol Boulevard I-680 Interchange Modernization project (Countermeasure NS03).

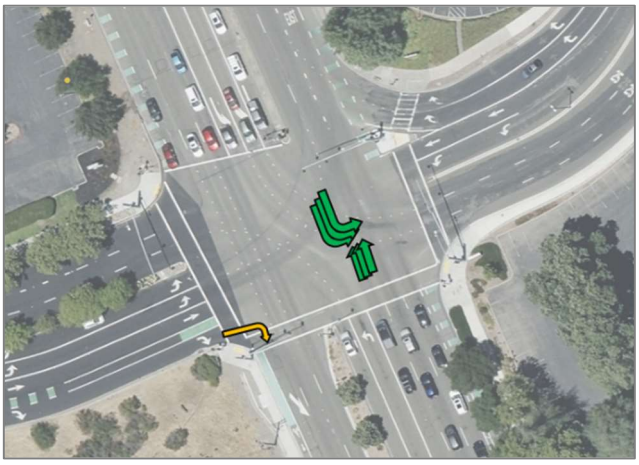
Bernal Avenue at Main Street



Three of the four collisions involved a southbound left-turning vehicle. Drivers making the southbound left turn must be patient and correctly judge multiple lanes of approaching traffic for an appropriate gap.

We will review the 10-year collision history at this intersection and consider traffic signal installation or prohibiting the southbound left turn and installing U-turn at driveway to Police Station (Countermeasure NS03).

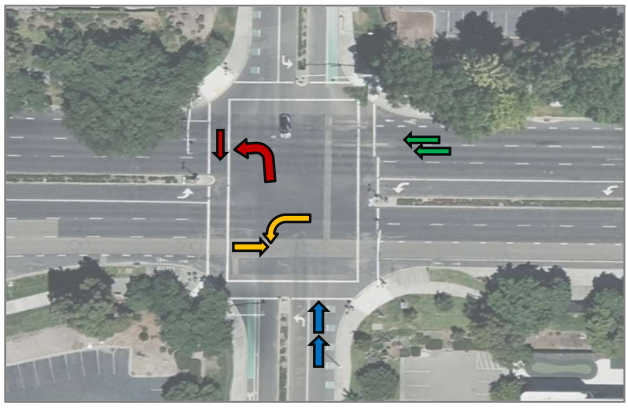
Foothill Road at Canyon Way/Dublin Canyon Road



Three of the four collisions involved a southbound left-turning driver failing to stop at a red light and hitting a northbound vehicle (shown with green arrows). In all three the driver that failed to stop claimed they saw a green light. In two of the three collisions the southbound driver was in the number three left turn lane.

We will examine visibility of southbound through and left-turning signal head indications and add yellow backplates. We will also analyze the current signal timing/phasing for possible improvements. (Countermeasures S02 and S03).

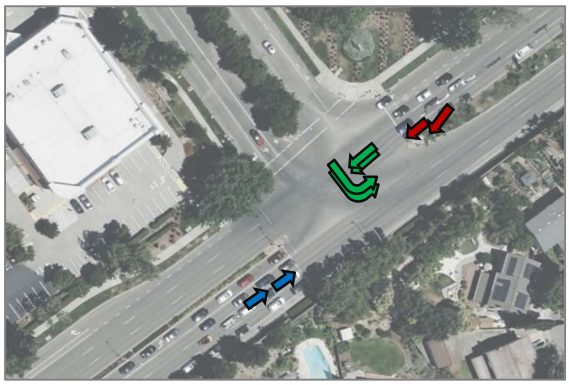
Stoneridge Drive at Chabot Drive



Three of the four collisions occurred on a weekday evening. We also recorded one pedestrian collision involving a northbound left-turning vehicle that failed to yield.

We will review the 10-year collision history at this intersection and consider protecting the left turn movement (Countermeasure S07).

Santa Rita Road at Rosewood Drive



Two of the four collisions involved a southbound through vehicle on Santa Rita Road failing to stop at a red light and hitting an eastbound left-turning vehicle.

We will review 10-year collision history and consider adding yellow signal backplates. We will also analyze current signal timing to see if max time on Rosewood Drive is sufficient (Countermeasures S02 and S03).

No correctable patterns were identified at the remaining intersections.

Midblock

High Incidence Midblock Collisions were analyzed over a three-year period. A three-year time frame is used as a one-year analysis does not typically have enough collisions to identify patterns. A midblock collision is defined as a collision that occurred greater than 200 feet from an intersection (or 250 feet if it is a rear-end collision). There were six segments that had four or more midblock collisions (the four-collision threshold was chosen to analyze locations that may have more than one collision per year over the three-year period). Each segment was reviewed in detail to identify correctable patterns and found the following:

Santa Rita Road (West Las Positas Boulevard to Old Santa Rita Road)

This segment was analyzed last year and a pattern of collisions that involved eastbound right-turning vehicles out of Stanford/Valley Care north driveway hitting northbound bicyclists in the marked crosswalk was identified. In both collisions the driver was looking left at oncoming traffic. One additional bicycle collision occurred after the last report involving an eastbound right-turning vehicle The remaining two collisions involved southbound vehicles.

We installed warning signage for northbound bicyclists/pedestrians to be cautious/make eye-contact with driver before crossing driveway and restriped the crosswalk with high visibility ladder markings (Countermeasures R22 and R35PB). No further collisions have occurred at this driveway since the changes were made.

Dublin Canyon Road (Foothill Road to Canyon Creek Circle)

This segment was analyzed last year, and a pattern of hit object collisions was identified (all different objects). The only new collision since last year was an eastbound vehicle that lost control after swerving to avoid a shopping cart in the roadway.

In past reports there was a pattern of collisions at the westernmost curve. Additional and larger signs were installed on this curve in 2016 (Countermeasure R23). No collisions occurred at that location in this report.

Pavement striping was evaluated last year and found to be adequate. This roadway was resurfaced in September 2024. Additional striping/pavement markers were added through the western most curve for extra notification of curves in the roadway (Countermeasure R28). Last year we also notified the

Police Department of a higher prevalence of DUI collisions. There were no new DUI collisions this year.

First Street (Arendt Way to Kottinger Drive)

All five collisions were analyzed last year. Each was a northbound rear-end collision; in four of the five incidents, a moving northbound vehicle struck a parked northbound vehicle. In three of the collisions the driver fell asleep or was driving under the influence. In the remaining two collisions the driver fled the scene before police arrived (sobriety/consciousness at time of collision undetermined). Four of the collisions occurred in the early morning hours, and all five occurred on the weekend.

