**March 3, 2025**

**To:** Joe Calabrigo, Danville Town Manager

**Subject: A Safer Danville for Everyone: Motorists, Cyclists and Pedestrians**

**Dear Joe,**

I am writing to you regarding bicycle safety in Danville. Over the past 16 years (2009–2025), there have been **188 bicycle-vehicle collisions** in our town, many resulting in life-altering injuries and tragic fatalities. This is **not just a statistic—it is a preventable public safety emergency** that requires swift and decisive measures before more lives are lost.

Investing in bicycle safety does not just protect cyclists—it benefits all road users. Studies consistently show that well-designed bike infrastructure leads to fewer collisions for drivers and pedestrians as well. By implementing buffered bike lanes, greenback sharrows and pavement markings, raised intersections, enhanced crossings, and better traffic calming measures, we create clearer road layouts, reduce dangerous speed differentials, and improve predictability for all users. This is not just about protecting cyclists—it is about creating a safer, more livable Danville for everyone.

**(House of Pain Saturday Morning Ride – Camino Tassajara Rd)**

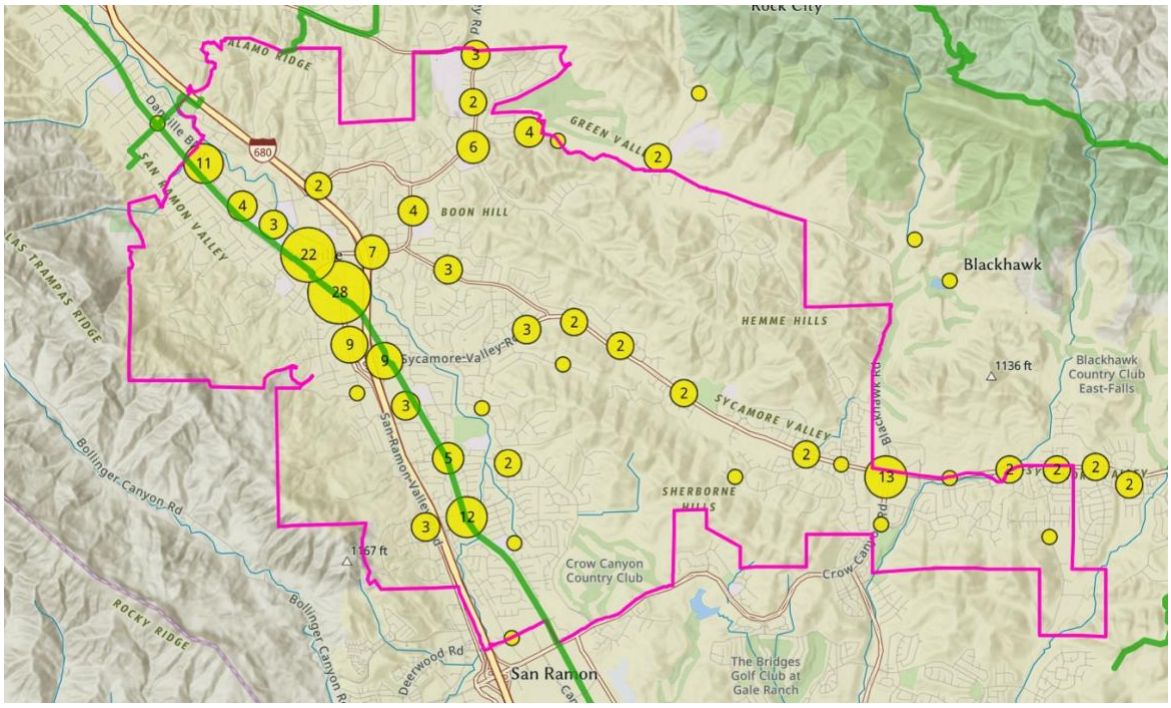
The analysis of bike-vehicle collisions over just the last five years paints a troubling picture of the risks cyclists face daily. The data reveals not only disturbing patterns but also identifies specific areas where urgent action is required. We are at a pivotal moment, and it is imperative that we act now to prevent further injuries or even fatalities. Together, we can make a difference.

**Danville's Collision Data & High-Risk Areas:**

The most recent five-year data highlights an increasing and unacceptable trend of bicycle-vehicle collisions. Between 2020 and 2025, Danville has averaged **15 bicycle-vehicle collisions annually**.

