TOWN OF DANVILLE
BICYCLE MASTER PLAN

JULY 6, 2021

ACKNOWLEDGMENTS

TOWN OF DANVILLE

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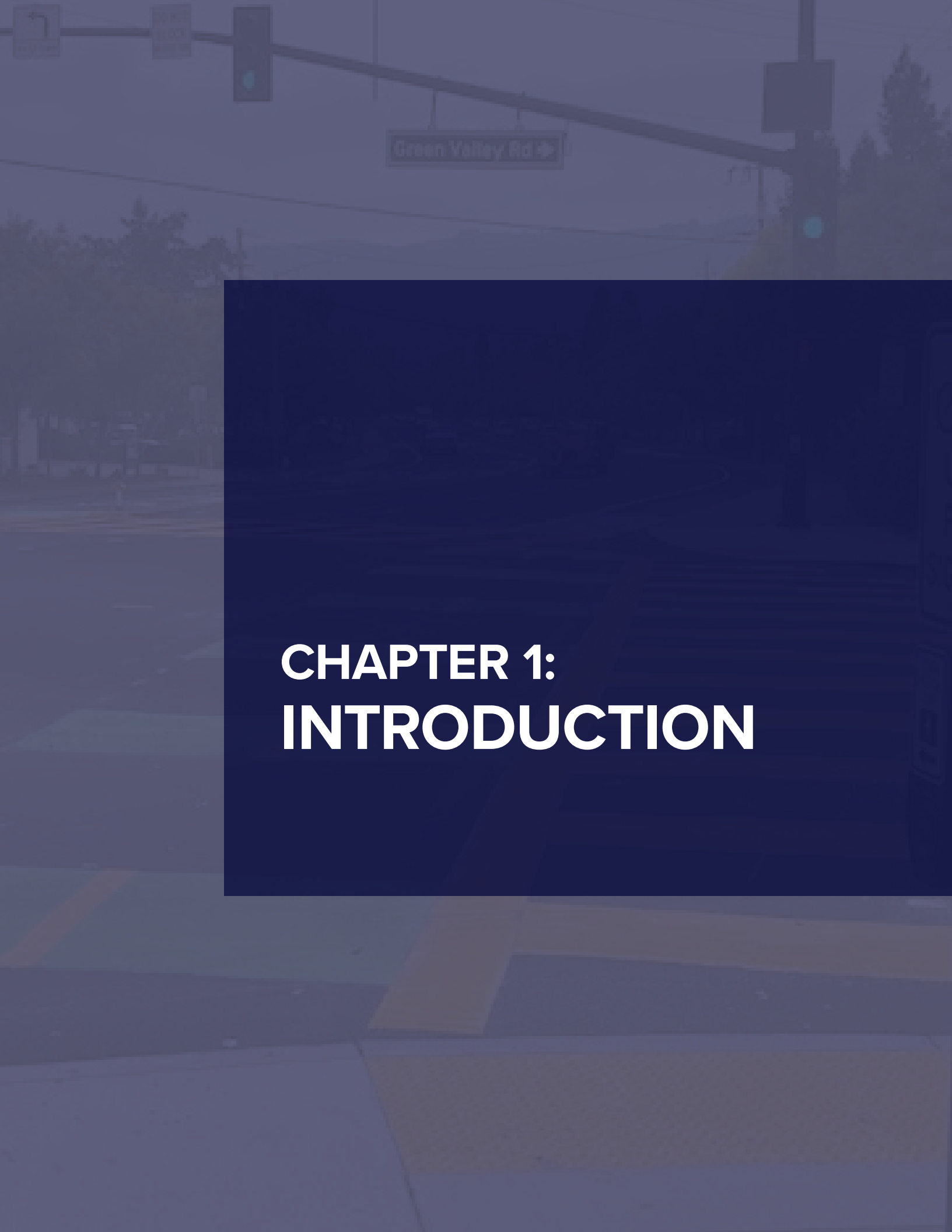


CHAPTER 1:
INTRODUCTION

The Town of Danville is a desirable destination in Contra Costa County and the greater Bay Area for bicycling. Many avid cyclists live in or visit Danville due to its proximity to regional trails and recreational attractions such as Mount Diablo State Park and the Iron Horse Trail. The Town has grown considerably since its origins as a small rural village. To this day, Danville is primarily residential and continues to enjoy its semi-rural character, but its close proximity to major employment centers throughout the Bay Area has brought population growth and new development to the Town and surrounding areas in Contra Costa County over the last several decades.

Danville has an extensive bicycle network of bike routes, bike lanes and shared-use facilities that has evolved over time. It is also connected to the Iron Horse Regional Trail which bifurcates the downtown area, spanning from the City of Concord to the City of Pleasanton providing a continuous, north-south connection to transit and other regional destinations.

Bicycling popularity in the Bay Area, particularly within Danville, has seen a steady increase over the last decade. Concurrently, the Town has continued its commitment to improve upon its robust network of trails and on-street bicycle facilities to keep pace with the demand and to address safety issues.

However, the need to take a holistic approach to plan for the future of bicycling in Danville has been sought by the Town to adequately respond and be proactive to the needs of the growing cycling population, and as well, to provide short and long-term strategies for improving bicycle connectivity and safety by way of identifying, planning and incorporating modern bicycle facility infrastructure advancements.

In 2020, with funding provided by Contra Costa's Measure J ½-cent transportation sales tax program, the Town embarked on the development of its first Bicycle Master Plan that will serve as the blueprint for the planning and implementation of programs and projects to enhance its existing network through providing safe and comfortable bicycle facilities for bicyclists of all ages and abilities.

PLAN ORGANIZATION

The plan is organized into seven chapters and three appendices.

- **Chapter 1** – provides an introduction to the plan and a summary of strengths, weaknesses and opportunities for bicycling
- **Chapter 2** – introduces the collective Vision, Goals and Objectives for the plan
- **Chapter 3** – summarizes the existing conditions in the Town of Danville
- **Chapter 4** – provides recommendations for the infrastructure improvements throughout the town's roadways
- **Chapter 5** – includes a summary of Policies and Programs to support bicycling around town
- **Chapter 6** – defines the implementation strategy for the plan's recommendations
- **Chapter 7** – wayfinding docket
- **Appendix 1** – plan review
- **Appendix 2** – existing bike counts
- **Appendix 3** – public comments

PLAN DEVELOPMENT

The Plan was developed over a year-long process, beginning in 2020. **Figure 1** depicts a high-level approach to creating the final plan. To begin, an assessment of existing conditions was completed in spring 2020. This was the first of several steps for developing the Town's Bicycle Master Plan and that serve as the foundation for the development of the Plan's recommendations. Throughout the duration of the project, Town staff requested community feedback on bicycling accessibility, safety, existing infrastructure, and desired improvements.

Several themes emerged from the feedback received including a desire for:

- More comfortable bicycle facilities
- Safer bicycle crossings at intersections particularly along the Iron Horse Trail
- Increased information sharing and public input on proposed and future improvements, project status, and effectiveness of projects implemented to date

Finally, a two-pronged approach to developing the recommendations was used that consisted of community input, paired with a data-driven analysis of existing conditions.

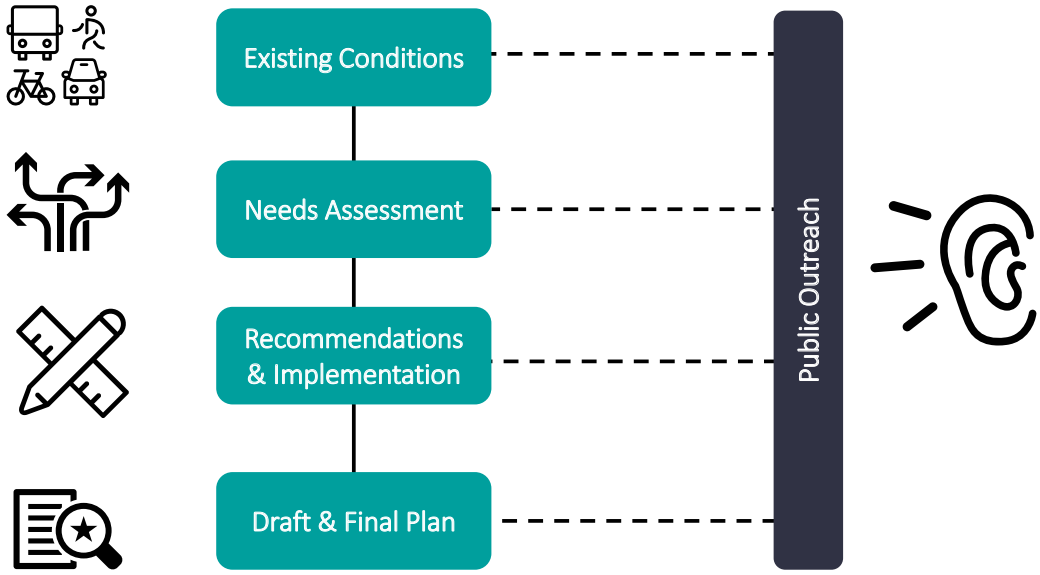


Figure 1. Approach to Plan Development

PUBLIC OUTREACH

Community outreach was affected by the start of the COVID-19 pandemic starting in March 2020. While the Town had hoped to provide in-person outreach in the form of community meetings and pop-up events, restrictions on such gatherings during 2020 and much of the first half of 2021 required a different approach to those types of traditional outreach events. Consequently, most of the public engagement activities were conducted online through the use of stakeholder listening sessions, online workshops, online pop-up meetings, and interactive webmaps. Feedback obtained was used to inform the development of this plan.

Online Community Workshops

Two online community workshops were held to 1) solicit input on safety issues and concerns; and 2) request feedback on recommended improvements. The workshops were held on September 24, 2020 and March 11, 2021 and included a combined participation of 40 residents and interested individuals. The meetings were held via Zoom conference call and afforded the community the opportunity to ask questions about the project and discuss potential improvements and solutions to enhance bicycle safety and connectivity. Feedback received during the workshops helped inform the recommendations contained in the plan.

Figure 2. Virtual workshop promotional materials

Stakeholder Listening Session

A meeting was held on June 23, 2020 with representatives from local community-based organizations (CBOs) and school-age students to discuss the project goals, review public outreach strategy, and request feedback on key destinations, barriers and major gaps in the bicycling network. Seventeen people attended the meeting and provided feedback that included information about the most challenging intersections, and potential projects.

Online Pop-Up Events

In lieu of in-person pop-up events, Town staff hosted two online pop-up events on September 2nd and September 10th 2020. The events were streamed on the Town's Facebook live-feed and were recorded so as to increase level of community outreach and engagement (see **Figure 3**).

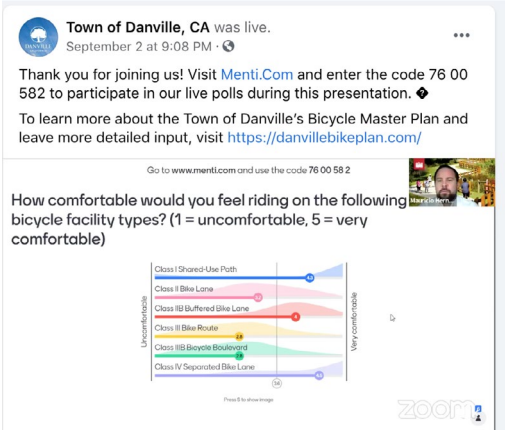


Figure 3. Facebook Live streaming of Online Pop-up Event

The pop-ups provided information about the timeline of the project and existing facilities. They also afforded the opportunity for attendees to share feedback on problem areas in the Town that represent barriers to bicycling.

Figure 4. Pop-up meeting question abouts facilities and level of comfort

Figure 5. Pop-up meeting question about challenging intersections

Figures 4, **5**, and **6** include public responses to questions asked during the pop-up meetings A total of 495 people were directly engaged (i.e., viewed the recorded video presentation and provided input) and a total of 2,914 people were reached (i.e., users who viewed the presentation but didn't provide input). Key themes about providing safer and more connected facilities emerged from these events.

Figure 6. Pop-up meeting question about projects and prioritization

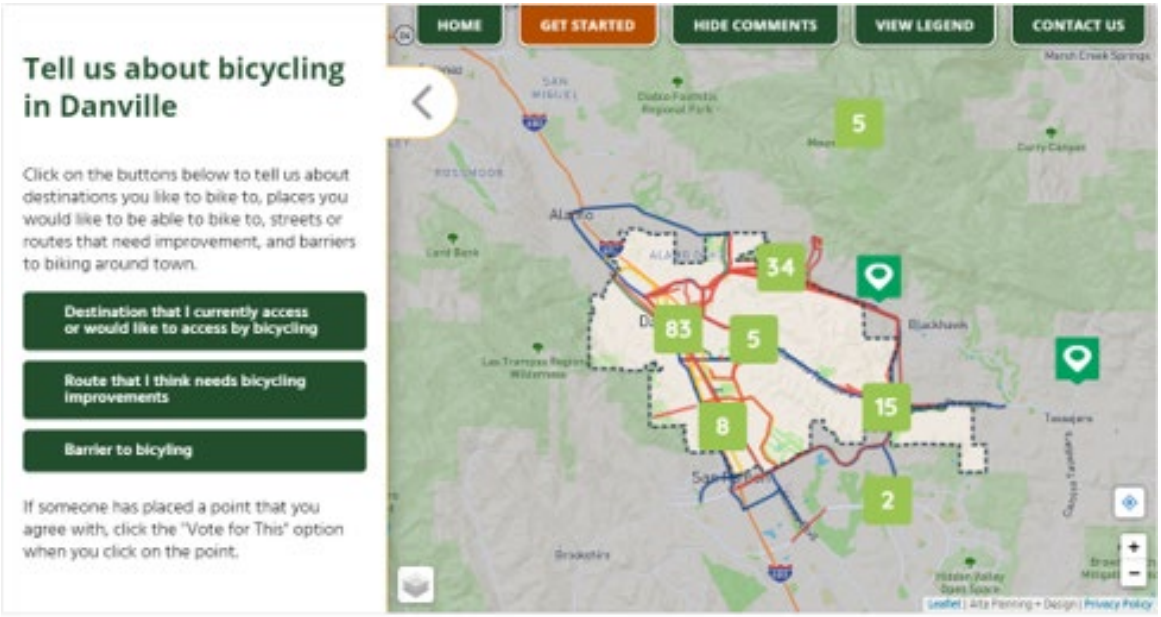


Figure 7. Online interactive map during discovery phase

Interactive Webmap

Town Staff launched an online interactive map to increase the opportunities for the public to provide feedback on specific locations during the discovery and implementation phases of the project. This allowed residents and webmap users to provide input on existing issues surrounding bicycling, and to share their thoughts on the proposed infrastructure improvements. The maps were made available through the project webpage (https://danvillebikeplan.com/) and were advertised through public outreach events and electronic invitations. Over 400 users provided feedback about bicycling in Danville, specific problem areas to address through this plan, and thoughts on the Plan's recommendations.

DISCOVERY PHASE

The first phase of an interactive map was available online from July to October 2020. Users were asked to identify routes they enjoy biking on and routes where they'd like to bike on. Users were also asked to identify specific locations that represent barriers and safety hazards for biking. Over 150 comments were received during this period. **Figure 7** includes a screen capture of the interactive map during the Discovery Phase of the project.

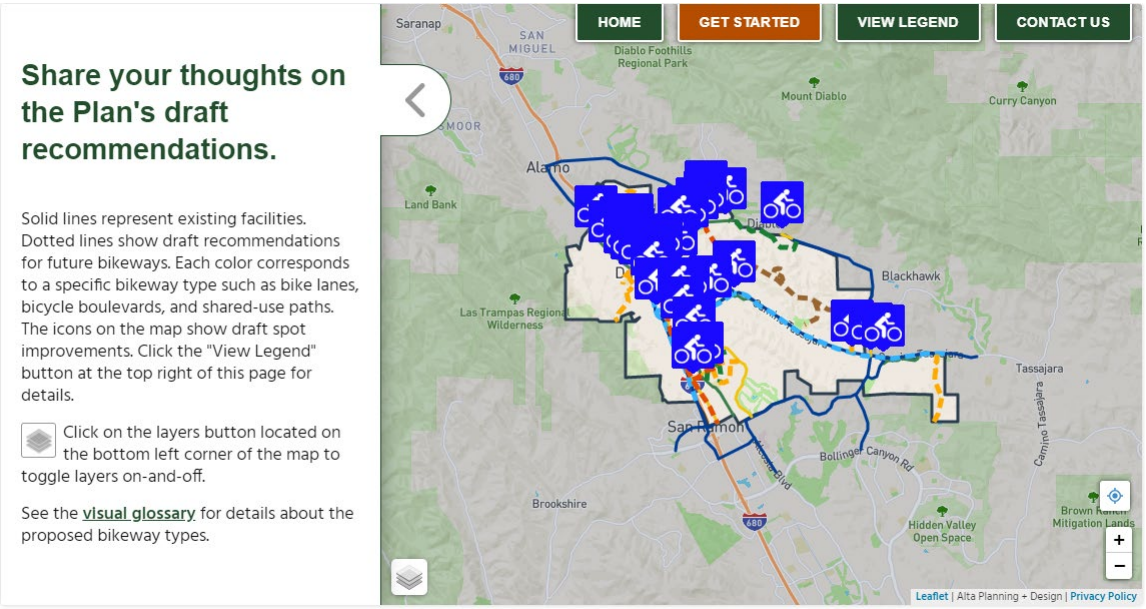
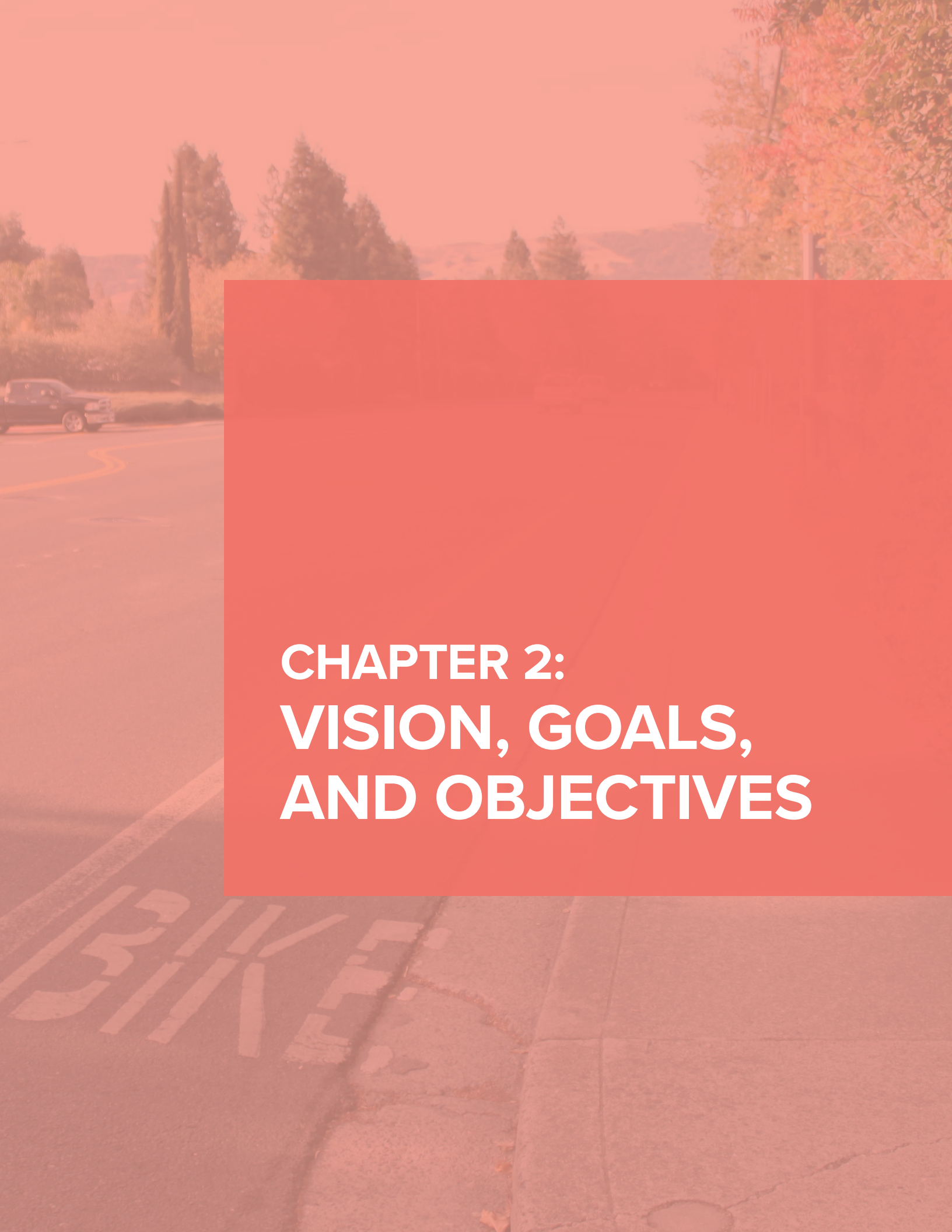


Figure 8. Online interactive map during implementation phase

IMPLEMENTATION PHASE

The interactive map was also made available to provide residents the ability to comment on the proposed improvements. The map was open from March to April 2021. Users were asked to "like", "dislike" and comment on the proposed facility improvements. The feedback generated was then used to help inform the prioritization portion of the project. A total of 255 users interacted with the webmap and provided over 1,000 comments during this period. **Figure 8** provides a screen capture of the Implementation Phase interactive map.



CHAPTER 2:
VISION, GOALS, AND OBJECTIVES

The following vision, goals, and objectives were developed to guide the recommendations included in this Plan and will be used to measure the Town's progress towards implementation over time. These were collaboratively developed by the community and Town staff.

VISION

The Town of Danville will strive to enhance mobility and safety by creating a well-connected network of bicycle facilities inclusive of safe roadway crossings, on-street bicycle accommodation and off-street facilities designed for a wide variety of users and trip purposes. These enhancements will be achieved through a collaborative process with the community and will improve health and safety, encourage mode shift, and enhance the quality of life for residents and visitors to the Town of Danville.

GOALS

1. **Connectivity:** Provide comfortable, safe, and connected facilities for all types of users.
2. **Safety:** Enhance bicycle safety with projects, policies and programs.
3. **Collaboration and Transparency:** Develop a network of bicycle facilities through a collaborative process that builds and maintains community trust.
4. **Institutional:** Establish a culture of biking both at the organizational and community levels.

OBJECTIVES

The following section summarizes the proposed objectives and performance measures derived from each goal for the Plan. This section also includes the names of the parties responsible for helping improve each performance measure.

- **Objectives** are specific action items that will help to achieve the goals.
- **Performance measures** are typically annual data-driven benchmarks that help the Town gauge progress towards the Plan's goals and objectives.
- **Responsible parties** are agencies expected to take the lead in monitoring data points to meet the recommended performance measures for each goal. In some cases, community-based organizations (CBOs) may be included as a responsible party.

GOAL 1 – CONNECTIVITY

Provide comfortable, safe, and connected facilities for ALL cyclists.

Table 1. Connectivity objectives and measurable outcomes

Objective	Metrics	Responsible Parties
Provide comfortable, safe and connected bicycle facilities	Linear miles of bicycle improvements per calendar year • Bike Paths (Class I) • Bike Lanes (Class II) • Bike Routes (Class III) • Protected Bike Lanes (Class IV)	Town/County
Conduct before and after studies of new bicycle facilities to measure effectiveness	Number of people biking (bike counts before/after installation/implementation) Observed speed of motorists (before/after) Reduction in bicycle-involved collisions	Town/CBOs
Develop and implement a wayfinding protocol that links different destinations throughout the Town	Percent increase in number of linear miles of wayfinding implemented by year	Town
Design bikeways that provide first- and last-mile connections to transit	Percent increase in linear miles of bicycle improvements per calendar year • Bike Paths (Class I) • Bike Lanes (Class II) • Bike Routes (Class III) • Protected Bike Lanes (Class IV) Number of bicycle improvements within one mile of transit locations	Town/County
Increase the number of available bicycle parking spaces in high-demand areas	Percent increase in number and location of available bicycle parking spaces per year	Town
Improve connections to and from the Iron Horse Trail	Percent increase in linear miles of bicycle improvements per calendar year • Bike Paths (Class I) • Bike Lanes (Class II) • Bike Routes (Class III) • Protected Bike Lanes (Class IV)	Town/County

GOAL 2 – SAFETY

Support bicycle safety with projects, policies, and programs.

Table 2. Safety objectives and measurable outcomes

Objective	Metrics	Responsible Parties
Reduce frequency and severity of bicycle collisions through the implementation of systematic safety improvements and street designs that prioritize safety for vulnerable road users	Percent decrease in number of bicycle-related fatality, injury, and crash rates in Danville. Percent increase in number and location of people biking via bicycle count monitoring.	Town/CBOs
Prioritize bicycle access and safety along roadways within one mile of all K-12 schools in Danville	Percent decrease in number of bicycle-related fatality, injury, and crash rates within one mile of all K-12 schools in Danville. Linear miles of bicycle improvements within one mile of all K-12 schools in Danville per year • Bike Paths (Class I) • Bike Lanes (Class II) • Bike Routes (Class III) • Protected Bike Lanes (Class IV)	Town/San Ramon Valley Unified School District
Support third party bicycle safety and education efforts with funding and/or organizational capacity (bicyclists, ex. Street Smarts or 511)	Number of bike safety events hosted or sponsored in Danville Number of attendees at hosted or sponsored bike safety events in Danville	Town/San Ramon Valley Unified School District/ San Ramon Valley Street Smarts Program
Work with local police to train officers on safe bicycling practices and current laws related to bicycling	Percentage of police officers going through training programs related to traffic laws related to safety	Town
Maintain line-of-sight and riding surfaces along corridors and at intersections as a maintenance function	Conduct quarterly Townwide inspections along all Class I and II routes	Town

GOAL 3 – COLLABORATION AND TRANSPARENCY

Develop a network of bicycle facilities through a collaborative process that builds and maintains community trust.

Table 3. Collaboration and Transparency objectives and measurable outcomes

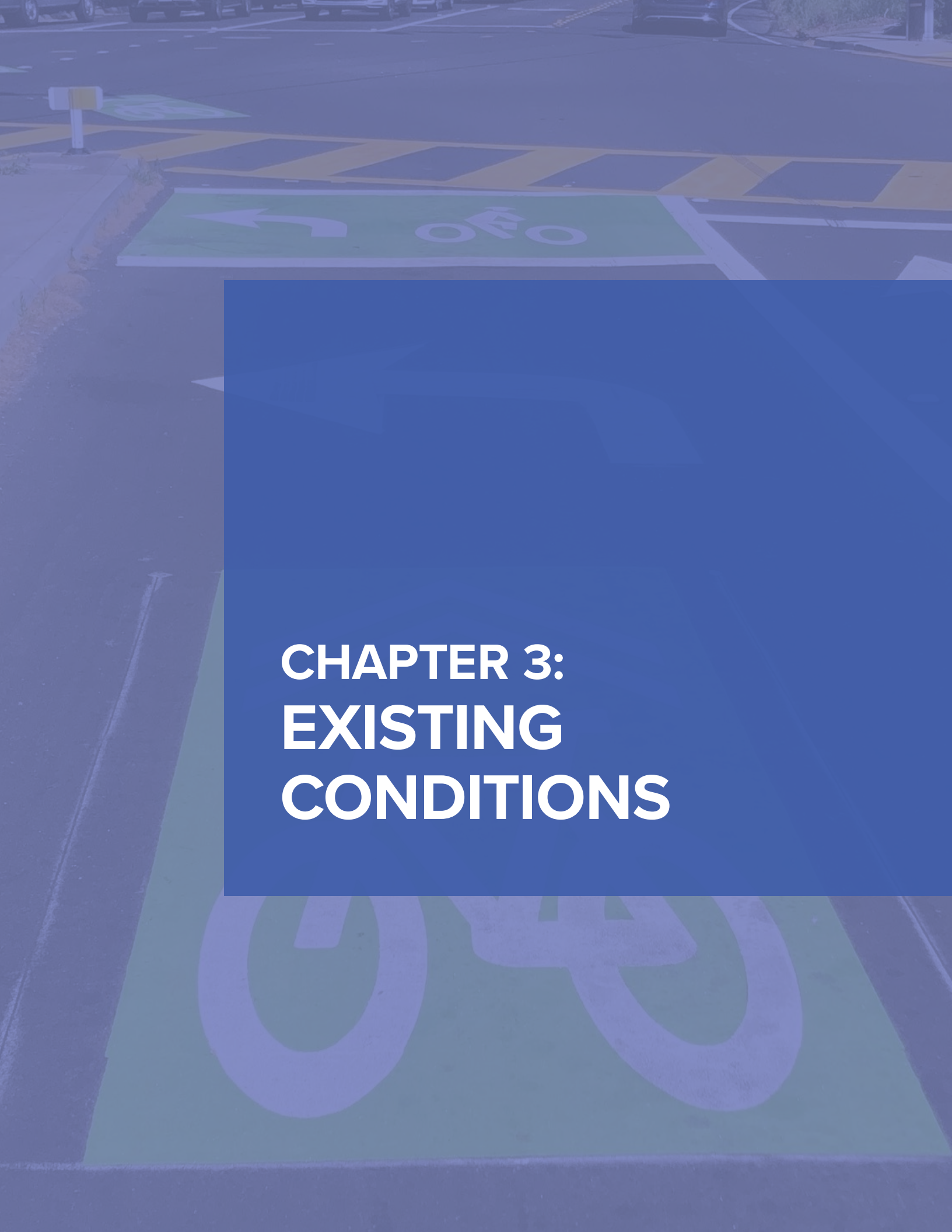
Objective	Metrics	Responsible Parties
Increase the participation of community members and vulnerable groups through the planning process	Number of meetings with CBOs as part of future planning processes Number of project-based outreach meetings related to Plan recommendations Number of targeted outreach efforts to reach community members who may not be able to participate in traditional, in-person meetings	Town/County/CBOs/ Bicycle Advisory Committee
Follow-through on the Town's project commitments	Number of bike improvements coordinated with the Town's Pavement Management Program to deliver bicycle enhancements cost-effectively and improve roadway conditions Number of alternative maintenance and capital funding obtained to implement proposed improvements	Town/ Bicycle Advisory Committee
Continue to build community trust	Number of quick-build improvements (ex. QuickBuild/ Tactical urbanism projects) identified and implemented in collaboration with CBOs Number of and community attendance to community meetings related to the planning, design and implementation of bicycle facilities	Town/County/CBOs/ Bicycle Advisory Committee
Improve the needs and trip patterns of vulnerable populations	Number of bicycle facilities that address disparities and close gaps in the bicycle network between neighborhoods, schools, transit, and the downtown	Town/County

GOAL 4 – INSTITUTIONAL

Establish a culture of biking both at the organizational and community levels.

Table 4. Institutional objectives and measurable outcomes

Objective	Metrics	Responsible Parties
Share Town accomplishments through press releases and social media	Percent of projects shared through social media/press releases per year	Town/CBOs
Continue investment in resources to educate Town staff on current bicycle facility design and implementation best-practices	Number of educational opportunities per year related to bicycle safety, policy and/or facility design	Town
Increase bicycle travel on roadways and trails	Percent increase of bicycle travel on all Class I –IV facilities	Town/County/CBOs
Increase engagement of other departments (ex. Police, Fire/ EMS, others) to help develop policies that are conducive towards improving conditions for people biking	Number of cross-departmental meetings related to bicycle policy and safety attended per year	Town/San Ramon Valley Unified School District/ San Ramon Valley Street Smarts Program
Ensure coordinated departmental response to bicycle-related traffic collisions	Number of responses and collaborations between Transportation and Police staff to all bicycle-related collisions	Town/ County



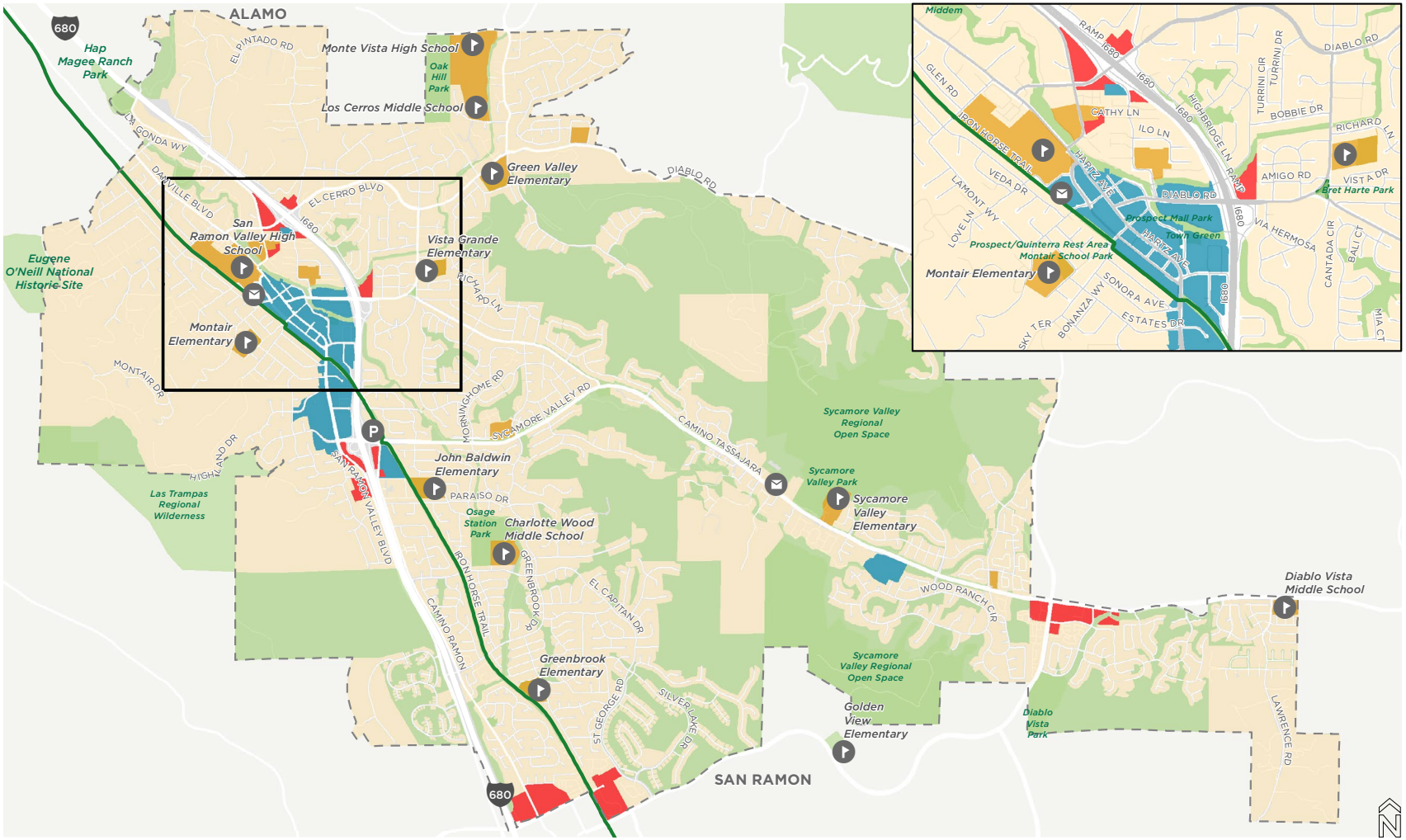
CHAPTER 3: EXISTING CONDITIONS

The Town of Danville prides itself on a small-town atmosphere and outstanding quality of life. Situated in the San Ramon Valley at the base of Mount Diablo, the town's proximity to regional trails and parks makes it a popular destination for bicycling and an ideal place to focus on improving the bicycle network.

Danville is primarily residential, with a semi-rural character. The historic downtown is the principal commercial district, although other commercial areas and public facilities extend along I-680 and Camino Tassajara. The town is approximately 18 square miles in area. A map of Danville including key regional destinations is shown in **Figure 9**.

The Town has an abundance of park and open space, with over 25% of land classified as General Open Space. The town sits between Las Trampas Wilderness Regional Preserve, the Sycamore Valley Open Space Reserve, and Mount Diablo State Park. The Iron Horse Trail, a regional trail that extends from Pleasanton north to Concord, passes through downtown Danville. These and other trails and recreational routes bring hundreds of bicyclists into Danville, and as well, routes leading to adjacent regional destinations such as Mount Diablo State Park where bicycles often outnumber cars on a typical weekend.

Figure 9. Existing Land Uses



EXISTING LAND USE

DANVILLE BICYCLE MASTER PLAN

Land Use Category

- Residential
- Commercial
- Mixed Use
- Parks and Open Space
- Public / Semi-Public

Features

- Post Office
- School
- Park & Ride
- Iron Horse Trail
- Town Boundary

MILES
0 0.25 0.5

alta

Map Produced: Jan. 2021.
Data Sources: Town of Danville, Contra Costa County.

Figure 10. Town of Danville

LAND USE & MAJOR DESTINATIONS

Most land in Danville is designated for low-density residential housing. Of the 16,589 housing units in Danville, 89% are single-family homes. According to the latest US Census figures, 84% of all housing structures are owner-occupied.[1] Areas of mixed-use and commercial development lie primarily along the I-680 corridor, which bifurcates the Town, although there are parcels of commercial and mixed-use development along San Ramon Valley Boulevard and the Camino Tassajara corridor in the eastern area of Danville.

Figure 9 (see page 20) shows land use designations in Danville. Downtown Danville is the concentration of mixed-use development to the west of I-680. Downtown Danville's restaurants, shops, and civic spaces, including the Town's theater, community center, and library, make it a key destination for Town residents and visitors. Many recreational bicyclists, including large group road rides as well as people bicycling on the Iron Horse Trail, will stop in one of downtown Danville's cafes or restaurants for coffee or a meal. Outdoor seating at restaurants and plazas helps to bring the downtown streetscape to life. Another large draw to the downtown is the Danville Farmers' Market (located at the Railroad Avenue Municipal Lot) which is open every Saturday throughout the year (9:00 a.m. – 1:00 p.m.).

The Town has a considerable amount of land dedicated to parks and open space within the town limits. There are over 20 local and regional parks and recreation areas in Danville. This town amenity is another major draw to Danville residents and visitors alike.

The Iron Horse Trail is one of the region's most well-known active transportation corridors creating strong north-south bicycle connectivity through Downtown Danville. The trail serves as a major regional connector, providing a 32-mile biking and walking corridor between Pleasanton and Concord. The trail follows the Southern Pacific Railroad right-of-way that was abandoned in 1978 and provides connections from Danville north to Alamo, Walnut Creek, Pleasant Hill and Concord, and south to San Ramon and Pleasanton. The trail connects Concord, Pleasant Hill, Walnut Creek, Alamo, and San Ramon, passing through commercial, residential, and rural areas along the way. It also serves as a connector to the Pleasant Hill and Dublin BART stations which are located only a few blocks from the trail.

Mount Diablo State Park, located just outside town limits, is a well-known regional destination for hikers, equestrians, cyclists, and campers. According to official figures, the Park draws more than 350,000 visitors each year to explore the park and take in the spectacular view.[2] Bicyclists can be seen year-round along its roads and trails, with many attempting to summit the nearly 4,000 feet of elevation.

1 US Census Reporter (2018). ACS 5-Year Estimates.

2 Mount Diablo State Park brochure. California Department of Parks and Recreation. Accessed April 14, 2020 from https://www.parks.ca.gov/pages/517/files/MountDiabloFinalWebLayout2018.pdf

Within Danville, there are a number of activity generators that create or could create increased demand for bicycling. These include:

Parks and Recreation Areas

- Mount Diablo State Park[3]
- Diablo Vista Park
- Oak Hill Park
- Hap Magee Ranch Park
- Las Trampas Wilderness Regional Preserve
- Eugene O'Neill National Historic Site (NPS)
- Museum of the San Ramon Valley
- Osage Station Park
- Sycamore Valley Regional Open Space
- Sycamore Valley Park
- Danville South Park
- Greenbrook School Park
- Bret Harte Park
- El Pintado Park
- Town Green
- Various School Parks
- Iron Horse Regional Trail
- Commercial Areas and Corridors
- Danville Boulevard/Railroad Avenue/Hartz Avenue (Downtown Danville)
- Diablo Road/El Cerro Boulevard
- San Ramon Valley Blvd.
- Sycamore Valley Road/Camino Tassajara
- I-680 Corridor

Major Employment Areas

- Downtown Danville

Schools

- Greenbrook Elementary
- John Baldwin Elementary
- Sycamore Valley Elementary
- Vista Grande Elementary
- Montair Elementary
- Green Valley Elementary
- Diablo Vista Middle
- Charlotte Wood Middle
- Los Cerros Middle
- Monte Vista High School
- San Ramon Valley High School

Civic Buildings/Points of Interest

- Danville Town Meeting Hall
- Danville Community Center and Library
- Oak Hill Park Community Center
- Village Theatre
- Veterans Memorial Building and Senior Center
- School-based Teen Centers

Medical Facilities

- Danville Center

Transit

CONTRA COSTA COUNTY CONNECTION

- Route 21/321
- Route 95X, 97X
- Alamo Creek Shuttle

3 South Gate entrance located in close proximity to Town limits.

DEMOGRAPHICS

Danville is home to 44,605 residents.[4] The Association of Bay Area Governments (ABAG) estimates that Danville's population will grow by 6% by the year 2040 (based on population estimates for 2020).[5] This is a slower growth rate than the projection for Contra Costa County at large, which is forecasted to grow to around 1.4 million people in 2040, a 23% increase above 2020 projections.[6]

Table 5 breaks down the population of Danville by race or ethnicity. The majority of residents in Danville (75.3%) identify as white alone and English is the most commonly spoken language in Danville.

Table 5. Demographic Breakdown (Danville vs Contra Costa County)

Race or Ethnicity[7]	Danville	Contra Costa County
Hispanic or Latino	6.5%	25.6%
White alone	75.3%	43.8%
Asian alone	13.2%	16.5%
Black or African American alone	1.0%	8.4%
American Indian and Alaska Native alone	0.0%	0.2%
Native Hawaiian and Other Pacific Islander alone	0.1%	0.5%
Some other race alone	0.1%	0.3%
Two or more races	3.8%	4.7%

The median household income in Danville is $160,808. This is higher than the median household income of $99,716 in Contra Costa County.[8]

COMMUTE MODES AND WORK TRAVEL PATTERNS

A small percentage of people in Danville commute to work by bicycle. Based on transportation data from 2019 American Community Survey 5-year Estimates, just 0.1% of Danville residents bicycle to work (see **Table 6**). This represents approximately 25 daily work-based bicycle trips. It is important to note that Census data does not account for commuters using multiple modes of travel to and from work. For example, a commuter that may bicycle to a transit stop could be counted as a transit trip.

Table 6. Means of Transportation to Work

Mode	2010[9]	2019[10]
Drive	81.5%	80.0%
Public Transit	5.8%	5.9%
Taxicab	0.1%	0.2%
Motorcycle	0.2%	0.1%
Bicycle	0.3%	0.1%
Walked	1.5%	2.6%
Other Means	0.3%	0.6%
Worked at Home	10.3%	10.6%

Each day, Danville experiences a net outflow of workers, meaning more residents work outside the Town. Just 1,347 workers who live in Danville are

4 American Community Survey 5-year Estimates (2015-2019). Table DP05

5 Association of Bay Area Governments (2018). Plan Bay Area Projections 2040.

6 Ibid

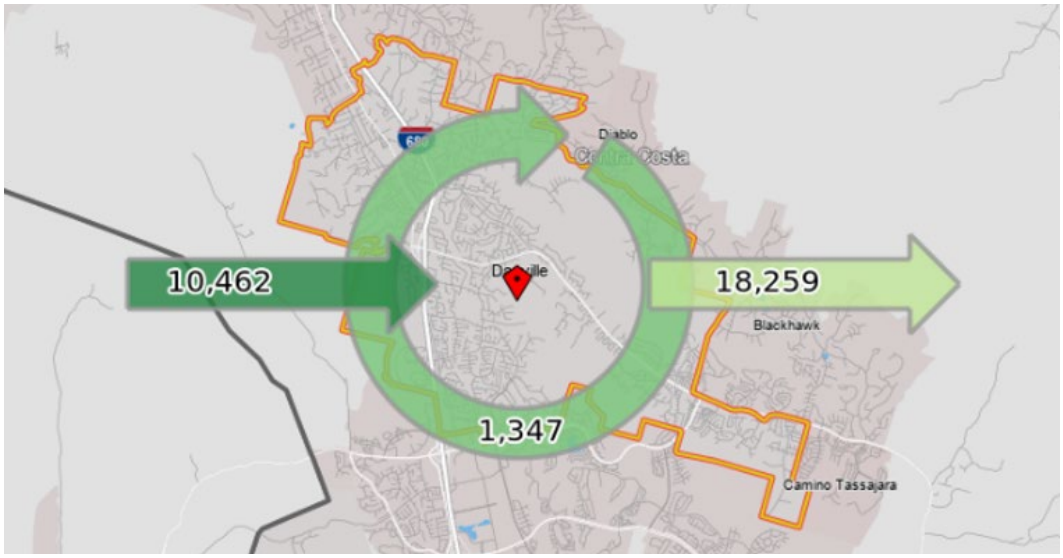
7 American Community Survey 5-year Estimates (2015-2019). Table DP05

8 American Community Survey 5-year Estimates (2015-2019). Table DP03

9 US Census Bureau (2010). Table B08301. American Community Survey 5-Year Estimates.

10 US Census Bureau (2019). Table B08301. American Community Survey 5-Year Estimates.

Figure 11. Employment Inflow/Outflow for Danville and Employment Destinations



employed in Danville.[11] According to 2017 Census data, 18,259 workers who live in Danville travel to work outside of the town limits (**Figure 11**). Most of these workers (55%) stay in Contra Costa County, traveling to places like San Ramon, Concord, and Walnut Creek. The remaining workers who commute outside the town limits primarily travel to Pleasanton, Oakland and San Francisco.

Figure 12 shows how the percentages of people who drive alone to work varies throughout Danville, with higher rates of driving alone to work indicated by lighter shades of purple and lower rates of driving alone to work indicated by darker shades of purple. The area of town with the fewest people driving alone to work is located east of I-680 between El Cerro Boulevard and Sycamore Valley Road. The areas of town east of Camino Tassajara Boulevard have some of the highest rates of driving alone to work.

Higher rates of driving alone to work can correspond with higher levels of greenhouse gas (GHG) emissions and vehicle miles traveled (VMT).

Travel distance to work is one important factor that determines the most viable, effective transportation modes for people as they commute to work. Thirty-nine percent of all workers in Danville travel less than 10 miles to work (**Figure 13**).[12] Northwest, north, south, and southeast are the primary directions of travel for workers commuting from Danville.

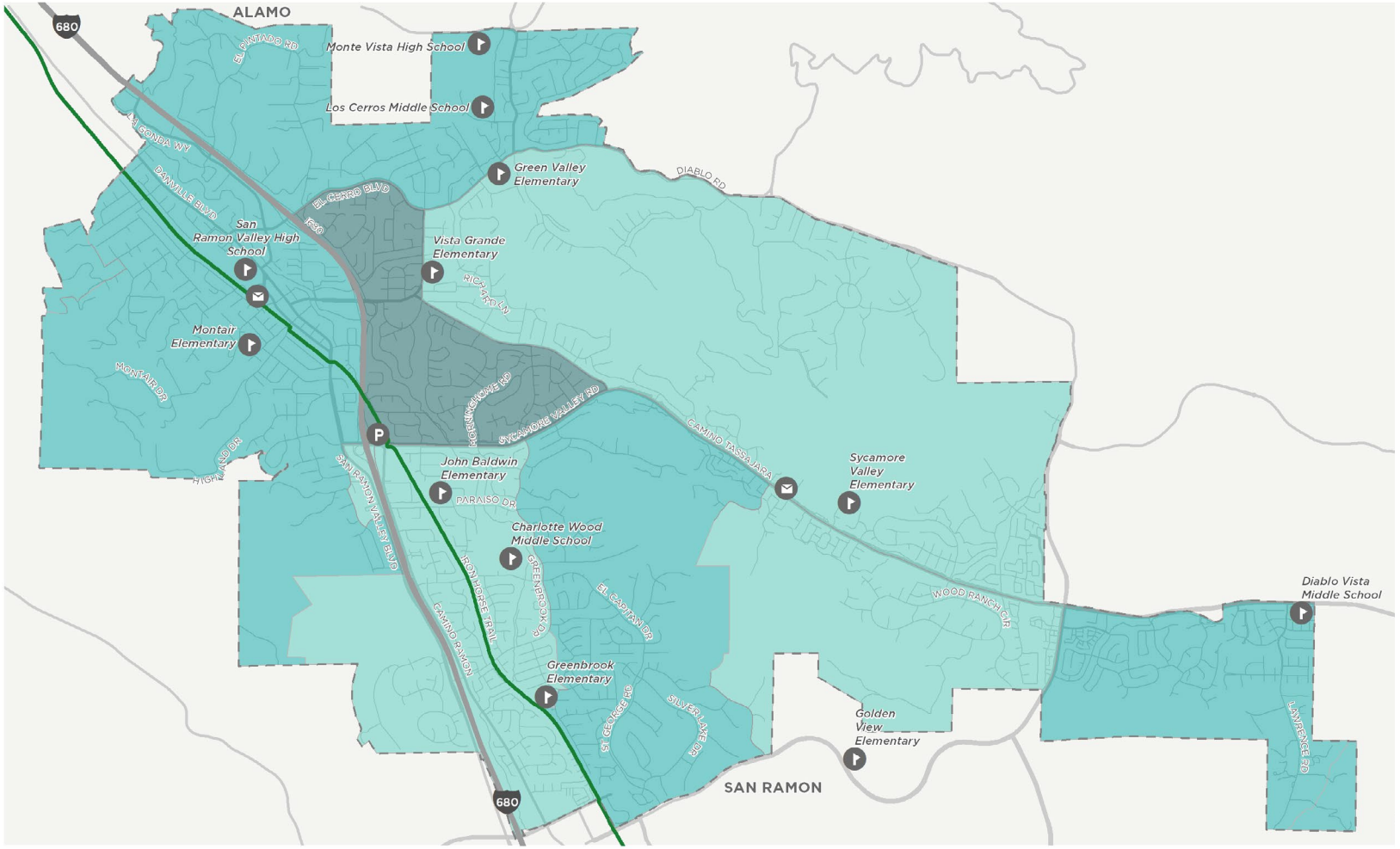
Over 10,000 people commute into Danville every day. As shown in **Figure 14**,[13] most jobs in Danville are concentrated in Downtown along the I-680 corridor; however, there are concentrations of employment along Camino Tassajara and near San Ramon to the south.

11 US Census Bureau (2017). OnTheMap Inflow/Outflow Analysis. https://onthemap.ces.census.gov/

12 US Census Bureau (2017). Travel Time and Distance to Work. https://onthemap.ces.census.gov/

13 US Census Bureau (2017). OnTheMap Employment Density Analysis. https://onthemap.ces.census.gov/

Figure 12. Means of Transportation to Work - Drive Alone



MEANS OF TRANSPORTATION TO WORK

DANVILLE BICYCLE MASTER PLAN

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Map Produced: Jan. 2021.
Data Sources: Town of Danville, Contra Costa County.

Percent Drive Alone to Work (ACS 2018 5-year Estimates)

- 62% to 65%
- > 65% to 75%
- > 75% to 83%

*No census tract in Danville reported lower than 62% drive alone

Features

- Post Office
- School
- Park & Ride
- Iron Horse Trail
- Town Boundary

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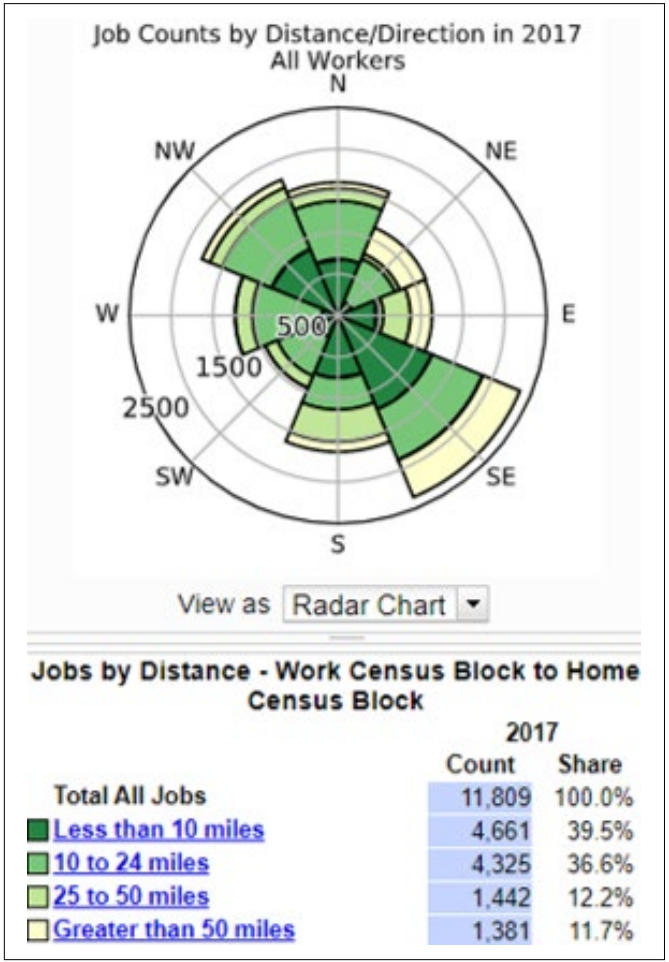
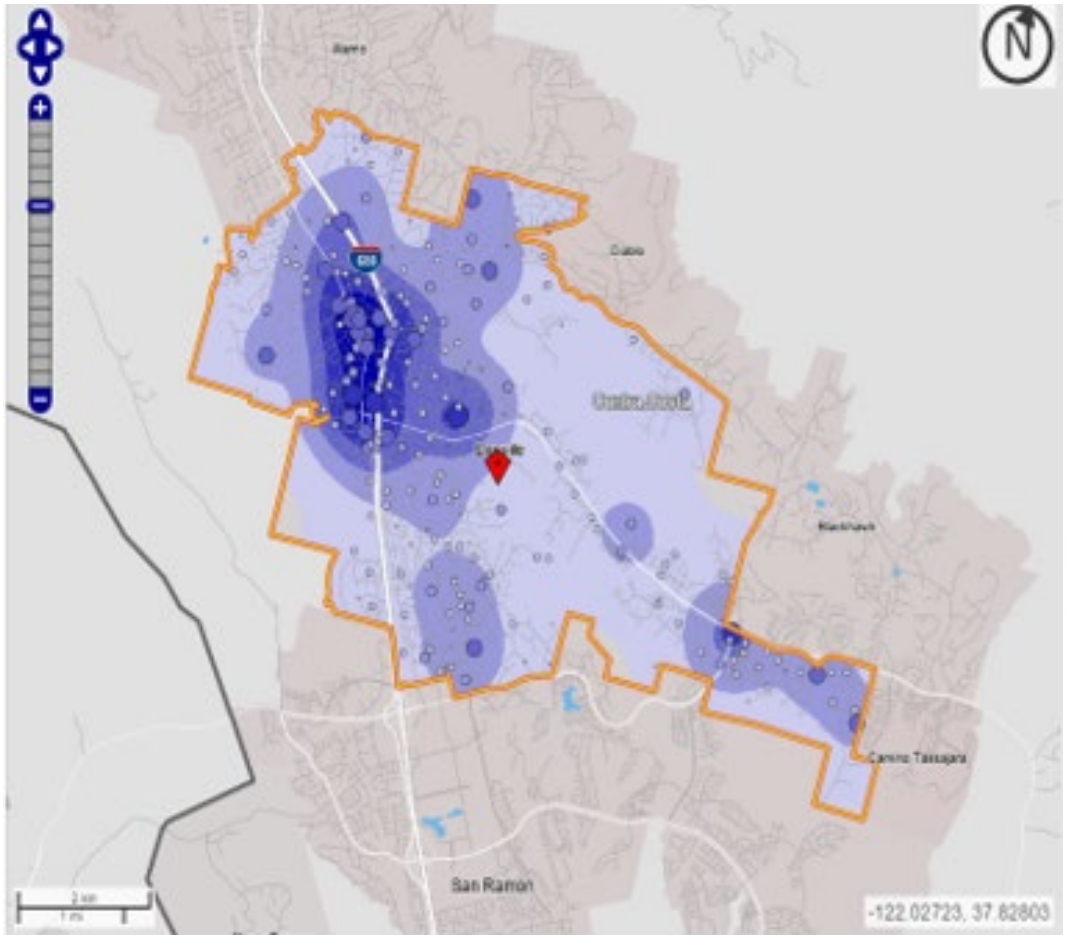
Figure 13. Travel Time and Distance to Work



Jobs by Distance - Work Census Block to Home Census Block

	2017 Count	Share
Total All Jobs	11,809	100.0%
Less than 10 miles	4,661	39.5%
10 to 24 miles	4,325	36.6%
25 to 50 miles	1,442	12.2%
Greater than 50 miles	1,381	11.7%

Figure 14. Employment Density



TRAFFIC VOLUMES

Average daily weekday traffic volumes throughout Danville reveal trends along frequently used roadways. Sycamore Valley Road, Camino Tassajara, Blackhawk Road, Diablo Road, and San Ramon Valley Boulevard remain the corridors with the highest daily traffic volumes within town limits and reported modest increases (averaging 11%) between 2010 and 2017 based on the latest data available (see **Figure 15**).[14] All corridors serve as major connectors to and from I-680 which remains the main connection to jobs and activity centers outside town limits. Other roadways did not experience significant changes and remained with relatively low traffic volumes including parts of Danville Boulevard, Diablo Road (west of Fairway Drive), Green Valley Road, and Railroad Avenue. Some roadways experiencing significantly lower traffic volumes include portions of El Cerro Boulevard (west of I-680) and Camino Ramon (south of Sycamore Valley Road) which reported 21% and 11% decrease in traffic respectively.

Figure 16 on the right provides a summary of ADTs throughout many of the Town's largest roadway corridors. As the Bicycle Plan moves forward with the recommendations phase, traffic volumes can be used to assist the decision-making process—most notably as a guide for where safer and lower stress roadways in Danville are located.