Last year we Informed Police Department of prevalence of DUI collisions on this section of roadway. There have been no new collisions on this roadway segment since the last report.

Pedestrian & Bicycle Trends

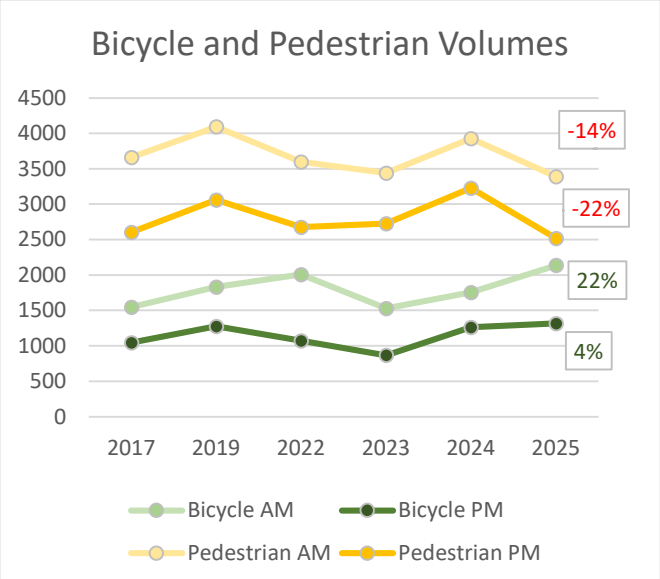
Collisions involving pedestrians and bicyclists are examined separately from vehicle collisions as these are the most vulnerable users of the transportation network. Due to the low number of pedestrians and bicycle collisions, the collision analysis spans a three-year period[7]. Pedestrian collisions decreased by seven and bicycle collisions increased by four this period. There were 28 collisions involving pedestrians and 106 bicycle collisions over the three-year period (there were 35 pedestrian and 102 bicycle collisions in the previous three-year period[8]).

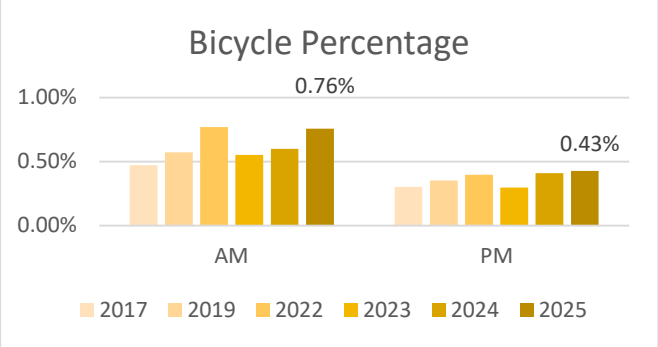
Twenty-two of the 106 bicycle collisions were "solo" bicycle collisions (a bicyclist crashing without another party involved)[9].

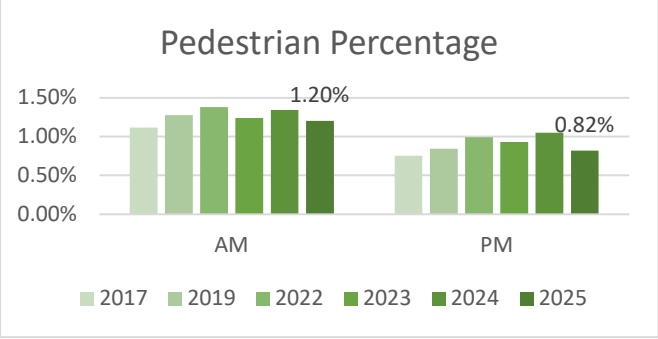
Citywide traffic counts were conducted at 153 intersections in both 2024 and 2025. Vehicle, bicycle, and pedestrian volumes were recorded during the morning and evening peak travel times. This data was used to calculate changes in bicycle use (22% increase in the morning and 4% increase in the evening) and changes in pedestrian activity (14% decrease in the morning and 22% decrease in the evening). Bicycle volumes are the highest since we started tracking them in 2017. Conversely, pedestrian volumes have lost the gains from last year and are the lowest since we started tracking them. The largest losses are around the west Bart station, Foothill Road, and the Iron Horse Trail crossing on West Las Positas Boulevard.

The percentage of bicyclists and pedestrians compared to overall traffic volume was calculated and the bicycle percentages increased and pedestrian percentage decreased from 2024 to 2025[10].

The 2025 data shows bicycle volumes are trending higher than pre-pandemic levels. It should be noted that some of the increase in percent mode can still be attributed to lower vehicle volumes than pre-pandemic. Peak hour morning vehicle volumes in 2025 were 88% of pre-pandemic values and evening were 85%.





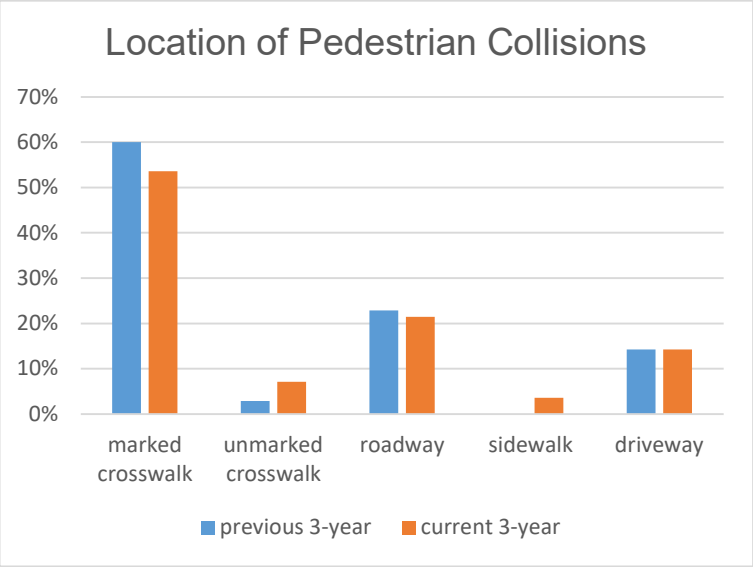


[7] The current three-year period is 12/1/2022 to 11/30/2025
[8] The previous three-year period is 12/1/2021 to 11/30/2024
[9] "Solo" bicycles collisions occur when bicyclists fall off the bicycle for various reasons (medical, inattention, hitting an object, roadway conditions, etc.)
[10] Total bicyclists and total pedestrians were divided by total of vehicles for 153 intersections to calculate bicycle and pedestrian usage percentages

