

BICYCLE, PEDESTRIAN & TRAILS COMMITTEE SPECIAL MEETING AGENDA

Monday, August 3, 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 27, 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. Hexagon Status Update/Discussion on the Bike Ped Master Plan Update

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
 - City Council approved a contract with Wood Rodgers on May 19, 2026, for \$402,450 for design and Caltrans approval (12-month timeline)
- **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
 - Phase 2 Community Outreach during April and May 2026
 - Consultant update to BPTC July 27, 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
- **Mini Street Sweeper:**
 - It has finally arrived!!!

PUBLIC WORKS - LANDSCAPE

- **Augustin Bernal Trails:**
 - The City started their fuel management work on the Augustin Bernal Trail on June 29th. The fuel management work involves providing a 50-ft fire break along all the trails. No trail had to be closed, but there has been and will continue to be active brush clearing work at Augustin Bernal Park that impacts trail users. The crew was pulled off the job to help fight the Little Fire and will likely be very intermittent in their work during fire season as they get pulled off site to fight fires. Work is expected to be completed by the end of this year.

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

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CITY OF PLEASANTON
BICYCLE, PEDESTRIAN & TRAILS COMMITTEE MEETING MINUTES
April 27, 2026

Chair Stewart 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 Tom Medina, Phil Bowman, Anurag Jain, Christine Campbell, Sharon Piekarski, Ernie Rodgers, Donna Dubose, Sierra Stewart

Absent: William Bridenbaugh, Kaya Kunde

Present Staff members, Traffic Engineer Mike Tassano, Associate Traffic Engineer Matt Nelson, Senior Traffic Engineer Cedric Novenario, Landscape Architect Matt Gruber, Police Officer Matt Kroutil

AGENDA AMENDMENTS

None

CONSENT CALENDAR

1. Approve regular meeting minutes of March 24, 2025, and March 23, 2026.

Recommendation: Approved with amendment to include Committee member Jain.

MEETING OPEN TO THE PUBLIC

2. Introductions/Awards/Recognitions: None

3. Public Comment: A member of the public discussed Bike to Work Day

COMMISSION MATTERS

4. Review of Safe Street for All Implementation Grant Application – Measure BB Funds

Recommendation: Unanimous support for the use of Measure BB funds with a \$1.3 million cap after exhausting TIFF funds.

Senior Traffic Engineer Cedric Novenario presented the item.

Chair Stewart opened public comment/hearing.

The following individuals provided comment: Committee members Campbell, Piekarski, Jain, Bowman, and Medina as well as staff members Nelson and Tassano and a member of the public.

Chair Stewart closed public comment.

5. Review the West Las Positas Multimodal Reconstruction Project – Phase II 65% Design Plans

Recommendation: For the committee to receive and update and provide feedback

Associate Traffic Engineer Matt Nelson presented the item.

Chair Stewart opened public comment/hearing.

The following individuals provided comment: Committee members and a member of the public.

Chair Stewart closed public comment/hearing.

6. Recommend use of Measure B/BB Bicycle and Pedestrian Funds

Recommendation: The committee supports the use of \$12k in Measure BB for Hopyard/Golden crosswalks.

Associate Traffic Engineer Matt Nelson presented the item.

Chair Stewart opened public comment/hearing.

The following individuals provided comment: Committee members and a member of the public as well as Sargent Kroutil.

Chair Stewart closed public comment/hearing.

COMMISSIONER REPORTS

7. Anurag Jain provided an update on the new cell coverage policy, Earth Day event and Hidden Canyon project update regarding trail connection.
8. Tom Medina provided an update on the Parks and Recreation Commission Actions, including the annual budget report for Library and Recreation, and forming two new subcommittees: Volunteer and Sponsorship and Program Development.

COMMITTEE COMMENTS

9. Donna Duboce asked if we have the money for all Interstate-580 crossings. Chair Piekarski asked when we will start the West Las Positas construction project as well as the street sweeper.

STAFF COMMENTS

10. Staff members Matt Nelson and Matt Gruber provided comments on the WLP Project, I-580 Overcrossings, the Bike/Ped Master Plan Update, Community and Economic Development Department Update, the Augustin Bernal Mountain Bike Trail and the North Arroyo Mocho Trail.

MATTERS INITIATED

None

ADJOURNMENT

Chair Stewart adjourned the meeting at 8:45 p.m.

August 3, 2026

Item 4

**SUBJECT: STATUS UPDATE ON THE BICYCLE AND PEDESTRIAN MASTER PLAN
UPDATE PROJECT**

SUMMARY

Hexagon will provide an update on the status of the Bicycle and Pedestrian Master Plan Update, including key milestones completed to date. The presentation will summarize Phase 2 community outreach, the needs assessment analysis, project recommendations, prioritization findings, and proposed support programs.

The next step in the Master Plan update process is the development of the draft Plan.

RECOMMENDATION

It is recommended that the Bicycle, Pedestrian & Trails Committee review the proposed prioritization methodology and support programs and provide feedback to staff and the consultant. Staff is specifically seeking input on the following:

- Which elements of the prioritization approach are strongest, and which should be adjusted?
- Are the proposed criterion weights appropriate?
- Does the proposed scoring methodology result in a reasonable project prioritization list?

ACTION

No action required – informational item only.

Submitted by:



Matthew Nelson
Associate Traffic Engineer

Attachment:

1. Draft Prioritization and Implementation of Proposed Recommendations Memo
2. Support Programs Memo



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: July 21, 2026

To: Matthew Nelson, City of Pleasanton

From: Shikha Jain
Ethan Heckman

Subject: Prioritization and Implementation of Proposed Recommendations for the Pleasanton Bicycle and Pedestrian Master Plan Update

Hexagon Transportation Consultants has completed a prioritization assessment of the proposed bicycle and pedestrian improvements outlined in the needs assessment and recommendations memorandum developed by Toole Design Group for the Pleasanton Bicycle and Pedestrian Master Plan update (Appendix A). Based on a combination of technical criteria and community input described below, a prioritization ranking was developed for each individual bicycle and pedestrian project, and the focus network corridors.

The project and corridor rankings in the Bicycle and Pedestrian Master Plan were developed to help organize and prioritize potential improvements. The rankings are intended to serve as a planning tool for comparing needs and identifying a general order for implementation. However, the rankings are only one factor considered by Traffic Engineering when determining how and when to advance improvements and allocate available funding.

Implementation decisions are also informed by other important considerations, including project readiness, coordination with planned roadway or utility work, grant funding opportunities, safety needs, community input, operational considerations, and available budget. As a result, the ranked order in the Master Plan does not, by itself, obligate the City to construct projects in strict sequence or within a specific timeframe.

Prioritization Criteria

The project prioritization framework evaluated 25 bicycle segment improvements and 56 pedestrian intersection improvements using six criteria: safety, destination access and barrier connectivity, facility comfort, Safe Routes to School (SRTS), equity, and planning-level cost.

Safety evaluated whether a project is located on the Focused Pedestrian High Injury Corridor and the Focused Bicycle High Injury Corridor addressing locations with a history of severe or fatal crashes. The bicycle and pedestrian high injury corridors were developed in the City's 2026 Travel Action Plan.

Access to Destinations and Barrier Connectivity assessed how effectively a project improves connections to key destinations such as downtown, schools, BART, trails etc. and overcomes barriers to walking and bicycling, such as, freeways, arterials, and rail corridors. Connections to key destinations was based on the trip potential analysis completed by Toole Design Group, and connection across barriers was based on aerial review.

Comfort measured the extent to which a project improves user comfort and reduces stress for people walking and bicycling, based on changes to the Level of Traffic Stress (LTS). LTS analysis for bicycle and pedestrian facilities was completed by Toole Design Group.

SRTS evaluated whether a project is located within a quarter-mile to one-half mile of a school, supporting safer travel for students. A map of the quarter mile and half mile school buffers is provided in Appendix B.

Equity was assessed using local income data. Because the Metropolitan Transportation Commission (MTC) has not identified any Equity Priority Communities (EPCs) within Pleasanton, an alternative methodology was developed using 2025 HUD Area Median Income (AMI) data. Census blocks with household incomes below 80 percent of the Alameda County AMI received the highest score, while blocks below 80 percent of the City AMI but above the County threshold received partial points. This approach recognizes localized areas of need within Pleasanton despite the city's relatively high-income demographics. A map of these areas is provided in Appendix B.

Cost was evaluated using planning-level estimates developed based on infrastructure type and City staff input:

- **Bicycle Facilities:** Costs were estimated based on segment length and facility type using per-mile unit costs derived from recent local project estimates prepared by Hexagon. Per the City standard, it was assumed that all Class IV separated bicycle facilities would be sidewalk level facilities. Cost assumptions are provided in Appendix C.
- **Pedestrian Improvements:** Because the recommended treatments remain conceptual and may ultimately include a range of improvements, costs were categorized into three qualitative tiers:
 - **Low Cost (\$10,000):** Signing and striping, stop control modifications, and signal timing improvements such as Leading Pedestrian Intervals (LPIs).
 - **Medium Cost (\$100,000):** Minor concrete improvements and pedestrian safety enhancements, such as median refuge islands and Rectangular Rapid Flashing Beacons (RRFBs). Improvements that require utility relocation or have right-of-way constraints were assumed to have higher costs and were categorized as high-cost improvements.
 - **High Cost (\$500,000):** Major capital improvements including roadway reconfiguration, signal modifications.

Scoring

The maximum score that an individual project could receive is 50 points. Criteria were weighted based on the plan's goals and input received from the community during the first phase of outreach:

- **Highest Weight (10 points each):**
 - Safety
 - Safe Routes to School (SRTS)

These criteria were identified by the community as the most important factors and therefore received the greatest weight.
- **Medium Weight (8 points each):**
 - Access to Destinations and Barrier Connectivity

- Comfort
- Equity

These criteria support the City's goals of accessibility, comfort, and sustainability, while aligning with competitive grant program priorities.

- **Lowest Weight (6 points maximum):**

- Cost

Cost was weighted lowest to avoid disproportionately penalizing projects with higher capital costs but substantial community benefits.

The specific evaluation metrics, scoring thresholds, and point allocations for each criterion are summarized in Table 1.

Table 1: Prioritization Criteria

Criteria	Evaluation Metric	Points Criteria	Points
Safety	Presence of fatal/severe injury crash(es)	Located on Focused Pedestrian High Injury Corridors and Focused Bicycle High Injury Corridors ¹	10
Access to Destinations/ Connection Across Barriers	Located in high trip potential location (70-85 composite score) ² , Improves a connection across a major barrier (e.g. arterial, freeway, ramp, or rail tracks), Connects to a trail	All 3 criteria met	8
		Meets at least 2 criteria	6
		Meets at least 1 criteria	4
Comfort	Closes a gap or improves comfort of facility by improving Level of Traffic Stress (LTS) ²	Closes gap or provides a Low Stress Facility	8
		One better LTS	6
		Partial LTS improvement	4
Safe Routes to School (SRTS)	Project located in proximity to school	Within ¼ mile of a school	10
		Within ½ mile of a school	5
Equity	Concentration of disadvantaged populations by Area Median Income (AMI)	Census Blocks Below 80% of Alameda County AMI	8
		Census Blocks Below 80% of Pleasanton AMI (but above 80% of County AMI)	4
Cost	High-level cost tier based on improvement type. • Bike: Low < \$500k, Medium between \$500k and \$1M, High > \$1M • Pedestrian: Low is \$10K e.g. signing/stripping/signal timing change, Medium is \$100K e.g. concrete/minor utility, High is \$500K e.g. signal modification/curb changes <i>Note: Where a variety of improvements could be made, average points between a range of improvements are applied.</i>	Low	6
		Medium	4
		High	2

Sources:

1. Pleasanton Travel Action Plan, 2026
2. Needs Assessment and Recommendation Memorandum developed by Toole Design Group
3. U.S. Department of Housing and Urban Development, 2025. AMI for Alameda County for 2025 is \$159,800 and for the City of Pleasanton is \$190,124.

Community Input

Community input was incorporated into the final project rankings through a separate weighting process rather than as an individual scoring criterion. During community outreach, which included two pop-up events, a community meeting, and an online survey, participants were asked to identify and vote for bicycle and pedestrian improvements they viewed as the highest priorities. The

distribution of community votes across bicycle and pedestrian improvement locations is shown in the heat maps included in Appendix B.

To develop the final prioritized project list, technical scores were first normalized on a 100-point scale and combined with normalized community vote totals. Final rankings were calculated using an 80 percent weighting for the technical score and a 20 percent weighting for community preference. Accordingly, project prioritization is primarily driven by objective measures such as safety, connectivity, comfort, equity, and cost, while also reflecting community-identified priorities.

Implementation Approach

Projects were evaluated for implementation readiness and categorized as either near-term (0–5 years) or longer-term (5+ years) to assist with funding and delivery strategies.

Near-Term Projects (0–5 Years) generally consist of lower-cost improvements that can be implemented through signing, striping, signal timing adjustments, traffic calming measures, pedestrian crossing enhancements, and quick-build treatments. These projects can often be delivered through existing maintenance programs, annual capital improvement budgets, or development-driven improvements and provide an opportunity to demonstrate early progress toward Plan goals.

Long-Term Projects (5+ Years) include corridor-wide bicycle facility upgrades and intersection improvements requiring design and capital investment. These projects should be incorporated into the City's Capital Improvement Program (CIP), advanced through phased implementation, and positioned for regional, state, and federal funding opportunities.

Individual Project Ranking

Based on the methodology described above, a technical score and ranking were developed for each bicycle and pedestrian improvement project. Project rankings and implementation timelines for all bicycle and pedestrian improvements are provided in Appendix D.

The top 5 ranked bike projects are shown in Table 2 and Appendix B, and the top five ranked pedestrian projects are shown in Table 3 and Appendix B.

Table 2: Top 5 Ranked Bike Projects

Bike Ranking	Proj ID	Corridor	Segment/Intersection	Implementation
1	24	Main St	Del Valle Pkwy to St. John St	Near Term
2	17	Santa Rita Rd	I-580 to Del Valle Pkwy	Long Term
3	22	Old Bernal Ave	Bernal Ave to Peters Ave	Near Term
4	23	Peters Ave/St. John St	Main St to Old Bernal Ave	Long Term
5	16	Valley Ave	Hopyard Rd to Santa Rita Rd	Long Term

Table 3: Top 5 Ranked Pedestrian Projects

Pedestrian Ranking	Proj ID	Intersection	Implementation
1	56	Kottinger Dr at Bernal Ave	Long Term
2	50	Bernal Ave at Sunol Blvd	Long Term
3	40	Santa Rita Rd at Black Ave	Near Term
4	48	Bernal Ave at Pleasanton Ave	Near Term
5	53	Main St at Division St	Near Term

Overall, the recommended bicycle and pedestrian improvement program represents approximately \$73 million in planning-level capital improvements, consisting of \$58 million in bicycle improvements and \$15 million in pedestrian improvements (see Table 4).

Table 4: Planning Level Cost of Proposed Bicycle and Pedestrian Improvements

Project Type	Number of Projects	Estimated Cost ¹
Bicycle Projects	25	\$57,528,300
Pedestrian Projects	56	\$15,260,000
Total	81	\$72,788,300
1. The costs presented are planning-level estimates intended for project prioritization and comparison. Actual project costs will vary based on the final scope, design, site conditions, utility requirements, right-of-way needs, environmental review, and construction market conditions.		

Corridor Ranking

Individual bicycle and pedestrian projects were grouped into focus network corridors to identify corridor-level investment priorities. Corridor scores were calculated by combining length-weighted bicycle segment scores and average pedestrian intersection scores, with each mode receiving equal weight (50%). Consistent with the project prioritization methodology, corridor rankings were developed by combining normalized technical scores (80%) and normalized community voting results for the entire corridor (20%). The resulting corridor rankings and associated bicycle and pedestrian projects are provided in Appendix E.

Table 5 summarizes the corridor evaluation results, including each corridor's ranking, roadway classification, regional connectivity, performance across the safety, access, comfort, SRTS, and equity criteria, level of community support, and estimated implementation cost range. Community priorities were generally aligned with the technical evaluation. Corridors receiving the highest technical scores also tended to receive the strongest public support.

While the corridor ranking provides a data-driven framework for comparing potential investments, rankings should be considered within the context of each corridor's unique characteristics. Some corridors ranked highly due to factors such as proximity to schools, access to major destinations, existing network gaps, or lower implementation costs. Conversely, some corridors with important citywide or regional connections ranked lower due to recently implemented improvements, higher implementation costs, or other factors in the evaluation criteria. Furthermore, for lengthy corridors, if some study segments or intersections received lower scores, the overall corridor score was reduced. The discussion below provides additional context on the factors influencing each corridor's ranking and highlights considerations not fully captured by the scoring methodology.

The highest-ranked corridors (#1 to #9) are discussed in greater detail below to provide additional context on the factors contributing to their rankings:

- **#1 Main Street between Del Valle Parkway and Old Bernal Avenue:** Main Street ranked as the highest-scoring corridor due to its Downtown location, access to schools and key destinations, equity considerations, and strong community support. Bicycle improvements along Main Street are constrained by existing roadway conditions; therefore, the recommended alternate low-stress bicycle route through Downtown follows the parallel Old Bernal Avenue–Peters Avenue–St. John Street corridor. The Main Street–Old Bernal Avenue–Peters Avenue–St. John Street bicycle improvements ranked among the top five bicycle projects and the Main Street/Division Street intersection improvements ranked among the top five pedestrian improvement projects.
- **#2 Santa Rita Road between I-580 and Del Valle Parkway:** Santa Rita Road ranked as the second-highest-scoring corridor due to its role as a major north-south connection, access to schools and regional destinations, location on the bike/ped focused high injury corridor network, equity considerations, and strong community support. The low-stress bicycle facility recommended along the corridor ranked among the top five bicycle improvement projects and the pedestrian crossing improvements at the Santa Rita Road/Black Avenue intersection ranked among the top five pedestrian improvement projects. Due to the corridor's scale and construction complexity, improvements would require phased implementation and grant funding.

Table 5: Corridor Ranking

Ranking ¹	Corridor	Extent N/W	Extent S/E	Roadway Classification	Regional Connection	Safety	Access	Comfort	SRTS	Equity	Cost Range ²	Community Support ³
1	Main St	Del Valle Pkwy	Old Bernal Ave	Local Street		●	●	●	●		\$\$\$	High
2	Santa Rita Rd	I-580	Del Valle Pkwy	Principal Arterial	Yes	●	●	●	●	●	\$\$\$\$	High
3	Valley Ave	Hopyard Rd	Santa Rita Rd	Minor Arterial		●	●	●	●	●	\$\$\$\$	Medium
4	Spring Ave/Kottinger Dr	Main St	Concord St	Local Street		●	●	●	●		\$\$\$	Medium
5	Bernal Ave	Foothill Rd	First St	Principal Arterial		●	●	●	●	●	\$\$	High
6	Black Ave	Hopyard Rd	Santa Rita Rd	Local Street			●	●			\$	Medium
7	Case Ave	Bernal Ave	Valley Ave	Major Collector		●	●	●			\$\$	Low
8	Greenwood Rd/Harvest Rd	Mohr Ave	Del Valle Pkwy	Local Street			●	●			\$	Low
9	W Las Positas Blvd	Foothill Rd	Cranwood Ct	Principal Arterial		●	●	●	●		\$\$\$\$	High
10	Foothill Rd	Stoneridge Dr	Bernal Ave	Minor Arterial	Yes	●	●	●	●		\$\$\$\$	High
11	Stoneridge Dr	Foothill Rd	Santa Rita Rd	Minor Arterial	Yes	●	●	●	●	●	\$\$\$\$	Medium
12	Hopyard Rd	I-580	W Las Positas Blvd	Principal Arterial	Yes	●	●	●			\$\$\$\$	Medium
13	Dorman Rd	Denker Dr	W Las Positas Blvd	Local Street		●	●	●			\$	Low
14	Willow Rd	Owens Dr	W Las Positas Blvd	Minor Arterial		●	●	●			\$\$\$\$	Low
15	Iron Horse Trail	Dublin/Pleasanton BART Station	Owens Dr	N/A	Yes	●	●				\$\$\$	Medium
16	Stoneridge Mall Rd	West Dublin BART Station	Stoneridge Dr	Major Collector		●	●		●		\$\$\$	Low
17	Owens Dr	Hopyard Rd	Willow Rd	Principal Arterial		●	●	●			\$\$\$	Low

●= Meets Criteria ●=Partially Meets Criteria

1. Corridor ranking is based on combining technical scores with community input. Normalized technical scores are weighted at 80% and normalized community votes are weighted at 20% to produce the final corridor ranking

2. Corridor improvements estimated below \$500,000 are labeled "\$", below \$1,000,000 "\$\$", below \$5,000,000 "\$\$\$", and above \$5,000,000 labeled "\$\$\$\$".

3. Community support based on Phase II community votes across recommended bicycle and pedestrian projects. Projects are ranked relative to one another and grouped into three tiers: High (top 33% of votes received), Medium (middle 34%), and Low (bottom 33%).

- **#3 Valley Avenue between Hopyard Road and Santa Rita Road:** Valley Avenue ranked as the third-highest-scoring corridor due to its access to schools and neighborhoods, location on the bike/ped focused high injury corridor network, and equity considerations. Although it received moderate community support, it serves as an important east-west connection through central Pleasanton.
- **#4 Spring Avenue/Kottinger Drive between Main Street and Concord Street:** Spring Avenue/Kottinger Drive ranked among the highest-scoring corridors due to its connection to Downtown Pleasanton, access to schools, and equity considerations. Although it received moderate community support, it serves as an important connection to the eastside neighborhoods. The Spring Avenue/Kottinger Drive and Bernal Avenue intersection also ranked among the top five pedestrian improvement projects.
- **#5 Bernal Avenue between Foothill Road and First Street:** Bernal Avenue ranked among the highest-scoring corridors since it is the only I-680 crossing on the south side of Pleasanton connecting residential neighborhoods west of I-680 to Downtown. It is also located on the bike/ped focused high injury corridor network, is proximate to schools, has moderate implementation cost, and received strong community support. Three intersections—Bernal Avenue/Kottinger Drive, Bernal Avenue/Sunol Boulevard, and Bernal Avenue/Pleasanton Avenue—ranked among the top five pedestrian improvement projects.
- **#6 Black Avenue between Hopyard Road and Santa Rita Road:** Black Avenue ranked among the higher-scoring corridors due to its neighborhood connectivity, access to schools, and relatively low implementation cost. The corridor received moderate community support. The Santa Rita Road/Black Avenue intersection ranked among the top five pedestrian improvement projects.
- **#7 Case Avenue between Bernal Avenue and Valley Avenue:** Case Avenue ranked among the higher scoring corridors based on its access to two schools, Downtown, and potential to improve bicycle facility comfort. The corridor has an existing southbound Class IV separated bikeway along the school frontages. The Plan recommends converting the existing northbound Class II bicycle lane to a Class IV separated bikeway. During the walk audit, students accessing the schools were observed entering the southbound Class IV separated bikeway along the school frontages and traveling in the wrong direction; a separated facility on the opposite side of the roadway could help address this behavior. The corridor received lower community support, likely due to the existing low stress bicycle facility along the school frontages.
- **#8 Greenwood Road/Harvest Road between Mohr Avenue and Del Valle Parkway:** Greenwood Road/Harvest Road ranked among the higher scoring corridors due to its access to schools, neighborhood connectivity, and relatively low implementation cost. The corridor received lower community support. The crossing improvements at the Greenwood Road/Valley Avenue intersection ranked high (#6) in pedestrian improvements.
- **#9 W Las Positas Boulevard between Foothill Road and Cranwood Court:** West Las Positas Boulevard ranked lower in this Plan than in the 2018 Bicycle and Pedestrian

Master Plan, where it was identified as the highest-priority corridor. This change reflects updates to the prioritization methodology, including greater emphasis on connections to major bicycle and pedestrian destinations, traffic stress levels, and equity considerations. In addition, recently completed improvements between 550 feet west of Payne Road and Hacienda Drive—including intersection enhancements and a quick-build Class IV separated bikeway—have reduced traffic stress and improved walking and bicycling conditions along this portion of the corridor.

Despite its lower overall ranking, West Las Positas Boulevard remains a critical east-west connection on the north side of the city, providing an I-680 crossing and linking neighborhoods with schools and other key destinations. It is located on the bicycle-focused high injury corridor, and the unimproved segments between Foothill Road and 550 feet west of Payne Road and between Hacienda Drive and Cranwood Court tied at ranking #6 among the bicycle segment improvements, indicating a continued need for additional investment. While community support for converting the existing quick-build separated bikeway to a permanent facility was low compared to corridors without existing low-stress facilities, the corridor overall received strong community support, underscoring its continued importance as a multimodal corridor.