14 Average Daily Traffic Volumes. Town of Danville 1992-2017.

Figure 15. Top 5 Corridors Average Daily Traffic (2010-2017)

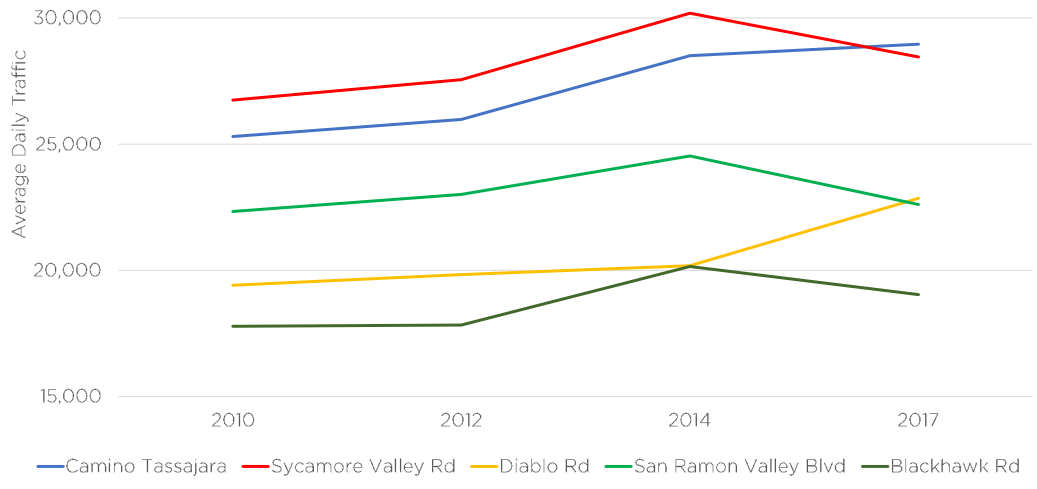
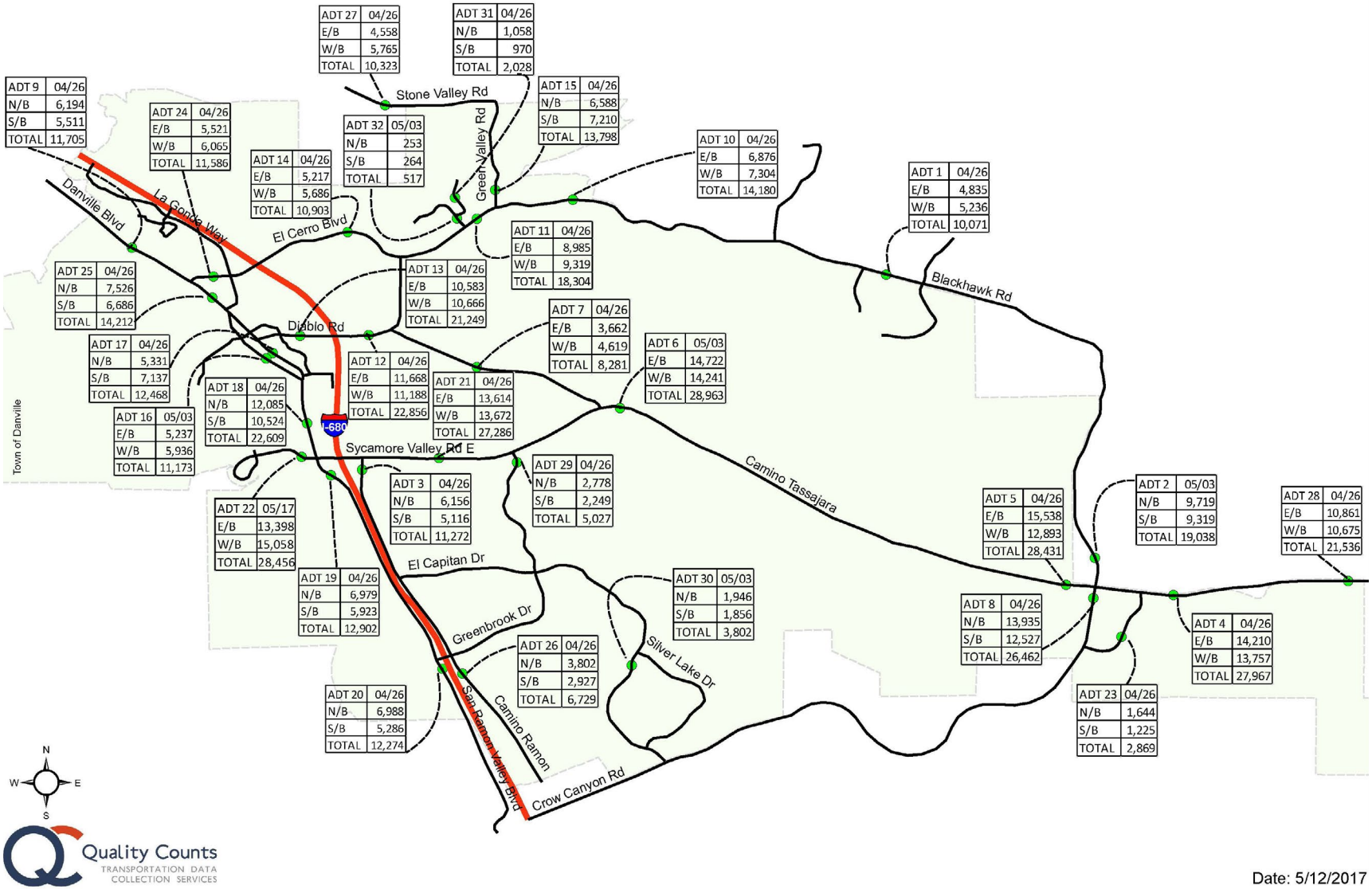


Figure 16. Average Daily Weekday Traffic Volumes (2017)



COLLISION ANALYSIS

To understand problem areas of the Town with high incidence of bicycle collisions, a collision analysis was undertaken utilizing data for a 6-year period from 2015-2021.[15] Data was provided via the Town's Crossroads Software collision database. Several patterns emerged:

Bicycle-related collisions occurred at a higher rate along higher speed roadways and at intersections.

- Areas with commercial and mixed-use land use designations experienced higher rates of collisions compared to other land use categories.
- Five intersection locations emerged as key areas where multiple bicycle collisions occurred (**Table 7**).

Table 7. High Collision Incidence Intersections (2015-2021)

Rank	Intersection	Total Collisions[16]
1	San Ramon Valley Blvd/ Iron Horse Trail	4
	Sycamore Valley Rd/ Camino Ramon	4
2	Danville Blvd/ El Portal	3
	Greenbrook Dr/ Iron Horse Trail	3
	Hartz Ave/ Linda Mesa Ave	3

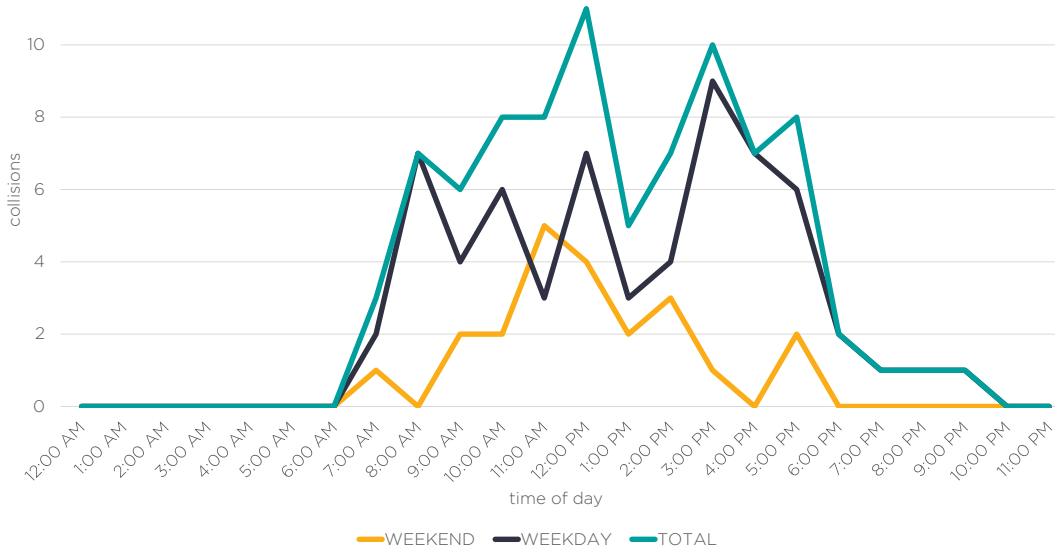
Other key findings included:

- There were a total of 86 reported bicycle-related collisions within the Town limits during the 6-year study period from 2015 through 2021.
- Camino Tassajara experienced more collisions than any other roadway with 13 total reported incidents.
- Two bicycle fatalities occurred within Town Limits: on San Ramon Valley Boulevard near Fountain Springs, and at the intersection of Crow Canyon Road and Tassajara Ranch Road.
- 77% of bicycle-related collisions occurred on arterial roadways.
- 80% of bicycle-related collisions occurred on a roadway with an existing bicycle facility.

15 Town of Danville's Crossroads Software Collision Database. Jan 2015- Mar 2021

16 Per Town of Danville's Crossroads Software collision database

Figure 17. Collisions by Time of Day



As noted in **Figure 17**, most collisions occur between the hours of noon to 5 pm, with a peak around noon on weekends and weekdays. Over 40% of all collisions were caused by unsafe motorist behaviors including improper turns (16%), auto right-of-way violations (17%), and unsafe speeds (8%) (**Figure 18**).

As noted in **Figure 19**, more than a one third (36%) of bicycle related collisions were broadside collisions, which occur when the side of one vehicle (or bicyclist) is impacted by the front or rear of another vehicle. Other notable types of collisions included sideswipes (5%) and hitting other objects on the roadway (7%). Furthermore, as shown in **Figure 20**, more than one in 10 injuries occurring in Danville's streets result in severe injury (12%) or fatality (2%).

Figure 21 shows the spatial distribution of bicycle-related collisions within Danville. Collisions resulting in minor injuries (25) and those registering general complaint of pain (38) are noted in yellow icons. Collisions registering property damage (11) were noted in dark red icons. Collisions resulting in severe injuries (10) are noted in bright red icons. Fatalities (2) are noted with dark red stars.

Clusters appear within the downtown areas, along Camino Tassajara, Diablo Road, and at a number of Iron Horse Trail intersections. These areas will be important to consider during the recommendations phase of the bicycle plan, as modifications to bicycle facilities and design changes may decrease collision risk.

Figure 18. Primary Collision Factor

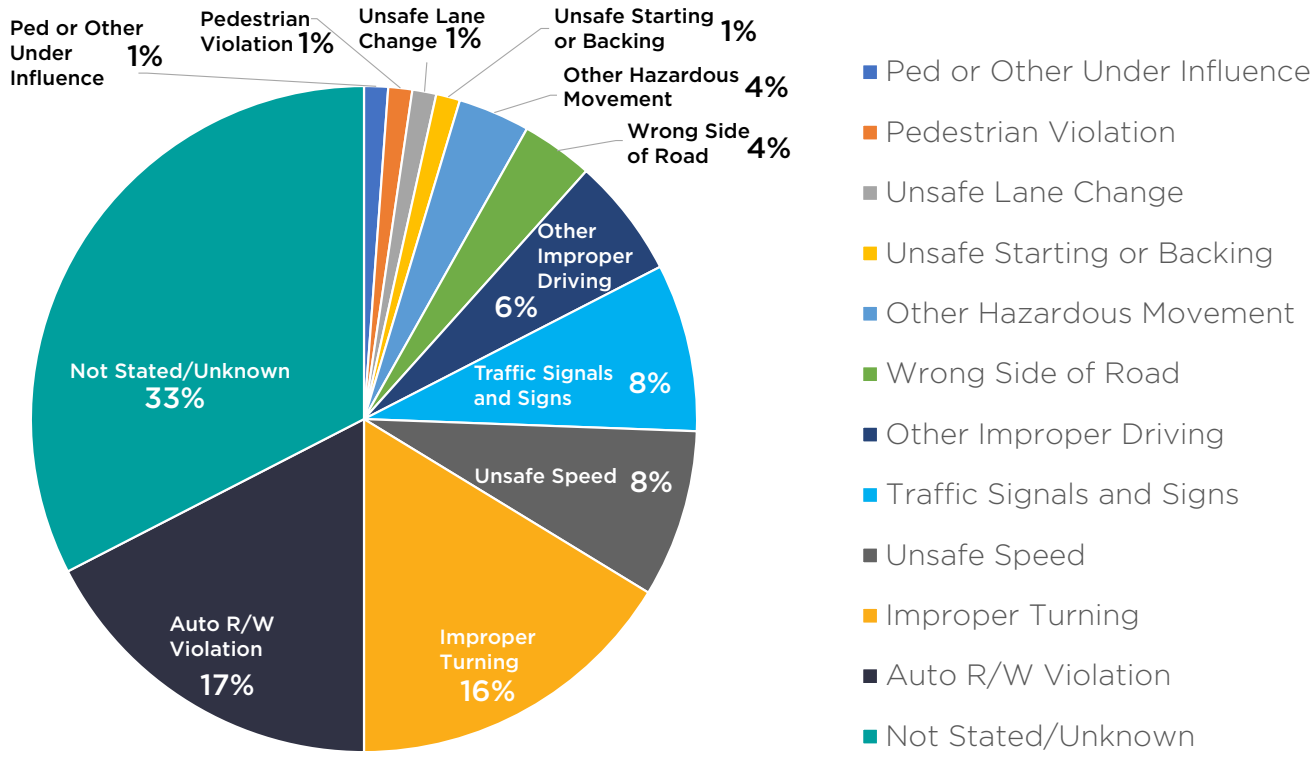


Figure 19. Collision Type

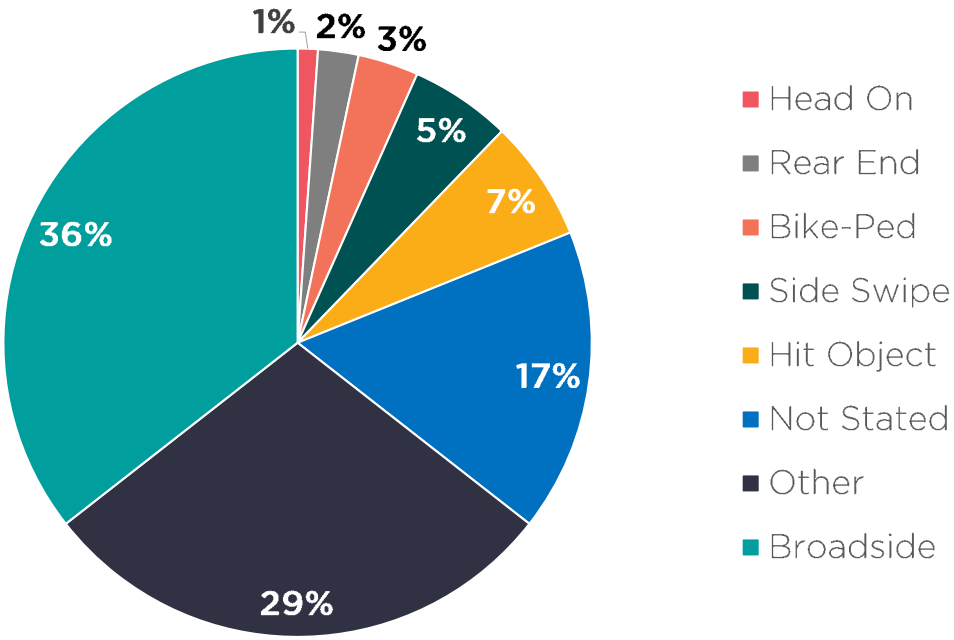


Figure 20. Highest Degree of Injury

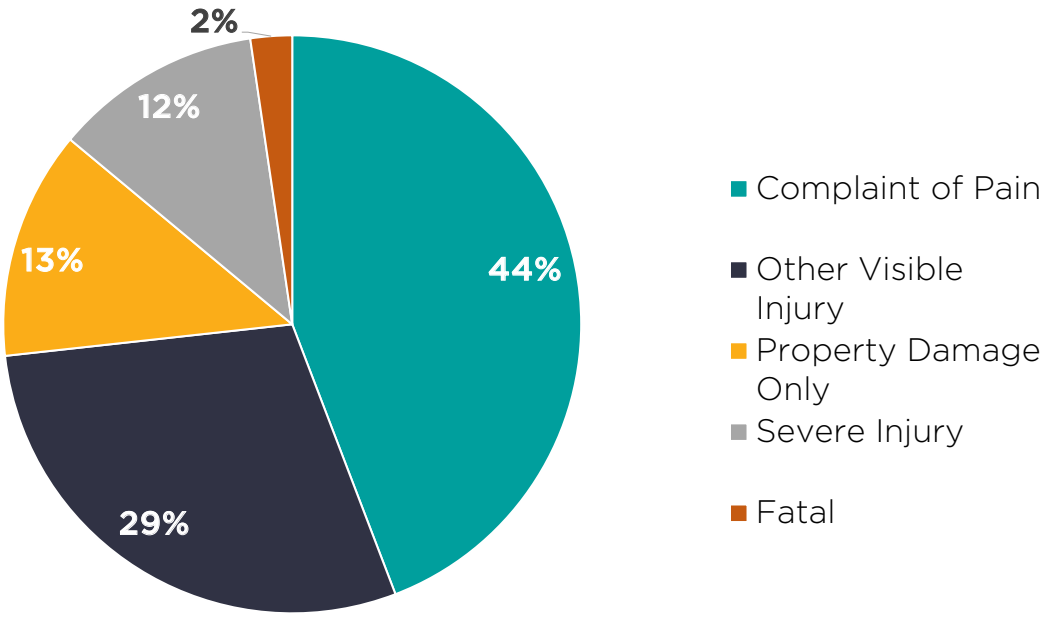
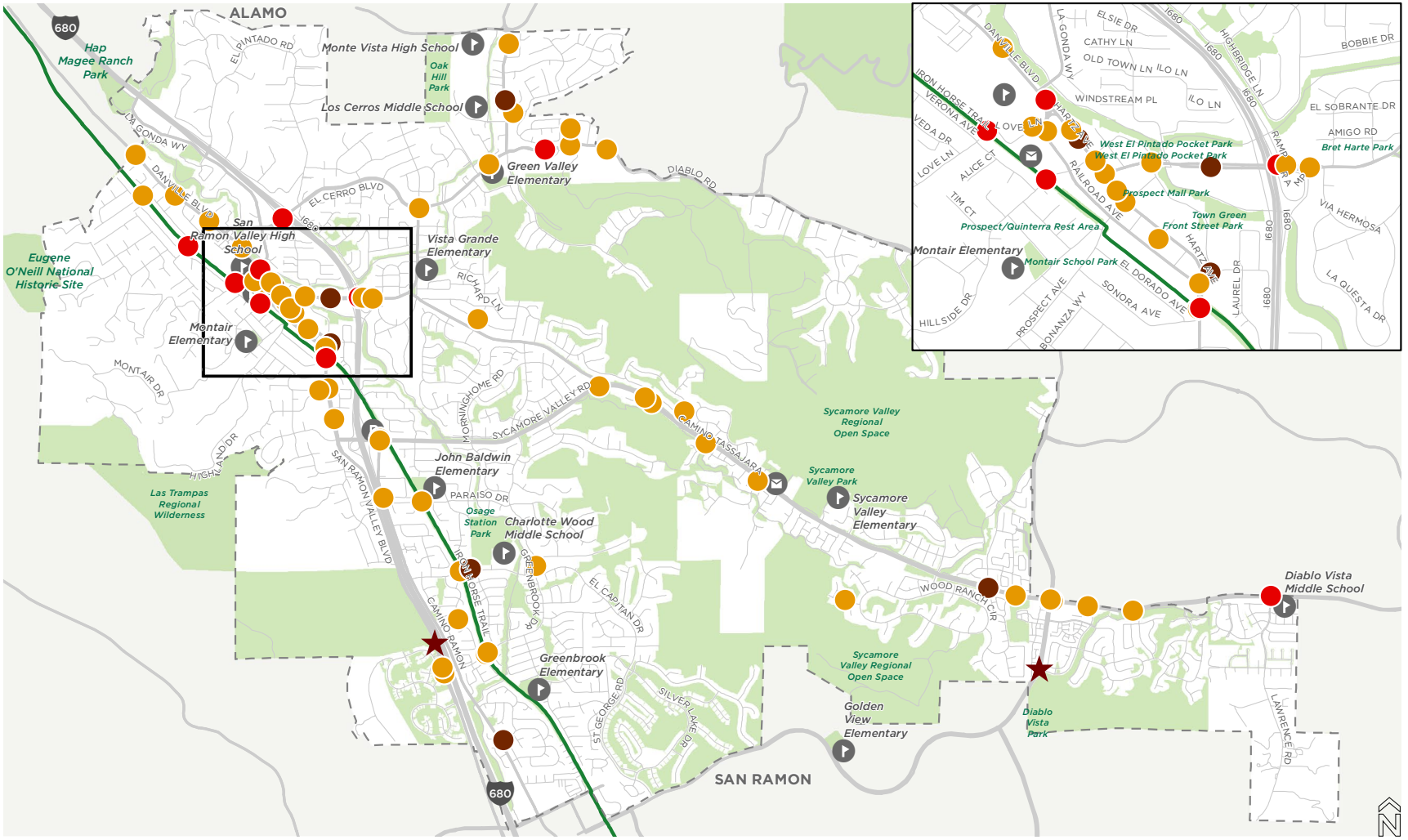


Figure 21. Bicycle Collisions by Severity (2015-2020)



BICYCLE COLLISIONS

DANVILLE BICYCLE MASTER PLAN

Collisions by Severity (Jan 2015 - Mar 2021)

- Minor Injury/Complaint of Pain (63)
- Property Damage Only (11)
- Severe Injury (10)
- Fatality (2)

Features

- Post Office
- School
- Park & Ride
- Iron Horse Trail
- Parks and Open Space
- Town Boundary

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Map Produced: May 2021
Data Sources: Town of Danville, Contra Costa County.

STUDIES, PLANS, AND PROJECTS

A plan review was conducted to gain a better understanding of the existing conditions in Danville and identify gaps in existing policies and programs. The review reveals a history of support for active transportation and a proactive stance from the Town of Danville in planning for all roadway users. High-level summary findings from select documents are described below. Please refer to Appendix 1, Plan Review for more details about these plans and other relevant planning documents in the Town. Relevant bicycle facility recommendations from the plan review are identified in Chapter 4, Infrastructure Recommendations.

2030 TOWN OF DANVILLE GENERAL PLAN – CHAPTER 4, "MOBILITY"

Year published: 2013

The 2030 Town of Danville General Plan Chapter 4 "Mobility" establishes goals related to multi-modal circulation, complete streets, mobility, and neighborhood quality throughout Danville. This chapter also discusses existing conditions of the transportation system in Danville and the travel patterns of Danville residents. It is important that the Danville Bicycle Plan reflects the vision and goals established in the General Plan.

The General Plan's Mobility vision calls for a "multimodal transportation system that connects residents to local and regional destinations via freeways, roadways, trails, and public transportation… [that] balance[s] the needs of all modes of travel on its road network by providing for pedestrian and bicycle connectivity, transit accessibility, and smooth vehicular flow."

Numerous policies support bicycle transportation in Danville, including:

Policy 11.06: Create a connected circulation system in which it becomes easier to walk or bicycle from one point in Danville to another.

- Policy 12.07: Close gaps in the Town's bicycle and pedestrian trail system in order to create a more fully connected, logical, comprehensive system of facilities for non-motorized transportation.
- Policy 12.08: Ensure the provision of adequate bicycle support facilities, such as bicycle parking, at all major bicycle usage locations.

TOWN OF DANVILLE PARKS, RECREATION AND ARTS STRATEGIC PLAN

Year published: 2017

The Town of Danville Parks, Recreation, and Arts Strategic Plan establishes a long-range vision and course of action for creating and sustaining a high quality, interconnected system of parks, recreation and arts facilities, services and programs. Throughout the planning process, members of the community identified active transportation projects and an expanded in-town trail network as a priority project for Danville. The

Town of Danville's Parks, Recreation, and Art Strategic Plan recommends the development of a bicycle wayfinding program, the provision of end-of-trip bicycle facilities around town, and specific locations for recommended end-of-trip facilities. The Danville Bicycle Plan can reinforce and build upon the recommendations in the Parks, Recreation, and Art Strategic Plan.

Other relevant goals in this plan include:

- Active Transportation Trail and Pathways: Connect Town parks and facilities through a system of on-street and off-street trails, paths, and bike lanes serving active transportation users and providing a variety of experiences
- Recreation for All: Provide recreation opportunities for all Danville residents and visitors of all age groups and abilities. The Town will facilitate social connections, human development, and lifelong learning by building community among residents at different stages of life.

TOWN OF DANVILLE BICYCLE PARKING STUDY

Year published: 2011

Danville's bicycle parking study investigated downtown parking needs and recommended the quantities, types, and locations of bicycle racks throughout the Town to accommodate the need and demand for bicycle parking in Danville. At the time of the study, Downtown Danville had capacity for 121 parking bicycles at designated public and private property locations. In addition to establishing guidelines for bicycle parking design, the Bicycle Parking Study recommended increasing downtown bicycle parking capacity from 121 bicycles to 215 bicycles.

CONTRA COSTA COUNTYWIDE BICYCLE AND PEDESTRIAN PLAN

Year published: 2017

The Contra Costa Countywide Bicycle and Pedestrian Plan establishes goals, actions, and infrastructure recommendations to increase opportunities for safe, comfortable bicycling and walking throughout the county.

The Plan envisions that "People of all ages and abilities, and in all neighborhoods and districts in Contra Costa, can walk and bicycle safely, comfortably, and directly to their chosen destinations thereby improving health, reducing emissions of greenhouse gases, and making our transportation system more sustainable."

The Plan makes recommendations for a countywide low-stress bicycle network that includes key arterial roadways in Danville, including Danville Boulevard, Stone Valley Road, and Camino Tassajara. The Plan also recommends programs to support bicycling throughout all of Contra Costa County. The recommendations provided in the Town of Danville's Bicycle Master Plan reinforce the recommendations in the

Contra Costa Countywide Bicycle and Pedestrian Plan and has the potential to increase competitiveness for local and regional grant funding programs.

FUTURE BICYCLE FACILITY DEVELOPMENT

Previous planning documents have recommended various bicycle facility improvements in Danville. Some of the most recent and significant bicycle projects are listed below. Additional relevant programs, projects, and infrastructure recommendations can be found in the Appendix 1, Plan Review. Please note that recommended projects and programs in the City of San Ramon and Contra Costa County (Iron Horse Trail) have been included and inter-jurisdictional coordination will be required to create seamless connections between jurisdictions and shared facilities.

Contra Costa Countywide Bicycle and Pedestrian Master Plan

- Countywide Low-Stress Bicycle Network
  - » Danville Boulevard
  - » Stone Valley Road
  - » Blackhawk Road
  - » Diablo Road
  - » Camino Tassajara
- Iron Horse Trail Crossing Improvements
- Routes of Regional Significance
  - » Camino Tassajara
  - » Danville Boulevard
  - » Iron Horse Trail
  - » Sycamore Valley Road
  - » Contra Costa County Measure J Expenditure Plan (2019)
- Camino Tassajara (East) Bike Lane Completion
- Iron Horse Trail/Bollinger Canyon Road Overcrossing

Town of Danville Bicycle Parking Study

- Bicycle Parking Capacity Additions (Town of Danville Bicycle Parking Study)

Town of Danville Parks, Recreation, and Art Strategic Plan

- Missing Trail Connections
  - » Between Iron Horse Trial and Las Trampas
  - » South from Oak Hill Park
  - » Diablo Road corridor
- End of Trip Facilities at: Diablo Vista Park, Hap Magee Ranch Park, Oak Hill Park, Osage Station Park, Sycamore Valley Park, Bret Harte Park, and Town Green

Town of Danville Capital Improvement Program

- Diablo Road Trail (Shared-Use path from Fairway Drive to Tank Access Road/Magee Preserve Trail)
- San Ramon Valley Creek Footbridge at Danville Green
- La Gonda Way Bridge Improvements
- New Class II/III bicycle facilities on Diablo Road from 1-680 NB off-ramp to Hartz Avenue

- Diablo Road Corridor Class II Bicycle Improvements
- Green Valley Creek Trail Improvements
- Sycamore Creek Trail Improvements
- Iron Horse Trail Raised Crosswalks and Warning Systems
- Bicycle Detection Systems (at existing signalized intersections)

City of San Ramon Bicycle Master Plan

- Class IV Separated Bikeway on Crow Canyon Road
- Iron Horse Trail/Bollinger Canyon Road Overcrossing

Contra Costa County Iron Horse Trail Corridor Active Transportation Study

- Trail crossing improvements
- Wayfinding and amenities
- Separated, parallel paths

POLICIES SUPPORTING THE IMPLEMENTATION OF BICYCLE FACILITIES

Local Bicycle-Related Policy

The Town of Danville does not have any specific policy requirements for new developments related to bicycle parking provision or other bicycle facilities in the municipal code. However, the Town's Complete Streets Policy mandates the consideration and review of bicycle and pedestrian improvements as part of Development projects, as deemed appropriate.

State Bicycle-Related Policy

Complete Streets (AB135)

Assembly Bill 135, also known as the Complete Streets Act, was signed into California law in 2008. AB135 requires that all cities and all counties consider all users of city, town, and county owner roads when they are updating their transportation plans. By aligning the Danville Bike Plan recommendations with principles set forth in AB135, Danville will be eligible for funding related to bicycle improvements along its roadways.

Assembly Bill 32 (AB32)

Assembly Bill 32 was passed in 2006 requiring the state of California to reduce greenhouse gas emissions to 1990 levels by 2020. This legislation directs the California Air Resources Board to outline policies that will meet this target in a Scoping Plan that is updated every five years.[17] The full implementation of AB 32 will help mitigate risks associated with climate change, while improving energy efficiency, expanding the use of renewable energy resources, cleaner transportation, and reducing waste. The recommendations developed as part of the Danville Bike Plan will be complementary of all the goals set forth in AB 32.

Senate Bill 375 (SB375)

SB375 sets regional targets for greenhouse gas (GHG) reductions around California. SB375 also includes incentives to create walkable and attractive communities and to revitalize existing communities. Under SB375, each Metropolitan Planning Organization (MPO) is responsible for establishing a "Sustainable Communities Strategy" that outlines how the region could grow to meet its projected transportation and regional housing needs while achieving GHG reduction goals.[18] Targets for Danville were established by the Metropolitan Transportation Commission, the Bay Area's MPO committing the Bay Area region, including Danville, to a 15 percent reduction in GHGs by 2035. The legislation also allows developers to streamline environmental reviews under CEQA if they build projects consistent with the new sustainable communities' strategies.

Senate Bill 743 (SB743)

SB743 mandates a shift in how the traffic impacts of development and transportation projects are to be evaluated and mitigated in California. To help achieve the State of California's climate policy and sustainability goals, SB743 eliminates traffic delay as an environmental impact under California Environmental Quality Act (CEQA) and instead, requires an assessment of vehicle miles traveled (VMT). Assessing and mitigating VMT as part of development and transportation projects has the potential to increase transit options, facilitate increases in walking and biking through construction of new facilities, and support transportation demand management programs.

17 California Air Resources Board (2020). "Assembly Bill 32 Overview." https://ww3.arb.ca.gov/cc/ab32/ab32.htm

18 California Air Resources Board (2020). "What are Sustainable Communities Strategies?" https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/what-are-sustainable-communities-strategies

EXISTING BICYCLE NETWORK

The California Department of Transportation (Caltrans) designates four classes of bicycle facilities: Class I shared use paths, Class II bicycle lanes, Class III bicycle routes, and Class IV separated bikeways. **Table 8** and **Figure 22** document existing bicycle facilities within the Town and provide an explanation about each facility type.[19] As a complement, **Figure 23** visualizes the different bicycle facility types by level of separation.

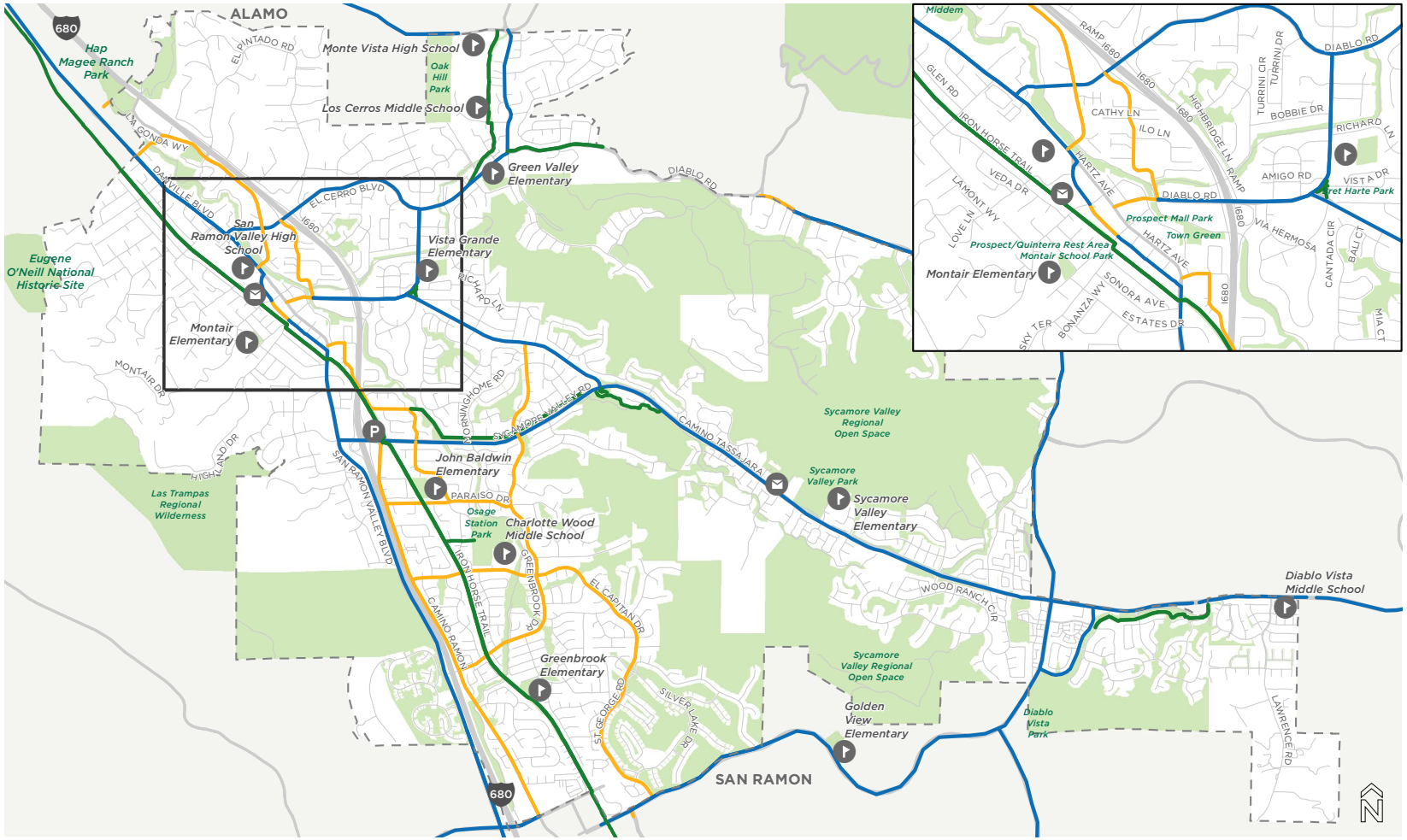
Table 8. Existing Bikeways and Mileage by Type (by lane miles)

Facility Type	Lane Mileage
Class I Shared-Use Paths	
Shared-use paths are bicycle facilities that are completely separated from the street. They allow two-way travel by people bicycling and walking, as well as other non-motorized or e-powered users like skateboards or scooters. Class I facilities are among the most comfortable facilities for children and inexperienced riders as there are few potential conflicts between people bicycling and people driving.	7.6
Class II Bicycle Lanes	
Bicycle lanes are striped preferential lanes on the roadway for one-way bicycle travel. Some bicycle lanes include a striped buffer on one or both sides to increase separation from the traffic lane or from parked cars. When this striped buffer is included in the design, the facility is known as a Class IIB Buffered Bicycle Lane.	29.8
Class III Bicycle Routes	
Bicycle routes are signed where people bicycling share a travel lane with people driving. Because they are shared facilities, bicycle routes are most appropriate for low-speed and low-volume streets. Some Class III bicycle routes include shared lane markings or “sharrows” that recommend proper bicycle positioning in the center of the travel lane and alert drivers that people biking may be present.	21.5
Class IIIB Bicycle Boulevards	
Bicycle boulevards are low-traffic, local streets where people biking have priority but share roadway space with motor vehicles. Shared roadway bicycle markings on the pavement as well as traffic calming features such as speed humps and traffic diverters keep these streets more comfortable for bicyclists.	--
Class IV Separated Bikeways	
Separated bikeways are on-street bicycle facilities that are physically separated from motor vehicle traffic by a vertical element or barrier, such as a curb, bollards, or vehicle parking aisle. They can allow for one-or two-way travel on one or both sides of the roadway.	--
Total Bikeway Mileage[20]	**58.9**

19 Please note that facilities outside Town limits have been included in the maps to understand the importance of regional connectivity.

20 Calculation includes facilities contained within 250 feet of town limits.

Figure 22. Existing Bikeways



EXISTING BIKEWAYS

DANVILLE BICYCLE MASTER PLAN

Existing Bikeways

- Class I Shared-Use Path
- Class II Bicycle Lane
- Class III Bicycle Route

Features

- Post Office
- School
- Park & Ride
- Parks and Open Space
- Town Boundary

MILES
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Map Produced: May 2021.
Data Sources: Town of Danville, Contra Costa County.

Figure 23. Bicycle Facilities Toolkit

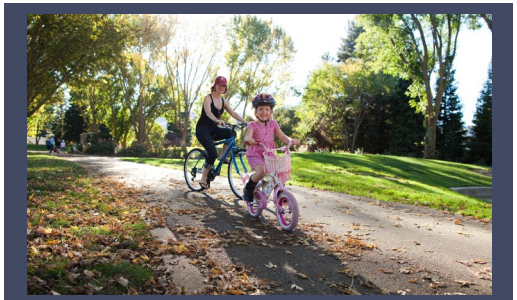
Least Separation ⟷ Most Separation

CLASS III: SIGNED BIKE ROUTE

Provides for shared use with motor vehicle traffic. Treatments include signs and pavement markings.

CLASS II: BIKE LANE

A striped lane for one-way bike travel on a street. Green treatments are typically reserved for conflict areas.

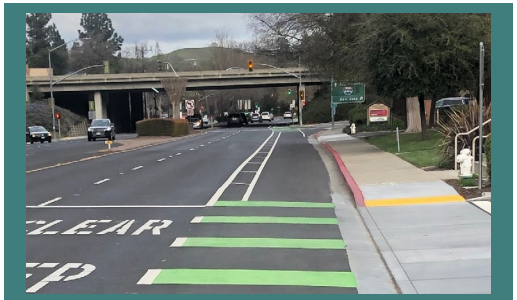


CLASS I: SHARED-USE PATH

A completely separated right of way for the exclusive use of bicycles and pedestrians with minimized interactions with motor vehicles.

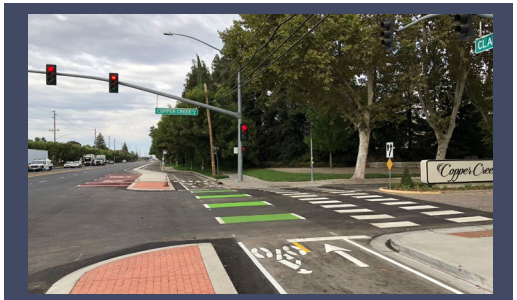
CLASS IIIB: BIKE BOULEVARD

Streets with low traffic volumes and speeds, designated and designed to give bicycle travel priority.



CLASS IIB: BUFFERED BIKE LANE

A conventional bike lane paired with a buffer space separates the bike lane from adjacent travel lane and/or parking lane.



CLASS IV: SEPARATED BIKE LANE

An on-street bike lane that is separated from traffic by a vertical barrier, such as a curb, median, or bollards. Separated bike lanes, also known as cycle tracks, can be designed for one-way or two-way travel.

BIKE SUPPORTIVE FACILITIES

Bicycle travel requires a network of supportive amenities to provide bike storage and maintenance options. Among the necessary supports for bicycle transportation, bike parking stands out for being vital, convenient, and user-friendly. Short-term parking is designed to meet the needs of people visiting businesses and public facilities, and others with similar needs—typically lasting up to two hours.

Short-term users may be infrequent visitors to a location, so the parking installation needs to be readily visible and self-explanatory. Long-term parking is designed to meet the needs of employees, residents, public transit users, and others with similar all-day needs. These users typically park at a routine destination such as a workplace or near transit hubs such as Park and Ride facilities. They often leave their bicycles unmonitored for a period of several hours or longer.

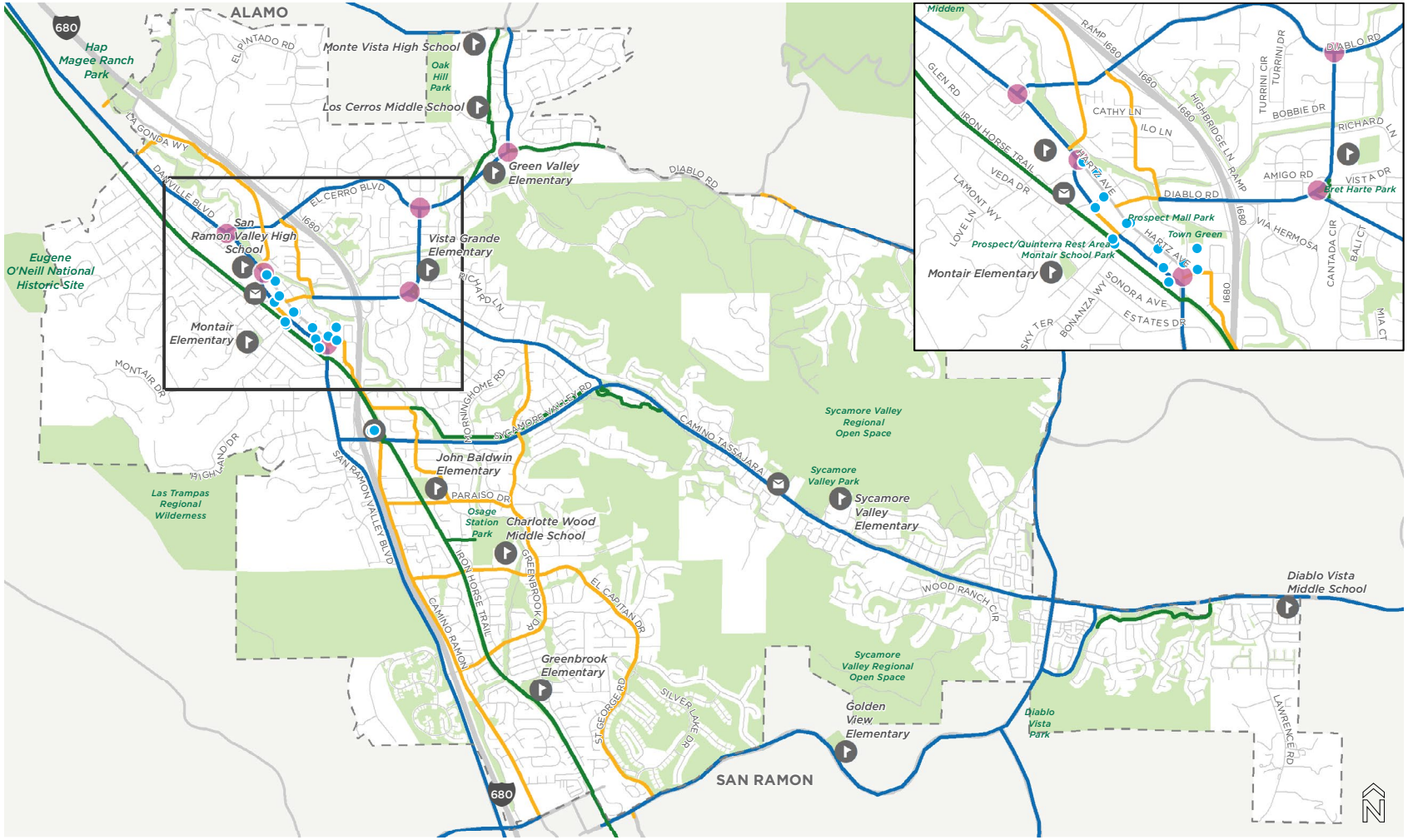
The Town of Danville recognized this in the 2011 Town of Danville Bicycle Parking Study and other recent planning documents. Through this project, the town conducted an inventory of existing end-of trip facilities including bike parking. The study's findings noted that in 2011, there was capacity for 121 bicycles at formal public parking locations in downtown Danville. Those locations are shown below in **Figure 24**. An additional 94 locations are identified and recommended for bicycle parking facilities in both public spaces and at businesses (private property).

An additional initiative supporting bicycling throughout town has been the installation of "Smart-Cycle" bicycle detection devices. Bicycle detection is used at signal intersections to alert the signal controller of bicycle crossing demand on a particular approach. Bicycle detection occurs either through the use of push-buttons or by automated means (e.g., in-pavement loops, video, microwave). There are benefits to installing bicycle detectors at intersections including:

- Improving trip efficiency by reducing delay for bicycle travel.
- Increasing convenience and safety of bicycling and helping to establish bicycling as a legitimate mode of transportation on streets.
- Discouraging red light running by people biking without causing excessive delay to motorists.
- Providing prolonged "green phases" to provide adequate time for people biking to clear the intersection.

The Town of Danville also installed SmartCycle bicycle detection devices in a number of intersections throughout town. These video camera systems guarantee that people bicycling are detected at intersections to trigger traffic signal cycles, ensure that people biking have enough time to cross intersections, improve traffic flow, and can automate bicycle counts. **Figure 24** includes the locations with available bicycle detectors.

Figure 24. Bicycle Parking and Bicycle Detection Devices



EXISTING BICYCLE INFRASTRUCTURE

DANVILLE BICYCLE MASTER PLAN

Existing Bicycle Infrastructure

- Class I Shared-Use Path
- Class II Bicycle Lane
- Class III Bicycle Route
- Bicycle Parking
- Bicycle Video Detection Device

Features

- Post Office
- School
- Park & Ride
- Parks and Open Space
- Town Boundary

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Map Produced: May 2021.
Data Sources: Town of Danville, Contra Costa County.

TRANSIT AND OTHER FACILITIES

TRANSIT RIDERSHIP

Contra Costa County Connection currently operates two routes through Danville. Bus Route 21/321 runs between the Walnut Creek BART Station and San Ramon. The bus travels through Downtown Danville along Danville Boulevard, Railroad Avenue, and San Ramon Valley Boulevard before continuing to the City of San Ramon along Camino Ramon. County Connection Bus Route 95x runs express service between the Walnut Creek BART Station and San Ramon, making a single stop at the Danville Park & Ride Lot near the junction of Sycamore Valley Road and I-680. Route 92x (ACE Express) provides service to the Pleasanton ACE Train Station. The Alamo Creek Shuttle is a free service that runs along Camino Tassajara, connecting Alamo Creek, a development on the far eastern side of Danville to the Walnut Creek BART Station.

Contra Costa County Connection Buses are equipped with racks that hold two bicycles. Patrons are responsible for loading and unloading their own bicycles and children age 12 and younger must be accompanied by an adult if they are using the bicycle racks on the bus according to the existing "bikes on buses" guidelines.[21]

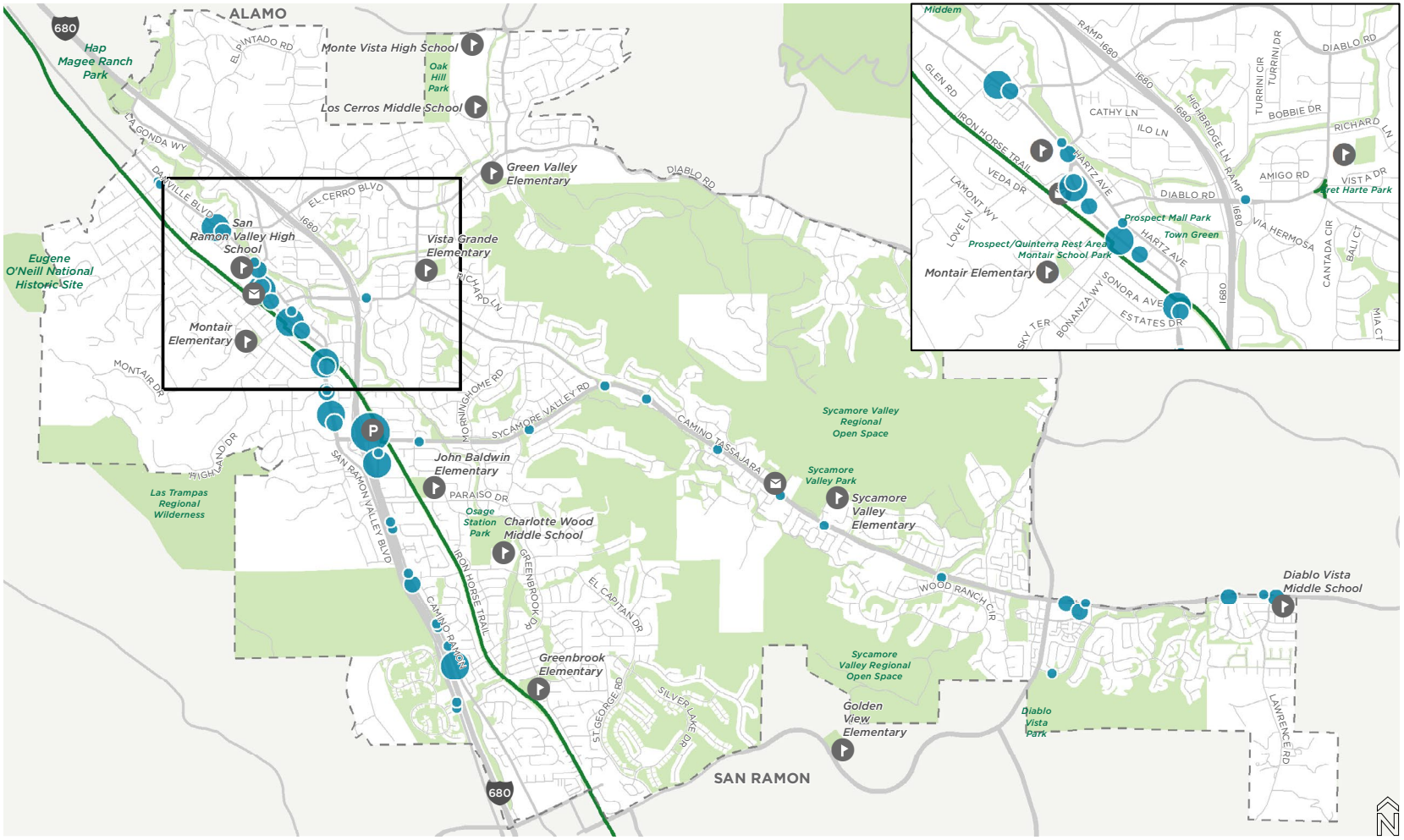
Figure 25 and **Figure 26** on the following pages denote weekday boardings and alightings at transit stops in Danville. The highest number of boardings and alightings are experienced at Danville Park & Ride Station. Other stops experiencing relatively higher boardings or alightings include those following the 21/321, 92x and 95x routes. Stops along the Alamo Creek Shuttle route have lower rates of boarding and alighting.

BIKESHARE AND OTHER MICRO-MOBILITY PROGRAMS

Currently, there are no private companies operating bike or e-scooter share systems within the town of Danville. The Town is exploring the development of a partnership with the Contra Costa Transportation Authority (CCTA) and City of San Ramon that would provide micro-mobility services in the San Ramon Valley as part of CCTA's Mobility on Demand ("MOD") pilot project funded in part through the Federal Highway Administration (FHWA).

21 Contra Costa County Connection (2020). "Bikes on Buses." https://countyconnection.com/how-to-ride/bikes-on-buses/

Figure 25. County Connection Weekday Alightings



BUS RIDERSHIP

DANVILLE BICYCLE MASTER PLAN

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Map Produced: May 2021.
Data Sources: Town of Danville, Contra Costa County.

Weekday Alightings (County Connection Bus)

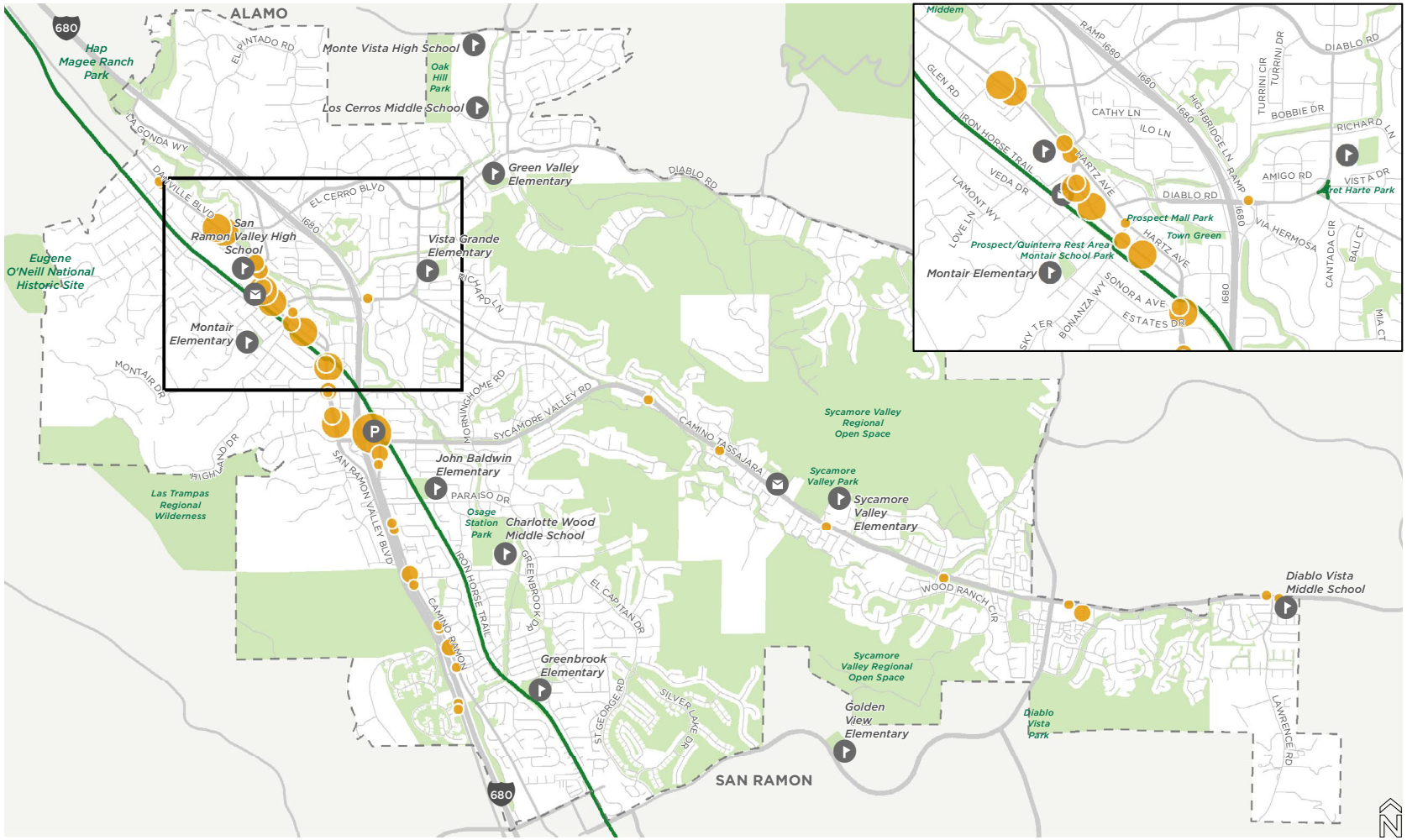
- Less than 2
- 2 - 8
- 8 - 16
- 16 - 45

Features

- Post Office
- School
- Park & Ride
- Iron Horse Trail
- Parks and Open Space
- Town Boundary

MILES
0 0.25 0.5

Figure 26. County Connection Weekday Boardings



BUS RIDERSHIP

DANVILLE BICYCLE MASTER PLAN

alta

Map Produced: May 2021.
Data Sources: Town of Danville, Contra Costa County.

Weekday Boardings (County Connection Bus)

- Less than 2
- 2 - 8
- 8 -20
- 20 - 70

Features

- Post Office
- School
- Park & Ride
- Iron Horse Trail
- Parks and Open Space
- Town Boundary

MILES
0 0.25 0.5

PROGRAMS AND LOCAL ADVOCACY

BICYCLE PROGRAMS

The Town of Danville participates in Contra Costa County's annual Bike to Work Day in May. Danville also has an active partnership with the San Ramon Valley Street Smarts Program, a traffic safety education program for school children in the San Ramon Valley. Other community partners associated with Street Smarts include Contra Costa County, the City of San Ramon, the San Ramon Valley Unified School District, and the San Ramon Valley Fire Protection District.[22] Finally, the Town's Parks, Recreation, and Arts Strategic Plan recently recommended that Danville implements an Open Streets or Ciclovia-style event.

LOCAL AND REGIONAL ADVOCACY

There are three bicycle advocacy groups that represent Danville: Bike East Bay is a regional advocacy organization that represents the needs of people biking in Danville and other jurisdictions in Contra Costa and Alameda County. Bike Danville is the town's bicycle advocacy organization. Both organizations conduct educational programming, community outreach, advocate for safer bicycling infrastructure, and organize social or recreational events related to bicycling. Mt. Diablo Cyclists focuses on improving bicyclist safety on the roads both on and around Mt. Diablo.

The Contra Costa County Bicycle and Pedestrian Advisory Committee (BPAC) represents the needs and concerns of people biking in Danville and throughout the county as they relate to regional transportation planning efforts, upcoming projects, and other issues.

Several clubs and organizations organize social and recreational bicycle rides in and around Danville. The Valley Spokesmen Bicycle Club is a well-established recreational bicycling club that organizes regular rides in Danville and around the county. The Valley Spokesmen also organize recreational rides specifically for women, although everyone is welcome at all Valley Spokesmen events.[23] Danville Bikes, a bicycle shop in town, also organizes regular recreational bicycle rides. Students in the area ride mountain bikes together and compete in mountain bike races through the San Ramon Valley and Monte Vista Mountain Bike Clubs.

22 San Ramon Valley Street Smarts Program (2020). "About Us."

23 Valley Spokesmen Bicycle Club. https://www.valleyspokesmen.org/

WEAKNESSES AND STRENGTHS

Danville's bicycle infrastructure is marked by the following strengths and weaknesses:

Strengths

- **Regionality:** The Town of Danville has access to important regional trails and bicycling destinations including the Iron Horse Trail and Mt. Diablo. Danville currently has approximately 59 miles of bicycle facilities.
- **Interest and Investment:** The Town has firmly committed to investing in planning efforts and capital projects to improve the existing bicycle network. There is a strong regional culture of recreational bicycle ridership and community support for improved bicycle and trail facilities.
- **Advocacy:** There are a number of established and nascent advocacy groups that operate/advocate within the Town of Danville for the improvement of bicycle safety and infrastructure.

