Danville Iron Horse Trail Safety Report

1,064 Survey Responses

A Consolidated Assessment of Trail Use and Reported Safety Conditions

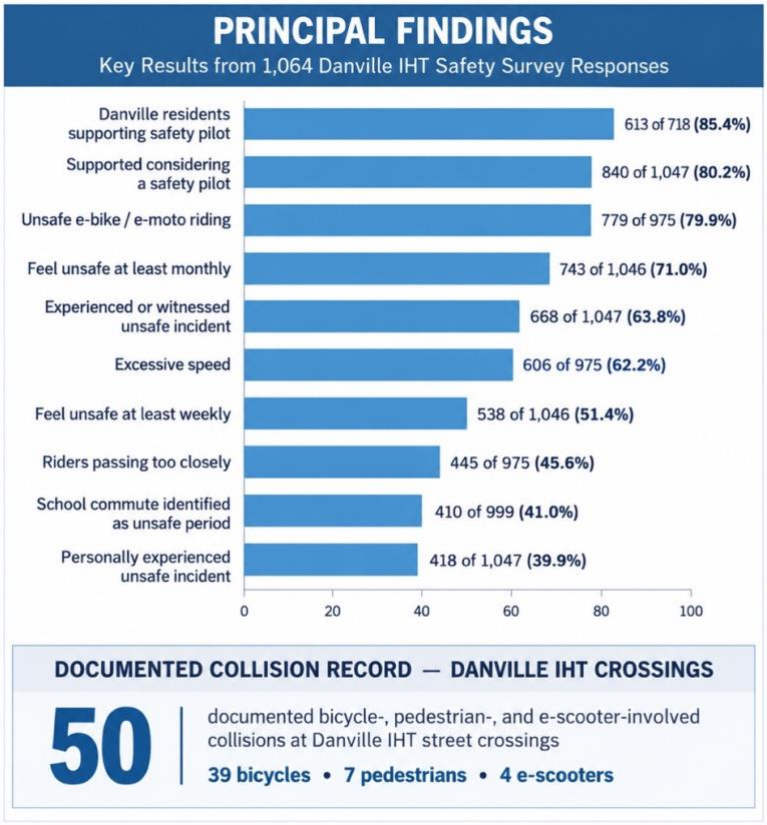


Danville Safety Advocates

September 12, 2026

DANVILLE IRON HORSE TRAIL SAFETY REPORT
DECISION-MAKER SUMMARY
1,064 Survey Responses | September 2026

The Danville Iron Horse Trail is a heavily used community transportation and recreation corridor. This report combines a **six-week public survey** with independent trail-use data, historical collision records, local observations, outside research, and **701 respondents who provided 925 distinct narrative entries**. The survey was voluntary and was not a randomized public-opinion poll; individual incident reports were not independently verified.



WHAT THE EVIDENCE SHOWS

The findings establish a **broad and recurring pattern** of reported concerns involving speed, close passing, e-bike/e-moto operation, youth riding, intersections and street crossings, involving conventional bicyclists, pedestrians, dogs, and other shared-trail users.

The concerns reflect a trail used by children, seniors, people with disabilities and mobility aids, parents with strollers, dog walkers, pedestrians, conventional bicyclists, and lawful e-bike riders. Independent electronic counters also demonstrate substantial pedestrian and bicycle activity at multiple Danville-area locations.

REQUESTED ACTION

Danville Safety Advocates respectfully **requests a meeting** with EBRPD leadership and Police Department representatives to review the findings, public comments, and independent trail-use information presented in this report.

The purpose of the meeting would be to establish a **shared understanding** of the evidence and documented trail-user experiences, identify practical next steps, and determine how a limited, measurable Danville Iron Horse Trail safety pilot could be developed.

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DANVILLE IRON HORSE TRAIL SAFETY REPORT

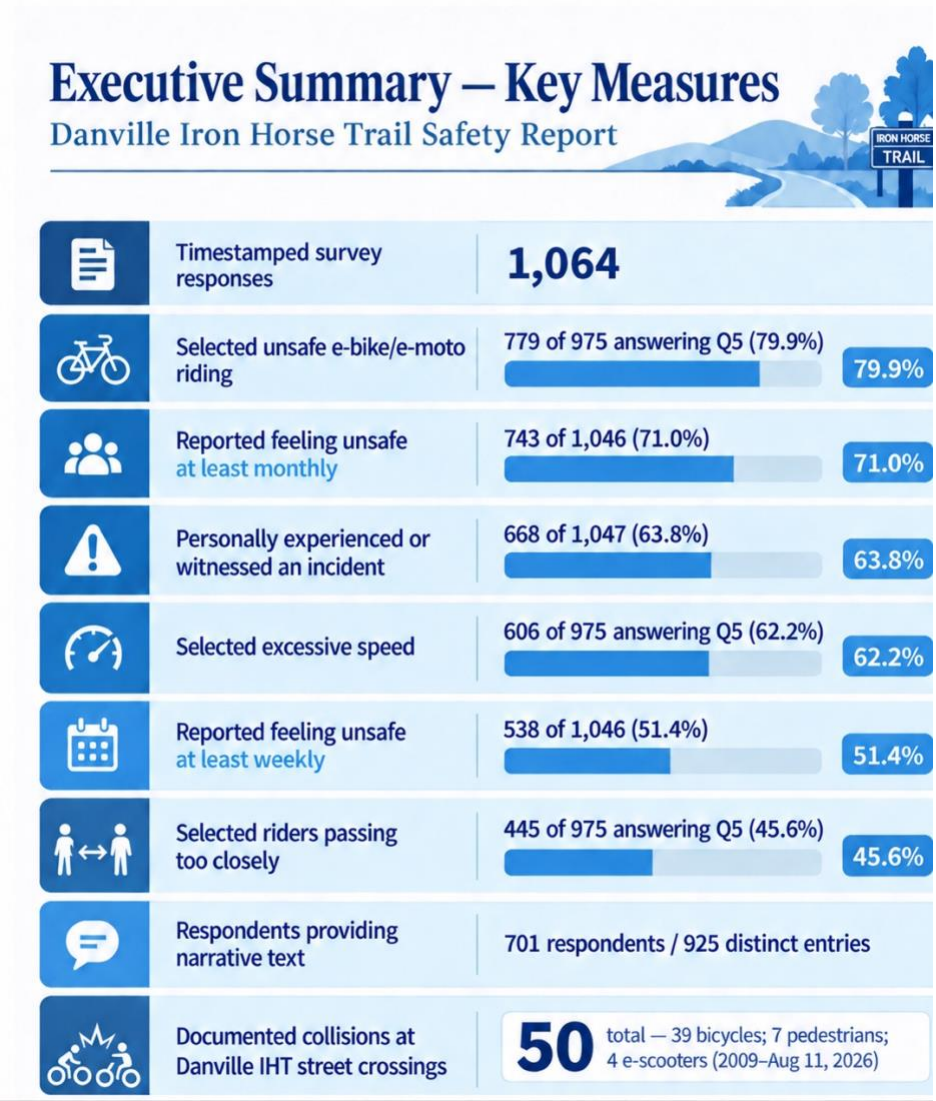
A Consolidated Assessment of Trail Use and Reported Safety Conditions