Additional Corridor Considerations (#10 to #17)

The remaining corridors ranked lower overall but continue to represent important connections within the City's bicycle and pedestrian network. Several of these corridors provide key citywide or regional connections, including access across I-680, connections to BART, and links to surrounding communities. However, these corridors ranked relatively lower either because they don't meet or partially meet the evaluation criteria, have very high implementation costs, or lower community support.

- **Foothill Road, Stoneridge Drive, Hopyard Road** – These corridors are important north-south and east-west corridors that serve both local and regional travel beyond Pleasanton. These corridors received moderate to high community support but ranked lower overall because they are lengthy corridors and several study segments or intersections received lower technical scores, reducing the overall corridor score. Implementing low-stress bicycle and pedestrian facilities along the full length of these corridors would require substantial capital investment, phased implementation, and competitive grant funding due to their scale and complexity.
- **BART Access Corridors (Willow Road, Iron Horse Trail Extension, Stoneridge Mall Road, Owens Drive)** - These corridors provide important first-/last-mile connections to BART and the regional transit network. Although they ranked lower due to lower technical scores, lower community support, or higher implementation costs, public outreach highlighted improved transit access as an important community priority.
- **Dorman Road** - Dorman Road represents a lower-cost neighborhood improvement opportunity focused on school access.

Implementation

Based on the corridor evaluation, corridors were further categorized as Priority Corridors, Major Capital Corridors, or Opportunity Corridors (see Appendix B). These categories are intended to guide implementation by considering both the corridor ranking and additional factors such as project scale, implementation complexity, funding needs, and ongoing City efforts. While the

corridor ranking identifies corridors with the greatest overall performance based on the evaluation criteria and community support, the implementation categories also consider opportunities to advance projects already underway, complete network gaps, and deliver near-term safety and connectivity benefits.

Priority Corridors

Priority Corridors represent the highest implementation priorities for the City and should be the focus of near-term planning, design, funding, and construction efforts. These corridors either ranked highest in the prioritization evaluation or are already being advanced through ongoing City initiatives.

The priority corridors include:

- #1 Main Street / Old Bernal Avenue–Peters Avenue–St. John Street
- #2 Santa Rita Road
- #3 Valley Avenue
- #4 Spring Avenue/Kottinger Drive
- #5 Bernal Avenue
- #9 West Las Positas Boulevard*

*Although West Las Positas Boulevard ranked ninth overall, it is included as a Priority Corridor because the City is actively advancing improvements to complete the remaining gaps in the corridor and build upon recently implemented bicycle and pedestrian improvements.

Major Capital Corridors

Major Capital Corridors are important citywide and regional connections that require substantial infrastructure investment and complex implementation. Due to their scale and cost, these corridors are best advanced through phased planning and design, coordination with partner agencies, and pursuit of competitive regional, state, and federal funding opportunities. While these corridors ranked lower than the Priority Corridors, they remain important long-term investments for improving the city's multimodal transportation network.

Major Capital Corridors include:

- #10 Foothill Road
- #11 Stoneridge Drive
- #12 Hopyard Road
- #14 Willow Road
- #15 Iron Horse Trail Extension

Opportunity Corridors

Opportunity Corridors represent corridors where improvements can be advanced through smaller-scale capital projects, routine maintenance, development-related improvements, or other opportunistic funding sources. While these corridors may not require the level of investment needed for the Priority or Major Capital Corridors, they can provide meaningful near-term safety and connectivity benefits and help expand the City's low-stress bicycle and pedestrian network as opportunities arise.

Opportunity corridors include:

- #6 Black Avenue
- #7 Case Avenue
- #8 Greenwood Road/Harvest Road
- #13 Dorman Road
- #16 Stoneridge Mall Road
- #17 Owens Drive

Spot Improvement Opportunities

In addition to corridor-level investments, individual bicycle and pedestrian improvements could be implemented independently as “one-better” level of traffic stress upgrades during resurfacing, capital projects, and utility work. These include intersection crossing improvements, sidewalk gap closures, and bicycle network improvements identified through the existing conditions, needs assessment, and recommendations process. Advancing these improvements can close critical network gaps, improve safety and accessibility, and incrementally expand the City's low-stress bicycle and pedestrian network while larger corridor projects are planned, designed, and funded.

Appendix A

Needs Assessment and Recommendations Memorandum

MEMORANDUM

360 22ND STREET
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To: Mike Tassano and Matt Nelson
Organization: City of Pleasanton
From: Lauren Pepe and Adam Wood
Project: City of Pleasanton Bicycle and Pedestrian Master Plan

RE: Existing Conditions Summary, Needs Assessment, and Recommendations

Existing Bicycle and Pedestrian Facilities

Bicycle Facilities

Pleasanton has a connected bikeway network that is particularly dense in the north-central part of the city, near the Dublin-Pleasanton BART Station. In total, there are approximately 64 miles of bikeways, including:

- 13 miles of Class I **shared-use paths**
- 32 miles Class II **bicycle lanes**
- 9 miles of Class II **buffered bicycle lanes**
- 7 miles of Class III **bike routes**
- 3 miles of Class IV **separated bicycle lanes**

Pleasanton's network of Class I and unpaved shared-use paths provides comfortable, off-street routes for bicyclists and pedestrians. This paved and unpaved trail network provides low-stress connectivity across major streets that would otherwise be barriers. Some examples include:

- The underpass along the Arroyo del Valle Trail provides connectivity beneath Valley Ave.
- The underpasses along the Centennial Trail at W Las Positas Boulevard and Stoneridge Drive provide grade-separated crossings.
- The trail underpasses beneath Hopyard Road, Stoneridge Drive (in two locations), and Santa Rita Road provide grade-separated crossings for those using the Arroyo Mocho Trail.
- The underpass along the Marilyn Murphy Kane Loop provides connectivity beneath I-680.

Figure 1 depicts the existing network of bicycle facilities in Pleasanton.

Since the 2018 Bicycle and Pedestrian Master Plan (BPMP), approximately 13 miles of bikeways have been installed (**Figure 2**), including:

- 0.2 miles of Class I **shared-use paths**
- 1 mile of Class II **bicycle lanes**
- 9 miles of Class II **buffered bicycle lanes**
- 3 miles of Class IV **separated bicycle lanes**

Prior to the 2018 BPMP, the city had no Class IV separated bicycle lanes nor Class II buffered bicycle lanes.

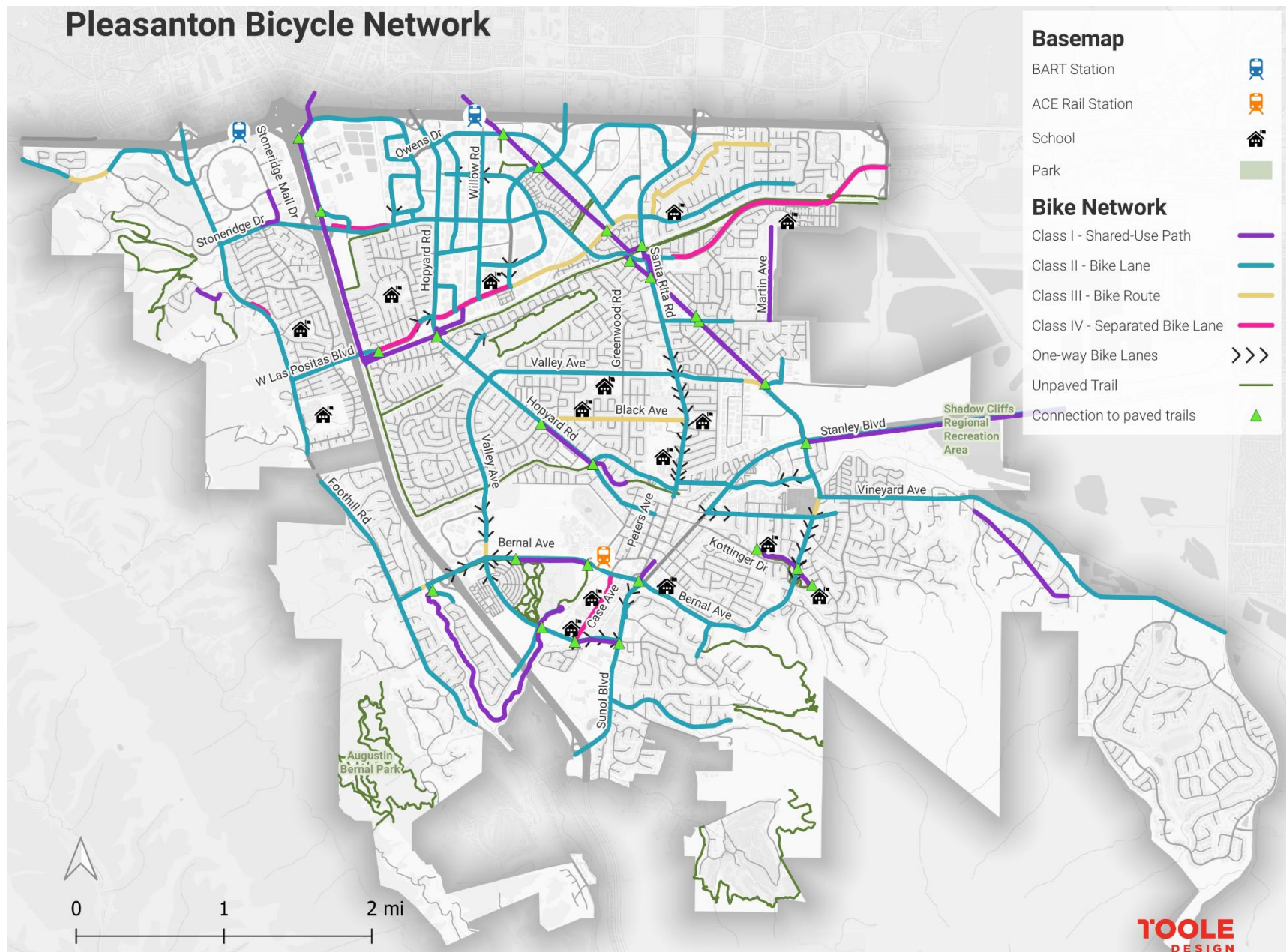


Figure 1: Pleasanton Existing Bicycle Network

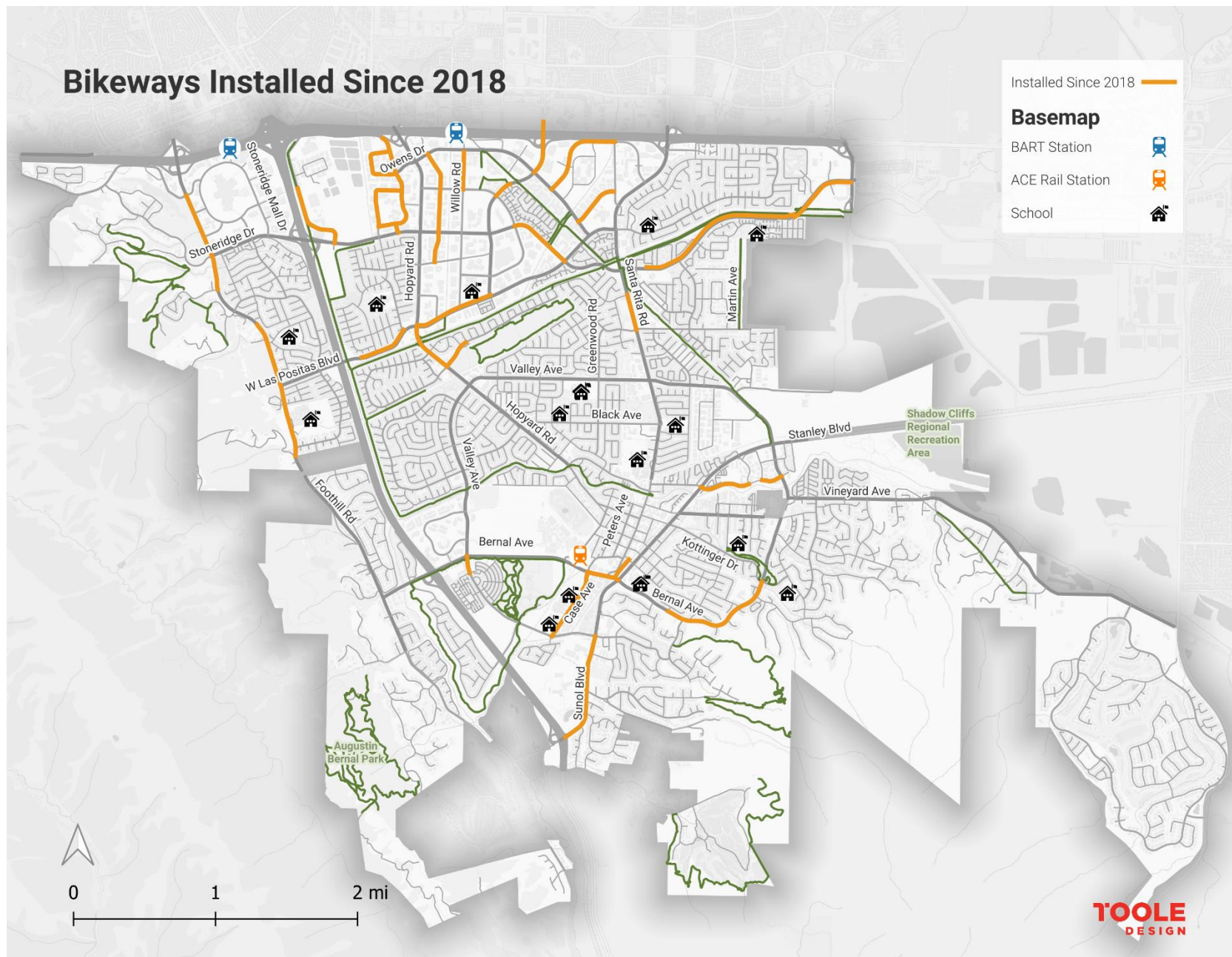


Figure 2: Bicycle Facilities Installed in Pleasanton Since 2018

Pedestrian Facilities

Sidewalks

Most streets in Pleasanton with posted speed limits above 25 mph have sidewalks on both sides of the street. Locations without sidewalks where the posted speed limit is above 25 mph are shown in **Figure 3** and summarized below.

Locations missing sidewalks on both sides of the street include:

- Busch Road/El Charro Road between Ironwood Drive and eastern city limits (adjacent to undeveloped land)
- Deodar Way
- Dublin Canyon Road, west of Albertson's Corporate Office (adjacent to undeveloped land on north side)
- Stoneridge Mall Road south of Canyon Way to Laurel Creek Way

Locations missing sidewalks on one side of the street include:

- Bernal Avenue between East Angela and Hearst Drive (southeast side)
- Bernal Avenue between Tawny Drive and Vineyard Avenue (west side)
- Bernal Avenue between Valley Avenue and Pleasanton Avenue (north side, adjacent to Alameda County Fairgrounds)
- Busch Road between Valley Avenue and Ironwood Drive (south side)
- Canyon Way (south side)
- Freeway overcrossings on W Las Positas Boulevard, El Charro Road, and Hopyard Road
- Foothill Road (west side, which is mostly undeveloped park land, but has some residences along it)
- Johnson Drive (north side adjacent to I-580 freeway)
- Laurel Creek Way (north side)
- Laguna Creek Lane between Valley Avenue and W Lagoon Road (north/west side, adjacent to open space)
- Rosewood Drive (north side adjacent to I-580 freeway)
- Santa Rita Road, east of Old Santa Rita Road to I-580 (east side)
- Stoneridge Drive between Arroyo Mocho Bridge and Stoneridge Creek Way (east side, adjacent to undeveloped land)
- Stoneridge Drive between Stoneridge Mall Road and Hopyard Road (south side, except for short, disconnected segment near Denker Drive that connects to trail alongside creek)
- Stoneridge Mall north/east of Canyon Way to Laurel Creek Way (inner/west side)
- Sunol Boulevard between Valley Avenue and Pleasanton Veterans Memorial (west side)
- Sunol Boulevard between Arlington Drive and western city limits/I-680 off ramp (west side)
- Valley Avenue, north of Stanley Boulevard (east side)
- Valley Avenue, between Oak Vista Way and Laguna Creek Lane (south side, adjacent to open space)
- Valley Avenue between Paseo Santa Cruz and Bernal Avenue (east side, partially adjacent to Alameda County Fairgrounds)

Crossings

Safe and comfortable crossings are an important part of a complete active transportation network. Even if all blocks within a network offer comfortable facilities for people walking and biking, uncomfortable crossings are barriers to connected trips and act as conflict points that interrupt otherwise low stress routes.

Crossing treatments in Pleasanton at many intersections are robust, particularly since many major crossings involve crossing multilane arterials. Furthermore, the City has made improvements at 27 crossing locations citywide, including 22 locations which were safe routes to school projects. Despite this, crossing Pleasanton's multilane arterials remains a challenge in many locations. To assess the challenges presented by uncomfortable crossings, the project team evaluated pedestrian crossing level of traffic stress (PxLTS) on key streets in the City, described later in this chapter.

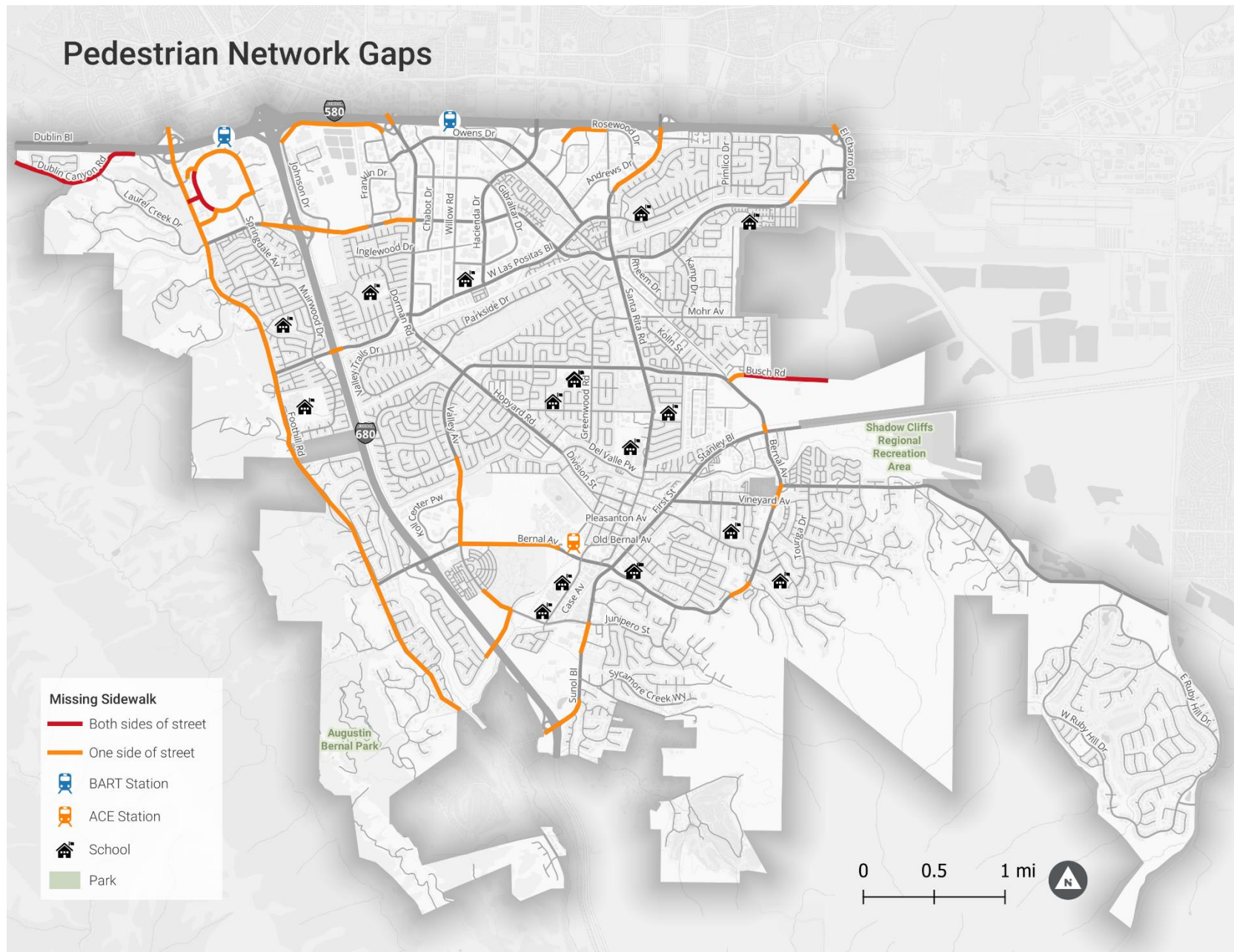


Figure 3: Pedestrian Network Gaps (where posted speed is above 25 mph)

Network Analysis

Approach

Despite a network of bikeways and pedestrian infrastructure citywide, it is still challenging to travel around Pleasanton via active modes due to the City's network of multilane arterials. The Network Analysis was conducted to identify challenging locations within Pleasanton's bicycle and pedestrian networks and to prioritize corridors and intersections where improvements would most effectively enhance safety, comfort, and connectivity. The analysis followed a five-step process:

- **Step 1: Establish Bicycle and Pedestrian Network Goals.** The project team developed goals for the City's bicycle and pedestrian network to guide the analysis and ensure consistency with broader transportation, safety, and mobility objectives.
- **Step 2: Conduct Trip Potential Analysis.** The project team analyzed land use patterns and key destinations to identify areas in Pleasanton with the greatest potential to generate walking and bicycling trips.
- **Step 3: Identify the Bicycle and Pedestrian Focus Network.** Using the Trip Potential Analysis, the 2018 BPMP Vision Network, and other key inputs (see Focus Network section) as guidance, the project team identified the Focus Network, a subset of streets where improvements are most likely to produce meaningful gains in safety and comfort for people walking and bicycling.
- **Step 4: Evaluate Crash History and Level of Traffic Stress (LTS) Along the Focus Network.** The project team assessed current conditions along Focus Network corridors to understand how users experience the network today. This analysis included crash history and Level of Traffic Stress (LTS) to evaluate pedestrian and bicyclist safety and perceived comfort.
- **Step 5: Conduct a Needs Assessment for the Focus Network.** Finally, the project team evaluated each corridor and key intersections within the Focus Network to identify locations where targeted infrastructure investments are needed to address safety and mobility challenges.

The following section describes the methodology and results associated with each step of the Network Analysis.

Bicycle and Pedestrian Network Goals

Prior to conducting existing conditions analyses, the project team met to discuss the City's vision for its bicycle and pedestrian networks. Key questions included:

- What does a successful bicycle and pedestrian network look like in Pleasanton?
- What do City staff envision for the future of walking and bicycling?
- What are the outcomes the City is trying to achieve through network investments?

Taking these key questions into account, and considering progress made toward the goals of the 2018 plan, City staff developed a set of goals that are both measurable and comprehensive:

- **Enhance safety:** Eliminate bicycle and pedestrian fatalities and significantly reduce serious and non-fatal collisions throughout the City.
- **Increase comfort:** Apply a "one-better" approach to achieve progressively lower Levels of Traffic Stress (LTS), creating routes that are comfortable for people of all ages and abilities where feasible.
- **Close gaps and improve connectivity:** Build a continuous, citywide network of walking and bicycling facilities that make active transportation a convenient and preferred choice for people's daily activities.
- **Support sustainability:** Advance Climate Action Plan goals of reducing vehicle miles traveled by encouraging active transportation and decreasing reliance on automobiles.

- Ensure ongoing maintenance: Maintain existing and new bicycle and pedestrian facilities so they remain safe, comfortable, and accessible.

Trip Potential Analysis

The Trip Potential Analysis guided the development of the Focus Network by identifying areas in Pleasanton with the greatest potential for walking and bicycling trips, and therefore where walking and bicycling investments might produce the greatest systemwide benefit. The factors considered in the trip potential analysis are listed in **Table 1**.

Table 1: Trip Potential Factors

Factor	Description	Data Source
Population	Where people live, measured as population density.	US Census ACS 5-Year Estimates, 2019-2023
Jobs	Where people work, measured as employment density.	US Census Longitudinal Employer Housing Dynamics, 2022
Urban Form	Where the built environment encourages more walking and bicycling, based on street grid density.	Toole Design-generated data
Transit	Where transit stop density is highest. Rail stations are counted twice, and bus stations are counted once.	Caltrans ; BART Stations (2021) ; ACE Stations (2021)
Destinations	Where daily destinations are located, including parks, grocery stores, libraries, and other popular locations as identified during public engagement.	City of Pleasanton; Open Street Map ¹ ; Public engagement, 2025
Education	Where K-12 schools are located.	City of Pleasanton
Mobility	Where short trips under two miles (i.e., can be converted to walking or bicycling) are most likely.	Replica ² , Spring 2025

¹ [OpenStreetMap](#) provides crowdsourced geographic data that often exceeds the detail of governmental sources in urban areas.