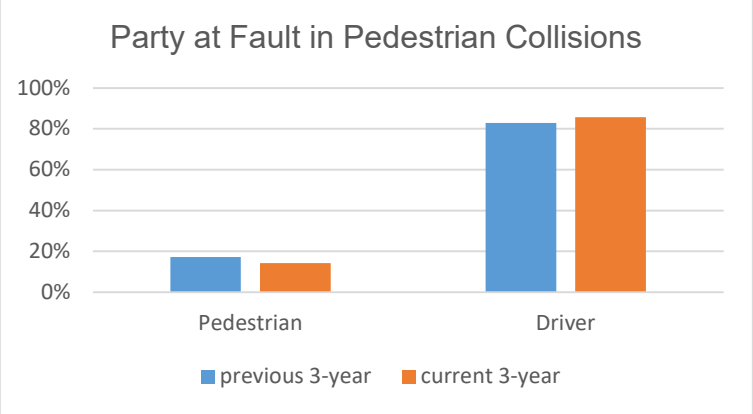
Pedestrian Collision Statistics

Numerous data points are collected regarding collision details for pedestrians. The pedestrian's location, party at fault and age are shown to provide better understanding of where and who are involved in collisions.

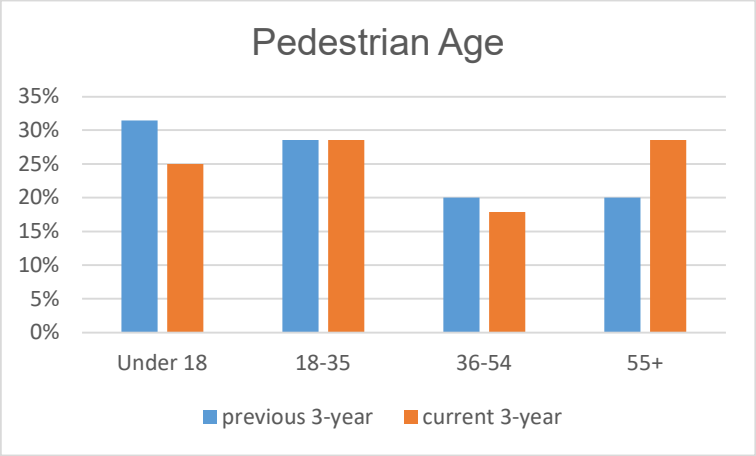
The chart to the right illustrates the percentage of collisions that occurred in marked and unmarked crosswalks, in the roadway (outside of a marked or unmarked crosswalk), on a sidewalk, or at a driveway. While the number of collisions at marked crosswalks is greater than the other location types, this does not necessarily equate to reduced relative safety as there are more pedestrians crossing at marked crosswalks than the other location types. The volume of pedestrians crossing at the different location types is difficult to quantify given the number of locations/intersections within the City.



The Party at Fault chart shows 86% of the pedestrian collisions found the driver at fault. This is the highest percentage of drivers found at fault since we started tracking this number in 2014. The historical average is approximately 70%.

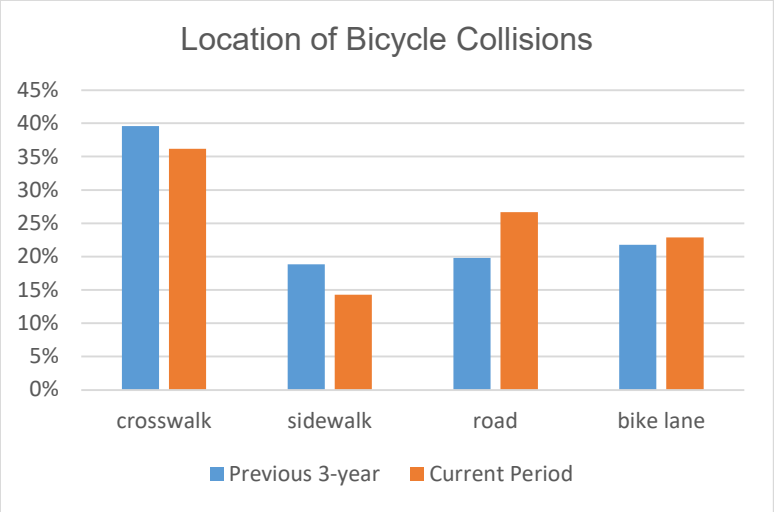


The Pedestrian Age chart shows the age distribution with a nearly equal distribution among the different age categories. The category with the least collisions is "36 – 54", with 18% of the collisions (5 of the 28 collisions). This data does not necessarily suggest that pedestrians between the ages of 36 to 54 are less likely to be involved in a collision, as we don't collect the total number of pedestrians walking by age.

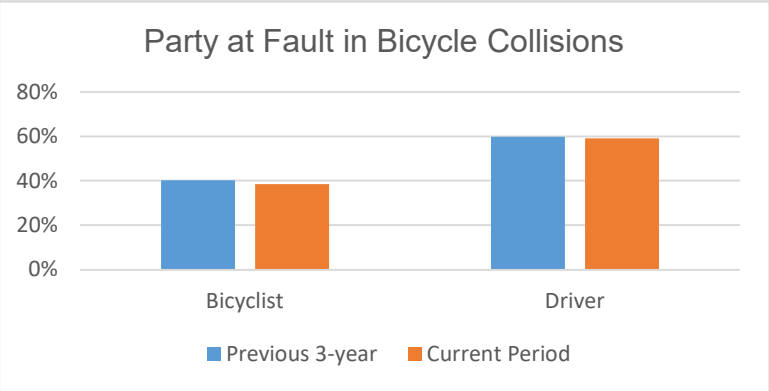


Bicycle Collision Statistics

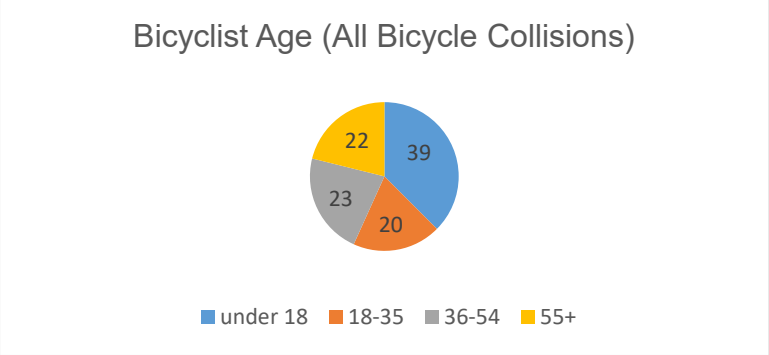
Similar to the pedestrian collision section, the location, fault and age statistics are shown to better understand who, where, and when bicycle collisions occur. The percentages of bike collisions that occurred in a crosswalk, on a sidewalk, in a bike lane, or simply on the "road" (outside of a bike lane or crosswalk) are shown on the bar graph to the right. Similar to pedestrian collisions, the greater number of collisions within a crosswalk does not necessarily indicate reduced safety.