Weaknesses

- **Modeshare Issues:** Very few people currently commute to work by bicycle and much of Danville's workforce commutes outside of town daily.
- **Safety Issues:** There were 86 reported collisions involving people biking from 2015-2021, including 2 fatal collisions.
- **Comfort Issues**: There is a limited availability of separated bicycle facilities to serve the need for all types of bicyclists. With the exception of the Iron Horse Trail, there are limited Class I and Class IV bicycle facilities. These facilities have been demonstrated to be the most safe and comfortable for all users. There is also a need for more bicycle parking and supportive facilities throughout town.
- **Connectivity Issues:** There is a need for improved east-west connectivity along low-stress roads in the existing bicycle network.

CHAPTER 4:
INFRASTRUCTURE RECOMMENDATIONS

The Proposed Bicycle Network presented in this chapter provides a set of recommended infrastructure improvements for enhancing connectivity and safety for people biking in Danville. The proposed network includes linear corridor improvements as well as spot improvements.

CORRIDOR IMPROVEMENTS

Danville's proposed network provides increased connectivity between destinations through low-stress bicycle facilities that are comfortable for all ages and abilities. The proposed improvements include shared-use paths (Class I), bicycle lanes (Class II) and buffered bike lanes (Class IIB), bicycle routes (Class III), bicycle boulevards (Class IIIB) and unpaved trails. The proposed network focuses on providing increased connectivity and safety with particular attention to areas surrounding schools and the Iron Horse Trail which provides low-stress connectivity to BART and other regional destinations. Key crosstown low-stress connections include potential separated facilities along, Sycamore Valley Road, Camino Tassajara, and San Ramon Valley Boulevard.

Table 9 and **Figure 27** provide an overview of the complete proposed bicycle network. The recommended network reflects input from the community, bicycle needs and safety challenges unique to Danville (based, in part, on a collision analysis conducted as part of this Study), as well as best practices in bicycle network planning.

The complete proposed bikeway network includes new facilities and upgrades to the existing network. A full list of recommended corridor improvements can be found in **Table 10** and **Figure 27**.

Table 9. Proposed Bikeways Mileage (by lane miles)

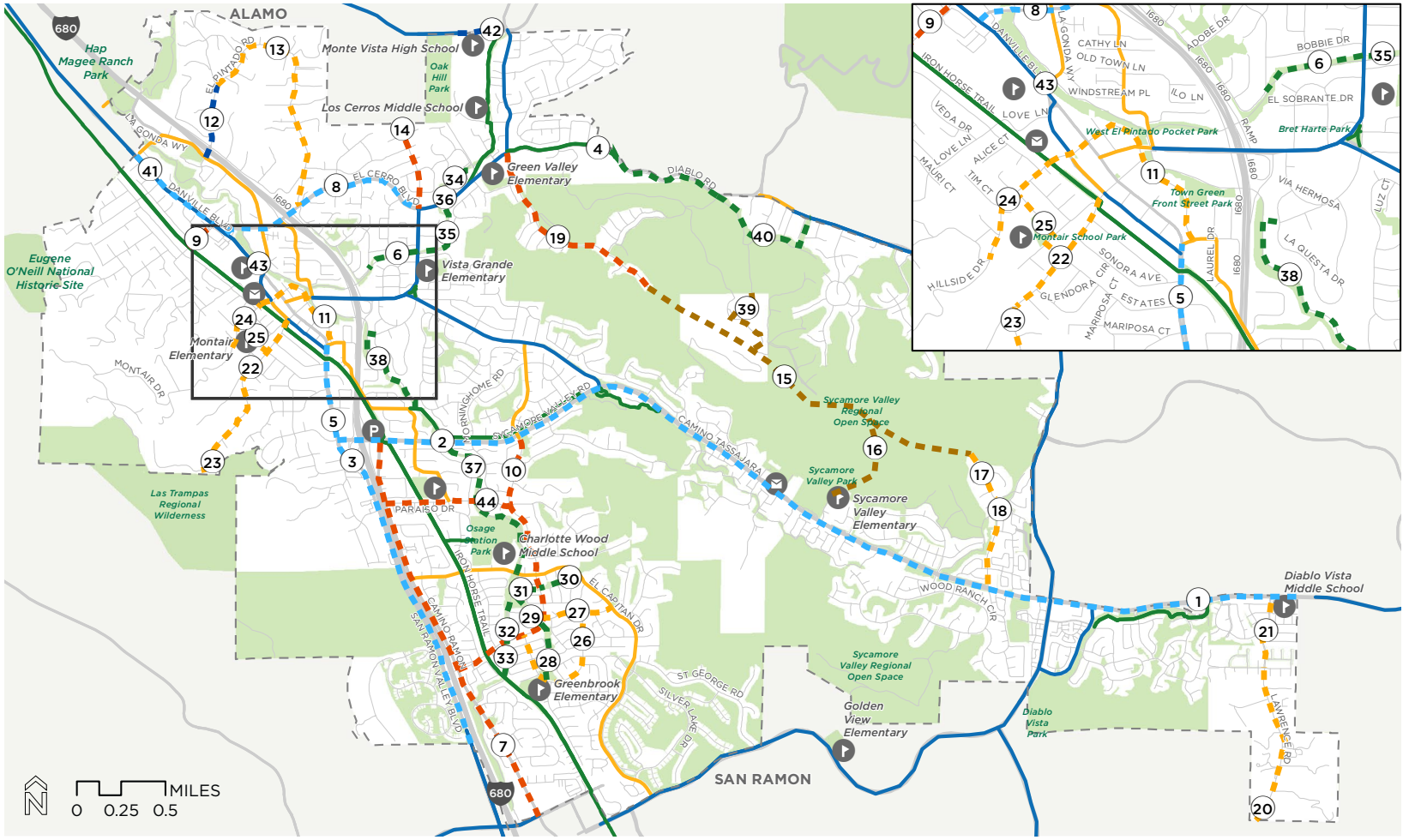
Facility	Existing (mi)	Proposed (mi)	Total (mi)
Class I Shared-Use Paths	7.6	12.8	20.4
Class II Bicycle Lanes	29.8	2.5	32.3
Class IIB Buffered Bicycle Lanes	-	17.7	17.7
Class III Bicycle Routes	21.5	18.1	39.6
Class IIIB Bicycle Boulevards	-	10.8	10.8
Unpaved Trails	-	3.3	3.3
TOTAL	**58.9**	**65.2**	**124.1**

Table 10. Proposed Corridor Improvements by Proposed Facility

ID	Street	Start	End	Existing Facility	Proposed Facility	Description
1	Camino Tassajara	Sycamore Valley Rd	Hansen Ln	Class II	Class IIB	Buffered Bicycle Lanes
2	Sycamore Valley Rd	San Ramon Valley Blvd	Camino Tassajara	Class II	Class IIB	Buffered Bicycle Lanes
3	San Ramon Valley Blvd	Podva Rd	Jewel Terrace	Class II	Class IIB	Buffered Bicycle Lanes w/HV Green Pavement Markings
4	Diablo Rd Trail	Fairway Dr	Mt Diablo Scenic Blvd / Avenida Nueva	None	Class I	Paved Shared-Use Path
5	San Ramon Valley Blvd	Hartz Way	Sycamore Valley Rd	Class II	Class IIB	Buffered Bicycle Lanes w/HV Green Pavement Markings
6	Green Valley Trail	Highbridge Ln	Diablo Rd	None	Class I	Paved Shared-Use Path
7	Camino Ramon	Sycamore Valley Rd	Fostoria Way	Class III	Class IIIB	Sharrow Pavement Markings (HV Green)
8	El Cerro Blvd	Danville Blvd	Diablo Rd	Class II	Class IIB	Buffered Bicycle Lanes
9	Del Amigo Rd	Iron Horse Trail	Danville Blvd	None	Class IIIB	Sharrow Pavement Markings (HV Green)
10	Greenbrook Dr	Camino Ramon	Sycamore Valley Rd	Class III	Class IIIB	Sharrow Pavement Markings (HV Green)
11	Prospect Ave - Front St	Iron Horse Trail	Hartz Ave	None	Class III	Sharrow Pavement Markings
12	El Pintado Rd	La Gonda Way	El Alamo	None	Class II	Bicycle Lanes
13	El Pintado Rd	El Alamo	El Cerro Blvd	None	Class III	Sharrow Pavement Markings
14	Ackerman Dr	El Cerro Blvd	End	None	Class IIIB	Sharrow Pavement Markings (HV Green)
15	Short Ridge Trail (unpaved)	SV Regional Open Space		Unpaved trail	Unpaved Trail	Improve Unpaved Shared-use Trail
16	Shady Slope Trail (unpaved)	Sycamore Valley Park	SV Regional Open Space	Unpaved trail	Unpaved Trail	Improve Unpaved Shared-use Trail
17	Laurelwood Dr	Short Ridge Trail	Old Blackhawk Rd	None	Class III	Sharrow Pavement Markings
18	Old Blackhawk Rd	Laurelwood Dr	Camino Tassajara	None	Class III	Sharrow Pavement Markings
19	McCauley Rd	Diablo Rd	Short Ridge Trail	None	Class IIIB	Sharrow Pavement Markings (HV Green)
20	Lawrence Rd	Shelterwood Ln	Trail entrance	None	Class III	Sharrow Pavement Markings
21	Lawrence Rd	Camino Tassajara	Shelterwood Ln	None	Class III	Sharrow Pavement Markings

ID	Street	Start	End	Existing Facility	Proposed Facility	Description
22	Prospect Ave	Railroad Ave	Sky Ter	None	Class III	Sharrow Pavement Markings
23	Highland Rd	Prospect Ave	Trailhead	None	Class III	Sharrow Pavement Markings
24	Linda Mesa Ave	Iron Horse Trail	Macomber Rd	None	Class III	Sharrow Pavement Markings
25	Estates Dr	Linda Mesa Ave	Prospect Ave	None	Class III	Sharrow Pavement Markings
26	Harlan Dr	Greenbrook Dr	St. Christopher Dr	None	Class III	Sharrow Pavement Markings
27	St. Christopher Dr	El Capitan Dr	Greenbrook Dr	None	Class III	Sharrow Pavement Markings
28	Cow Creek	Greenbrook Dr	Harlan Dr	Class I	Class I	Paved Shared-Use Path (widened)
29	Cow Creek	El Capitan Dr	Greenbrook Dr	Class I	Class I	Paved Shared-Use Path (widened)
30	Greenbelt Path	El Capitan Dr	Greenbrook Dr	Class I	Class I	Paved Shared-Use Path (widened)
31	Greenbelt Path	Greenbrook Drive	Van Patten Dr	Class I	Class I	Paved Shared-Use Path (widened)
32	Greenbelt Path	Greenbrook HOA Greenbelt		Class I	Class I	Paved Shared-Use Path (widened)
33	Greenbelt Path	Greenbrook HOA Greenbelt	Iron Horse Trail	Class I	Class I	Paved Shared-Use Path (widened)
34	New Trail	Matadera Way	Dustin Ln	None	Class I	Paved Shared-Use Path
35	New Trail	Diablo Rd	Diablo Rd	None	Class I	Paved Shared-Use Path
36	Dustin Ln	Diablo Rd	New Trail	None	Class III	Sharrow Pavement Markings
37	New Trail	El Capitan Dr	Sycamore Valley Rd	None	Class I	Paved Shared-Use Path
38	New Trail	Diablo Rd (Alexan Riverwalk)	Freitas Trail	None	Class I	Paved Shared-Use Path
39	New Trail (unpaved)	Magee Preserve	SV Regional Open Space	Unpaved trail	Unpaved Trail	Unpaved Shared-Use Trail
40	New Trail	Diablo Rd	Blackhawk Rd	None	Class I	Paved Shared-Use Path
41	Danville Blvd	Del Amigo Rd	El Portal	Class II	Class IIB	Buffered Bicycle Lanes w/HV Green Pavement Markings
42	Stone Valley Rd	MVHS	Green Valley Rd	Class III	Class II	Bicycle Lanes
43	La Gonda Way	La Gonda Bridge	Danville Blvd	None	Class II	Bicycle Lanes
44	Paraiso Dr	Camino Ramon	Greenbrook Dr	Class III	Class IIIB	Sharrow Pavement Markings (HV Green)

Figure 27. Proposed Bicycle Network



PROPOSED IMPROVEMENTS

DANVILLE BICYCLE MASTER PLAN

Existing Bikeways

- Class I Shared-Use Path
- Class II Bicycle Lane
- Class III Bicycle Route

Proposed Bikeways

- Class I - Shared-Use Path
- Class II - Bicycle Lanes
- Class IIB - Buffered Bicycle Lanes
- Class III - Bicycle Route (w/Sharrows)
- Class IIIB - Bicycle Boulevard (w/GB Sharrows)
- Unpaved Trail

Features

- Post Office
- School
- Park & Ride
- Project Number
- Parks and Open Space
- Town Boundary

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Map Produced: May 2021.
Data Sources: Town of Danville, Contra Costa County.

Figure 28. Corridor Improvement Examples

Class I: Shared-use Path
Ex: Iron Horse Trail

Class III: Bicycle Routes (w Sharrows)
Ex: El Capitan Drive

Class II: Bicycle Lane
Ex: Camino Tassajara

Class IIB: Buffered Bike Lane
Ex: Danville Road

Class IIIB: Bicycle Boulevard (w Green-back Sharrows)
Ex: Del Amigo Road

SPOT IMPROVEMENTS

In addition to providing safer, and better-connected bikeway corridors, a well-functioning bicycle network addresses localized spot issues that would otherwise present network barriers. Recommended spot improvements include:

- Improvements to intersections that do not comfortably facilitate travel by bicycle
- Improved access to off-street Class I Shared-Use Paths including the Iron Horse Trail

This plan includes **50** spot improvement recommendations in Danville.

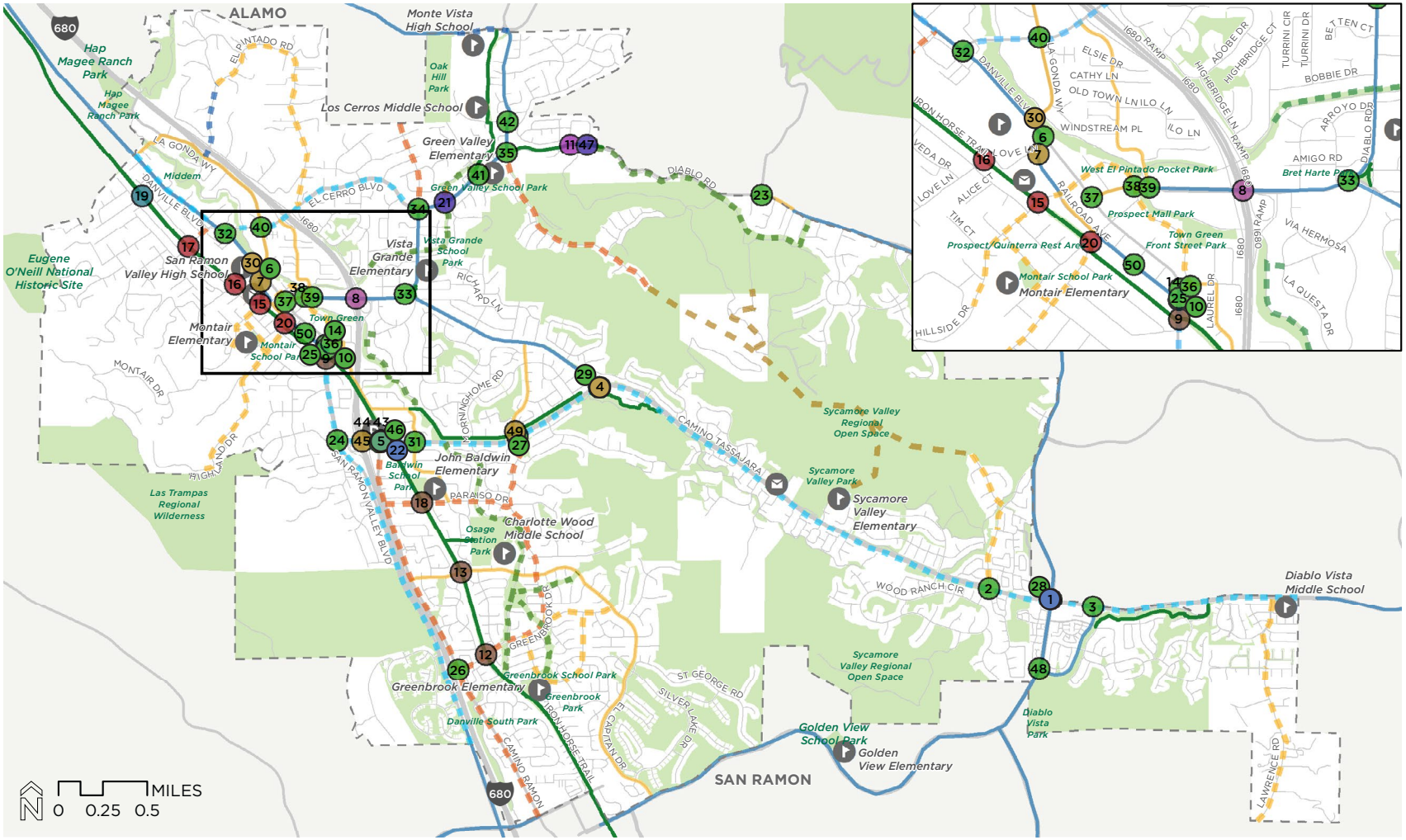
Developed alongside the Town's network of linear bicycle improvements, the proposed spot treatments address safety concerns in areas with a history of bicycle collisions, and reflect public feedback obtained as part of this master planning process. **Table 10** and **Figure 29** provide an overview of the proposed spot improvements along Danville's network. Key focus areas include crossing locations along the Iron Horse Trail, protected intersections on crosstown bikeway connections such as Camino Tassajara, and downtown connectivity. Please note that specific spot improvement recommendations and design for each of the proposed locations will require case-by-case development and engineering review.

Table 11. Proposed Spot Improvements

Project	Cross Street A	Cross Street B	Recommendation
1	Camino Tassajara	Crow Canyon Rd	Protected intersection
2	Camino Tassajara	Old Blackhawk Rd	Bike box + Video detection device
3	Camino Tassajara	Tassajara Ranch Dr	Bike box + Video detection device
4	Camino Tassajara	Sycamore Valley Rd	Bicycle intersection crossings
5	Sycamore Valley Rd	IHT Crossing	Bridge overcrossing
6	Hartz Ave	Railroad Ave	Bike box + Video detection device
7	Love Lane	Railroad Ave	Bicycle intersection crossings
8	Diablo Rd	I-680	Overpass under lighting
9	Iron Horse Trail	San Ramon Valley Blvd	Raised crosswalk
10	San Ramon Valley Blvd	Railroad Ave	Bike box + Video detection device
11	Diablo Rd	Clydesdale Dr	Add lighting
12	Iron Horse Trail	Greenbrook Dr	Raised crosswalk
13	Iron Horse Trail	El Capitan Dr	Raised crosswalk
14	Hartz Way	Hartz Ave	Bike box + Video detection device
15	Iron Horse Trail	Linda Mesa Ave	RRFB + High visibility crosswalk + Improve lighting
16	Iron Horse Trail	Love Ln	RRFB + High visibility crosswalk + Improve lighting
17	Iron Horse Trail	Del Amigo Rd	RRFB + High visibility crosswalk + Improve lighting
18	Iron Horse Trail	Paraiso Dr	Raised crosswalk
19	Iron Horse Trail	Hartford Rd	RRFB + High Visibility Raised Crosswalk + Improve Lighting
20	Iron Horse Trail	West Prospect Ave	RRFB + High visibility crosswalk + Improve lighting
21	Diablo Rd	New trail	PHB + High Visibility Crosswalk + Improve Lighting
22	Sycamore Valley Rd	Camino Ramon/ Iron Horse Trail	Protected intersection + bicycle intersection crossings + improve staging area
23	Blackhawk Rd	Mt. Diablo Scenic Blvd	Bike box + Video detection device
24	Sycamore Valley Road	San Ramon Valley Blvd	Bike box + Video detection device
25	San Ramon Valley Blvd	Hartz Ave	Bike box + Video detection device

Project	Cross Street A	Cross Street B	Recommendation
26	Camino Ramon	Greenbrook Dr	Bike box + Video detection device
27	Greenbrook Dr	Sycamore Valley Rd	Bike box + Video detection device
28	Camino Tassajara	Crow Canyon Rd	Bike box + Video detection device
29	Camino Tassajara	Sycamore Valley Rd	Bike box + Video detection device
30	La Gonda Way	Bridge	Bike Lanes
31	Sycamore Valley Rd	Brookside Dr	Bike box + Video detection device
32	Danville Blvd	El Cerro Blvd	Bike box + Video detection device
33	Diablo Rd	Camino Tassajara	Bike box + Video detection device
34	Diablo Rd	El Cerro Blvd - Ackerman Dr	Bike box + Video detection device
35	Diablo Rd	Green Valley Rd	Bike box + Video detection device
36	Front St	Hartz Way	Bike box + Video detection device
37	Diablo Rd	Hartz Ave	Bike box + Video detection device
38	Diablo Rd	Front St	Bike box + Video detection device
39	Diablo Rd	West El Pintado	Bike box + Video detection device
40	El Cerro Blvd	La Gonda Way	Bike box + Video detection device
41	Diablo Rd	Matadera Way	Bike box + Video detection device
42	Green Valley Rd	Blemer Rd /Cameo Drive	Bike box + Video detection device
43	Park & Ride	Sycamore Valley Rd	Bike Parking
44	Park & Ride	Iron Horse Trail	Iron Horse Trail connections
45	Sycamore Valley Rd	I-680 On/Off Ramps	Bicycle intersection crossings
46	Sycamore Valley Rd	Camino Ramon	Bike box + Video detection device
47	Diablo Road	Fairway Dr	PHB + High Visibility Crosswalk + Improve Lighting
48	Crow Canyon Rd	Tassajara Ranch Dr	Bike box + Video detection device
49	Old Orchard Dr	Freitas Trail	Bicycle intersection crossings
50	Railroad Ave	Church St	Bike box + Video detection device

Figure 29. Proposed Spot Improvements



PROPOSED IMPROVEMENTS

DANVILLE BICYCLE MASTER PLAN

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Map Produced: Jul 2021.
Data Sources:
Town of Danville,
Contra Costa County.

Proposed Spot Improvements

- RRFB + High Visibility Raised Crosswalk + Improve Lighting
- RRFB + High visibility crosswalk + Improve Lighting
- PHB + High Visibility Crosswalk + Improve Lighting
- Bike Box + Video Detection Device
- Bicycle Intersection Crossings
- Overpass Under Lighting
- Protected Intersection
- Bridge Overcrossing
- Raised Crosswalk
- Bike Parking
- Add Lighting

Existing Bikeways

- Class I Shared-Use Path
- Class II Bicycle Lane
- Class III Bicycle Route

Proposed Bikeways

- Class I - Shared-Use Path
- Class II - Bicycle Lanes
- Class IIB - Buffered Bicycle Lanes
- Class III - Bicycle Route (w/ Sharrows)
- Class IIIB - Bicycle Boulevard (w/ GB Sharrows)
- Unpaved Trail

Features

- Post Office
- School
- Park & Ride

Raised Crossings with Rectangular Rapid Flashing Beacons (RRFBs)

The combination of an elevated trail crossing and a Rectangular Rapid Flashing Beacon (RRFB) System can improve the visibility of active transportation users crossing the street. Raised crosswalks at intersections can eliminate grade changes from the bicycle path and give active transportation users greater visibility as they cross the street. Installation of raised crosswalks have been shown to reduce pedestrian-vehicle collisions by up to 46 percent (Elvik and Vaa 2004). Raised crosswalks also functions as speed tables, and encourage motorists to slow down (**Figures 30** and **31**). As such, they should be used only in cases where a special emphasis on active transportation users is desired. Raised crosswalks are typically implemented on low-speed streets, bike boulevards and other areas of very high pedestrian activity. Shown in **Figure 32**, RRFBs are a type of active warning beacon used at unsignalized crossings. They are designed to increase motor vehicle yielding compliance by alerting drivers through a flashing light when someone (i.e., bicyclist or pedestrian) is using the crossing, therefore giving further advanced warning to cars. RRFBs are typically activated by active transportation users manually with a push button, or can be actuated automatically with passive detection systems. Other companion system components can include actuated LED enhanced STOP signs for trail users and downlighting for crosswalk illumination.

Figure 30. Raised crosswalks and RRFBs help improve visibility of users crossing the street

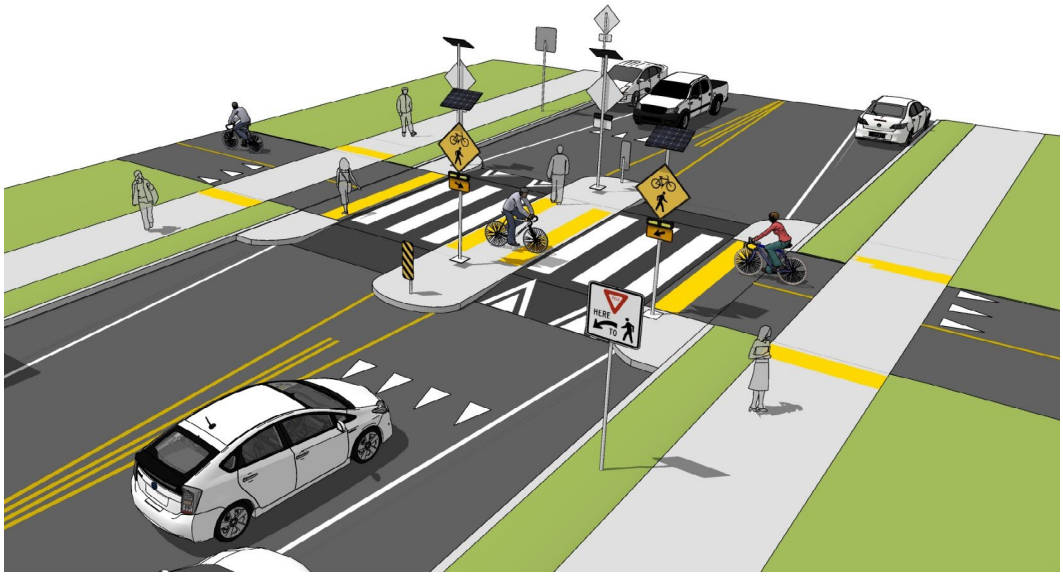


Figure 31. Existing Raised Crossing treatment in Danville

Figure 32. Existing RRFB and improved lighting installation along Iron Horse Trail

Bicycle Boxes

Bicycle boxes are designated areas specifically for bicyclists marked in green paint located at the head of a traffic lane at a signalized intersection. The bicycle box provides bicyclists with a visible way to get ahead of queuing traffic during the red signal phase (**Figure 33**). This can help bicyclists position themselves to turn left instead of mixing with traffic to merge across from the bicycle lane. **Figure 34** provides an overview of the typical application of a bicycle box.

Figure 33. Existing Bicycle Box application on Diablo Road

Increased Lighting

Increased lighting helps improve visibility of people biking at intersections. Lighting improvements can also improve perceived safety of users crossing intersections and create a more pleasant biking experience at night.

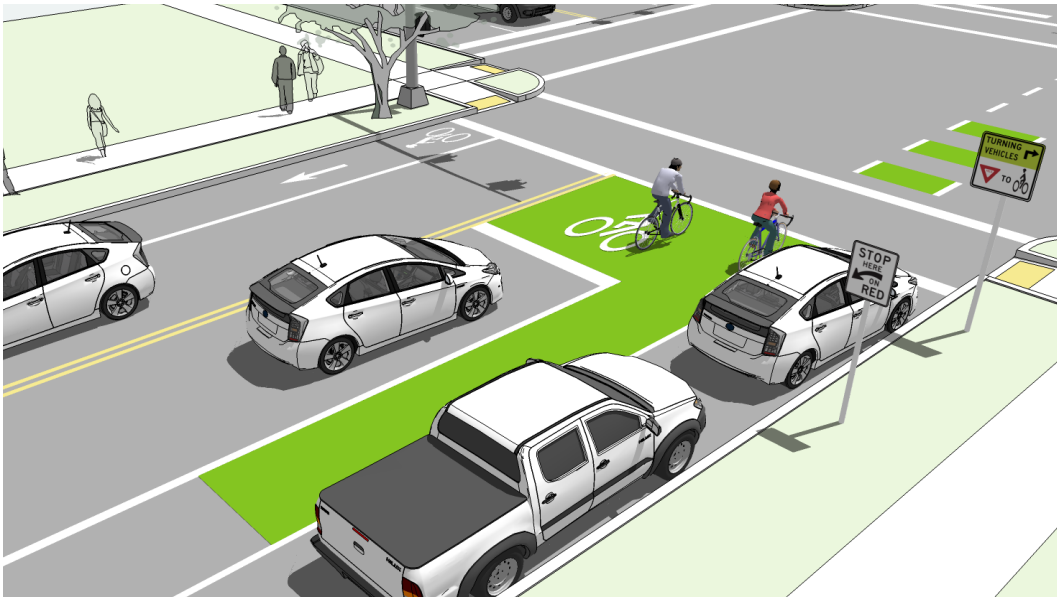


Figure 34. Bicycle boxes can provide safer and more visible space for bicyclists by allowing space in front of queuing traffic

Figure 35. Bicycle intersection crossing options

Bicycle Intersection Crossings

Bicycle intersection crossings are pavement markings that track through an intersection. The markings guide bicyclists on a safe and direct path through the intersection and provide a clear boundary between the paths of bicyclists and pedestrians, and between bicyclists and motorists in the adjacent travel lane. Typical applications of bicycle intersection crossings include: streets with conventional, buffered, or separated bike lanes; streets with high volumes of adjacent traffic; and, roadways where other potential conflicts exist between paralleling bicycle and adjacent motor vehicle traffic. **Figure 36** shows an existing application of a bicycle intersection crossing treatment along Diablo Road in Danville. Intersection markings should be the same width and in line with the leading bicycle facility. Implementation may include dotted lane line extensions (Option A on **Figure 35**) or dotted white lines with solid, or dashed green within the same extents as the dotted line itself (Option B on **Figure 35**). Yellow centerline striping assists to separate opposing directions of bicycle travel.

Figure 36. Existing bicycle intersection crossing on Diablo Road

Figure 38. Video detection application in Berkeley, CA

Bicycle Video Detection Systems

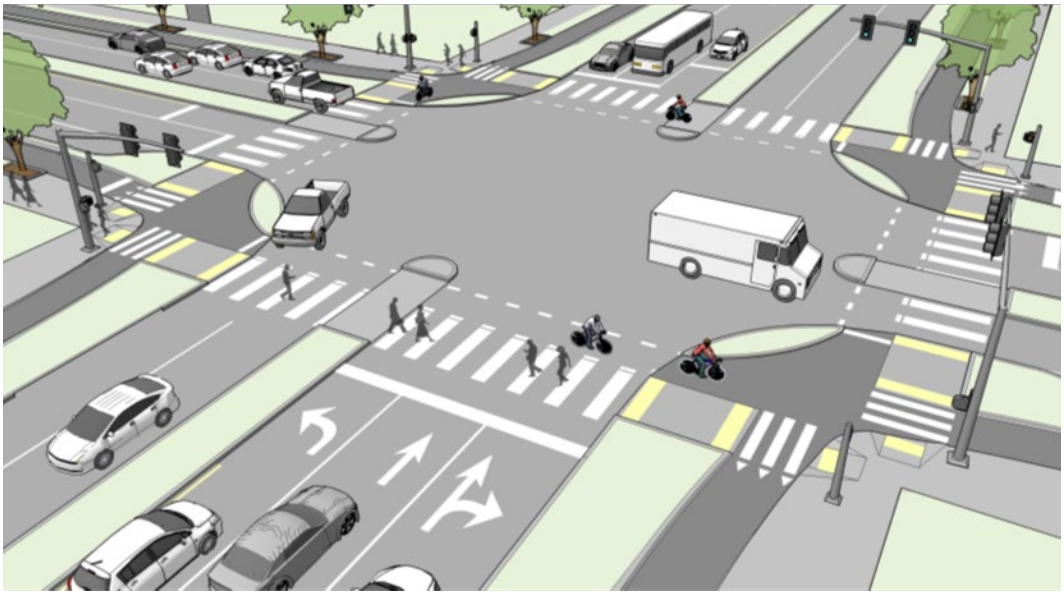
Video camera detection systems are able to detect bicyclists at intersections to trigger traffic signal phases, ensure that people biking have enough time to navigate across intersections, improve traffic flow, and can automate bicycle counts. See **Figure 37** and **Figure 38** for examples of bicycle detection systems with detection indicator devices.

Figure 37. Video Detection Indicator on Diablo Road in Danville, CA

Protected Intersections

A protected intersection (**Figure 39**) is a design treatment intended to minimize potential conflicts between people walking, bicycling, and driving at intersections. Protected intersections provide physical separation for walkers and bikers from moving cars. Vertical elements such as flexible posts or concrete islands work to reduce stressful interactions with cars. The design maintains a physical separation within the intersection to define the turning paths of motor vehicles, slow vehicle turning speed, and offer a comfortable place for people bicycling while waiting at a red light signal.

Figure 39. Protected intersections help reduce conflicts between right-turning cars and people bicycling through the intersection by helping reduce turning speeds and providing a forward stop bar to improve visibility and create a buffer for bicyclists



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CHAPTER 5: PROGRAMS AND POLICY RECOMMENDATIONS

This section provides a summary of the recommended policies and support programs to create a bicycle-friendly community within the Town of Danville. This section includes a description of existing and proposed recommendations by each programmatic category (i.e., Engineering, Encouragement, Education, Enforcement and Evaluation).

ENGINEERING AND INFRASTRUCTURE

Bicycle support facilities provide increased comfort and ease for people who bike. **Table 12** summarizes existing and proposed engineering programs in Danville that work in conjunction with existing bicycle infrastructure to improve user experience.

Table 12. Existing and Recommended Engineering Programs

Support Program/ Facility	Description	Plan Goal	Examples
Existing			
Bike detection at intersections	• Bike detection at intersections allow for people who bike to proceed at intersections with the same priority as someone who is driving in a car. These detectors enhance existing bike routes and provide smoother connections.	• Connectivity	https://www.danville.ca.gov/736/Traffic-Signal-Bicycle-Detection-Upgrade
Bike rack installation program	• Bike rack programs coordinate and streamline bike rack installations. Potential components include: long term parking elements (lockers), end-of-trip facilities, decorative bike racks, and others. Implementation should be prioritized at public facilities and gathering spaces such as Town Green, community center and libraries.	• Connectivity	https://www.danville.ca.gov/DocumentCenter/View/1292/Danville-Bicycle-Parking-Study-PDF
Proposed			
Bikeshare and micromobility	• Bike share and micromobility (i.e., scooters, e-bikes, and other personal mobility devices) are becoming an increasingly important component of the transportation environment. These mobility devices can be personally owned and rented as part of shared mobility systems. Micromobility systems should be implemented in manner that equitably and successfully serves all areas of Danville particularly those with high concentrations of walking and biking. In 2021, the Town began working with CCTA and other local jurisdictions and agencies on the development of a San Ramon Valley-wide pilot bike share program. This program has potential to expand to e-bikes and scooters. Uniform ordinances, regulations and safety guidelines will be developed, reviewed and approved prior to the launch of this program.	• Connectivity • Institutional • Collaboration and Transparency	www.tam.ca.gov/planning/bike-share-feasibility-study/

Support Program/ Facility	Description	Plan Goal	Examples
End of trip facilities	• End of trip facilities such as bike parking, fix-it stations, and bikeshare docking stations help encourage people to bike more by providing the amenities they need at the end of their trip. Implementation should be prioritized at public facilities and gathering spaces such as Town Green, community center and libraries.	• Connectivity	https://bikesmakelifebetter.com/bike-parking-for-employers-developers-a-guide-to-end-of-trip-facilities/
QuickBuild Projects	• Infrastructure components such as curb extensions and medians can be implemented faster in the short- to medium-term using quick build strategies and materials. Quick Build projects typically include less expensive materials such as paint, thermoplastic, and bollards/ delineators (or other sturdy but removable materials). These improvements share many of the same safety benefits of their permanent counterparts, but can be implemented faster and cheaper, allowing Danville to be more responsive to safety concerns while still planning for long-term funding and implementation.	• Connectivity • Safety • Institutional	www.calbike.org/quick-build-street-design/
Tactical urbanism and Slow Streets/ School Streets	• Tactical Urbanism Projects are short-term, temporary bicycle facility installations that allow the jurisdiction and community to "test out" different roadway configurations/ infrastructure treatments prior to detailed design and permanent construction. These can last anywhere from one week to several months depending on the objectives and data collection/observation needs of the project. • Slow Streets and School Streets are streets with either partial or fully-closed access to motor vehicle traffic in order to provide more space (and social distancing if necessary) and safety for bicyclists and pedestrians. Slow Streets that front schools can be considered School Streets and can be designed with school/student-specific treatments.	• Connectivity • Safety • Institutional	www.oaklandca.gov/projects/oakland-slow-streets

ENCOURAGEMENT

Encouragement programs help to create lasting bicycle culture and can encourage shifts in bicycle mode share. **Table 13** provides an overview of existing and recommended bicycle encouragement programs.

Table 13. Existing and Recommended Encouragement Programs

Support Program/ Facility	Description	Plan Goal	Examples
Existing			
Bike to Work Day	• The Town has sponsored Bike to Work Day events consistent with the region's annual Bike to Work Day in May.	• Institutional Collaboration and Transparency	511contracosta.org
Proposed			
Open Streets	• Open Street events promote and celebrate bicycling and encourage participation from neighborhoods.	• Institutional	
Adopt-A-Trail Program	• The program provides individuals, groups, businesses, and clubs the opportunity to adopt a section of trail on an annual basis. Each sponsor supports their Adopted Trail through financial contributions and volunteer trail work.	• Connectivity	www.sccgov.org/sites/parks/Volunteer/Documents/Adopt-a-Trail_Guidelines.pdf
Bicycle Friendly Designation	• The Bicycle Friendly America program sponsored by the League of American Cyclists provides a roadmap, hands-on assistance and recognition for communities around the U.S. that have made strides on the implementation of infrastructure, policy, and programmatic improvements to enhance bicycling around their community.	• Institutional	www.bikeleague.org/community
Bicycle Friendly Business Program	• Similar to the Bicycle Friendly Community designation, the Bicycle Friendly Business program recognizes businesses for their efforts to encourage a more bicycle friendly atmosphere. This requires businesses to implement different strategies to accommodate the different needs of customers and employees.	• Institutional	www.bikeleague.org/business

Support Program/ Facility	Description	Plan Goal	Examples
Bike Trains to School	• Bike Trains are organized groups of students biking to school under the supervision of a guardian/ adult volunteer. These groups follow predetermined routes and can operate occasionally or daily depending on interest from families.	• Safety • Institutional	https://alamedacountysr2s.org/our-services/plan-an-event/walking-school-bus-bike-train/
Partnerships with Bicycle organizations	• The formation of strong relationships with local bicycle advocates and bicycle clubs will encourage mutually beneficial collaboration and help Danville reach its plan goals	• Institutional • Collaboration and Transparency	http://www.calbike.org/local_partners
Wayfinding	• Wayfinding signs provide important destination, distance, and navigation information to roadway users. Specific wayfinding signs designed for people walking and bicycling should be implemented at key locations across the County to further support active transportation.	• Institutional • Connectivity	https://nacto.org/publication/urban-bikeway-design-guide/bikeway-signing-marking/bike-route-wayfinding-signage-and-markings-system/
Promotional materials (bicycle swag)	• Provide Town-sponsored bicycle lights, bells, and other types of bicycle safety accessories that encourages bicycling and promotes Danville as a bicycle-friendly community	• Safety • Institutional	San Ramon Valley Streets Program (http://street-smarts.com/)

EDUCATION

Bicycle education programs help those who are interested in bicycling to feel more comfortable, safe, and confident navigating streets and shared-use paths. **Table 14** outlines existing educational programs in Danville as well as potential program expansion.

Table 14. Existing and Recommended Education Programs

Support Program/ Facility	Description	Plan Goal	Examples
Existing			
San Ramon Valley Street Smarts Program	• Street Smarts is a traffic education program for the San Ramon Valley area. The program includes traffic safety education and on-site school days for elementary, middle, and high school students.	• Institutional • Safety	www.streets-smarts.com
Proposed			
Bicycle Advisory Committee Development	• BAC will have opportunity and be tasked with educating the public on Town bicycle projects and programs, particularly related to safety and encouragement of bicycling safely in Danville. For more information on BAC development, refer to Table 16, Evaluation	• Institutional • Collaboration and Transparency	https://www.half-moon-bay.ca.us/390/BicyclePedestrian-Advisory-Committee-BPA
Safe Routes to School Program (Town of Danville sponsored)	• A Town of Danville/San Ramon Valley Unified School District SRTS Program would provide education for school site administrators, parents, and children about bicycle safety, pedestrian awareness, and traffic concerns.	• Safety	https://www.sanramon.ca.gov/our_city/departments_and_divisions/public_works/streets/safe_routes_to_school
Develop facility maps and video/ print tutorial materials	• As Danville's bicycle network continues to grow, it will be important to maintain an up-to-date map of current facilities. This map should be made available online and also in print form. Maps can be distributed at bike shops, libraries, coffee shops, and other destinations. Both print and online resources are opportunities to share safety tips and tutorials of how to utilize bicycle infrastructure specific to Danville.	• Safety • Institutional	https://oakgis.maps.arcgis.com/apps/MapSeries/index.html?appid=e778c7f232c8400182a7f11e7449b9b2
Develop safety education program for all non-motrized modes	• Develop safety plans and programs that include all non-motorized modes including bicycles, e-bicycles and scooters. Focus on safety challenges and current regulations specific to the various modes.	• Safety • Institutional	https://www.sandiego.gov/bicycling/bicycle-and-scooter-sharing

ENFORCEMENT

Enforcement programs help to institutionalize safe biking and walking transportation systems. By prioritizing relationships between law enforcement and people who bike, these programs help create safe environments for all users. **Table 15** below lists the recommended enforcement programs for Danville.

Table 15. Recommended Enforcement Programs

Support Program/ Facility	Description	Plan Goal	Examples
Proposed			
Bike patrol program	• Partner with the Police Department to develop a Town-wide program that provides routine patrolling on bicycles. The program would allow for increased community contact and promotion of bicycle safety.	• Collaboration and Transparency	www.el-cerrito.org/246/Bicycle-Patrol-Program
Traffic Ticket Reduction	• Development of a partnership program with Danville Police/Contra Costa County Sheriff and Bike East Bay to provide bicycle education as a traffic court option. Cyclists that receive a citation/infraction on a bicycle for California Vehicle Code violations would be permitted to attend a Basic Street Skills class to reduce or waive fines. Provide targeted enforcement at high-collision locations such as along the Iron Horse Trail at crossings.	• Safety • Collaboration and Transparency	www.marinbike.org/traffic-citation-fee-reduction/

EVALUATION

Programs to help evaluate and track progress towards reaching the Plan's goals are important for long term success and project implementation. **Table 16** lists proposed programs that help identify what's working, what's not working, and where additional efforts are needed following the completion of the plan. A key recommendation is the formation of a Town-appointed Bicycle Advisory Committee comprised of Danville residents and stakeholders of all ages, skill sets and interests to provide oversight and guidance to the Town on future recommendations related to bicycle policy, programs and projects.

Table 16. Recommended Evaluation Programs

Support Program/ Facility	Description	Plan Goal	Examples
Existing			
Collision report analysis	• Quarterly reviews of bicycle collisions and monthly meetings by the Police and Transportation Departments help assess Danville traffic safety issues, identify collision reduction strategies, and track progress towards a safer community for bicyclists.	• Institutional • Safety	https://www.sfmta.com/sites/default/files/reports/2016/San%20Francisco%20Collisions%20Report%202012%202015.pdf
Field reconnaissance evaluations	• Quarterly field reviews of bicycle facility operations and maintenance needs through active observation of bicycle user behaviors, travel patterns, utilization of devices, and condition/operation of devices and infrastructure.		
Proposed			
Bicycle Advisory Committee development	• Support formation of an official, Town-appointed Bicycle Advisory Committee to assist Danville Town staff in implementing the Plan. BACs help to develop annual action plans and help track project progress.	• Institutional • Collaboration and Transparency	https://www.half-moon-bay.ca.us/390/BicyclePedestrian-Advisory-Committee-BPA
Bike counters	• Conducting regular bicycle counts is important to understand how travel behavior is changing throughout Danville. Counting methodology should be consistent with other regional metrics. Before and after project counts are another great method to help judge the impacts of active transportation projects.	• Institutional	http://www.pedbikeinfo.org/planning/tools_counts.cfm

Support Program/ Facility	Description	Plan Goal	Examples
Online Portal	• Create and maintain a GIS portal showing recent and ongoing active transportation project planning and status, and quarterly bicycle-involved collision statistics.	• Collaboration and Transparency • Institutional	https://oakgis.maps.arcgis.com/apps/MapSeries/index.html?appid=e778c7f232c8400182a7f11e7449b9b2
School Safety Assessment	• In partnership with Danville's existing SRTS program, conducting safety assessments will help identify barriers and challenges for students who bike to/from school and help develop countermeasures to improve such deficiencies	• Safety	https://alamedacountysr2s.org/our-program/school-safety-assessments/

CHAPTER 6: IMPLEMENTATION STRATEGY

*This chapter summarizes the strategy for implementing the projects and programs contained in **Chapter 4** and **Chapter 5**. It also provides an overview of the metrics and methodology used to weigh projects to develop a planning-level assessment for the prioritization of projects and programs. Finally, a summary of cost estimates and potential funding sources are included.*

PROJECT PRIORITIZATION

The approach to enhancing and expanding Danville's bicycle network must consider what is realistic given historic and anticipated funding, while also providing the Town with flexibility to respond to changing conditions and opportunities that may arise. The prioritization of proposed projects helps formulate a strategic list to guide project implementation. Prioritization results are flexible concepts that serve as guidelines. It is recommended that the Town re-evaluate the proposed projects and rankings every five years. Over time as development occurs or other changes to land uses and Danville's transportation network take place, this framework can be used to re-evaluate remaining projects and continue pursuing implementation of the Plan. For example, a low priority spot improvement may be completed ahead of a high priority corridor project due to immediate funding opportunities as part of a redevelopment or larger project. Similarly, a high priority project may require additional study and funding making it take longer to implement.

METHODOLOGY

Recommended projects were evaluated using five criteria that support the vision and goals of the plan. Each evaluation criteria was given a normalized score as listed in the table below: projects receiving higher points were ranked higher based on each evaluation criteria. The scores were then combined, and each corridor and spot improvement was assigned a Quantitative Corridor Score ranging from 0–20, with 20 being the best. **Table 17** outlines criteria for each of the prioritization score inputs, with more details about each input below. Following score calculations, improvements were sorted into high, medium, and low priority categories based on the distribution of scores. Final scores can be found in **Table 20** and **Table 21.**

Table 17. Project Prioritization Criteria

Criteria	Measure	Points
Safety	• Projects that are within 250 ft of at least one bicycle-related fatality within last 5 years	6.0
	• Projects that are within 250 ft of at least one bicycle-related severe injury collision within the last 5 years	4.0
	• Projects that are within 250 ft of at least one bicycle related collision	2.0
Connectivity to Destinations	• Projects that connect people to Downtown	2.0
	• Projects that connect people to a school (i.e., elementary, middle, high school)	2.0
	• Projects that provide direct connection to the Iron Horse Trail	2.0
Comfort (type of facility)	• Projects that are comfortable for users of all ages and abilities (ex., Class I or Class IIB)	3.0
	• Other projects (ex., Class II, Class III or Class IIIB)	1.0
Public Support	• Recommended projects that received high support (50 or more likes for corridor improvements; 30 or more likes for spot improvements; specific comments from user groups)	3.0
	• Recommended projects that received medium support (27-49 likes for corridors; 20-29 likes for spot improvements)	2.0
	• Recommended projects that received low support (1-26 likes for corridor improvements; 6-19 likes for spot improvements)	1.0
Feasibility	• Opportunity for quick implementation based on cost estimates	1.0
	• Opportunity for medium effort based on cost estimates	0.5

A description of the five criteria considered for this methodology is included below.

SAFETY

Safety related scores account for the history of bicycle-related collisions (2015-2020) within a 250-foot buffer of a proposed improvement. Projects with a higher number of bicycle-related collisions suggest the need for infrastructure improvements. To this end, projects within 250 feet of a bicycle-related fatality received a total of 6 points. Similarly, projects within 250 feet of a bicycle related serious injury, received 4 points. Finally, projects within 250 feet of a bicycle-related collision received 2 points. Using point data from the collision analysis (see existing conditions section) of this Plan, linear bikeway projects and spot improvements that met this criterion were identified using the Spatial Selection tool in GIS. Proposed projects received a maximum of 6 points based on their impact on improving safety.

CONNECTIVITY TO DESTINATIONS

Projects that provide increased and more comfortable connections to downtown, schools, and the Iron Horse Trail received connectivity points. Using the Spatial Selection tool, linear and spot improvement projects connecting to these destinations were identified. Connectivity points were granted to projects located within 1,000 feet of said destinations. Projects received points for providing connectivity to downtown (2 pts), schools (2 pts) and the Iron Horse Trail (2 pts) for a maximum connectivity scoring of 6.

COMFORT

Projects providing the most comfort to users of all ages and abilities received up to 3 points. Because of the separation from motorists provided, Class I shared-use paths, and Class IIB buffered bicycle lanes as well as any spot improvements connecting to these facilities received the highest scores. Other projects including Class II bicycle lanes, Class III bicycle routes, and Class IIIB bike boulevards and their associated spot improvements received 1 point as they did not meet the needs of all users. Proposed projects received a maximum of 3 points based on their impact on user comfort.

PUBLIC SUPPORT

This category awarded points to projects addressing community concerns and needs based on feedback received through the project's online interactive web map. Public comment data was downloaded from the interactive map and converted to a geodatabase. Using the Spatial Selection tool in ARCGIS, the project team identified linear bikeway projects and spot improvements receiving favorable comments in the online

interactive map. A net number of positive comments was calculated by subtracting total 'Dislikes' from 'Likes' for each project. Using this net positive value, the projects were then grouped based on the distribution of values. For linear improvements, projects with 50 or more net positive comments received 3 points, projects with 27-49 comments received 2 points, projects with 1-26 comments received 1 point, and projects with no net positive comments received 0 points. For spot improvements, projects with 30 or more net positive comments received 3 points, projects with 20-29 comments received 2 points, projects with 6-19 comments received 1 point, and projects with no net positive comments received 0 points.

FEASIBILITY

Projects with opportunities for quick implementation based on cost estimates and Town staff feedback received a feasibility score of 1. Projects with medium cost estimates received 0.5 points. Projects requiring higher planning and engineering involvement and increased funding, received a score of 0.

TOTAL SCORE

Following the analysis, each project received a final combined prioritization score that included the sum of all criteria, for a maximum possible score of 20 points.

PROJECT IMPLEMENTATION

To focus the Town's resources and plan the implementation of improvements for the next five years, the Proposed Bicycle Network was further analyzed to prioritize the projects for implementation. **Table 18** and **Table 19** include the "Top Tier" projects for implementation.

The maximum prioritization scoring received was 14.5 for corridor improvements and 13.5 for intersection improvements. For a complete project list with prioritization scores, see **Tables 20** and **21.** Reference maps have been included in **Figures 40** and **41.**

Table 18. Top Tier Corridor Improvements

Project ID	Location	Existing Facility	Proposed Improvement	Prioritization Score
3	San Ramon Valley Blvd	Class II	Class IIB	14.5
8	El Cerro Blvd	Class II	Class IIB	14.5
1	Camino Tassajara	Class II	Class IIB	13.0
2	Sycamore Valley Rd	Class II	Class IIB	13.0
5	San Ramon Valley Blvd	Class II	Class IIB	13.0

Table 19. Top Tier Spot Improvements

Project ID	Location	Cross Street	Proposed Improvement	Prioritization Score
16	Iron Horse Trail	Love Ln	RRFB + High visibility crosswalk + Improve lighting	13.5
29	Camino Tassajara	Crow Canyon Rd	Bike box + Video detection device	13.5
22	Sycamore Valley Rd	Camino Ramon/ IHT	Protected intersection + bicycle intersection crossings + improve staging area	12.5
5	Sycamore Valley Rd	IHT Crossing	Bridge overcrossing	12
9	Iron Horse Trail	San Ramon Valley Blvd	Raised crosswalk	12
17	Iron Horse Trail	Del Amigo Rd	RRFB + High visibility crosswalk + Improve lighting	12

Table 20. Corridor Improvements by Prioritization Score

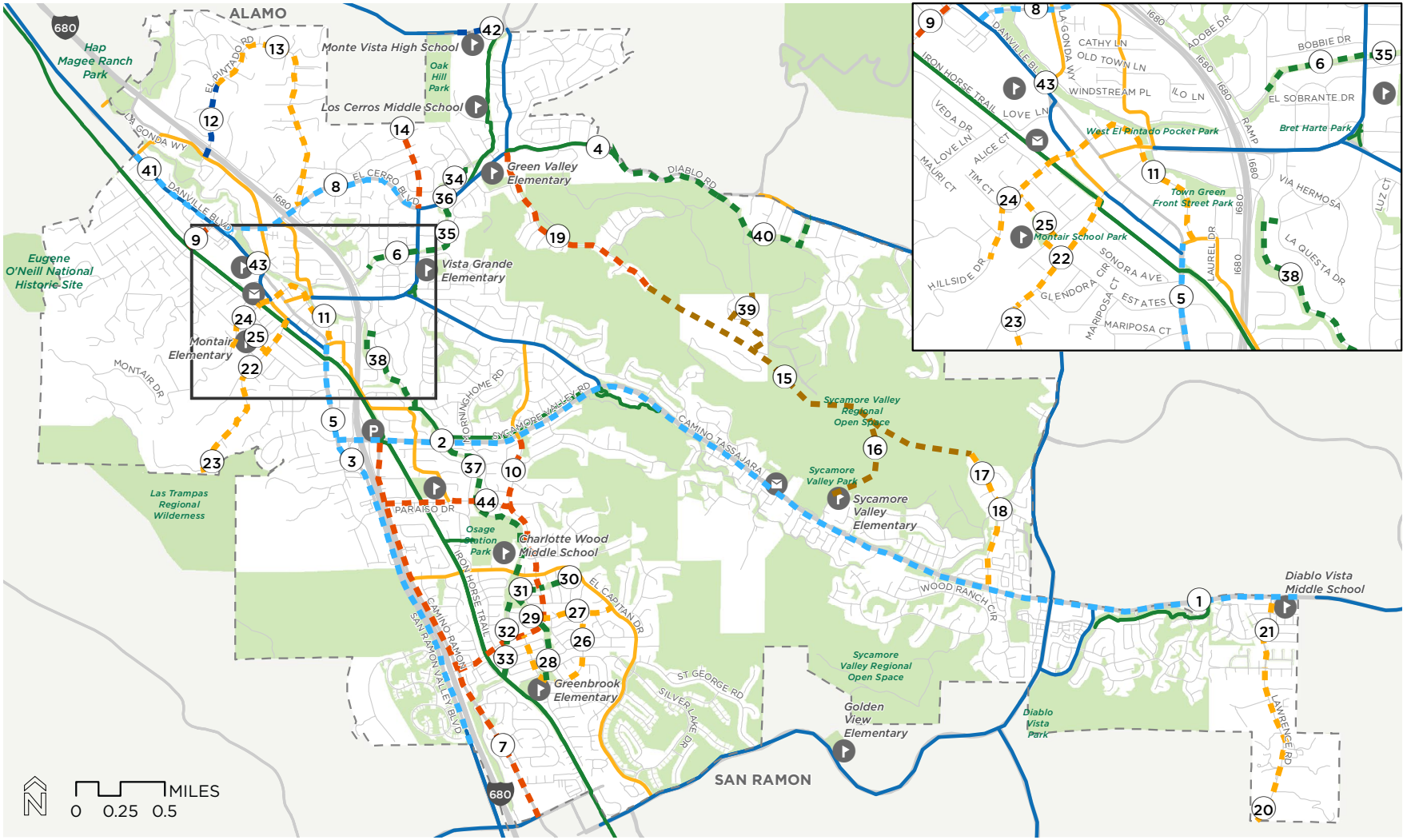
Project	Street	Start	End	Existing Facility	Recommended Facility	Safety	IHT Connectivity	Downtown Connectivity	Schools Connectivity	Comfort	Public Comment	Feasibility	TOTAL
3	San Ramon Valley Blvd	Podva Rd	Jewel Ter	Class II	Class IIB - Buffered Bicycle Lanes	6	0	2	0	3	3	0.5	14.5
8	El Cerro Blvd	Danville Blvd	Diablo Rd	Class II	Class IIB - Buffered Bicycle Lanes	4	0	2	2	3	3	0.5	14.5
1	Camino Tassajara	Sycamore Valley Rd	Hansen Ln	Class II	Class IIB - Buffered Bicycle Lanes	2	0	2	2	3	3	1	13
2	Sycamore Valley Rd	San Ramon Valley Blvd	Camino Tassajara	Class II	Class IIB - Buffered Bicycle Lanes	2	2	2	0	3	3	1	13
5	San Ramon Valley Blvd	Hartz Way	Sycamore Valley Rd	Class II	Class IIB - Buffered Bicycle Lanes	2	2	2	0	3	3	1	13
23	Highland Rd	Prospect Ave	Trailhead	None	Class III - Bicycle Route (w/ Sharrows)	6	0	2	2	1	1	1	13
10	Greenbrook Dr	Camino Ramon	Sycamore Valley Dr	Class III	Class IIIB - Bicycle Boulevard (w/ GB Sharrows	2	2	2	2	1	3	0.5	12.5
11	Prospect Avenue-Front Street	Iron Horse Trail	Hartz Ave	None	Class III - Bicycle Route (w/ Sharrows)	2	2	2	2	1	2	1	12
7	Camino Ramon	Sycamore Valley Rd	Fostoria Way	Class III	Class IIIB - Bicycle Boulevard (w/ GB Sharrows	2	2	2	0	1	3	1	11
9	Del Amigo Rd	Iron Horse Trail	Danville Blvd	None	Class IIIB - Bicycle Boulevard (w/ GB Sharrows	4	2	2	0	1	1	1	11
33	Greenbelt Path	Greenbrook HOW Greenbelt	Iron Horse Trail	Class I	Class I - Shared-Use Path	0	2	2	2	3	2	0	11

Project	Street	Start	End	Existing Facility	Recommended Facility	Safety	IHT Connectivity	Downtown Connectivity	Schools Connectivity	Comfort	Public Comment	Feasibility	TOTAL
34	New Trail	Matadera Way	Dustin Ln	None	Class I - Shared-Use Path	2	0	2	2	3	2	0	11
41	Danville Bld	Del Amigo	El Portal	Class II	Class IIB - Buffered Bicycle Lanes	2	0	2	0	3	3	0.5	10.5
4	Diablo Rd Trail	Fairway Dr	Mt Diablo Scenic Blvd/ Avenida Nueva	None	Class I - Shared-Use Path	2	0	2	0	3	3	0	10
22	Prospect Ave	Railroad Ave	Sky Ter	None	Class III - Bicycle Route (w/ Sharrows)	0	2	2	2	1	2	1	10
44	Paraiso Dr	Camino Ramon	Greenbrook Dr	Class III	Class IIIB - Bicycle Boulevard (w/ GB Sharrows	2	2	2	2	1	0.5	0.5	10
19	McCauley Rd	Diablo Rd	Short Ridge Trail	None	Class IIIB - Bicycle Boulevard (w/ GB Sharrows	0	0	2	2	1	3	1	9
24	Linda Mesa Ave	Iron Horse Trail	Macomber Road	None	Class III - Bicycle Route (w/ Sharrows)	0	2	2	2	1	1	1	9
28	Cow Creek	Greenbrook Dr	Harlan Dr	Class I	Class I - Shared-Use Path	0	0	2	2	3	2	0	9
31	Greenbelt Path	Greenbrook Drive	Van Patten Dr	Class I	Class I - Shared-Use Path	0	0	2	2	3	2	0	9
35	New Trail	Diablo Rd	Diablo Rd	None	Class I - Shared-Use Path	0	0	2	2	3	2	0	9
6	Green Valley Trail	Highbridge Ln	Diablo Rd	None	Class I - Shared-Use Path	0	0	2	2	3	1	0	8

Project	Street	Start	End	Existing Facility	Recommended Facility	Safety	IHT Connectivity	Downtown Connectivity	Schools Connectivity	Comfort	Public Comment	Feasibility	TOTAL
14	Ackerman Dr	El Cerro Blvd	End	None	Class IIIB - Bicycle Boulevard (w/ GB Sharrows	2	0	2	0	1	2	1	8
18	Old Blackhawk Rd	Laurelwood Dr	Camino Tassajara	None	Class III - Bicycle Route (w/ Sharrows)	2	0	2	0	1	2	1	8
25	Estate Dr	Linda Mesa Ave	Prospect Ave	None	Class III - Bicycle Route (w/ Sharrows)	0	0	2	2	3	0	1	8
26	Harlan Dr	Greenbrook Dr	St. Christopher Dr	None	Class III - Bicycle Route (w/ Sharrows)	0	0	2	2	1	2	1	8
37	New Trail	El Capitan Dr	Sycamore Valley Rd	None	Class I - Shared-Use Path	0	0	2	2	3	1	0	8
16	Shady Slope Trail (unpaved)	Sycamore Valley Park	SV Regional Open Space	Unpaved trail	Unpaved Trail	0	0	2	2	1	2	0	7
29	Cow Creek	El Capitan Dr	Greenbrook Dr	Class I	Class I - Shared-Use Path	0	0	2	2	3	0	0	7
32	Greenbelt Path	Greenbrook HOA Greenbelt	N/A	Class I	Class I - Shared-Use Path	0	0	2	2	3	0	0	7
40	New Trail	Diablo Rd	Blackhawk Rd	None	Class I - Shared-Use Path	0	0	2	0	3	2	0	7
43	La Gonda Way	La Gonda Bridge	Danville Blvd	None	Class II - Bicycle Lanes	0	0	2	2	3	0	0	7
12	El Pintado Rd	La Gonda Way	El Alamo	None	Class II - Bicycle Lanes	0	0	2	0	1	2	1	6
13	El Pintado Rd	El Alamo	El Cerro Blvd	None	Class III - Bicycle Route	0	0	2	0	1	2	1	6

Project	Street	Start	End	Existing Facility	Recommended Facility	Safety	IHT Connectivity	Downtown Connectivity	Schools Connectivity	Comfort	Public Comment	Feasibility	TOTAL
21	Lawrence Rd	Camino Tassajara	Shelterwood Ln	None	Class III - Bicycle Route	0	0	2	2	1	0	1	6
30	Greenbelt Path	El Capitan Dr	Greenbrook Dr	Class I	Class I - Shared-Use Path	0	0	2	0	3	1	0	6
38	New Trail	Diablo Rd (Alexan Riverwalk)	Freitas Trail	None	Class I - Shared-Use Path	0	0	2	0	3	1	0	6
43	Stone Valley Rd	MVHS	Green Valley Rd	Class III	Class II - Bicycle Lanes	0	0	2	2	1	0	1	6
36	Dustin Ln	Diablo Rd	New Trail	None	Class III - Bicycle Route (w/ Sharrows)	0	0	2	0	1	2	0.5	5.5
15	Short Ridge Trail (unpaved)	SV Regional Open Space	N/A	Unpaved trail	Unpaved Trail	0	0	2	0	1	2	0	5
27	St. Christopher Dr	El Capitan Dr	Greenbrook Dr	None	Class III - Bicycle Route (w/ Sharrows)	0	0	2	0	1	1	1	5
17	Laurelwood Dr	Short Ridge Trail	Old Blackhawk Rd	None	Class III - Bicycle Route (w/ Sharrows)	0	0	2	0	1	0	1	4
20	Lawrence Rd	Shelterwood Ln	Trail entrance	None	Class III - Bicycle Route (w/ Sharrows)	0	0	2	0	1	0	1	4
39	New Trail	Magee Preserve	SV Regional Open Space	Unpaved trail	Unpaved Trail	0	0	2	0	1	1	0	4

Figure 40. Corridor Improvements



PROPOSED IMPROVEMENTS

DANVILLE BICYCLE MASTER PLAN

Existing Bikeways

- Class I Shared-Use Path
- Class II Bicycle Lane
- Class III Bicycle Route

Proposed Bikeways

- Class I - Shared-Use Path
- Class II - Bicycle Lanes
- Class IIB - Buffered Bicycle Lanes
- Class III - Bicycle Route (w/Sharrows)
- Class IIIB - Bicycle Boulevard (w/GB Sharrows)
- Unpaved Trail

Features

- Post Office
- School
- Park & Ride
- Project Number
- Parks and Open Space
- Town Boundary

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Map Produced: May 2021.
Data Sources: Town of Danville, Contra Costa County.