² [Replica](#) is an activity-based travel demand model that uses big data sources to calculate multimodal travel activity.

The project team assessed trip potential of each of these factors independently before combining all factors into one composite score. Areas with the highest trip potential, accounting for all seven factors, are those with scores in the 70th-85th percentile, shown in light green in **Figure 4**. This layered approach illustrates not only where activity occurs, but where conditions already support active travel and where targeted improvements may unlock latent demand.

Interpreting the Results

Areas with the highest overall trip potential are concentrated in central Pleasanton, especially downtown, where all factors overlap. Downtown, including the Main Street corridor, contains the greatest concentration of destinations, including retail, restaurants, civic uses, and community facilities. It also has a dense, well-connected street network that supports walking and bicycling. Residential neighborhoods near downtown and employment centers within downtown contribute to increased activity throughout the day. Modeled travel data show a strong concentration of trips under two miles extending from downtown toward nearby corridors, which supports the potential for increased walking and bicycling trips in the area.

The analysis also revealed that **major corridors**, including Santa Rita Road and West Las Positas Boulevard, are important connectors with high potential for walking and bicycling trips. Short trips are clustered along these routes, and both corridors connect residential areas with schools, transit, and employment. Northern Pleasanton also has elevated trip potential driven by transit access and the concentration of employment opportunities. Areas near the Dublin-Pleasanton BART station and along frequent bus corridors, such as West Las Positas Boulevard and Valley Avenue, have a high potential for increased walking and bicycling, as most transit users must walk or bike to and from their transit stops. Employment clusters along the I-580 corridor and near the BART station add to this demand, generating both commuter trips and short trips during the workday.

Schools represent another significant contributor to trip potential. In central and south Pleasanton, several K-12 campuses are located within residential neighborhoods. The areas immediately surrounding these schools generate daily walking and bicycling trips for student travel, staff commutes, and after-school activities. These areas also include concentrations of youth and families, emphasizing the need to prioritize safe, connected facilities in these locations.

Summary of Results

The analysis shows that the highest walking and bicycling trip potential exists in downtown Pleasanton and extends outward along corridors such as Santa Rita Road and West Las Positas Boulevard, with additional high-opportunity areas near BART stations and schools. Improvements in these locations would support existing demand and strengthen connections between high-activity areas. Areas toward the city's edges generally show lower population density and fewer overlapping trip generators, particularly near open space and parks. As a result, the overall trip potential is lower in these locations than in the high-concentration areas previously discussed.

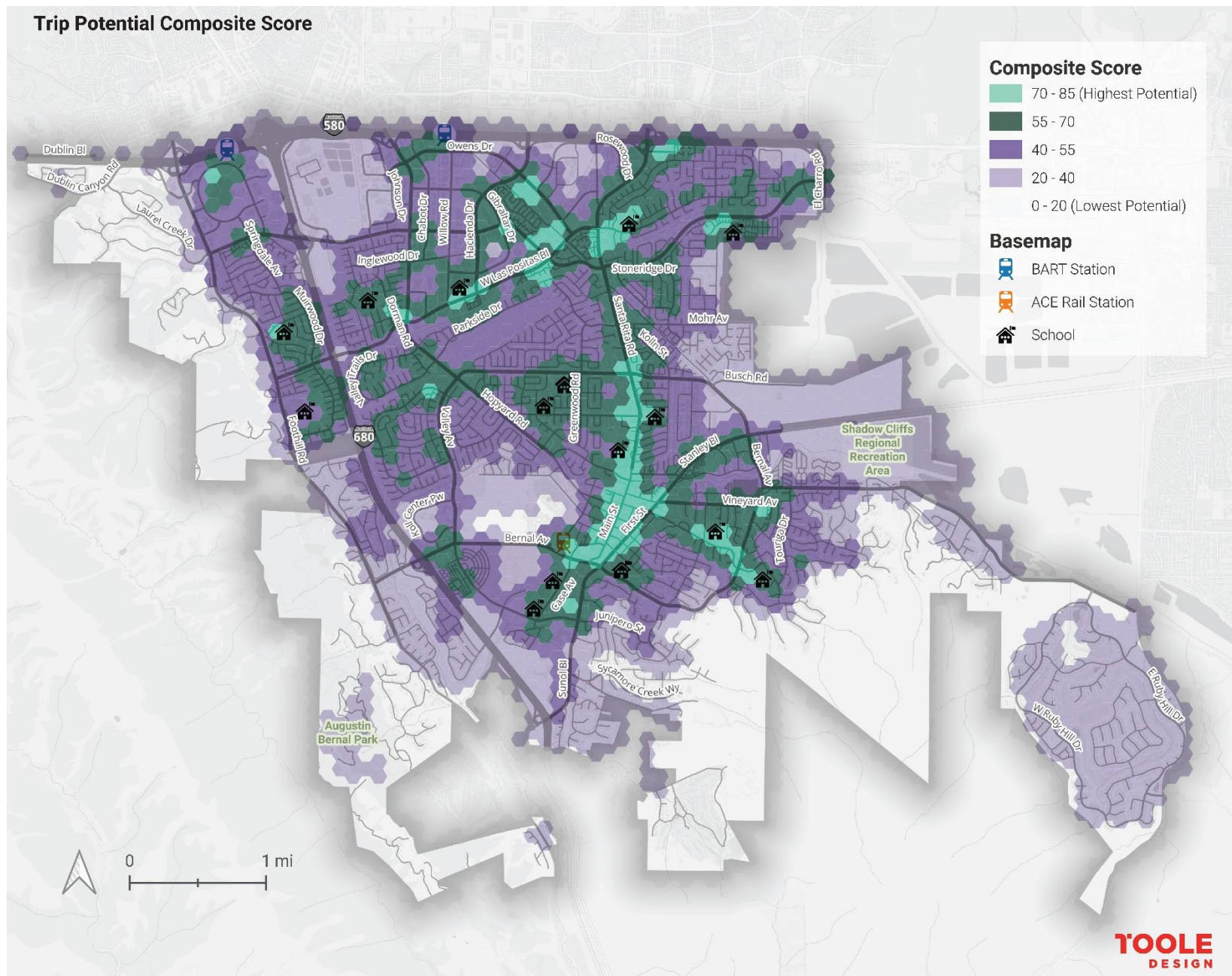


Figure 4: Composite Trip Potential Score Map

Focus Network

Pleasanton's existing roadway network includes many multilane arterials that are unlikely to support comfortable active travel in the short- to medium-term. To address this challenge, the project team developed the Focus Network, which includes 21 miles of bicycle and pedestrian corridors most likely to benefit from investment in active transportation infrastructure over the next five years. To ensure that short-term investments target corridors with the highest potential for safe, effective, and community-supported active transportation solutions, the project team developed the Focus Network by integrating multiple data sources and inputs, including:

- Trip Potential Analysis results
- Priority corridors from the 2018 City of Pleasanton Bicycle and Pedestrian Master Plan (BPMP)
- Community input on current and desired walking and bicycling routes (included as one of the factors in the Trip Potential Analysis)
- Insights from the concurrent Safety Action Plan
- City staff expertise

Figure 5 depicts the Focus Network in relation to the City's unpaved trails network and Vision Network, which includes all existing bicycle facilities, off-street trails, and proposed future facilities. The Focus Network includes the following road segments:

- **Bernal Avenue** from Foothill Road to First Street
- **Black Avenue** from Santa Rita Road to Hopyard Road
- **Case Avenue** from Bernal Avenue to Valley Avenue
- **Foothill Road** from Stoneridge Drive to Bernal Avenue
- **Greenwood Road** from Mohr Avenue to Del Valle Parkway
- **Hopyard Road** from West Las Positas Boulevard to Owens Drive
- **Kottinger Drive** from First Street to Concord Street
- **Main Street** from Bernal Avenue to Del Valle Parkway
- **Owens Drive** from Hopyard Road to Willow Road
- **Santa Rita Road** from Del Valle Parkway to I-580
- **Spring St** from Main Street to First Street
- **Stoneridge Mall Road** from Stoneridge Drive to West Dublin-Pleasanton BART Station
- **Stoneridge Drive** from Foothill Road to Santa Rita Road
- **Valley Avenue** from Hopyard Road to Santa Rita Road
- **Willow Road** from West Las Positas Boulevard to Owens Drive
- **West Las Positas Boulevard** from Foothill Road to Cranwood Ct

The remaining analyses only look at the focus network, and location-specific recommendations in this plan will be restricted to the focus network.

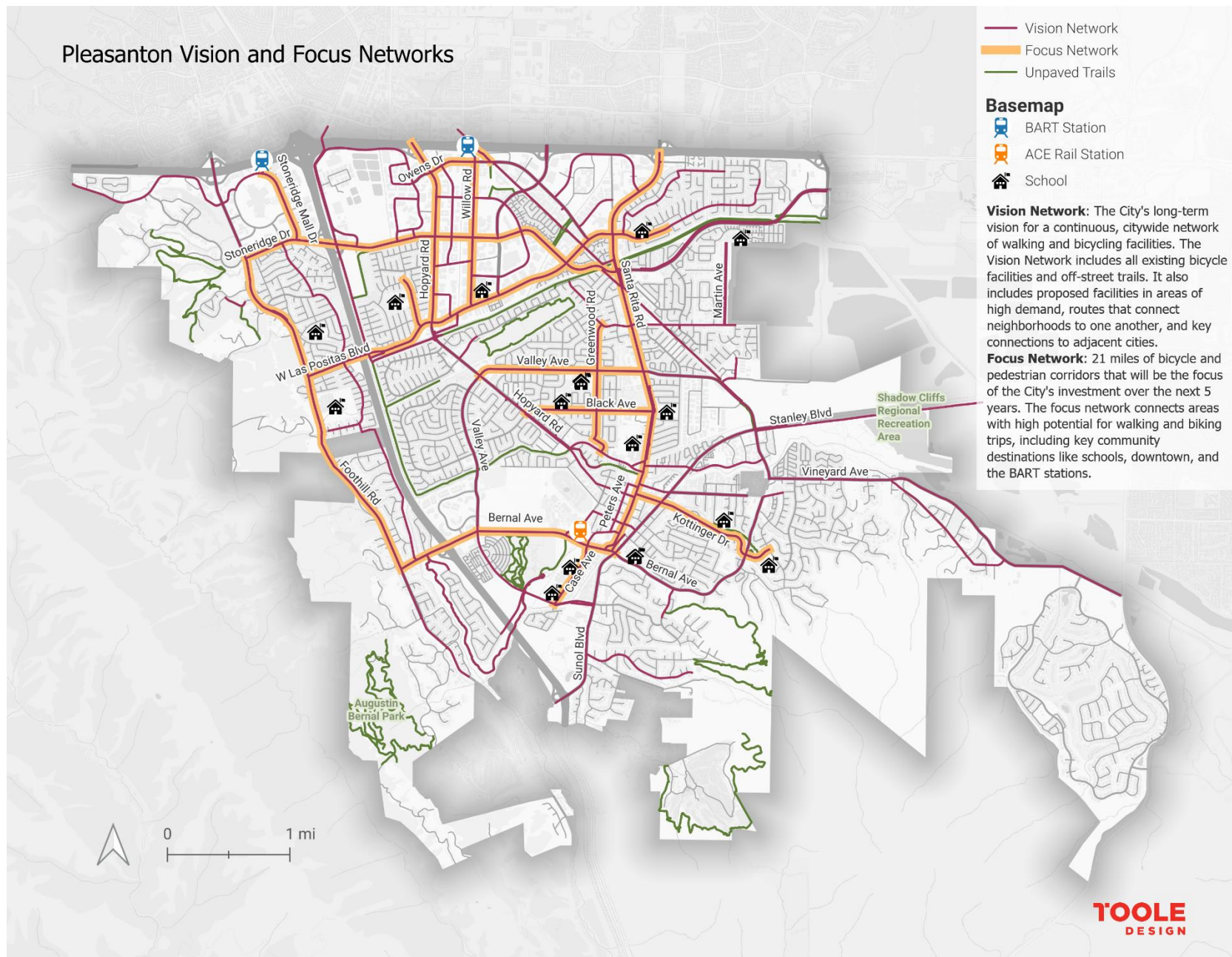


Figure 5: Pleasanton Focus and Vision Networks

Level of Traffic Stress

Comfort and convenience greatly influence whether individuals choose to walk or bike. Developed in 2012 at the Mineta Transportation Institute³, the Level of Traffic Stress (LTS) analysis is the nationwide best practice methodology for assessing traffic stress experienced by bicyclists or pedestrians while traveling along a roadway or crossing an intersection. While perceptions of stress may vary across individuals, the LTS analysis is based on measurable roadway and traffic characteristics that influence user comfort and safety.

The LTS methodology combines these characteristics to assign a score from 1 to 4, representing increasing levels of stress experienced by pedestrians or bicyclists under existing roadway and traffic conditions, as described in **Table 2**.

Table 2: Level of Traffic Stress Score Descriptions (for BLTS and PxLTS)

Score	Description
LTS 1	Lowest stress walking and bicycling environment. Users of all ages and abilities feel comfortable and safe walking or bicycling in these locations.
LTS 2	Low- to Mid-stress walking and bicycling environment. Most adults are comfortable walking and bicycling in these locations.
LTS 3	Moderate-stress walking and bicycling environment. Confident adults will tolerate walking and bicycling in these locations.
LTS 4	Highest stress walking and bicycling environment. Only those with a high level of confidence or without other options will walk or bike in these locations.

The following section summarizes the results of two LTS analyses applied to Focus Network corridors: Bicycle Level of Traffic Stress (BLTS), which evaluates bicycling conditions along roadway segments, and Pedestrian Crossing Level of Traffic Stress (PxLTS), which assesses pedestrian comfort and safety at crossings.

Bicycle Level of Traffic Stress (BLTS)

The BLTS (**Figure 6**) evaluates the quality of the bicycling experience across Pleasanton by assessing how comfortable or safe it feels to ride alongside traffic. The analysis considers multiple factors, including average daily traffic volumes, posted speeds, number of lanes, one-way streets, type and width of bicycle infrastructure, parking lane width, and the presence of marked centerlines or dual carriageways. The original analysis was conducted in 2018; scores were updated for Focus Network segments that have been upgraded since then, whether through the installation of new or enhanced facilities, or by speed limit reduction. In places where northbound and southbound facilities received different scores, the more stressful score is shown on the map (unless the facility includes a Class IV raised separated bikeway on one side only such as on Foothill Road and Stoneridge Drive; in those cases, both facilities are shown on the map).

Most of the Focus Network scores BLTS 3 or 4, revealing high-stress conditions for bicyclists navigating major arterials in Pleasanton. Some of the major factors influencing BLTS on these corridors are speeds greater than 30

³ Mekuria, M.C., P.G. Furth, and H. Nixon. Low-Stress Bicycling and Network Connectivity. Research report 11-19, Mineta Transportation Institute, 2012.

mph, high traffic volumes, and limited space and separation between bicyclists and vehicles. Some segments on the network received low-stress scores of BLTS 1 or 2. These include streets with speed limits of 25 mph as well as arterials where separated bicycle lanes or shared-use paths provide extra protection between bicyclists and vehicles. While a few recently upgraded corridors provide safer conditions, such as the Class IV separated bike lanes on W Las Positas Boulevard, the majority of the Focus Network requires targeted bicycle infrastructure investments to reduce stress and encourage active transportation.

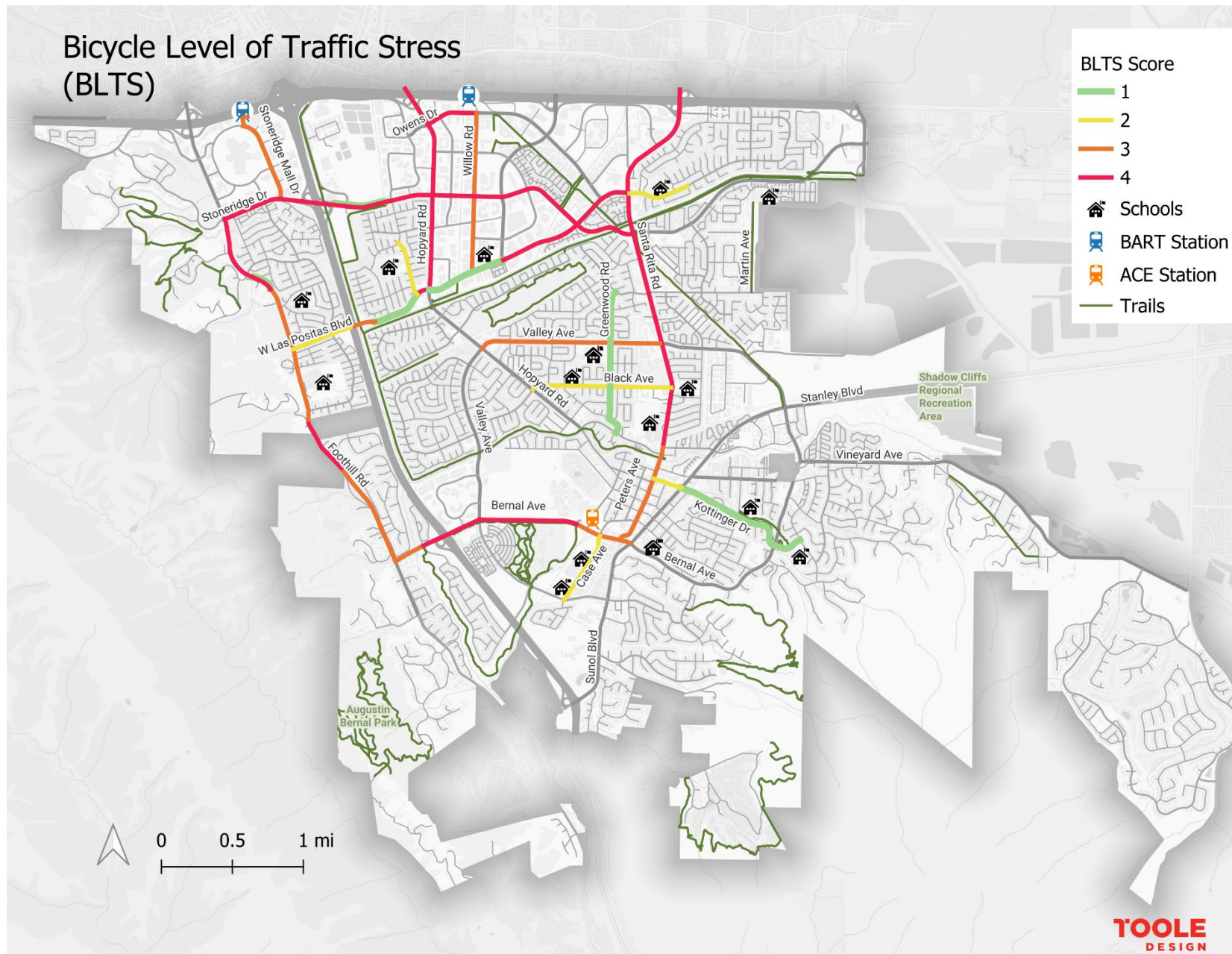


Figure 6: Bicycle Level of Traffic Stress Network (BLTS)

Pedestrian Level of Traffic Stress (PxLTS)

The Pedestrian Crossing Level of Traffic Stress (PxLTS), shown in **Figure 7**, evaluates how comfortable street crossings are for pedestrians. Like the BLTS, crossings are assigned a stress score from 1 to 4 based on roadway characteristics and crossing features. In general, crossings with lower speed limits, shorter crossing distances, and more crossing enhancements receive lower PxLTS scores, indicating more comfortable crossings for pedestrians. The PxLTS analysis considers multiple factors, including the presence and type of traffic control, average daily traffic volumes (uncontrolled crossings only), posted speeds (uncontrolled crossings only), the number of lanes being crossed, the number of lanes on the intersecting street, and whether a median refuge or crossing island is provided.

PxLTS 2 conditions are considered appropriate for most adults. Note that this analysis does not include an assessment of accessibility for people with disabilities, such as lack of ADA-compliant curb ramps, poor pavement in the crossing, and other factors impacting accessibility.

Along the focus network, most crossings score PxLTS 3 or 4. Most of these crossings are signalized but stressful due to the high number of lanes being crossed (often 6+). The lowest-stress crossings are primarily located in downtown Pleasanton, where two-to-three lane roads and slower speeds (posted speed limit of 25 mph) help reduce traffic stress for pedestrians. There are a few other low-stress crossings located in other locations in the city. One example is where the Iron Horse Trail crosses W Las Positas Boulevard. Even though this street has a high posted speed limit and six lanes to cross, this fully signalized crossing with a pedestrian refuge island takes the stress level down to a PxLTS 2. Crossings of 25-mph streets near schools also received lower-stress scores.

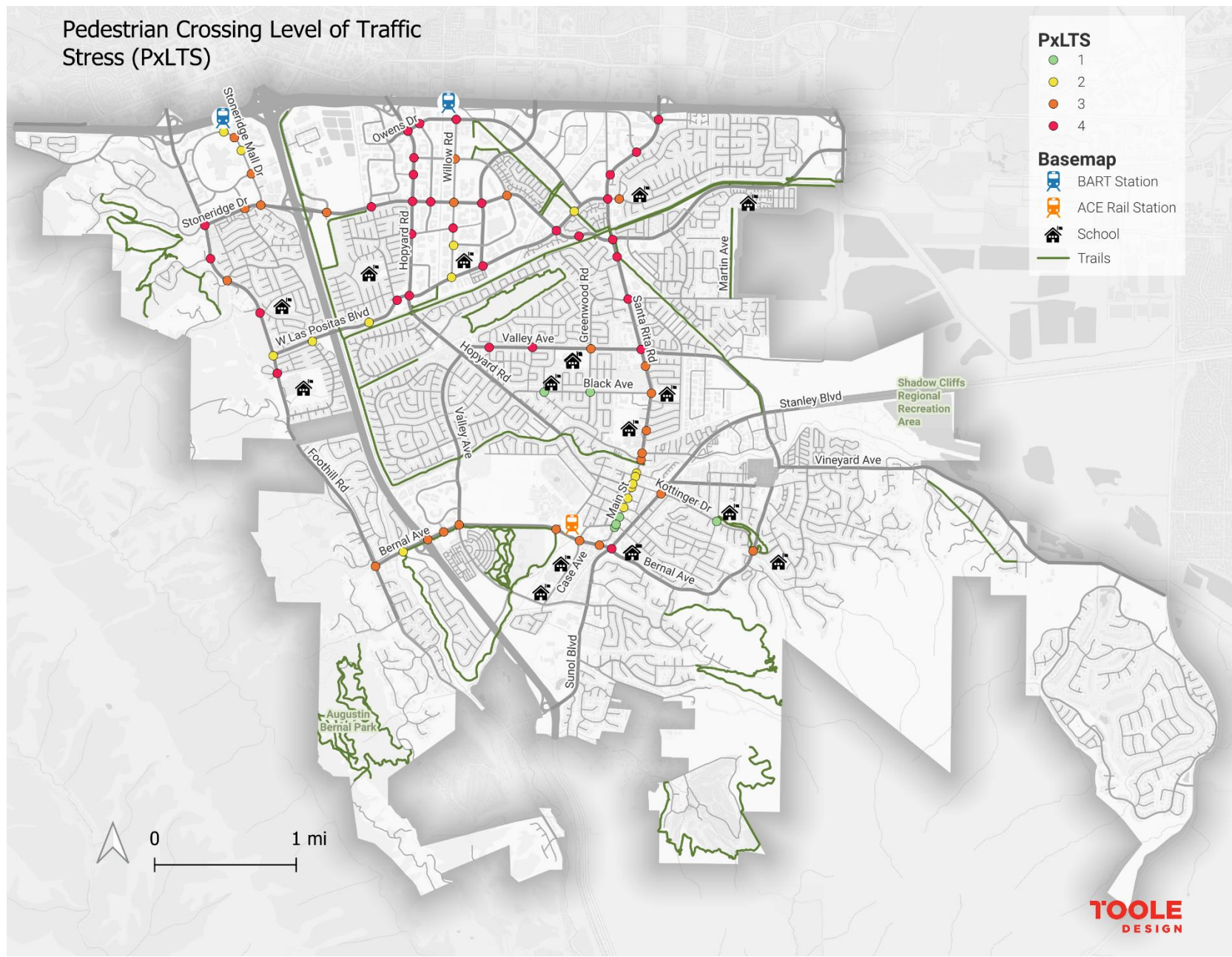


Figure 7: Pedestrian Level of Traffic Stress Network (PxLTS)

Crash Summary

To assess safety conditions on Focus Network corridors, the project team referenced the results of the Bike-Focused and Pedestrian-Focused High Injury Networks (HIN) developed as part of the concurrent Pleasanton Transportation Safety Action Plan. These networks are informed by 2020-2024 crash data. The Bike-Focused HIN (blue) is shown overlaid on the Focus Network (orange) in **Figure 8**. The Pedestrian-Focused HIN (blue) is shown overlaid on the Focus Network (orange) in **Figure 9**.