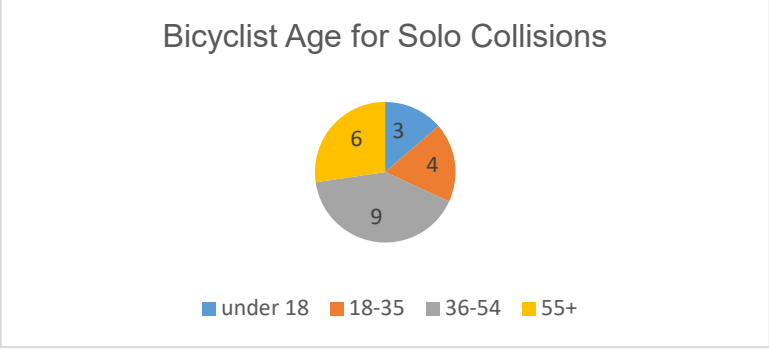
Party at fault (bicyclist, driver or unknown) is shown on the bar graph to the right[11]. Bicyclists were found at fault in approximately 40% of the collisions (excluding the solo bicycle collisions).



The Bicyclist Age chart shows the differences between age categories. The under-18 category has the largest share of bicycle collisions, 38% (39 of the 104)[12]. However, this does not mean that bicyclists under 18 are more likely to be involved in a collision as we do not collect the total number of bicyclists by age. Last period we had 42% for the under-18 category. We remain below the historic average of 47% for this category.



As noted previously in the report 22 of the 106 bicycle crashes were solo crashes. These are crashes that do not involve another vehicle and are the result of the rider falling off their bicycle. The 36 – 54 age group included 23 crashes with 41% of those solo. This is similar to the 55+ age group where 27% of the 22 collisions were solo. This data doesn't necessarily imply that older cyclists fall more often. It could be they fall at the same rate but are hurt more often.



[11] Collisions where the bicyclist was at fault include collisions where one bicyclist hits another bicyclist.
[12] There are 104 collisions in the current period where age of the bicyclist was determined (there were 106 total bicyclist collisions)

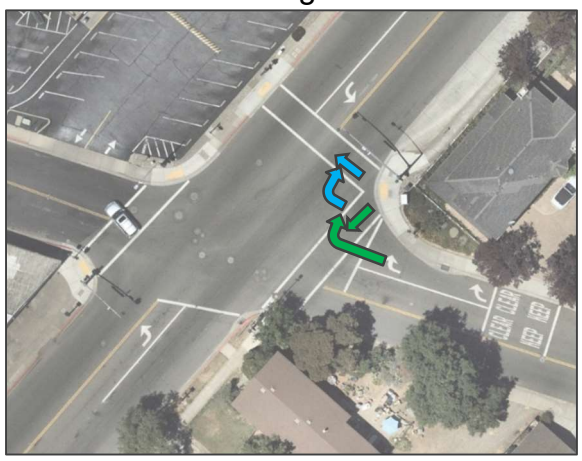
Pedestrian Analysis

Intersection (Pedestrian)

Intersections and midblock segments with more than one collision are typically analyzed. However, there were no intersection locations during the current three-year period with more than one collision. There were also no midblock locations with more than one collision. We expanded our search to the last five-year period and found one intersection with more than one collision and analyzed it below. This intersection was analyzed last year with no new collisions recorded.

First Street at Spring Street/Kottinger Drive

Both collisions involved a westbound right-turning vehicle hitting a pedestrian in a crosswalk (one in the east crosswalk and one in the north crosswalk. One of the collisions was a right turn on red and the other was a right turn on green. Right-turning vehicles have good sight distance of this crosswalk, as long as they are looking in that direction.



Both of these collisions were reviewed last year (and the year before), with no new collisions at this intersection. We conducted a 10-year collision review to determine if LPI (leading pedestrian interval) or prohibiting the right turn on red were needed (Countermeasures S21-PB and PLS-RTOR). Our analysis showed no collision pattern to support LPI or prohibiting the right turn on red.

Midblock (Pedestrian)

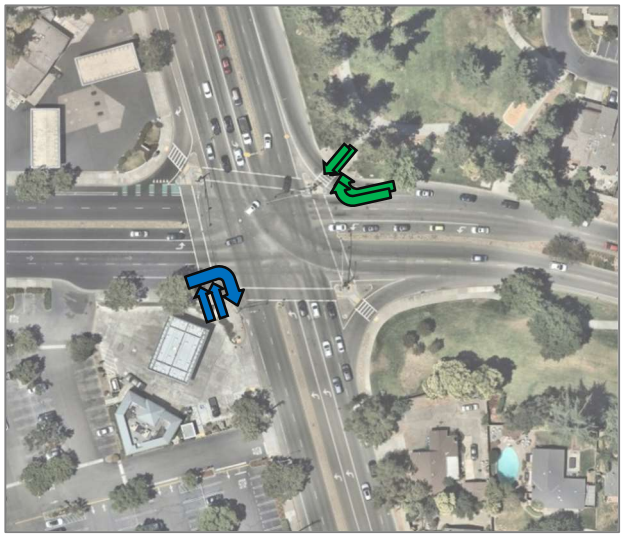
Even with the expanded five-year time frame we still had no midblock locations with more than one collision. While the lack of locations with more than one pedestrian collision is great from a traffic safety perspective, it makes it difficult to identify location specific patterns.