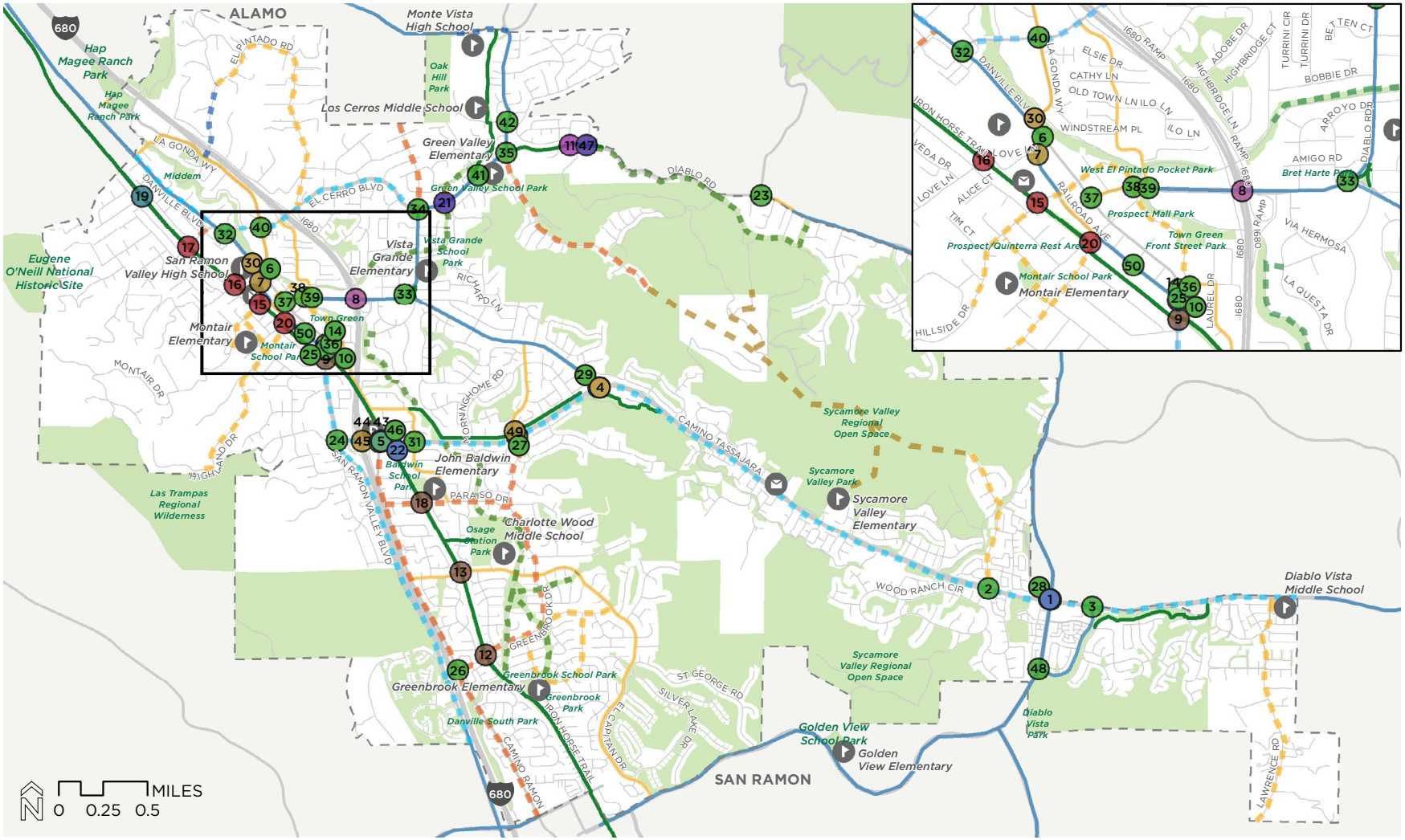
Table 21. Spot Improvements by Prioritization Score

Project	Cross Street A	Cross Street B	Recommendation	Safety	IHT Connectivity	Downtown Connectivity	Schools Connectivity	Comfort	Public Comment	Feasibility	TOTAL
16	IHT	Love Ln	RRFB + High visibility crosswalk + Improve lighting	4	2	2	2	1	2	0.5	13.5
28	Camino Tassajara	Crow Canyon Rd	Bike box + Video detection device	6	0	1	0	3	3	0.5	13.5
22	Sycamore Valley Rd	Camino Ramon/ Iron Horse Trail	Protected intersection + bicycle intersection crossings + improve staging area	4	2	2	0	1	3	0.5	12.5
5	Sycamore Valley Rd	Iron Horse Trail Crossing	Bridge overcrossing	2	2	2	0	3	3	0	12
9	Iron Horse Trail	San Ramon Valley Blvd	Raised crosswalk	2	2	2	0	3	3	0	12
17	Iron Horse Trail	Del Amigo Rd	RRFB + High visibility crosswalk + Improve lighting	4	2	2	0	1	2.5	0.5	12
19	Iron Horse Trail	Hartford Rd	RRFB + High Visibility Raised Crosswalk + Improve Lighting	4	2	2	0	1	2	0.5	11.5
32	Danville Blvd	El Cerro Blvd	Bike box + Video detection device	2	0	2	2	3	2	0.5	11.5
46	Sycamore Valley Rd	Camino Ramon	Bike box + Video detection device	4	2	2	0	1	2	0.5	11.5
1	Camino Tassajara	Crow Canyon Rd	Protected intersection	4	0	1	0	3	3	0	11
10	San Ramon Valley Blvd	Railroad Ave	Bike box + Video detection device	2	2	2	0	3	1.5	0.5	11
47	Diablo Road	Fairway Dr	PHB + High Visibility Crosswalk + Improve Lighting	4	2	0	0	2	3	0	11
6	Hartz Ave	Railroad Ave	Bike box + Video detection device	4	0	2	2	1	1	0.5	10.5
18	Iron Horse Trail	Paraiso Dr	Raised crosswalk	2	2	0	2	1	3	0.5	10.5
7	Love Lane	Railroad Ave	Bicycle intersection crossings	2	0	2	2	1	2	1	10

Project	Cross Street A	Cross Street B	Recommendation	Safety	IHT Connectivity	Downtown Connectivity	Schools Connectivity	Comfort	Public Comment	Feasibility	TOTAL
8	Diablo Rd	I-680	Overpass under lighting	4	0	2	0	1	2	1	10
15	Iron Horse Trail	Linda Mesa Ave	RRFB + High visibility crosswalk + Improve lighting	0	2	2	2	1	2.5	0.5	10
20	Iron Horse Trail	West Prospect Ave	RRFB + High visibility crosswalk + Improve lighting	0	2	2	2	1	2	0.5	9.5
14	Hartz Way	Hartz Ave	Bike box + Video detection device	2	0	2	0	3	1.5	0.5	9
25	San Ramon Valley Blvd	Hartz Ave	Bike box + Video detection device	2	0	2	0	3	1.5	0.5	9
36	Front St	Hartz Way	Bike box + Video detection device	2	0	2	0	3	1.5	0.5	9
38	Diablo Rd	Front St	Bike box + Video detection device	2	0	2	0	3	1.5	0.5	9
39	Diablo Rd	West El Pintado	Bike box + Video detection device	2	0	2	0	3	1.5	0.5	9
41	Diablo Rd	Matadera Way	Bike box + Video detection device	2	0	0	2	3	1.5	0.5	9
45	Sycamore Valley Rd	"I-680 On/Off Ramps	Bicycle intersection crossings	2	0	2	0	1	3	1	9
12	Iron Horse Trail	Greenbrook Dr	Raised crosswalk	2	2	0	0	1	3	0.5	8.5
13	Iron Horse Trail	El Capitan Dr	Raised crosswalk	2	2	0	0	1	3	0.5	8.5
23	Blackhawk Rd	Mt Diablo Scenic Blvd	Bike box + Video detection device	4	0	0	0	1	1	0.5	8.5
24	Sycamore Valley Road	San Ramon Valley Blvd	Bike box + Video detection device	0	0	2	0	3	3	0.5	8.5
33	Diablo Rd	Camino Tassajara	Bike box + Video detection device	0	0	2	2	1	3	0.5	8.5
35	Diablo Rd	Green Valley Rd	Bike box + Video detection device	0	0	0	2	3	3	0.5	8.5
37	Diablo Rd	Hartz Ave	Bike box + Video detection device	2	0	2	0	1	3	0.5	8.5

Project	Cross Street A	Cross Street B	Recommendation	Safety	IHT Connectivity	Downtown Connectivity	Schools Connectivity	Comfort	Public Comment	Feasibility	TOTAL
44	Park & Ride	Iron Horse Trail	Iron Horse Trail Connection	0	3	3	0	0	1	1	8.0
3	Camino Tassajara	Tassajara Ranch Dr	Bike box + Video detection device	2	0	0	0	3	2.5	0	7.5
4	Camino Tassajara	Sycamore Valley Rd	Bicycle intersection crossings	2	0	0	0	3	2.5	0	7.5
26	Camino Ramon	Greenbrook Dr	Bike box + Video detection device	4	0	0	0	1	2	0.5	7.5
29	Camino Tassajara	Sycamore Valley Rd	Bike box + Video detection device	2	0	0	0	3	2	0.5	7.5
34	Diablo Rd	El Cerro Blvd - Ackerman Dr	Bike box + Video detection device	2	0	0	0	3	2	0.5	7.5
48	Crow Canyon Rd	Tassajara Ranch Dr	Bike box + Video detection device	6	0	0	0	1	0	0.5	7.5
2	Camino Tassajara	Old Blackhawk Rd	Bike box + Video detection device	2	0	0	0	3	2	0	7.0
11	Diablo Rd	Clydesdale Dr	Add lighting	4	0	0	0	1	1	1	7.0
40	El Cerro Blvd	La Gonda Way	Bike box + Video detection device	0	0	2	0	3	1.5	0.5	7
42	Green Valley Rd	Blemer Rd / Cameo Drive	Bike box + Video detection device	2	0	0	2	1	1	0.5	6.5
30	La Gonda Way		Bike Lanes	0	0	2	2	1	1	0	6.0
27	Greenbrook Dr	Sycamore Valley Rd	Bike box + Video detection device	0	0	0	0	3	2	0.5	5.5
31	Sycamore Valley Rd	Brookside Dr	Bike box + Video detection device	0	0	0	0	3	2	0.5	5.5
41	Old Orchard Dr	Freitas Trail	Bicycle intersection crossings	0	0	2	0	1	1	0.5	4.5
21	Diablo Rd	New trail	PHB + High Visibility Crosswalk + Improve Lighting	0	0	0	0	3	1	0	4
50	Railroad Ave	Church St	Bike box + Video detection device	1	0	0	0	1	1	1	4
43	Park & Ride	Sycamore Valley Rd	Bike Parking	0	0	0	0	0	1	1	1

Figure 41. Spot Improvements



PROPOSED IMPROVEMENTS

DANVILLE BICYCLE MASTER PLAN

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Map Produced: Jul 2021.
Data Sources:
Town of Danville,
Contra Costa County.

Proposed Spot Improvements

- RRFB + High Visibility Raised Crosswalk + Improve Lighting
- RRFB + High visibility crosswalk + Improve Lighting
- PHB + High Visibility Crosswalk + Improve Lighting
- Bike Box + Video Detection Device
- Bicycle Intersection Crossings
- Overpass Under Lighting
- Protected Intersection
- Bridge Overcrossing
- Raised Crosswalk
- Bike Parking
- Add Lighting

Existing Bikeways

- Class I Shared-Use Path
- Class II Bicycle Lane
- Class III Bicycle Route

Proposed Bikeways

- Class I - Shared-Use Path
- Class II - Bicycle Lanes
- Class IIB - Buffered Bicycle Lanes
- Class III - Bicycle Route (w/ Sharrows)
- Class IIIB - Bicycle Boulevard (w/ GB Sharrows)
- Unpaved Trail

Features

- Post Office
- School
- Park & Ride

COST ESTIMATES

The generalized cost estimates (see **Table 23** and **Table 24**) prepared for this plan are based on the basic understanding of certain roadway infrastructure elements that would need to be added, removed, and/or modified to implement the proposed bike facility improvement. For example, the installation of new pavement markings and signing are relatively easily installed if other existing infrastructure is not impacted nor requires additional modifications; costs are based on an estimate of bike lane markings and sign placement of approximately $20 per lane mile (each side of the street). However, improvements that require modifying existing street widths can require the removal and replacement of curb / gutter, drainage infrastructure, utilities, and landscaping/ trees. These types of improvements may also require the purchase of additional right-of-way or establishment of an easement – all of which can increase the cost of a bike facility improvement substantially.

Costs do not include estimates for on-going maintenance such as sweeping which may add to the cost of implementation. Until a specific street is identified for a particular improvement, costs for new infrastructure can only be estimated at a general level. Considering these factors, the following tables summarize the planning level cost ranges for the project types.

Town staff also developed generalized planning-level cost estimates for each corridor and spot improvement project. These costs are presented in **Table 25** and **Table 26** below. Planning level estimates for the complete implementation of the projects included in this plan are noted in **Table 22**.

Table 22. Generalized Cost Estimates (Complete)

Facility Type	Low	High	Funded
Corridor Improvements	$15,150,000	$27,305,000	$5,840,000
Spot Improvements	$24,928,000	$24,928,000	$494,000
TOTAL	$40,078,000	$52,233,000	$6,334,000

Please note that all costs are based on values obtained from Bid Documents of local (i.e., Contra Costa, Alameda, Santa Clara, and San Mateo counties) projects from 2019 to present, or historic planning level costs generated for local (i.e., Contra Costa, Alameda, Santa Clara, and San Mateo counties) planning efforts from 2018 to present. Values derived from Bid documents were multiplied by a planning-level contingency factor to account for additional project needs not explicitly stated in the descriptions. Costs include the cost of materials, labor and administration of the identified facilities and items, and do not include design fees, public outreach efforts, or inter-agency coordination. The only cost not based on local data is the cost of Bridge Overcrossings. Too little data was available locally to support the identification of planning level costs of construction. The values reported are based upon the FHWA's PEDSAFE Pedestrian Safety Guide and Countermeasure Selection System's guidelines for Pedestrian Overpasses and Underpasses. All costs have been rounded to the nearest $1,000.

Table 23. Generalized Cost Estimates (Corridor Improvements)

Facility Type	Unit	Cost Estimates		Notes
		Low	High	
Class I – Shared Use Path	Mile	$700,000	$1,000,000	12-ft wide with 2-ft shoulders.
Class II – Bicycle Lanes	Mile	$80,000	$420,000	High-cost estimate assumes grinding, overlay or slurry seal of roadway with bike lane installation.
Class IIB – Buffered Bike Lanes	Mile	$130,000	$420,000	High-cost estimate assumes grinding, overlay or slurry seal of roadway with bike lane installation.
Class III – Bicycle Route	Mile	$15,000	$40,000	With shared lane markings and signage. High end cost estimate assumes 'green-backed' shared lane markings, with wayfinding and warning signs, and a higher frequency of installation.
Class III – Bicycle Boulevard	Mile	$290,000	$1,000,000	Appropriate treatments TBD.
Class IV – Separated Bikeway	Mile	$350,000	$500,000	Assumes painted buffer with flexible post separation. Costs may vary with separation types and widths.

Table 24. Generalized Cost Estimates (Spot Improvements)

Item	Unit	Cost Estimates		Notes
		Low	High	
Bike Box	EA	$2,500		Bike box per requirements in IA-18, striping only.
Additional Lighting	EA	$15,000	$35,000	Assumes spot lighting with nearby power access or solar power.
Bridge Overcrossing	EA	$15,000,000	$25,000,000	
Pedestrian Hybrid Beacon	EA	$200,000	$500,000	Assumes there is currently no signalized control or warning system at crossing location, and there is nearby power access.

Item	Unit	Cost Estimates		Notes
		Low	High	
Raised Crosswalk	EA	$9,000	$75,000	Estimate includes drainage enhancements. Low-cost estimate is for HMA raised crosswalk with no drainage infrastructure changes. High-cost estimate assumes PCC raised crosswalk with 2 additional SD inlets, and sidewalk reconstruction.
High Visibility Crosswalk – Short (3 lanes or less)	EA	$2,500		Assumes 12' crosswalk width for single leg of intersection, or mid-block crossing. Does not include changes to curb ramps or lighting.
High Visibility Crosswalk – Medium (4-5 lanes)	EA	$7,500		Assumes 12' crosswalk width for single leg of intersection, or mid-block crossing. Does not include changes to curb ramps or lighting.
High Visibility Crosswalk – Long (6 lanes or more)	EA	$10,000		Assumes 12' crosswalk width for single leg of intersection, or mid-block crossing. Does not include changes to curb ramps or lighting.
Signage	EA	$500		Includes new sign on single post with foundation.
Rectangular Rapid Flashing Beacon (RRFB)	EA	$30,000	$60,000	Assumes 2 - 3 solar powered RRFBs per crossing location. Includes new poles and all necessary equipment.
Pavement Markings (Stop / Yield)	EA	$2,000		
Wayfinding Signs	MI	$30,000		Assumes 10 standard wayfinding signs per mile with new single post and foundation for each sign.
Protected Intersection	EA	$750,000	$1,500,000	Includes reconstruction of all 4 corners of intersection and traffic signal modifications.
Video Detection Systems (full)	EA	$30,000		Assumes video detection cameras, bike indicators, wiring and module for a standard four-way signalized intersection
Video Detection System (one direction)	EA	$7,000		Assumes video detection camera, bike indicator, wiring and module for one direction of a signalized intersection

Table 25. Proposed Corridor Improvements - Preliminary Cost Estimates

ID	Street	Start	End	Proposed Facility	Costs		Funded
					Low	High	
1	Camino Tassajara	Sycamore Valley Rd	Hansen Ln	Class IIB	$555,000	$3,500,000	-
2	Sycamore Valley Rd	San Ramon Valley Blvd	Camino Tassajara	Class IIB	$205,000	$660,000	-
3	San Ramon Valley Blvd	Podva Rd	Jewel Terrace	Class IIB	$245,000	$795,000	$250,000
4	Diablo Rd Trail	Fairway Dr	Mt Diablo Scenic Blvd / Avenida Nueva	Class I	$4,000,000	$5,500,000	$5,500,000
5	San Ramon Valley Blvd	Hartz Way	Sycamore Valley Rd	Class IIB	$70,000	$225,000	-
6	Green Valley Trail	Highbridge Ln	Diablo Rd	Class I	$1,500,000	$2,000,000	-
7	Camino Ramon	Sycamore Valley Rd	Fostoria Way	Class IIIB	$35,000	$95,000	$90,000
8	El Cerro Blvd	Danville Blvd	Diablo Rd	Class IIB	$240,000	$775,000	-
9	Del Amigo Rd	Iron Horse Trail	Danville Blvd	Class IIIB	$5,000	$10,000	-
10	Greenbrook Dr	Camino Ramon	Sycamore Valley Rd	Class IIIB	$25,000	$70,000	-
11	Prospect Ave - Front St	Iron Horse Trail	Hartz Ave	Class III	$10,000	$25,000	-
12	El Pintado Rd	La Gonda Way	El Alamo	Class II	$35,000	$175,000	-
13	El Pintado Rd	El Alamo	El Cerro Blvd	Class III	$20,000	$60,000	-
14	Ackerman Dr	El Cerro Blvd	End	Class IIIB	$5,000	$20,000	-
15	Short Ridge Trail (unpaved)	SV Regional Open Space		Unpaved Trail	$1,480,000	$2,115,000	-
16	Shady Slope Trail (unpaved)	Sycamore Valley Park	SV Regional Open Space	Unpaved Trail	$415,000	$590,000	-
17	Laurelwood Dr	Short Ridge Trail	Old Blackhawk Rd	Class III	$5,000	$15,000	-
18	Old Blackhawk Rd	Laurelwood Dr	Camino Tassajara	Class III	$5,000	$20,000	-
19	McCauley Rd	Diablo Rd	Short Ridge Trail	Class IIIB	$20,000	$50,000	-
20	Lawrence Rd	Shelterwood Ln	Trail entrance	Class III	$15,000	$35,000	-
21	Lawrence Rd	Camino Tassajara	Shelterwood Ln	Class III	$5,000	$15,000	-
22	Prospect Ave	Railroad Ave	Sky Ter	Class III	$5,000	$15,000	-
23	Highland Rd	Prospect Ave	Trailhead	Class III	$10,000	$25,000	-

ID	Street	Start	End	Proposed Facility	Costs		Funded
					Low	High	
24	Linda Mesa Ave	Iron Horse Trail	Macomber Rd	Class III	$5,000	$15,000	-
25	Estates Dr	Linda Mesa Ave	Prospect Ave	Class III	$5,000	$10,000	-
26	Harlan Dr	Greenbrook Dr	St. Christopher Dr	Class III	$10,000	$35,000	-
27	St. Christopher Dr	El Capitan Dr	Greenbrook Dr	Class III	$5,000	$15,000	-
28	Cow Creek	Greenbrook Dr	Harlan Dr	Class I	$230,000	$330,000	-
29	Cow Creek	El Capitan Dr	Greenbrook Dr	Class I	$250,000	$360,000	-
30	Greenbelt Path	El Capitan Dr	Greenbrook Dr	Class I	$165,000	$240,000	-
31	Greenbelt Path	Greenbrook Drive	Van Patten Dr	Class I	$110,000	$155,000	-
32	Greenbelt Path	Greenbrook HOA Greenbelt		Class I	$195,000	$280,000	-
33	Greenbelt Path	Greenbrook HOA Greenbelt	Iron Horse Trail	Class I	$145,000	$210,000	-
34	New Trail	Matadera Way	Dustin Ln	Class I	$750,000	$1,250,000	-
35	New Trail	Diablo Rd	Diablo Rd	Class I	$1,500,000	$2,000,000	-
36	Dustin Ln	Diablo Rd	New Trail	Class III	$5,000	$5,000	-
37	New Trail	El Capitan Dr	Sycamore Valley Rd	Class I	$1,050,000	$2,100,000	-
38	New Trail	Diablo Rd (Alexan Riverwalk)	Freitas Trail	Class I	$605,000	$1,215,000	-
39	New Trail (unpaved)	Magee Preserve	SV Regional Open Space	Unpaved Trail	$550,000	$1,095,000	-
40	New Trail	Diablo Rd	Blackhawk Rd	Class I	$530,000	$760,000	-
41	Danville Blvd	Del Amigo Rd	El Portal	Class IIB	$75,000	$245,000	-
42	Stone Valley Rd	MVHS	Green Valley Rd	Class II	$25,000	$120,000	-
43	La Gonda Way	La Gonda Bridge	Danville Blvd	Class II	$5,000	$5,000	-
44	Paraiso Dr	Camino Ramon	Greenbrook Dr	Class IIIB	$25,000	$70,000	-

Table 26. Proposed Spot Improvements - Preliminary Cost Estimates

Project	Cross Street A	Cross Street B	Recommendation	Cost Estimates	Funded
1	Camino Tassajara	Crow Canyon Rd	Protected intersection	$2,050,000	-
2	Camino Tassajara	Old Blackhawk Rd	Bike box + Video detection device	$40,000	-
3	Camino Tassajara	Tassajara Ranch Dr	Bike box + Video detection device	$35,000	-
4	Camino Tassajara	Sycamore Valley Rd	Bicycle intersection crossings	$5,000	-
5	Sycamore Valley Rd	IHT Crossing	Bridge overcrossing	$20,000,000	-
6	Hartz Ave	Railroad Ave	Bike box + Video detection device	$25,000	-
7	Love Lane	Railroad Ave	Bicycle intersection crossings	$5,000	-
8	Diablo Rd	I-680	Overpass under lighting	$20,000	-
9	Iron Horse Trail	San Ramon Valley Blvd	Raised crosswalk	$280,000	-
10	San Ramon Valley Blvd	Railroad Ave	Bike box + Video detection device	$27,000	-
11	Diablo Rd	Clydesdale Dr	Add lighting	$30,000	-
12	Iron Horse Trail	Greenbrook Dr	Raised crosswalk	$75,000	-
13	Iron Horse Trail	El Capitan Dr	Raised crosswalk	$75,000	-
14	Hartz Way	Hartz Ave	Bike box + Video detection device	$9,500	-
15	Iron Horse Trail	Linda Mesa Ave	RRFB + High visibility crosswalk + Improve lighting	$50,000	$50,000
16	Iron Horse Trail	Love Ln	RRFB + High visibility crosswalk + Improve lighting	$57,500	$57,500
17	Iron Horse Trail	Del Amigo Rd	RRFB + High visibility crosswalk + Improve lighting	$40,000	$40,000
18	Iron Horse Trail	Paraiso Dr	Raised crosswalk	$75,000	-
19	Iron Horse Trail	Hartford Rd	RRFB + High Visibility Raised Crosswalk + Improve Lighting	$100,000	-
20	Iron Horse Trail	West Prospect Ave	RRFB + High visibility crosswalk + Improve lighting	$50,000	-
21	Diablo Rd	New trail	PHB + High Visibility Crosswalk + Improve Lighting	$300,000	-
22	Sycamore Valley Rd	Camino Ramon/ Iron Horse Trail	Protected intersection + bicycle intersection crossings + improve staging area	$235,000	-
23	Blackhawk Rd	Mt. Diablo Scenic Blvd	Bike box + Video detection device	$30,000	-
24	Sycamore Valley Road	San Ramon Valley Blvd	Bike box + Video detection device	$45,000	-
25	San Ramon Valley Blvd	Hartz Ave	Bike box + Video detection device	$19,000	-
26	Camino Ramon	Greenbrook Dr	Bike box + Video detection device	$40,000	-

Project	Cross Street A	Cross Street B	Recommendation	Cost Estimates	Funded
27	Greenbrook Dr	Sycamore Valley Rd	Bike box + Video detection device	$40,000	-
28	Camino Tassajara	Crow Canyon Rd	Bike box + Video detection device	$60,000	-
29	Camino Tassajara	Sycamore Valley Rd	Bike box + Video detection device	$35,000	-
30	La Gonda Way	Bridge	Bike Lanes/Intersection Crossing	$5,000	-
31	Sycamore Valley Rd	Brookside Dr	Bike box + Video detection device	$40,000	-
32	Danville Blvd	El Cerro Blvd	Bike box + Video detection device	$25,000	-
33	Diablo Rd	Camino Tassajara	Bike box + Video detection device	$9,500	-
34	Diablo Rd	El Cerro Blvd - Ackerman Dr	Bike box + Video detection device	$37,500	-
35	Diablo Rd	Green Valley Rd	Bike box + Video detection device	$21,500	-
36	Front St	Hartz Way	Bike box + Video detection device	$19,000	-
37	Diablo Rd	Hartz Ave	Bike box + Video detection device	$19,000	$19,000
38	Diablo Rd	Front St	Bike box + Video detection device	$40,000	$40,000
39	Diablo Rd	West El Pintado	Bike box + Video detection device	$37,500	$37,500
40	El Cerro Blvd	La Gonda Way	Bike box + Video detection device	$40,000	-
41	Diablo Rd	Matadera Way	Bike box + Video detection device	$32,500	-
42	Green Valley Rd	Blemer Rd /Cameo Drive	Bike box + Video detection device	$40,000	-
43	Park & Ride	Sycamore Valley Rd	Bike Parking	$80,000	-
44	Park & Ride	Iron Horse Trail	Iron Horse Trail connections	$250,000	-
45	Sycamore Valley Rd	I-680 On/Off Ramps	Bicycle intersection crossings	$10,000	-
46	Sycamore Valley Rd	Camino Ramon	Bike box + Video detection device	$29,000	-
47	Diablo Road	Fairway Dr	PHB + High Visibility Crosswalk + Improve Lighting	$250,000	$250,000
48	Crow Canyon Rd	Tassajara Ranch Dr	Bike box + Video detection device	$37,500	-
49	Old Orchard Dr	Freitas Trail	Bicycle intersection crossings	$9,500	-
50	Railroad Ave	Church St	Bike box + Video detection device	$42,500	-

FUNDING

Identifying and securing funding for the bicycle projects proposed in this Plan is crucial to achieving its goals and objectives. A variety of sources exist to fund the proposed bicycle infrastructure projects and programs. While federal grant programs represent a good source of funding for the construction of new facilities and implementation of programs, local and regional funding sources can be used for construction and/or maintenance of bicycle improvements. The following section outlines potential sources for funding Danville's proposed bikeway projects.

LOCAL AND REGIONAL

Contra Costa Measure J – Contra Costa Transportation Authority

Measure J provides funding for countywide and local transportation projects and programs through the year 2034. Eligible improvements include pedestrian, bicycle, and trail facilities, local streets and road maintenance, and transportation for livable communities.

Transportation Fund for Clean Air, County Program Manager Fund – Contra Costa Transportation Authority

The Transportation Fund for Clean Air funds bicycle facilities including paths, lanes, routes, lockers, and racks.

511 Contra Costa Bike Rack and Locker Program – 511 Contra Costa

511 Contra Costa is a countywide program that strives to reduce traffic congestions and improve air quality by providing the public with resources and tools that promote mobility options beyond driving alone. Eligible projects include bicycle parking racks and lockers.

One Bay Area Grant - Contra Costa Transportation Authority

The One Bay Area grant program (OBAG) emphasizes funding for projects within Priority Development Areas (PDAs) in the region that are in-line with housing and land use goals. Projects that are within or provide access to these PDAs could qualify for OBAG grants.

Transportation Development Act Article 3 - Contra Costa Transportation Authority

Transportation Development Act Article 3 (TDA 3) provides funding annually for bicycle and pedestrian projects. Two percent of TDA 3 funds collected within the county are used for TDA 3 projects. MTC policies require that all projects be reviewed by a BPAC or similar body before approval.

Transportation for Livable Communities Program – Metropolitan Transportation Commission

Designed to support community-based transportation projects that bring "new vibrancy" to downtown areas, commercial cores, neighborhoods, and transit corridors. The projects resulting from these grants are intended to provide for a range of transportation choices including bicycling, should support connections between transportation and land use, and should be developed through an inclusive community planning process.

Bicycle Facilities Grant Program – Bay Area Air Quality Management District

Throughout the nine-county Bay Area, the Bicycle Facilities Grant program strives to reduce emissions from on-road vehicles and improve air quality by helping residents and commuters shift to bicycling and walking as alternatives to driving for short distances and first- and-last mile trips. The Bay Area Air Quality Management District (BAAQMD) has grant programs that fund both on-street facilities and bicycle parking facilities. Funding comes from the BAAQMD's Transportation Fund for Clean Air.

Climate Initiatives Innovative Grants Fund – Metropolitan Transportation Commission

MTC's Climate Initiatives Program promotes innovative ways to reduce greenhouse gas emissions in the Bay Area; and taps federal funding for a pair of competitive grant programs. Innovative grants of $1 million and up are used to support high-impact projects that can be replicated around the region.

STATE FUNDING SOURCES

California's Active Transportation Program (ATP) – California Transportation Commission

This grant cycle funds infrastructure and programmatic projects that support the program goals of shifting trips to walking and bicycling, reducing greenhouse gas emissions, and improving public health.

Caltrans Sustainable Transportation Planning (STP) Grants - Caltrans

Available to communities for planning, study, and design work, STP grants identify and evaluate projects, including conducting outreach or implementing pilot projects.

Caltrans Highway Safety Improvement Program (HSIP) Grants - Caltrans

HSIP grants fund projects on any publicly owned road or active transportation facility, including bicycle improvements.

FEDERAL FUNDING SOURCES

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Funds may be used for either the construction of bicycle transportation facilities or non-construction projects (e.g., maps, brochures, and public service announcements) related to safe bicycle use. Transportation Alternatives Program (TAP) – This federal funding program authorized under MAP-21 provides funding for transportation alternatives programs and projects, including on- and off-road bicycle facilities, regional trail programs, and Safe Routes to School.

Better Utilizing Investments to Leverage Development (BUILD)

The Better Utilizing Investments to Leverage Development, or BUILD Transportation Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants, Congress has dedicated nearly $8.9 billion for twelve rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.

Federal Transit Administration (FTA) Grants

Transit grants such as Urbanized Area Formula and Capital Investment can be used for improving bicycle access to transit facilities.

Safe Routes to School (SRTS)

Grants can be used for bicycle education programs and projects that provide connections and/or improve the safety along routes to K-8 schools.

Additional funding opportunities for the implementation of bicycle infrastructure and programs from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) can be found in the links below:

- FHWA https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm
- FTA https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/livable-sustainable-communities/fta-program-bicycle

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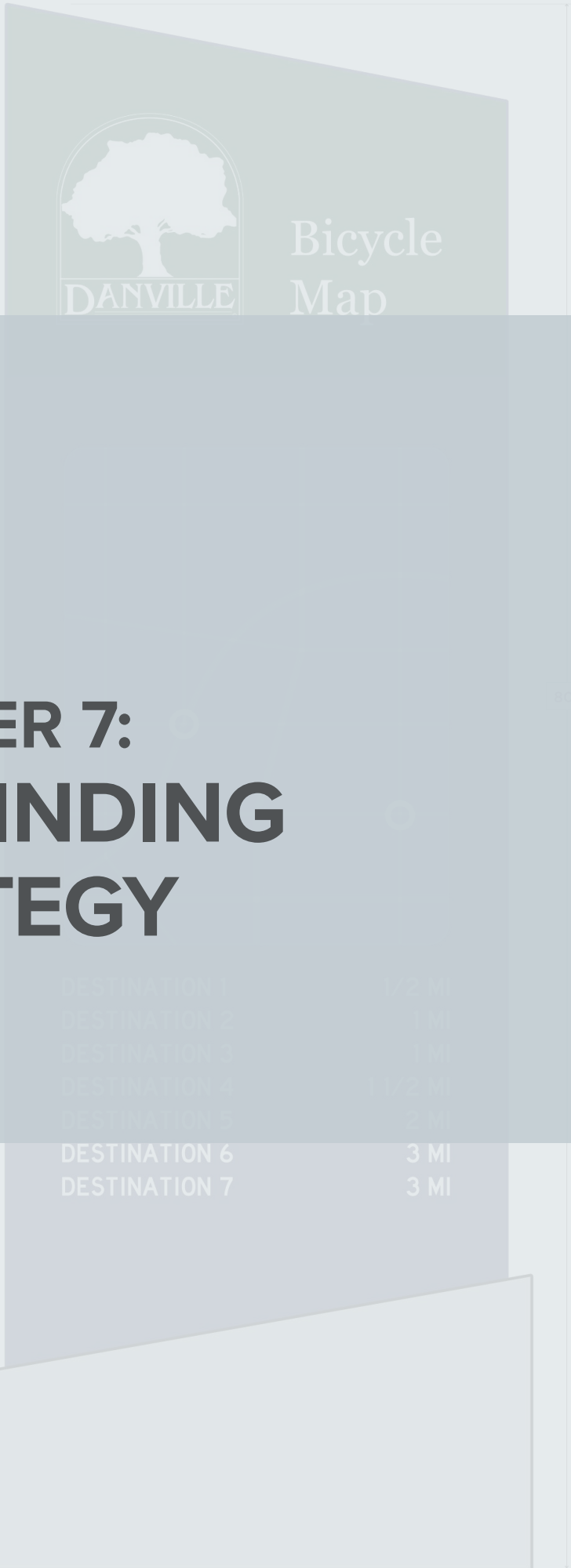


CHAPTER 7: WAYFINDING STRATEGY

The following document chapter as a summary of principles for developing the Town of Danville's Bicycle Wayfinding Strategy. Drawing from best practices for wayfinding from North America and California, the key principles of a successful wayfinding system are identified. This document also outlines standards and guidelines for wayfinding elements, destination selection, prioritization, sign typologies, and sign placement. The California Manual on Uniform Traffic Control Devices (CA MUTCD) Part 9 and California Highway Design Manual (HDM) were consulted. The American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, National Association of City Transportation Officials (NACTO) Bikeway Design Guide, Contra Costa Transportation Authority Countywide Bicycle and Pedestrian Plan Update, and Iron Horse Trail Active Transportation Corridor Study were also referenced for the development of this document.

OBJECTIVES

Danville's Bicycle Wayfinding Strategy strives to create a cohesive, consistent wayfinding system to serve residents and visitors who ride bicycles. Working in tandem with infrastructural improvements, quality bicycle wayfinding further encourages cycling as a mode of transportation and as a recreational activity. The strategy aims to:

- Inform and direct residents and visitors toward cultural, historical, and recreational amenities, local businesses and services
- Create signage that will meet the specific needs of all bicyclists traveling through and within Danville
- Establish a high quality of design that reflects the local character and is coherent and attractive
- Understand key spatial relationships between gateways to Danville and decision points along the bicycle network

A bicycle wayfinding system should be designed to maximize the legibility of the built environment for active transportation users. Increased environmental legibility allows bicyclists to move safely, efficiently, and comfortably. A well-designed wayfinding system enables individuals to:

- Easily and successfully find their destination
- Understand where they are with respect to other key locations
- Orient themselves in an appropriate direction with little misunderstanding or stress
- Discover new places and services

KEY PRINCIPLES

The following guiding principles, based on best practices from around North America and guidance from CA MUTCD, CA HDM, and NACTO will help create an effective wayfinding system in Danville:

MAKE CONNECTIONS

A wayfinding system should connect people with the places they want to go. Effective wayfinding not only provides navigational assistance, it fosters a deeper understanding of one's environment and helps build a sense of place. Residents and visitors alike benefit from wayfinding. It is an extension of the bicycling and walking network, creating an intuitive travel experience while also supporting the local economy and reflecting community values.

KEEP INFORMATION SIMPLE

Wayfinding information should be presented to users in a manner that is clear, logical and concise. This principle involves making information accessible to the widest possible audience, with consideration for users with varying levels of English language proficiency, educational attainment, and spatial reasoning skills. It also includes presenting an appropriate amount of information. Too much information at one time can overburden the user and hinders one's ability to make quick decisions; too little information promotes poor understanding and decision-making. Information should be provided in advance of where major changes in direction are required, repeated only as necessary, and confirmed when a maneuver is complete.

KEEP USERS MOVING

Users should be able to interpret signage while safely maintaining motion on a trail, bike lane, or bike route. Information that is quickly and easily grasped will contribute to a more seamless travel experience, without the need to stop to process navigational cues. Wayfinding signage should be conducive to quick interpretation and comprehension. How information is presented—the amount of information, the font, size, and visual characteristics—will determine how quickly it can be understood. This is particularly important for people biking, who can travel at higher speeds. A wayfinding system that allows users to keep moving allows for a better user experience and relieves congestion in busy corridors, like the Iron Horse Trail.

BE PREDICTABLE

When wayfinding information is consistent and predictable, it can be quickly recognized and understood. A systematic approach to designing and locating signs can foster a sense of trust between people biking and the wayfinding cues along their route. Signs that are consistent in their placement prior to, during, and after decision points will reinforce navigational confidence and create better travel experiences. Using an intuitive and predictable system to present wayfinding information will lessen the time it takes for users to learn and understand the "language" of wayfinding.

PROMOTE ACTIVE TRAVEL

A wayfinding system is a natural extension of active transportation infrastructure. Infrastructural and wayfinding elements reinforce one another, enabling better experiences for people walking and biking. Wayfinding can also validate one's decision to bike or walk. By effectively communicating network connectivity and addressing perceived barriers such as time and distance to destinations, wayfinding can show that walking and bicycling are viable transportation options. Wayfinding signage increases awareness of bicycle facilities and their relationship to community services and amenities. Good wayfinding makes active modes of transportation more attractive to more users.

WAYFINDING ELEMENTS

The goal of wayfinding is to allow individuals to orient themselves in the built environment, navigate easily to desired destinations, and discover new places and services within a community. To accomplish this goal, a wayfinding system employs a series of elements, each playing a vital role in the overall system. Elements can be categorized into three groups of elements:

- Access Elements
- Fundamental Navigational Elements
- Enhanced Navigational Elements

ACCESS ELEMENTS

Gateway Monument

Define the entry into distinct districts, neighborhoods, trailheads or access points. These elements allow for placemaking and integrated artwork to be included

Information Kiosks

Kiosks provide a particular area's map, destinations, rules of use, and safety information. Maps highlight major/minor access points, landmarks, restrooms and other trail and on-street bikeway networks.

Secondary Access

Signage provides orientation where limited user traffic may not necessitate as much information as information kiosks (e.g., maps).

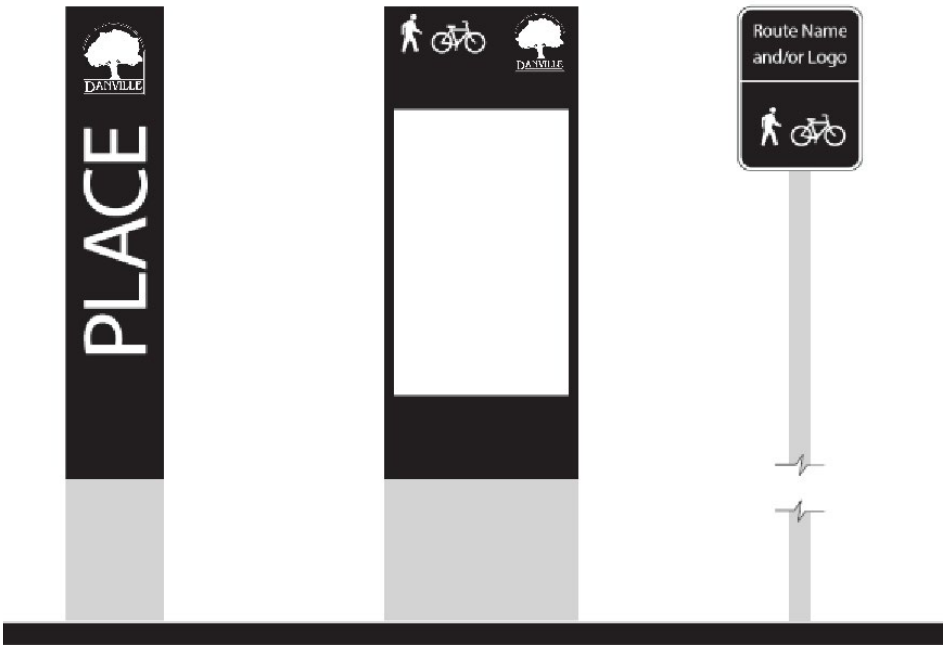


Figure 42. Generalized Access Elements

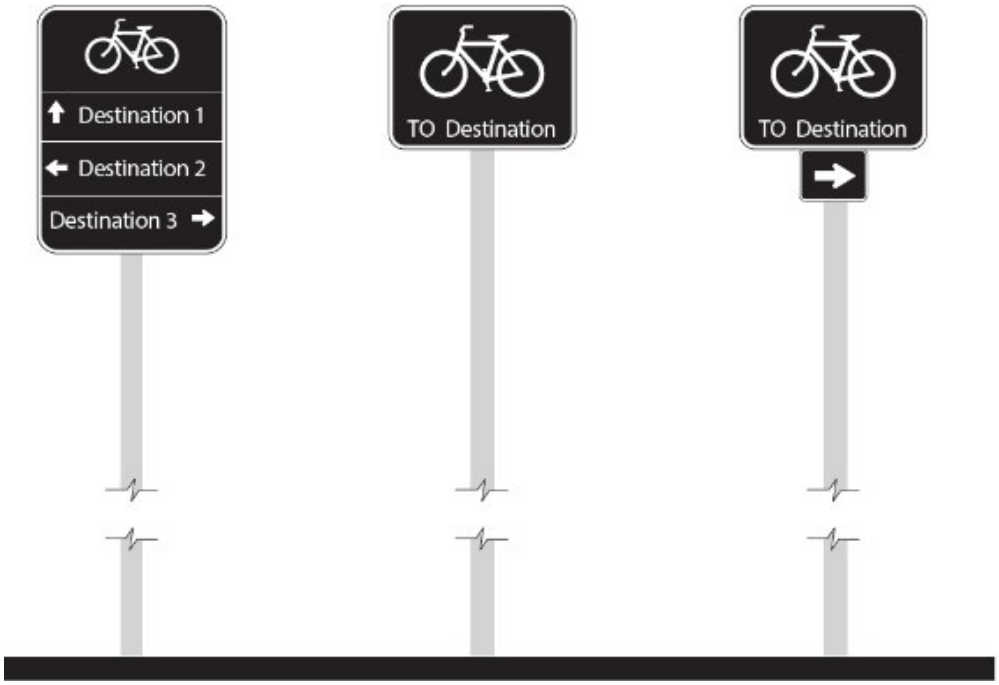


Figure 43. Generalized Fundamental Navigational Elements

FUNDAMENTAL NAVIGATIONAL ELEMENTS

Decision Signs

Clarify route options when more than one potential route or multiple regional destinations exist.

Confirmation Signs

Reassure users that they are on the correct route. These signs should be placed after turn movements or intersections.

Turn Signs

Clarify a specific route at changes in direction when only one route option is suggested. Turn signs may include branding, route name, and directional arrow.

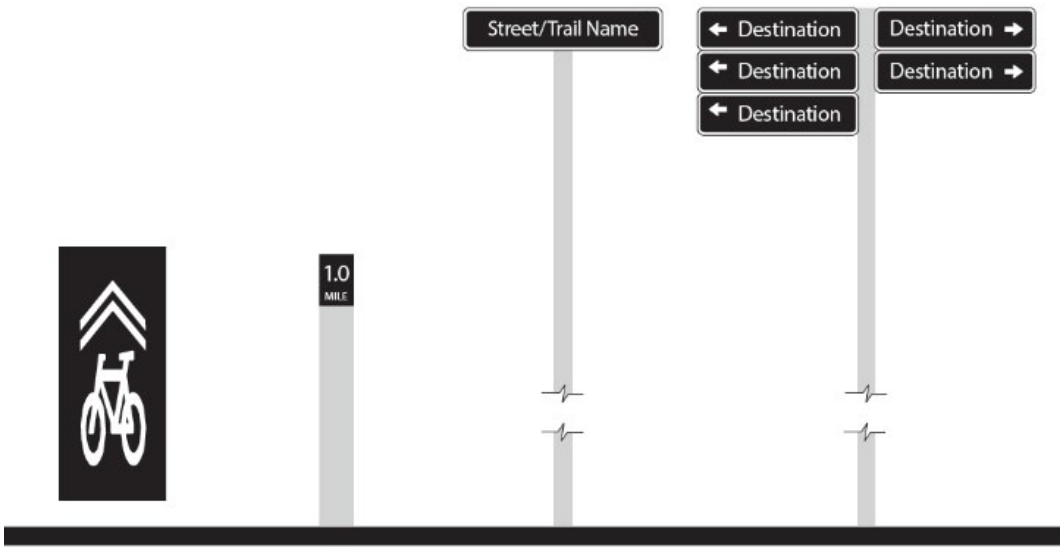


Figure 44. Generalized Enhanced Navigational Elements

ENHANCED NAVIGATIONAL ELEMENTS

Pavement Markings

Reinforce directionality of route, bicyclist positioning, and/or system branding.

Mile Markers

Orient users along off-street facilities about their location in relation to others. Reinforce system branding.

Street/Trail Intersection Signs

Orient off-street trail users at street crossings and inform vehicular traffic of trail crossing.

Fingerboard Signs

Clarify route options where two or more routes converge.

STANDARDS

The Manual on Uniform Traffic Control Devices (MUTCD) is a document issued by the Federal Highway Administration of United States Department of Transportation (FHWA). The MUTCD specifies the standard for all traffic control devices installed on any street, highway, bikeway, or private road open to public travel. The MUTCD was established in order to achieve uniformity and consistency in traffic control devices (wayfinding signage is considered a traffic control device) so that information would be readily recognized and understood by travelers. Both on-street and off-street bicycle facilities are required to follow the standards within the MUTCD. The State of California has adopted specific state standards for all traffic control devices called the CA MUTCD, which includes the FHWA MUTCD standards, but is amended for the state, thus superseding the MUTCD. At the time of writing, the most recent version is Revision 5 of the 2014 edition of the CA MUTCD.

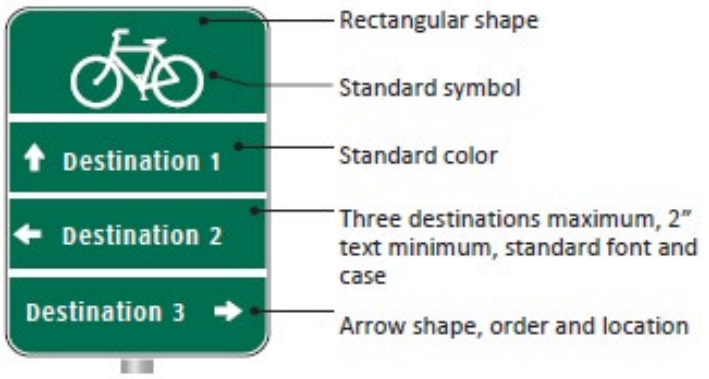


Figure 45. Standard CA MUTCD-Compliant Directional or Decision Sign

BICYCLE GUIDE SIGNS

The fundamental navigational elements (see **Figure 40**), as well as pavement markings on public streets, are wayfinding elements whose standards are dictated by the CA MUTCD. Access elements, enhanced navigational elements, and interpretive elements allow for more flexibility and customization. Per the CA MUTCD, devices should be designed so that:

- Size, shape, color, composition, lighting or retro-reflection, and contrast are combined to draw attention to the devices;
- Simplicity of message combine to produce a clear meaning
- Legibility and size combine with placement to permit adequate time for response
- Uniformity, size, legibility, and reasonableness of the message combine to command respect

The CA MUTCD also recommends the arrangement and amount of text, or legend, on each section of each sign (see **Figure 45**):

- Guide signs should be limited to no more than three lines of destinations, which include place names, route numbers, street names, and cardinal directions.

- A straight-ahead location should always be placed in the top slot followed by the destination to the left and then the right. If two destinations occur in the same direction, the closer destination should be listed first, followed by the farther destination.
- Arrows shall be depicted as shown in **Figure 44** for glance recognition, meaning straight and left arrows are to be located to the left of the destination name, while an arrow indicating a destination to the right shall be placed to the right of the destination name. The approved arrow style must be used.
- Nineteen (19) characters (including spaces) in title case should be considered a maximum length for a single destination title. 10-14 characters (including spaces) in title case should be considered an ideal maximum length for a single destination title.
- In situations where two destinations of equal significance and distance may be properly designated and the two destinations cannot appear on the same sign, the two names may be alternated on successive signs.
- Approved fonts include the Federal Series (series B, C, or D), also known as Highway Gothic. Clearview is also currently approved for use, however the FHWA is considering rescinding the use of Clearview.
- A contrast level of 70% needs to be achieved between foreground (text and graphics) and background.

COLORS

Color coding may be used on wayfinding guide signs to help users distinguish between multiple potentially confusing traffic generator destinations located in different neighborhoods or subareas within a community or area. Community wayfinding guide signs may use background colors other than green in order to provide a color identification for the wayfinding destinations by geographical area within the overall wayfinding guide signing system. Green is the standard color for guide signs. Blue and brown are also used for traveler information including destination and street name signs. The remaining colors are eligible for use on community wayfinding signs as long as they are sufficiently different from the "assigned colors."

The CA MUTCD prohibits the use of some colors for wayfinding signs, these colors are known as "assigned colors." The "assigned colors" consist of the standard colors of red (ex. Stop sign), orange (ex. Work zone sign), yellow (ex. Crosswalk sign), purple, or the fluorescent versions thereof, fluorescent yellow-green, and fluorescent pink.

They cannot be used as background colors for community wayfinding guide signs, in order to minimize possible confusion with critical, higher-priority regulatory and warning sign color meanings readily understood by road users.

Ultimately, the described standards and design elements should serve as the basis for the future development of a comprehensive Bicycle Wayfinding Design Guidelines document specific to the Town of Danville to use as a project-level document for the planning, implementation and deployment of bicycle wayfinding signage.

Figure 46. Types of Wayfinding Pavement Markings

SUPPLEMENTAL WAYFINDING ELEMENTS

Pavement Markings

Directional pavement markings indicate confirmation of bike rider presence on a designated route and where riders should turn. Especially in urban settings, pavement markings can often be more visible and can help supplement or reinforce signage.

On-Street Markings

Figure 46 shows different types of pavement markings used for wayfinding purposes. While the shared lane marking is currently the only FHWA approved pavement marking shown, cities have experimented with the other options.