The Bike-Focused HIN overlaps with the Focus Network on segments of Foothill Rd, Santa Rita Rd, Valley Ave, Main St, and W Las Positas Ave. The Pedestrian-Focused HIN overlaps with the Focus Network on segments of Foothill Rd (opposite segments from the Bike HIN), Santa Rita Rd, Valley Ave, Main St, Bernal Ave, and Owens Dr. The Transportation Safety Action Plan will include recommendations with proven safety countermeasures to reduce crashes, and the recommendations made in this Plan will complement those recommendations.

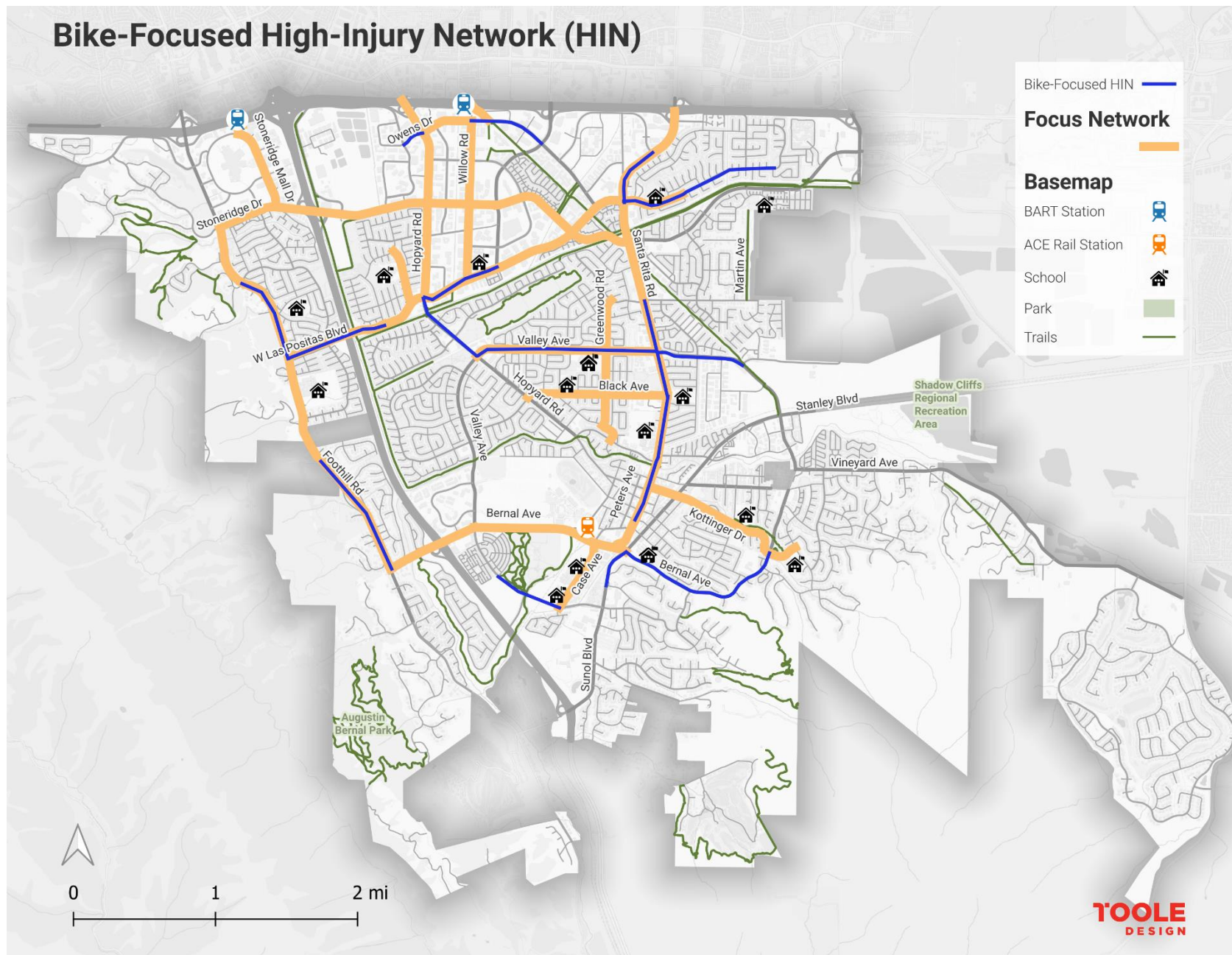


Figure 8: Bike-Focused High-Injury Network

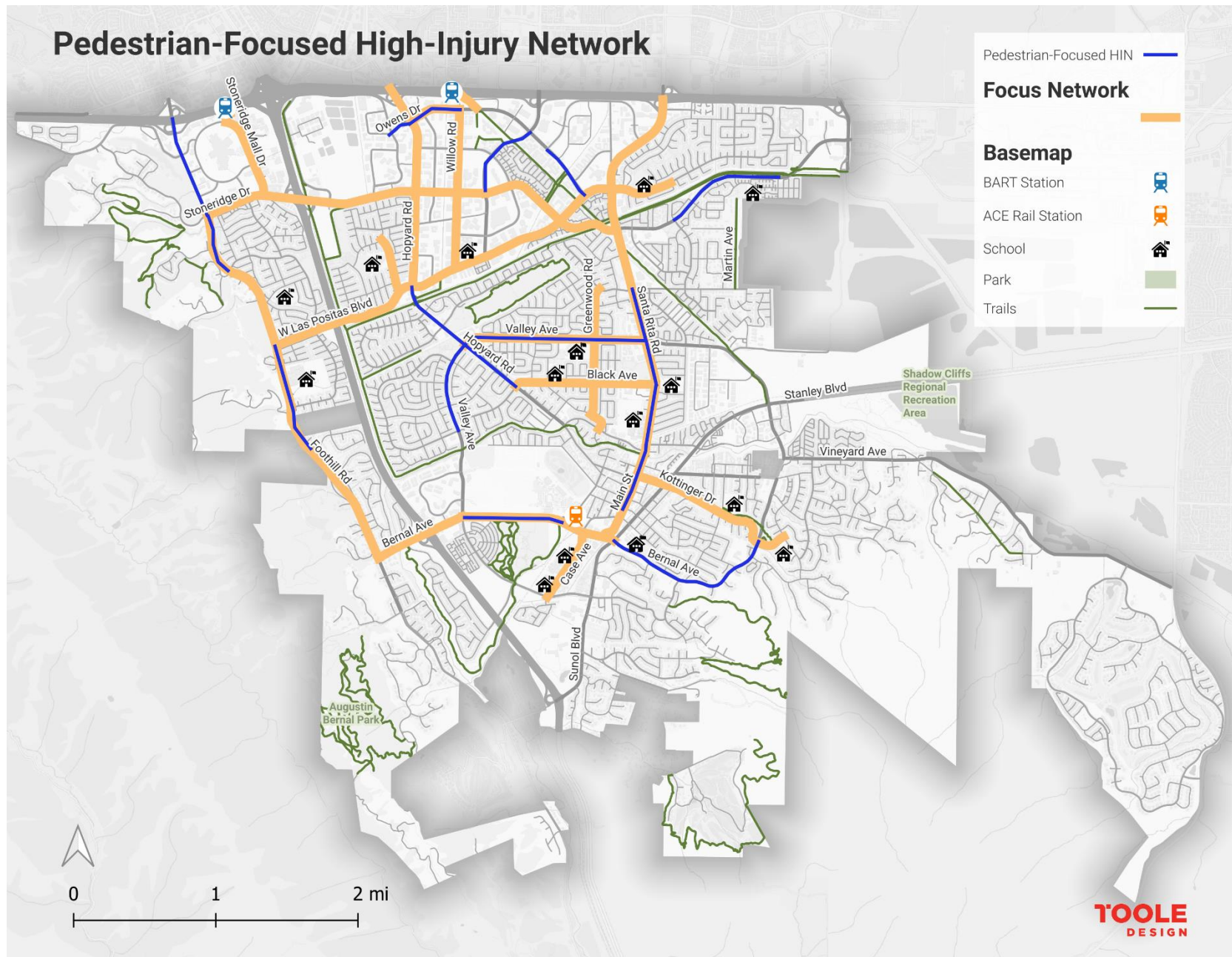


Figure 9: Pedestrian-Focused High-Injury Network

Needs Assessment and Recommendations

Accounting for the LTS analysis and crash data along the focus network corridors, the tables in this section summarize each corridor's needs and recommendations separately for the bike network and pedestrian network. Recommendations are meant to be flexible and to help achieve the City's goals of **reducing LTS scores by at least one point** rather than providing a prescriptive approach. The toolkit that accompanies this plan will provide guidance for selection of treatments that are tailored to the individual characteristics of each roadway type.

Across the city, high speeds are a major safety concern for both bicyclists and pedestrians, and lowering posted speed limits where possible, coupled with infrastructure changes and signal adjustments, would increase safety and comfort for all road users. Assembly Bill 43, introduced in 2021, allows California cities to reduce the speed limit to 25 MPH in business and residential districts without a traffic study. Additionally, the California State Motor Vehicle Code⁴ allows cities to reduce the standard school zone speed limit of 25 MPH to 15 MPH within 500 feet of schools for streets that are 30 MPH or less. However, even speeds of 30 MPH come with great risks for pedestrians: A study by the AAA Foundation for Traffic Safety found that the average risk of severe injury or fatality for pedestrians struck by a motor vehicle traveling 30 MPH is 40 percent, as illustrated in **Figure 10**.⁵ Wherever possible along the Focus Network, we recommend lowering posted speed limits in combination with installing traffic calming treatments as described in the accompanying toolkit.

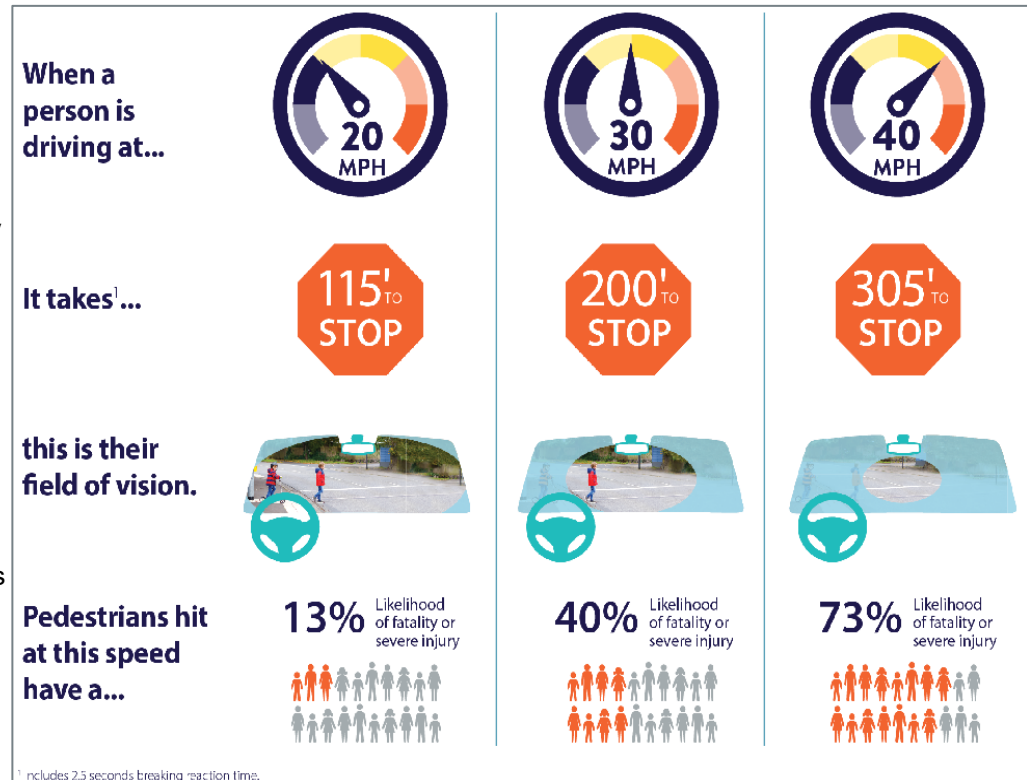


Figure 10: Speeds and the likelihood of severe injury or fatality

⁴ California State Vehicle Code, Division 11, Chapter 7.

⁵ Teff, B. 2013. Impact Speed and a Pedestrian's Risk of Severe Injury or Death. Accident Analysis & Prevention, 50(87): 1-8. DOI: 10.1016/j.aap.2012.07.022
Additional sources used for graphic: Bartmann, A., Spijkers, W., and Hess, M. 1991. Street Environment, Driving Speed and Field of Vision. Vision in Vehicles III.

Bike Network

Table 3: Bike Network Needs Assessment

Street Segment	Extent N/W	Extent S/E	Existing Facility	High-Injury Network ⁶	BLTS Score	Needs Assessment
Bernal Ave	Foothill Rd	First St	Class II Bike Lanes (with one small Class III bike route segment in constrained bridge); some segments have buffers Class I Shared-Use Path eastbound from Oak Vista Way to Pleasanton Ave	No	3 (Foothill Rd to Meadowlark Dr; Pleasanton Ave to First St) 4 (Meadowlark Dr to Pleasanton Ave)	Given posted speed limits of 35+ mph, roadway geometry/design, and volumes, vertical separation (Class I or IV) would improve LTS.
Black Ave	Hopyard Rd	Santa Rita Rd	Class III bike route with some traffic calming features including curb extensions, speed humps, and radar speed feedback signs	No	2	Reducing the LTS score would require reducing traffic volumes. Converting to a Class III bike boulevard by adding additional traffic calming treatments along the corridor may reduce traffic volumes.
Case Ave	Valley Ave	Bernal Ave	Class IV separated bikeway (paint and post; southbound) Class II bike lanes (northbound)	No	1 (southbound) 2 (northbound)	Most comfortable LTS score has been achieved southbound but permanent materials would improve long-term durability and provide more protection. Northbound facility would benefit from vertical separation.

W. A. Leaf, W.A. and Preusser, D.F. Literature Review on Vehicle Travel Speeds and Pedestrian Injuries Among Selected Racial/Ethnic Groups. DTNH22-97-D-05018 Task Order 97-03. U.S. Department of Transportation, 1999.

⁶ Indicates whether segment overlaps with the Bike Focused High-Injury Network as specified in the concurrent Pleasanton Transportation Safety Action Plan

Street Segment	Extent N/W	Extent S/E	Existing Facility	High-Injury Network ⁶	BLTS Score	Needs Assessment
Dorman Rd	Denker Dr	W Las Positas Blvd	None	No	2	Reducing the LTS score would require reducing traffic volumes. Converting to a Class III bike boulevard by adding sharrows and traffic calming treatments along the corridor may reduce traffic volumes.
Foothill Rd	Stoneridge Dr	Muirwood Dr (north entrance)	Class II Bike Lanes; southbound is mostly buffered	No	4 NB 3 SB	Given posted speed limit, roadway geometry/design, and volumes, vertical separation (Class I or IV) would improve LTS in both directions.
Foothill Rd	Muirwood Dr (north entrance)	500' north of Highland Oaks Dr	Class IV sidewalk-level separated bikeway (northbound); Class II Bike Lanes (southbound)	Yes	1 (NB) 4 (SB)	Most comfortable LTS score has technically been achieved in northbound direction. Southbound facility LTS score would improve with vertical separation.
Foothill Rd	500' north of Highland Oaks Dr	W Las Positas Blvd	Class II Buffered Bike Lanes	Yes	3	Bike lanes are sufficiently wide but LTS would improve if vertical separation was added and/or speed limit were reduced.
Foothill Rd	W Las Positas Blvd	~200' south of Muirwood Dr (south entrance, near city limit line)	Class II Buffered Bike Lanes (missing buffer in some places)	No	3	Most of this segment is buffered. Given posted speed limit, roadway geometry/design, and volumes, vertical separation (via Class I or IV facility) would improve LTS.
Foothill Rd	~200' south of Muirwood Dr (south entrance)	Puri Ct	None	No	4	A bike facility is needed to fill the gap but the constrained right-of-way would make Class IV separated bike lanes infeasible. <i>Note that much of this segment is County-maintained road.</i>

Street Segment	Extent N/W	Extent S/E	Existing Facility	High-Injury Network ⁶	BLTS Score	Needs Assessment
Foothill Rd	Puri Ct	Racoon Hollow Ct	Class II Bike Lanes	Yes	4	LTS would improve if vertical separation was added and/or speed limit were reduced.
Foothill Rd	Racoon Hollow Ct	Bernal Ave	Class II Buffered Bike Lanes	Yes	3	LTS would improve if vertical separation was added and/or speed limit were reduced.
Greenwood Rd/Harvest Rd	Mohr Ave	Del Valle Pkwy	None	No	1	Currently this segment achieves the best score based on speed limit, design and volumes (though it may feel more stressful during school arrival/dismissal congestion). Recognizing it as a bike facility and installing traffic calming features (Class III bike boulevard) might improve user experience.
Hopyard Rd	US 580	W Las Positas Blvd	Class II Bike Lanes (buffered near intersection with Owens Dr)	No	4	Given posted speed limit, roadway geometry/design, and volumes, vertical separation (Class I or IV) would reduce LTS; where infeasible, consider speed reduction plus buffered facility. Crashes occurred primarily at intersections, so recommendation should also improve intersection safety for bicyclists.
Iron Horse Trail	Dublin-Pleasanton BART Station	Owens Dr	Sidewalk	N/A	N/A	This trail terminates just before the BART parking lot, forcing users to merge onto the sidewalk. This segment of the trail should be converted to paved trail for user comfort/to reduce mode conflicts (for both bicyclists and pedestrians using sidewalk) and ease of navigation.

Street Segment	Extent N/W	Extent S/E	Existing Facility	High-Injury Network ⁶	BLTS Score	Needs Assessment
Kottinger Dr	First St	Concord St	No facility from First St to Adams Way. Class I shared-use path from Adams Way to 370' west of Concord St.	No	1	Technically this segment achieves the lowest stress level based on speed limit, travel lane count, and volumes, but it likely feels more stressful navigating the curves in the eastern part. Installing traffic calming treatments and recognizing it as a bike facility (Class III bike boulevard) would likely improve its effective LTS throughout.
Main St	Del Valle Pkwy	Bernal Ave	None	Yes	3	Needs bike facility with sufficient width; Main St ROW isn't sufficiently wide enough to retain parking with a dedicated bike facility.
Owens Dr	Hopyard Rd	Willow Rd	Class II Bike Lanes (buffered near intersection with Hopyard Rd)	No	4	Given posted speed limit, roadway geometry/design, volumes, and number of KSI crashes over a short segment, needs a bike facility with sufficient vertical separation (Class I or IV); alternatively consider speed reduction plus buffered facility.
Santa Rita Rd	US 580	Mohr Ave	No facility from US 580 overpass to 300' south of Pimlico Drive, Class II Bike Lanes 300' south of Pimlico Drive to Iron Horse Trail connection. Class II Buffered Bike Lanes from Iron Horse Trail connection to Mohr Ave.	Yes	4	Given posted speed limit, roadway geometry/design, and volumes, vertical separation (Class I or IV) would improve LTS.

Street Segment	Extent N/W	Extent S/E	Existing Facility	High-Injury Network ⁶	BLTS Score	Needs Assessment
Santa Rita Rd	Mohr Ave	Del Valle Pkwy	Class II Bike Lanes from Mohr Ave to Morganfield Rd Southbound-only Class II Bike Lanes from Morganfield Rd to Del Valle Pkwy (no facility northbound)	Yes	4	Given posted speed limit, roadway geometry/design, and volumes, vertical separation (Class I or IV) would improve LTS.
Spring St	Main St	First St	None	No	2	Traffic volume on this street is what contributes to its stress level. Narrow right-of-way plus on-street parking presence would make installing a dedicated bike facility challenging. Class III bike boulevard would be the most feasible option.
Stoneridge Dr	Foothill Rd	Santa Rita Rd	Class II Bike Lanes; Class IV sidewalk-level separated bike lane westbound from I-680 to 444' west of Franklin Dr)	No	4 (except Class IV westbound segment which scores 1)	Given posted speed limit, roadway geometry/design, and volumes, vertical separation (Class I or IV) would reduce LTS; where infeasible, consider speed reduction plus buffered facility.
Stoneridge Mall Rd	West Dublin Pleasanton BART Station	Stoneridge Dr	Class I shared-use path on southbound side from Stoneridge Dr to Genomics Pl	No	3	Providing a dedicated bike facility with sufficient width would decrease LTS. Alternatively, extend existing Class I facility the full length of the corridor to provide a low-stress option for bicyclists outside of the right-of-way.
Valley Ave	Hopyard Rd	Santa Rita Rd	Class II bike lanes (buffered in some places, but not consistently in both directions)	Yes	3	Given posted speed limit, roadway geometry/design, and volumes, vertical separation (Class I or IV) would reduce LTS.

Street Segment	Extent N/W	Extent S/E	Existing Facility	High-Injury Network ⁶	BLTS Score	Needs Assessment
W Las Positas Blvd	Foothill Rd	550' west of Payne Rd	Class II Buffered Bike Lanes from Foothill Rd to western edge of overpass Class II Bike Lanes from western edge of overpass to 550' west of Payne Rd	Yes	2 (buffered segment) 3 (non-buffered segment)	Given posted speed limit, roadway geometry/design, and volumes, vertical separation (Class I or IV) would reduce LTS.
W Las Positas Blvd	550' west of Payne Rd	Dorman Rd	Class IV Separated Bike Lanes (paint and post)	No	1	Most comfortable LTS score has been achieved, but permanent materials would improve long-term durability and provide more protection.
W Las Positas Blvd	Dorman Rd	Hopyard Rd	Class II Buffered Bike Lanes (eastbound)	No	4	Fill gap in Class IV facility.
W Las Positas Blvd	Hopyard Rd	Hacienda Dr	Class IV Separated Bike Lanes (paint and post)	Yes	1	Most comfortable LTS score has been achieved, but permanent materials would improve long-term durability and provide more protection.
W Las Positas Blvd	Hacienda Dr	Stoneridge Dr	Class III Bike Route	No	4	Class III Bike Route is not appropriate for posted speed limit, roadway geometry/design, and traffic volumes. Reducing LTS would require a facility with vertical separation (Class I or IV).

Street Segment	Extent N/W	Extent S/E	Existing Facility	High-Injury Network ⁶	BLTS Score	Needs Assessment
Willow Rd	Owens Dr	W Las Positas Blvd	Class II Buffered Bike Lanes north of Gibraltar Dr (N): Class II Bike Lanes south of Gibraltar Dr (N).	No	3	Given speed limit, a wider bicycle facility with buffer and/or vertical separation would decrease bicycle LTS.

Based on the need assessment, Table 4 and Figure 11 summarize the recommended bikeway network. Per City of Pleasanton standards, all Class IV separated bikeways are to be implemented as sidewalk-level (or “elevated”) bikeways. In addition to the bikeway facility recommendations, improvements to bicycle and pedestrian access across the I-580 overpasses at Hopyard Road, Hacienda Road, and Santa Rita Road are recommended.