Bicycle Analysis

Intersection (Bicycle)

Intersections and midblock segments with more than one bicycle collision were analyzed. Ten intersections had two or more collisions in the current three-year period. Patterns or actions to take were identified at the following intersections:

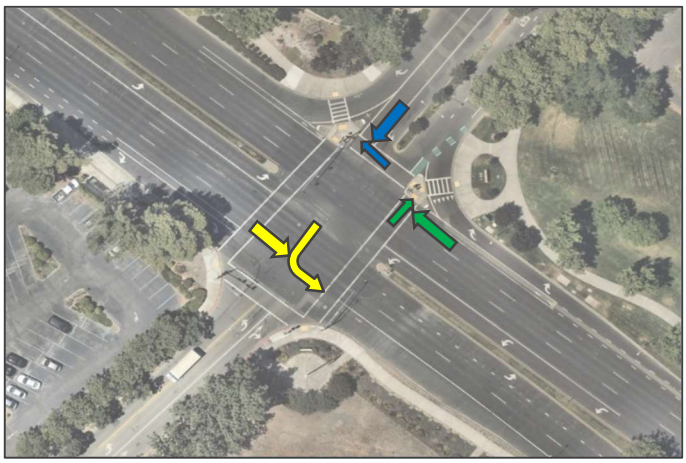
Santa Rita Road at Valley Avenue



All three collisions involved right-turning vehicles and juvenile bicyclists. Both collisions on the northeast corner had the southbound bicyclist hitting the side of a vehicle (bicyclist had no working brakes in first collision and did not look for vehicles in the second collision).

As part of the planned intersection improvement project the pedestrian crossing on the northeast corner will be changed to be traffic signal controlled. The traffic signal will give a red signal indication when pedestrians are crossing (Countermeasure S02).

Hopyard Road at Parkside Drive/Valley Trails (south)

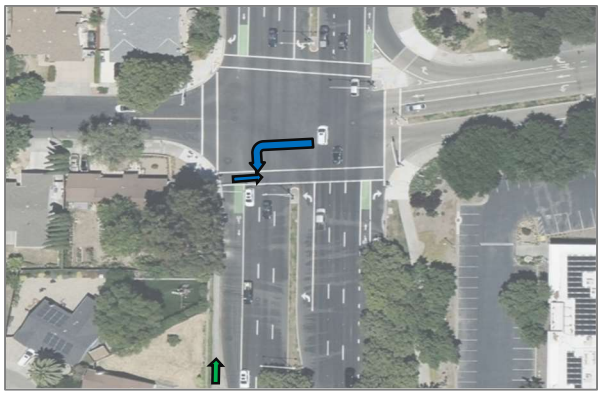


These three collisions were analyzed on the last report. No new collisions occurred at this intersection in the past two years.

Two of the bicyclists were hit in a crosswalk. In the first collision the bicyclist was using the south crosswalk but did not use the pedestrian button. The second collision the northbound bicyclist was in the east crosswalk entered against a red pedestrian signal.

No further patterns were identified. In April of 2024 staff upgraded detection to extend the all-red period (time the signal shows red to all directions between signal phases) when a bicycle is detected in the intersection. Pleasanton countermeasure PLS-BSMOD. Staff also worked with schools to get message to school aged bicyclists on the importance of using pedestrian push buttons at signalized intersections. Pleasanton countermeasure PLS-EDMSG.

Hopyard Road at Inglewood Drive



There were two bicycle collisions at this intersection. One of those collisions involved a westbound left-turning vehicle that failed to yield to an eastbound bicyclist in the south crosswalk.

We will review the 10-year collision history at this intersection and consider protecting the left turn movement (Countermeasure S07).

Santa Rita Road at Lockhart Lane

Both collisions were analyzed in the previous report. In both collisions northbound bicyclists were hit crossing driveways on the west side of Santa Rita Road.

A 10-year collision history was reviewed, and a pattern of northbound bicycle collisions was noted at the intersection with Lockhart Lane (green arrows). We will install warning signage for northbound bicyclists/pedestrians to be cautious/make eye-contact with driver before crossing driveway (Countermeasure R22). This driveway's geometry was also recently altered as part of the adjacent housing development. We had the developer extend the south curbline of Lockhart Lane to the north to allow for better sight distance and shorten the crossing (Countermeasure R35PB).

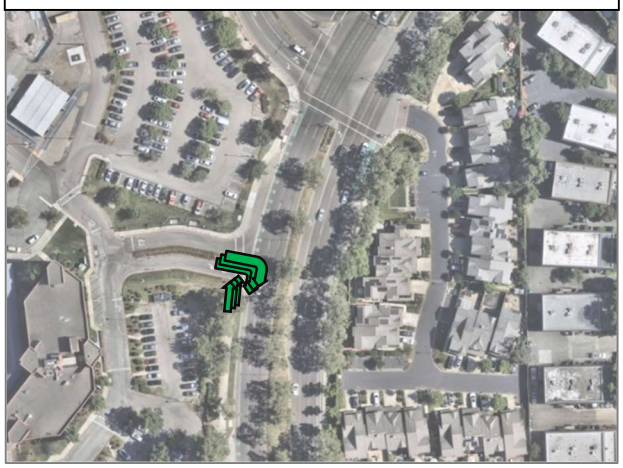
Midblock (Bicycle)

Three midblock segments were identified as having more than one bicycle collision during the three-year study period. A key trend observed across these locations is the presence of contraflow bicyclists (riding against the direction of traffic). We will examine this trend in greater detail to determine whether it reflects a broader systemic pattern and to identify any appropriate countermeasures. As part of this review, we will also evaluate collision patterns by age and time of day to assess whether there is a school-related component (e.g., school commute times or school-aged bicyclists).

SANTA RITA RD from W LAS POSITAS BL to OLD SANTA RITA RD

This segment of Santa Rita Road had three collisions. All three occurred in the Stanford/Valley Care driveway crosswalk and involved a northbound bicyclist being hit by an eastbound right-turning vehicle exiting the driveway to enter Santa Rita Road. In all collisions the driver was looking left for a gap in southbound traffic.

SANTA RITA RD from W LAS POSITAS BL to OLD SANTA RITA RD



Last year we recommended installing warning signage for northbound bicyclists/pedestrians to be cautious/make eye-contact with drivers before crossing driveway. Signage was installed on 5/22/2025 and a high visibility crosswalk was installed on 6/26/2025 (Countermeasures R22 and R35PB). No collisions have occurred at this driveway since the changes have been implemented.

W LAS POSITAS BL from SANTA RITA RD to APACHE DR

All three collisions involved a southbound right-turning vehicle exiting the Stanford/Valley Care driveway and an eastbound bicyclist. In two of the collisions the bicyclist was in the crosswalk, in the remaining collision the bicyclist was in the roadway.