Survey data analyzed through September 12, 2026

Based on 1,064 timestamped survey responses, independent electronic trail counts, and 701 respondents providing 925 distinct narrative entries

Executive Summary

The **six-week Danville Iron Horse Trail Safety Survey** provides the foundation for this report. It consolidates the principal findings from a six-week online survey, together with the independent trail-use context documented in the record. Its purpose is to provide EBRPD leadership, police personnel, staff, public officials, trail users, and the public with a concise, evidence-based picture of the recurring safety concerns being reported along the Danville-area Iron Horse Trail.



The evidence supports two findings. First, the Iron Horse Trail is a **heavily used shared** public facility carrying substantial pedestrian and bicycle activity. Second, a large share of survey respondents reported

recurring safety concerns involving speed, close passing, e-bike/e-moto operation, youth riding, intersections and street crossings, conventional bicyclist behavior, dogs, pedestrians, and other interactions between shared-trail users. The survey does not independently establish fault, speed, legality, injury severity, or collision causation in individual incidents.

Central conclusion

Hundreds of people who use the Danville Iron Horse Trail are independently reporting recurring concerns, including seniors, disabled users, people using mobility aids, children, parents with strollers, dog walkers, pedestrians, conventional bicyclists, and e-bike riders. The current evidence does not establish that every reported interaction occurred as described or that one class of trail user causes every safety problem. **On a heavily used shared trail, that pattern warrants serious review.** These reported concerns are consistent with Contra Costa County's 2020 Iron Horse Trail Active Transportation Corridor Study, which identified conflicts among users traveling at different speeds on the existing 10-foot shared-use trail.

1. Scope, Study Area and Evidence Base

The survey opened August 1, 2026 and closed on September 10, 2026. Outreach occurred at multiple Iron Horse Trail locations between **Fostoria Way** and **Hartford Drive.** Large on-trail signs promoted the survey, small survey signs were placed at Danville Iron Horse Trail crossing locations, and volunteers distributed hundreds of the 4-inch QR-code flyers below directly to trail users. In addition, it was posted on Nextdoor and Facebook.



Danville Iron Horse Trail Study Area — Hartford Drive to Fostoria Way

The approximately 4.2-mile Danville segment of the Iron Horse Trail surveyed for this report extends from Hartford Drive in the north to Fostoria Way in the south and includes 11 Iron Horse Trail street crossings within Danville.

Walkers, runners, parents and children, dog walkers, conventional bicyclists, e-bike riders, and other trail users were encouraged to participate. Participation was voluntary and was not a randomized statistical sampling process.

The report also includes independent electronic trail-use data from the EBRPD Love Lane counter and a separate electronic counter at San Ramon Valley Boulevard and the Iron Horse Trail. Those datasets provide activity-volume context only. **Refer to Attachment F for the Danville Iron Horse Trail Safety Survey.**

1A. Previous Iron Horse Trail Studies and the Evidence Gap

The Iron Horse Trail has been examined in earlier transportation, engineering, and planning studies. The 2009 San Ramon Valley Iron Horse Trail Pedestrian and Bicycle Corridor Concept Plan addressed corridor conditions and improvement concepts. Contra Costa County's 2020 Iron Horse Trail Active Transportation Corridor Study covered approximately 22 miles of the trail in Contra Costa County and combined existing-conditions and transportation analysis with extensive public engagement. **The County study expressly recognized that "the existing 10-foot shared-use trail can create uncomfortable conditions and conflicts among users traveling at different speeds."** The County study went beyond identifying the conflict. It recommended separating Iron Horse Trail users by speed or mode, with separate space for faster wheeled users and people walking or otherwise using the trail at lower speeds. The study also identified widening and user separation as measures that could enhance safety and comfort.

This is directly relevant to the 2026 Danville survey because excessive speed and close passing emerged as two of the most frequently reported safety concerns. The County's earlier planning work and the current Danville survey therefore independently identify the same underlying shared-trail issue: substantial differences in operating speed among users occupying limited trail space.

The 2020 County study provides an important historical safety benchmark. Its interactive web map collected 407 comments and 769 likes or votes; 29% of the comments were categorized as safety related. The safety themes included intersection safety, visibility, slower motor-vehicle traffic, personal safety at access points, lighting, and reducing conflicts among trail users. The study also reported 43 bicycle or pedestrian injuries within 100 feet of the trail during 2013–2017, as well as 203 bicycle and pedestrian collisions on local streets within one-quarter mile of the trail. These findings show that safety concerns on and around the corridor predate this 2026 Danville survey.

A Danville-specific physical-infrastructure assessment also predates the current survey. In February 2023, Danville Safety Advocates completed **Improving Safety on the Iron Horse Trail, Danville, California – Bollards, Bicycles & Pedestrians.** The field review documented bollard conditions at all 11 Danville Iron Horse Trail street crossings between Hartford Drive and Fostoria Way. It identified 46 path openings around bollards and gates and reported that 41 of the 46 openings (89%) measured less than the 60-inch clearance referenced from the Caltrans Highway Design Manual. The 2023 assessment is included in this report as Attachment E as historical physical-design evidence; conditions may have changed since that inspection.