- **2024:** 14 collisions
- **2023:** 12 collisions
- **2022:** 11 collisions
- **2021:** 18 collisions
- **2020:** 19 collisions

These numbers paint a disturbing picture of preventable harm, with specific high-risk locations that require urgent infrastructure improvements to protect cyclists from serious injury and death. **To understand the Risk: Explore Danville's Interactive Cluster & Heat Collision Maps**




**Where Immediate Safety Interventions Are Most Needed:**

1. **Sycamore Valley Blvd - Camino Tassajara** (24 collisions, multiple serious injuries)

    - Issue: High-speed traffic (45+ mph) with inadequate cycling infrastructure.
    - Solution: Install buffered bike lanes (it's just paint), greenback sharrows and green pavement markings for cyclist-vehicle separation.
    - Call to Action: When will buffered bike lanes with greenback sharrow and green pavement markings be implemented to prevent more collisions?

**(Buffered Bike Lane – San Ramon)**

2. **San Ramon Valley Blvd** (22 collisions, multiple serious injuries)

    - Issue: High-risk intersections, shopping center exits, and dangerous Iron Horse Trail crossing where 6 collisions have occurred.
    - Solution: Install buffered bike lanes, greenback sharrows, and green pavement markings to enhance cyclist visibility and reduce vehicle conflicts.
    - Call to Action: When will these critical safety measures be put in place?

3. **Diablo Road** (21 collisions, including 5 near I-680 ramps, multiple serious injuries)

    - Issue: High vehicle speeds (35+ mph) and inadequate bike lane markings at the highway 680 on/off ramps contribute to 5 of these collisions.
    - Solution: Add greenback sharrows, green pavement markings, and warning signs to alert motorists.
    - Call to Action: What is the timeline for these essential upgrades?

4. **Hartz Ave** (9 collisions, multiple serious injuries)

    - Issue: Lack of dedicated bike safety measures at key intersections (4 collisions at Prospect Ave and 2 at Linda Mesa Ave), driveway-exits (15 northbound & 9 southbound direction) with numerous parked vehicles obstructing cyclist and motorist line of sight, creating blind spots that increase the risk of collisions. Over the years, several cyclists have “Won the Door Prize.”
    - Solution: Install "Bikes May Use Full Lane" signs, greenback sharrows, raised intersections, improved line of sight and traffic calming measures (20 mph).
    - Call to Action: When will these urgently needed safety upgrades be implemented?

## A Collaborative Effort for Safer Streets in Danville

Safer streets benefit everyone—motorists, cyclists, and pedestrians alike. A well-planned network of buffered bike lanes, improved intersections, enhanced visibility and speed calming measures does more than protect cyclists—it makes driving safer by reducing sudden lane shifts and near-misses, and it helps pedestrians by improving crossings and slowing vehicle speeds. Every small improvement has a ripple effect, making our shared spaces more predictable and secure for all users. But every day we delay action, we increase the risk of another preventable tragedy.

We have a real opportunity to work together—right now—to improve the safety of Danville's roads and trails. I would appreciate the opportunity to meet with you in person to discuss this letter and collaborate on meaningful solutions. When are you available to meet?

Let's take action together to build a safer Danville for everyone**.**

Sincerely,
Alan Kalin
COL, U.S. Army (Ret.)
Danville Safety Advocates
2023 James Oberstar Award "Excellence in Bicycle Advocacy"
2023 Contra Costa County "Bike Champion of the Year"
2023 "California Outdoors Hall of Fame"

CC:

**Danville Safety Advocates -** Jeff Eorio, Bruce Bilodeau, Kyle Smith, Chris Kenber, Gary Spinella, Jennifer Fish, Paul Schroeder, Rick Edmondson, Charlie Wills, Scott Parr, Nicola Place, Paul Ambrose, Gary Brannan, Deepinder Singh, David Cheung, K. Sue Duncan, Sunyo Suhaimi, Barbara Hailey, Ted Trambley, Bob Miller, Henry Turko, Tony Soby, Rahman Batin, Dan Rom, Nora Crans, Ken Mozek, Raghu Chemla Venkata and Susan Roberts

**Danville Town Council Members -** Renee Morgan, Karen Stepper, Mark Belotz, Robert Storer, and Newell Arnerich

**Town of Danville Staff** - Tai William, Assistant Town Manager; Diane Friedmann, Development Services Director; Thomas Rossberg, Chief of Police; Allen Shields, Transportation Manager; Rob Ewing, City Attorney; Edwin Martinez, Traffic Engineer

**Danville Bicycle Advisory Commissioners -** Angela Wang, Jose Gutierrez, Connor Fitzpatrick and Chris Heck