W LAS POSITAS BL from SANTA RITA RD to APACHE DR

We will install warning signage for eastbound bicyclists/pedestrians to be cautious/make eye-contact with driver before crossing driveway and install a high visibility crosswalk at the driveway (Countermeasures R22 and R35PB).

SANTA RITA RD from FRANCISCO ST to VALLEY AV

Both collisions involved a northbound bicyclist on the west sidewalk being hit by an eastbound right-turning vehicle exiting the shopping center driveway. In both collisions the driver fled the scene prior to police arriving.

SANTA RITA RD from FRANCISCO ST to VALLEY AV

We will install warning signage for northbound bicyclists/pedestrians to be cautious/make eye-contact with driver before crossing driveway (Countermeasures R22).

Attachment "A" (page 1 of 4)

Table 1. Countermeasures for Signalized Intersections

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
S01	Lighting	Add intersection lighting (S.I.)	Night	40%	20	100%	Medium
S02	Signal Mod.	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	All	15%	10	100%	Very High
S03	Signal Mod.	Improve signal timing (coordination, phases, red, yellow, or operation)	All	15%	10	50%	Very High
S04	Signal Mod.	Provide Advanced Dilemma Zone Detection for high speed approaches	All	40%	10	100%	High
S05	Signal Mod.	Install emergency vehicle pre-emption systems	Emergency Vehicle	70%	10	100%	High
S06	Signal Mod.	Install left-turn lane and add turn phase (signal has no left-turn lane or phase before)	All	55%	20	90%	Low
S07	Signal Mod.	Provide protected left turn phase (left turn lane already exists)	All	30%	20	100%	High
S08	Signal Mod.	Convert signal to mast arm (from pedestal-mounted)	All	30%	20	100%	Medium
S09	Operation/ Warning	Install raised pavement markers and striping (Through Intersection)	All	10%	10	100%	Very High
S10	Operation/ Warning	Install flashing beacons as advance warning (S.I.)	All	30%	10	100%	Medium
S11	Operation/ Warning	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	100%	Medium
S12	Geometric Mod.	Install raised median on approaches (S.I.)	All	25%	20	90%	Medium
S13PB	Geometric Mod.	Install pedestrian median fencing on approaches	P & B	35%	20	90%	Low
S14	Geometric Mod.	Create directional median openings to allow (and restrict) left-turns and u-turns (S.I.)	All	50%	20	90%	Medium
S15	Geometric Mod.	Reduced Left-Turn Conflict Intersections (S.I.)	All	50%	20	90%	Medium
S16	Geometric Mod.	Convert intersection to roundabout (from signal)	All	Varies	20	100%	Low
S17PB	Ped and Bike	Install pedestrian countdown signal heads	P & B	25%	20	100%	Very High
S18PB	Ped and Bike	Install pedestrian crossing (S.I.)	P & B	25%	20	100%	High
S19PB	Ped and Bike	Pedestrian Scramble	P & B	40%	20	100%	High
S20PB	Ped and Bike	Install advance stop bar before crosswalk (Bicycle Box)	P & B	15%	10	100%	Very High
S21PB	Ped and Bike	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	P & B	60%	10	100%	Very High

Table 2. Countermeasures for Non-Signalized Intersections

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
NS01	Lighting	Add intersection lighting (NS.I.)	Night	40%	20	100%	Medium
NS02	Control	Convert to all-way STOP control (from 2-way or Yield control)	All	50%	10	100%	High
NS03	Control	Install signals	All	30%	20	100%	Low
NS04	Control	Convert intersection to roundabout (from all way stop)	All	Varies	20	100%	Low
NS05	Control	Convert intersection to roundabout (from stop or yield control on minor road)	All	Varies	20	100%	Low
NS06	Operation/ Warning	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	All	15%	10	100%	Very High
NS07	Operation/ Warning	Upgrade intersection pavement markings (NS.I.)	All	25%	10	100%	Very High
NS08	Operation/ Warning	Install Flashing Beacons at Stop-Controlled Intersections	All	15%	10	100%	High
NS09	Operation/ Warning	Install flashing beacons as advance warning (NS.I.)	All	30%	10	100%	High
NS10	Operation/ Warning	Install transverse rumble strips on approaches	All	20%	10	90%	High
NS11	Operation/ Warning	Improve sight distance to intersection (Clear Sight Triangles)	All	20%	10	90%	High
NS12	Operation/ Warning	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	100%	Medium
NS13	Geometric Mod.	Install splitter-islands on the minor road approaches	All	40%	20	90%	Medium
NS14	Geometric Mod.	Install raised median on approaches (NS.I.)	All	25%	20	90%	Medium
NS15	Geometric Mod.	Create directional median openings to allow (and restrict) left-turns and u-turns (NS.I.)	All	50%	20	90%	Medium
NS16	Geometric Mod.	Reduced Left-Turn Conflict Intersections (NS.I.)	All	50%	20	90%	Medium
NS17	Geometric Mod.	Install right-turn lane (NS.I.)	All	20%	20	90%	Low
NS18	Geometric Mod.	Install left-turn lane (where no left-turn lane exists)	All	35%	20	90%	Low
NS19PB	Ped and Bike	Install raised medians / refuge islands (NS.I.)	Ped and Bike	45%	20	90%	Medium
NS20PB	Ped and Bike	Install pedestrian crossing at uncontrolled locations (new signs and markings only)	Ped and Bike	25%	10	100%	High
NS21PB	Ped and Bike	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	Ped and Bike	35%	20	100%	Medium
NS22PB	Ped and Bike	Install Rectangular Rapid Flashing Beacon (RRFB)	Ped and Bike	35%	20	100%	Medium
NS23PB	Ped and Bike	Install Pedestrian Signal (including Pedestrian Hybrid Beacon (HAWK))	Ped and Bike	55%	20	100%	Low