The City of Dublin's 2017 Iron Horse Trail Feasibility Study provides additional regional context. That professional planning study identified **conflicts between pedestrians and bicyclists on the Iron Horse Trail,** including situations in which bicyclists maneuvered around pedestrians and pedestrians stepped off the pathway to avoid cyclists**.** These earlier findings are consistent with several themes in the 2026 Danville survey — particularly speed differentials, close passing, pedestrian-bicycle interaction, and the **challenges of accommodating users traveling at different speeds on a shared trail**. They do not establish that conditions in Dublin and Danville are identical, but they demonstrate that these shared-use concerns have

previously been identified through professional planning work on another segment of the same Iron Horse Regional Trail.

However, a review of publicly available studies identified for this report did not locate an earlier study focused specifically on Danville trail users' day-to-day experiences with shared-use trail safety conditions such as e-bike and e-moto operation, excessive speed, close passing, near-misses, vulnerable users, fear or avoidance of the trail, and potential education, enforcement, and trail-management responses. The **2026 Danville Iron Horse Trail Safety Survey therefore fills a distinct evidence gap and complements** — rather than replaces — the earlier engineering, collision, planning, and public-engagement record.

The Danville Iron Horse Trail Safety Survey directly supports Contra Costa County's Safe System vision by documenting conditions affecting vulnerable trail users and identifying opportunities to improve safety, comfort, and access for people walking and bicycling.

Sources: San Ramon Valley Iron Horse Trail Pedestrian and Bicycle Corridor Concept Plan (2009); Contra Costa County, Iron Horse Trail Active Transportation Corridor Study (June 2020); Danville Safety Advocates, Improving Safety on the Iron Horse Trail, Danville, California – Bollards, Bicycles & Pedestrians (February 1, 2023); City of Dublin, Iron Horse Trail Feasibility Study.

1B. EBRPD Precedent — Briones Pilot Project

EBRPD has previously used a pilot-program approach to evaluate trail-user conflicts and test trail-management strategies. In April 2023, the District launched the Briones Pilot Project in a portion of Briones Regional Park to test new ways to safely share trails, improve the trail experience, and enhance trail safety. Strategies included alternating bicycle and equestrian access on weekend days, one-way bicycle trails, separating uses on designated trails, and restoration of unauthorized trails.

EBRPD subsequently collected trail-user feedback and other data to evaluate the pilot. Its August–October 2024 online survey had 199 respondents. In the District's December 2024 Board presentation, 153 respondents (77%) favored adopting the pilot rather than removing it, while the survey also asked users how effective the management strategies had been at improving trail-user conflict.

The Briones experience provides a relevant EBRPD precedent for an evidence-based process: identify recurring user conflicts, test clearly defined new management measures for a limited period, collect user feedback and trail-use data, evaluate the results, and determine whether successful measures should continue. **The Danville Iron Horse Trail survey provides a substantially larger body of public input: 840 of 1,047 respondents answering the pilot question (80.2%)** supported considering a Danville safety pilot. A similar test-and-evaluate approach could allow EBRPD and community partners to assess practical safety measures before considering permanent changes.

Sources*: East Bay Regional Park District, Briones Pilot Project Update (June 20, 2023); Share Your Thoughts on the Briones Pilot Project (August 13, 2024); Briones Pilot Project Review and Recommendation / Briones Exit Strategy (December 17, 2024).*

2. A Heavily Used Shared Trail

Independent electronic counts at two Danville-area locations demonstrate that the Iron Horse Trail carries substantial pedestrian and bicycle activity. At the **EBRPD Love Lane Iron Horse Trail crossing**, the Eco-Counter recorded nearly **2.74 million pedestrian and bicycle movements** from September 2019 through

August 2026. Because the dataset includes **218 days without usable total-user counts**, along with other counter and classification anomalies, the recorded total understates actual trail use.

During the four complete calendar years from **2020 through 2023**, Love Lane recorded between **412,269 and 548,812 combined pedestrian and bicycle movements annually**, totaling **1,844,212 recorded movements**.



Photograph — EBRPD Trail Counter at Love Lane, Iron Horse Trail.

Danville Trail User Mix — Love Lane Compared With Treat Boulevard

The Love Lane data also provide useful insight into the mix of pedestrians and bicyclists using the Danville segment of the Iron Horse Trail.

From 2020 through 2023, Love Lane recorded **1,053,763 pedestrian movements and 790,449 bicycle movements**. Pedestrians represented **57.1%** of recorded activity and bicycles **42.9%**.