DESTINATION SELECTION & PRIORITIZATION

DESTINATION HIERARCHY

Because there are many desirable destinations in the Danville region that are reachable by bicycle, they will need to be organized into a hierarchy. A clear hierarchy helps present wayfinding information quickly and legibly. When there are too many destinations to show, the established destination hierarchy helps determine what information is presented, and as importantly, where it is presented along the bicycle network. Simply put, a hierarchy of destinations ensures that people biking get the right information at the right time.

Establishing a destination hierarchy also helps determine the physical distance from which the locations are signed. Signs for primary destinations are located farther from the destination, signs for tertiary locations are located nearer to the destination.

Primary Destinations

These destinations are of primary or regional significance, including Downtown Danville and Mount Diablo State Park. Directional information to their location appears on signs from a large radius throughout the region. Destinations in this category can include nationally recognized destinations, downtowns, regional trails, and neighboring municipalities. Primary destinations typically appear on wayfinding signs within five (5) miles of their location.

Secondary Destinations

Secondary destinations are generally recognized destinations that have access to the bikeway or trail system nearby, such as the Iron Horse Trail and Diablo Road Trail. These might include transit stations, community parks, schools, and neighborhood shopping districts. Secondary destinations typically appear on wayfinding signs within two (2) miles of their location.

Figure 47. CA MUTCD Figure 9B-4 shows proper arrangement of destinations, distances and arrows

Tertiary Destinations

The third category are minor destinations that are often accessed by bicycle or other non-motorized activity, such as the Library and Community Center/Town Green, Village Theatre and Art Gallery, and public parks. These are generally local attractions and activities, such as community and recreation centers. Tertiary destinations typically appear on wayfinding signs within one (1) mile of their location.

DESTINATION ORDER

Decision signs should be limited to no more than three lines of destinations, which include place names, route numbers, street names, and cardinal directions.

A straight-ahead location should always be placed in the top slot followed by the destination to the left and then the right, even if destinations to the right or left are closer. If two destinations occur in the same direction, the closer destination should be listed first followed by the farther destination.

Arrows should be placed for glance recognition, meaning straight and left arrows are located to the left of the destination name, while right arrows are to be placed to the right of the destination name (see **Figure 47** for reference).

SIGN PLACEMENT GUIDELINES

Proper placement of wayfinding elements will ensure maximum legibility and safety. The Guide for the Development of Bicycle Facilities by the American Association of State Highway Transportation Officials (AASHTO) provides information on the physical infrastructure needed to support bicycling facilities. The AASHTO Bike Guide largely defers to Part 9 of the California Manual on Uniform Traffic Control Devices, (CA MUTCD) for basic guidelines related to the design of bicycle wayfinding systems. Wayfinding guidance may be used to provide connectivity between two or more major facilities, such as a street with bike lanes and/or sidewalks and a shared-use path.

- Wayfinding may be used to provide guidance and continuity in a gap between existing sections of a facility, such as a bike lane or shared-use path
- Road/path name signs should be placed at all path-roadway crossings to help users track their locations
- Reference location signs (mile markers) assist path users in estimating their progress, provide a means for identifying the location of emergency incidents, and are beneficial during maintenance activities
- On a Class I - Shared-use path, obstacles (including signs) shall be placed no closer than 24" from the near edge of the travel way and no more than 6' away. For pole-mounted signs, the lowest edge of the sign shall be 4' above the existing ground plane, and 8' above the ground plane for overhead placement.

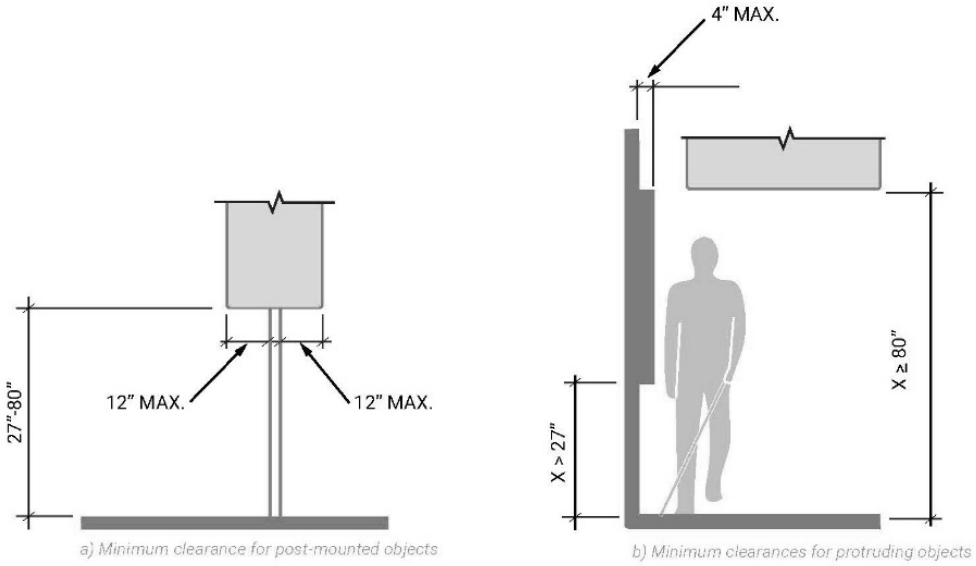


Figure 48. Summary of sign placement guidance adapted from CA MUTCD and ADA Guidance

Accessibility Standards

Wayfinding signage should conform to technical guidance from the Americans with Disabilities Act (ADA). In doing so, it will allow many types of users to use facilities without undue stress or safety concerns. Signage should not impede the travel of people walking and biking, and/or those with disabilities. The CA MUTCD provides guidance for the safe and effective placement of signage. The Architectural and Transportation Barriers Compliance Board provides guidance for accessible design for the built environment. Standards which should be considered when designing and placing wayfinding signs include recommendations of vertical clearance, post mounted objects, protruding objects, required clear widths, and signs on shared use paths. The following standards for placement should be considered when designing and placing wayfinding signs (see **Figure 48**).

VERTICAL CLEARANCE

On-Street: Vertical clearance shall be a minimum of 84" when adjacent to a sidewalk or on-street environment.

Off-Street: Vertical clearance shall be 96" high maximum (when overhanging the path), or 48" minimum from the grade of the path to the bottom of the sign and 24" from the edge of the path tread to the edge of the sign when the sign is mounted adjacent to the trail.

POST-MOUNTED OBJECTS

Where a sign or other obstruction is mounted between posts or pylons and the clear distance between the posts or pylons is greater than 12", the lowest edge of such sign or obstruction shall be 27" minimum or 80" maximum above the finished floor or ground.

PROTRUDING OBJECTS

Objects with leading edges more than 27" and not more than 80" above the finished floor or ground shall protrude 4" maximum horizontally into the circulation path.

REQUIRED CLEAR WIDTH

Protruding objects may not, in any case, reduce the clear width required for accessible routes. Generally, this requirement is met by maintaining 4' minimum clear width for people maneuvering mobility devices. This requirement applies to sidewalks and other pedestrian circulation paths.

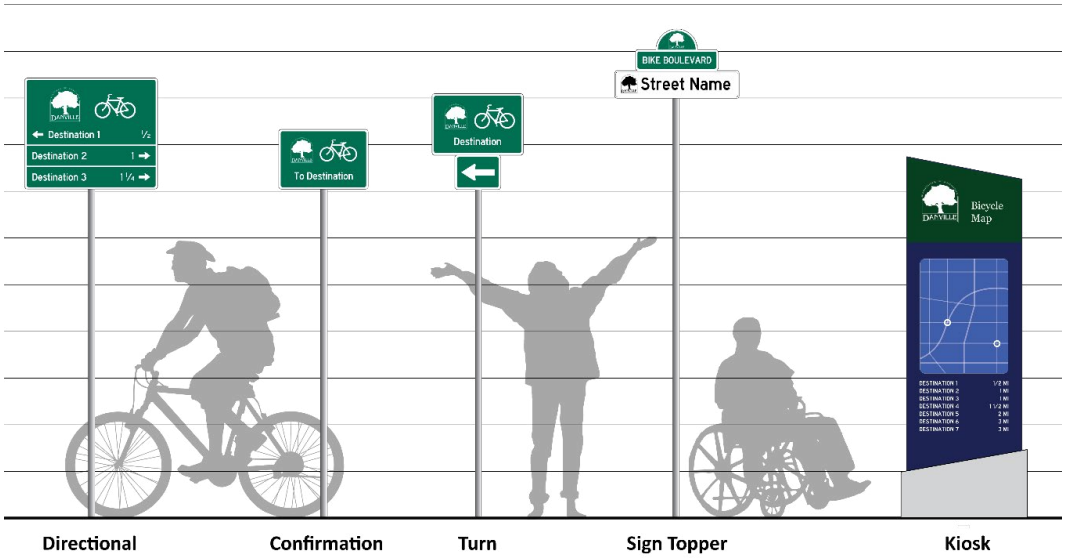


Figure 49. Proposed Family of Signs

WAYFINDING TOOLKIT

The following section provides guidance on the development and implementation of a wayfinding docket for the Town of Danville. It describes the proposed family of signs and includes mockups of the proposed signage. An outline to implementation and programming is also provided. Finally, a set of signage placement guidelines is included for consideration.

BICYCLE WAYFINDING SIGN FAMILY

The bicycle wayfinding family of signs establishes a cohesive identity for the Town of Danville bikeways. Consistent use of each member of the family improves navigation, encourages use, and provides a recognizable identity for the bicycle network. The following section provides a summary of each sign including a short description, placement guidance, recommended dimensions and materials.

Kiosk

DESCRIPTION

Kiosks are freestanding two-sided information displays that orient users to Danville's bicycle and pedestrian routes. Kiosks provide a particular area's map (ex. Downtown Danville), destinations, rules of use, and safety information. A detailed map should show the local district or trail, indicating "You are Here", highlight major/ minor access points, landmarks, restrooms and other trail and on-street bikeway networks. The kiosk could provide additional information on local destinations within a 5-minute ride or 10-minute walk from the current location. The kiosk is also an opportunity to illustrate historical, ecological or cultural interpretive information of the local area. Kiosk colors and logos should conform to the Town of Danville's style guide and branding standards.

PLACEMENT

Kiosks can be located at trailheads, trail access points and selected public gathering spaces (ex. Downtown Danville, Iron Horse Trail, Town Green). The Kiosk should be setback from the path of travel a minimum of 3 feet to provide space for people to read and consider the information without blocking the sidewalk or trail, and to avoid any safety hazards for users. A minimum of three (3) feet should also be provided for each side of the map board per federal accessibility guidelines.

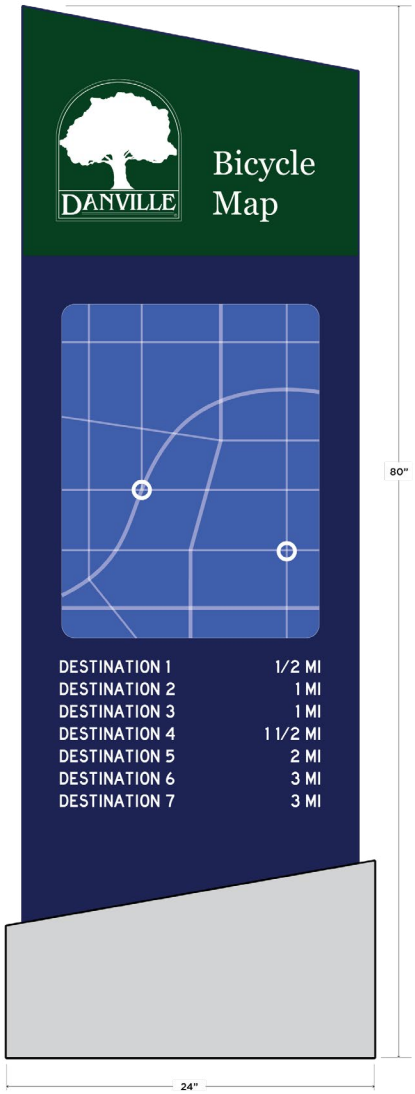


Figure 50. Kiosk

MATERIALS

Kiosks can be made of a variety of materials. This plan recommends painted aluminum which is a strong, durable and lightweight material. Materials should correspond with town design standards, and reinforce branding and placemaking efforts.

DIRECTIONAL SIGN

DESCRIPTION

Directional signs clarify route options when more than one potential route or multiple regional destinations exist. Signs consist of the regional bike route plaque and space for up to three destinations with arrows. A mockup is included below.

PLACEMENT

Directional signs should be installed along a bikeway prior to decision making points and at intersections. Sufficient distance should be allowed prior to the intersection to provide safe recognition and response to information provided. Directional signs should be placed on the near side of the intersection and followed by a confirmation sign with mileage on the far side of an intersection (see Sign Placement section below for more details).

MATERIALS

- 0.080-inch-high intensity prismatic aluminum sign panel
- Front of sign to be solvent print or 3M EC Film with UV Gloss Laminate
- Artwork to be solvent print or digitally imaged vinyl applied to sign
- Mount to post

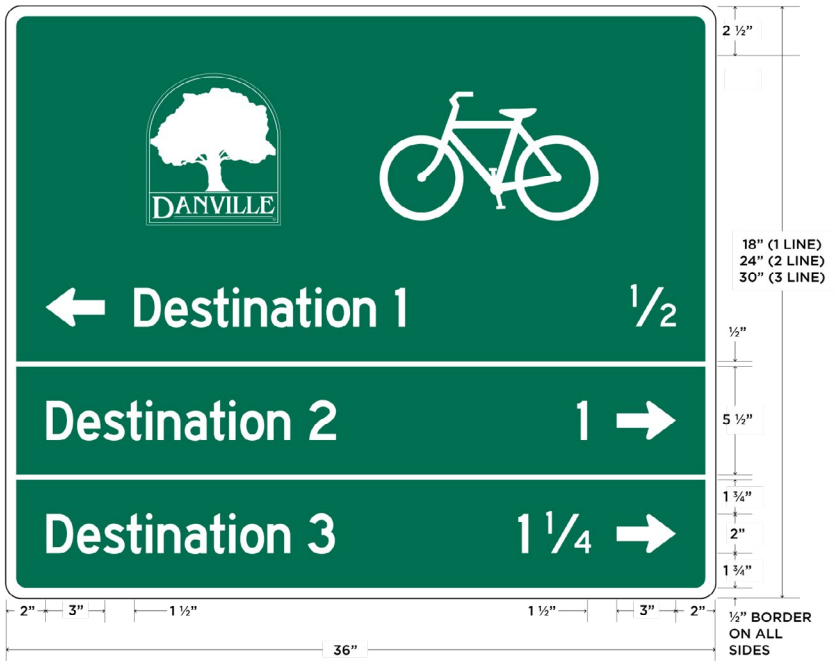


Figure 51. Directional Sign

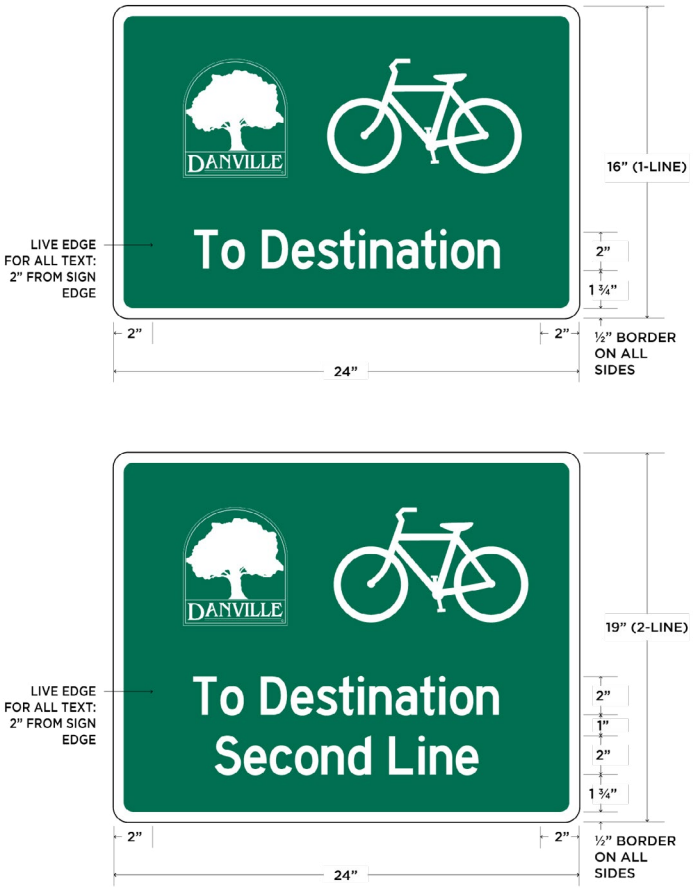


Figure 52. Confirmation Sign

CONFIRMATION SIGN

DESCRIPTION

Confirmation signs should be placed after a turn movement or intersection to reassure people biking (i.e., the user) that they are on the correct route and provide the distance to destination. Signs can consist of the regional bikeway branding and space for up to three destinations with mileage.

PLACEMENT

Signs should be placed 50 to 100 feet after turns following decision signs. Confirmation signs with mileage should also be placed at the beginning of regional routes and on the far side of an intersection following directional signs.

MATERIALS

- 0.080-inch-high intensity prismatic aluminum sign panel
- Front of sign to be solvent print or 3M EC Film with UV Gloss Laminate
- Artwork to be solvent print or digitally imaged vinyl applied to sign
- Mount to post

TURN SIGN

DESCRIPTION

These types of signs are used to clarify a specific route at changes in direction when only one route option is suggested.

PLACEMENT

Signs should be placed at turns prior to the turning action to provide cyclists advance notice of a change in direction. Turn signs may be used in conjunction with a directional sign at complex intersections warranting additional information.

MATERIALS

- 0.080-inch-high intensity prismatic aluminum sign panel
- Front of sign to be solvent print or 3M EC Film with UV Gloss Laminate
- Artwork to be solvent print or digitally imaged vinyl applied to sign
- Mount to post

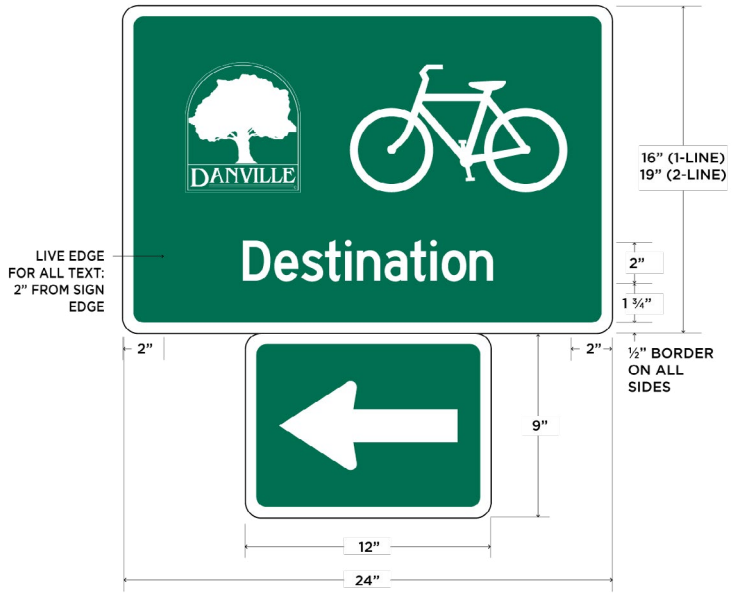


Figure 53. Town of Danville Turn Sign

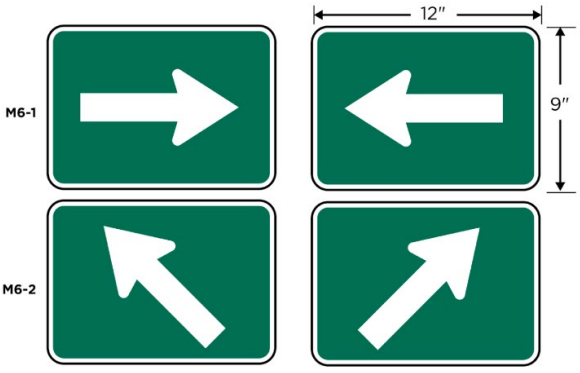


Figure 54. Turn Sign Plaques

SIGN TOPPER

DESCRIPTION

Sign toppers can be added to new or existing street signs to indicate streets that are part of designated bicycle boulevard networks. Bike Boulevards are intended to serve as low-stress bikeway networks, providing direct, and convenient routes across Danville. Key elements of Bike Boulevards are unique signage and pavement markings, traffic calming and diversion features to maintain low vehicle volumes, and convenient major street crossings.

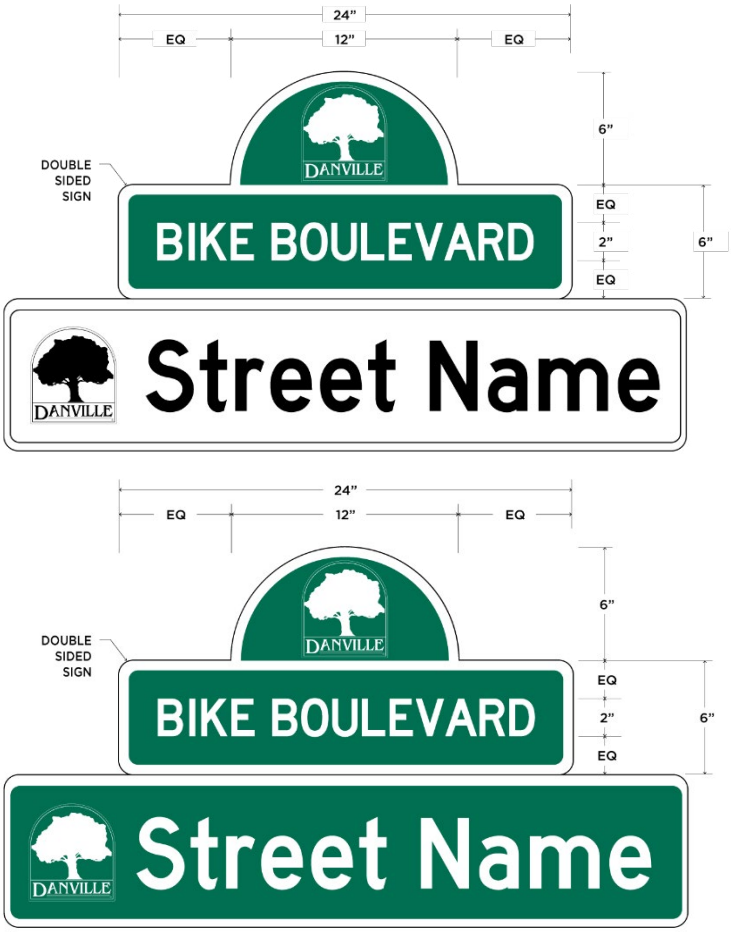


Figure 55. Sign Topper Options

PLACEMENT

Plaques should be mounted to posts above existing street signs. These should be located at key access points and major signalized intersections along the bicycle boulevard.

MATERIALS

- 0.080-inch high-intensity prismatic aluminum sign panel
- Front of sign to be solvent print or 3M EC Film with UV Gloss Laminate
- Artwork to be solvent print or digitally imaged vinyl applied to sign
- Mount to post

PROGRAMMING & DESTINATIONS

WHAT IS SIGN PROGRAMMING?

Sign programming refers to the messages that appear on signs. Sign messages enable users to navigate to destinations and along local/ regional bikeways.

The following guidance outlines a consistent approach to message identification based on broad identification of destinations associated with each route, selecting destinations that would appear on signs (based on signing distances outlined in the following pages), and identifying the message order (based on distance and direction). All destinations to be signed should be open and accessible to the public.

SIGNING DISTANCE AND TIERS

Signing distances suggest how far away specific destinations should appear on signs. This process ensures that information is spread along the journey according to the immediate needs of a person riding a bicycle.

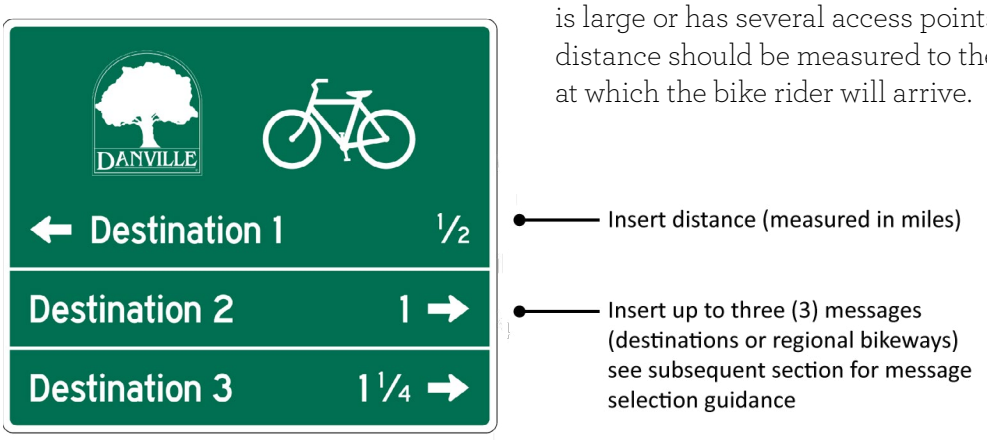


Figure 56. Guidance on sign programming

Destinations are organized into tiers to provide a straightforward signage hierarchy. Level 1 destinations include those with regional importance such as adjacent jurisdictions and regional trails. These should appear on signs up to five miles away. Level 2 tends to include more localized destinations such as community parks, schools, and neighborhood shopping districts. These should be included on signs up to two miles away. Level 3 destinations should only be signed for up to one mile away and provide directions to neighborhood destinations including parks, recreation centers, and cultural sites.

Distances may be measured either to a destination boundary or center, as long as the approach is consistent throughout the region. Level 1 destinations typically have a well-defined edge and should be measured to boundary lines. Level 2 destination tend to be less defined in terms of their boundaries and thus should be measured to their centers. Level 3 destinations are typically specific addresses and thus distances should be measured to the main entrance of the specific location. If a Level 3 destination is large or has several access points, distance should be measured to the point at which the bike rider will arrive.

DESTINATION LIST

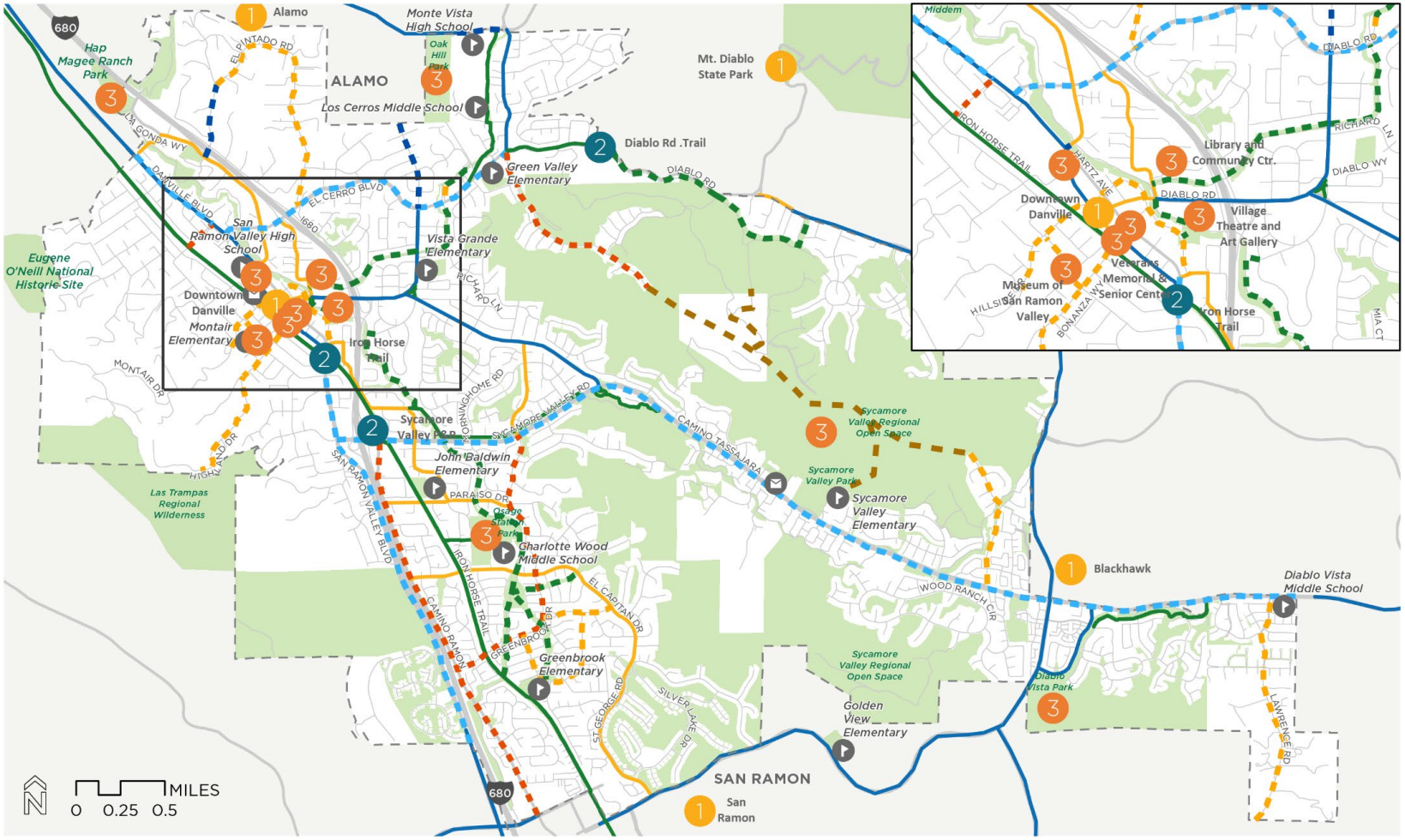
The list of destinations for Danville's bicycle wayfinding is listed in **Table 24** below.

Table 27. Wayfinding Destinations List

TYPE	DESTINATION	ABBREVIATION
TIER 1		
Town of Danville	Downtown Danville	Downtown
Neighboring Jurisdictions	Alamo	Alamo
	Blackhawk	Blackhawk
	San Ramon	San Ramon
	Walnut Creek	Walnut Creek
State Parks	Mount Diablo State Park	Mt. Diablo State Park
TIER 2		
Trails	Iron Horse Trail	Iron Horse Trail
	Diablo Road Trail	Diablo Rd Trail
Park and Ride	Sycamore Valley Park & Ride	Sycamore Val. P&R
TIER 3		
Cultural/Civic Centers	Library & Community Center	Library & Community Center
	Village Theatre & Art Gallery	Village Theatre & Art Gallery
	Veterans Memorial Building & Senior Center	Veterans Memorial Building & Senior Center
	Museum of the San Ramon Valley	Museum of the SRV
Local Parks	Sycamore Valley Park	Sycamore Valley Park
	Osage Park	Osage Park
	Oak Hill Park	Oak Hill Park
	Hap Magee Ranch Park	Hap Magee Ranch Park
	Diablo Vista Park	Diablo Vista Park

Figure 57 and **Figure 58** below provide a summary of tiered local and regional destinations as well as proposed routes where wayfinding implementation should be prioritized.

Figure 57. Danville Bicycle Network and Destinations



WAYFINDING DESTINATIONS

DANVILLE BICYCLE MASTER PLAN

alta

Map Produced: March. 2021.
Data Sources: Town of Danville, Contra Costa County.

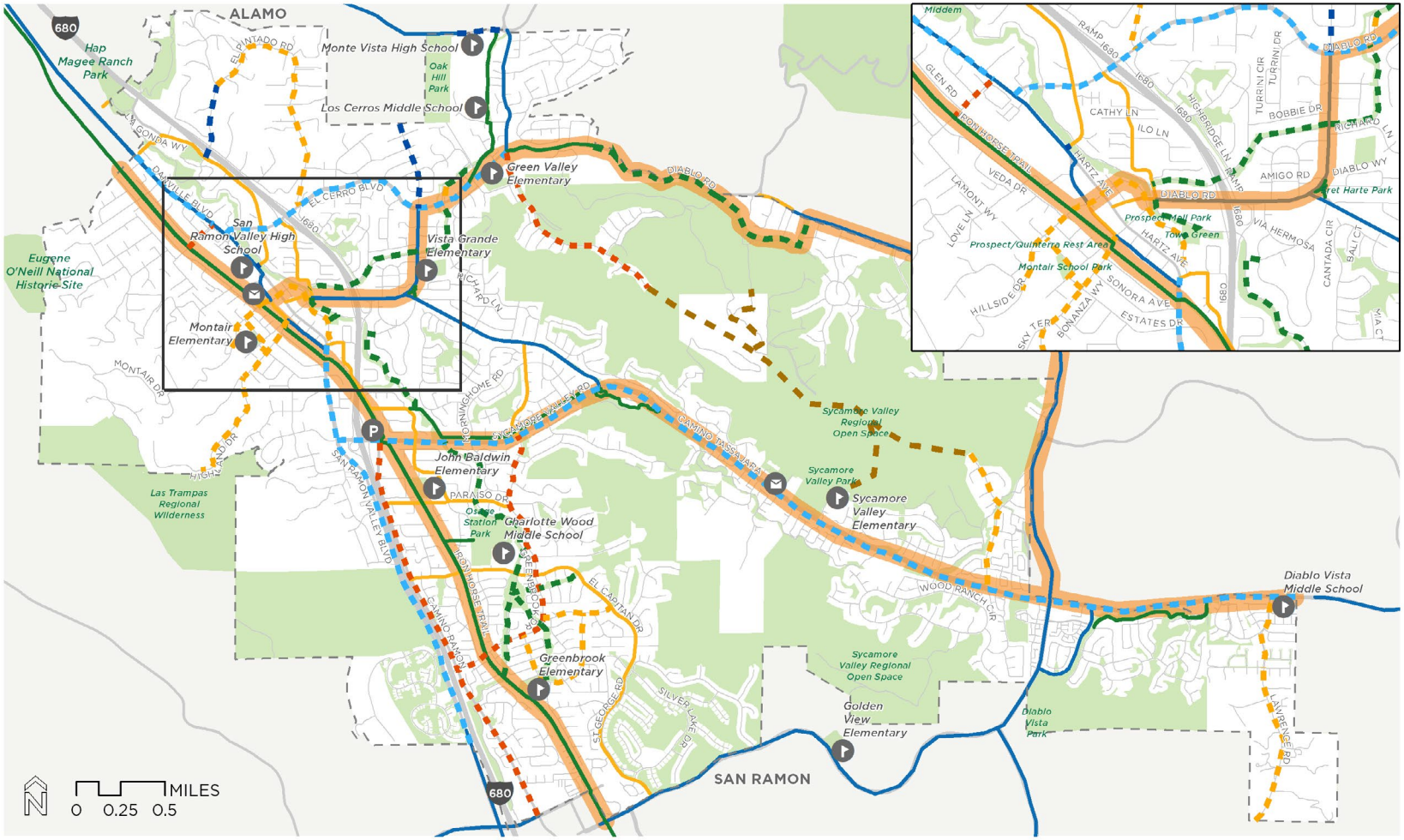
Existing Bikeways
- Class I Shared-Use Path
- Class II Bicycle Lane
- Class III Bicycle Route

Proposed Bikeways
- Class I - Shared-Use Path
- Class II - Bicycle Lanes
- Class IIB - Buffered Bicycle Lanes
- Class III - Bicycle Route
- Class IIIB - Bicycle Boulevard
- Unpaved Trail

Features
- Post Office
- School
- Park & Ride
- Parks and Open Space
- Town Boundary

Destinations
- Tier 1
- Tier 2
- Tier 3

Figure 58. Danville Bike Network and Priority Wayfinding Routes



WAYFINDING DESTINATIONS

DANVILLE BICYCLE MASTER PLAN

Existing Bikeways
- Class I Shared-Use Path
- Class II Bicycle Lane
- Class III Bicycle Route

Proposed Bikeways
- Class I - Shared-Use Path
- Class II - Bicycle Lanes
- Class IIB - Buffered Bicycle Lanes
- Class III - Bicycle Route
- Class IIIB - Bicycle Boulevard
- Unpaved Trail

Features
- Post Office
- School
- Park & Ride
- Parks and Open Space
- Town Boundary

Wayfinding Priority Routes
- Priority Routes

alta

Map Produced: March, 2021.
Data Sources: Town of Danville, Contra Costa County.

SIGN PLACEMENT

PLACEMENT GUIDANCE

The contents of this section address typical scenarios to navigating to various destinations in Danville to ensure consistent placement. The bicycle wayfinding signs in the Town of Danville should be located in a consistent manner throughout the bicycle network. **Figure 59** below illustrates typical placement and sequencing of on-street wayfinding signs. Directional signs (D) are located prior to an intersection of two bicycle facilities, turns in routes (T), and in relation to regional destinations. Confirmation signs (C) are provided after the turn movement, as well as periodically along the route for reassurance.

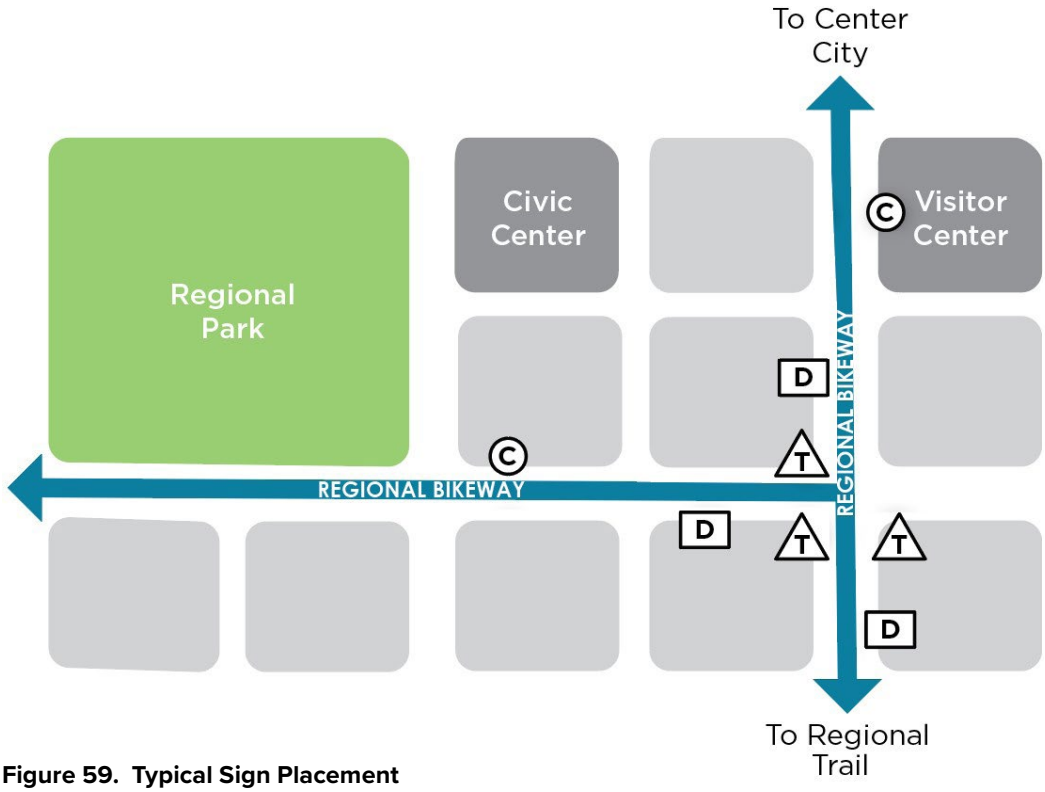


Figure 59. Typical Sign Placement

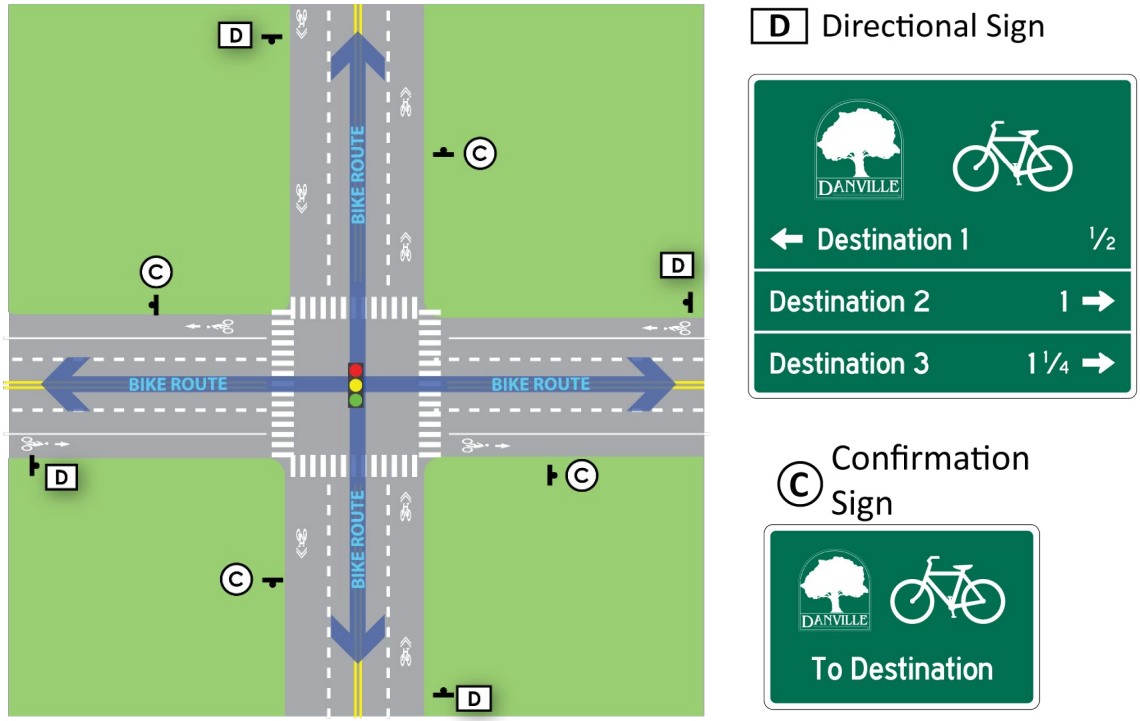


Figure 60. On-street Intersection Sign Placement - Two Routes, Multiple Destinations

TYPICAL SCENARIOS

ON-STREET INTERSECTION (TWO ROUTES, MULTIPLE DESTINATION OPTIONS)

Where two bicycle routes intersect and both continue straight, multiple decision options exist. Directional signs may be placed around 100 feet away from the intersection to alert bike riders of upcoming destination options. Confirmation signs may be placed 50 feet after the intersection to assure the rider they are on the correct route.

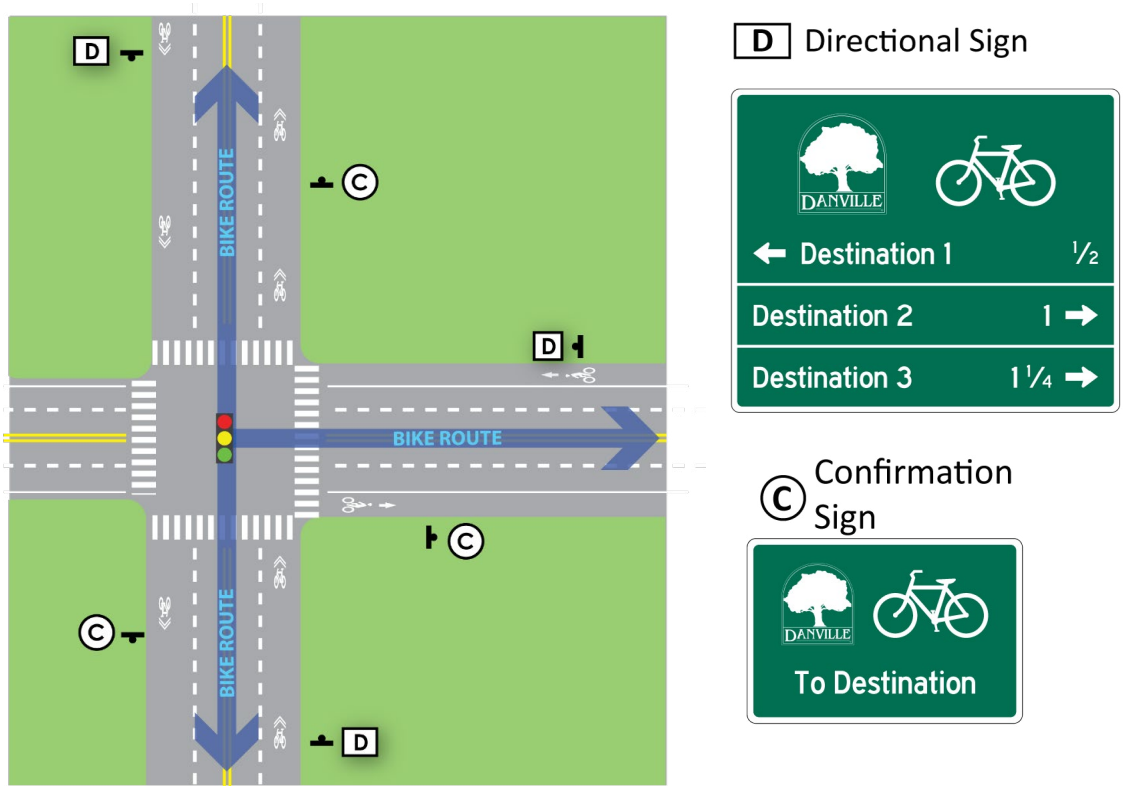


Figure 61. On-street Intersection Sign Placement - Two Routes, Two Destination Options

ON-STREET INTERSECTION (TWO ROUTES, TWO DESTINATION OPTIONS)

Where two bicycle routes intersect and one continues while the other ends at the intersection, options for placement of decision signs exist. Directional signs may be placed around 100 feet away from the intersection to alert bike riders of upcoming options. Confirmation signs may be placed 50 feet after the intersection to assure the rider they are on the correct route.

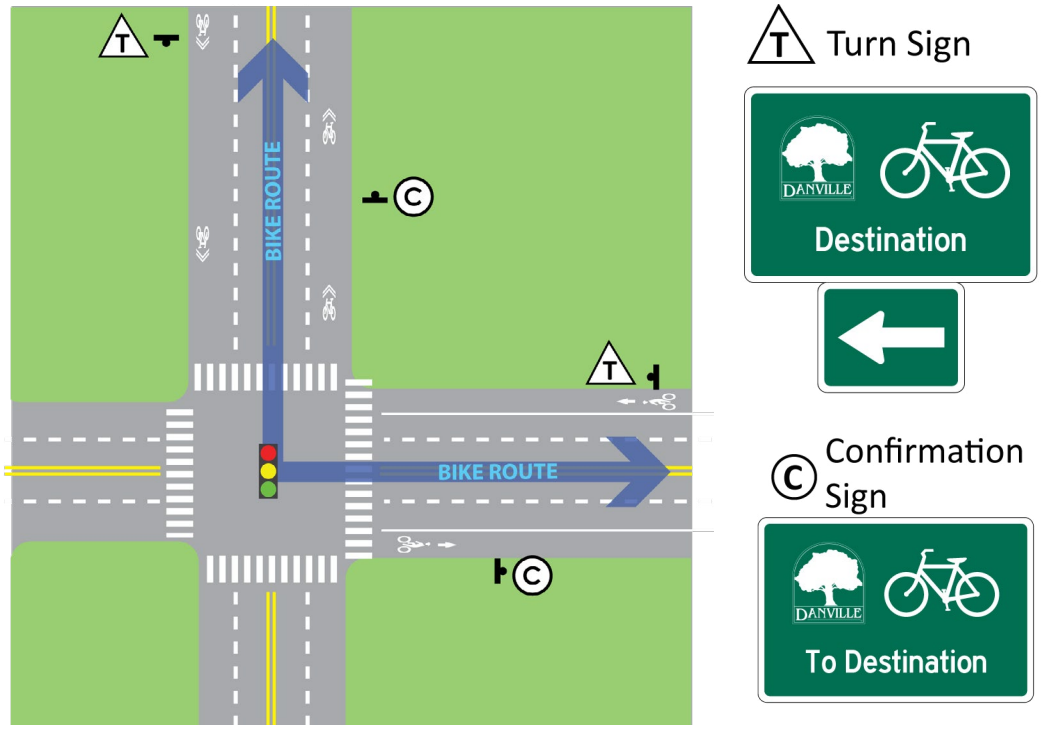


Figure 62. On-street Intersection Sign Placement - Two Routes Ending at their Intersection

ON-STREET INTERSECTION (TWO ROUTES, ENDING AT THEIR INTERSECTION)

Where two bicycle routes end at the same intersection, a bike rider will turn to continue on a bike route. Turn signs may be placed around 100 feet from the approaching intersection. Confirmation signs may be placed after the intersection to assure the bike rider they are on the correct route.

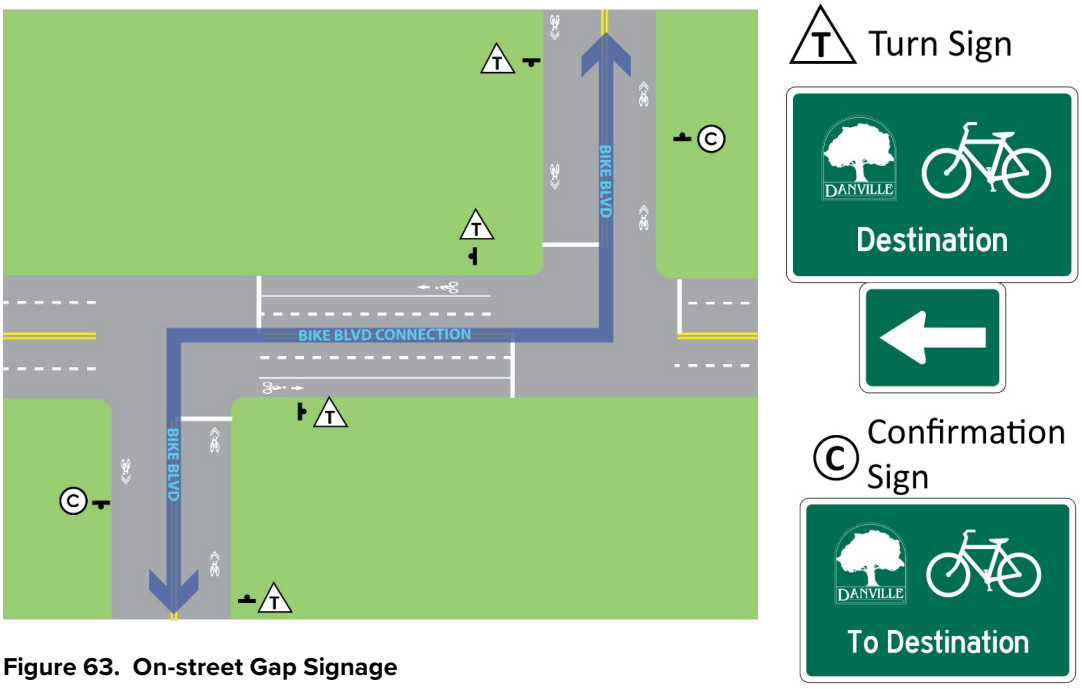


Figure 63. On-street Gap Signage

ON-STREET JOG

Where physical barriers (ex., highways, creeks, topography, development, etc.) create continuous gaps in on-street facilities, users are often routed to adjacent streets to navigate around the barrier and continue along the route. The typical pattern for wayfinding signs includes a turn sign prior to each intersection where a turn is necessary to circumnavigate the barrier. Confirmation signs are placed after intersections to reinforce that the bike rider made the correct movement.

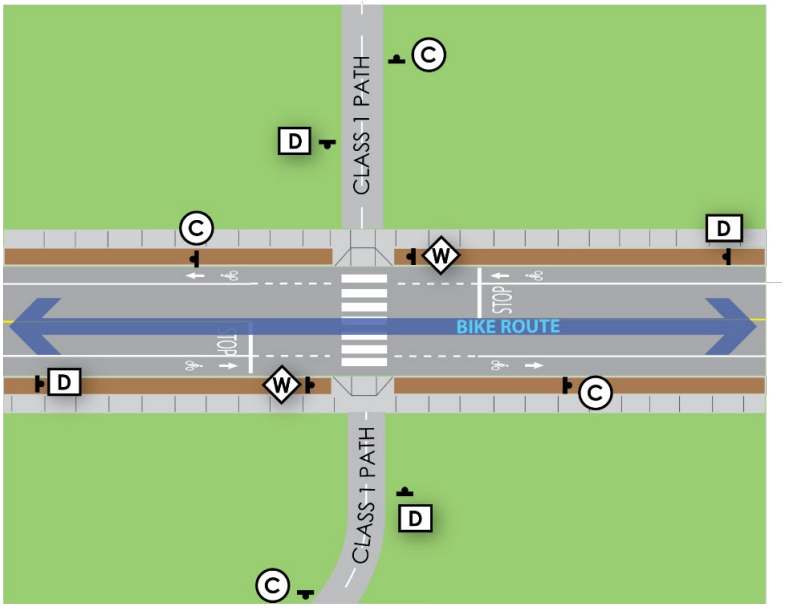
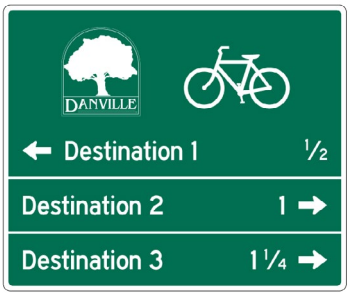


Figure 64. Path-Roadway Intersection Sign Placement

D Directional Sign



C Confirmation Sign

W Warning Sign

PATHWAY-ROADWAY INTERSECTION [1]

Shared-Use Path users should be directed to cross roads where improvements such as curb ramps, crosswalk striping, and warning signs exists. If the cross street has on-street bike facilities, a directional sign should be placed prior to the intersection to inform bike riders of their route options. If a bike-oriented stop sign is present, it should not be obscured by the wayfinding sign. Confirmation signs may optionally be placed at path entries to assure riders that they are on a bike facility.

If direct travel via a mid-block roadway crossing is not provided travelers are expected to divert to the nearest improved or signalized intersection. In this scenario, turn signs should be used to direct cyclists to the intersection with safety improvements.

1 Note: development and implementation of wayfinding plan and related signage related to Iron Horse Trail should follow be coordinated with the East Bay Regional Park District.

APPENDICES

Appendix 1 – Plan Review

Appendix 2 – Existing Bike Counts

Appendix 3 – Public Comments

APPENDIX 1:
PLAN REVIEW

MEMORANDUM

To: Thomas Valdriz, Town of Danville

From: Mauricio Hernandez, Alta Planning + Design

Date: April 29, 2020

Re: Town of Danville Bicycle Master Plan – Task 3.1 Existing Policies and Plan Review

Introduction

The study team reviewed the following planning studies and reports to gain a better understanding of existing conditions in the Town of Danville. This memo provides a summary of the policies and projects contained in these planning documents that are pertinent to this project's framework and recommendations. This plan review memo provides information about the following documents:

- 2030 Town of Danville General Plan, Chapter 4 "Mobility"
- 2019/2020 Town of Danville Capital Improvement Plan
- Town of Danville Municipal Code
- Town of Danville Parks, Art, and Recreation Strategic Plan (2018)
- Town of Danville Bicycle Parking Study (2011)
- Contra Costa Countywide Bicycle & Pedestrian Plan (2017)
- Contra Costa Measure J Expenditure Plan (2011)
- Contra Costa Measure J Expenditure Plan (2019)
- Tri-Valley Transportation Plan/Action Plan
- Applicable Traffic Counts
- Local Street Design Guidelines
- Downtown Parking Management Plan

2030 Town of Danville General Plan - Chapter 4 "Mobility"

Date Published	March 2013
Link	https://www.danville.ca.gov/DocumentCenter/View/1026/2030-General-Plan-PDF?bidId=
Overview	The 2030 Town of Danville General Plan Chapter 4 "Mobility" establishes goals related to multi-modal circulation, complete streets, mobility, and neighborhood quality throughout Danville. This chapter also discusses existing conditions of the transportation system in Danville and the travel patterns of Danville residents.
Vision Statement	The Town of Danville is served by a multi-modal transportation system that connects residents to local and regional destinations via freeways, roadways, trails, and public transportation. The Town strives to balance the needs of all modes of travel on its road network by providing for pedestrian and bicycle connectivity, transit accessibility, and smooth vehicular flow. Danville's roads are complemented by attractive and well-maintained streetscapes, miles of bicycle lanes and trails, crosswalks, sidewalks, and traffic calming features.
Relevant Goals and Policies	• Danville will consider alternatives to Level of Service as the operational standard for traffic operations**. Even where LOS D remains the standard, the Town will consider service to bicyclists, pedestrians, and transit users** when new development is evaluated and when measures to mitigate impacts on traffic are developed. • Goal 11: Provide a safe, efficient multi-modal circulation system. • Policy 11.06: Create **a connected circulation system in which it becomes easier to walk or bicycle from one point in Danville to another.** • Goal 12: Create walkable neighborhoods and shopping areas, with streets that safely and comfortably accommodate pedestrians, bicyclists, and transit users as well as motor vehicles • Policy 12.07: Close gaps in the Town's bicycle and pedestrian trail system in order to **create a more fully connected, logical, comprehensive system of facilities for non-motorized transportation**. • Policy 12.08**: Ensure the provision of adequate bicycle support facilities**, such as bicycle parking, at all major bicycle usage locations. • Goal 12: Create viable transportation alternatives to the single occupant automobile. • Goal 14: Integrate land use and transportation planning to increase the viability of alternative transportation modes, minimize vehicle trips, and make more efficient use of the transportation system. • Goal 15: Reduce the adverse effects of vehicle traffic on Danville's neighborhoods and natural environments.
Relevant Standards	• The Town of Danville recognizes three classes of bicycle routes: Class I, Class II, and Class III bicycle routes. (Page 4-15)
Relevant Projects & Infrastructure Recommendations	• Projects consistent with the 2009 Countywide Bicycle and Pedestrian Plan, including:

    - A bike/walkway along Diablo Road from Green Valley Rd to Mt. Diablo Scenic Blvd. (requires additional right-of-way dedication and construction by private parties)
    - Camino Tassajara Improvements from Sycamore Valley Rd to the eastern Town limit and Crow Canyon Rd improvements from Camino Tassajara to the southern Town limit, including sidewalks and bicycle facilities
    - Extension of Camino Tassajara bike lane from the eastern town limit toward Dublin.
- Projects identified in the 2006 Parks, Recreation, and Arts Strategic Plan including:
    - Closing gaps on the Sycamore Creek Trail
    - Improvements to the Green Valley Creek Trail
- Improved connectivity between the Sycamore Valley Park and Ride Lot and Downtown Danville
- Ongoing improvements such as signalized crossings, bike lockers, and bike racks

2019/2020 Town of Danville Capital Improvement Plan

Date Published	2019
Link	https://www.danville.ca.gov/DocumentCenter/View/1751/CIP-2019-20-Final-Book-PDF?bidId=
Overview	The 2019/2020 Town of Danville Capital Improvement Plan (CIP) identifies upcoming expenditures for the design, construction, and renovation of major capital projects that will benefit the Town of Danville. The CIP also outlines funding and revenue sources for the Town.
Vision Statement	N/A
Relevant Goals and Policies	• N/A
Relevant Standards	• N/A
Relevant Projects & Infrastructure Recommendations	• Front Street Creekside Trail (2021/22): A cantilevered 8' trail over the creek from opposite side of Town Meeting Hall to Diablo Road (approximately 1/8 mi) • Diablo Road Trail from Alameda Diablo to Tank Access Road: An asphalt pedestrian/bicycle multi-use path that would traverse along the south side of Diablo Rd from the vicinity of the Fairway Drive/Calle Arroyo intersections to the west of the EBMUD tank access road. A 2018 feasibility study identified three route options. • Traffic Signal and Street Light Maintenance Program: Replacing in-ground crosswalks with RRFBs at 8 locations • San Ramon Valley Creek Footbridge at Danville Green: A pedestrian footbridge over San Ramon Valley Creek at the Danville Green • La Gonda Way Bridge Improvements: Bridge replacement due to structural deficiency and inadequate traffic, bicycle, and pedestrian conditions

- Town-wide Bicycle Facilities Improvements: Enhancements to existing and new Class II/III bicycle facilities on Diablo Rd from 1-680 NB off-ramp to Hartz Ave and enhancements to Class II bicycle facilities for the approaches to Diablo/Green Valley intersection; new projects identified in Bicycle Master Plan
- Pavement Management Program
- Town-wide Trails: Green Valley Creek Trail and Sycamore Creek trail improvements, other maintenance and gap closures, supportive facilities and wayfinding
- Iron Horse Trail Raised Crosswalks and Flashing Beacons: Raised crosswalks and RRFBs along the Iron Horse Trail

Previously Funded Projects

- Town-wide Wayfinding and Directional Signage
- Green Valley Trail from Highbridge Lane to Diablo Road
- Feasibility study for a trail from the Green Valley Shopping Center (Woodbine Bridge at Highbridge Ln) to Diablo Rd via Green Valley Creek
- Downtown Improvement Project
- Town-Wide Bicycle Parking Project

Many streets are candidates for upcoming pavement maintenance. A full list of projects for the 2019/20 fiscal year is on page CIP25 and CIP26.