Table 4: Bicycle Network Recommendations

Map ID ⁷	Street	Extent N/W	Extent S/E	Existing Facility	Recommendation	New LTS ⁸
1	Foothill Rd	Stoneridge Dr	Muirwood Dr (north entrance)	Class II bike lanes; southbound side is mostly buffered	Class IV separated bikeway	1
2	Foothill Rd	Muirwood Dr (north entrance)	~200' south of Muirwood Dr (south entrance, near city limit line)	Northbound: Class IV separated bike lane Muirwood Dr north entrance to 500' north of Highland Oaks Dr (buffered Class II bike lanes to Highland Oaks Dr) Southbound: Class II Bike lanes (buffered in places)	Extend northbound Class IV separated bike lane to Highland Oaks Dr. Convert southbound Class II bike lanes to Class IV separated bike lanes.	1
3	Foothill Rd	~200' south of Muirwood Dr (south entrance, near city limit line)	Bernal Ave	No facility north of Puri Ct; Class II bike lanes to Racoon Hollow Ct; Class II buffered bike lanes to Bernal Ave	Class IV separated bikeway	1
4	Stoneridge Mall Rd	West Dublin Pleasanton BART Station	Genomics Pl	None	Class I shared-use path	1
5	Stoneridge Dr	Foothill Rd	Santa Rita Rd	Class II bike lanes; Class IV sidewalk-level separated bike lane westbound from I-680 to 444' west of Franklin Dr)	Class IV separated bikeway	1
6	Dorman Rd	Denker Dr	W Las Positas Blvd	None	Class III bike boulevard	1 ⁹
7	Owens Dr	Hopyard Rd	Willow Rd	Class II bike lanes (buffered near intersection with Hopyard Rd)	Class IV separated bikeway	1
8	Iron Horse Trail	Dublin-Pleasanton BART Station	Owens Dr	Sidewalk	Class I multi-use path	1
9	Hopyard Rd	US 580	W Las Positas Blvd	Class II bike lanes (buffered near intersection with Owens Dr)	Class I shared use path (two-way)	1
10	Willow Rd	Owens Dr	W Las Positas Blvd	Class II buffered Bike lanes north of Gibraltar Dr; Class II Bike lanes south of Gibraltar Dr	Class I shared-use path (two-way)	1

⁷ The recommendations in this list and corresponding map are listed roughly N/W to S/E for ease of locating. The Map ID number does not reflect a ranking.

⁸ Anticipated LTS after recommendation is implemented.

⁹ Provided there is a reduction in traffic volumes

11	W Las Positas Blvd	Foothill Rd	550' west of Payne Rd	Class II buffered bike lanes from Foothill Rd to western edge of overpass; Class II bike lanes from western edge of overpass to 550' west of Payne Rd	Westbound: Class IV separated bike lane. Eastbound: Class IV separated bike lane from Foothill Rd to Muirwood Dr. Class I shared-use path from Muirwood Dr to 550' west of Payne.	1
12	W Las Positas Blvd	550' west of Payne Rd	Dorman Rd	Class IV separated bike lanes (paint and post)	Class IV separated bike lanes (permanent materials)	1
13	W Las Positas Blvd	Dorman Rd	Hopyard Rd	Class II buffered bike lanes (eastbound only)	Class IV separated bikeway	1
14	W Las Positas Blvd	Hopyard Rd	Hacienda Dr	Class IV separated bike lanes (paint and post)	Class IV separated bike lanes (permanent materials)	1
15	W Las Positas Blvd	Hacienda Dr	Cranwood Ct	Class III bike route Hacienda Dr to Santa Rita Rd; Class II bike lanes Santa Rita Rd to Cranwood Ct	Class IV separated bikeway	1
16	Valley Ave	Hopyard Rd	Santa Rita Rd	Class II bike lanes (buffered in some places)	Class IV separated bikeway	1
17	Santa Rita Rd	I-580	Del Valle Pkwy	Class II bike lanes (southbound only south of Morganfield Rd); Class II buffered bike lanes north of Mohr Ave	Class IV separated bikeway	1
18	Greenwood Rd/Harvest Rd	Mohr Ave	Del Valle Pkwy	None	Class III bike boulevard	1
19	Black Ave	Hopyard Rd	Santa Rita Rd	Class III bike route	Class III bike boulevard	1 ¹⁰
20	Bernal Ave	Foothill Rd	First St	Foothill Rd to bridge over creek: Class II bike lanes Bridge (constrained segment): Class III bike route Bridge to Valley Ave: Class II bike lanes (some segments have buffer) Valley Ave to Pleasanton Ave: westbound Class II bike lanes (some segments have buffer); eastbound Class I shared-use path starting at Oak Vista Way	Add buffer to westbound Class II bike lane segments missing buffer (where feasible). Extend Class I shared-use path west to Valley Ave.	3 (Foothill Rd to Meadowlark Dr) 4 (Meadowlark Dr to Valley Av) 1 (Valley Av to Pleasanton Av)
21	Case Ave	Bernal Ave	Valley Ave	Class IV separated bikeway (paint and post; southbound) Class II bike lanes (northbound)	Convert northbound Class II bike lanes to Class IV separated bike lane. Convert southbound Class IV separated bike lane to permanent materials.	1

¹⁰ Provided there is a reduction in traffic volumes

22	Old Bernal Ave ¹¹	Bernal Ave	Peters Ave	None	Class I shared-use path	1
23	Peters Ave/St. John St	Main St	Old Bernal Ave	None	Class IV separated bikeway	1
24	Main St	Del Valle Pkwy	St. John St	None	Class IV separated bikeway on west side (to connect to St. John St recommended bikeway)	1
25	Spring Ave/Kottinger Dr	Main St	Concord St	Class I shared-use path from 370' west of Concord St to Adams Way; no facility west of Adams Way	Retain existing Class I shared-use path and install class III bike boulevard along full segment.	1

¹¹ Old Bernal Ave along with Peters Ave/St. John St are not part of the focus network but are included as part of the recommended network because they provide an alternate route to the Main St focus network segment.

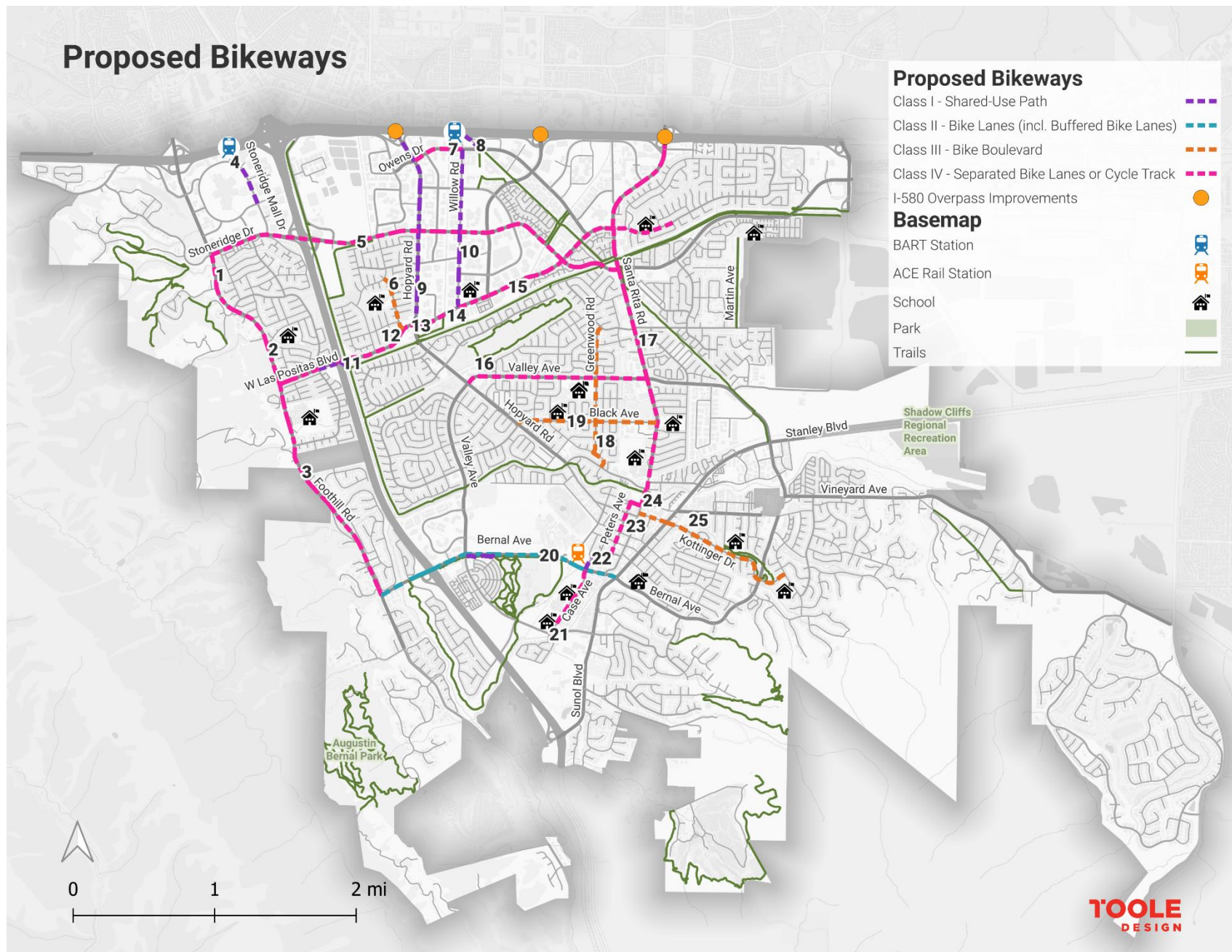


Figure 11: Proposed Bikeways

Pedestrian Network: Sidewalks

There are three sidewalk gaps along the focus network where projects are recommended:

- **Stoneridge Drive, 380' east of Denker Drive to Hopyard Road (south side)**
 - Install sidewalk to fill gap and connect points east of the gap to the trail connection just west of Denker Drive (Figure 12).
- **Stoneridge Mall Road, north/east of Canyon Way to Laurel Creek Way (inner/west side)**
 - Install sidewalk (Figure 12).
- **W Las Positas Boulevard, where it crosses over the I-680 freeway (south side)**
 - Install Class I shared-use path on south side (Table 4 and Figure 11, above).

There are four sidewalk gaps along the focus network where projects are not recommended at this time due to feasibility challenges. In all cases, continuous sidewalk exists on the other side of the street:

- **Valley Avenue (east side)/Bernal Avenue (north side) adjacent to Alameda County Fairgrounds:** There is no public frontage nor access to destinations along the missing sidewalk. Consider installing/enhancing crosswalks at Pleasanton Avenue and Bernal Avenue to encourage use of the shared use path on the south side of Bernal Avenue.
- **Foothill Road (west side) adjacent to undeveloped land:** Rather than installing sidewalks, which may be infeasible along undeveloped land, consider installing crosswalks with appropriate traffic control at entrances to residential neighborhoods west of Foothill Road.
- **Santa Rita Road, from Old Santa Rita Road to I-580 (east side)**
 - For most of this segment, there are no destinations to access on the east side.
- **Stoneridge Drive between Stoneridge Mall Road and 380' east of Denker Drive (south side):** This is where Stoneridge Drive crosses over the freeway and there are many on/off ramps in this segment and no destinations along it.

Pedestrian Network: Crossings

The needs assessment table includes crossings that received PxLTS scores of 3 or 4 (uncomfortable), as well as some crossings that scored 1 or 2 but may feel more stressful due to traffic volumes (such as on Main St in Downtown Pleasanton). Recommendations suggest how to improve the existing PxLTS score by one point (e.g., a PxLTS score of 3 becomes 2). Regardless, any improvement may benefit the pedestrian experience even if it doesn't officially improve the PxLTS score. Table 5 provides general recommendations which may be implemented through different strategies depending on road context (refer to accompanying toolkit). Locations for crossing enhancements are shown in Figure 12.

General recommendation types and potential strategies for implementation include:

- "Decrease crossing distance" = install curb extensions, median refuge or protected intersection, or reduce number of lanes
- "Implement signal adjustments to limit turning movements during pedestrian phase" = implement protected left turns, leading pedestrian interval, or no turn on red
- "Reduce vehicle speed" = lower posted speed limit and/or install roundabouts/traffic circles, speed humps, chicanes, pinchpoints, etc.

Table 5: Pedestrian Network Needs Assessment

Map ID	Street	High Injury Network	PxLTS score	Needs Assessment	Recommendation
1	Stoneridge Dr at Foothill Rd	Yes	4	Signalized with 6+ lanes to cross	Decrease crossing distance.
2	Foothill Rd at Moller Ranch Dr	Yes	4	Uncontrolled with three lanes to cross, posted speed limit of 45 mph	Implement traffic control. Install marked crosswalks.
3	Foothill Rd at Muirwood Dr (north entrance)	Yes	3	Signalized with 4-5 lanes to cross	Implement signal adjustments to limit turning movements during pedestrian phase.
4	Stoneridge Dr at Springdale Ave	No	3	Signalized with five lanes to cross	Implement signal adjustments to limit turning movements during pedestrian phase; decrease crossing distance.
5	Stoneridge Mall Rd at Workday Wy	No	3	Signalized with five lanes to cross	Implement signal adjustments to limit turning movements during the crossing phase; decrease crossing distance.
6	Stoneridge Mall Rd at Genomics Pl	No	3	Signalized with five lanes to cross	Implement signal adjustments to limit turning movements during the crossing phase; decrease crossing distance.
7	Stoneridge Dr at Stoneridge Mall Dr	No	3	Signalized with five lanes to cross	Implement signal adjustments to limit turning movements during pedestrian phase; decrease crossing distance.
8	Stoneridge Dr at Franklin Dr	No	4	Signalized with 6+ lanes to cross on all approaches	Decrease crossing distance.
9	Hopyard Rd at Owens Dr	Yes	4	Signalized with 6+ lanes to cross	Decrease crossing distance.
10	Owens Dr at Chabot Dr	Yes	4	Signalized with 6+ lanes to cross	Decrease crossing distance.
11	Owens Dr at Willow Rd	Yes	4	Signalized with 6+ lanes to cross	Decrease crossing distance.
12	Hopyard Rd at Gibraltar Dr	No	4	Signalized with 6+ lanes to cross	Decrease crossing distance.

Map ID	Street	High Injury Network	PxLTS score	Needs Assessment	Recommendation
13	Hopyard Rd and Clorox Way	No	4	Signalized with 6+ lanes to cross	Decrease crossing distance.
14	Willow Rd at Gibraltar Dr (N)	No	3	Signalized with 4-5 lanes to cross; two or fewer lanes on cross street.	Implement signal adjustments to limit turning movements during the crossing phase; decrease crossing distance.
15	Stoneridge Dr at Hopyard Rd	No	4	Signalized with 6+ lanes to cross on all approaches	Decrease crossing distance.
16	Stoneridge Dr at Chabot Dr	No	4	Signalized with 6+ lanes to cross on all approaches	Decrease crossing distance.
17	Willow Rd at Stoneridge Dr	No	3	Signalized with five lanes to cross; two or fewer lanes on cross street.	Implement signal adjustments to limit turning movements during the crossing phase; decrease crossing distance.
18	Stoneridge Dr at Gibraltar Dr	No	3	Signalized with five lanes to cross	Implement signal adjustments to limit turning movements during pedestrian phase; decrease crossing distance.
19	Stoneridge Dr at Hacienda Dr	Yes	4	Signalized with 6+ lanes to cross on all approaches	Decrease crossing distance.
20	Hopyard Rd at Inglewood Dr	No	4	Signalized with 6+ lanes to cross	Decrease crossing distance.
21	Willow Rd at Inglewood Dr	No	4	Uncontrolled with four lanes to cross and no marked crosswalk	Install marked crosswalk on Willow Rd plus traffic control and/or decrease crossing distance.
22	W Las Positas Blvd at Dorman Rd	No	4	Signalized with 6+ lanes to cross	Decrease crossing distance.
23	W Las Positas Blvd at Hopyard Rd	Yes	4	Signalized with 6+ lanes to cross	Decrease crossing distance.
24	W Las Positas Blvd at Hacienda Dr	No	4	Signalized with 6+ lanes to cross	Decrease crossing distance.
25	W Las Positas Blvd at Stoneridge Dr	No	4	Signalized with 6+ lanes to cross	Decrease crossing distance.

Map ID	Street	High Injury Network	PxLTS score	Needs Assessment	Recommendation
26	Stoneridge Dr at Springhouse Dr	No	4	Uncontrolled and unmarked, 40 mph speed limit, five lanes to cross	Install marked crosswalk, decrease crossing distance, and reduce vehicle speeds. ¹²
27	Santa Rita Rd at Pimlico Dr	No	4	Signalized with 6+ lanes on all approaches	Decrease crossing distance.
28	Santa Rita Rd at Rosewood Dr	No	4	Signalized with 6+ lanes on all approaches	Decrease crossing distance.
29	Santa Rita Rd at Old Santa Rita Rd	No	4	Signalized with 6+ lanes on all approaches	Decrease crossing distance.
30	Santa Rita Rd and W Las Positas Blvd	No	4	Signalized with 6+ lanes to cross	Decrease crossing distance.
31	W Las Positas Blvd at Fairlands Dr	No	3	Unsignalized with four lanes to cross; has rectangular rapid flashing beacon (RRFB)	Decrease crossing distance.
32	Santa Rita Rd at Stoneridge Dr	No	4	Signalized with 6+ lanes on all approaches	Decrease crossing distance.
33	Santa Rita Rd at Iron Horse Trail	No	4	There is no crossing where the Iron Horse Trail intersects with Santa Rita Rd.	Install bridge overpass to connect trail across Santa Rita Rd. ¹³
34	Valley Ave at Blackbird Dr	Yes	4	Stop-controlled with six lanes to cross; two lanes to cross on cross street. Slip lanes are stop-controlled.	Decrease crossing distance on Valley Ave.

¹² Based on PxLTS methodology, reducing vehicle speeds must include lowering posted speed limit. Implementing additional traffic calming infrastructure may reinforce lowered posted speed limit.

¹³ Recommendation from 2019 City of Pleasanton Trails Master Plan.

Map ID	Street	High Injury Network	PxLTS score	Needs Assessment	Recommendation
35	Valley Ave at Crestline Dr	Yes	4	Stop-controlled with six lanes to cross; two lanes to cross on cross street. Slip lanes are stop-controlled.	Decrease crossing distance.
36	Greenwood Rd at Valley Ave	Yes	3	Signalized with six lanes to cross and protected left turn on Valley Ave; two lanes to cross on Greenwood Rd	Decrease crossing distance. Implement signal adjustments to limit turning movements during pedestrian phase.
37	Santa Rita Rd at Mohr Ave	Yes	4	Signalized with 6+ lanes on all approaches	Decrease crossing distance.
38	Santa Rita Rd at Valley Ave	Yes	4	Signalized with 6+ lanes on all approaches	Decrease crossing distance.
39	Santa Rita Rd at Francisco St	Yes	3	RRFB with six lanes to cross on Santa Rita Rd; two or fewer lanes on cross street	Decrease crossing distance.
40	Santa Rita Rd at Black Ave	Yes	3	Signalized with six lanes to cross on Santa Rita Rd; two or fewer lanes on cross street	Implement signal adjustments to limit turning movements during pedestrian phase; decrease crossing distance.
41	Santa Rita Rd at Amador Valley HS crosswalk	Yes	3	Signalized with six lanes to cross on Santa Rita Rd; two or fewer lanes on cross street	Decrease crossing distance.
42	Main St at Stanley Blvd	Yes	3	Signalized with 4-5 lanes to cross on Main St.	Implement signal adjustments to limit turning movements during pedestrian phase.
43	Main St at Del Valle Pkwy	Yes	3	Signalized with 4-5 lanes to cross on Main St.	Implement signal adjustments to limit turning movements during pedestrian phase.
44	Foothill Rd at Bernal Ave	No	3	Signalized with 4-5 lanes to cross	Implement signal adjustments to limit turning movements during pedestrian phase.

Map ID	Street	High Injury Network	PxLTS score	Needs Assessment	Recommendation
45	Bernal Ave at I-680 NB off-ramp	No	3	Signalized with typically four lanes to cross	Implement signal adjustments to limit turning movements during pedestrian phase.
46	Bernal Ave at Koll Center Dr	No	3	Signalized with six lanes to cross	Decrease crossing distance. Implement signal adjustments to limit turning movements during pedestrian phase.
47	Bernal Ave at Valley Ave	Yes	3	Signalized with typically four lanes to cross	Implement signal adjustments to limit turning movements during pedestrian phase.
48	Bernal Ave at Pleasanton Ave	Yes	3	Signalized with typically four lanes to cross	Implement signal adjustments to limit turning movements during pedestrian phase. This would also improve access to trail parallel to Bernal Ave.
49	Bernal Ave at Old Bernal Ave	No	3	Signalized with typically four lanes to cross	Implement signal adjustments to limit turning movements during pedestrian phase.
50	Bernal Ave at Sunol Blvd	Yes	4	Signalized with 5-6 lanes to cross, including uncontrolled slip lanes	Decrease crossing distance.
51	Main St at Old Bernal Ave	No	1	Uncontrolled crossing with two lanes to cross	Install RRFB or stop control if warrants are met.
52	Main St at Abbie St	No	1	Uncontrolled crossing with two lanes to cross	Install RRFB or stop control if warrants are met.
53	Main St at Division St	Yes	2	Uncontrolled with two lanes to cross; cross streets have stop control	Add traffic control to Main St crossing.
54	Main St at Spring St	Yes	2	Uncontrolled with two lanes to cross; cross street has stop control	Add traffic control to Main St crossing.
55	Kottinger Dr at First St	No	3	Signalized with three lanes to cross, turns allowed	Implement signal adjustments to limit turning movements during the crossing phase.
56	Kottinger Dr at Bernal Ave	Yes	3	Stop-controlled with five lanes to cross; two lanes to cross on cross street.	Decrease crossing distance on Bernal Ave.