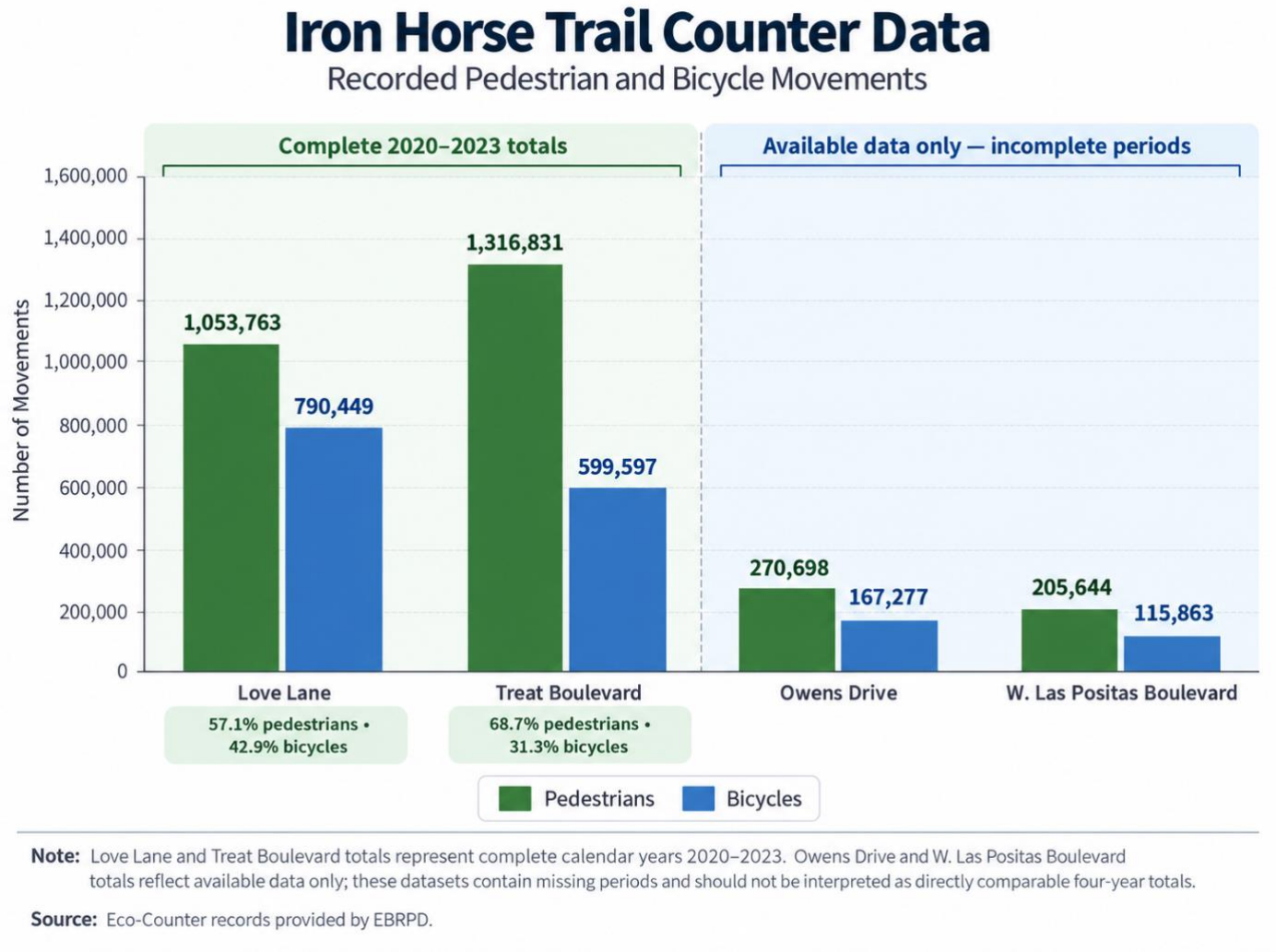
For comparison, the Treat Boulevard Iron Horse Trail counter recorded **1,316,831 pedestrian movements and 599,597 bicycle movements** during the same four-year period. At Treat Boulevard, pedestrians represented **68.7%** of recorded activity and bicycles **31.3%**.

Complete Year	Love Lane Pedestrians	Love Lane Bicycles	Treat Blvd. Pedestrians	Treat Blvd. Bicycles
2020	299,679	249,133	388,851	187,660
2021	252,212	206,413	320,251	143,355
2022	245,274	179,232	303,908	137,750
2023	256,598	155,671	303,821	130,832
2020–2023 Total	**1,053,763**	**790,449**	**1,316,831**	**599,597**
User Mix	**57.1%** pedestrians	**42.9%** bicycles	**68.7%** pedestrians	**31.3%** bicycles

Source: *Eco-Counter daily records for Love Lane and Treat Boulevard, complete calendar years 2020–2023.*

The comparison shows a meaningful difference in trail-user mix. The bicycle share at Love Lane was **11.6 percentage points higher** than at Treat Boulevard — **42.9% compared with 31.3%**. This does not establish that bicycle activity causes reported safety concerns or that the Danville segment is inherently less safe. It does demonstrate that different sections of the Iron Horse Trail can have materially different user

mixes, supporting evaluation of trail operations and **safety measures based on local conditions rather than assuming uniform use throughout the regional trail system**.



The four-location comparison provides broader regional context: Love Lane combines substantial pedestrian use with a comparatively high level of bicycle activity, **reinforcing the importance of evaluating trail operations based on local user mix and conditions.** Owens Drive and W. Las Positas Boulevard contain missing periods and are presented as contextual, not directly comparable four-year totals.

A second Danville counting location reinforces the finding that the trail is heavily used. At the **San Ramon Valley Boulevard Iron Horse Trail crossing**, the Town of Danville's **No Traffic AI-driven traffic management system** uses camera and radar technology to identify and count vehicles, pedestrians, and bicyclists.

Between **November 15, 2024 and December 1, 2025**, the system recorded **346,642 pedestrian movements and 90,387 bicycle movements** across 361 days with nonzero pedestrian or bicycle counts. That represents **437,029 combined movements** at this single crossing, averaging approximately **1,211 movements per active-count day**, with a median of **1,115**.



Photograph — No Traffic AI-Driven Traffic Camera System at San Ramon Valley Boulevard and the Iron Horse Trail.

During the more consistently recorded period from **April 1 through December 1, 2025**, combined pedestrian and bicycle activity averaged approximately **1,650 movements per weekend day**, compared with approximately **1,109 movements per weekday**.

The Love Lane and San Ramon Valley Boulevard datasets use different counting technologies and cover different time periods, so their totals should not be added together or interpreted as counts of unique individuals. Considered independently, however, both show that the Danville Iron Horse Trail carries substantial pedestrian and bicycle activity. **That level of shared use makes speed, passing behavior, user interactions, and crossing safety important operational issues for the Danville segment of the trail.**



Photograph — Shared Use of the Danville Iron Horse Trail.

3. Who Responded and How Often They Use the Trail

Of 1,058 respondents answering the residence question, 726 (68.6%) identified as Danville residents and another 255 (24.1%) said they live nearby and regularly use the Danville section of trail. Of 1,059 answering the trail-use frequency question, 274 (25.9%) reported daily use and 375 (35.4%) reported using the trail two to four times per week.

Question 3 allowed multiple selections. Of 1,056 respondents answering, 734 selected walking, 415 bicycle riding, 355 walking with a dog, 168 walking with children, 152 jogging, and 115 e-bike riding. These categories overlap and are not percentages of a single whole.