Town of Danville Municipal Code

Date Published	1990 (last updated in 2019)
Link	https://codelibrary.amlegal.com/codes/danvilleca/latest/danville_ca/0-0-0-1
Overview	The Town of Danville Municipal Code establishes laws, ordinances, and guidelines for the town, including standards for the design and development of roads.

Relevant Standards	Road Standards (12-8)
	• Principal Thoroughfares; Type A
	  ○ 110′ with 72′ of roadway, 20′ of sidewalk, and 18′ of dividing strip
	• Principle Thoroughfares; Type B
	  ○ 100′ width with 64′ of roadway, 20′ of sidewalk area, and 16′ of dividing strip
	• General Thoroughfares
	  ○ Width of 84′ with 64′ of roadway, 20′ of sidewalk area
	• General Arterials
	  ○ 60′ width with 40′ of roadway and 20′ of sidewalk area
	• Industrial Arterials
	  ○ 68′ width with 48′ of roadway and 20′ of sidewalk area

	Parking Standards • The Town of Danville established parking minimums for the Downtown Business District in the municipal code. These can be found in • The Town established a Transportation Improvement Program fee to collect fees from new non-residential development. The Town Manager can grant exemptions to this fee if the new development makes contributions that benefit the circulation and transportation networks.

Town of Danville Parks, Recreation, and Art Strategic Plan (2018)

Date Published	2018
Link	https://issuu.com/townofdanville/docs/2017_danville_pra_plan_update_reduc?e=1473944/52228994
Overview	"The Town of Danville's Parks, Recreation, and Art Strategic Plan update establishes a long-range vision and course of action for creating and sustaining a high quality, interconnected system of parks, recreation and arts facilities, services and programs. The Plan Update provides recommendations and tools to preserve Danville's ability to respond to emerging opportunities over the next ten or more years."
Vision Statement	The plan establishes seven vision principles for parks, recreation, and arts amenities in town, including: 1) Parks are community places; 2) Parks are interwoven into the community; 3) Community members are engaged in creating community spaces and becoming park stewards; 4) Amenities are located to promote comfort and sociability of public spaces; 5) Activities enhance the use of public spaces and community sociability; 6) Partnership sustain parks, recreation and the arts; 7) Cultural arts enhance the livability of the community

Relevant Goals and Policies	• Active Transportation Trail and Pathways**: Connect Town parks and facilities through a system of on-street and off-street trails, paths, and bike lanes** serving active transportation users and providing a variety of experiences
	• Recreation for All: **Provide recreation opportunities for all Danville residents and visitors of all age groups and abilities. The** Town will facilitate social connections, human development, and lifelong learning by building community among residents at different stages of life.
	• Community Stewards and Partnerships: Residents will be active members of the planning, design, and upkeep of facilities, promoting civic responsibility for the parks, recreation, and arts system.
	• Goals identified in the community outreach process include:
	  ○ Programming for Danville's aging population
	  ○ Innovative public art
	  ○ Active Transportation Connections
	  ▪ "Over half of participants [in the online questionnaire] noted that an expanded trail network would be a priority project for them"

Relevant Standards	• N/A

Relevant Projects & Infrastructure Recommendations	• "Develop a regular bicycle or walking tour of Danville's parks as a new recreation program." • Create "*Ciclovia*" or "Sunday Streets" events where a looped route of streets and trails are closed to traffic and opened for citizens of all ages to interact with each other through exercise, entertainment, and fun" • Provide end-of-trip facilities (e.g., bike parking, bike repair stations) for cyclists at parks and community centers. • Identify and mark "Safe Routes to Parks" from locations such as schools, shopping centers, libraries, after-school programs, community centers, and residential neighborhoods. • Fill in key missing connections in the existing bike and pedestrian network, such as between the Iron Horse Trail and Las Trampas or south from Oak Hill Park • Integrate public art into parks and facilities • Apply universal design principles as the preferred guidance for design solutions in parks, striving to exceed Americans with Disabilities Act requirements. • End-of-trip Bicycle Facilities at: Diablo Vista Park, Hap Magee Ranch Park, Oak Hill Park, Osage Station Park, Sycamore Valley Park, Bret Harte Park, and Town Green • Develop an "arts trail" downtown • Integration of art into trailheads and bicycle wayfinding • Possible new bicycle park (location unspecified)

Town of Danville Bicycle Parking Study

Date Published	**2011**
Link	Provided by Town (Not available online)
Overview	Danville's bicycle parking study investigated downtown parking needs and recommended the quantities, types, and locations of bicycle racks throughout town to accommodate the need and demand for bicycle parking in Danville. At the time of the study, Downtown Danville had capacity for 121 bicycles at formal parking locations.
Vision Statement	• N/A
Relevant Goals and Policies	• N/A

Relevant Standards	• Universal Design Standards for:
	  ○ Bicycle Rack Designs
	  ○ Bicycle Rack Parking Location Selection
	  ○ Bicycle Parking Dimensions and Placement

Relevant Projects & Infrastructure Recommendations	• The study recommended increasing bicycle parking capacity in Downtown Danville from 121 bicycles to 215. The plan estimated the total cost of these new racks and their installation to be $36, 850. The study also prioritized the recommendations and sorted them into three Phases (Table 5-1). • New bicycle parking locations (see figure below) and Plan Table 4-1

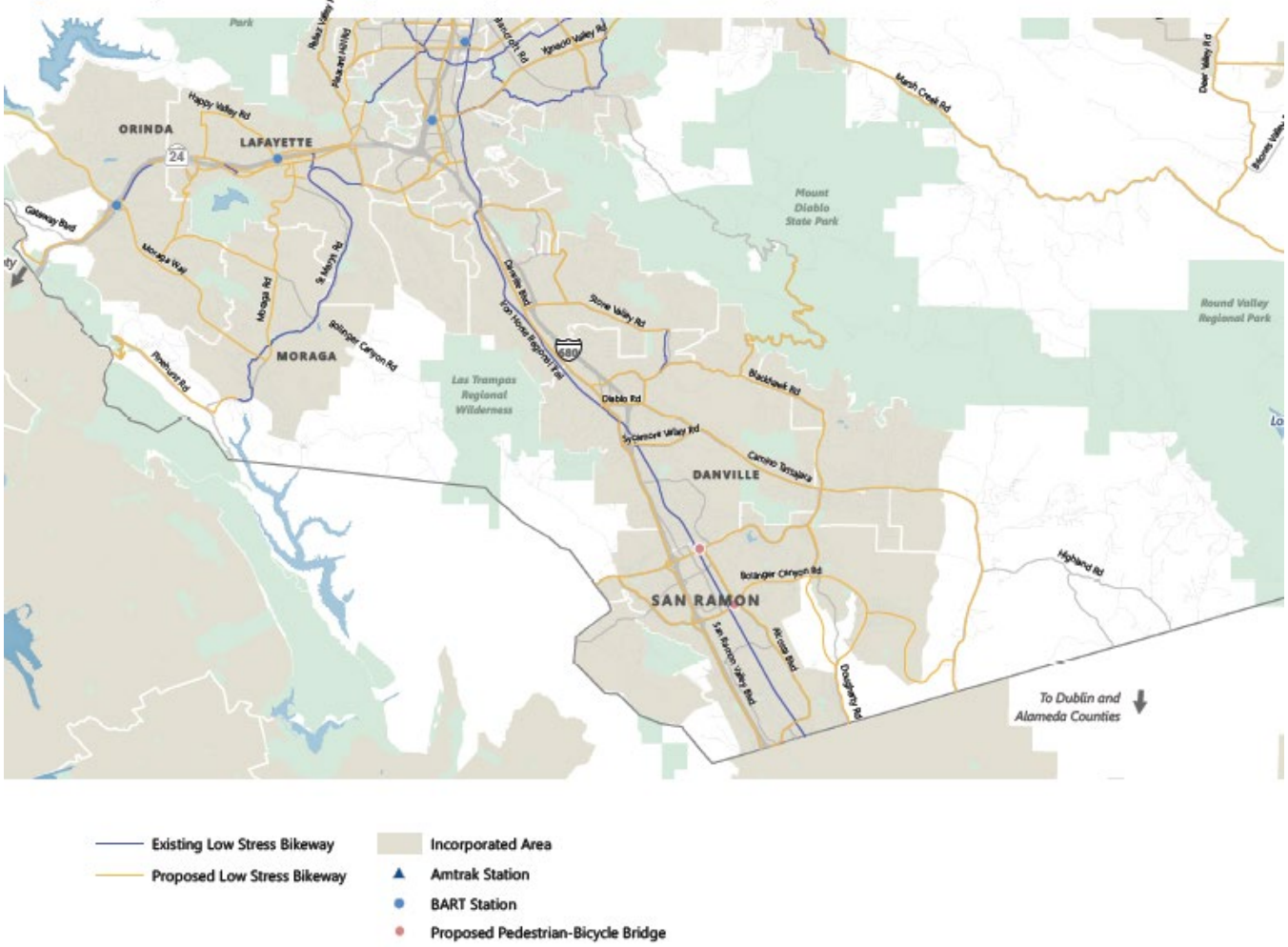

The Dog (2)
Hartz at Railroad (4)
Mountain Mike's Pizza (4)
Starbucks - Danville Square (8)
Hartz between Railroad and Linda Mesa (4)
Lotsa Pasta (4)
Danville Bike (6)
Foster's Freeze (2)
Trader Joe's - Danville Square (8)
Pete's Brass Rail & Car Wash (2); TBD
Sweet Street (4)
Clocktower Parking Lot (12)
Starbucks(8)
Prospect Avenue (2)
Clocktower Parking Lot Plaza (12)
Danville Veterans' Memorial Building (4)
Rick's Picks (2)
Front Street Parking Lot (6)
Library (30)
Iron Horse Trail and Prospect (north) (12)
Prospect between Hartz and Railroad (4)
The Vine (2)
Museum of the San Ramon Valley (4)
Basil Leaf Café (2)
Iron Horse Trail and Prospect (south) (8)
Railroad Parking Lot (8)
Rakestraw Books (4)
School Street at Railroad Avenue (4)
Farmers' Market (20)
Community Bank of the Bay (6)
Lunardi's (4) & (5)
Domenico's Deli (4)
Lunardi's near Iron Horse Trail (4)
La Boulange (4)
Country Waffles (4)
Peet's Coffee & Tea - front (2)
Los Panchos Restaurant (2)
Chow (rear) (4)
Peet's Coffee & Tea - back (16)
Akira Bistro/ Panda Express (4)
Iron Horse Trail and San Ramon Valley Boulevard (8)
Recommendation
(Capacity)
Existing Rack - No Change
U-Rack
Post and Loop
Parking Typical
Sidewalk Parking
Series Parking
Ownership
Public
Private
Bicycle Facilities
Multi-use Path
On-Street Bicycle Facility
0
250
500
Feet

Contra Costa Countywide Bicycle and Pedestrian Plan

Date Published	2017
Link	http://ccta.net/wp-content/uploads/2018/10/5b8ec26192756.pdf
Overview	The Contra Costa Countywide Bicycle and Pedestrian Plan establishes goals, actions, and infrastructure recommendations to increase opportunities for safe, comfortable bicycling and walking throughout the county.
Vision Statement	"People of all ages and abilities, and in all neighborhoods and districts in Contra Costa, can walk and bicycle safely, comfortably, and directly to their chosen destinations thereby improving health, reducing emissions of greenhouse gases, and making our transportation system more sustainable."
Relevant Goals and Policies	• **Encourage more people to walk and bicycle** • Increase safety and security for pedestrians and bicyclists • Create a **safe, connected, and comfortable network of bikeways and walkways for all ages and abilities** • Increase the livability and attractiveness of Contra Costa's communities and districts • **Increase the number of low-stress bikeways in Contra Costa** • Integrate **complete streets principles** and best practices into Authority funding and design guidance.
Relevant Standards	• Shifting to Level of Traffic Stress analysis • Bike Facility Definitions: Class I, Class II, Class II B, Class III, Class IV

Relevant Projects & Infrastructure Recommendations	• Low Stress Countywide Bicycle Network:
	  ○ Danville Boulevard
	  ○ Stone Valley Road
	  ○ Blackhawk Road
	  ○ Diablo Road
	  ○ Camino Tassajara
	• Support Programs including:
	  ○ Education and Outreach Programs
	  ○ Community Based Encouragement Programs
	  ○ Bicycle Parking
	  ○ End-of-trip facilities
	  ○ Bike Share Programs
	  ○ Electric Assist Bicycles
	  ○ Transit Access
	  ○ Wayfinding
	  ○ Evaluation Methods

Figure 4-E. Proposed Low-Stress Countywide Bikeway Network — Southwest County



Existing Low Stress Bikeway
Proposed Low Stress Bikeway
Incorporated Area
Amtrak Station
BART Station
Proposed Pedestrian-Bicycle Bridge

Contra Costa Measure J Sales Tax Expenditure Plan (2011)

Date Published	2011
Link	N/A (Document provided by the Town of Danville)
Overview	The Contra Costa County Measure J Expenditure Plan summarizes the transportation projects and programs in the county that will be funded by a half-cent local transportation sales tax. The Expenditure Plan directs jurisdictions to establish a growth management plan in order to qualify for Measure J funds.
Vision Statement	N/A

Relevant Goals and Policies	• Relevant goals of the required Growth Management Program include:
	  ○ Assure that new residential, business, and commercial growth pays for the facilities required to meet the demands resulting from that growth
	  ○ Require **cooperative transportation and land use planning** among Contra Costa County, cities, towns, and transportation agencies
	  ○ Support land use patterns within Contra Costa that make more efficient use of the transportation system, consistent with the General Plan of local jurisdictions

Relevant Standards	• N/A

Relevant Projects & Infrastructure Recommendations	• Relevant countywide projects include:
	  ○ Safe Transportation for Children
	  ○ Pedestrian, Bicycle, and Trail Facilities
	  ○ Transportation for Livable Communities Project Grants
	  ○ Commute Alternatives Program
	• Relevant southwest county subregion projects include:
	  ○ Additional Local Streets Maintenance and Improvements
	  ○ Major Streets: Traffic Flow, Safety, and Capacity Improvements

Contra Costa Measure J Expenditure Plan (2019)

Date Published	2019
Link	https://www.ccta.net/wp-content/uploads/2019/10/2019-Measure-J-Strategic-Plan.pdf
Overview	The Contra Costa Measure J Expenditure Plan forecasts the revenue that is expected to be generated by the county's half-cent transportation sales tax, guides the implementation of projects, and makes commitments to individual projects by fiscal year.
Vision Statement	N/A
Relevant Goals and Policies	• The plan's policies primarily concern financial guidelines for Measure J funding
Relevant Standards	• N/A

Relevant Projects & Infrastructure Recommendations	• San Ramon Valley Boulevard Lane Addition and Overlay (FY20/21) • San Ramon Valley Boulevard and Danville Boulevard Improvements (FY20/21) • Camino Ramon Improvements (FY22) • Diablo Road Trail (FY21/22) • Danville Boulevard/Orchard Rd Complete Streets Improvements (Currently in design phase) • San Ramon Valley Boulevard Slurry and Seal Striping (Construction in FY20/21) • Camino Tassajara Bike Lane Completion (Currently underway)

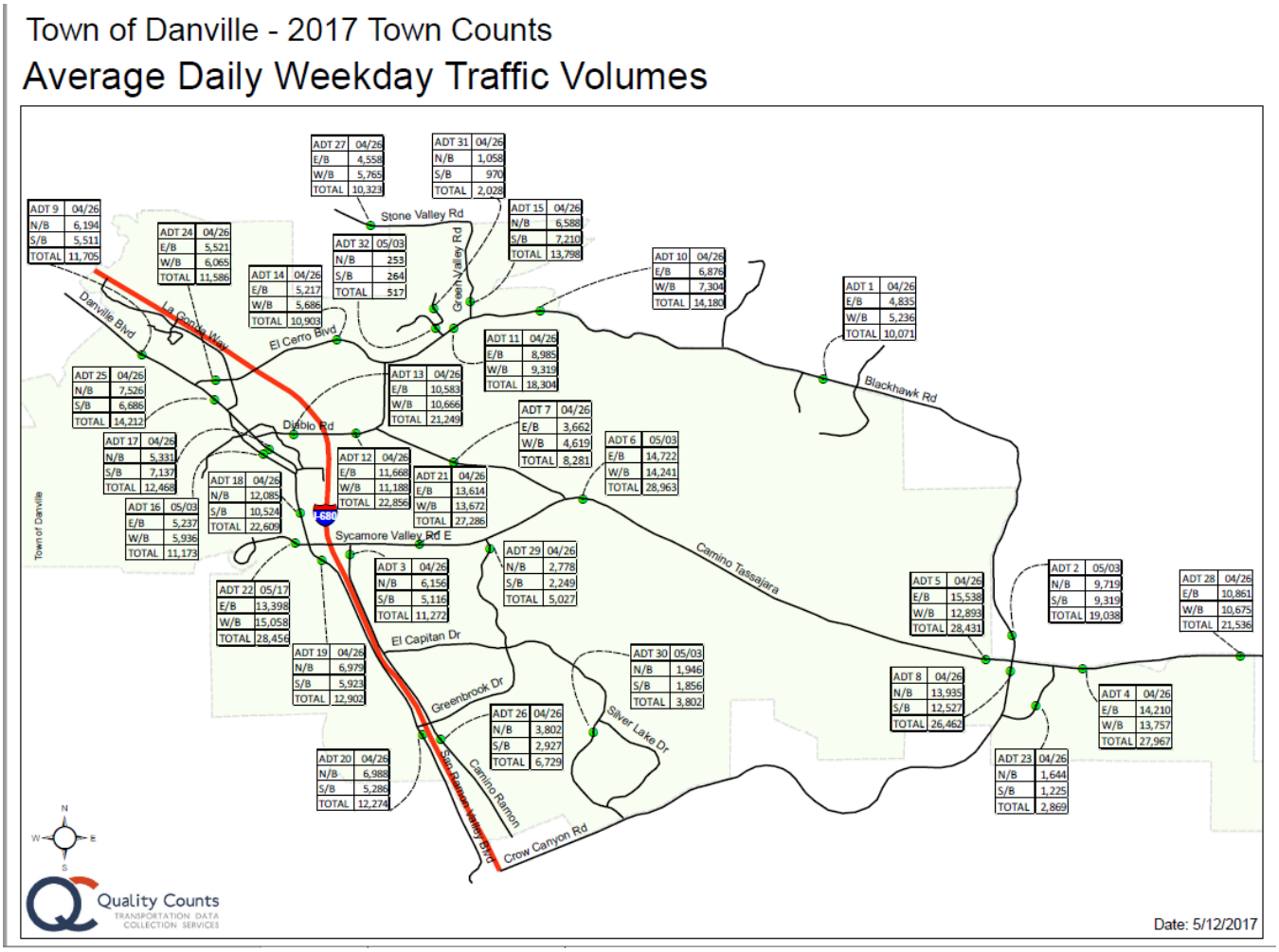
Tri-Valley Transportation Plan and Action Plan for Routes of Regional Significance

Date Published	**2017**
Link	https://ccta.net/wp-content/uploads/2018/10/59cd5be5a55a2.pdf
Overview	The Tri-Valley Transportation Council is made up of the Cities of Dublin, Livermore, Pleasanton, San Ramon, the Town of Danville, and the Counties of Alameda and Contra Costa. This plan outlines the vision, goals, and policy objectives, and action items for transportation improvements along Routes of Regional Significance in Tri-Valley jurisdictions.
Vision Statement	*NOTE: Please refer to goals and policies below*
Relevant Goals and Policies	• Integrate transportation planning with **planning for air quality, community character, and other environmental factors**. • Support corridor management programs to **make the most efficient, effective, and safe use of existing facilities and services**. • Consider both the need for vehicular mobility and congestion reduction, and such livability concepts as walkability, bicycle access, and community character
Relevant Standards	• Routes of Regional Significance are defined as: 1) Connect two or more subareas; 2) cross county boundaries; 3) carry a significant amount of through traffic, or; 4) provide access to a regional highway or transit facility • Multimodal Transportation Service Objectives (MTSOs) are defined for both Routes of Regional Significance and the Iron Horse Trail. The Iron Horse Trail MTSOs include: Pedestrian and Bicycle Volumes, Auto Volumes at Crossings, Average Trail User Delay at Major Crossings, Frequency of Pedestrian or Bicyclist Injury, Pavement Conditions

Relevant Projects & Infrastructure Recommendations	• Routes of Regional Significance in Danville are:
	  ○ Camino Tassajara
	  ○ Danville Boulevard
	  ○ Iron Horse Trail
	  ○ Sycamore Valley Road
	• Camino Tassajara Widening (East Blackhawk Drive to County Line)
	• Iron Horse Trail Crossing Improvements

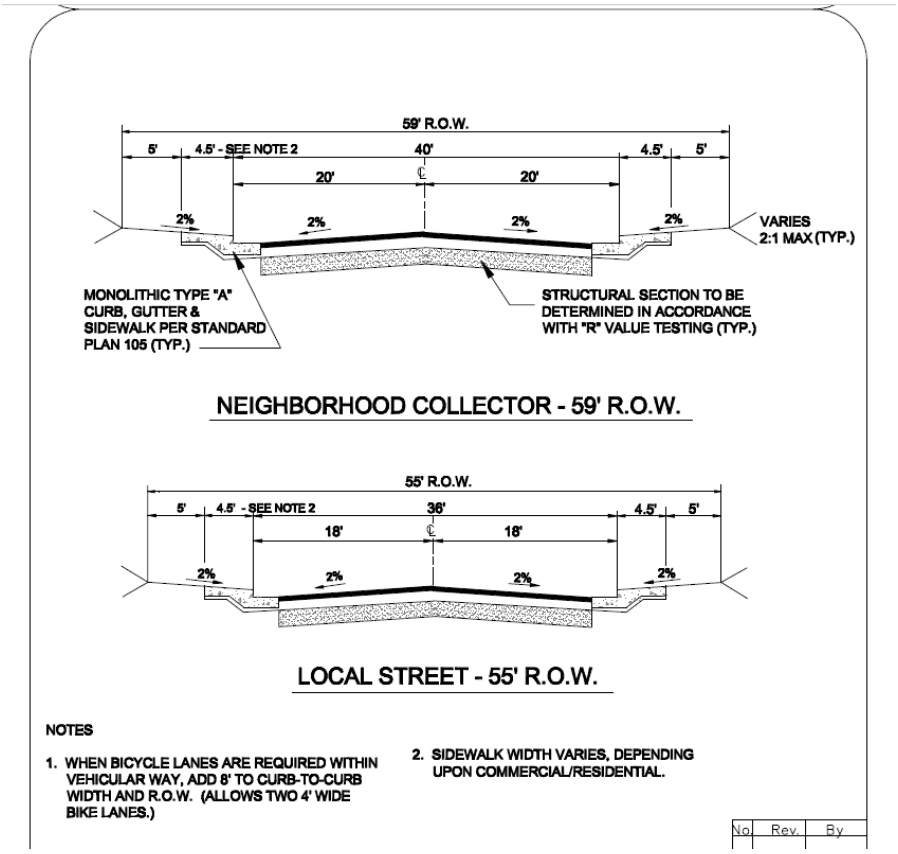
Applicable Traffic Counts

Date Published	Unknown
Link	N/A (Provided by Town of Danville)
Overview	Camino Tassajara and Sycamore Valley Road carry the most average daily weekday traffic in Danville. This is a major east-west thoroughfare in town. Danville Boulevard, Blackhawk Drive, Greenbrook Drive, and El Capitan Drive carry the next highest traffic volumes.



Local Street Design Guidelines

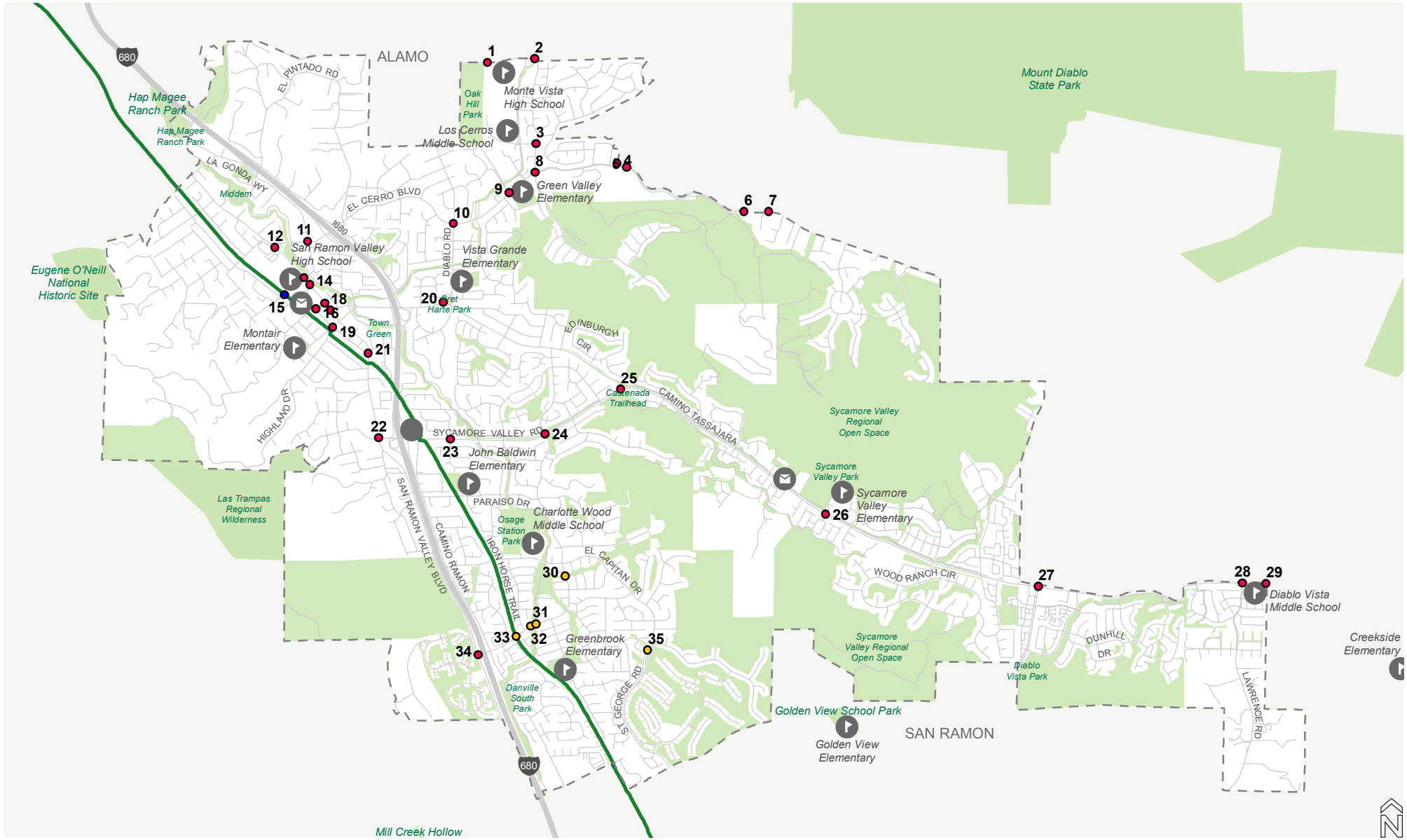
Date Published	Unknown
Link	N/A (Provided by Town of Danville)
Overview	*NOTE: Street design standards for Minor/Local Streets in Danville are shown in the figure below.*



Downtown Parking Management Plan

Date Published	2010
Link	https://www.danville.ca.gov/DocumentCenter/View/142/Downtown-Parking-Management-Plan-PDF
Overview	The Downtown Parking Management Plan analyzed the existing conditions of private and public parking infrastructure and policies in downtown Danville. The study found that the existing parking supply in Downtown Danville was sufficient for existing demand, recommended an online permit sales and management program, and recommended new curb marking policies and procedures.
Vision Statement	N/A
Relevant Goals and Policies	• N/A
Relevant Standards	• *NOTE: See below for map of parking regulations in Downtown Danville*
Relevant Projects & Infrastructure Recommendations	• N/A

APPENDIX 2:
EXISTING BIKE COUNTS AND DATA



EXISTING BICYCLE COUNTS

TOWNWIDE BICYCLE MASTER PLAN

Bicycle Volume Counts

- 2017
- 2018
- 2019 - Current

Features

- Post Office
- School
- Park & Ride
- Parks and Open Space
- Town Boundary

MILES
0 0.25 0.5

alta

Map Produced: Jan. 2021.
Data Sources: Town of Danville, Contra Costa County.

Townwide Bicycle Master Plan

Existing Bicycle Volume Count Data

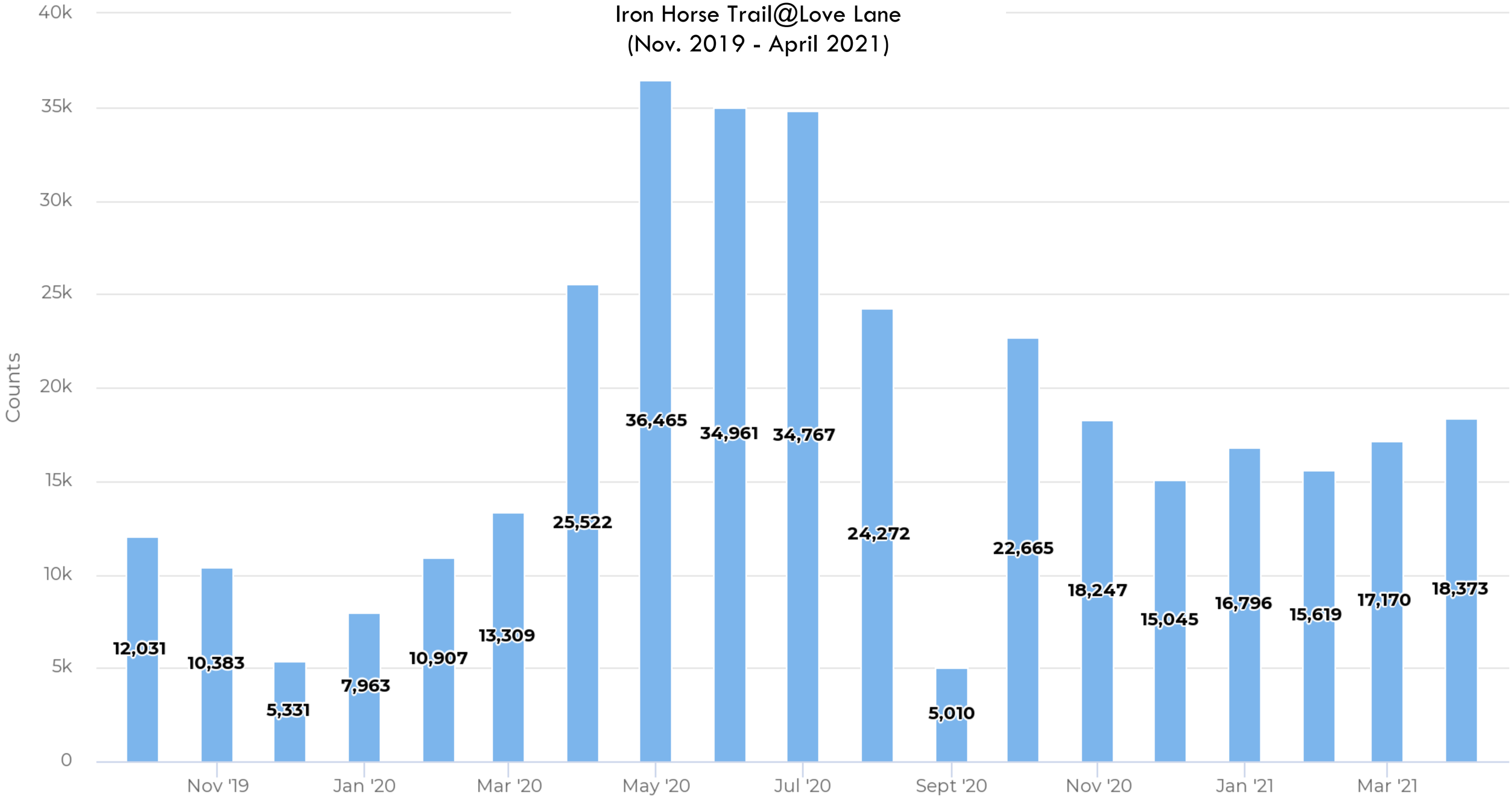
ID	Intersection	Year	Start Date	End Date	Count Type	AM Peak	MD Peak	PM Peak
1	Stone Valley and MVHS	2017	4/25/2017	4/25/2017	TMC AM/PM	4	9	21
10	Diablo and El Cerro and Ackerman	2017	4/25/2017	4/25/2017	TMC AM/PM	12	13	22
11	El Cerro and La Gonda	2017	4/25/2017	4/25/2017	TMC AM/PM	4	4	5
12	El Cerro and Danville	2017	4/25/2017	4/25/2017	TMC AM/PM	8	16	27
13	Danville and La Gonda	2017	4/25/2017	4/25/2017	TMC AM/PM	4	4	5
14	Danville and Hartz and Railroad	2017	4/25/2017	4/25/2017	TMC AM/PM	4	8	13
15	**IHT and Love****	2019	10/1/2019	10/1/2019	Screenline, Daily	25	38	35
16	Railroad and Linda Mesa	2017	4/25/2017	4/25/2017	TMC AM/PM	2	17	13
17	Hartz and Linda Mesa	2017	4/25/2017	4/25/2017	TMC AM/PM	1	7	16
18	Diablo and Hartz	2017	4/25/2017	4/25/2017	TMC AM/PM	10	14	12
19	Railroad and Prospect	2017	4/25/2017	4/25/2017	TMC AM/PM	2	18	13
2	Stone Valley and Green Valley	2017	4/25/2017	4/25/2017	TMC AM/PM	3	9	26
20	Camino Tassajara and Diablo	2017	4/25/2017	4/25/2017	TMC AM/PM	6	6	8
21	SRV and Hartz and Railroad	2017	4/25/2017	4/25/2017	TMC AM/PM	7	17	21
22	SRV Blvd and Sycamore Valley	2017	4/25/2017	4/25/2017	TMC AM/PM	6	4	4
23	Sycamore Valley and Brookside	2017	4/25/2017	4/25/2017	TMC AM/PM	1	12	15
24	Sycamore Valley and Greenbrook and Old Orchard	2017	4/25/2017	4/25/2017	TMC AM/PM	0	3	5
25	Camino Tassajara and Sycamore Valley	2017	4/25/2017	4/25/2017	TMC AM/PM	7	15	16
26	Camino Tassajara and Holbrook and Creekside	2017	4/25/2017	4/25/2017	TMC AM/PM	4	16	15
27	Crow Canyon and Camino Tassajara and Blackhawk	2017	4/25/2017	4/25/2017	TMC AM/PM	3	6	12
28	Camino Tassajara and Lawrence	2017	4/25/2017	4/25/2017	TMC AM/PM	7	5	9
29	Camino Tassajara and Hansen	2017	4/25/2017	4/25/2017	TMC AM/PM	2	2	8
3	Green Valley and Blemer	2017	4/25/2017	4/25/2017	TMC AM/PM	4	32	4
30	Greenbelt and Greenbrook Drive	2017	11/7/2017	11/8/2017	TMC 48 HR	13	10	3
31	SR Creek Trail and Van Patten	2018	11/7/2018	11/8/2018	TMC 48 HR	15	6	11
32	SR Creek Trail and Brookside	2018	11/7/2018	11/8/2018	TMC 48 HR	9	9	5
33	IHT and Greenbrook	2018	11/3/2018	11/6/2018	TMC 2x 24 HR	51	72	39
34	SRV and Greenbrook	2017	4/25/2017	4/25/2017	TMC AM/PM	8	5	8
35	El Capitan and St Regis	2018	12/12/2018	12/13/2018	TMC 48 HR	5	12	3
4	Diablo and Calle Arroyo	2017	3/30/3017	3/30/2017	TMC AM/PM	3	46	32
5	Diablo and Alameda Diablo	2017	3/30/2017	3/30/2017	TMC AM/PM	3	10	19
6	Diablo and Avenida Nueva	2017	3/30/2017	3/30/2017	TMC AM/PM	1	13	4
7	Diablo and Blackhawk and Mt Diablo Scenic	2017	3/11/2017	3/12/2017	TMC 2x AM/PM	1	12	31
8	Diablo and Green Valley and McCauley	2017	4/25/2017	4/25/2017	TMC AM/PM	17	15	16
9	Diablo and Matadera	2017	4/25/2017	4/25/2017	TMC AM/PM	8	12	21

** See corresponding maps for monthly counts at IHT/Love Lane

Monthly Bicycle Volume Counts

Iron Horse Trail@Love Lane

(Nov. 2019 - April 2021)



Town of Danville

Townwide Bicycle Master Plan

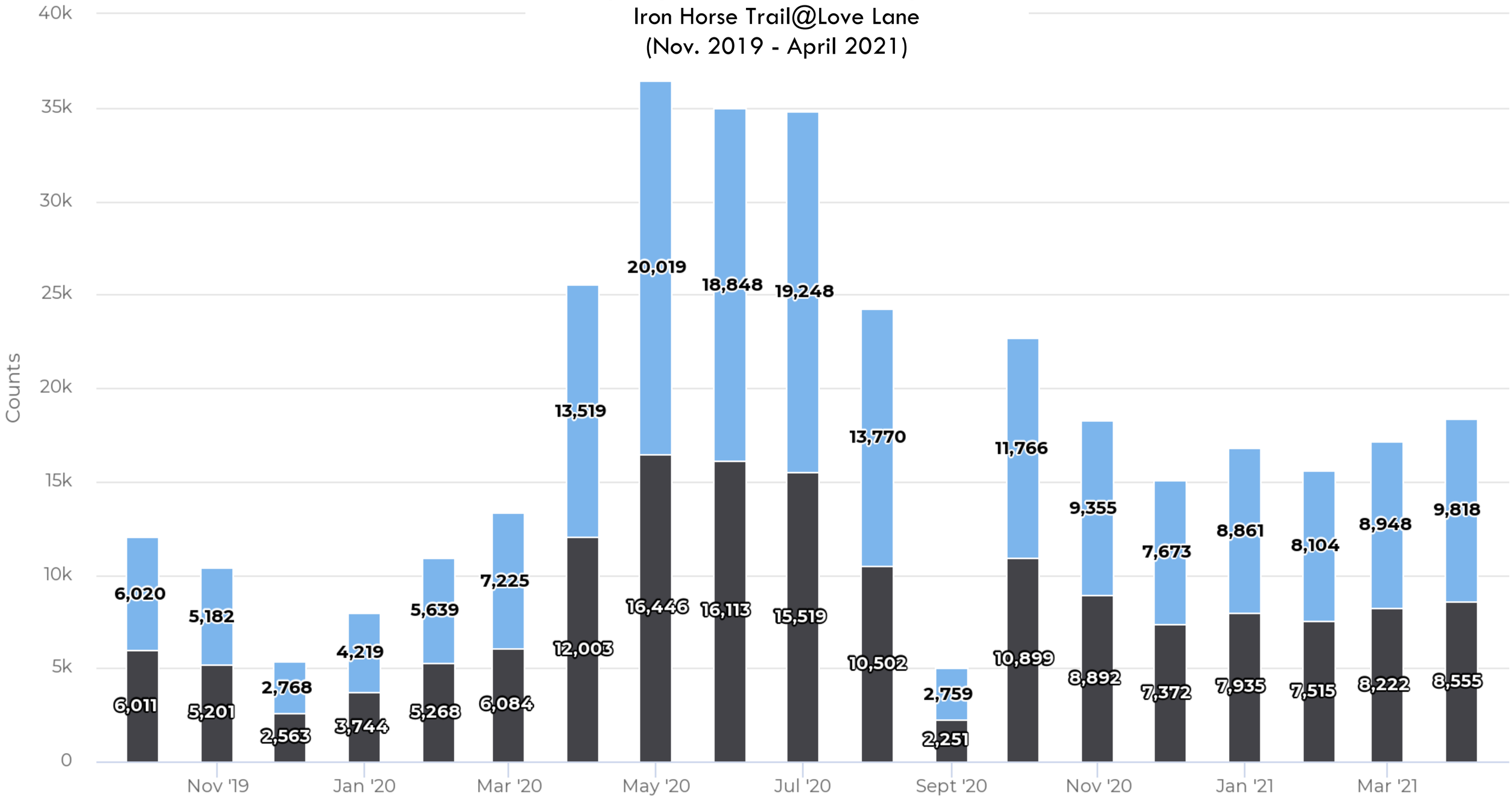
Count data courtesy of

East Bay Regional Parks District

Monthly Bicycle Volume Counts - By Direction

Iron Horse Trail@Love Lane

(Nov. 2019 - April 2021)



Count data courtesy of East Bay Regional Parks District

APPENDIX 3:
PUBLIC COMMENTS

PHASE 1 PUBLIC COMMENTS

Danville Bicycle master plan

Jim DeFrisco <jim.defrisco@gmail.com>

Sat 3/28/2020 1:30 PM

To: Thomas Valdriz <TValdriz@danville.ca.gov>

Hi Thomas,

My name is Jim DeFrisco, and I'd love to get involved some way with the Town-wide Bicycle Master Plan that I read about today in the quarterly newsletter.

I've lived in town since 1992, currently on La Gonda Way, where we've been since 1996. I've been an avid cyclist my whole life, cycling cross the US in 1977 and generally doing a few week-long tours per year around the US and abroad. I've been a life member of Adventure Cycling since the early 80s. I commute to work between Danville and Pleasanton on the Iron Horse Trail as often as I can - typically 2 times per week (25 miles round trip). I work as a software developer focusing on data visualization.

I'm not sure how I can help given the current pandemic situation, but I have a great interest and passion for the subject! Let me know, and if not - best of luck with the plan!

Cheers,
Jim

PS - a shot of me from today, shopping with my trailer 😀

Thomas Valdriz

From: Mark Higgins <mark_e_higgins@yahoo.com>
Sent: Saturday, March 28, 2020 12:17 PM
To: Thomas Valdriz
Subject: Bicycle Master Plan Improvements

Dear Mr. Valdriz:

My name is Mark Higgins. My wife and I live in the Cameo Neighborhood and are both cyclists. I saw the article with your contact information in the quarterly newsletter. I was very happy to hear that Danville will be working towards improvements for cyclists. My wife commutes to Chevron in San Ramon via the iron horse trail. Cycling to work keeps her healthy and happy, but I am nervous every day when I know she's on the bike because of a few dangerous spots. She commutes year round, often in the dark both directions, and I have noticed some areas that are dangerous for her that I would love to see improved.

Stop signs for automobile traffic needs to be added where the iron horse trail crosses roads in Danville. Currently there is signage and lighting, but this is not enough, a stop sign for traffic must be implemented for pedestrian and cyclist safety. These crossings are incredibly dangerous for cyclists and pedestrians, especially during commute times as drivers often drive above the speed limit and don't stop, presenting the possibility of a devastating side on collision. The following crossings need a stop sign:

- Fostoria way- this crossing is by far the most dangerous. No signage whatsoever exists and both sides of the trail have a blind corner.
- Greenbrook Drive
- El Capitan Drive
- I am not as familiar with the Northern end, but there are many small street crossings that could also stand to have stop signs.

There are a number of left turns that are dangerous for cyclists on Diablo Road. Improvements should be made to the roadway to make these left turns accessible to cyclists without having to cross multiple lanes of traffic on a high speed roadway. The following are turns that I'm aware of:

- Left turn from Diablo Rd. eastbound to Green Valley road northbound.
- Left turn from Diablo Rd. westbound onto Diablo Road Southbound (at the Diablo/El Cerro Blvd intersection)
- left turn from Diablo Rd. Southbound onto Camino Tassajara eastbound. This light system has a sensor for cyclists, but improvements need to be made to the road paint to allow cyclists access to the left turn lane.

Green Valley Road northbound needs improvements to the bicycle lane. The lane is narrow and is especially dangerous on trash day when the entire bike lane is take up with residents trash cans. In addition the bike lane briefly disappears at the Green Valley/ Verde Mesa intersection. There's a strange curb here that makes it awkward and dangerous for cyclists.

Thanks for your work! this is an important project. Let me know how I can help!

Mark Higgins
650 750 5176

Bicycle Master Plan

Peter Williams <rpwilliams1958@gmail.com>

Sun 3/29/2020 7:43 PM

To: Thomas Valdriz <TValdriz@danville.ca.gov>

Thomas

I am just responding to the articles in the Danville quarterly newsletter about the bicycle master plan and also the updated traffic signals. One of the biggest issues for bicyclists is that many of the Town's traffic signals don't recognize the presence of cyclists, and leave them stranded. For example, I live in Wood Ranch, off Camino Tassajara. The Woodranch/Tassajara lights will not recognize the presence of cyclists, so if I am coming out of Woodranch I have to get off and push the pedestrian button (unless a car happens to be coming behind me and activates the lights); and if I am turning left into Wood Ranch when coming from a Blackhawk direction, I get stranded in the middle of the road and, again unless there is a car also turning, I have to run the light. (I was once pulled over by a Danville cop for doing exactly that, until I pointed out that the lights don't work for cyclists, and he let me off!)

If you want a town that is safe and suitable for cyclists, please fix this!!!

--

Dr. Peter Williams
+1 (925) 648 7975; cell +1 (415) 215 2112

DBAC REPORT

Danville Bicycle Advisory Committee Report

(update #1)

Andy Dillard May 3, 2021
Town of Danville Transportation Manager
Danville, Ca

The Danville Bicycle Advisory Committee (DBAC) is an ad hoc committee made up of devoted and passionate road and mountain cyclists banding together to assist the Town of Danville with recommendations for bicycle infrastructure improvements that will promote the use of non-motorized transportation, promote healthy lifestyles, increase safety of the bicycling public and help make Danville a more livable community.

This ad hoc committee recommends that the Town of Danville establish a formal bicycle advisory committee composed of stakeholders, e.g., recreational cyclists, school representatives, bicycle transportation advocates, etc.

The DBAC conducted an in-depth analysis of the Danville Bicycle Master Plan Draft Proposal (March 11, 2021), Proposed Facilities Spot and Segment Improvements (slides #15 – #22). DBAC members spent a significant amount of time reviewing and visiting all proposed improvement locations and amended the Town's recommended safety improvements. In addition, DBAC members identified additional locations and potential safety improvements. Each DBAC member identified their top 30 high priority spot improvements and those choices are reflected in the DBAC priority (see attached Tables and Appendix), representing a cyclist's view of the safety impact of each improvement. Each spot improvement recommendation in Table 1 is hyperlinked to an appendix table of detailed safety-focused analysis and recommendations.

We look forward to working with the Town of Danville to revise and implement the Bicycle Master Plan.

Sincerely,

Alan Kalin, Bruce Bilodeau, John Gallagher, Linda Kwong, Jeff Eorio, Mark Dedon, Steve Whalen, Mike Anciaux

CC: Renee Morgan, Danville Mayor; Town Council Members: Newell Arnerich, Karen Stepper, Robert Storer, Dave Fong; Allen Shields, Chief of Police; Joe Calabrigo, Town Manager; Tai Williams, Assistant Town Manager; Jane Joyce, Chair Parks, Recreation and Arts Commission

DBAC RECOMMENDATIONS (RED TEXT) **May 3, 2021**
DANVILLE MASTER BICYCLE PLAN
TABLE 1. PROPOSED FACILITIES SPOT IMPROVEMENTS

ID# (Link to details)	CROSS STREET A	CROSS-STREET B	PROJECT RECOMMENDATION	DBAC RECOMMENDATIONS	DBAC PRIORITY 6 Hi/0 Lo
WEST DANVILLE					
7	LOVE LANE	RAILROAD AVE	BICYCLE INTERSECTION CROSSINGS	+ Bicycle slowing design (split trailway)	0
6	HARTZ AVE	RAILROAD AVE	BIKE BOX	+ VIDEO DETECTION DEVICE NB Railroad.	2
10	SAN RAMON VALLEY BLVD	RAILROAD AVE	BIKE BOX	+ VIDEO DETECTION DEVICE	2
27	SAN RAMON VALLEY BLVD	HARTZ AVE	VIDEO DETECTION DEVICE	+ BIKE BOX	2
36	DANVILLE BLVD	EL CERRO BLVD	VIDEO DETECTION DEVICE	+ BIKE BOX WB El Cerro onto Danville Blvd	4
14	HARTZ WAY	HARTZ AVE	VIDEO DETECTION DEVICE	+ BIKE BOX SB Hartz Ave for left turn onto Hartz Way	2
26	SYCAMORE VALLEY RD	SAN RAMON VALLEY BLVD	VIDEO DETECTION DEVICE	+ BIKE BOX WB Sycamore Valley Road in the #2 lane to facilitate left turn onto SRVB. Also, a Bike Box and/or bike NB SRVB.	6
41	DIABLO RD	HARTZ AVE	VIDEO DETECTION DEVICE	+ BIKE BOX WB Diablo Rd.	3
42	DIABLO RD	FRONT ST	VIDEO DETECTION DEVICE	+ BIKE BOX WB Diablo Road onto Front street	3
43	DIABLO RD	WEST EL PINTADO	VIDEO DETECTION DEVICE	+ BIKE BOX SB West El Pintado onto EB Diablo Road	0
44	EL CERRO BLVD	LA GONDA WAY	VIDEO DETECTION DEVICE	+ BIKE BOX WB El Cerro onto SB La Gonda Way	2
40	FRONT ST	HARTZ WAY	VIDEO DETECTION DEVICE	+ BIKE BOX SB Front street onto EB Hartz Way	0

DBAC RECOMMENDATIONS (RED TEXT) **May 3, 2021**
DANVILLE MASTER BICYCLE PLAN
TABLE 1. PROPOSED FACILITIES SPOT IMPROVEMENTS

ID# (Link to details)	CROSS STREET A	CROSS-STREET B	PROJECT RECOMMENDATION	DBAC RECOMMENDATIONS	DBAC PRIORITY 6 Hi/0 Lo
9	IHT	SAN RAMON VALLEY RD	PROTECTED INTERSECTION	+ RAISED CROSSWALK. Long term: Bridge crossing of SRVB.	6
15	IHT	LINDA MESA AVE	RRFB+HIGH VISIBILITY CROSSWALK+IMPROVE LIGHTING	+ Bicycle slowing design (split trailway) for IHT users. Sidewalks on Linda Mesa adjacent to IHT	5
16	IHT	LOVE LN	RRFB+HIGH VISIBILITY CROSSWALK+IMPROVE LIGHTING	+ Bicycle slowing design (split trailway) for IHT users. Sidewalks on Love Lane adjacent to IHT	5
17	IHT	DEL AMIGO RD	RRFB+HIGH VISIBILITY CROSSWALK+IMPROVE LIGHTING	+ Bicycle slowing design (split trailway) for IHT users. Sidewalks on Del Amigo adjacent to IHT	5
21	IHT	WEST PROSPECT AVE	RRFB+HIGH VISIBILITY CROSSWALK+IMPROVE LIGHTING	+ WIDEN PAVEMENT AREA WHERE CYCLISTS & PEDESTRIANS STOP	4
20	IHT	HARTFORD RD	RRFB+HIGH VISIBILITY CROSSWALK+IMPROVE LIGHTING	+ Bicycle slowing design (split trailway) for IHT users.	3
NORTH DANVILLE					
8	DIABLO RD	I-680 OVERPASS	OVERPASS UNDER LIGHTING	+ VDD WB Diablo Road at SB I-680 exit	4
37	DIABLO RD	CAMINO TASSAJARA	VIDEO DETECTION DEVICE	+ BIKE BOX & BICYCLE INTERSECTION CROSSINGS & SIGNAGE	5
38	DIABLO RD	EL CERRO BLVD-ACKERMAN	VIDEO DETECTION DEVICE	+ BIKE BOX	4

DBAC RECOMMENDATIONS (RED TEXT) **May 3, 2021**
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TABLE 1. PROPOSED FACILITIES SPOT IMPROVEMENTS

ID# (Link to details)	CROSS STREET A	CROSS-STREET B	PROJECT RECOMMENDATION	DBAC RECOMMENDATIONS	DBAC PRIORITY 6 Hi/0 Lo
22	DIABLO RD	NEW TRAIL (GREEN VALLEY CREEK TRAIL)	PHB+HIGH VISIBILITY CROSSWALK+IMPROVE LIGHTING		1
45	DIABLO RD	MATADERA WAY	VIDEO DETECTION DEVICE	+ BIKE BOX & CROSSWALK	1
39	DIABLO RD	GREEN VALLEY RD	VIDEO DETECTION DEVICE	+ BIKE BOX needed on eastbound	5
11	DIABLO RD	CLYDESDALE DR	ADD LIGHTING		3
32	BLACKHAWK RD	MT. DIABLO SCENIC BLVD	VIDEO DETECTION DEVICE	+ BIKE BOX	4
24	BLACKHAWK RD	MT. DIABLO SCENIC BLVD	BIKE BOX	+ VIDEO DETECTION DEVICE	3
33	BLACKHAWK RD	MT. DIABLO SCENIC BLVD	BIKE BOX	(SAME AS # 24)	4
46	GREEN VALLEY RD	BLEMER RD	VIDEO DETECTION DEVICE	+ BIKE BOX & DASHED GREEN PAINT IN BIKE LANE	1
SOUTH DANVILLE					
25	SYCAMORE VALLEY RD	SAN RAMON VALLEY BLVD	BIKE BOX	+ VIDEO DETECTION DEVICE SB SRVB (TURNING LEFT/STRAIGHT)	5
5	SYCAMORE VALLEY RD	IHT CROSSING	BRIDGE CROSSING		4
23	SYCAMORE VALLEY RD	(SAN RAMON CREEK TRAIL)	PHB+HIGH VISIBILITY CROSSWALK+IMPROVE LIGHTING		1
35	SYCAMORE VALLEY RD	BROOKSIDE DR	VIDEO DETECTION DEVICE	+ BIKE BOX	1

DBAC RECOMMENDATIONS (RED TEXT) **May 3, 2021**
DANVILLE MASTER BICYCLE PLAN
TABLE 1. PROPOSED FACILITIES SPOT IMPROVEMENTS

ID# (Link to details)	CROSS STREET A	CROSS-STREET B	PROJECT RECOMMENDATION	DBAC RECOMMENDATIONS	DBAC PRIORITY 6 Hi/0 Lo
29	GREENBROOK DR	SYCAMORE VALLEY RD	VIDEO DETECTION DEVICE	+ BIKE BOX (TURNING LEFT/STRAIGHT)	3
4	CAMINO TASSAJARA	SYCAMORE VALLEY RD	PROTECTED INTERSECTION		5
31	CAMINO TASSAJARA	SYCAMORE VALLEY RD	VIDEO DETECTION DEVICE	+ BIKE BOX at EB Tassajara.	5
30	CAMINO TASSAJARA	CROW CANYON RD	VIDEO DETECTION DEVICE	+ BIKE BOX, Long Term: add bike lane from Old Blackhawk Rd to Blackhawk Plaza Road to close gap in lanes (both directions)	6
1	CAMINO TASSAJARA	CROW CANYON RD	PROTECTED INTERSECTION	+ VIDEO DETECTION DEVICE & BIKE BOX & BICYCLE INTERSECTION CROSSINGS	3
2	CAMINO TASSAJARA	OLD BLACKHAWK RD	PROTECTED INTERSECTION		2
3	CAMINO TASSAJARA	TASSAJARA RANCH RD	PROTECTED INTERSECTION		2
12	IHT	GREENBROOK DR	RAISED CROSSWALK	+ Bicycle slowing design (split trailway)	4
13	IHT	EL CAPITAN DR	RAISED CROSSWALK	+ Bicycle slowing design (split trailway)	4
19	IHT	PARAISO DR	RAISED CROSSWALK	+ Bicycle slowing design (split trailway)	4
28	CAMINO RAMON	GREENBROOK DR	VIDEO DETECTION DEVICE	+ BIKE BOX	4

DBAC RECOMMENDATIONS (RED TEXT) **May 3, 2021**
DANVILLE MASTER BICYCLE PLAN
TABLE 1. PROPOSED FACILITIES SPOT IMPROVEMENTS

ID# (Link to details)	CROSS STREET A	CROSS-STREET B	PROJECT RECOMMENDATION	DBAC RECOMMENDATIONS	DBAC PRIORITY 6 Hi/0 Lo
DBAC RECOMMENDATIONS NOT INCLUDED IN THE DANVILLE (ALTA) REPORT					
47	SYCAMORE VALLEY RD	I-680 HWY OVERPASS		+ BICYCLE INTERSECTION CROSSINGS & SIGNAGE (WEST & EAST BOUND)	5
48	SAN RAMON VALLEY BLVD	SYCAMORE VALLEY RD		+ VIDEO DETECTION DEVICE & BIKE BOX & BICYCLE INTERSECTION CROSSINGS (SB TURNING LEFT ONTO 680 HWY OVERPASS)	6
49	CAMINO RAMON	SYCAMORE VALLEY BLVD		+ VIDEO DETECTION DEVICE & BIKE BOX & BICYCLE INTERSECTION CROSSINGS (NB TURNING LEFT ONTO OVERPASS)	4
50	IHT	GREENBROOK TO RAILROAD AVE		+ BICYCLE ONLY MULT-IUSE PAVED PATH	2
51	DIABLO RD	FAIRWAY		+ CROSSWALK & SIGNAGE	1
52	DIABLO RD	DIABLO RD TRAIL		+ FLASHING SIGNAGE FOR CYCLISTS TO USE DIABLO RD TRAIL (EB & WB)	3
53	DANVILLE TOWN LIMITS	DANVILLE TOWN LIMITS		+ COUNT BICYCLE USAGE ON ALL MAJOR BIKE ROUTES, IHT & PATHS	1
54	SAN RAMON VALLEY BLVD	I-680 HWY OVERPASS		+ VIDEO DETECTION DEVICE & BIKE BOX & BICYCLE INTERSECTION CROSSINGS	2
55	CAMINO TASSAJARA	DIABLO RD		+ VIDEO DETECTION DEVICE & BIKE BOX	2

DBAC RECOMMENDATIONS (RED TEXT) **May 3, 2021**
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TABLE 1. PROPOSED FACILITIES SPOT IMPROVEMENTS

ID# (Link to details)	CROSS STREET A	CROSS-STREET B	PROJECT RECOMMENDATION	DBAC RECOMMENDATIONS	DBAC PRIORITY 6 Hi/0 Lo
56	DANVILLE BLVD	EL CERRO BLVD		+ VIDEO DETECTION DEVICE & BIKE BOX	4
57	GREEN VALLEY RD	CAMEO DR (WB)		+ VIDEO DETECTION DEVICE & BIKE BOX	3
58	STONE VALLEY RD	BETWEEN MVHS AND GREEN VALLEY RD		+ PHB OR AT LEAST RRFB ON EB STONE VALLEY RD WHEN CYCLISTS ARE RIDING ONTO STONE VALLEY	0
59	SAN RAMON VALLEY BLVD	SYCAMORE VALLEY		+ BIKE BOX (NB)	3
60	DIABLO RD TRAIL	CLYDESDALE		+ REMOVE FENCES & BUSHES	2
61	RAILROAD AVE	CHURCH ST		+ VIDEO DETECTION DEVICE & BIKE BOX (WB CHURCH ONTO SB RAILROAD)	0
62	DIABLO ROAD	DIABLO ROAD TRAIL		+ SIGNAGE (WB & EB) REMOVE DANGEROUS SLIPPERY TRUNCATED DOMES AT INTERSECTION CROSSINGS	0
63	DANVILLE TOWN LIMITS	DANVILLE TOWN LIMITS		+ ANNUAL REVIEW OF TRAFFIC COLLISION REPORTS: BIKE VS VEHICLE & SOLO BIKE COLLISIONS	0
64	SYCAMORE VALLEY RD	IHT		+ RRFB+HIGH VISIBILITY CROSSWALK & VIDEO DETECTION DEVICE + SIGNAGE +CROSSWALK	6
65	Prospect	IHT		Wider pavement on trail (west of the museum)	3

DBAC RECOMMENDATIONS (RED TEXT) **May 3, 2021**
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TABLE 1. PROPOSED FACILITIES SPOT IMPROVEMENTS

ID# (Link to details)	CROSS STREET A	CROSS-STREET B	PROJECT RECOMMENDATION	DBAC RECOMMENDATIONS	DBAC PRIORITY 6 Hi/0 Lo
66	"Freitas Road Trail"			Crosswalks and ramped curbs at Old Orchard and Tunbridge	1
67	RAILROAD AVENUE FROM W. LINDA MESA TO W PROSPECT AVE			Long Term: add bike lane to both directions to close gap in bike lane	1

DBAC RECOMMENDATIONS (RED TEXT) **May 3, 2021**
DANVILLE MASTER BICYCLE PLAN
TABLE 2. PROPOSED FACILITIES SEGMENT IMPROVEMENTS

ID	Street	Start	End	Existing Facility	Proposed Facility	DBAC Comments/Recommendations
West Danville						
22	Prospect Ave	Railroad Ave	Sky Ter	None	Class III	New sharrows
23	Highland Rd	Prospect Ave	Trailhead	None	Class III	New sharrows
24	Linda Mesa Ave	Iron Horse Trail	Macomber Road	None	Class III	New sharrows
25	Estate Dr	Linda Mesa Ave	Prospect Ave	None	Class III	New sharrows
45	New Trail	Diablo Road	Front Street		Class I	New trail from Diablo Rd to Front St, along the north side of San Ramon Creek and crossing the new bridge by the library. This should be a nice path and the bridge provides good access for the apartment dwellers, but may be redundant with other paths.
42	Danville Blvd	Del Amigo	El Portal	Class II	Class IIB	Buffered bike lane on Danville Blvd. Both sides?
11	Prospect Ave-Front St	IHT	Hartz Ave	None	Class III	New sharrows
9	Del Amigo Rd	IHT	Danville Blvd	None	Class IIIB	
36	New Trail			None	Class I	New trail that follows Green Valley Creek between I-680 and W. El Pintado Rd. Could be used by students at Valley Christian and SRVHS.