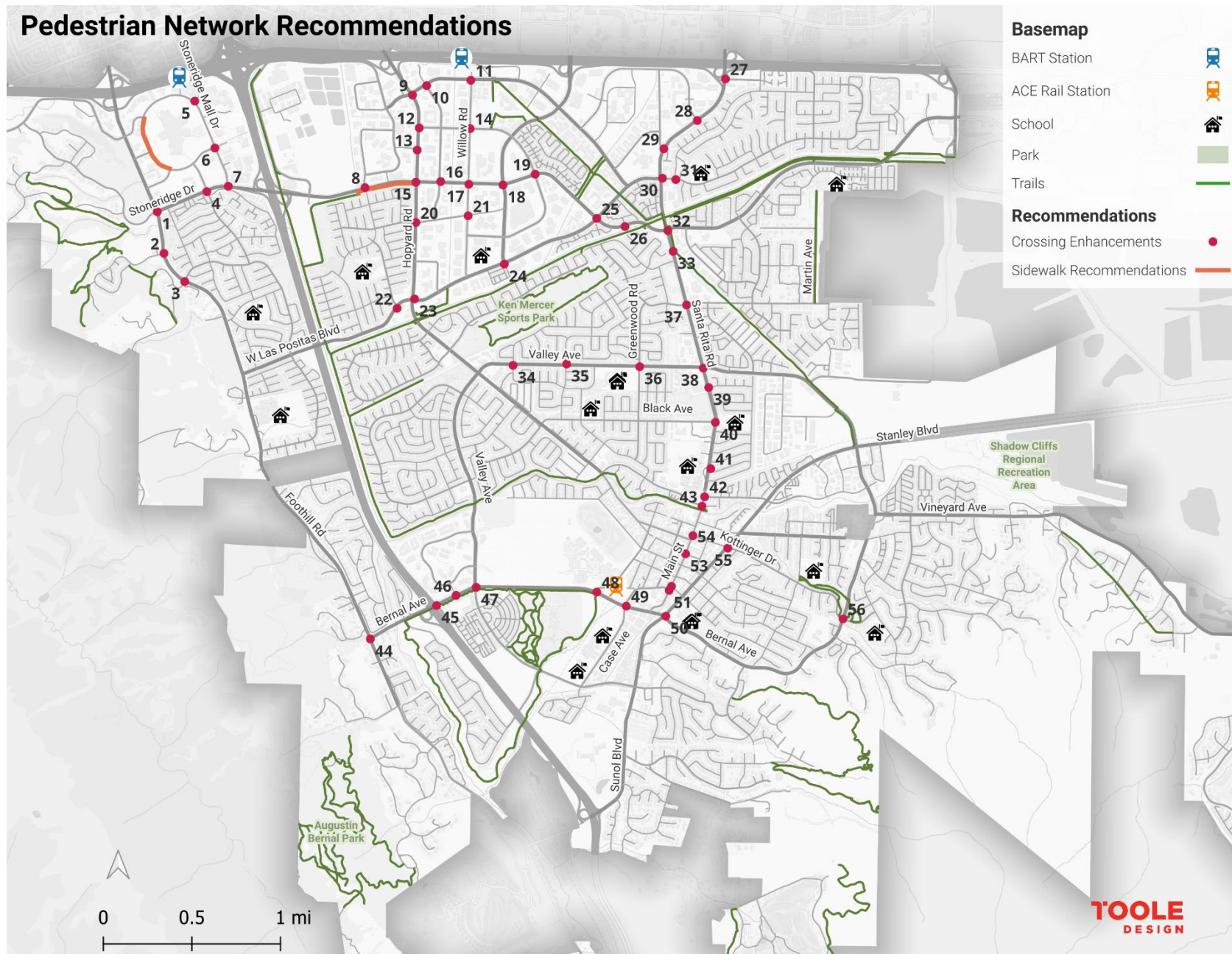
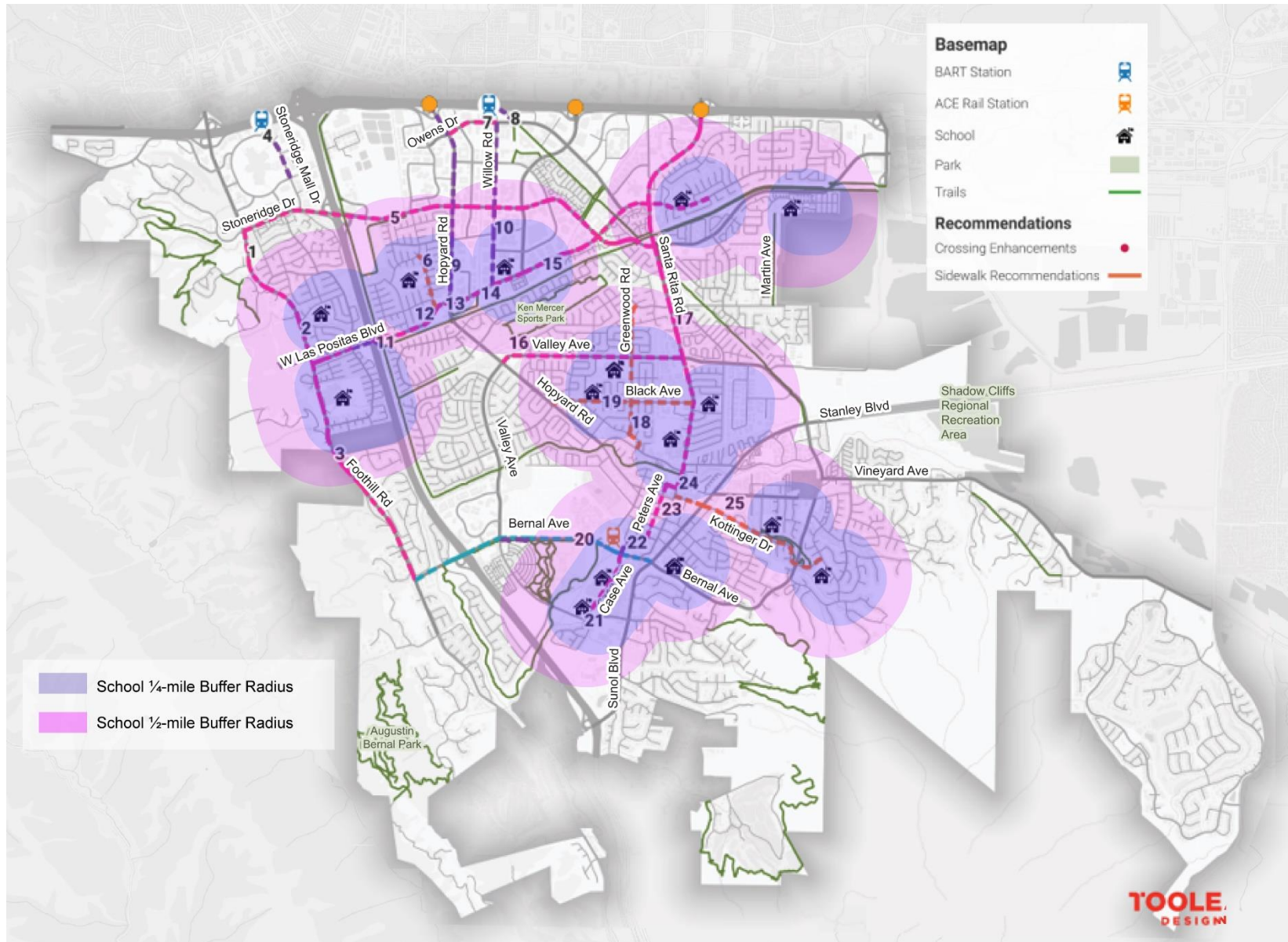


Figure 12: Pedestrian Network Recommendations

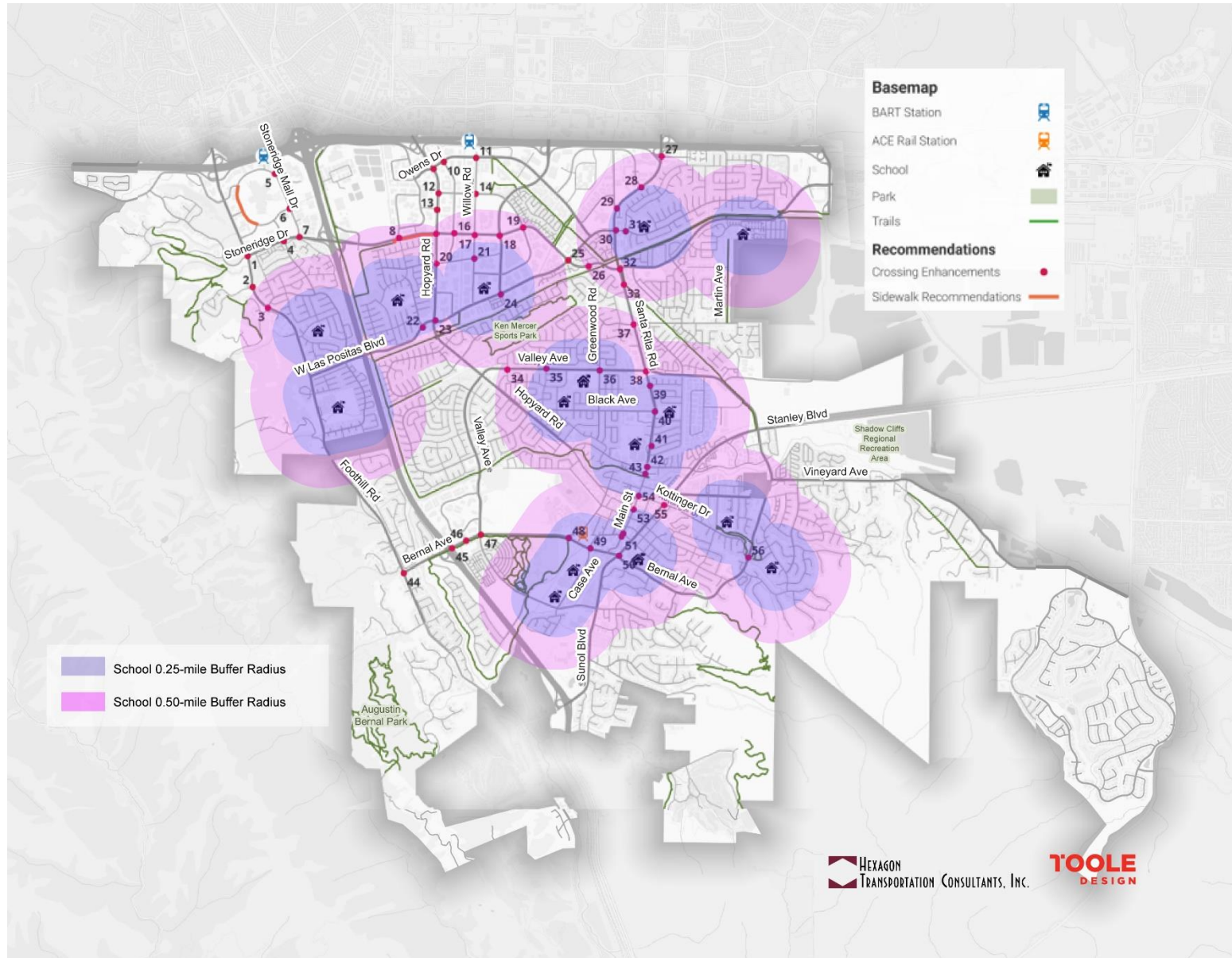
Appendix B

Maps

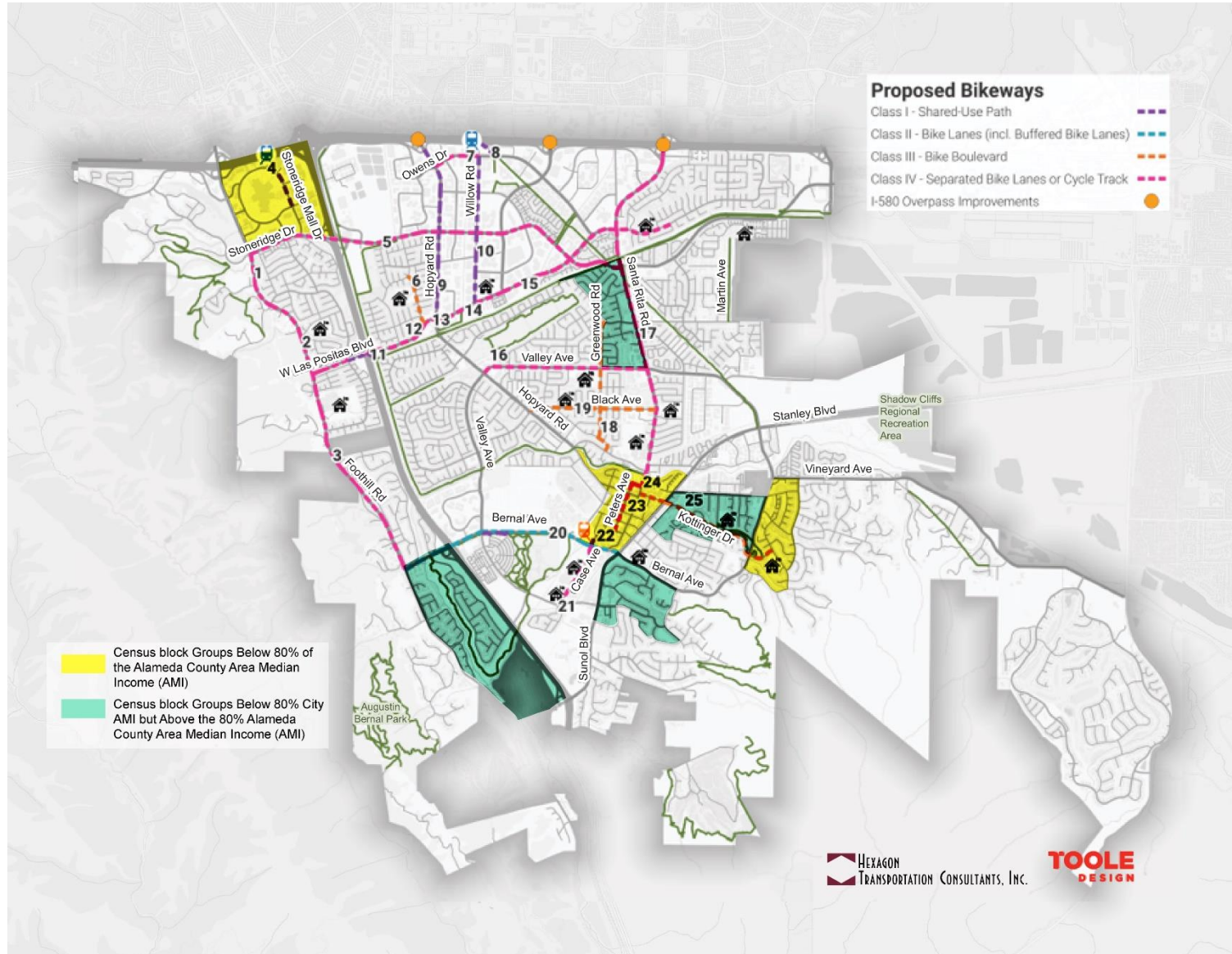
Bike Projects Within 1/4th Mile or 1/2 Mile of School



Pedestrian Projects Within 1/4th Mile or 1/2 Mile of School



Bike Projects Within Census Blocks with Low Area Median Income



Basemap

- BART Station
- ACE Rail Station
- School
- Park
- Trails

Recommendations

- Crossing Enhancements
- Sidewalk Recommendations

Census block Groups

- Census block Groups Below 80% of the Alameda County Area Median Income (AMI)
- Census block Groups Below 80% City AMI but Above the 80% Alameda County Area Median Income (AMI)

Map labels include: Stoneridge Mall Dr, Stoneridge Dr, Owens Dr, Willow Rd, Hopyard Rd, W Las Positas Blvd, Foothill Rd, Bernal Ave, Crase Ave, Sunol Blvd, Main St, Kollinger Dr, Bernal Ave, Vineyard Ave, Stanley Blvd, Shadow Cliffs Regional Recreation Area, Ken Mercer Sports Park, and Augustin Bernal Park.

Map numbers include: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55.

Map scale: 0 100 200 Feet

Map title: San Bruno

Map date: 12/1/2019

Map author: Hexagon Transportation Consultants, Inc.

Map project: San Bruno

Map sheet: 1 of 1

Map legend: See legend for details.

Map notes: See notes for details.

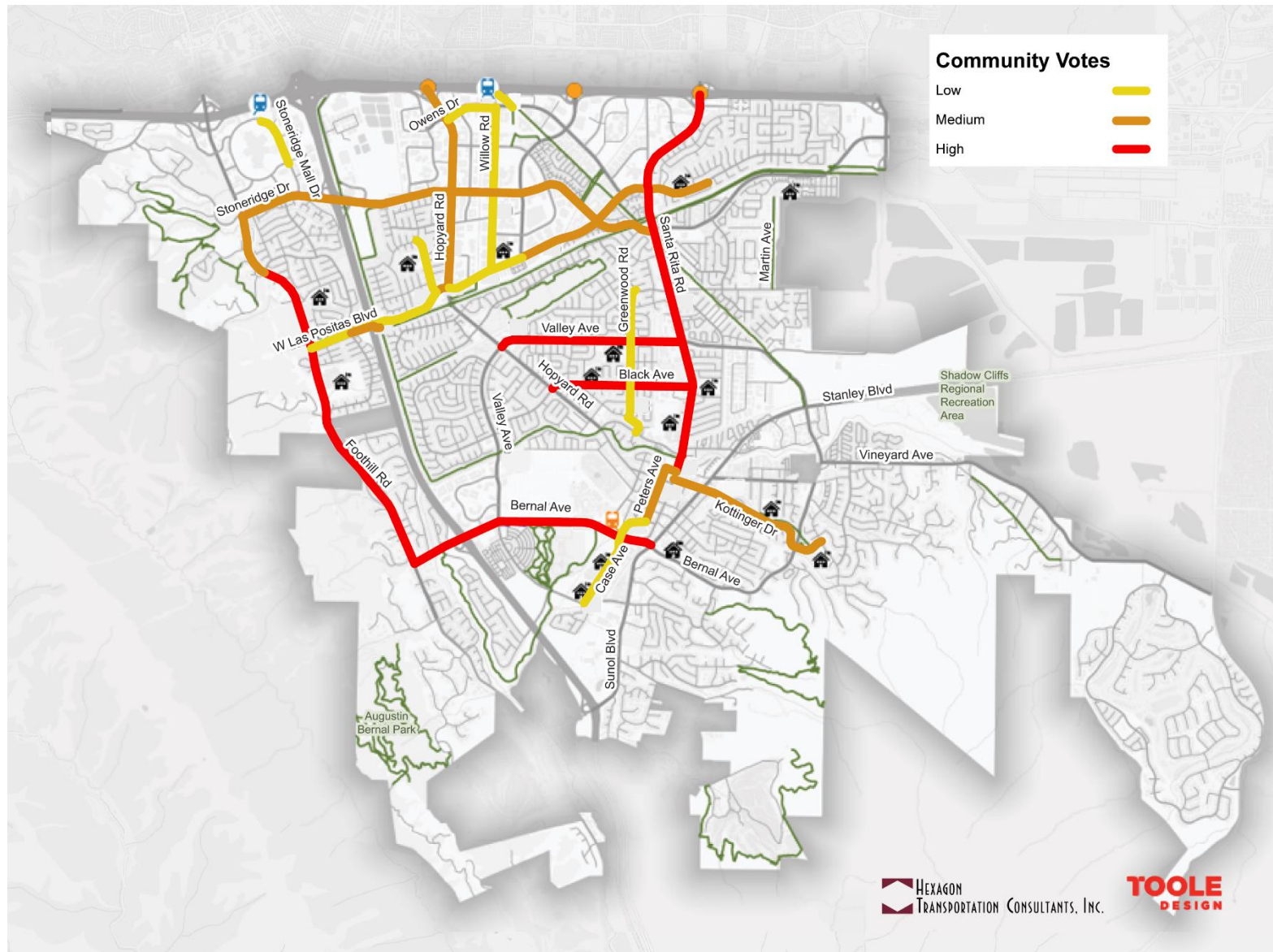
Map disclaimer: This map is for informational purposes only and does not constitute a contract or warranty of any kind.

Map contact: Hexagon Transportation Consultants, Inc., 1234 Main St, San Bruno, CA 94066, (415) 123-4567, www.hexagon.com

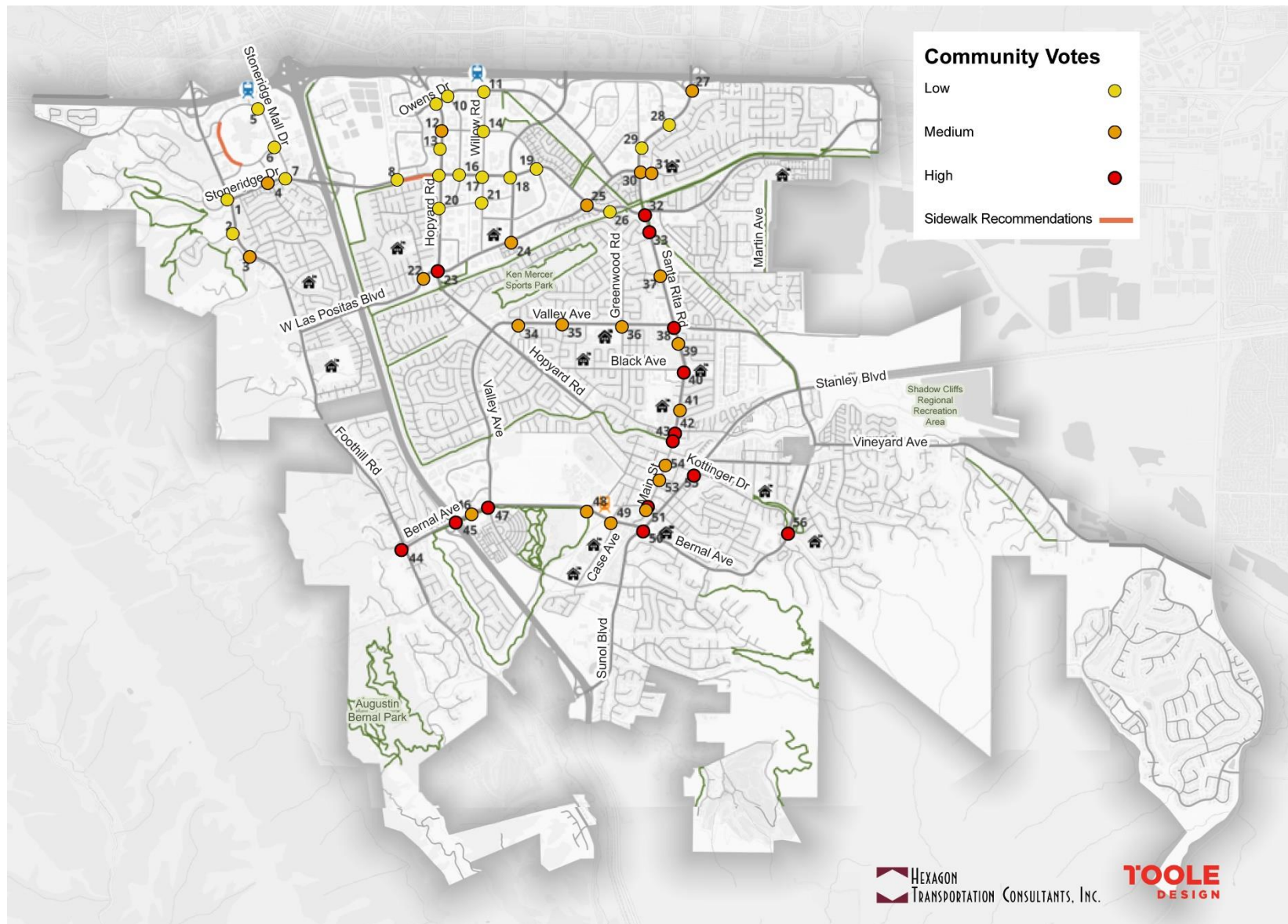
Map logo: Hexagon Transportation Consultants, Inc.

Map logo: TOOLE DESIGN

Community Vote Distribution for Bike Projects



Community Vote Distribution for Pedestrian Projects



Appendix C

Cost Assumptions

Bike Facilities	Per Road Mile Unit cost
Class I Paved Multiuse Trails	\$1,831,000
Class IV Sidewalk level Cycle track	\$1,831,000
Class II Bike Lanes	\$67,000
Class IIB Buffered Bike Lanes	\$100,000
Class III Bike Routes/Boulevard ¹	\$100,000
Class IV Separated Bikeway w/Plastic Bollards	\$271,000
1. Class III Bike Boulevards may include some cobination of the following: sharrows, wayfinding signage, traffic calming (e.g., speed humps, chicanes, modal filters), intersection crossing treatments, reduced speed limits, or minimized stop signs along the bike route.	