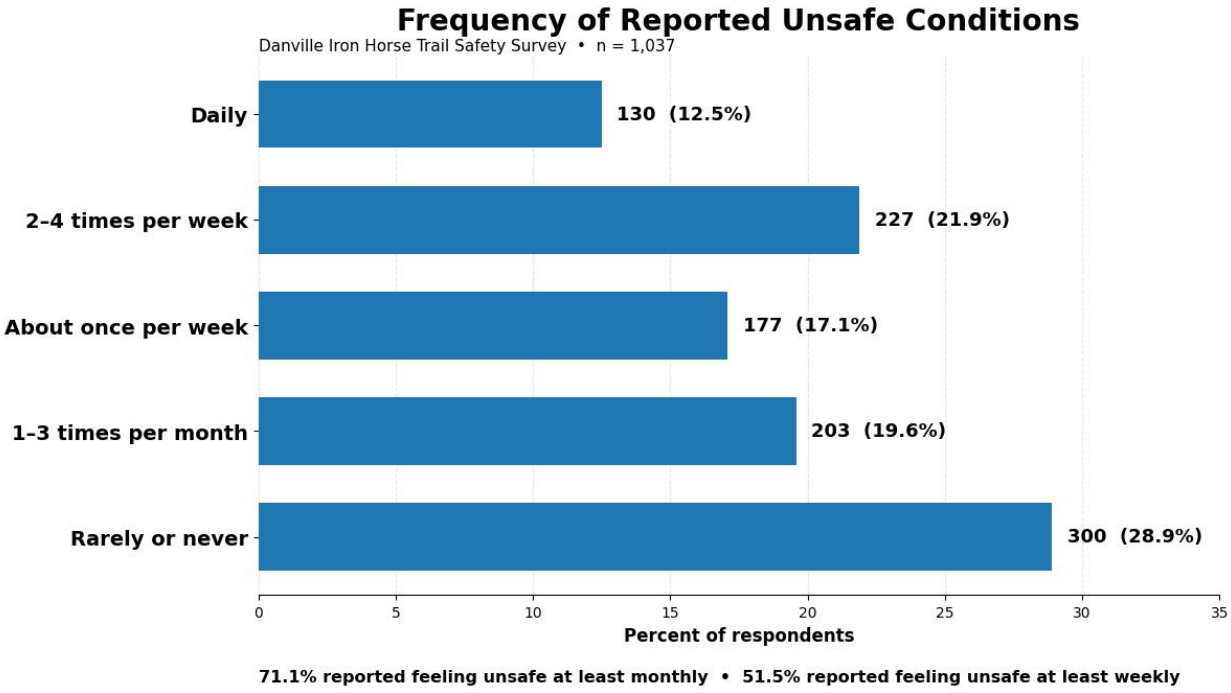
3A. Danville Residents — Frequent Local Users

Resident-only analysis of the current survey reinforces that the **Danville segment functions as an everyday community trail, not simply** as an occasional recreational amenity. Of 716 Danville residents answering the trail-use-frequency question, **615 (85.9%)** reported using the trail at least weekly, including **508 (70.9%)** who use it daily or two to four times per week.

The resident subset also shows substantial direct exposure to reported **safety concerns**: 488 of 715 Danville residents answering the incident question **(68.3%)** said they personally experienced or witnessed a near-miss, collision, or unsafe passing incident. Of 718 Danville residents answering the pilot question, 613 **(85.4%)** supported considering an EBRPD safety pilot project. Resident respondents reported using the trail for walking (576), dog walking (277), bicycling (226), walking with children (140), jogging (109), and e-bike riding (63). These results describe participating residents and should not be interpreted as a randomized poll of all Danville residents.

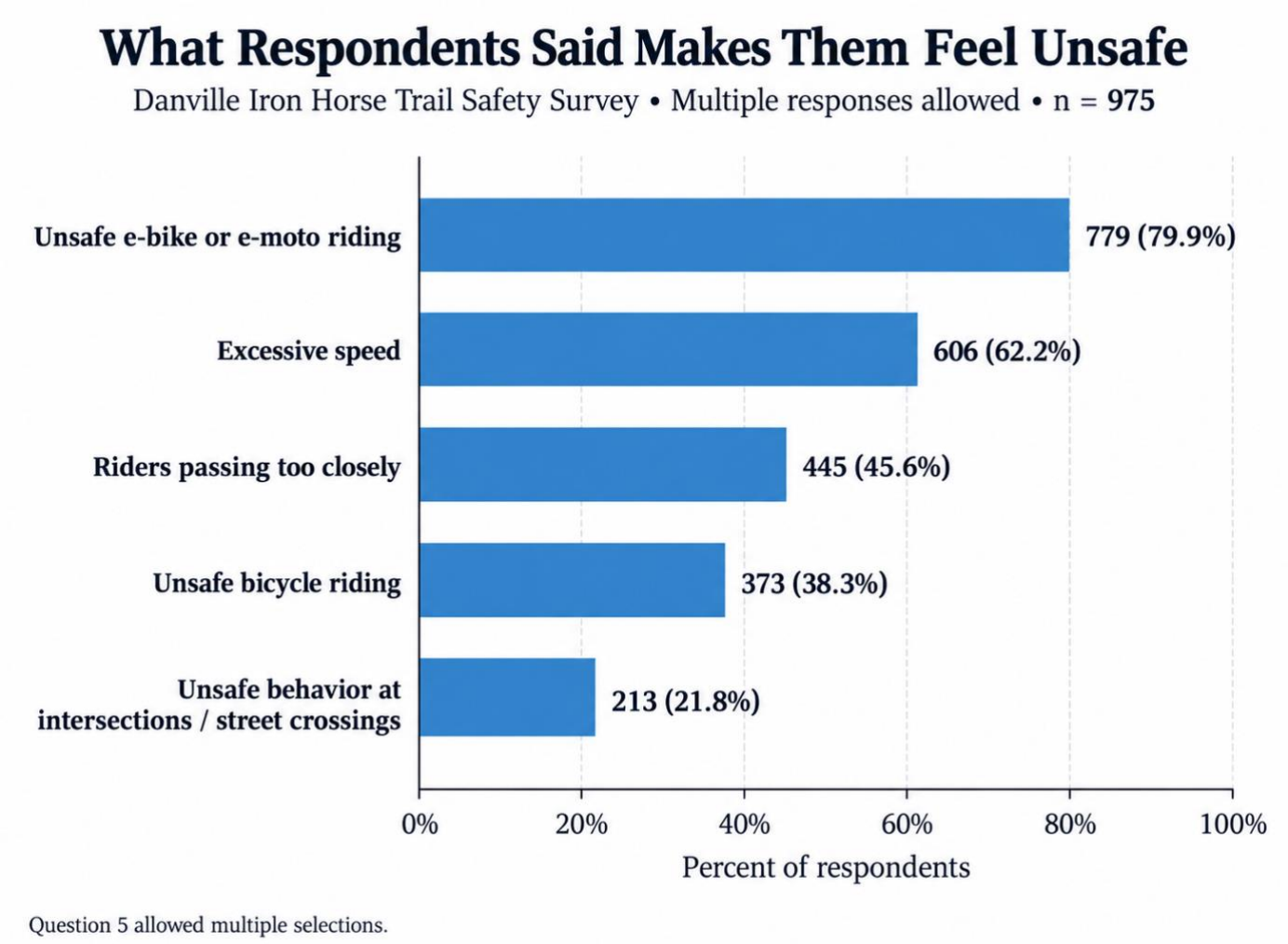
4. Frequency of Reported Unsafe Conditions