ID	Street	Start	End	Existing Facility	Proposed Facility	DBAC Comments/Recommendations
						Awesome route but how will the trail get under the freeway?
5	San Ramon Valley Blvd	Hartz Way	Sycamore Valley Rd	Class II	Class IIB	Buffered bike lane on SRVB. Both sides?
North Danville						
4	Diablo Rd Trail	Fairway Dr	Mt Diablo Scenic Blvd	None	Class I	New trail from McCauley Rd along south side of Diablo Rd. Good alternative to avoid riding on Diablo Rd. Could be used to access Magee Preserve. Requires cyclists to cross Diablo Rd twice to access MDSP.
6	Green Valley Trail	Highbridge Ln	Diablo Rd	None	Class I	New trail along Green Valley Creek from Diablo Rd past Green Valley Shopping Center (Smart & Final), under I-680. Connects with #34, 35, & 36. The ped bridge across Green Valley Creek at the Smart and Final shopping center is a well designed asset. But there is no ped/bike access to Diablo Road from the back (north) end of the center. Placing a priority on the trail along Green Valley Creek under I680 would mitigate that shortfall.
12	El Pintado Rd	La Gonda Way	El Alamo	None	Class II	New painted bike lane on shoulder. Seems like a good idea and there is room.

DBAC RECOMMENDATIONS (RED TEXT) **May 3, 2021**
DANVILLE MASTER BICYCLE PLAN
TABLE 2. PROPOSED FACILITIES SEGMENT IMPROVEMENTS

ID	Street	Start	End	Existing Facility	Proposed Facility	DBAC Comments/Recommendations
14	Ackerman Dr	El Cerro Blvd	Town Limits	None	Class II	New painted bike lane on shoulder.
43	Stone Valley Rd	MVHS	Green Valley Rd	Class III	Class II	New painted bike lane on shoulder. It would be good to have some warning for drivers heading east on SVR about cyclists crossing SVR to turn left on Green Valley Rd.
13	El Pintado Rd	El Alamo	El Cerro Blvd	None	Class III	New sharrows. No room for extra lane but it would be a nice bike route.
8	El Cerro Blvd	Danville Blvd	Green Valley Rd	Class II	Class IIB	Buffered bike lane on El Cerro. This is a high bike traffic route. Both sides?
34	New Trail			None	Class I	New trail that follows Green Valley Creek between Diablo Rd and Matadera Way.
35	New Trail			None	Class I	New trail that follows Green Valley Creek between Diablo Rd and Diablo Rd, coming out near Richard Lane. Awesome route, but how will it get under the freeway?
37	Dustin Ln	Trail	El Cerro Blvd	None	Class III	New sharrows
41	New Trail	Diablo Road	Blackhawk Road	None	Class I	New trail on the south side of Diablo Rd in Magee Preserve development, ending at Jillian Way.
15	Short Ridge Trail			Unpaved trail	Unpaved Trail	Existing dirt ranch road connecting the end of McCauley Rd to Sycamore Open Space through

ID	Street	Start	End	Existing Facility	Proposed Facility	DBAC Comments/Recommendations
						Magee Preserve. Will be popular with mountain bikers.
19	McCauley Rd	Diablo Rd	Short Ridge Trail	None	Class IIIB	Good use of residential street.
40	New Unpaved Trail			Unpaved trail	Unpaved Trail	Existing dirt ranch road connecting Short Ridge Trail to Magee Preserve development.
South Danville						
28	Greenbrook Creek	Greenbrook Dr	Harlan Dr	Class I	Class I	This trail follows Cow Creek and is already paved. Not sure what "Greenbrook Creek" is.
29	Greenbrook Creek	El Capitan Dr	Greenbrook Dr	Class I	Class I	Already exists as a paved trail.
30	Greenbrook Creek	El Capitan Dr	Greenbrook Dr	Class I	Class I	Not sure how this is different than #29.
31	Greenbrook Creek	Greenbrook Drive	Van Patten Dr	Class I	Class I	The extension from Danville Station HOA clubhouse to El Capitan Dr. will require another bridge to cross Cow Creek. Not very realistic when there is another paved path on the opposite side of San Ramon Creek.
32	Existing Trail	Existing Trail		Class I	Class I	This trail is between San Ramon Creek and Vanpatten Dr.

DBAC RECOMMENDATIONS (RED TEXT) **May 3, 2021**
DANVILLE MASTER BICYCLE PLAN
TABLE 2. PROPOSED FACILITIES SEGMENT IMPROVEMENTS

ID	Street	Start	End	Existing Facility	Proposed Facility	DBAC Comments/Recommendations
33	Existing Trail	Existing Trail		Class I	Class I	This trail cuts the corner between Greenbrook Dr. and IHT near Greenbrook Elementary.
38	New Trail	El Capitan Dr	Sycamore Valley Dr	None	Class I	New trail on the northeast side of San Ramon Creek from El Capitan Dr. to Sycamore Valley Rd. past Charlotte Wood MS and Osage Station Park.
39	New Trail	Diablo Rd	Trail	None	Class I	New trail on the northeast side of San Ramon Creek from the trail bridge off of Brookside & Laurel Dr. that ends at La Questa Dr. where the creek goes under I-680. A good way to get to the library if we could figure out how to cross both the creek and I-680. The extension of this trail in the other direction (existing trail along Freitas Rd and parallel to Sycamore Valley Rd) has no crossing at Old Orchard or at Tunbridge. Obstructions such as this prevent its use as a bicycling route. Pedestrians ignore the signage at Old Orchard.
44	La Gonda Way	Bridge	Danville Blvd	None	Class II	Short section of painted bike lane. Used by SRVHS students.
1	Camino Tassajara	Sycamore Valley Rd	Hansen Ln	Class II	Class IIB	Buffered bike lane all along Camino Tassajara. Both sides?

DBAC RECOMMENDATIONS (RED TEXT) **May 3, 2021**
DANVILLE MASTER BICYCLE PLAN
TABLE 2. PROPOSED FACILITIES SEGMENT IMPROVEMENTS

ID	Street	Start	End	Existing Facility	Proposed Facility	DBAC Comments/Recommendations
2	Sycamore Valley Rd	San Ramon Valley Blvd	Camino Tassajara	Class II	Class IIB	Buffered bike lane all along Sycamore Valley Rd. Both sides?
3	San Ramon Valley Blvd	Podva Rd	Jewel Ter	Class II	Class IIB	Buffered bike lane on SRVB. Both sides?
16	Shady Slope Trail			Unpaved trail	Unpaved Trail	Existing dirt ranch road connecting Short Ridge Trail to Sycamore Valley Elementary. Unreasonably steep in places.
17	Laurelwood Dr	Short Ridge Trail	Old Blackhawk Rd	None	Class III	New sharrows
18	Old Blackhawk Rd	Laurelwood Dr	Camino Tassajara	None	Class III	New sharrows
20	Lawrence Rd	Shelterwood Ln	Trail entrance	None	Class III	New sharrows
21	Lawrence Rd	Camino Tassajara	Shelterwood Ln	None	Class III	New sharrows
26	Harlan Dr	Greenbrook Dr	St. Christopher Dr	None	Class III	New sharrows

TABLE 2. PROPOSED FACILITIES SEGMENT IMPROVEMENTS

ID	Street	Start	End	Existing Facility	Proposed Facility	DBAC Comments/Recommendations
27	St. Christopher Dr	El Capitan Dr	Greenbrook Dr	None	Class III	New sharrows
7	Camino Ramon	Sycamore Valley Rd	Fostoria Way	Class III	Class IIIB	It is highly unlikely this will ever be a bike boulevard without significant changes to the street. Traffic volume is relatively low but the speed limit is 35-40 MPH.
10	Greenbrook Dr	Camino Ramon	Sycamore Valley Dr	Class III	Class IIIB	

DBAC RECOMMENDATIONS (RED TEXT) **May 3, 2021**
DANVILLE MASTER BICYCLE PLAN
APPENDIX A. DETAILS FOR PROPOSED FACILITIES SPOT IMPROVEMENTS

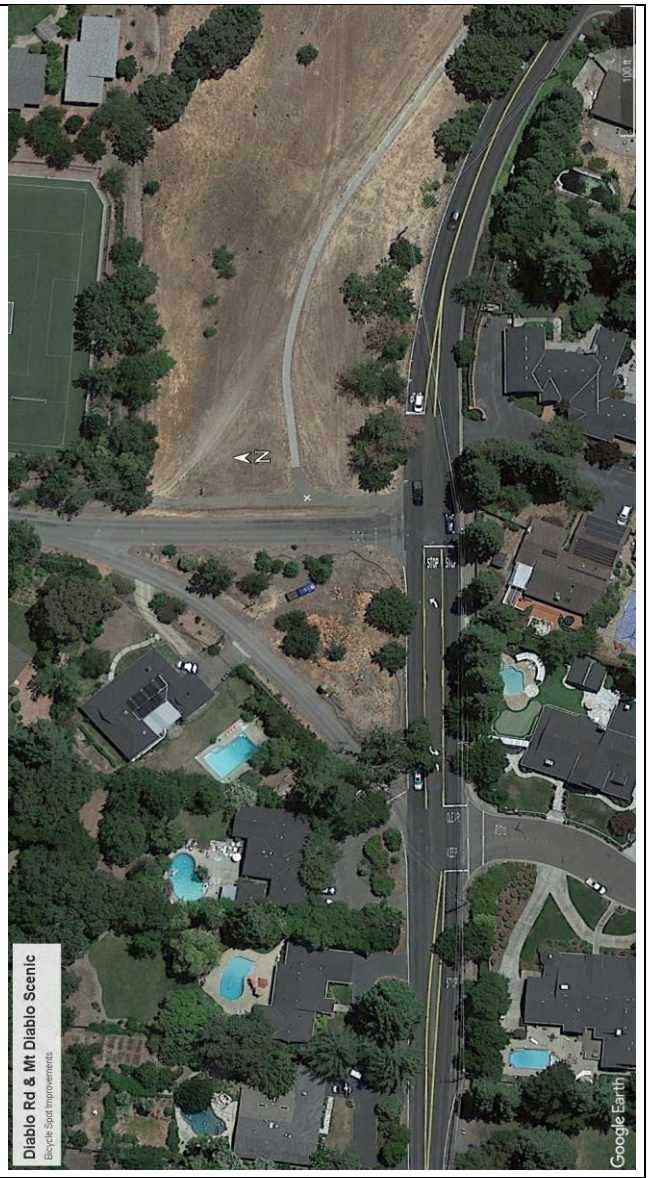
No.	Cross Street A	Cross Street B	Description	Recommended Improvements
WEST DANVILLE				
7	LOVE LANE	RAILROAD AVE		No suggestions
6	HARTZ AVE	RAILROAD AVE	This is admittedly a difficult intersection. I assume that a VDD will be on SB Hartz Ave. where it turns left onto Hartz Way. Good idea.	A BB on WB Hartz Way at Hartz Ave./SRVB would also be helpful. Is that Project #10? When turning left from WB Hartz Way onto SRVB, one does not know if the car to the rider's left is turning or continuing straight onto Railroad.
10	SAN RAMON VALLEY BLVD	RAILROAD AVE	This is admittedly a difficult intersection. I assume that a VDD will be on SB Hartz Ave. where it turns left onto Hartz Way. Good idea.	A BB on WB Hartz Way at Hartz Ave./SRVB would also be helpful. Is that Project #10? When turning left from WB Hartz Way onto SRVB, one does not know if the car to the rider's left is turning or continuing straight onto Railroad.
27	SAN RAMON VALLEY BLVD	HARTZ AVE	This is admittedly a difficult intersection. I assume that a VDD will be on SB Hartz Ave. where it turns left onto Hartz Way. Good idea.	A BB on WB Hartz Way at Hartz Ave./SRVB would also be helpful. Is that Project #10? When turning left from WB Hartz Way onto SRVB, one does not know if the car to the rider's left is turning or continuing straight onto Railroad.
36	DANVILLE BLVD	EL CERRO BLVD		BB and VDD for cyclists turning left from SB Danville Blvd onto El Cerro, and from WB El Cerro onto SB Danville Blvd. VDD for the NB Danville Blvd bike lane.
14	HARTZ WAY	HARTZ AVE	This is admittedly a difficult intersection. I assume that a VDD will be on SB Hartz Ave. where it turns left onto Hartz Way. Good idea.	A BB on WB Hartz Way at Hartz Ave./SRVB would also be helpful. Is that Project #10? When turning left from WB Hartz Way onto SRVB, one does not know if the car to the

No.	Cross Street A	Cross Street B	Description	Recommended Improvements
				rider's left is turning or continuing straight onto Railroad.
26	SYCAMORE VALLEY RD	SAN RAMON VALLEY BLVD	I think that the BB plan shows the location to be WB Sycamore to SB SRVB. Great idea! Same with a VDD for the same bike box. It should be noted that motorcycles have the same problem. That is, the light often does not activate for a motorcycle on WB Sycamore turning left onto SB SRVB. The rider has to wait, hoping a car will show up.	
41	DIABLO RD	HARTZ AVE	The VDD (WB Diablo Rd. to SB Hartz Ave.) is good. A bike lane for WB Diablo Road onto SB Hartz Ave. will be good.	
42	DIABLO RD	FRONT ST	VDD is good, but the default for that stoplight is green for Diablo Road with the left turn from WB Diablo Rd onto SB front not controlled. Low priority. VDD from SB Front onto EB Diablo Rd is good.	
43	DIABLO RD	WEST EL PINTADO	Similar to #42. VDD. Will there be a plan for the confluence of Green Valley Creek and San Ramon Creek? Where will bikes and peds enter and exit those trails?	

No.	Cross Street A	Cross Street B	Description	Recommended Improvements
44	EL CERRO BLVD	LA GONDA WAY	VDDs in each direction are good. BB for WB El Cerro for turning left onto NB La Gonda.	
40	FRONT ST	HARTZ WAY	VDD is fine.	A BB on EB Hartz Way would facilitate a left turn onto Front St.
9	IHT	SAN RAMON VALLEY RD	There are bike auto-detection sensors in the IHT on the north and south sides of San Ramon Blvd. that rely on bikes riding or stopping over a sensor. These locations are marked by bike symbols stenciled onto the pavement. The problem is that the symbols are now very faded and it is difficult to know where the bike should be to activate the signal.	A raised crosswalk at this protected intersection might be helpful to reduce traffic speed.
15	IHT	LINDA MESA AVE		
16	IHT	LOVE LN	It should be a priority to provide sidewalks on Love Lane on both sides of the IHT. As it is, students of SRVHS (and other peds) have no safe access to the IHT except from the far north end of the campus. It will be worse with the new security fence on the west side of SRVHS.	
17	IHT	DEL AMIGO RD		Recommend raised crosswalk in addition to other improvements. The lack of sidewalks adjacent to the IHT is very bad, too.

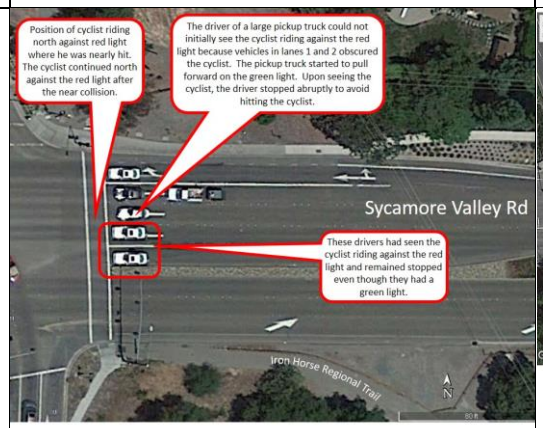
No.	Cross Street A	Cross Street B	Description	Recommended Improvements
21	IHT	WEST PROSPECT AVE		
20	IHT	HARTFORD RD		
NORTH DANVILLE				
8	DIABLO RD	I-680 OVERPASS	Lights would be good. VDD at WB Diablo Rd. and the SB 680 exit.	
37	DIABLO RD	CAMINO TASSAJARA	This is a major bikeway. Cyclists ride through on the street in every direction. Elementary school children riding to and from Vista Grande Elementary.	1. Video Detection Device and bike box for cyclists turning left from Camino Tassajara onto Diablo Road (as planned). 2. Dashed green paint in bike lane on northwest-bound Camino Tassajara through intersection with Vista Grande St. 3. Signage for cyclists wanting to ride to Mount Diablo, to downtown Danville, or avoid downtown and head to El Cerro Blvd. 4. Widen the bike lane on northeastbound Diablo Rd to make room for cars + bikes.
38	DIABLO RD	EL CERRO BLVD-ACKERMAN		
22	DIABLO RD	NEW TRAIL (GREEN VALLEY CREEK TRAIL)	Trail will be used by casual cyclists riding on paved neighborhood trail.	
45	DIABLO RD	MATADERA WAY		1. Westbound Diablo Road is busy enough not to require a video detection device. However

No.	Cross Street A	Cross Street B	Description	Recommended Improvements
				the left turn from eastbound Diablo Rd to Matadera Way could use one. 2. Crosswalk across Matadera Way where the path intersects the street. It will connect with a path to be built along Green Valley Creek.
39	DIABLO RD	GREEN VALLEY RD		
11	DIABLO RD	CLYDESDALE DR		
32	BLACKHAWK RD	MT. DIABLO SCENIC BLVD	See #24	See #24

24	BLACKHAWK RD	MT. DIABLO SCENIC BLVD	This intersection is a three-way junction of Diablo Road, Blackhawk Rd and Mt Diablo Scenic. Traffic from all three directions is currently controlled by stop signs. Traffic traveling Eastbound has a dedicated left turn lane onto Mt Diablo Scenic. The posted maximum speed is 35 mph on Diablo/Blackhawk Roads and 25 mph on Mt. Diablo Scenic. Diablo Road/ Blackhawk Rd is a heavily traveled regional connector providing access between schools, homes and highway 680. In the most recent traffic study, peak hour traffic on Diablo/ Blackhawk Roads has a Level of Service score of E/F during the AM and PM school peak periods. At other times of day, the Level of Service was C. Mt Diablo Scenic provides access for residents who live along the road, Athenian School and is the South Gate to Mt Diablo State Park. Blackhawk Road is designated as a Class 3 bike route. Diablo Road and Mt. Diablo Scenic are not designated as bike routes. All roads are largely straight, substandard in width and lack bike lanes. Parking is permitted in the eastbound direction	

No.	Cross Street A	Cross Street B	Description	Recommended Improvements
			of Diablo Road. Parking is prohibited in all other locations. A single street light exists at the intersection. Leading risks to cyclists for this type of intersection include: ● Vehicles turning into the path of cyclists. ● Driver inattention resulting in vehicles overtaking ● cyclists or where the vehicle turns into the lane occupied by a cyclist. ● Failure to yield ● Dangerous road conditions ● Limited visibility at night	● Designation of Diablo Rd, Blackhawk Road and Mt. Diablo Scenic as bike routes with appropriate signage. ● Widen roads to meet current standards. ● Traffic calming measures to reduce vehicle speeds. ● Level water valve/manhole covers on West bound Blackhawk Rd.
33	BLACKHAWK RD	MT. DIABLO SCENIC BLVD	See #24	See #24
46	GREEN VALLEY RD	BLEMER RD	SRV and MV mountain bike teams use this intersection to ride to Mount Diablo via the Diablo (Barbara Hale) trail by turning left onto Green Valley Rd. A rider must cross the oncoming lane at the blind corner to push the crosswalk button.	1. A video detection device and bike box which triggers a longer green light would make this safer. 2. Add dashed green paint in the bike lane on southbound Green Valley Rd before Blemer Rd.
SOUTH DANVILLE				
25	SYCAMORE VALLEY RD	SAN RAMON VALLEY BLVD	I think that the BB plan shows the location to be WB Sycamore to SB SRVB. Great idea! Same with a VDD	

No.	Cross Street A	Cross Street B	Description	Recommended Improvements
			for the same bike box. It should be noted that motorcycles have the same problem. That is, the light often does not activate for a motorcycle on WB Sycamore turning left onto SB SRVB. The rider has to wait, hoping a carwill show up.	
5	SYCAMORE VALLEY RD	IHT CROSSING	The IHT crosses Sycamore Valley Rd. at the intersection of Camino Ramon on the south side and the Danville Sycamore Park and Ride on the north side. Traffic from all four directions is controlled by stop lights. Posted speed limit on Sycamore Valley Rd. east bound is 45 MPH. Posted speed limit on Camino Ramon north bound is 45 MPH. Leading risks to cyclists for this type of intersection include: ● Cyclists in crosswalk ignoring red light and being hit by traffic on Sycamore (**I witnessed a near collision like this in the first 5 minutes of observing the intersection!**). ● Vehicles failing to obey light. ● Limited visibility at night	Since the bridge will likely take years to be designed, funded, and built, interim safety measures are recommended: ● From Park and Ride heading north, bike sensors are needed to detect and change the light for bikes traveling straight (south) or turning left onto Sycamore (east). When sensors are added, the "bike detected" light is also recommended. ● From Camino Ramon heading north bike detection is needed for bikes heading straight into the Park and Ride (north) and turning left onto Sycamore (west). When sensors are added, the "bike detected" light is also recommended. ● **On westbound Sycamore just before the intersection with the IHT, install signage that warns drivers that there is a trail crossing and to beware of pedestrians and cyclists in the intersection.**

No.	Cross Street A	Cross Street B	Description	Recommended Improvements
				
23	SYCAMORE VALLEY RD	(SAN RAMON CREEK TRAIL)		
35	SYCAMORE VALLEY RD	BROOKSIDE DR		
29	GREENBROOK DR	SYCAMORE VALLEY RD	Bike boxes needed for straight and left turn lanes. Agree with video	

No.	Cross Street A	Cross Street B	Description	Recommended Improvements
			detection and bike indicators needed here.	
4	CAMINO TASSAJARA	SYCAMORE VALLEY RD		
31	CAMINO TASSAJARA	SYCAMORE VALLEY RD		A VDD from EB Tassajara to EB Tassajara.
30	CAMINO TASSAJARA	CROW CANYON RD		
1	CAMINO TASSAJARA	CROW CANYON RD		
2	CAMINO TASSAJARA	OLD BLACKHAWK RD		
3	CAMINO TASSAJARA	TASSAJARA RANCH RD		
12	IHT	GREENBROOK DR	Agree with raised crosswalk	
13	IHT	EL CAPITAN DR	Agree with the recommended raised crosswalk. It appears there are obsolete lights in the crosswalk.	No other changes to recommend.
19	IHT	PARAISO DR	Agree with the raised crosswalk.	Street striping should be brighter and need to ensure that motion on the north side of Paraiso Dr. is free from vegetation.
28	CAMINO RAMON	GREENBROOK DR	VDD for all directions would be very helpful. WB Greenbrook is especially annoying since a cyclist has to dismount to activate the crosswalk	

No.	Cross Street A	Cross Street B	Description	Recommended Improvements
			sign if an automobile doesn't conveniently appear.	
DBAC RECOMMENDATIONS NOT INCLUDED IN THE DANVILLE (ALTA) REPORT				
47	SYCAMORE VALLEY RD	I-680 HWY OVERPASS		
48	SAN RAMON VALLEY BLVD	SYCAMORE VALLEY RD		
49	CAMINO RAMON	SYCAMORE VALLEY BLVD	How does a cyclist turn from NB Camino Ramon onto WB Sycamore Valley Rd.?	
50	IHT	GREENBROOK TO RAILROAD AVE		
51	DIABLO RD	FAIRWAY		
52	DIABLO RD	DIABLO RD TRAIL		
53	DANVILLE TOWN LIMITS	DANVILLE TOWN LIMITS		
54	SAN RAMON VALLEY BLVD	I-680 HWY OVERPASS		
55	CAMINO TASSAJARA	DIABLO RD		
56	DANVILLE BLVD	EL CERRO BLVD		
57	GREEN VALLEY RD	CAMEO DR (WB)	SRV and MV mountain bike teams use this intersection to ride back from Mount Diablo via the Diablo (Barbara	1. A bike box and video detection device which triggers a longer green light would make this safer.

No.	Cross Street A	Cross Street B	Description	Recommended Improvements
			Hale) trail by turning left from Cameo Dr onto Green Valley Rd (and then a quick right onto Blemer Rd). A rider must cross the oncoming lane at the blind corner to push the crosswalk button.	2. A bike box, sharrows, and signage to help cyclists turn left from southbound Green Valley Rd onto Cameo Dr. to avoid the Green Valley Rd/Diablo Rd intersection by taking Clydesdale. 3. Make Clydesdale a bike boulevard.
58	STONE VALLEY RD	BETWEEN MVHS AND GREEN VALLEY RD	Riders entering SVR from paved trail intending to turn left on GVR are endangered by cars speeding east on SVR as they crest the hill.	Put a RRFB or PHR at the top of the hill to warn drivers of riders entering SVR, similar to IHT crossings.
59	SAN RAMON VALLEY BLVD	SYCAMORE VALLEY	NB SRVB at Sycamore Valley Rd. A bike lane and BB are desperately needed. Many autos turn right from NB SRVB onto EB Sycamore; the bikes have nowhere to stop unless they totally block the crosswalk or the RH turn lane. SB SRVB at Sycamore Valley Road. BB for cyclists who need to turn left from SB SRVB onto EB Sycamore.	
60	DIABLO RD TRAIL	CLYDESDALE		
61	RAILROAD AVE	CHURCH ST		A VDD for WB Church onto SB Railroad.
62	DIABLO ROAD	DIABLO ROAD TRAIL		
63	DANVILLE TOWN LIMITS	DANVILLE TOWN LIMITS		

No.	Cross Street A	Cross Street B	Description	Recommended Improvements
64	SYCAMORE VALLEY RD	IHT		
65	Prospect	IHT	The jog in the trail is a convenient, shady stopping place for peds and cyclists. The trail is often blocked by bikes, strollers, etc.	The pavement should be wider.

WEBMAP COMMENTS

Danville Bike Plan - Website Comments

Phase 1

Email	Comment	Submission time
adele.madelo@gmail.com	The only concern I have is the stretch on Diablo Road between Avenida Nueva and Calle Arroyo. There should be a separate bike facility.	7/14/2020 21:12
danoleson@gmail.com	Hello, I just placed two "destinations" on the public map at Hap Magee Ranch Park and Osage Park. I didn't realize my full name would be visible to the public. Can my last name be removed from the two posts? Thanks, Dan	7/31/2020 15:24
anthonymoy@comcast.net	Please consider installing one of the new bike-sensitive signals @Morninghome/Sycamore Valley Rd. The left turn from Morninghome onto eastbound Sycamore requires a car or pressing the 'beg' button in order to get the traffic signal to change. Bikes take the bridge over the creek from Brookside to Old Farm Rd. sometimes instead of staying on Brookside.	10/17/2020 19:22
mre2409@gmail.com	resist banning e-bikes on any routes,please	1/12/2021 11:55
blhooper@pacbell.net	How can I add comments or get involved to share regarding the proposed Bake Plans along Diablo Road / Blackhawk Road	2/21/2021 22:07

Danville Bike Plan - Webmap Comments

Phase 1

ID	Name	Type	Comment	Geometry	Likes	Dislikes	Submission time
180	ALAN KALIN	Barrier to Biking	"Bike vs Bike Collision, (Sat, 06/20/2015, 0900hrs) Camino Tassajara & 116 West of Blackhawk Plaza Circle. Injuries	Point	0	0	7/17/2020 8:18
184	ALAN KALIN	Barrier to Biking	"Bike vs Vehicle Collision, "Hit & Run." (Sat, 03/21/2015, 1111hrs) Camino Tassajara & Camino Tassajare Intersection. Injuries	Point	0	0	7/17/2020 8:42
182	ALAN KALIN	Barrier to Biking	"Bike vs Vehicle Collision, (Sat, 09/05/2015, 1145hs) Summerfield Street & Driveway, 165ft West of Jennifer's Place. Injuries	Point	0	0	7/17/2020 8:32
183	ALAN KALIN	Barrier to Biking	"Bike vs Vehicle Collision, (Tue, 09/15/2015, 1528hrs) Railroad Ave & Love Lane Intersection. Injuries	Point	0	0	7/17/2020 8:35
173	ALAN KALIN	Barrier to Biking	"Bike vs Vehicle Collision, (Tue, 12/20/2016, 0911hrs) Camino Tassajara & Messsian Dr Intersection. Injuries	Point	0	0	7/17/2020 7:43
268	Mark Akabane	Barrier to Biking	Adding a bicycle recognition light on both sides of this intersection would be great. This is a very busy intersection and there have been many car and a few pedestrian accidents here. Many bicycle riders on the Woodranch side and the Northridge side would benefit from this. Thank you for taking this into consideration.	Point	0	0	9/2/2020 23:59
304	Robert Toronyi	Barrier to Biking	Bike lane needs frequent cleaning along Camino Tassajara and Sycamore Valley because of fallen leaves and branches. Gardening Trucks need to put up cones behind their trucks as well as not parking along turns. All of these points have and will cause accidents.	Point	0	0	1/11/2021 14:26
51	Dan Mahoney	Barrier to Biking	Bike sensor for traffic light rarely works.	Point	4	0	7/2/2020 7:22
143	ALAN KALIN	Barrier to Biking	Bike vs Bike Collision, (Sat 06/05/2010, 0937hrs) Iron Horse Trail & Greenbrook Dr Intersection. Injuries	Point	0	0	7/14/2020 7:53
218	ALAN KALIN	Barrier to Biking	Bike vs Bike Collision, (Sat, 02/09/2013, 0945hrs) Danville Blvd & Gentle Creek Place Intersectin. Injuries	Point	0	0	7/23/2020 7:37
223	ALAN KALIN	Barrier to Biking	Bike vs Pedestrian Collision, (Thur, 06/14/2012, 1257hrs) Hartz Ave & Linda Mesa Intersection. Injuries	Point	0	0	7/23/2020 8:12
216	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision ("Door Prize"), (Mon, 03/24/2014, 1203hrs) Hartz Ave & Short St Intersection Injuries"	Point	0	0	7/23/2020 7:17
235	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision (Fri, 04/02/2010, 0834hrs) Diablo Road & McCauley Road Intersection. Injuries.	Point	0	0	7/26/2020 6:49
240	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision (Fri, 09/17/2010, 1246 hrs) Hartz Ave & Linda Mesa Ave Intersection. Injuries.	Point	0	0	7/26/2020 7:23
230	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision (Mon, 05/23/2011, 1732 hrs) Hartz Ave & Church Street Intersection. Injuries.	Point	0	0	7/25/2020 7:16
237	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision (Sat, 07/10/2010, 1247 hrs) Danville Road & Las Barrancas Intersection. Injuries.	Point	0	0	7/26/2020 7:01
242	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision (Sat, 07/24/2010, 1820 hrs) San Ramon Valley Blvd & Hartz Way Intersection. Injuries.	Point	0	0	7/26/2020 7:36
234	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision (Sat, 08/25/2010, 1752 hrs) Diablo Road & Hartz Ave Intersection. Injuries.	Point	0	0	7/26/2020 6:44
231	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision (Sat, 09/03/2011, 1138 hrs) Hartz Ave & Prospect Ave Intersection. Injuries.	Point	0	0	7/25/2020 7:22
226	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision (Sat, 10/13/2012, 1028 hrs). San Ramon Valley Blvd & Boone Ct Intersection. Injuries.	Point	0	0	7/25/2020 6:50
233	Bike vs Vehicle Collision (Wed, 09/26/2012, 2106 h	Barrier to Biking	Bike vs Vehicle Collision (Sat, 12/24/2011, 1350 hrs) Hartz Street & School Street Intersection. Injuries.	Point	0	0	7/25/2020 7:30
227	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision (Sun, 11/04/2012, 1216 hrs). Danville Blvd & Railroad Ave Intersection. Injuries.	Point	0	0	7/25/2020 6:56
239	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision (Thur, 02/18/2010, 1743 hrs) Front Street & Hartz Way Intersection. Injuries.	Point	0	0	7/26/2020 7:19
236	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision (Thur, 04/09/2015, 1510hrs) Diablo Road & Clydesdale Intersection. Injuries.	Point	0	0	7/26/2020 6:54
229	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision (Thur, 08/18/2011, 1215 hrs) Danville Blvd & El Portal Intersection. Injuries.	Point	0	0	7/25/2020 7:12
241	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision (Tue, 08/17/2010, 1745 hrs) Hartz Ave & Short Street Intersection. Injuries.	Point	0	0	7/26/2020 7:26
228	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision (Tue, 11/27/2012, 1100 hrs) Camino Tassajara & Sycamore Valley Blvd Intersection. Injuries.	Point	0	0	7/25/2020 7:03
238	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision (Wed, 07/28/2010, 1916 hrs) El Cerro Blvd & Adobe Dr Intersection. Injuries	Point	0	0	7/26/2020 7:10
243	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision (Wed, 08/25/2010, 0853 hrs) San Ramon Valley Blvd & 543ft South of Sycamore Valley Road Intersection. Injuries.	Point	0	0	7/26/2020 7:46
225	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision (Wed, 09/26/2012, 2106 hrs) Camino Tassajara & Liverpool Street Intersection. Injuries.	Point	0	0	7/25/2020 6:45
232	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision (Wed, 11/23/2011, 1902 hrs) Hartz Ave & Prospect Ave Intersection. Injuries.	Point	0	0	7/25/2020 7:25
138	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision, (Fri, 02/10/2012, 1659hrs) Iron Horse Trail & San Ramon Valley Blvd Intersection. Injuries	Point	0	0	7/14/2020 7:33
141	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision, (Fri, 04/15/2011, 1541hrs) Iron Horse Trail & Del Amigo Rd Intersection. Injuries	Point	0	0	7/14/2020 7:45
176	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision, (Mon, 07/11/2016, 1148hrs) Danville Blvd & El Portal Intersection. Injuries.	Point	0	0	7/17/2020 7:55
133	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision, (Mon, 08/03/2015, 1515hrs) Iron Horse Trail & Greenbrook Dr Intersection. Injuries	Point	0	0	7/14/2020 7:06
137	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision, (Sat, 04/07/2012, 0925hrs) Iron Horse Trail & San Ramon Valley Blvd. Injuries	Point	0	0	7/14/2020 7:28
222	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision, (Sat, 04/28/2012, 0742hrs) Camino Tassajara & Blackhawk Plaza Intersection. Injuries	Point	0	0	7/23/2020 8:05
134	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision, (Sat, 07/12/2014, 1032hrs) Iron Horse Trail & Greenbrook Dr Intersection. Injuries	Point	0	0	7/14/2020 7:08
171	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision, (Sat, 08/26/2017, 1144hrs) Railroad Ave & San Ramon Valley Blvd Intersection. Non-Injury	Point	0	0	7/17/2020 7:36
136	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision, (Sat, 09/15/2012, 1655hrs) Iron Horse Trail & W. Prospect Ave. Injuries	Point	0	0	7/14/2020 7:23
217	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision, (Sat, 10/26/2013, 1151hrs) Camino Tassajara & Sherburne Hills Rd, Injuries"	Point	0	0	7/23/2020 7:26
221	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision, (Sat, 12/29, 2012, 1453hrs) Diablo Road & Richard Lane Intersection. Injuries"	Point	0	0	7/23/2020 8:00
179	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision, (Sat,03/14/2015, 0930hrs) Diablo Road & Alameda Diablo Intersection. "Hit & Run." Injuries.	Point	0	0	7/17/2020 8:14
142	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision, (Sun 02/14/2010, 1415hrs) Iron Horse Trail & San Ramon Valley Blvd Intersection. Injuries	Point	0	0	7/14/2020 7:49
178	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision, (Sun, 07/17/2016, 1257hrs) Camino Tassajara & Lomitas Dr Intersection. Serious Injuries	Point	0	0	7/17/2020 8:09
215	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision, (Sunday, 03/23/2014, 1140hrs) Hartz Ave & Hartz Way Intersection. Injuries	Point	0	0	7/23/2020 7:09

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ID	Name	Type	Comment	Geometry	Likes	Dislikes	Submission time
170	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision, (Thu, 05/18/2017,1538hs) Green Valley Road & Donna Lane Intersection. Injuries	Point	0	0	7/17/2020 7:31
135	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision, (Thu, 10/10/2013, 0719hrs) Iron Horse Trail & Sycamore Valley/Camino Ramon. Injuries	Point	0	0	7/14/2020 7:17
132	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision, (Thu, 11/03/2016, 0941hrs) Iron Horse Trail & Paraiso Dr. Intersection. Injuries. Injuries	Point	0	0	7/14/2020 7:01
144	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision, (Thur, 05/16/2011 2001hrs) Iron Horse Trail & El Capitian Dr Intersection. Injuries	Point	0	0	7/14/2020 8:12
177	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision, (Thur, 07/072016, 1424hrs) Iron Horse Trail: Syacamore Valley Rd & Camino Ramon Intersection. Injuries	Point	0	0	7/17/2020 8:01
140	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision, (Thur, 08/25/2011, 1625hrs) Iron Horse Trail & El Capitan Dr Intersection. Injuries	Point	0	0	7/14/2020 7:42
185	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision, (Tue, 05/05/2015, 1637hrs) Crow Canyon Road & Tassajara Ranch Road Intersection. Fatality.	Point	0	0	7/17/2020 8:46
220	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision, (Tue, 05/15/2012, 1550hrs) Paraiso Dr & Iron Horse Trail Intersection. Injuries	Point	0	0	7/23/2020 7:52
224	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision, (Tue, 08/07/2012, 1331hrs) San Ramon Valley Blvd & Boone Ct Intersection. Injuries	Point	0	0	7/23/2020 8:19
188	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision, (Tue, 10/14/2014, 1200hrs) Ocho Rios Dr & Podva Lane Insection. Injuries.	Point	0	0	7/17/2020 8:55
169	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision, (Wed, 06/26/2019, 1624hrs) Mt. Diablo Scenic Blvd & Easement, at Blind Curve. Fatality.	Point	0	0	7/17/2020 7:23
131	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision, (Wed, 08/24/2016 ,1226hrs) Iron Horse Trail & Greenbrook Dr Intersection. Injuries	Point	0	0	7/14/2020 6:56
139	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision, (Wed, 10/26/2011, 0744hrs) Iron Horse Trail & Greenbrook Dr Intersection. Injuries	Point	0	0	7/14/2020 7:39
130	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision, 09/20/2016(Tue, 1259hrs), Iron Horse Trail & El Capitan Dr Intersection. Injuries	Point	0	0	7/14/2020 6:48
186	ALAN KALIN	Barrier to Biking	Bike vs Vehicle Collision. "Hit & Run."(Mon, 03/24/2014, 1314hrs) Diablo Road & Clydesdale Dr Intersection. Injuries.	Point	0	0	7/17/2020 8:51
37	Mark Dedon	Barrier to Biking	Calle Arroyo is the safest route for road cyclists to access Mt. Diablo from Danville. But some residents are discouraging access on this private road. The proposed MaGee Ranch trail could help resolve this but may be far in the future.	Point	18	0	6/23/2020 23:24
168	Dan Lawrence	Barrier to Biking	Cars drive very fast on Sycamore Vally road and up through Camino Tassajara. I like accessing these road on a bike but traffic and speed have grown I no tend to avoid this road	Point	0	0	7/16/2020 23:59
48	Bruce Bilodeau	Barrier to Biking	Count the number of ways to cross I680 on a bike in Danville that don't include fending off cars trying to get onto the freeway. Greenbrook, IHT & Laurel Dr, Hap Magee. Any others?	Point	2	0	6/25/2020 21:39
282	Leslie Meyers	Barrier to Biking	Diablo Rd between Fairway Dr and Mt Diablo Scenic Blvd. Currently there is no bike lane or separate bike path	Point	1	0	1/8/2021 19:51
276	Ian McNeill	Barrier to Biking	Diablo Rd bridge across the creek stifles both pedestrian and bike traffic when both are present, particularly on the north side. The narrow right land and high curb discourages bikes on the street so bikers move to the sidewalk. The sidewalk is too narrow to accommodate both. You'll often see a pedestrian or bicyclist wait on one end to let another pedestrian or bicyclist pass.	Point	0	0	9/29/2020 16:26
71	Dan Schaefer	Barrier to Biking	Diablo Road bear Diablo - poor access to Mt Diablo SP for both road and MTB. Need separate access for each due to speed, variable riding, groups, teams, etc.	Point	8	0	7/2/2020 16:37
202	Dan Lawrence	Barrier to Biking	Difficulty accessing San Ramon Valley Blvd on Sycamore Valley Road between Camino Ramon and San Ramon Valley Blvd. West-bound traffic is complex especially crossing the north-bound freeway entrance with two lanes turning right (limited visibility of cyclists continuing to travel West. To access the Livery, safest route via iron horse trail but it is not a direct route and families attempt to navigate SVR to get to SRVB.	Point	0	0	7/18/2020 23:16
49	Scott Pearsons	Barrier to Biking	Ensure that the bike system activator is activated not only for turning left from the turn lane from diablo road but also if you are at McCauley Rd. Also if on diablo road going straight to the west would be nice if the activator works for that direction.	Point	8	0	7/1/2020 18:47
149	Ra Pearsons	Barrier to Biking	Every year there is a shrub/tree that over grows the bike lane late spring into summer. It needs to be removed so this hazard doesn't happen every year until city crews come out to prune it back.	Point	1	0	7/14/2020 12:30
72	Dan Schaefer	Barrier to Biking	fences and gates between El Alamo, EBRPD trail, and Alamo cul-de-sacs.	Point	0	0	7/2/2020 16:39
262	Beverly Kumar	Barrier to Biking	From Elworthy Ranch to Sycamore Rd on the south bound lane. It's not safe passage to connect children / families to school routes and downtown. If you live at Danville Ranch or Chateau you can ride across directly to Greenbrook and catch the IHT and go via underpass into town or to CW. Kids that attend Montair or SRVHS don't have that liberty. There is a safe passage disconnect on a worrisome stretch of road.	Point	0	0	9/1/2020 22:43
175	Steve	Barrier to Biking	Hoping that a way to cross freeway, avoiding existing under-passes is considered. A pedestrian or cycling trail.	Point	1	0	7/17/2020 7:45
150	Ra Pearsons	Barrier to Biking	I rarely feel that I can safely get to the turn lane on Diablo Rd to turn left to get to the bike trail on the north side of Diablo Rd. I end up going through the intersection to McCauley but light doesn't detect cyclists crossing then from McC to Green Valley.	Point	2	0	7/14/2020 12:35
248	ALAN KALIN	Barrier to Biking	INSTALL BIKE BOX at Camino Tassajara & Blackhawk Road Intersection to: Improve bicyclists ability to safely and comfortably make left turn. Provide a formal queuing space for bicyclists to make a left turn. Reduce turning collisions/injuries between bicyclists and motor vehicles. Thousands of bicyclists make this left turn every year at this very DANGEROUS INTERSECTION!	Point	0	0	7/26/2020 8:48
252	ALAN KALIN	Barrier to Biking	INSTALL BIKE BOX at Camino Tassajara & Diablo Road Intersection to: Improve bicyclists ability to safely and comfortably make a left turn. Provide a formal queuing space for bicyclists to make a left turn. Reduce turning collisions/injuries between bicyclists and motor vehicles.	Point	0	0	7/26/2020 9:04
249	ALAN KALIN	Barrier to Biking	INSTALL BIKE BOX at Crow Canyon Road & Camino Tassajara Intersection to: Improve bicyclists ability to safely and comfortably make left turn. Provide a formal queuing space for bicyclists to make a left turn. Reduce turning collisions/injuries between bicyclists and motor vehicles. Thousands of bicyclists make this left turn every year at this very DANGEROUS INTERSECTION!	Point	0	0	7/26/2020 8:51
244	ALAN KALIN	Barrier to Biking	INSTALL BIKE BOX at Diablo Road & Hartz Ave Intersection to: Improve bicyclists ability to safely and comfortably make left turn. Provide a formal queuing space for bicyclists making a two-stage turn. Reduce turning conflicts between bicyclists and motor vehicles. Prevent conflicts arising from bicyclists queuing in a bike lane or crosswalk. Separate turning bicyclists from through bicyclists. Thousands of bicyclists make this left turn every year!	Point	0	0	7/26/2020 8:12

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ID	Name	Type	Comment	Geometry	Likes	Dislikes	Submission time
245	ALAN KALIN	Barrier to Biking	INSTALL BIKE BOX at Diablo Road & Hartz Ave Intersection to: Improve bicyclists ability to safely and comfortably make left turn. Provide a formal queuing space for bicyclists making a two-stage turn. Reduce turning conflicts between bicyclists and motor vehicles. Prevent conflicts arising from bicyclists queuing in a bike lane or crosswalk. Separate turning bicyclists from through bicyclists. Thousands of bicyclists make this left turn every year!	Point	0	0	7/26/2020 8:22
251	ALAN KALIN	Barrier to Biking	INSTALL BIKE BOX at El Cerro Blvd & Danville Blvd Intersection to: Improve bicyclists ability to safely and comfortably make a left turn. Provide a formal queuing space for bicyclists to make a left turn. Reduce turning collisions/injuries between bicyclists and motor vehicles.	Point	0	0	7/26/2020 9:00
247	ALAN KALIN	Barrier to Biking	INSTALL BIKE BOX at Greenbrook Dr & Sycamore Valley Road Intersection to: Improve bicyclists ability to safely and comfortably make left turn. Provide a formal queuing space for bicyclists making a two-stage turn. Reduce turning conflicts between bicyclists and motor vehicles. Prevent conflicts arising from bicyclists queuing in a bike lane or crosswalk. Separate turning bicyclists from through bicyclists.	Point	0	0	7/26/2020 8:37
253	ALAN KALIN	Barrier to Biking	INSTALL BIKE BOX at Hartz Ave & Diablo Road Intersection to: Improve bicyclists ability to safely and comfortably make a left turn. Provide a formal queuing space for bicyclists to make a left turn. Reduce turning collisions/injuries between bicyclists and motor vehicles.	Point	0	0	7/26/2020 9:08
246	ALAN KALIN	Barrier to Biking	INSTALL BIKE BOX at San Ramon Valley Blvd & Greenbrook Dr Intersection to: Improve bicyclists ability to safely and comfortably make left turn. Provide a formal queuing space for bicyclists making a two-stage turn. Reduce turning conflicts between bicyclists and motor vehicles. Prevent conflicts arising from bicyclists queuing in a bike lane or crosswalk. Separate turning bicyclists from through bicyclists. Thousands of bicyclists make this left turn every year!	Point	1	0	7/26/2020 8:34
254	ALAN KALIN	Barrier to Biking	INSTALL BIKE BOX at San Ramon Valley Blvd & Sycamore Valley Road Intersection to: Improve bicyclists ability to safely and comfortably make a left turn. Provide a formal queuing space for bicyclists to make a left turn. Reduce turning collisions/injuries between bicyclists and motor vehicles.	Point	0	0	7/26/2020 9:17
250	ALAN KALIN	Barrier to Biking	INSTALL BIKE BOX at Sycamore Valley Road West & Greenbrook Dr Intersection to: Improve bicyclists ability to safely and comfortably make left turn. Provide a formal queuing space for bicyclists to make a left turn. Reduce turning collisions/injuries between bicyclists and motor vehicles. Thousands of bicyclists make this left turn every year at this DANGEROUS INTERSECTION!	Point	1	0	7/26/2020 8:56
96	Scott Pearsons	Barrier to Biking	Intersection could use bike sensor	Point	2	0	7/4/2020 10:08
110	Scott Pearsons	Barrier to Biking	Intersection could use bike sensor	Point	2	0	7/5/2020 13:08
111	Scott Pearsons	Barrier to Biking	Intersection could use bike sensor. Tried to make a left onto Hartz way and existing light didn't sense our presence.	Point	3	0	7/5/2020 13:56
94	Scott Pearsons	Barrier to Biking	Intersection could use bike sensors	Point	2	0	7/4/2020 10:04
95	Scott Pearsons	Barrier to Biking	Intersection could use bike sensors	Point	1	0	7/4/2020 10:04
147	Ra Pearsons	Barrier to Biking	light on Camino Ramon through intersection at Greenbrook is too short of a cycle for cyclists.	Point	2	0	7/14/2020 12:21
148	Ra Pearsons	Barrier to Biking	light turns read before I can get through intersection	Point	0	0	7/14/2020 12:23
200	Dan Lawrence	Barrier to Biking	Little to no shoulder along Diablo Road makes bicycling between Green Valley Road through the Blackhawk gate entrance as a very dangerous route. Bicycles have been hit along this route. Alameda Diablo and other routes in Diablo Country Club can/are used to reduce risk. With the new housing development approved, there is opportunity to make this a more bicycle-friendly route with more shoulder and warnings to drivers to watch for cyclists.	Point	2	0	7/18/2020 23:05
298	Kim Schaefer	Barrier to Biking	More connections between Danville and AlAmo!	Point	0	0	1/9/2021 19:21
33	John Nasstrom	Barrier to Biking	Need bike sensor to trigger traffic light	Point	9	0	6/23/2020 21:22
34	John Nasstrom	Barrier to Biking	Need bike sensor to trigger traffic light	Point	9	0	6/23/2020 21:24
35	John Nasstrom	Barrier to Biking	Need bike sensor to trigger traffic light	Point	4	0	6/23/2020 21:27
294	Sharon Nasstrom	Barrier to Biking	Need bike sensors at this intersection.	Point	1	0	1/9/2021 9:01
293	Sharon Nasstrom	Barrier to Biking	Need bike sensors.	Point	0	0	1/9/2021 8:59
292	Sharon Nasstrom	Barrier to Biking	Need sensor to trigger light in all directions.	Point	0	0	1/9/2021 8:58
291	Sharon Nasstrom	Barrier to Biking	Need sensors on both sides of Brookside, not just one.	Point	0	0	1/9/2021 8:57
287	Anonymous	Barrier to Biking	Need traffic light sensor to detect bikes And change traffic light to green	Point	0	0	1/9/2021 0:06
288	Anonymous	Barrier to Biking	Need traffic light sensor to detect bikes And change traffic light to green	Point	0	0	1/9/2021 0:06
289	John Nasstrom	Barrier to Biking	Need traffic light sensor to detect bikes And change traffic light to green	Point	0	0	1/9/2021 0:08
290	Sharon Nasstrom	Barrier to Biking	Need traffic light sensor to detect cyclists.	Point	0	0	1/9/2021 8:54
212	John	Barrier to Biking	No bike lane going up the hill East-bound on Camino Tassajara. Traffic often goes very fast. It is often a challenge to get over to the left lanes to turn onto Blackhawk road. Many other cyclists go this way to Diablo	Point	2	0	7/22/2020 15:33
146	Ra Pearsons	Barrier to Biking	Overall, dangerous intersection for cyclists. Lights don't sense bikes and cars leaving Crossroads making lefts rarely use turn indicators. Cars behind cyclists making left turns get impatient.	Point	0	0	7/14/2020 12:16
305	Andy Dillard	Barrier to Biking	Request from Cameo Acres resident to install bicycle video detection at the intersection of Green Valley/Cameo (for Cameo Drive)	Point	0	0	1/11/2021 17:43
275	Charlie Gokbayrak	Barrier to Biking	School riad	Point	0	0	9/27/2020 20:31
181	ALAN KALIN	Barrier to Biking	Solo Bike Collision (Tue, 09/01/2015, 1003hrs) El Pintado Dr & Dolphin Dr Intersection. Injuries.	Point	0	0	7/17/2020 8:22
219	ALAN KALIN	Barrier to Biking	Solo Bike Collision, (Wed, 12/18/2013, 0905hs) Diablo Road & Front Street Intersection. Injuries	Point	0	0	7/23/2020 7:44
277	Anonymous	Barrier to Biking	The bicycle crossing and signal from McCauley Rd to the Diablo Rd trail was removed (4 crosswalks reduced to 3). Riders from Hidden Valley now need to go against traffic or do 2-3 road crossings to access the trail	Point	0	0	10/12/2020 8:06