Appendix D

Project Scores and Ranking

Bicycle Project Scoring

ID	Street	Extent N/W	Extent S/E	Existing Facility	Recommendation	Length (mi)	Cost Estimate	Bike High Injury Corridor	Access/ Across Barriers	Comfort	Equity	Cost Tier	Total Points	Community Votes	Implementation ²	Ranking ¹
1	Foothill Rd	Stoneridge Dr	Muirwood Dr (north entrance)	Class II bike lanes; southbound side is mostly buffered	Class IV separated bikeway	0.82	\$1,501,400	0	4	8	0	2	19	12	Long Term	22
2	Foothill Rd	Muirwood Dr (north entrance)	~200' south of Muirwood Dr (south entrance, near city limit line)	NB: Class IV separated bike lane from Muirwood Dr north entrance to 500' north of Highland Oaks Dr (buffered Class II bike lanes to Highland Oaks Dr)	Extend northbound Class IV separated bike lane to Highland Oaks Dr.	0.15	\$2,398,600	10	4	8	0	2	34	21	Long Term	8
				SB: Class II Bike lanes (buffered in places)	Convert southbound Class II bike lanes to Class IV separated bike lanes.	1.16										
3	Foothill Rd	~200' south of Muirwood Dr (south entrance, near city limit line)	Bernal Avenue	No facility north of Puri Ct; Class II bike lanes to Racoon Hollow Ct; Class II buffered bike lanes to Bernal Ave	Class IV separated bikeway	0.82	\$1,501,400	0	4	8	0	2	24	24	Long Term	16
4	Stoneridge Mall Rd	West Dublin Pleasanton BART Station	Genomics Pl	None	Class I shared-use path	0.7	\$1,281,700	0	0	8	8	2	18	6	Long Term	23
5	Stoneridge Dr	Foothill Rd	Santa Rita Rd	Class II bike lanes; Class IV sidewalk-level separated bike lane westbound from I-680 to 444' west of Franklin Dr)	Class IV separated bikeway	6.06	\$11,095,900	0	8	8	8	2	31	14	Long Term	11
6	Dorman Rd	Denker Dr	W Las Positas Blvd	None	Class III bike boulevard	0.38	\$76,000	0	4	4	0	6	24	0	Near Term	20
7	Owens Dr	Hopyard Rd	Willow Rd	Class II bike lanes (buffered near intersection with Hopyard Rd)	Class IV separated bikeway	1.04	\$1,904,200	0	4	8	0	2	14	3	Long Term	25
8	Iron Horse Trail	Dublin-Pleasanton BART Station	Owens Dr	Sidewalk	Class I multi-use path	0.32	\$585,900	0	6	8	0	4	18	6	Long Term	23
9	Hopyard Rd	I-580	W Las Positas Blvd	None Class II bike lanes (buffered near intersection with Owens Dr)	Class I shared use path	2.04	\$3,735,200	0	6	8	0	2	26	8	Long Term	17
10	Willow Rd	Owens Dr	W Las Positas Blvd	Class II buffered Bike lanes north of Gibraltar Dr; Class II Bike lanes south of Gibraltar Dr	Class I shared-use path (two-way)	2.18	\$3,991,600	0	4	8	0	2	24	4	Long Term	19
11	W Las Positas Blvd	Foothill Rd	550' west of Payne Rd	Class II buffered bike lanes from Foothill Rd to western edge of overpass; Class II bike lanes from western edge of overpass to 550' west of Payne Rd	Westbound: Class IV separated bike lane.	0.6	\$2,197,200	10	6	8	0	2	36	18	Long Term	6
					Eastbound: Class IV separated bike lane from Foothill Rd to Muirwood Dr. Class I shared-use path from Muirwood Dr to 550' west of Payne.	0.6										
12	W Las Positas Blvd	550' west of Payne Rd	Dorman Rd	Class IV separated bike lanes (paint and post)	Class IV separated bike lanes (permanent materials)	0.74	\$1,354,900	0	6	4	0	2	22	2	Long Term	21
13	W Las Positas Blvd	Dorman Rd	Hopyard Rd	Class II buffered bike lanes (eastbound only)	Class IV separated bikeway	0.14	\$256,300	0	6	8	0	6	30	9	Near Term	13
14	W Las Positas Blvd	Hopyard Rd	Hacienda Dr	Class IV separated bike lanes (paint and post)	Class IV separated bike lanes (permanent materials)	1.08	\$1,977,500	10	6	4	0	2	32	5	Long Term	12
15	W Las Positas Blvd	Hacienda Dr	Cranwood Ct	Class III bike route Hacienda Dr to Santa Rita Rd; Class II bike lanes Santa Rita Rd to Cranwood Ct	Class IV separated bikeway	3.18	\$5,822,600	10	8	8	0	2	38	8	Long Term	6
16	Valley Ave	Hopyard Rd	Santa Rita Rd	Class II bike lanes (buffered in some places)	Class IV separated bikeway	2.54	\$4,650,700	10	6	8	4	2	40	28	Long Term	5
17	Santa Rita Rd	I-580	Del Valle Pkwy	Class II bike lanes (southbound only south of Morganfield Rd); Class II buffered bike lanes north of Mohr Ave	Class IV separated bikeway	5.28	\$9,667,700	10	8	8	4	2	42	43	Long Term	2
18	Greenwood Rd/Harvest Rd	Mohr Ave	Del Valle Pkwy	None	Class III bike boulevard	2.06	\$206,000	0	0	6	4	6	26	6	Near Term	18
19	Black Ave	Hopyard Rd	Santa Rita Rd	Class III bike route	Class III bike boulevard	1.94	\$194,000	0	6	4	0	6	26	26	Near Term	14
20	Bernal Ave	Foothill Rd	First St	Foothill Rd to bridge over creek: Class II bike lanes	Add buffer to westbound Class II bike lane segments missing buffer (where feasible).	1.39	\$486,900	0	8	4	4	6	32	30	Near Term	9
				Bridge (constrained segment): Class III bike route												
				Bridge to Valley Ave: Class II bike lanes (some segments have buffer)	Extend Class I shared-use path west to Valley Ave.	0.19										
21	Case Ave	Bernal Ave	Valley Ave	Class IV separated bikeway (southbound)	Convert northbound Class II bike lanes to Class IV separated bike lane.	0.51	\$933,800	0	6	8	0	4	28	6	Long Term	15
22	Old Bernal Ave ³	Bernal Ave	Peters Ave	None	Class I shared-use path	0.22	\$402,800	10	4	8	8	6	46	6	Near Term	3
23	Peters Ave/St. John St ³	Main St	Old Bernal Ave	None	Class IV separated bikeway	0.46	\$842,300	10	4	8	8	4	44	14	Long Term	4
24	Main St	Del Valle Pkwy	St. John St	None	Class IV separated bikeway (west side to connect to St. John St recommended bikeway)	0.12	\$219,700	10	4	8	8	6	46	23	Near Term	1
25	Spring Ave/Kottinger Dr	Main St	Concord St	Class I shared-use path from 370' west of Concord St to Adams Way; no facility west of Adams Way	Retain existing Class I shared-use path and install class III bike boulevard along full segment.	2.44	\$244,000	0	8	4	8	6	36	8	Near Term	9

1. Segments are ranked by combining technical segment scores with community input. Normalized technical scores are weighted at 80% and normalized community votes are weighted at 20% to produce the final segment ranking.

2. Near-Term Projects (0–5 Years) generally consist of lower-cost improvements that can be implemented through signing, striping, signal timing adjustments, traffic calming measures, pedestrian crossing enhancements, and quick-build treatments. Long-Term Projects (5+ Years) include corridor-wide bicycle facility upgrades and intersection improvements requiring design and capital investment.

3. Project is not on the focused bicycle or pedestrian high injury corridors but was scored as on the HIN as the project is an alternate route to the Main Street corridor, which is on the focused bicycle or pedestrian high injury corridor.

Pedestrain Project Scoring

ID	Street Intersection	LTS	Recommendation	Cost	Ped High Injury Corridor	Access/Across Barriers	Comfort	SRTS	Equity	Cost Tier	Total Points	Community Votes	Implementation ²	Ranking ¹
1	Stoneridge Dr at Foothill Rd	4	Decrease crossing distance.	\$250,000	10	4	6	0	8	3	31	2	Long Term	21
2	Foothill Rd at Moller Ranch Dr	4	Implement traffic control. Install marked crosswalks.	\$100,000	10	4	6	0	0	4	24	2	Near Term	34
3	Foothill Rd at Muirwood Dr (north entrance)	3	Implement signal adjustments to limit turning movements during pedestrian phase.	\$500,000	10	4	8	5	0	2	29	3	Long Term	23
4	Stoneridge Dr at Springdale Ave	3	Implement signal adjustments to limit turning movements during pedestrian phase; decrease crossing distance.	\$500,000	0	4	8	0	8	2	22	3	Long Term	38
5	Stoneridge Mall Rd at Workday Wy	3	Implement signal adjustments to limit turning movements during the crossing phase; decrease crossing distance.	\$100,000	0	0	8	0	8	4	20	1	Near Term	45
6	Stoneridge Mall Rd at Genomics Pl	3	Implement signal adjustments to limit turning movements during the crossing phase; decrease crossing distance.	\$250,000	0	0	8	0	8	3	19	0	Long Term	48
7	Stoneridge Dr at Stoneridge Mall Dr	3	Implement signal adjustments to limit turning movements during pedestrian phase; decrease crossing distance.	\$250,000	0	4	8	0	8	3	23	2	Long Term	35
8	Stoneridge Dr at Franklin Dr	4	Decrease crossing distance.	\$250,000	0	4	6	5	0	3	18	2	Long Term	48
9	Hopyard Rd at Owens Dr	4	Decrease crossing distance.	\$250,000	10	4	6	0	0	3	23	0	Long Term	41
10	Owens Dr at Chabot Dr	4	Decrease crossing distance.	\$250,000	10	4	6	0	0	3	23	0	Long Term	41
11	Owens Dr at Willow Rd	4	Decrease crossing distance.	\$250,000	10	4	6	0	0	3	23	2	Long Term	35
12	Hopyard Rd at Gibraltar Dr	4	Decrease crossing distance.	\$250,000	0	4	6	0	0	3	13	3	Long Term	56
13	Hopyard Rd at Clorox Way	4	Decrease crossing distance.	\$250,000	0	4	6	0	0	3	13	0	Long Term	57
14	Willow Rd at Gibraltar Dr (North)	3	Implement signal adjustments to limit turning movements during the crossing phase; decrease crossing distance.	\$500,000	0	4	8	0	0	2	14	2	Long Term	55
15	Stoneridge Dr at Hopyard Rd	4	Decrease crossing distance.	\$250,000	0	4	6	5	0	3	18	2	Long Term	48
16	Stoneridge Dr at Chabot Dr	4	Decrease crossing distance.	\$250,000	0	4	6	5	0	3	18	1	Long Term	52
17	Willow Rd at Stoneridge Dr	3	Implement signal adjustments to limit turning movements during the crossing phase; decrease crossing distance.	\$500,000	0	4	8	5	0	2	19	1	Long Term	46
18	Stoneridge Dr at Gibraltar Dr	3	Implement signal adjustments to limit turning movements during pedestrian phase; decrease crossing distance.	\$500,000	0	6	8	5	0	2	21	1	Long Term	43
19	Stoneridge Dr at Hacienda Dr	4	Decrease crossing distance.	\$250,000	10	4	6	5	0	3	28	0	Long Term	28
20	Hopyard Rd at Inglewood Dr	4	Decrease crossing distance.	\$250,000	0	4	6	5	0	3	18	2	Long Term	48
21	Willow Rd at Inglewood Dr	4	Install marked crosswalk on Willow Rd plus traffic control and/or decrease crossing distance.	\$250,000	0	4	6	10	0	3	23	1	Long Term	38
22	W Las Positas Blvd at Dorman Rd	4	Decrease crossing distance.	\$250,000	0	6	6	10	0	3	25	3	Long Term	30
23	W Las Positas Blvd at Hopyard Rd	4	Decrease crossing distance.	\$250,000	10	6	6	10	0	3	35	12	Long Term	10
24	W Las Positas Blvd at Hacienda Dr	4	Decrease crossing distance.	\$250,000	0	6	6	10	0	3	25	7	Long Term	27
25	W Las Positas Blvd at Stoneridge Dr	4	Decrease crossing distance.	\$250,000	0	6	6	0	0	3	15	4	Long Term	54
26	Stoneridge Dr at Springhouse Dr	4	Install marked crosswalk, decrease crossing distance, and reduce vehicle speeds	\$250,000	0	4	6	5	0	3	18	0	Long Term	53
27	Santa Rita Rd at Pimlico Dr	4	Decrease crossing distance.	\$250,000	0	4	6	5	0	3	18	3	Long Term	46
28	Santa Rita Rd at Rosewood Dr	4	Decrease crossing distance.	\$250,000	0	4	6	10	0	3	23	2	Long Term	35
29	Santa Rita Rd at Old Santa Rita Rd	4	Decrease crossing distance.	\$250,000	0	4	6	10	0	3	23	1	Long Term	38
30	Santa Rita Rd and W Las Positas Blvd	4	Decrease crossing distance.	\$250,000	0	6	6	10	0	3	25	4	Long Term	29
31	W Las Positas Blvd at Fairlands Dr	3	Decrease crossing distance.	\$250,000	0	6	8	10	0	3	27	4	Long Term	26
32	Santa Rita Rd at Stoneridge Dr	4	Decrease crossing distance.	\$250,000	0	6	6	5	4	3	24	14	Long Term	23

Appendix E

Corridor Scores and Ranking

Corridor Ranking	Corridor	Project Type	Proj ID		length (mi)	Points ¹	Community Votes	Project Ranking	Implementation
1	Main St					40	85	1	
		Bike	24	Del Valle Pkwy to St. John St	0.12	46	23	1	Near Term
		Ped	42	Main St at Stanley Blvd		36	8	11	Long Term
		Ped	43	Main St at Del Valle Pkwy		34	9	14	Long Term
		Ped	54	Main St at Spring St		40	5	6	Near Term
		Ped	53	Main St at Division St		40	6	5	Near Term
		Ped	52	Main St at Abbie St		30	9	19	Near Term
		Ped	51	Main St at Old Bernal Ave		30	5	20	Near Term
		Peters Ave/St. John St ³							
		Bike	23	Main St to Old Bernal Ave	0.46	44	14	4	Long Term
		Old Bernal Ave ³							
	Bike	22	Bernal Ave to Peters Ave	0.22	46	6	3	Near Term	
2	Santa Rita Rd					35	122	2	
		Bike	17	I-580 to Del Valle Pkwy	5.28	42	43	2	Long Term
		Ped	27	Santa Rita Rd at Pimlico Dr		18	3	46	Long Term
		Ped	28	Santa Rita Rd at Rosewood Dr		23	2	35	Long Term
		Ped	29	Santa Rita Rd at Old Santa Rita Rd		23	1	38	Long Term
		Ped	30	Santa Rita Rd and W Las Positas Blvd		25	4	29	Long Term
		Ped	32	Santa Rita Rd at Stoneridge Dr		24	14	23	Long Term
		Ped	33	Santa Rita Rd at Iron Horse Trail		22	10	30	Long Term
		Ped	37	Santa Rita Rd at Mohr Ave		32	6	18	Long Term
		Ped	38	Santa Rita Rd at Valley Ave		34	17	6	Long Term
		Ped	39	Santa Rita Rd at Francisco St		37	6	11	Long Term
		Ped	40	Santa Rita Rd at Black Ave		38	12	3	Near Term
		Ped	41	Santa Rita Rd at Amador Valley HS crosswalk		37	4	13	Long Term
	3	Valley Ave					37	63	3
		Bike	16	Hopyard Rd to Santa Rita Rd	2.54	40	28	5	Long Term
		Ped	34	Valley Ave at Blackbird Dr		28	5	25	Long Term
		Ped	35	Valley Ave at Crestline Dr		33	6	16	Long Term
		Ped	36	Greenwood Rd at Valley Ave		39	7	6	Long Term
		Ped	38	Santa Rita Rd at Valley Ave		34	17	6	Long Term
4	Spring Ave/Kottinger Dr					37	38	4	
		Bike	25	Main St to Concord St	2.44	36	8	9	Near Term
		Ped	54	Main St at Spring St		40	5	6	Near Term
		Ped	55	Kottinger Dr at First St		29	14	17	Long Term
		Ped	56	Kottinger Dr at Bernal Ave		45	11	1	Long Term
5	Bernal Ave					31	106	5	
		Bike	20	Foothill Rd to First St	1.58	32	30	9	Near Term
		Ped	44	Foothill Rd at Bernal Ave		22	10	30	Near Term
		Ped	45	Bernal Ave at I-680 NB off-ramp		18	17	33	Near Term
		Ped	46	Bernal Ave at Koll Center Dr		18	6	44	Near Term
		Ped	47	Bernal Ave at Valley Ave		28	17	15	Near Term
		Ped	48	Bernal Ave at Pleasanton Ave		40	7	4	Near Term
		Ped	49	Bernal Ave at Old Bernal Ave		38	7	9	Near Term
		Ped	50	Bernal Ave at Sunol Blvd		43	12	2	Long Term
6	Black Ave					32	38	6	
		Bike	19	Hopyard Rd to Santa Rita Rd	1.94	26	26	14	Near Term
		Ped	40	Santa Rita Rd at Black Ave		38	12	3	Near Term
7	Case Ave					33	13	7	
		Bike	21	Bernal Ave to Valley Ave	0.51	28	6	15	Long Term
		Ped	49	Bernal Ave at Old Bernal Ave		38	7	9	Near Term
8	Greenwood Rd/Harvest Rd					33	13	7	
		Bike	18	Mohr Ave to Del Valle Pkwy	2.06	26	6	18	Near Term
		Ped	36	Greenwood Rd at Valley Ave		39	7	6	Long Term

Corridor Ranking	Corridor	Project Type	Proj ID		length (mi)	Points ¹	Community Votes	Project Ranking	Implementation
9	W Las Positas Blvd					30	76	9	
		Bike	11	Foothill Rd to 550' west of Payne Rd	1.2	36	18	6	Long Term
		Bike	12	550' west of Payne Rd to Dorman Rd	0.74	22	2	21	Long Term
		Bike	13	Dorman Rd to Hopyard Rd	0.14	30	9	13	Near Term
		Bike	14	Hopyard Rd to Hacienda Dr	1.08	32	5	12	Long Term
		Bike	15	Hacienda Dr to Cranwood Ct	3.18	38	8	6	Long Term
		Ped							
		Ped	22	W Las Positas Blvd at Dorman Rd		25	3	30	Long Term
		Ped	23	W Las Positas Blvd at Hopyard Rd		35	12	10	Long Term
		Ped	24	W Las Positas Blvd at Hacienda Dr		25	7	27	Long Term
		Ped	25	W Las Positas Blvd at Stoneridge Dr		15	4	54	Long Term
		Ped							
		Ped	30	Santa Rita Rd and W Las Positas Blvd		25	4	29	Long Term
		Ped	31	W Las Positas Blvd at Fairlands Dr		27	4	26	Long Term
10	Foothill Rd					27	74	10	
		Bike	1	Stoneridge Dr to Muirwood Dr (north entrance)	0.82	19	12	22	Long Term
		Bike	2	Muirwood Dr (north entrance) to ~200' south of Muirwood Dr (south entrance, near city limit line)	1.31	34	21	8	Long Term
		Bike	3	~200' south of Muirwood Dr (south entrance, near city limit line) to Bernal Avenue	0.82	24	24	16	Long Term
		Ped	3	Foothill Rd at Muirwood Dr (north entrance)		29	3	23	Long Term
		Ped	44	Foothill Rd at Bernal Ave		22	10	30	Near Term
		Ped	2	Foothill Rd at Moller Ranch Dr		24	2	34	Near Term
		Ped	1	Stoneridge Dr at Foothill Rd		31	2	21	Long Term
11	Stoneridge Dr					26	46	11	
		Bike	5	Foothill Rd to Santa Rita Rd	6.06	31	14	11	Long Term
		Ped	1	Stoneridge Dr at Foothill Rd		31	2	21	Long Term
		Ped	4	Stoneridge Dr at Springdale Ave		22	3	38	Long Term
		Ped	7	Stoneridge Dr at Stoneridge Mall Dr		23	2	35	Long Term
		Ped	8	Stoneridge Dr at Franklin Dr		18	2	48	Long Term
		Ped	15	Stoneridge Dr at Hopyard Rd		18	2	48	Long Term
		Ped	16	Stoneridge Dr at Chabot Dr		18	1	52	Long Term
		Ped	17	Willow Rd at Stoneridge Dr		19	1	46	Long Term
		Ped	18	Stoneridge Dr at Gibraltar Dr		21	1	43	Long Term
		Ped	19	Stoneridge Dr at Hacienda Dr		28	0	28	Long Term
		Ped	25	W Las Positas Blvd at Stoneridge Dr		15	4	54	Long Term
		Ped	26	Stoneridge Dr at Springhouse Dr		18	0	53	Long Term
		Ped	32	Santa Rita Rd at Stoneridge Dr		24	14	23	Long Term
12	Hopyard Rd					23	27	12	
		Bike	9	I-580 to W Las Positas Blvd	2.04	26	8	17	Long Term
		Ped	9	Hopyard Rd at Owens Dr		23	0	41	Long Term
		Ped	12	Hopyard Rd at Gibraltar Dr		13	3	56	Long Term
		Ped	13	Hopyard Rd at Clorox Way		13	0	57	Long Term
		Ped	15	Stoneridge Dr at Hopyard Rd		18	2	48	Long Term
		Ped	20	Hopyard Rd at Inglewood Dr		18	2	48	Long Term
		Ped	23	W Las Positas Blvd at Hopyard Rd		35	12	10	Long Term
13	Dorman Rd					24	0	13	
		Bike	6	Denker Dr to W Las Positas Blvd	0.38	24	0	20	Near Term
14	Willow Rd					22	10	14	
		Bike	10	Owens Dr to W Las Positas Blvd	2.18	24	4	19	Long Term
		Ped	11	Owens Dr at Willow Rd		23	2	35	Long Term
		Ped	14	Willow Rd at Gibraltar Dr (North)		14	2	55	Long Term
		Ped	17	Willow Rd at Stoneridge Dr		19	1	46	Long Term
		Ped	21	Willow Rd at Inglewood Dr		23	1	38	Long Term
15	Iron Horse Trail					20	16	15	
		Bike	8	Dublin-Pleasanton BART Station to Owens Dr	0.32	18	6	23	Long Term
		Ped	33	Santa Rita Rd at Iron Horse Trail		22	10	30	Long Term

Corridor Ranking	Corridor	Project Type	Proj ID		length (mi)	Points ¹	Community Votes	Project Ranking	Implementation	
16	Stoneridge Mall Rd						20	9	16	
		Bike	4	West Dublin Pleasanton BART Station to Genomics Pl	0.7	18	6	23	Long Term	
		Ped	5	Stoneridge Mall Rd at Workday Wy		20	1	45	Near Term	
		Ped	6	Stoneridge Mall Rd at Genomics Pl		19	0	48	Long Term	
		Ped	7	Stoneridge Dr at Stoneridge Mall Dr		23	2	35	Long Term	
17	Owens Dr						19	5	17	
		Bike	7	Hopyard Rd to Willow Rd	1.04	14	3	25	Long Term	
		Ped	9	Hopyard Rd at Owens Dr		23	0	41	Long Term	
		Ped	10	Owens Dr at Chabot Dr		23	0	41	Long Term	
		Ped	11	Owens Dr at Willow Rd		23	2	35	Long Term	

Bold indicates top 5 ranked bicycle and top 5 ranked pedestrian projects.

1. Corridor scores are calculated using a modal-weighted average that combines bicycle segment and pedestrian intersection improvement scores. Bicycle scores are based on a length-weighted average of individual segments, while pedestrian scores are calculated as the average of individual intersection improvements. For corridors containing both modes, each score receives equal weight (50%), while bicycle-only corridors rely entirely on the bicycle score.

2. Corridors are ranked by combining technical corridor scores with community input. Normalized technical scores are weighted at 80% and normalized community votes are weighted at 20% to produce the final corridor ranking.

3. The recommended alternate low-stress bicycle route through Downtown follows the parallel Old Bernal Avenue–Peters Avenue–St. John Street corridor.



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: July 16, 2026

To: Matthew Nelson, City of Pleasanton

From: Shikha Jain
Miles Henninger

Subject: Support Programs for the Pleasanton Bicycle and Pedestrian Master Plan Update

Hexagon Transportation Consultants has completed a review of potential support programs for inclusion in the updated Pleasanton Bicycle and Pedestrian Master Plan. Support programs supplement infrastructure improvements to support walking and bicycling in the city. The programs considered fall into the following categories:

- Safe Routes to School
- E-Mobility
- Education
- Encouragement
- Safety and Enforcement
- Maintenance and Operations
- Bike Parking
- Wayfinding

The support programs are intended to provide a comprehensive menu of potential strategies the City could consider. They are not intended as a requirement to implement every program, but rather as a resource to help the City identify initiatives that would support walking and biking in the City.

Because active transportation touches many aspects of municipal service, successful implementation will require collaboration across multiple City departments. Different departments would lead specific initiatives based on their core responsibilities. For example, the Community Development Department would lead transportation, planning, and economic initiatives, the Public Works Department would oversee capital improvements and maintenance activities, and the Police Department would lead safety and enforcement programs. Other City departments, school districts, regional agencies, and community organizations will serve as supporting partners where appropriate. To support implementation, this memorandum identifies the lead department, supporting partners, implementation priority, and anticipated resource needs for each recommended program. This information is intended to help the City evaluate implementation opportunities and advance programs that align with community priorities, available resources, and future funding opportunities.

Safe Routes To Schools

Safe routes to schools (SRTS) programs ensure that students are able to safely walk and bike to schools. SRTS programs include both infrastructure improvements along corridors utilized by

students as well as educational programs to support safe decision-making among students, parents, and other users of these corridors.

The Alameda County Transportation Commission (CTC) operates the Alameda County Safe Routes to Schools program, which provides staff support, resources, and tools to schools to improve safety and encourage students to bike or walk to school. All schools within the Pleasanton Unified School District (PUSD) are enrolled in the program. The following SRTS activities take place at the PUSD schools per the 2023-2024 snapshot for the district published on the Alameda County SRTS program website:

- Pedestrian Rodeos
- Bike Rodeos
- BikeMobile.
- International Walk and Roll to School Day
- Bike to School Day
- Walk and Roll Days
- Golden Sneaker Contest.
- Walking School Buses
- Bike Trains.
- Reboot Your Commute
- SRTS Concerts

Complementing Countywide efforts, the city operates a Safe Routes to School traffic calming program called Rides to School, focused on multi-modal safety and circulation at schools. This program provides information on taking the bus and safe walking tips for parents and students. This includes a “school valet” program to facilitate auto circulation and student safety during pick-up and drop-off.

In partnership with Alameda CTC, the City has conducted Safe Routes to School assessments at 13 of Pleasanton's 18 schools. These assessments identify improvements to walking and bicycling infrastructure around campuses. In addition, the City maintains school-specific information on pick-up and drop-off procedures, supporting ongoing efforts to improve safety and reduce traffic congestion near schools.

Recommended New Programs

- **SRTS-1: Complete Safe Routes to School assessments.** Complete Safe Routes to School assessments for all Pleasanton's schools.
- **SRTS-2: Dedicated SRTS contact person.** Establish a dedicated SRTS contact person within each school's administration. This individual would serve as a direct point of contact for parents to report safety concerns, which would then be systematically relayed to City staff.
- **SRTS-3: Expand the reach of SRTS resources.** Expand the reach of SRTS resources to neighborhood parents through multiple channels:
 - Informational packets and route maps sent home directly with students.
 - Publicly accessible maps and information posted in school offices and online.
 - Regular updates integrated into parent newsletters.