Table 3. Countermeasures for Roadways

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
R01	Lighting	Add segment lighting	Night	35%	20	100%	Medium
R02	Remove/ Shield Obstacles	Remove or relocate fixed objects outside of Clear Recovery Zone	All	35%	20	90%	High
R03	Remove/ Shield Obstacles	Install Median Barrier	All	25%	20	100%	Medium
R04	Remove/ Shield Obstacles	Install Guardrail	All	25%	20	100%	High
R05	Remove/ Shield Obstacles	Install impact attenuators	All	25%	10	100%	High
R06	Remove/ Shield Obstacles	Flatten side slopes	All	30%	20	90%	Medium
R07	Remove/ Shield Obstacles	Flatten side slopes and remove guardrail	All	40%	20	90%	Medium
R08	Geometric Mod.	Install raised median	All	25%	20	90%	Medium
R09	Geometric Mod.	Install median (flush)	All	15%	20	90%	Medium
R10PB	Geometric Mod.	Install pedestrian median fencing on approaches	P & B	35%	20	90%	Low
R11	Geometric Mod.	Install acceleration/ deceleration lanes	All	25%	20	90%	Low
R12	Geometric Mod.	Widen lane (initially less than 10 ft)	All	25%	20	90%	Medium
R13	Geometric Mod.	Add two-way left-turn lane (without reducing travel lanes)	All	30%	20	90%	Medium
R14	Geometric Mod.	Road Diet (Reduce travel lanes from 4 to 3 and add a two way left-turn and bike lanes)	All	30%	20	90%	Medium
R15	Geometric Mod.	Widen shoulder	All	30%	20	90%	Medium
R16	Geometric Mod.	Curve Shoulder widening (Outside Only)	All	45%	20	90%	Medium
R17	Geometric Mod.	Improve horizontal alignment (flatten curves)	All	50%	20	90%	Low
R18	Geometric Mod.	Flatten crest vertical curve	All	25%	20	90%	Low
R19	Geometric Mod.	Improve curve superelevation	All	45%	20	90%	Medium
R20	Geometric Mod.	Convert from two-way to one-way traffic	All	35%	20	90%	Medium
R21	Geometric Mod.	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	100%	High

Table 3. Countermeasures for Roadways (Continued)

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
R22	Operation/ Warning	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	All	15%	10	100%	Very High
R23	Operation/ Warning	Install chevron signs on horizontal curves	All	40%	10	100%	Very High
R24	Operation/ Warning	Install curve advance warning signs	All	25%	10	100%	Very High
R25	Operation/ Warning	Install curve advance warning signs (flashing beacon)	All	30%	10	100%	High
R26	Operation/ Warning	Install dynamic/variable speed warning signs	All	30%	10	100%	High
R27	Operation/ Warning	Install delineators, reflectors and/or object markers	All	15%	10	100%	Very High
R28	Operation/ Warning	Install edge-lines and centerlines	All	25%	10	100%	Very High
R29	Operation/ Warning	Install no-passing line	All	45%	10	100%	Very High
R30	Operation/ Warning	Install centerline rumble strips/stripes	All	20%	10	100%	High
R31	Operation/ Warning	Install edgeline rumble strips/stripes	All	15%	10	100%	High
R32PB	Ped and Bike	Install bike lanes	P & B	35%	20	90%	High
R33PB	Ped and Bike	Install Separated Bike Lanes	P & B	45%	20	90%	High
R34PB	Ped and Bike	Install sidewalk/pathway (to avoid walking along roadway)	P & B	80%	20	90%	Medium
R35PB	Ped & Bike	Install/upgrade pedestrian crossing (with enhanced safety features)	P & B	35%	20	90%	Medium
R36PB	Ped and Bike	Install raised pedestrian crossing	P & B	35%	20	90%	Medium
R37PB	Ped and Bike	Install Rectangular Rapid Flashing Beacon (RRFB)	P & B	35%	20	100%	Medium
R38	Animal	Install animal fencing	Animal	80%	20	90%	Medium

Table 4. City of Pleasanton Specific Countermeasures

PLS-INTNAR	Ped and Bike	Intersection narrowing to improve visibility and reduce pedestrian/bicyclist exposure by reducing intersection crossing distances
PLS-LOS	Geometric Mod	Modify intersection through physical changes and/or signal timing to improve capacity and reduce intersection delay
PLS-RMOD	Ped and Bike	Investigate/modify bridge railing
PLS-BSMOD	Ped and Bike	Upgrade detection to extend the all-red period when a bicycle is detected in the intersection.
PLS-RTOR	Ped and Bike	Prohibit right turn on red
PLS-SASMSG	Ped and Bike	Work with schools to get message to school aged bicyclists on the importance of using pedestrian push buttons at signalized intersections.

Attachment "B" (page 1 of 2)

Collision Pattern Analysis Procedure

Last update: Mark Candland 01/11/2023

The process for searching for patterns in collision data is described in detail below. The first step is to identify locations with multiple collisions over the desired time frames. These locations are either at an intersection or along a roadway segment. This is accomplished with reports generated from our collision analysis software (Crossroads Analytics). Reports are currently based on frequency of collisions, not rates. The second step is a detailed analysis of the specifics of each collision.

Locations:

Reports created through Crossroads Analytics:

- The following intersection and midblock reports are created:
  - All Vehicle High Incident Intersection (current year)
  - All Vehicle High Incident Intersection (three-year)
  - Bicycle High Incident Intersection (three-year)
  - Pedestrian High Incident Intersection (three-year)
  - All Vehicle High Incident Midblock (current year and three-year)
  - Bicycle High Incident Midblock (three-year)
  - Pedestrian High Incident Midblock (three-year)

Analysis:

The intersection and midblock reports are analyzed for patterns. Initial review looks for patterns in the summary reports created in Crossroads Analytics. Some will only be able to be identified when reviewing the detailed collision reports. Patterns in the following attributes are reviewed:

- Direction of travel
- Collision type
- Time of day
- Day of week
- Time of year
- School or peak travel time
- Movement preceding collision
- Vehicle at fault
- Primary collision factor
- Object type hit
- Location of collisions
  - Look at what happens at that location (driveway/lane merge/congestion)
  - Also consider land use/landscaping/sight distance
- Vehicle involved with bicycle/pedestrian
- Sobriety/Fatigue
- Weather
- Sun position
- Traffic control device visibility
- Driver speeds
- Unusual roadway conditions (construction/recent change/event)
- Witness and party statements as to why collision occurred
  - Many times the driver at fault is not paying attention (for various reasons)

Also consider:

- Has the intersection/segment been on previous year's reports?
- Were any trends noted last time, did they continue?
- Have there been any recent changes/improvements to the location?

Trends:

In addition to the locations reports trend reports are run/created for the current year and then compared to previous years for the following conditions:

- Primary Collision Factor and Collision Type
- Severity and Lighting Report
- Time of Day, Day of Week and Monthly Trend Report
- Citywide traffic volume trends are graphed/analyzed
- Total number of collisions
- Number of bicyclist collisions
- Number of pedestrian collisions

Overall trend questions/analysis

- Have locations been on previous year's reports?
- Are collisions trending up/down?
- Have there been improvements/changes to explain current trends?
- How do volume changes and collision total trends compare?