The frequency data is one of the strongest findings in the record. Of 1,046 respondents answering the question, 743 **(71.0%)** reported **feeling unsafe** at least monthly and 538 **(51.4%)** reported **feeling unsafe** at least weekly. This does not measure objective crash risk, but it does document how frequently respondents say they encounter conditions they perceive as unsafe.



5. What Respondents Said Makes Them Feel Unsafe

Question 5 allowed multiple selections. Unsafe e-bike or e-moto riding was the most frequently selected concern, followed by excessive speed, riders passing too closely, unsafe conventional bicycle riding, and unsafe behavior at intersections or street crossings.



The narrative record confirms that the concerns are broader than one vehicle type. Respondents also described hazards involving conventional bicyclists, pedestrians, dogs and leashes, distraction, street crossings, automobiles, and general trail etiquette. **The complete attachments therefore matter when interpreting the survey and should be read as part of the evidentiary record.**

6. Direct Exposure to Near-Misses, Collisions and Unsafe Passing

Of the 1,047 respondents answering the incident question, 418 **(39.9%)** said they **personally experienced** a near-miss, collision, or unsafe passing incident and another 250 **(23.9%)** said they **witnessed** one. Combined, 668 respondents — **63.8%** — reported direct personal experience with or observation of an unsafe trail incident. Another 379 (36.2%) reported neither.

These are respondent reports, not independently investigated incident files. They should not be treated as verified collision statistics. Their importance is that the survey contains a large body of **independently submitted descriptions** showing recurring themes across different user groups and trail locations.

7. Vulnerable Trail Users

The narrative record includes **repeated reports** involving users who have limited ability to react quickly or who are especially vulnerable to injury from a collision or abrupt evasive movement. Representative examples already identified in the survey report include:



Photograph — Shalom, 99 years young, uses a walker on the Iron Horse Trail. Older adults and people using mobility aids may have limited ability to react quickly to fast or close passing.



Photograph— Vulnerable Trail Users. Parents with strollers, seniors, and other pedestrians may have limited ability to react to fast or close passing.

- An older disabled resident who reported that a speeding e-moto nearly struck the respondent while walking with a cane (Response 888).
- A person using a walker who reported being unable to move quickly when an electric motorcycle nearly hit the respondent before turning away (Response 857).

- A parent pushing a stroller who reported that a young e-moto rider nearly hit the respondent and child (Response 327).
- A respondent who reported seeing a child on an e-moto nearly hit a senior citizen (Response 198).
- A dog walker who reported a silent e-bike pass that frightened the dog and nearly resulted in the dog being hit (Response 97).
- A child traveling to school whose parent reported that an e-bike almost hit the child on the way to Montair before school (Response 950).
- A pedestrian who reported an actual collision with a fast-moving conventional bicyclist and permanent nerve damage to the right hand (Response 234).

These examples are illustrative, not a statistical sample, and individual reports were not independently verified. Their value is in showing the range of people potentially affected by high-speed or close interactions on a shared trail.

8. E-Bikes, E-Motos and Electric Motorcycles

The survey record distinguishes between the fact that many respondents use or support lawful e-bikes and the separate concern expressed about high-speed, throttle-operated, modified, e-moto-style, or electric-motorcycle-type vehicles and unsafe riding behavior. Several e-bike riders themselves wrote that responsible e-bike use should remain allowed while unsafe or noncompliant motorized riding should be addressed.

The updated responses also preserve a different perspective. One conventional bicyclist expressed concern about the speed available to young e-bike riders but reported being generally impressed by their conduct, acknowledged causing an unsafe passing interaction, and described improved driver yielding at trail crossings (Response 1055).



Photograph — Students traveling to Charlotte Wood Middle School on Electric throttle-assisted vehicles on the Iron Horse Trail.

8A. East Bay Regional Park District E-Bike Policy

Current EBRPD policy distinguishes between permitted and nonpermitted electric devices on Regional Trails. According to the District, **Class 1 e-bikes,** which provide pedal assistance up to **20 mph,** are

permitted wherever conventional bicycles are allowed. Class 2 e-bikes, which may use a **throttle** and provide motor assistance up to **20 mph**, are permitted on designated paved Regional Trails, including the Iron Horse Regional Trail. **Class 3 e-bikes**, which provide pedal assistance up to **28 mph**, **are not permitted** in East Bay Regional Parks or on Regional Trails. E-scooters are also not permitted.

The policy also provides important operating context for this report's speed findings. Although Class 1 and Class 2 e-bikes are capable of providing motor assistance up to 20 mph, EBRPD's maximum speed on Regional Trails is **15 mph**. Riders are also directed to slow to **5 mph** when passing other trail users. Accordingly, on the Iron Horse Regional Trail, an otherwise permitted Class 1 or Class 2 e-bike remains subject to the District's 15 mph trail speed limit and 5 mph passing guidance.