- **SRTS-4: Suggested SRTS Walk and Roll maps.** Develop customized SRTS Walk and Roll maps for each school and host them on the City’s website (e.g. Palo Alto [Walk and Roll Suggested Route Maps – City of Palo Alto, CA](#)).
- **SRTS-5: Community-led Bike and Walk Bus Programs.** Formalize and expand community-led bike and walk bus programs. This could include developing a toolkit for schools that includes safety guidelines, volunteer trainings, establishing fixed routes etc.
- **SRTS-6: Annual Travel Mode & Route Surveys.** Conduct an annual travel mode and route survey of parents to track trends and target infrastructure improvements along corridors with high student volumes. The survey could be conducted and compiled by the SRTS contact person, with the results communicated to the City.

E-Mobility

Electric bikes (e-bikes) and electric scooters (e-scooters) have risen greatly in popularity in recent years with communities across California seeing both benefits and challenges associated with their proliferation. Because these vehicles are still an emerging technology, comprehensive guidance and best practices surrounding these vehicles are still being developed at the state level and in surrounding communities.

The State of California has three e-bikes categories, all capped at a maximum motor power of 750 Watts:

Class	Operation Type	Max Assisted Speed	Age / License Rules	Primary Use Case
Class I	Pedal-assist only (No throttle)	20 mph	No age or license limits	Mountain biking, fitness, trail access
Class II	Pedal and/or throttle	20 mph	No age or license limits	Urban commuting, cargo, mobility needs
Class III	Pedal-assist only (No throttle)	28 mph	Minimum age: 16+ (No license)	Long-distance commuting, traffic pacing

Source: [California E-Bike Laws 2026: Complete Guide To Classes, Rules & Incentives - The Cyclist Choice](#)

Vehicles similar to e-bikes with more powerful motors or higher speed limitations are considered motorcycles under California law and require licensing and insurance. Many vehicles sold as Class II e-bikes can be easily modified in order to increase motor power and speed limits beyond those allowed for Class II e-bikes. These are often called “e-motos”.

Unlike e-bikes, e-scooters do not currently operate under a comprehensive multi-class classification system. Under California law, they are subject to the following rules:

- **Speed Limit:** Maximum legal operating speed of 15 mph (though like Class II e-bikes, many consumer models can be modified to exceed this limit).
- **Licensing:** Riders must possess a valid driver's license or instruction permit to legally operate an e-scooter.

The City of Pleasanton does not currently have comprehensive policies pertaining to the use of e-bikes and e-scooters within the City.

Recommended Programs

To address safety proactively, the City can explore a multi-tiered approach balancing community education with enforcement.

Informational & Educational Campaigns

- **EM-1: Track E-Mobility Safety Trends & Enforce Laws.** Track safety data and emerging trends related to e-mobility. Implement and enforce California state laws as new legislation is enacted.
- **EM-2: Establish E-Mobility Webpage.** Develop an informational webpage on the City's website including an overview of the state's regulations and safe usage guidelines.
- **EM-3: Launch E-Mobility Safety Media/Videos.**
 - Partner with regional organizations to launch social media and advertising campaigns focusing on safety and purchasing advice (*e.g., promoting Bike East Bay E-bike workshops*).
 - Collaborate with the Police Department to develop educational safety videos and conduct targeted school presentations.
 - Disseminate information on safe usage of ebikes and scooters directly to families via:
 - Dedicated seminars, workshops, and school assemblies.
 - Informational slide decks and online hubs (*Examples: [E-Bike Parent Venture Slide Deck \(For Parents\) - Google Slides](#) – San Mateo County, [E-Bike Education | Safe Routes to Schools – Marin County](#) – Marin County*).

Enforcement & Accountability Strategies

- **EM-4: Bike Speed Management.** To improve the safe operation of e-bikes in areas with high pedestrian activity, consider establishing a maximum speed of 10–15 mph on sidewalks and a 10-mph passing speed when approaching or overtaking pedestrians on shared-use paths. Complement any speed management measures with education and signage to encourage courteous riding and direct faster riders to on-street bicycle facilities where appropriate.
- **EM-5: School-Level Checks.** Establish school-level checks to inspect e-bikes and e-scooters for legal compliance, prohibiting students from operating modified or illegal vehicles on campus (*e.g.: [E-Bike Registration | Our School](#) in San Rafael*).
- **EM-6: Long-Range City Registration Program.** Explore a long-range, city-administered inspection and registration program.

Education

Educational programs surrounding biking and walking ensure the safe use of these modes, and lower barriers to entry for inexperienced users of these modes.

Pleasanton currently sponsors several educational initiatives, primarily managed through the Economic Development Department, alongside partnerships with local advocacy groups like Bike East Bay and the Police Department. These include:

Walking and Bicycling Skills Training:

- *Pleasanton Bicycle Safety Festival:* An annual city-hosted event focused primarily on youth bicycle safety and skills training via an interactive obstacle course. The festival also

incorporates an integrated pedestrian safety component. The Pleasanton Police Department serves as a sponsor and participant.

- ***Bike East Bay Partnerships:*** The City collaborates with Bike East Bay to host free, all-ages bicycle education and encouragement classes, offering both adult-focused and family-focused training workshops. Bike East Bay also sponsors local children's bicycle rodeos to build early walking and biking skills.
- ***Police Department Safety Initiatives:*** The Pleasanton Police Department manages several targeted safety programs, including:
 - In-classroom traffic safety and anti-DUI education tailored to high-school-aged drivers.
 - A structured diversion program for young cyclists issued a vehicle code violation.
 - Ongoing distribution of bicycle and pedestrian safety brochures via staffed information booths at special community events

Maps and Brochures:

- ***Annual Bicycle Safety Brochure:*** Published annually, this resource provides residents with safety tips, dates for upcoming city-sponsored bike events, and an updated map of local bicycle facilities.
- ***Traffic Engineering Informational Bulletins:*** The City's Traffic Engineering Division hosts an array of online informational brochures covering everything from walking safety tips to guidance on localized traffic control devices (e.g., *Rectangular Rapid Flashing Beacons*, *roundabouts*, and *traffic calming treatments*).

Recommended New Programs

- **ED-1: School Workshops on Emerging Infrastructure Treatments.** Partner with PUSD to deliver campus-based workshops ahead of peak spring/summer riding seasons. Produce localized digital content and short informational videos explaining emerging infrastructure treatments (such as protected intersections and bike-only signals).
- **ED-2: Senior Center Active Living Workshops.** Coordinate with the Pleasanton Senior Center to host quarterly community workshops, structured walking audits, and feedback surveys. Participants will learn to safely navigate newer infrastructure treatments (e.g., modern roundabouts and Rectangular Rapid Flashing Beacons [RRFBs]).
- **ED-3: Targeted Safe Roadway Behavior Messaging.** Develop targeted messaging that addresses critical conflict behaviors, such as driver yielding at crosswalks, sidewalk encroachment on commercial corridors, and safe passing distances.
- **ED-4: Smart Cycling Curriculum.** Establish a recurring curriculum covering advanced bike handling skills, urban route planning, routine bicycle maintenance, theft prevention, and night-riding safety tactics.
- **ED-5: Pop-Up Outreach & Community Campaigns.** Distribute the educational resources described above during pop-up open houses at high-visibility community events, open streets programs, and broadly via city social media channels, print media, transit advertising, and localized digital platforms.

Encouragement

Encouragement programs make biking and walking easier or more attractive to residents who do not currently bike or walk for transportation.

The city participates in many event-based encouragement programs, primarily organized by the Economic Development Department. Bike to Wherever Day is a major event in Pleasanton, with the

city sponsoring and coordinating energizer stations providing refreshments, encouragement, and bicycle information.

The city's Commendable Commutes program is a public/private partnership aimed at reducing drive-alone trips and promoting transit, walking and bicycling trips during peak commute hours. Services include on-site transportation information visits, free transit trips through the Try Transit Program, marketing materials, networking opportunities, local and regional transportation updates, and the guaranteed ride home program.

Recommended New Programs

- **EN-1: Promote Regional Commuter Challenges.** Partner with regional agencies to promote and incentivize participation in events like the Bay Area Bike Challenge among local residents and workforce centers.
- **EN-2: Downtown "Bike to Shop" & Bicycle-Friendly Business Program.** Establish a "Bike to Shop" program in partnership with the Downtown Pleasanton Association and local merchants to offer special discounts, rewards, or incentives to patrons who arrive at their shops by bicycle. To encourage long-term participation and elevate local commerce, participating merchants who provide dedicated bike parking or offer consistent commuter incentives can earn an official "Bicycle-Friendly Business" designation, which the City can publicly recognize and promote through municipal marketing channels and local business directories.
- **EN-3: Expand Commendable Commutes Program.** Expand participation in the City's Commendable Commutes program by encouraging local businesses, employers, property managers, and developers to implement transportation demand management (TDM) strategies that support walking, bicycling, and transit use. Promote participation in the program through outreach, recognition, and technical assistance.
- **EN-4: Partner Group Rides & Repair Clinics.** Coordinate with Bike East Bay and local bicycle shops to cross-promote and host regular group rides, repair clinics, safety workshops, and specialized classes (e.g., "build-a-bicycle" youth programs and cargo-carrying techniques).

Safety & Enforcement

Enforcement and safety programs ensure compliance with laws and encourage road users to abide by best practices, ensuring safe operation of the transportation system.

The City currently works with Bike East Bay to provide bicycle safety education and enforces traffic laws through its Police Department. The Police Department is also currently involved in school traffic enforcement by providing resource officers, with one stationed at each school. Traffic officers monitor schools on a regular basis so they are aware of traffic safety and circulation issues. The Police Department assists the Traffic Engineering Division's annual collision review process. The Police Department also has bicycle patrol officers who receive some specialized training.

Recommended New Programs

- **SE-1: Bike-Specific Officer Training.** Coordinate with the Police Department to secure funding for comprehensive officer training on walking and bicycling safety issues, as well as rules-of-the-road enforcement principles.
- **SE-2: Targeted Pedestrian Safety Enforcement.** Partner with the Police Department to deploy targeted enforcement around school zones, high-injury networks, and high-volume pedestrian areas (e.g., Main Street in Downtown Pleasanton). Utilize pedestrian sting operations to penalize motorists who fail to yield the right-of-way.

- **SE-3: Bike Traffic School Diversion.** Institute a Bicycle Traffic School diversion program under California Vehicle Code Section 42005.3. Ticketed cyclists can reduce or waive infraction fines by attending a free bicycle education workshop. Team up with Bike East Bay to host and co-sponsor regular educational workshops, making them available to both cited individuals and the general public.
- **SE-4: E-Mobility Safety & Diversion Program.** Expand diversion and enforcement frameworks to account for emerging e-mobility and micro-mobility technologies.
- **SE-5: Restructure Traffic Fine Schedule.** Consider restructuring traffic fines to deter dangerous driving. Increasing fines for motorists violating pedestrian crosswalks (with potential doubling in school or construction zones) while lowering minor pedestrian infraction penalties can shift behavioral incentives.
- **SE-6: Bicycle Security & Recovery Initiative.** Build an organized anti-theft strategy featuring a central registration database, security education media (videos, guides), and dedicated communication channels to track and broadcast recovered or stolen bicycles.

Maintenance & Operations

Well-maintained facilities facilitate comfortable, convenient travel on bike and on foot. Pleasanton's Traffic Engineering Division maintains all transportation facilities.

Currently, pedestrian-related signal equipment is maintained through monthly signal operation checks to ensure consistent functionality of pedestrian push buttons and countdown heads. On-street bicycle facilities are maintained during routine pavement rehabilitation and resurfacing. The city offers a maintenance reporting system for hazard reporting. The City has also procured a bike lane street sweeper to maintain protected bike lanes.

Off-street facilities are more expensive and more difficult to maintain, particularly in terms of maintaining pavement quality. Not all the trails in Pleasanton are owned or maintained by the City. Zone 7 Water Agency manages the flood control channels (like the Arroyo Mocho and Arroyo del Valle), while East Bay Regional Park District manages major regional spines (like the Iron Horse Trail). Pleasanton cannot unilaterally perform structural modifications on land owned or managed by these external agencies.

Recommended New Programs

- **MO-1: Inter-Agency Multi-Use Path Design & Paving Standards.** Partner with Zone 7 Water Agency and the East Bay Regional Park District to design and pave shared-use paths. Ensuring pavement can support the weight of heavy Zone 7 utility/maintenance vehicles will prevent premature structural failure.
- **MO-2: Dedicated Trail Resurfacing Funds.** Work across city departments to secure permanent, ongoing funding specifically for path and trail resurfacing, ensuring off-street networks are not neglected.
- **MO-3: Developer-Led Frontage Maintenance.** Utilize development agreements to ensure property developers maintain bicycle and pedestrian facilities fronting new construction.
- **MO-4: Pavement Overlay and Bikeway Integration.** Blend on-street bikeways on the focus network into the city's existing pavement overlay program to ensure key active transportation corridors are prioritized during routine street resurfacing.
- **MO-5: Lifecycle Maintenance Cost Integration.** Embed long-term maintenance and lifecycle costs into the initial design phase of all future bicycle and pedestrian projects.
- **MO-6: Pedestrian Hazard Repair Program.** Establish a call in number for residents to report pedestrian-unfriendly hazards caused by tree roots, weather, and seismic activity (e.g., uneven sidewalks, steep driveway cross-slopes, broken crosswalk asphalt, and non-ADA-compliant curb ramps).

- **MO-7: Neighborhood Vegetation Trimming Initiative.** Launch public awareness campaigns regarding overgrown private shrubbery blocking sidewalks or bike lanes. Partner with neighborhood associations and environmental groups to host a community "Trim Your Shrubby Day."
- **MO-8: Trail Stewardship Program.** Create an "Adopt-a-Trail" volunteer program that enables community members, schools, neighborhood groups, and local businesses to participate in regular trail cleanups and report maintenance issues through the City's reporting system. Provide recognition and outreach materials to encourage long-term participation and stewardship of the trail network.

Bike Parking

Bicycle parking is needed citywide to provide safe, convenient, and secure places to leave a bicycle while shopping, going to school, getting on transit, or doing other activities. Lack of adequate, secure bicycle parking can be a major deterrent to riding a bicycle.

Bicycle parking facilities may be classified either as long-term (also known as Class I) or short-term (Class II). Class I parking is meant to be used for more than two hours and is typically used by employees at work, students at school, commuters at transit stations and residents at home. Class I facilities are secure and weather-protected: examples include bicycle lockers and "bicycle corrals" (fenced-in areas usually secured by lock and opened by keys provided to users). Class II, or short-term parking, is meant for visitors, customers at stores and other users who normally park for less than two hours. The most common example of Class II parking is bicycle racks. The City has adopted a comprehensive, citywide Bicycle Parking Code into the Pleasanton Municipal Code. This law mandates secure long-term and short-term bicycle parking across all new residential, commercial, and mixed-use developments.

Recommended New Programs

- **BP-1: Standard Bicycle Rack Specifications.** Update the municipal code to include standard bicycle rack specifications. All fixtures must be selected and sited per the Association of Pedestrian and Bicycle Professionals (APBP) Bicycle Parking Guidelines, utilizing racks that support a bicycle frame in at least two places and accommodating a standard U-lock.
- **BP-2: Bicycle Parking Retrofit Incentive Program.** Incentivize property owners of buildings completed before the new code went into effect to voluntarily install modern, secure Class I and Class II bike facilities by providing guidance, recognition programs, grant opportunities, or other incentives.
- **BP-3: Public Bicycle Parking Expansion Program.** Establish an ongoing bicycle parking request program that enables residents, bicycle clubs, businesses, and community organizations to identify locations where additional bicycle parking is needed. Supplement community input with periodic citywide inventories and install new bicycle racks at locations with demonstrated demand, prioritizing commercial areas, parks, schools, transit stops, and key bicycle corridors.

Wayfinding

Wayfinding is important to provide reinforcement and education on the preferred walking and bicycling routes to use in the city. Good wayfinding is at an appropriate height for bicyclists and pedestrians. Signs confirm directions to nearby destinations and typically include estimated time or distance to those destinations. Wayfinding can also serve a branding function for Pleasanton. The City does not currently have a comprehensive wayfinding program for bikes or pedestrians.

Recommended New Programs

- **WF-1: Citywide Wayfinding Program.** Develop and implement a consistent citywide wayfinding program (e.g. [City of Belmont Wayfinding Program](#)). Before installing physical assets, establish a clear framework for selecting and mapping destinations based on local importance to prevent sign clutter. This could include:
 - Destination Mapping: Localized citywide map documenting primary, secondary, and tertiary destinations.
 - Distance-Based Inclusion Rules:
 - Primary Destinations (e.g., Downtown): Sign from up to 5 miles away.
 - Secondary Destinations (e.g., Transit Stations): Sign from up to 2 miles away.
 - Tertiary/Local Destinations (e.g., Parks, Neighborhood Libraries): Sign from up to 1 mile away.
 - Targeted Prioritization: Initial rollouts on corridors with circuitous or counterintuitive bike routes, or where bicycles and motor vehicles must diverge to approach a major asset (like a bridge or transit station).
 - Standardized signage typology such as a three-part vertical sign system utilizing standard MUTCD green backgrounds (or an approved local palette) placed at an appropriate viewing height for bicyclists and pedestrians.
 - Pleasanton specialized system branding directly onto (or as a supplement to) street name signs along designated bike boulevards or shared low-stress routes.

Support Program Resource & Responsibility Matrix

This matrix guides implementation of the support programs recommended in this Plan by identifying the lead implementing department, supporting partners, anticipated resource needs, and implementation priority. It is intended to help the City prioritize implementation by focusing near-term efforts on programs that address community priorities, improve safety, and can be advanced through existing resources and partnerships, while also identifying initiatives that may require additional funding, staffing, or interagency coordination.

Program Priorities:

Program priorities were informed by community input received throughout the Plan update process, technical analysis, and implementation considerations. Priority categories include:

- High Priority – Programs that address community-identified priorities and can meaningfully improve safety, connectivity, or access.
- Medium Priority – Programs that support the Plan's goals but may require additional funding, coordination, staffing, or partnership development before implementation.
- Ongoing – Programs that are already being incorporated into existing City practices, departmental responsibilities, maintenance activities, or development review processes.

Resource Categories:

- Existing Resources – Programs that can generally be implemented through existing staff responsibilities, routine maintenance activities, standard development review processes, or existing departmental budgets.
- Additional Resources Needed – Programs that may require grant funding (e.g., Caltrans Active Transportation Program, Measure BB, Office of Traffic Safety), new capital or operating funding, dedicated staff time, consultant support, or formal partnerships with outside agencies.

Implementation Responsibilities

- Lead Partner - is the department or organization responsible for coordinating implementation, tracking progress, and advancing the program.
- Supporting Partners - are the departments, agencies, organizations, or community groups that contribute to implementation through technical assistance, outreach, funding, maintenance, enforcement, or program delivery.

Table 1: Support Program Resource & Responsibility Matrix

Support Program	Recommended New Program	Priority	Lead Department/Agency	Supporting Partners	Resource Status
Safe Routes to School	SRTS-1: Campus SRTS Assessments	High	Community Development (Transportation)	Alameda CTC, PUSD	Additional Resources
	SRTS-2: Dedicated SRTS contact person	High	PUSD	Community Development (Transportation), Alameda CTC	Additional Resources
	SRTS-3: Expand the reach of SRTS resources	High	PUSD	Community Development (Transportation)	Existing Resources
	SRTS-4: Suggested SRTS Walk and Roll maps	High	Community Development (Transportation)	PUSD	Additional Resources
	SRTS-5: Community-led bike and walk bus programs	Medium	Community Development (Transportation)	PUSD, PTAs	Additional Resources
	SRTS-6: Annual Travel Mode & Route Surveys	Medium	PUSD	Community Development (Transportation)	Additional Resources
E-Mobility	EM-1: Track E-Mobility Safety Trends & Enforce Laws	High	Police Department	Community Development (Transportation)	Existing Resources
	EM-2: Establish E-Mobility Webpage	High	Community Development (Transportation)	Police Department	Existing Resources
	EM-3: Launch E-Mobility Safety Media/Videos	High	Community Development (Transportation)	Police Department	Additional Resources
	EM-4: Bike Speed Management	High	Community Development (Transportation)	Police Department	Additional Resources
	EM-5: School-Level Checks	High	School Administration	PTAs, Police Department	Additional Resources
	EM-6: Long-Range City Registration Program	Medium	Community Development (Transportation)	Police Department	Additional Resources
Education	ED-1: School Workshops on Emerging Infrastructure Treatments	Medium	Community Development (Transportation)	PUSD	Additional Resources
	ED-2: Senior Center Active Living Workshops	Medium	Community Development (Transportation)	Senior Center	Additional Resources
	ED-3: Targeted Safe Roadway Behavior Messaging	Medium	Community Development (Transportation)	Police Department	Additional Resources
	ED-4: Smart Cycling Curriculum	Medium	Community Development (Transportation)	Bike East Bay	Additional Resources
	ED-5: Pop-Up Outreach & Community Campaigns	Medium	Community Development (Transportation)	Community Development (Economic)	Additional Resources
Encouragement	EN-1: Promote Regional Commuter Challenges	Ongoing	Community Development (Economic)	Pleasanton Chamber of Commerce	Existing Resources
	EN-2: Downtown "Bike to Shop" & Bicycle-Friendly Business Program	Medium	Community Development (Economic)	Downtown Association	Additional Resources
	EN-3: Expand Commendable Commutes Program	Medium	Community Development (Economic)	Pleasanton Chamber of Commerce	Additional Resources
	EN-4: Partner Group Rides & Repair Clinics	Medium	Community Development (Transportation)	Bike East Bay, Local Bike Shops	Additional Resources

Support Program	Recommended New Program	Priority	Lead Department/Agency	Supporting Partners	Resource Status
Safety & Enforcement	SE-1: Bike-Specific Officer Training	Medium	Police Department	Community Development (Transportation)	Additional Resources
	SE-2: Targeted Pedestrian Safety Enforcement	Medium	Police Department	Community Development (Transportation)	Additional Resources
	SE-3: Bike Traffic School Diversion	Medium	Police Department	Alameda County Superior Court	Additional Resources
	SE-4: E-Mobility Safety & Diversion Program	Medium	Police Department	Alameda County Superior Court	Additional Resources
	SE-5: Restructure Traffic Fine Schedule	Medium	City Council	City Attorney, Finance, Community Development (Transportation)	Additional Resources
	SE-6: Bicycle Security & Recovery Initiative	Medium	Police Department	IT Division	Additional Resources
Maintenance & Operations	MO-1: Inter-Agency Multi-Use Path Design & Paving Standards	Medium	Public Works Engineering	Zone 7 Water Agency, East Bay Regional Park District	Additional Resources
	MO-2: Dedicated Trail Resurfacing Funds	Medium	Public Works Operations and Maintenance	Finance, Community Development (Transportation)	Additional Resources
	MO-3: Developer-Led Frontage Maintenance	Ongoing	Community Development (Planning)	Public Works Operations and Maintenance	Existing Resources
	MO-4: Pavement Overlay and Bikeway Integration	Ongoing	Public Works Operations and Maintenance	Community Development (Transportation)	Existing Resources
	MO-5: Lifecycle Maintenance Cost Integration	Medium	Public Works Operations and Maintenance	Community Development (Transportation), Finance	Existing Resources
	MO-6: Pedestrian Hazard Repair Program	Medium	Public Works Operations and Maintenance	Community Development (Transportation)	Additional Resources
	MO-7: Neighborhood Vegetation Trimming Initiative	Medium	Public Works Operations and Maintenance	Community Development (Transportation)	Additional Resources
	MO-8: Trail Stewardship Program	Medium	Public Works Operations and Maintenance	Community Development (Transportation)	Additional Resources
Bike Parking	BP-1: Standard Bicycle Rack Specifications	Ongoing	Community Development (Planning)	Community Development (Transportation)	Existing Resources
	BP-2: Bicycle Parking Retrofit Incentive Program	Medium	Community Development (Economic)	Community Development (Transportation)	Additional Resources
	BP-3: Public Bicycle Parking Expansion Program	Medium	Community Development (Transportation)	Public Works Operations and Maintenance	Additional Resources
Wayfinding	WF-1: Citywide Wayfinding Program	High	Community Development (Transportation)	Public Works Operations and Maintenance	Additional Resources
Note: Priorities are intended to guide implementation sequencing and do not represent a commitment to funding or a required implementation schedule. The City should continue to evaluate opportunities based on available resources, grant cycles, community needs, and coordination with partner agencies.					