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ID	Name	Type	Comment	Geometry	Likes	Dislikes	Submission time
126	James Foster	Barrier to Biking	The diablo country club residents have basically walled off the only safe approach to Mt Diablo south entrance. Diablo road needs fixed or something needs to be done. I am surprised there are not more accidents	Point	7	0	7/7/2020 20:15
145	Ra Pearsons	Barrier to Biking	The light is too short for me to get through the intersection on my bike and I'm a pretty good "old" cyclists. If I can't get through, a lot of individuals certainly cannot cross before it turns red.	Point	0	0	7/14/2020 12:10
213	John	Barrier to Biking	There is no bike lane here and traffic does not pay attention	Point	2	0	7/22/2020 15:34
55	Luke Hickey	Barrier to Biking	This intersection is dangerous for cyclists — including elementary school age children like my son (Finn, 8yo, John Baldwin Elementary School). Even when the crosswalk button is pushed, and walk sign is lit, the car traffic turning right from Camino Tassajara (West bound from Blackhawk) onto Camino Tassajara (North bound toward Diablo Rd) have a green turn light. Motorists do not stop, and do not yield. The simultaneous green light and walk signal are a safety hazard for young cyclists.	Point	9	0	7/2/2020 9:41
90	Michael Bonadio	Barrier to Biking	Too dangerous to ride this route to get to Mt Diablo	Point	7	0	7/3/2020 16:17
54	Charlis Joyce	Barrier to Biking	Vista Grande to Diablo Rd could use a smoother transition for cyclists to allow avoidance of the Camino Tassajara / Diablo Road intersection.	Point	3	0	7/2/2020 9:38
156	Avital and Tim Andrews	Barrier to Biking	We desperately need a crosswalk at Danville Blvd. and El Portal so that we can safely get to the Iron Horse Trail.	Point	0	0	7/16/2020 17:49
105	Bruce Wilke	Barrier to Biking	Why were these bumpouts placed on Front Street??? They are a danger to bicyclists and I don't see any apparent benefit from them. I suggest removing them.	Point	1	0	7/5/2020 9:25
-	ALAN KALIN	Comment	3 Bikes vs Vehicle Collision, (Sunday, 02/23/2014, 1146hrs) Camino Tassajara & Woodranch Rd Intersection. "Serious Injuries to Multiples Cyclists"				7/23/2020 7:03
-	Lisa Hammill	Comment	agree				1/9/2021 18:28
-	Ra Pearsons	Comment	Agree, dangerous intersection, light never senses my bike and cars leaving Crossroads center don't signal lefts. Make it a different light pattern. Overall this intersection doesn't work for cyclists				7/14/2020 12:14
-	Preston Smalley	Comment	Agree. Neither El Cerro or Diablo are safe routes from East Danville to Iron Horse trail. I would let my teenage kids ride on their own the short distance to downtown or St. Isidore school if this was possible.				7/17/2020 8:57
-	Ra Pearsons	Comment	And during a pandemic, forced to take IHT at this point. Very crowded with all types of trail users.				7/14/2020 12:18
-	Dianne Thompson	Comment	As a 72 year old woman who loves to cycle up Mt. Diablo each week, I am frightened about the thought or riding along Diablo & Blackhawk roads where there is no cycling lane and cars fly by fast and close. We really need a bike lane here!				7/16/2020 15:48
-	Deepinder Singh	Comment	Diablo Country Club roads are maintained using public money, and residents should not be allowed to post signs/security-guards to intimidate cyclists.				7/6/2020 16:06
-	Joan Spiegel	Comment	Diablo road is a terrible challenge. We really need a safe way to access the Mt. Diablo Scenic road and just to continue up towards Blackhawk				7/14/2020 19:01
-	Joan Spiegel	Comment	I agree. the turn from Front to Hartz is challenging.				7/14/2020 18:59
-	Preston Smalley	Comment	I agree. We need some east/west corridors safe from traffic in this part of Danville. Following one of the creeks would be a great idea! - Preston Smalley				7/17/2020 8:55
-	Steve Beck	Comment	I would like to see Hartz Ave become more pedestrian and bike friendly by making it a one-way, one-lane street for vehicle traffic and using the extra space for bike lanes and more space for outdoor dining. This may also discourage freeway traffic from using Hartz Ave when the freeway is backed up.				7/3/2020 0:42
-	Ra Pearsons	Comment	No other safe crossings during a pandemic. Crowded with all types of trail users.				7/14/2020 12:19
-	Tom Bard	Comment	Perhaps some of the anti-bike residents of Diablo would be willing to financially support/fund the new proposed dedicated bike path along Diablo Rd. Something creative and urgent needs to be done to speed up the plan, approval process, and the execution of this much needed project!! What's the delay?!				1/9/2021 10:42
-	Josh Peterman	Comment	Sorry - typo. It is Class II uphill (eastbound) but Class III WESTbound.				1/10/2021 21:47
-	Jon	Comment	The bike detection devise in front of Crumbs restaurant on Hartz Way eastbound, is not working consistently for some time now.				7/17/2020 16:27
-	Joan Spiegel	Comment	The left turn on to Alcosta is challenging. Maybe add one of the Bike Sensor lights that you have on Danville blvd by the high school. those are great!				7/14/2020 18:56
-	Jon	Comment	The north west corner at Tassajara and Blackhawk Plaza Circle has 3 or 4 fairly deep divots in the bike lane, been there for years.				7/17/2020 16:22
-	Jon	Comment	There is a damages section of road Eastbound next to the Texico station just past Tassajara Ranch Rd that has been repaired many times but never a lasting fix. This is where the lanes are reduced from 3 to 2.				7/17/2020 16:31
-	Jon	Comment	This intersection could also use a bike detection sensor on north east corner.				7/17/2020 16:18
-	Joan Spiegel	Comment	This is a very difficult intersection. When you are turning left from the parking lot to Sycamore, it's almost impossible to have enough time for a turn. One of your bike sensing signals would be great.				7/14/2020 18:58
-	Jon	Comment	This last stretch of Camino Tassajara eastbound from Liverpool St to Crow Canyon Rd opens up to 3 lanes from 2. Plenty of room for a full bike lane here but only Green Sharro markers are in place. This is an upward grade and cars usually accelerate here putting cyclists in danger.				7/17/2020 16:15
198	Kevin Cronin	Destination	Access to Mount Diablo via Diablo road makes the ride too dangerous before you even get to the mountain.	Point	0	0	7/17/2020 18:00
265	todd smith	Destination	As many have posted the #1 improvement in Danville for cyclists of all types is a dedicated bike path extension along Diablo Rd from current bike path end at Calle Arroyo and extending to Mt Diablo Scenic Rd. This would make biking along this popular route safe while also relieving the residents of Diablo CC of cyclists using their "private" roads for safe access to Mt Diablo or continuation to Blackhawk. This would require easements on current private property along Diablo Rd....much needed	Point	2	0	9/2/2020 22:21
73	Dan Schaefer	Destination	Better access to park and schools from neighborhoods through the park (park master plan for undeveloped areas). Consider bike learning course.	Point	0	0	7/2/2020 16:41
283	Chris wine	Destination	Bike lane on Diablo Road as it heads east past town of Diablo and the the Mt Diablo Scenic Road.	Point	0	0	1/8/2021 19:54
64	Daniel K	Destination	Bike path to Mount Diablo South Gate please	Point	10	0	7/2/2020 14:06

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ID	Name	Type	Comment	Geometry	Likes	Dislikes	Submission time
30	Pearsons RA	Destination	Diablo Rd is not safe for cyclists. I ride from DCC area to downtown. Cars use the existing bike lane as a turn lane in several places. The corner of Diablo Rd as it makes a 90 degree right turn, heading east across from Sloats, cars cut the corner. Can we put in a divider to keep traffic away from cars on the corner when turning?	Point	4	0	6/23/2020 20:55
59	Anonymous	Destination	Diablo Rd. to Mount Diablo Scenic BLVD. This is very hazardous. I usually cut through Diablo CC, but there have been complaints of that recently.	Point	4	0	7/2/2020 11:41
160	Patty Clegg	Destination	Diablo Road to Mt Diablo needs a big bike lane. Thousands of cyclists would enjoy the safety, and auto drivers would be happier if they didn't have to dodge cyclists.	Point	2	0	7/16/2020 18:55
203	Dan Lawrence	Destination	Difficult to access the livery by bicycle coming from the Sycamore neighborhood. Hard to travel with family from Sycamore Valley Road to Livery. Cars do not see pedestrians/bikes readily at the crosswalk at Sycamore Valley Road and San Ramon Valley Blvd, heading West. Motorists often look to the left but do not see the illuminated crosswalk making this a dangerous crossing.	Point	0	0	7/18/2020 23:18
70	LizM	Destination	El Pintado Road Hill route for fitness riding	Point	2	0	7/2/2020 16:07
66	Nicolas Damonte	Destination	Elementary school - Greenbrook and Paraiso are shared roads - with transit mainly Greenbook what I think we should improve for kids	Point	0	0	7/2/2020 15:12
68	Marc Dube	Destination	Entry to Mount Diablo.	Point	2	0	7/2/2020 16:01
157	Karen M Gustafson	Destination	General downtown area of Danville	Point	1	0	7/16/2020 18:20
56	Jamie Hargrave	Destination	Getting to and from Mt Diablo safely. The idea that the roads in Diablo CC are private in preposterous and a safe route needs to be implemented. Additionally, the road leading to Mt. Diablo, Mt. Diablo Scenic, I believe is in need of improvement per the regs it was constructed under.	Point	9	0	7/2/2020 10:37
109	Steve Miller	Destination	Going through Diablo road to Blackhawk needs wider bike lanes.	Point	0	0	7/5/2020 9:42
192	Anonymous	Destination	I bike from Rassani Drive to down town Danville via Camino Tassajara, Crow Canyon Road or Blackhawk Rd. Between the entrance of Blackhawk Plaza at Camino Tassajara and Crow Canyon Rd there is no bike path and no one uses the side walk to bike because it is to dangerous. It also is a problem crossing Crow Canyon Rd at Camino Tassajara safely to proceed to downtown Danville. Diablo Rd at Camino Tassajara is difficult to make a left hand turn. Also Diablo Rd going under the freewa is dark	Point	0	0	7/17/2020 11:18
47	Bruce Bilodeau	Destination	I don't ride to the grocery store or the Livery very often because riding across the freeway is too dangerous.	Point	3	0	6/25/2020 21:36
78	Scott Kouns	Destination	I enjoy riding to the top of Mt. Diablo and then back to downtown and have lunch at many of the restaurants. The portion of road from Diablo to Athenian School is very dangerous. I've almost been hit by a car and have felt other vehicles nearly hit the back of my shoulder. There is really no shoulder to ride on. Thank you for this forum	Point	8	0	7/2/2020 17:45
93	Kirsten Curtis	Destination	I enjoying biking up Mt. Diablo through Diablo.	Point	3	0	7/4/2020 7:52
92	Kirsten Curtis	Destination	I like to bike up camino tassajara, around to Bruce Drive, and back to Danville	Point	0	0	7/4/2020 7:48
161	Brooke Fan	Destination	I live on the East side of Danville near Green Valley elementary. There is not a safe route to bike with kids to join the iron horse trail.	Point	1	0	7/16/2020 18:56
189	Preston Smalley	Destination	I live within 1/2 a mile of St. Isidore School and would allow my older kids to ride to school but since we're on the east side of 680 there is no safe way to travel via El Cerro or Diablo to this location.	Point	0	0	7/17/2020 8:58
258	Josh Carroll	Destination	I often leave Danville with my son to find single track for mountain biking. We would love to see more available locally. Diablo is beautiful but mountain biking fire roads isn't all that fun or challenging.	Point	0	0	8/1/2020 20:33
86	Michael Bonadio	Destination	I ride Mt Diablo 3 times a week and getting to South Gate is a perilous endeavour. Riding along Diablo Rd is dangerous so the safest route is through the Diablo Country Club.	Point	3	0	7/3/2020 16:13
210	Tommy Schroder	Destination	I want to be able to make it down town comfortably on an electric device (scooter or similar). Thanks!	Point	0	0	7/22/2020 9:02
296	Ben Rohrs	Destination	I would like safe access to Mt Diablo south gate from west Danville	Point	0	0	1/9/2021 14:50
269	Kyle Bonagura	Destination	It would be great if there was a bicycle lane to get to Athenian en route to the Mt Diablo gate. Riding Diablo can be dangerous once you cross over Green Valley and Mt. Diablo is one of the premier cycling spots in the state.	Point	1	0	9/4/2020 12:23
62	Stephen Wienker	Destination	Mt. Diablo via Southgate. Greenvalley to Blackhawk Road along Diablo Road is very dangerous and needs a dedicated bike lane. I will continue to ride through the community of Diablo until a dedicated bike lane is constructed along Diablo Road.	Point	7	0	7/2/2020 12:36
263	Charmaine Leibbrandt	Destination	My kids bike to school via Allegheny, El Capitan, Paraiso, Brookside Drive. Challenges:speeding motor vehicles, drivers having no regard for bicycles, parked vehicles in bike lanes.Kids have to merge into traffic lane to pass parked cars.My 14 year old son passed a parked car and the driver didn't see him, opened his car door.My son collided into car door and went flying over the door into the road.Thank goodness there was no oncoming traffic, but he was injured & too frightened to bike again.	Point	0	0	9/2/2020 12:52
100	Bruce Wilke	Destination	Need a better way for bikes to turn left from eastbound Camino Tassajara to Blackhawk Road. One can sit through a couple light changes while waiting for a car to assist with setting the signal through the detection loops. Bikes don't set off those loops.	Point	5	0	7/5/2020 9:13
60	Jeff Patry	Destination	Need a safe route from Green Valley to Mt Diablo State Park. I take the trail past St Timothy then through Diablo, the "hole in the wall", to South Gate. Diablo Road is much too dangerous.	Point	9	0	7/2/2020 11:43
41	Christine Roosa	Destination	Often ride to this point on my way up to Mt. Diablo	Point	3	0	6/24/2020 8:40
255	Dan Oleson	Destination	Plan to bike to this park 1-2x/month with my family.	Point	0	0	7/31/2020 15:20

Danville Bike Plan - Webmap Comments

ID	Name	Type	Comment	Geometry	Likes	Dislikes	Submission time
256	Dan Oleson	Destination	Plan to bike to this park 1-2x/month with my family.	Point	0	0	7/31/2020 15:21
128	Mark R and Cynthia M Anderson	Destination	Please create a safe bike route between Athenian School and Fairway Drive. Multiple times I've been put in danger by unsafe drivers.	Point	3	0	7/13/2020 15:58
91	Dianne Thompson	Destination	Please provide safe cycling roads for cyclists going up Diablo Rd to the Mt. Diablo Scenic Access road	Point	4	0	7/3/2020 16:20
42	Christine Roosa	Destination	ride here to get coffee or meet friends for group rides	Point	1	0	6/24/2020 8:41
167	Dan Lawrence	Destination	Safe access to Mt Diablo. Looking for safe entry and exit points to and from Mt Diablo and back to downtown and sycamore valley road.	Point	1	0	7/16/2020 23:57
29	Pearsons RA	Destination	Safe access to South Gate Rd. From the west as I live near the Green Valley Rd/Diablo Rd intersection. I am an “old” lady who wants to continue riding the mountain	Point	9	0	6/23/2020 20:52
112	Marcy Golden	Destination	safe. bike path along diablo to access Mt. Diablo	Point	3	0	7/6/2020 11:06
58	Anonymous	Destination	Shops and restaurants on Hartz Ave. While Railroad has the Iron horse, it would be great if there was a way to bike up Hartz Ave. I realize this might be a difficult challenge. Danville is already a great place to bike and I think it is amazing that the town is even working on improving it.	Point	2	0	7/2/2020 11:39
125	James Foster	Destination	The approach to the south entrance of Mt Diablo is not safe on Diablo Road. With the recent closure of Calle Arroyo it puts everyone at high risk. Mt Diablo approach via Diablo road should be the top priority for the city . Surprised	Point	4	0	7/7/2020 20:13
46	Diana Fuery	Destination	The ride up El Cerro to get to Mt. Diablo entrance is very narrow and dangerous if we are not allowed to go through the residential short cut. We need a bike lane or some other access route to be safe and keep drivers safe as well.	Point	15	0	6/24/2020 21:34
163	Kristin Johnson	Destination	The stretch of road from this corner to Creekledge is not friendly to bikes. Cars go too fast and the lane is too narrow. Need to be improved. Needs better signage to warn cars about sharing the road.	Point	0	0	7/16/2020 21:13
273	Charlie Gokbayram	Destination	There is no bicycle road on El capitan	Point	1	0	9/27/2020 20:30
208	Stacy McMillan	Destination	We bike downtown multiple times a week.	Point	0	0	7/20/2020 14:16
196	Bob Grier	Destination	Well known that we need a safe way to access Mt. Diablo State Park.	Point	1	0	7/17/2020 17:26
284	Chris wine	Destination	While the road up to top of Mt Dubale is unincorporated Danville, it’s a huge recreation draw. A bike lane on the uphill side would be a huge win.	Point	1	0	1/8/2021 19:56
206	Britt B	Destination	Would be awesome to get safely to park and ride from Diablo Road area	Point	0	0	7/19/2020 2:02
159	E Lee	Destination	Would like a safe road or path to cycle from the intersection of Green Valley and Diablo Road to the South Gate Road of Mt. Diablo.	Point	1	0	7/16/2020 18:49
205	Britt B	Destination	Would like to be able to safely get downtown (with kids preferably) from Green Valley/Diablo Road- currently Diablo Road to downtown does not feel safe to bike with hobbyist or young bikers.	Point	1	0	7/19/2020 2:00
257	Cole Carroll	Destination	Would love to see more bike legal singletrack both on Diablo and anywhere else.	Point	0	0	8/1/2020 20:29
44	Richard Giessner	Route	A wider bike lane is needed on east bound lane.	LineString	0	0	6/24/2020 15:23
57	JR Daughters	Route	Access to Mt Diablo Scenic Blvd via Diablo road is problematic and dangerous for cyclists. Diablo CC is becoming increasingly less receptive to cyclists transiting that community. The bike path from Diablo Rd/Green Valley to near Diablo CC was a great addition. Continuation of a bike path to Mt Diablo Scenic Blvd would protect cyclists and appease Diablo CC residents.	LineString	0	0	7/2/2020 10:51
43	Christine Roosa	Route	Anythign on this road is dangerous for cyclists. Cars have little patience and there's blind turns and in some spots no shoulder.	LineString	0	0	6/24/2020 8:42
31	Pearsons RA	Route	Are there some creek corridors that can get a trail for safer off road access to downtown?	LineString	3	0	6/23/2020 20:59
124	jilt	Route	Better bike lanes & signage for I680 on & off ramps on both sides of Diablo Rd.	LineString	0	0	7/7/2020 10:25
77	Anonymous	Route	Bicycle access is limited and extremely dangerous. Shared sidewalk are not adequate bike lanes	LineString	0	0	7/2/2020 17:00
39	Don Medwedeff	Route	Bicycle connections across I680, except for Laurel Drive/Ironhorse trail are all safety challenged due to complex traffic patterns and lack of bike lanes. Diablo Road crossing is a key one to address as it is particularly convenient and flat.	LineString	3	0	6/23/2020 23:57
165	Anne Harding	Route	Bike path is too narrow	LineString	1	0	7/16/2020 21:51
155	Julie	Route	Bike Path needed because MT Diablo Road to Mnt Diablo Scenic Blvd is unsafe to bicyclists	LineString	0	0	7/16/2020 8:50
187	Preston Smalley	Route	Biking on Diablo past 680 is very dangerous with cars speeding onto the freeway (Both Northbound and Southbound). I wish there was a trail that connected under the freeway between Via Hermosa and Front Street (Library) along the creek. For those of us that live in Woodbine, there is no safe way to ride downtown (Via Diablo OR El Cerro).	LineString	0	0	7/17/2020 8:53
81	Jonathan Milelli	Route	Camino Tassajara at Black Hawk is too narrow for bicyclist. Needs to be improved	LineString	2	0	7/3/2020 15:57
204	Dan Lawrence	Route	Cars often run yellow and red lights at Tunbridge Road and Sycamore Valley Road, especially in summer afternoon/evening when the sun sets west and shines down SVR. Better visibility of red light to allow crossing of bikes from Tunbridge, Greenbrook, etc. would be helpful. The Sycamore Creek trail is a good alternative but does not provide continuity and is often used by pedestrians.	LineString	0	0	7/18/2020 23:21
52	Larry Houser	Route	Connection to Mt Diablo Scenic from the west is downright dangerous. Most cyclists take the safer shortcut through Diablo which has difficulty of its own as you probably know.	LineString	2	0	7/2/2020 8:28
267	todd smith	Route	Create dedicated bike/walking path along creek that would provide safe traffic-free access from east side Danville (Green Valley-Diablo-Cameo Acres neighborhoods, etc) to downtown Danville. Family's that live this are have no safe access via bike to get to downtown & are forced to ride on busy streets. Many novice riders opt not to do so and miss the joy of riding to downtown or to access Iron Horse Trail	LineString	1	0	9/2/2020 22:40
82	Jonathan Milelli	Route	Crossing 680 on Sycamore Valley road is very dangerous. Especially the On Ramp of N. Bound 680 with 2 lanes to turn right	LineString	0	0	7/3/2020 15:58

Danville Bike Plan - Webmap Comments

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ID	Name	Type	Comment	Geometry	Likes	Dislikes	Submission time
122	Andrew Bodisco	Route	Crow Canyon has a bike lane, but cars travel so fast, that it should be colored to provide a more stark visual reminder to be safe and watch for bicycles.	LineString	1	0	7/6/2020 19:04
129	Mark R and Cynthia M Anderson	Route	Crow Canyon Road bike lane between Alcosta Blvd. and St George Rd. is too narrow due to the speed of the cars passing bikes. There is less than 3' between cars going 40-60 mph. and bikes.	LineString	0	0	7/13/2020 16:05
295	Tom Bard	Route	Dedicated bike lane or path along the dangerous stretch of Diablo Rd connecting with Blackhawk road.	LineString	0	0	1/9/2021 10:19
190	Preston Smalley	Route	Diablo 680 Underpass dangerous both directions to cyclists. Southbound offramp cannot see full cross walk. Northbound onramp encourages speed merging up. Southbound onramp similarly have seen cars speed thru and merge.	LineString	1	0	7/17/2020 9:02
40	Don Medwedeff	Route	Diablo Rd corridor has multiple safety issues. Bike safety is one. Another is emergency evacuation. These could be addressed simultaneously by widening with bike lanes in such a way to allow 2 lanes to be used for emergency egress.	LineString	1	0	6/24/2020 0:01
117	Andrew Bodisco	Route	Diablo Rd. between Green Valley and Blackhawk Rd.....Blackhawk Rd. to Crow Canyon. I know with the recent proposition there is money going in Diablo, a known problem. Blackhawk is also bad with cars driving too fast, bike lane not smooth in some areas and not well delineated. Also, no bike lane headed West when going by entrance to Blackhawk CC	LineString	0	0	7/6/2020 18:55
63	Stephen Wienker	Route	Diablo Road from Greenville to Blackhawk Road.	LineString	0	0	7/2/2020 12:37
98	Michael Steinbrecher	Route	Diablo Road from the intersection of Camino Tassajara to west of the Diablo Road offramp from southbound I-680 has only a narrow bike lane that is unmarked for significant portions of the route. A marked bike lane with 3 foot buffer is essential to reduce the risk to cyclists traversing this route.	LineString	0	0	7/4/2020 11:47
166	Michael Motto	Route	Diablo Road has been long known to be one of the most dangerous roads for cycling in the area. There have been several well documented bike/auto incidences on this road. It must be addressed.	LineString	2	0	7/16/2020 21:55
79	Bob Hagerty	Route	Diablo Road is a death trap! Add bike lanes, I don't want to cut through Diablo area, want to stay on maintained public roads.	LineString	0	0	7/3/2020 7:19
114	Anthony Moy	Route	Diablo Road is terrifying to cycle on; the traffic is fast and some SUVs do 'punishment passes'. Now apparently we can't drive through the Diablo subdivision and I'm wondering what the choices are now.	LineString	0	0	7/6/2020 18:35
113	Deepinder Singh	Route	Diablo Road to Green Valley is treacherous for cyclists due to lack of a wide-enough bike lane.	LineString	0	0	7/6/2020 15:54
106	Bruce Wilke	Route	Eastbound Sycamore Valley Rd W crossing over Hwy 680 - super dangerous with the cars merging off of SB 680. The cars are travelling fast and don't usually expect to see a bicyclist here.	LineString	0	0	7/5/2020 9:28
67	Nicolas Damonte	Route	Elementary school - Greenbrook and Paraiso are shared roads - with transit mainly Greenbook what I think we should improve for kids	LineString	0	0	7/2/2020 15:13
279	David Smith	Route	Extending the Diablo Road Trail eastward about 450 feet along the north side of Diablo Road from Calle Arroyo to Alameda Diablo would have a HUGE POSITIVE IMPACT on the safety of cyclists traveling between Danville and Mt. Diablo.	LineString	0	0	1/8/2021 15:56
193	Anonymous	Route	From the Danville Library to the Iron Horse trail. There is a unofficial dirt road leading from the trail to the back of the crossroads of Danville Shops this is a safer access to the Iron Horse trail than across San Ramon Valley Blvd. Also the barriers to keep out cars are a hazard at the entrances to the Iron Horse Trail do we really need them that close together?	LineString	0	0	7/17/2020 11:25
108	Steve Miller	Route	Going up Sycamore from the town to Blackhawk plaza, there is a section of Sycamore there the bike lane ends and becomes a car lane. THIS IS VERY DANGEROUS. This area just before the McDonald's is there the incline is steep causing the bicyclists to slow down going up the hill. The sun casts shadows on this new lane making it extremely difficult to see a bicyclist. Although there is a bike sign on the new lane most drivers just can't see the bicyclist. I've been a driver and was surprised by	LineString	1	0	7/5/2020 9:38
201	Dan Lawrence	Route	Green Valley Road has very little shoulder for cycling. Multiple roads entering GVR also add difficulty to bicyclists along this route. Additional shoulder and/or caution signs would be helpful.	LineString	0	0	7/18/2020 23:09
299	marie borselle	Route	Greenbrook does not have a bike lane. Cars are always parked on side. It is dangerous when I pass the parked cars, due to the many cars driving by me. The share the lane bike reminders don't work	LineString	0	0	1/10/2021 14:53
120	Andrew Bodisco	Route	Greenbrook, Old Orchard, Camino Tassajara. Needs bike "share the lane" painting on street pavement, preferably with color to warn cars to slow, be patient and share the road with bikes.	LineString	1	0	7/6/2020 19:01
119	Andrew Bodisco	Route	Hartz Ave. between Danville Blvd. and RR/ SRV blvd. needs bike "share the road" painted on street and preferably with color. Lots of cars, but heavily traveled by bikes. Parked cars with opening doors can be a problem, so bikes need to ride in traffic lane and generally travel same speed as cars. But cars need visual reminders to be patient and allow for bicycle traffic.	LineString	0	0	7/6/2020 18:58
115	Anthony Moy	Route	Heading south on Brookside, the traffic light at Sycamore doesn't sense bicycles so I have to either wait for a car to trigger the light or go to the corner and press the pedestrian button.	LineString	0	0	7/6/2020 18:38
121	Andrew Bodisco	Route	heavily traveled by bicycles, no bike lane	LineString	0	0	7/6/2020 19:03
164	Anne Harding	Route	Highway underpass is dangerous At both El Cerro and Diablo. Need a better way to get from east Danville to the Iron Horse and downtown.	LineString	2	0	7/16/2020 21:49
172	Steve	Route	I agree with other comments that Diablo road is not safe, esp when trying to get from west side danville to east side danville. There needs to be a better/safer means for cyclists (and pedestrians) to navigate under the diablo road free underpass.	LineString	0	0	7/17/2020 7:39
302	Josh Peterman	Route	I don't think all of Old Orchard needs striping, but the segment between Old Creek and Sycamore is where medians and/or on-street parking really limit space for recreational cyclists to hug the curb. Unlikely that we can squeeze in bike lanes there but would be nice to include some shared lane-use arrows.	LineString	0	0	1/10/2021 21:52
84	Erin Cox	Route	I ride south on Railroad, but do not ride north due to the wisteria growing at the Clock Tower parking lot. They intrude into the way of cyclists. Also the stretch of Railroad between Linda Mesa and Prospect needs improvement - due to the pedestrian bump outs cyclists are forced out into traffic.	LineString	0	0	7/3/2020 16:11

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ID	Name	Type	Comment	Geometry	Likes	Dislikes	Submission time
101	Bruce Wilke	Route	I suggest permanently making the curb lane a bicylce only lane. There are a lot of bikes that use this lane and it is very unsafe to share it with cars going 45 mph. There are three car lanes here now. There is no shoulder for bikes to ride on, so we have to share this lane.	LineString	0	0	7/5/2020 9:16
199	Susan Regalia	Route	I would like to see high speed bike traffic re-routed away from this downtown section of the Iron Horse Trail on weekend mornings. There are families walking with kids on bikes and in strollers at that time and it's a dangerous combination. It would be much safer if bikers were redirected to Railroad Avenue on that stretch, especially near Lunardi's and the Farmers' Market. I have witnessed many "near misses" with bikes vs. pedestrians on that stretch of trail. Thank you for asking!	LineString	0	0	7/18/2020 12:28
154	Steve Beck	Route	I would like to see the entire length of Hartz Ave from Railroad Ave on the north to School St on the south be made more bicycle and pedestrian friendly by reducing vehicle traffic to one-way, one-lane with diagonal parking on one side and using the extra space for bicycle lanes and additional dining space. The current Friday through Sunday closure of Hartz Ave should serve as proof that this concept can work.	LineString	0	0	7/14/2020 16:33
285	Leslie Meyers	Route	Improve access for cyclists from Laurel Dr to Danville Blvd near SRV high school. There's not a standard way through downtown on the streets, and the bike path is too congested with pedestrians, dog walkers, and cyclists.	LineString	0	0	1/8/2021 20:13
69	Marc Dube	Route	Improve route from Green Valley Elementary to Mt Diablo	LineString	0	0	7/2/2020 16:03
74	Dan Schaefer	Route	Improved access at Lawrence Road	LineString	0	0	7/2/2020 16:43
301	Josh Peterman	Route	In my opinion, this is incorrectly labeled on the map as Class II. It is Class II uphill (eastbound) but Class III eastbound. I do not consider the frontage road a "bike lane". This is a barrier for every recreational rider and elementary / middle school child that might want to ride from Sycamore or adjacent neighborhoods to Vista Grande, or up to Los Cerros. This downhill segment allows cyclists and cars to pick up speed and cyclists should have some right of way, if possible.	LineString	0	0	1/10/2021 21:46
281	Bryan Lawver	Route	Iron Horse could use speed information warning system to alert speed demons that they are not just endangering themselves and users but ruin the cherished reputation of bike users who follow the rules. Let them hit 45 mph on Tassajara but obey the 15 mph on the trail.	LineString	0	0	1/8/2021 16:38
158	Karen M Gustafson	Route	Iron Horse Trail	LineString	0	0	7/16/2020 18:21
261	Kari Gannam	Route	It would be very beneficial if there was a way to cross under the freeway to get downtown either at diablo or El Cerro that did not require bicycling across the on/off ramps to the freeway. A pedestrian tunnel or bridge would be ideal.	LineString	1	0	9/1/2020 16:19
271	Rob Culn	Route	Just obviously need some sort of bike lanes in that area	LineString	0	0	9/17/2020 19:57
280	Bryan Lawver	Route	Left turn from El Cap and Crow Canyon Rd needs bike left turn enabling similar to IH trail and San Ramon V Blvd. where bike tred and button.	LineString	0	0	1/8/2021 16:27
87	Erin Cox	Route	Light to turn left onto El Cerro Blvd. from Diablo Rd. isn't triggered by cyclist -- have to wait for a car to trigger it. Needs improvement.	LineString	0	0	7/3/2020 16:14
270	Robert Hanlein	Route	Many in our area, including my family, would really love to have a safe biking path to downtown Danville and/or connecting to the Iron Horse Trail.	LineString	1	0	9/13/2020 7:59
83	Jonathan Milelli	Route	More single track trails for Mountain Biking. Nice to have.	LineString	0	0	7/3/2020 16:01
266	todd smith	Route	Mt Diablo Rd from I680 both sides need to have bike lane better identified with green paint. Section between Fwy to Camino Tassajara is very narrow. Had several close calls due to motorists not paying attention. Short stretch from 680 EB to Via Hermosa especially dangerous as no bike lane identified and you have 2 lanes merging to one for cars. survival of the fittest here	LineString	1	0	9/2/2020 22:31
50	Dan Mahoney	Route	Narrow road, no shoulder, high traffic, no good alternatives.	LineString	1	0	7/2/2020 7:21
152	Dick Ward	Route	Need access from Danville Park and Ride to Iron Horse Trail from back of parking area for safety	LineString	0	0	7/14/2020 12:47
32	John Nasstrom	Route	Need bike lanes on Diablo Blvd	LineString	0	0	6/23/2020 21:20
207	Heather Plumb	Route	Need bike overpass over 680 on Diablo	LineString	0	0	7/20/2020 8:02
286	John Nqsstrom	Route	Need traffic light sensor to detect bikes And change traffic light to green	LineString	0	0	1/9/2021 0:03
80	Jonathan Milelli	Route	Needs a bike span to cross Sycamore Valley Road. It's unsafe	LineString	0	0	7/3/2020 15:54
127	James Foster	Route	needs work	LineString	0	0	7/7/2020 20:16
214	John	Route	No bike lane	LineString	0	0	7/22/2020 15:35
118	Andrew Bodisco	Route	No bike lane or Share the road painting on Railroad. A heavily traveled bike thoroughfare	LineString	0	0	7/6/2020 18:56
278	Bruce Muirhead	Route	North of the Crow Canyon Entrance and biking north on El Capitan, the bike lane literally disappears. I can send pictures but it doesn't look like I can attach them.	LineString	0	0	12/9/2020 20:32
97	Michael Steinbrecher	Route	Now that the town has greenlighted the abysmal Magee Preserve project it needs to begin the promised improvements to Diablo Road and the magical bike path that is supposed to be the solution to one of the most dangerous roads for cyclists in Contra Costa County. No more delays, no more excuses, no more whining about the challenges, no more broken promises. Get it done.	LineString	0	0	7/4/2020 11:44
76	Anonymous	Route	One of the most dangerous bike routes due to excessive speed and volume of cars.	LineString	0	0	7/2/2020 16:58
75	Anonymous	Route	One of, if not THE MOST, dangerous road for bikes	LineString	0	0	7/2/2020 16:56
194	Anonymous	Route	Really hard to make a left hand turn at the intersection of Diablo and Camino Tassajara in each direction. The road is really tight and as you cross under the freeway its dark and cars can't see you.	LineString	1	0	7/17/2020 11:29
65	Daniel Kanaan	Route	Route from Iron Horse to Diablo South Gate	LineString	9	0	7/2/2020 14:08
297	Lisa Hammill	Route	Safe access from Iron Horse Trail at Sycamore to the Danville Livery and environs.	LineString	0	0	1/9/2021 18:26

Danville Bike Plan - Webmap Comments

ID	Name	Type	Comment	Geometry	Likes	Dislikes	Submission time
116	Anthony Moy	Route	Same problem as Brookside: the light at Sycamore doesn't sense bicycles.	LineString	0	0	7/6/2020 18:39
123	jjlit	Route	Scary narrow road with fast cars. Would love to see a continuation of the Class 1 path that ends at Calle Arroyo. That road forces us into Diablo County Club.	LineString	0	0	7/7/2020 10:23
274	Charlie Gokbayrak	Route	School route	LineString	0	0	9/27/2020 20:31
264	Ed SORIA	Route	Section of Diablo road mostly from Green Valley to Mt. Diablo Scenic Rd is too narrow for bikes and cars. I believe the new housing project is supposed to address this but not sure how soon or how.	LineString	0	0	9/2/2020 21:49
162	Stephen Paulson	Route	Strong Promises were made about safer cycling along Diablo Rd/Blackhawk Rd. Get busy	LineString	0	0	7/16/2020 19:16
151	Ra Pearsons	Route	The bike lane in both directions is sub standard and at one point cyclists are forced into traffic. I have been involved in a near miss accident as cars trying to pass, had to slam on breaks, move back into lane as they almost hit an oncoming car. Shar-arrows do nothing. Drivers don't see them and/or get impatient with bikes in lane.	LineString	0	0	7/14/2020 12:38
209	Stacy McMillan	Route	The Diablo Road bike path to downtown is very dangerous.	LineString	1	0	7/20/2020 14:16
303	Josh Peterman	Route	The trail is great. But at least a few times a year, and for the past several months, the soffit lighting on the underside of the 680 bridge is either malfunctioning or is not working at all. Would be nice to get that checked and fixed more frequently.	LineString	0	0	1/10/2021 21:59
197	Bob Grier	Route	There is no bike lane from 680 to Hartz.	LineString	0	0	7/17/2020 17:28
99	Michael Steinbrecher	Route	There needs to be a marked bike lane with 3 foot buffer established on Camino Tassajara eastbound between Liverpool Street and the Blackhawk Road/Crow Canyon Road intersection.	LineString	0	0	7/4/2020 11:50
38	Mark Dedon	Route	This intersection is dangerous because cars and cyclists don’t seem to notice the stoplights.	LineString	0	0	6/23/2020 23:27
153	Diana Lowe	Route	This is a very dangerous road but the only way to get to Mt. Diablo from west side of Danville. Needs a dedicated bike path all the way or through the Diablo neighborhood	LineString	0	0	7/14/2020 13:22
174	Steve	Route	This is our main cycling route to downtown danville from east side. It would be great if there was a additional footpath/trail/access tunnel that crosses the freeway between east and west that is independent to traffic. Admittedly, this would be expensive so any means to improve the way cyclists can navigate diablo road underpass would be great.	LineString	1	0	7/17/2020 7:43
259	Thomas Golden	Route	This is the critical part of my regular route up Mt. Diablo. Alameda Diablo is the only safe-ish route, as Diablo Rd to Mt. Diablo scenic is too dangerous. The part of this route on Mt. Diablo Scenic is very dangerous, as the road is much too narrow for the blind corners (as evidenced by the deaths that have occurred here).	LineString	0	0	8/14/2020 17:08
61	Eric Shaw	Route	This part of Diablo Road does not have a bike lane and is very curvy with poor sight lines ahead. Drivers get very frustrated following bikes through here. A very small group of Diablo Country Club members do not want bikes riding through their neighborhood although it it the safest way to get to Mount Diablo. Please make this road a priority for adding bike lanes in both directions. Thank you for your interest in making Danville a more friendly bike community.	LineString	0	0	7/2/2020 12:22
272	Devan Rosdahl	Route	This route is taken by many kids and families heading downtown and it does feel unsafe and unmarked under the freeway and around the on and off-ramps. anything we can do to help make this safer and more pedestrian and bike friendly would impact us and many others!	LineString	0	0	9/23/2020 15:06
195	Hugh Westermeyer	Route	This section of Danville Blvd. is a used car lot on weekends. This causes a lot of distracted pedestrians and distracted drivers that create a hazard for cyclists (and for the pedestrians, as well). I would suggest that this be changed to a "2 hour" parking (or similar) on weekends to avoid this. Possibly, the high school parking lot could be instead used for this purpose to create a safer environment for everyone	LineString	0	0	7/17/2020 14:54
306	Robert Ibarra	Route	This stretch of Diablo Road is very dangerous for cars and bikes to share. Can we come up with another solution for bikes?	LineString	0	0	1/12/2021 13:30
88	Michael Bonadio	Route	Two lane curved road with unhappy drivers overtaking bikes unsafely. Too many bikers have been killed on this small section of road.	LineString	1	0	7/3/2020 16:15
191	Preston Smalley	Route	Under 680 connection along creek to Iron Horse Trail.	LineString	0	0	7/17/2020 9:07
45	Pearsons RA	Route	Unsafe section of bike lane, barricade forces riders into traffic, cars either must brake rapidly or cross double yellow line. Have experienced near misses more than once. Suggest removing traffic posts that force cyclist into traffic and/or to weave to get back into sub-standard protected “lane”. Also, mitigate plant material which hangs over into bike path	LineString	1	0	6/24/2020 20:53
300	Susan Strickler	Route	Very dangerous for bikers and drivers	LineString	0	0	1/10/2021 18:57
260	Thomas Golden	Route	Very dangerous, too-narrow, steep road with multiple blind corners	LineString	0	0	8/14/2020 17:10
89	Erin Cox	Route	WB Camino Tassajara bike lane ends in the last block before the Blackhawk/Crow Canyon rd intersection. Although there are sharrows, every time I ride here I've been dangerously buzzed by cars in this lane. Feels very unsafe. This is a heavily used cycling route and I think this block needs a dedicated bike lane.	LineString	1	0	7/3/2020 16:16
36	Ivan Lee	Route	West bound on Diablo Blvd and turning left onto Camino Tassajara can be dangerous given the amount of high speed car traffic. Also bike sensor on right is often covered by bush/tree overgrowth and doesn’t activate consistently . If a safer way to turn left can be setup it would be greatly appreciated	LineString	1	0	6/23/2020 22:30
102	Bruce Wilke	Route	Westbbound on Diablo Road is deadly for bicyclists with no shoulder and fast moving cars on this curvy road. Need a bike lane here.	LineString	0	0	7/5/2020 9:18
103	Bruce Wilke	Route	Westbound Diablo Road to northbound Green Valley Road - need a better transition for bikes. Lots of cars at this intersection makes this a tough turn using the really small ramp that's there now.	LineString	0	0	7/5/2020 9:20
104	Bruce Wilke	Route	Westbound Stone Valley Road to southbound Danville Blvd - this is a very tough turn. Bikes have to cross in front of motorists travelling straight through this intersection. Need to make eye contact with drivers to make sure they know you are turning left here.	LineString	0	0	7/5/2020 9:22
53	David Swafford	Route	When heading towards Mt Diablo from Danville, there is a multi-use path on the opposite side. If possible, a bike lane on this side would be very helpful through the windy stretch. Lanes are narrow and traffic is very fast through here.	LineString	0	0	7/2/2020 8:56
85	Erin Cox	Route	When riding west along Camino Tassajara, the light to turn left onto Diablo Blvd. does not change for a cyclist -- it takes a car to trigger it. Needs improvement.	LineString	0	0	7/3/2020 16:13

ID	Name	Type	Comment	Geometry	Likes	Dislikes	Submission time
211	Tommy Schroder	Route	Would like iron trail to have upgrade: * additional lanes to support electric scooters * Lamposts to support early evening/post dinner travel (until 10pm)	LineString	0	0	7/22/2020 9:06
107	Bruce Wilke	Route	Wouldn't is be great to see a pedestrian/bicycle bridge over Sycamore Valley Rd at the Iron Horse Trail??? This is my #1 top priority for improving bicycling in Danville.	LineString	0	0	7/5/2020 9:29

ID	Feature Type	Likes	Dislikes	(Comments) Name	(Comments) Comment Text	(Comments) Submission Time
141	Proposed Class I - Shared-use Path	60	0			
-				Dianne Thompson	This is a treacherous stretch of road for cyclists. Very little room for both cars and cyclists. Class I doesn't seem to provide much protection for cyclists. Better protection would be nice	4/1/2021 9:06
142	Proposed Class I - Shared-use Path	3	0			
143	Proposed Class I - Shared-use Path	31	0			
144	Proposed Class I - Shared-use Path	2	0			
145	Proposed Class I - Shared-use Path	22	0			
146	Proposed Class I - Shared-use Path	30	0			
147	Proposed Class I - Shared-use Path	1	0			
148	Proposed Class I - Shared-use Path	33	0			
149	Proposed Class I - Shared-use Path	43	0			
150	Proposed Class I - Shared-use Path	31	0			
151	Proposed Class I - Shared-use Path	2	0			
152	Proposed Class I - Shared-use Path	6	0			
153	Proposed Class I - Shared-use Path	3	0			
-				Bruce Bilodeau	Same comment about a path along San Ramon Creek. I am a huge fan!	3/11/2021 21:24
154	Proposed Class I - Shared-use Path	43	0			
-				Bruce Bilodeau	Improving access to Mount Diablo State Park is a huge issue and will be very welcomed by the cycling community, and maybe even Diablo residents!	3/11/2021 21:42
-				Deborah Wechsler	SO important to keep bicylists safely off of Diablo Scenic Blvd and less traffic through Diablo neighborhood	3/26/2021 14:29
155	Proposed Class I - Shared-use Path	0	0			
156	Proposed Class II - Bicycle Lane	28	0			

ID	Feature Type	Likes	Dislikes	(Comments) Name	(Comments) Comment Text	(Comments) Submission Time
157	Proposed Class II - Bicycle Lane	38	0			
158	Proposed Class II - Bicycle Lane	1	0			
-				Bruce Bilodeau	Bike lanes are good, but there is a limited sight line for drivers heading east on Stone Valley Rd before the intersection (i.e., driveway) with the paved trail. SRV and MV mountain cyclists use this trail to access Macedo Ranch trailhead, so they cross two lanes to the left turn lane at the stop sign on Green Valley Rd. Could you add a PHB at the top of the hill to warn drivers there are cyclists entering the street?	4/3/2021 12:13
159	Proposed Class II - Bicycle Lane	0	0			
160	Proposed Class IIB - Buffered Bicycle Lane	58	0			
-				Dianne Thompson	This is a highly used cycling route with lots of traffic. A safe buffered bike lane would be excellent.	4/1/2021 8:47
161	Proposed Class IIB - Buffered Bicycle Lane	51	0			
-				Christopher Hentz	Improvements to the Sycamore Valley Road/680 crossing are needed. It's challenging to navigate the westbound crossing without extreme confusion and danger. The eastbound offramp crossing is requires speeding cars to interact with bikes crossing their lane while they continue to turn and get ready to merge. Most families continue on the IHT to downtown to avoid this. Biking to the Livery, CVS or Las Trampas via Remington is not an option from east of 680 without going around. Thanks, Chris	3/17/2021 8:57
162	Proposed Class IIB - Buffered Bicycle Lane	51	0			
-				Bruce Bilodeau	SRVB is a major bikeway traveled by hundreds if not thousands of cyclists per week. This is money well spent!	3/11/2021 21:13
-				Dianne Thompson	This is a highly traveled bike route with lots of cars. A buffered bike route would be excellent.	4/1/2021 8:53
163	Proposed Class IIB - Buffered Bicycle Lane	50	0			
164	Proposed Class IIB - Buffered Bicycle Lane	56	0			
-				Dianne Thompson	A highly traveled route by both bikes and cars. A buffered bike route would be great.	4/1/2021 9:03
165	Proposed Class IIB - Buffered Bicycle Lane	55	0			
166	Proposed Class III - Bicycle Route	43	0			

ID	Feature Type	Likes	Dislikes	(Comments) Name	(Comments) Comment Text	(Comments) Submission Time
167	Proposed Class III - Bicycle Route	28	0			
168	Proposed Class III - Bicycle Route	2	0			
169	Proposed Class III - Bicycle Route	30	0			
170	Proposed Class III - Bicycle Route	1	0			
171	Proposed Class III - Bicycle Route	1	0			
-				Bruce Bilodeau	I rode Lawrence Rd today! It is a great shortcut over to Japonica and Bollinger Cyn Rd.	3/11/2021 21:41
172	Proposed Class III - Bicycle Route	27	0			
173	Proposed Class III - Bicycle Route	25	0			
174	Proposed Class III - Bicycle Route	26	0			
175	Proposed Class III - Bicycle Route	0	0			
176	Proposed Class III - Bicycle Route	30	0			
177	Proposed Class III - Bicycle Route	26	0			
178	Proposed Class III - Bicycle Route	42	0			
179	Proposed Class IIIB - Bicycle Boulevard	51	0			
180	Proposed Class IIIB - Bicycle Boulevard	22	0			
-				Bruce Bilodeau	I use this all the time to jump on the IHT when riding south toward home. Turning left onto the IHT is often a little awkward with car traffic in both directions, and only a narrow opening for walkers and bikes.	3/11/2021 21:29
-				Bruce Bilodeau	Woot! The sooner the better. Gravel bikers will enjoy this.	3/11/2021 21:32

ID	Feature Type	Likes	Dislikes	(Comments) Name	(Comments) Comment Text	(Comments) Submission Time
181	Proposed Class IIIB - Bicycle Boulevard	52	0			
-				Christopher Hentz	Paraiso is shown as an existing Class III bike route, but the striping and signage doesn't exist. It was paved over and not restored. New markings are needed.	3/17/2021 9:02
182	Proposed Class IIIB - Bicycle Boulevard	50	0			
183	Proposed Unpaved Trail	49	1			
-				Dianne Thompson	I ride a road bike and I don't ride on unpaved trails, so I have no comment.	4/1/2021 9:07
184	Proposed Unpaved Trail	45	0			
185	Proposed Unpaved Trail	3	0			
186	Proposed Spot Improvement	32	1			
187	Proposed Spot Improvement	26	2			
188	Proposed Spot Improvement	35	1			
189	Proposed Spot Improvement	20	0			
190	Proposed Spot Improvement	53	0			
-				Bruce Bilodeau	Great idea. This would make a difficult and dangerous crossing a lot easier to negotiate.	3/11/2021 21:19
-				ALAN KALIN	The Iron Horse trail is used by thousands of cyclists, joggers, dog walker and pedestrians each year! There have been 17 Bike vs Vehicle Collisions (Injuries) at Danville Iron Horse Crossings! Children use the Iron Horse Trail to ride to/from: Greenbrook Elementary School, John Baldwin Elementary School, Chariotte Wood Middle School and San Ramon High School. On weekends, hundreds of residents/non-residents travel to/from Danville on the Iron Horse Trail! PLEASE MAKE THESE CROSSINGS SAFER!	3/12/2021 6:28
-				Clint Copelan	Bike crossing bridge at Sycamore Valley Rd/Iron Horse Trail would help save lives. The transit center is a busy place in the morning and I have had close calls with cars turning right and not looking for bikes entering the crosswalk. A bike bridge would improve traffic flow and allow bikes, walkers to have a safe passage across the wide street.	3/16/2021 11:37
-				Dianne Thompson	I use this crossing often. I think it is safe for cyclists since there is a traffic light and a pedestrian crossing signal today. A bridge over-crossing might help car traffic, but I don't know if the expense is worth it.	4/1/2021 8:59
191	Proposed Spot Improvement	6	0			
192	Proposed Spot Improvement	22	0			
193	Proposed Spot Improvement	28	1			
194	Proposed Spot Improvement	38	3			
-				Bruce Bilodeau	I've personally prevented two people from being struck by cars in this crosswalk when the walk sign was on. Anything you can do to help drivers recognize there is a stoplight here will help.	3/11/2021 21:21
-				ALAN KALIN	The Iron Horse trail is used by thousands of cyclists, joggers, dog walker and pedestrians each year! There have been 17 Bike vs Vehicle Collisions (Injuries) at Danville Iron Horse Crossings! Children use the Iron Horse Trail to ride to/from: Greenbrook Elementary School, John Baldwin Elementary School, Chariotte Wood Middle School and San Ramon High School. On weekends, hundreds of residents/non-residents travel to/from Danville on the Iron Horse Trail! PLEASE MAKE THESE CROSSINGS SAFER!	3/12/2021 6:29

ID	Feature Type	Likes	Dislikes	(Comments) Name	(Comments) Comment Text	(Comments) Submission Time
-				Carina	As a pedestrian I've almost been hit by cars going thru this intersection several times. As a driver, I admit that for some reason it's easy to misunderstand what's going on in this intersection. A more protected intersection sounds like a great plan. I'd love to know more about what kind of protection this is talking about.	3/19/2021 9:23
195	Proposed Spot Improvement	26	0			
196	Proposed Spot Improvement	9	1			
197	Proposed Spot Improvement	41	0			
-				ALAN KALIN	The Iron Horse trail is used by thousands of cyclists, joggers, dog walker and pedestrians each year! There have been 17 Bike vs Vehicle Collisions (Injuries) at Danville Iron Horse Crossings! Children use the Iron Horse Trail to ride to/from: Greenbrook Elementary School, John Baldwin Elementary School, Chariotte Wood Middle School and San Ramon High School. On weekends, hundreds of residents/non-residents travel to/from Danville on the Iron Horse Trail! PLEASE MAKE THESE CROSSINGS SAFER!	3/12/2021 6:25
198	Proposed Spot Improvement	48	0			
-				Bruce Bilodeau	Slowing traffic on cross-streets of the IHT is very welcome, especially near schools.	3/11/2021 21:15
-				Bruce Bilodeau	Greenbrook is another major bikeway in Danville. Enhancing safety for cyclists of all ages will improve its utility.	3/11/2021 21:16
-				Bruce Bilodeau	I walk my dog through Osage Park all the time. A path along San Ramon Creek would be a beautiful addition to enjoying Danville's green spaces. I'd give the several likes if I could.	3/11/2021 21:18
-				ALAN KALIN	The Iron Horse trail is used by thousands of cyclists, joggers, dog walker and pedestrians each year! There have been 17 Bike vs Vehicle Collisions (Injuries) at Danville Iron Horse Crossings! Children use the Iron Horse Trail to ride to/from: Greenbrook Elementary School, John Baldwin Elementary School, Chariotte Wood Middle School and San Ramon High School. On weekends, hundreds of residents/non-residents travel to/from Danville on the Iron Horse Trail! PLEASE MAKE THESE CROSSINGS SAFER!	3/12/2021 6:27
-				Dianne Thompson	I have been using the Iron Horse Trail frequently during the past month while recovering from hip surgery. The Flashing Rectangular Beacons are an excellent addition. It brings added attention to the crossing. The raised crosswalk would be another good addition.	4/1/2021 8:56
-				Dianne Thompson	I have been using the Iron Horse Trail frequently during the past month while recovering from hip surgery. The Flashing Rectangular Beacons are an excellent addition. It brings added attention to the crossing. The raised crosswalk would be another good addition.	4/1/2021 8:56
199	Proposed Spot Improvement	24	0			
200	Proposed Spot Improvement	20	0			
-				ALAN KALIN	The Iron Horse trail is used by thousands of cyclists, joggers, dog walker and pedestrians each year! There have been 17 Bike vs Vehicle Collisions (Injuries) at Danville Iron Horse Crossings! Children use the Iron Horse Trail to ride to/from: Greenbrook Elementary School, John Baldwin Elementary School, Chariotte Wood Middle School and San Ramon High School. On weekends, hundreds of residents/non-residents travel to/from Danville on the Iron Horse Trail! PLEASE MAKE THESE CROSSINGS SAFER!	3/12/2021 6:31
-				JON RUGGIERO	Consider adding stop signs for cars here. Even though the stop is on iron horse today I stop every time I cross. Just make car traffic stop here permanently.	3/13/2021 9:00
201	Proposed Spot Improvement	19	1			
-				ALAN KALIN	The Iron Horse trail is used by thousands of cyclists, joggers, dog walker and pedestrians each year! There have been 17 Bike vs Vehicle Collisions (Injuries) at Danville Iron Horse Crossings! Children use the Iron Horse Trail to ride to/from: Greenbrook Elementary School, John Baldwin Elementary School, Chariotte Wood Middle School and San Ramon High School. On weekends, hundreds of residents/non-residents travel to/from Danville on the Iron Horse Trail! PLEASE MAKE THESE CROSSINGS SAFER!	3/12/2021 6:31
202	Proposed Spot Improvement	23	0			
-				ALAN KALIN	The Iron Horse trail is used by thousands of cyclists, joggers, dog walker and pedestrians each year! There have been 17 Bike vs Vehicle Collisions (Injuries) at Danville Iron Horse Crossings! Children use the Iron Horse Trail to ride to/from: Greenbrook Elementary School, John Baldwin Elementary School, Chariotte Wood Middle School and San Ramon High School. On weekends, hundreds of residents/non-residents travel to/from Danville on the Iron Horse Trail! PLEASE MAKE THESE CROSSINGS SAFER!	3/12/2021 6:32
203	Proposed Spot Improvement	0	0			
204	Proposed Spot Improvement	51	0			
-				ALAN KALIN	The Iron Horse trail is used by thousands of cyclists, joggers, dog walker and pedestrians each year! There have been 17 Bike vs Vehicle Collisions (Injuries) at Danville Iron Horse Crossings! Children use the Iron Horse Trail to ride to/from: Greenbrook Elementary School, John Baldwin Elementary School, Chariotte Wood Middle School and San Ramon High School. On weekends, hundreds of residents/non-residents travel to/from Danville on the Iron Horse Trail! PLEASE MAKE THESE CROSSINGS SAFER!	3/12/2021 6:27
-				Dianne Thompson	I have been using the Iron Horse Trail frequently during the past month while recovering from hip surgery. The Flashing Rectangular Beacons are an excellent addition. It brings added attention to the crossing. The raised crosswalk would be another good addition.	4/1/2021 8:57
205	Proposed Spot Improvement	25	0			
-				ALAN KALIN	The Iron Horse trail is used by thousands of cyclists, joggers, dog walker and pedestrians each year! There have been 17 Bike vs Vehicle Collisions (Injuries) at Danville Iron Horse Crossings! Children use the Iron Horse Trail to ride to/from: Greenbrook Elementary School, John Baldwin Elementary School, Chariotte Wood Middle School and San Ramon High School. On weekends, hundreds of residents/non-residents travel to/from Danville on the Iron Horse Trail! PLEASE MAKE THESE CROSSINGS SAFER!	3/12/2021 6:32
206	Proposed Spot Improvement	22	0			

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-				ALAN KALIN	The Iron Horse trail is used by thousands of cyclists, joggers, dog walker and pedestrians each year! There have been 17 Bike vs Vehicle Collisions (Injuries) at Danville Iron Horse Crossings! Children use the Iron Horse Trail to ride to/from: Greenbrook Elementary School, John Baldwin Elementary School, Chariotte Wood Middle School and San Ramon High School. On weekends, hundreds of residents/non-residents travel to/from Danville on the Iron Horse Trail! PLEASE MAKE THESE CROSSINGS SAFER!	3/12/2021 6:30
207	Proposed Spot Improvement	18	0			
208	Proposed Spot Improvement	19	0			
209	Proposed Spot Improvement	17	0			
210	Proposed Spot Improvement	29	2			
211	Proposed Spot Improvement	32	0			
212	Proposed Spot Improvement	24	0			
213	Proposed Spot Improvement	16	0			
214	Proposed Spot Improvement	25	0			
-				Steve Beck	The existing video protection devices work well and should be considered at all signal lights that do not cycle through the entire signal routine when traffic is not otherwise detected, particularly at higher traffic intersections.	3/31/2021 21:14
215	Proposed Spot Improvement	18	0			
216	Proposed Spot Improvement	18	0			
217	Proposed Spot Improvement	35	0			
218	Proposed Spot Improvement	36	0			
-				Dianne Thompson	A bike box is good, but not enough. We need a safe way for cyclists to travel on Diablo Rd to Diablo Scenic Blvd. This is a route used to access Mt. Diablo and it is not safe today.	4/1/2021 8:45
219	Proposed Spot Improvement	15	0			
220	Proposed Spot Improvement	23	0			
221	Proposed Spot Improvement	24	1			
222	Proposed Spot Improvement	34	0			
223	Proposed Spot Improvement	34	0			
224	Proposed Spot Improvement	33	0			
225	Proposed Spot Improvement	27	0			
226	Proposed Spot Improvement	38	0			
227	Proposed Spot Improvement	26	0			
228	Proposed Spot Improvement	27	1			
229	Proposed Spot Improvement	24	0			
230	Proposed Spot Improvement	26	0			
231	Proposed Spot Improvement	19	0			
-				Bruce Bilodeau	The San Ramon Valley Mountain Bike Club stages rides from Rolling Hills Church and Los Cerros Middle School. We use this intersection to get over onto Cameo Drive to ride to Mount Diablo State Park. We have to push the crosswalk button both here (Green Valley Rd & Blemer) and on our return at Cameo and Green Valley Road. Both involve crossing the oncoming lane to push the button, which is dangerous.	3/11/2021 21:36
-				Deborah Wechsler	Very important for bicycle safety especially youth cycling	4/1/2021 21:45