Photograph — Only one Posted 15 mph Speed Limit sign on the Danville Iron Horse Trail from Fostoria Way to Hartford Drive (4.2 miles) (San Ramon Valley High School)



Photograph — EBRPD Iron Horse Regional Trail Rules Sign. The posted sign states **"No Motorized Vehicles,"** including "motorized bicycles, scooters and skateboards," while also posting a 15- mph maximum speed and warning against excessive speed.

The posted wording may create confusion for trail users because EBRPD's current policy permits certain electric bicycles while the sign broadly states that **"motorized bicycles" are prohibited**. Clear,

current and consistent signage is particularly important where distinctions among lawful e-bikes, prohibited devices, speed limits and passing requirements affect both compliance and enforcement.

This distinction matters to the present report. Many respondents expressed concern about unsafe riding behavior or faster throttle-operated devices, but responsible use of lawful e-bikes is different from use of modified, out-of-class, or electric-motorcycle-type vehicles. The District's current policy therefore provides a useful baseline for evaluating education, enforcement, and trail-management options.

Attachment C provides the most concentrated qualitative analysis on this issue. It contains 474 qualifying free-text entries concerning e-bikes, e-motos, electric motorcycles, motorbikes, throttle bikes, motorized bikes, Surron/Sur-Ron-type vehicles, or closely equivalent terms.

The attachment organizes those entries into five qualitative levels based solely on the words respondents used. The categories are not formal risk ratings and do not independently determine fault, speed, legality, injury severity, or collision causation.

Because this report does not contain a verified vehicle-classification analysis for each reported incident, it should avoid treating every respondent use of "e-bike," "e-moto," "electric motorcycle," or similar terminology as a technically confirmed legal classification. The respondent wording remains preserved in the attachments.

Vehicle classification presents an additional practical challenge. Independent research cited in the **January 2026 SRVUSD Risk Assessment**, drawing on the **December 2025 Mineta Transportation Institute study**, reported that some electric two-wheelers capable of speeds above legal e-bike limits may be difficult to distinguish visually from compliant e-bikes. The same research cautioned that labels, class stickers, and manufacturer-stated specifications may not reliably establish compliance because software-based speed governors can be modified or disabled. This reinforces the importance of distinguishing lawful e-bikes from modified, out-of-class, or electric-motorcycle-type devices when evaluating future education, enforcement, or trail-management measures.

9. Youth Riding and School Commute Periods

Youth riding appears repeatedly in the narrative record, including reports of groups, wheelies, excessive speed, close passing, distraction, passengers, and riders who respondents believed were middle-school or high-school age. The survey does not independently verify rider ages, vehicle classes, or speeds.

The timing data nevertheless provides a separate quantitative signal**.** Of 999 respondents answering Question 8, 410 **(41.0%)** selected school commute times as a period when unsafe conditions are most often observed — the highest count among the listed periods. Weekends followed at 395 **(39.5%),** afternoon at 391 (39.1%), and morning at 374 (37.4%).

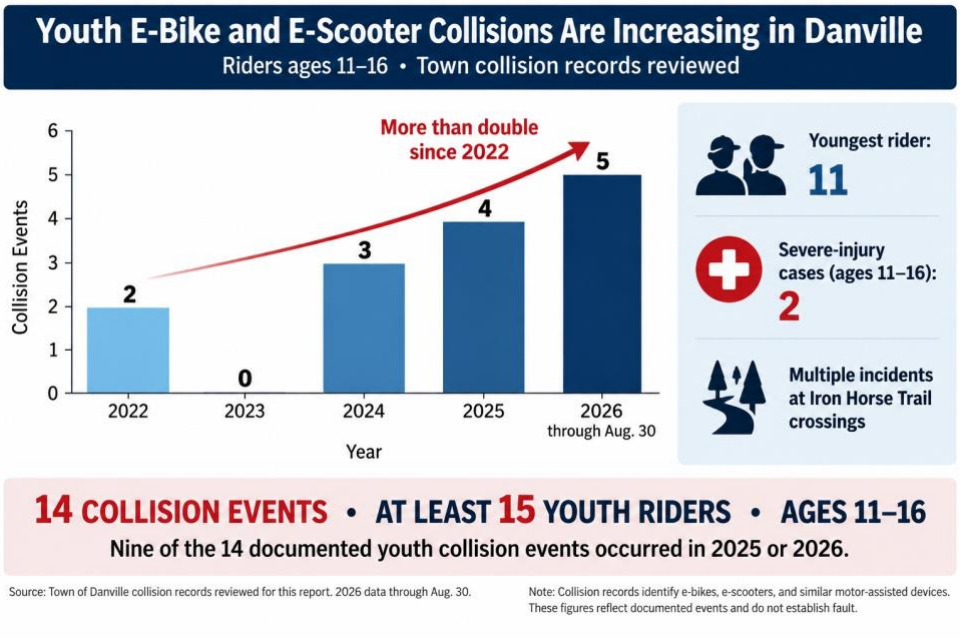


Photograph — Youth Riders on the Iron Horse Trail.

9A. Documented E-Bike and E-Scooter Collisions

Town of Danville collision records reviewed for this report identify **25 e-bike, e-scooter, and other identifiable electric-micromobility collision events** from 2019 through August 11, 2026, involving riders from age 11 to 89. **Fourteen collision events involved at least 15 riders ages 11–16.**

At least seven identified e-bike/e-scooter collisions occurred directly at Danville Iron Horse Trail street crossings, involving riders ages 13, 14, 16, 47, 55, 71, and 89. All seven reported an injury. Because historical records did not consistently distinguish e-bikes from conventional bicycles, the identified e-bike count should be regarded as a documented minimum.



Youth E-Bike and E-Scooter Collisions in Danville. Town collision records reviewed for this report identify 14 collision events involving at least 15 riders ages 11–16 from 2022 through August 11, 2026. Nine of the 14 documented youth events occurred in 2025 or 2026. Three youth collisions occurred directly at Iron Horse Trail street crossings.