Things to remember about data:

- Collisions in the database are on public streets only (no private street/parking lot collisions are entered except for Ruby Hill)
- Only reported collisions are in database, there are many collisions that go unreported.
- Bicyclists and pedestrians are more vulnerable and when involved in a collision are more likely to be injured, the numbers will reflect this. Collisions involving bicyclists/pedestrians are analyzed both with vehicle collisions and separately when looking for patterns.
- Collisions involving electric scooters are marked as the bicycle vehicle type (they are traveling at speeds and in locations more like a bicycle)
- Collisions involving people on skateboards and manual scooters are recorded as pedestrian collisions.

Due to the low number of bicycle/pedestrian collisions, and midblock collisions, it is necessary to look over a longer time frame to have enough collisions to identify patterns.

Attachment "C"

Recommended Actions

Location	Action	Countermeasure Code	Year	Status
Foothill Rd at Dublin Canyon Rd/Canyon Way	Install additional signal head for northbound through	Countermeasure S02	2023	Completed 3/2023, Signal head installed
Sunol Blvd at I680 Northbound Ramps	Signalize intersection	Countermeasure NS03	2024 2026	Design Still in design
Dublin Canyon Rd from Foothill Rd to Laurel Creek Dr	Look for opportunities to enhance striping to provide extra notification of curves in roadway	Countermeasure R22	2024	Striping was modified 9/2024
Sunol Blvd from Sonoma Dr to Sycamore Rd	Evaluate sight distance of left turn pocket into cemetery	Countermeasure NS11	2024	Evaluated, sight distance good
Santa Rita Rd from Sutter Gate Ave to Stoneridge Dr	Evaluate midday traffic signal timing to see if more green time can be given to northbound through	Countermeasure S03	2024	Staff analyzed most recent collision patterns and details do not show collision pattern that would be corrected with more green time.
First St at Spring St/Kottinger Dr	We will conduct a 10-year collision review to determine if LPI (leading pedestrian interval) or prohibiting the right turn on red are needed.	Countermeasure S21-PB and PLS-RTOR	2024	Completed. The 10-year collision history does not show a pattern that would support LPI or no RTOR.
Hopyard Rd at Parkside Dr	Staff will upgrade signal detection to extend the all-red period when a bicycle is detected in the intersection	Countermeasure PLS-BSMOD	2024	Completed, 4/2024
Hopyard Rd at Parkside Dr	Staff will also work with schools to get message to school aged bicyclists on the importance of using pedestrian push buttons at signalized intersections. Pleasanton	Countermeasure PLS-EDMSG	2024	Staff reached out to school district to promote bicycle safety to their students. Link to BikePleasanton.com was shared with safety information and current events/classes.

Black Av at Cedarwood Ln	Install RRFB system	Countermeasure R37PB	2023	Completed 6/17/2024
Black at Crestline Rd	Remove parking on Crestline Road as you approach the intersection to increase sight distance	Countermeasure NS11	2024	Completed 8/8/2024
Black at Crestline Rd	Work with school to offer students bicycle safety education	Countermeasure PLS-EDMSG	2024	Staff reached out to school district to promote bicycle safety to their students. Link to BikePleasanton.com was shared with safety information and current events/classes.
Santa Rita Rd at Stoneridge Dr	Refresh and yellow median striping and add more reflectors for SB south of intersection	Countermeasure R28	2025	Striping, reflectors and object marker installed 7/1/2025
Hopyard Rd at W Las Positas Bl	Examine signal head visibility for the southbound left-turning movement and address any deficiencies	Countermeasure NS11	2025	Evaluated 6/2025 and no deficiencies identified
Dublin Canyon Rd from Foothill Rd to Canyon Creek Cir	Inform Police Department of prevalence of DUI collisions on this section of roadway		2025	Discussed with Police Department 05/19/2025
First St from Arendt Wy to Kottinger Dr	Inform Police Department of prevalence of DUI collisions on this section of roadway		2025	Discussed with Police Department 05/19/2025
Santa Rita Road at Stanford/Valley Care Driveway	Install warning signage for northbound bicyclists/pedestrians to be cautious/make eye-contact with driver before crossing driveway.	Countermeasure NS06	2025	Sign installed 5/22/2025. Ladder crosswalk marked 6/26/2025
Santa Rita Road at Valley Avenue	Add yellow signal backplates. Continue planned intersection project improvements to LOS and signalization of NE corner crosswalk.	Countermeasures S02, PLS-LOS, S03	2026	
Stoneridge Drive at NB I-680 Off Ramp	Examine visibility of eastbound signal heads and consider adding additional eastbound signal head	Countermeasure S02	2026	

Bernal Avenue at Main Street	Review 10-year collision history and consider traffic signal installation or prohibiting the southbound left turn	Countermeasure NS03	2026	
Foothill Road at Canyon Way/Dublin Canyon Road	Examine visibility of southbound signal heads and add yellow backplates. Also analyze current timing/phasing for improvements	Countermeasure S02, S03	2026	
Stoneridge Drive at Chabot Drive	Review 10-year collision history and consider protecting left turn movement	Countermeasure S07	2026	
Santa Rita Road at Rosewood Drive	Review 10-year collision history and consider adding yellow backplates. Also examine current timing plan for Rosewood Drive to see if max time is sufficient.	Countermeasure S02 and S03	2026	
Hopyard Road at Inglewood Drive	Review 10-year collision history and consider protecting left turns	Countermeasure S07	2026	
Santa Rita Road at Lockhart Lane	Install warning signage for northbound bicyclists/pedestrians to be cautious/make eye-contact with driver before crossing driveway.	Countermeasure R22	2026	
West Las Positas Boulevard at Stanford/Valley Care Driveway	Install warning signage for northbound bicyclists/pedestrians to be cautious/make eye-contact with driver before crossing driveway. Also mark crosswalk with ladder markings.	Countermeasures R22 and R35PB	2026	
Santa Rita Road at Safeway Shopping Center - Center Driveway	Install warning signage for northbound bicyclists/pedestrians to be cautious/make eye-contact with driver before crossing driveway.	Countermeasure R22	2026	
Citywide Bicycle Collisions	Examine contraflow bicyclist trend in greater detail to determine whether it reflects a broader systemic pattern and to identify any appropriate countermeasures.		2026	