What the Record Shows

The collision record provides independent evidence that **youth e-bike and e-scooter safety is a recurring Danville issue.** Children as young as 11 and 12 appear in the record, two youth cases were classified as severe-injury collisions, and three youth collisions occurred directly at Iron Horse Trail street crossings.

These records do not establish fault or causation. They do, however, support continued attention to parent awareness, rider education, helmet use, speed and yielding rules, enforcement, and safer street and trail-crossing design.

For the complete collision-by-collision record — including all 50 documented Iron Horse Trail street-crossing collisions, the seven identified e-bike/e-scooter collisions at IHT crossings, and the complete 25-event Danville e-bike/e-scooter inventory — see Attachment G.

9B. Independent Research and Local School-Age E-Moto Context

The survey's findings concerning youth riding and school commute periods are consistent with independent research published shortly before this survey. The January 2026 SRVUSD Risk Assessment cited the California Legislature-commissioned Mineta Transportation Institute study, which reported that electric two-wheelers exceeding statutory power or assisted-speed limits are not legal electric bicycles even when marketed or labeled as e-bikes. The study also cautioned that labels, class stickers, and manufacturer specifications may not reliably establish device compliance because software-based speed governors can be easily modified or disabled.

The same research identified children and early adolescents, **particularly ages 10–15,** as experiencing disproportionately **high injury rates** involving powered two-wheel devices and reported greater injury severity associated with throttle-controlled electric devices than with pedal-assist bicycles.

The local school context is also relevant. The Risk Assessment cited Mineta data documenting more than **200 two-wheeled devices** considered **"out of class"** at seven San Ramon Valley Unified School District middle schools. The reported total **increased from 157 in February to 205 in October 2025, a 31% increase**.

These findings are particularly relevant to the Danville survey because 410 of 999 respondents (41.0%) identified school commute times as a period when unsafe conditions are most often observed, the highest count among the listed time periods.

August 2026 Local School Bicycle-Corral Observation

Additional local observations conducted during the 2026 Iron Horse Trail survey period provide current context regarding school-age use of e-moto-style electric two-wheelers near the Danville section of trail. On **August 17, 2026**, Danville Safety Advocates volunteers counted **47 e-motos/throttle-operated electric two-wheelers at the San Ramon Valley High School bicycle corral** and **50 at the Charlotte Wood Middle School bicycle corral - 97 devices combined**.

Both schools are located close to the Iron Horse Trail. The San Ramon Valley High School bicycle corral is only **a few hundred feet from the trail**, while the Charlotte Wood Middle School bicycle corral is approximately **0.3 mile from the trail**. The observations therefore provide relevant local context for the

volume of school-age electric two-wheelers being used in close proximity to the Danville Iron Horse Trail during the school commute.

These counts are separate from the Iron Horse Trail survey and do not establish that all 97 devices were operated on the trail, operated unsafely, or met a particular legal vehicle classification. They do, however, document the concentration of e-moto-style and throttle-operated electric two-wheelers at two Danville schools immediately adjacent or close to the trail during the same period in which survey respondents identified school commute times as the period when unsafe conditions were most often observed.

Source: Danville Safety Advocates volunteer bicycle-corral observations, August 17, 2026.

Data on Electric Bicycle Ownership and Use 65

Table 8. Counts of two-wheeled devices considered to be "out of class" at middle schools in the San Ramon Valley Unified School District

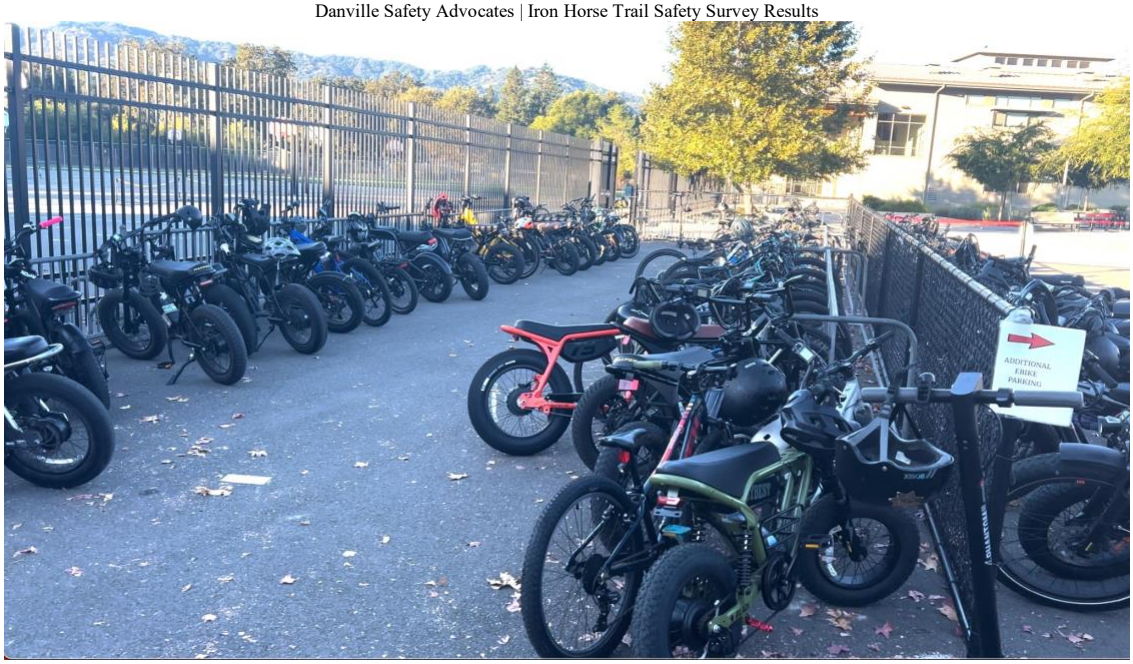
School	February	May	October	Change (Feb to Oct)
Stone Valley	52	70	71	37%
Diablo Vista	36	37	50	39%
Los Cerros	30	32	33	10%
Charlotte Wood	17	35	36	112%
Pine Valley	8	9	5	-38%
Windemere Ranch	7	9	4	-43%
Iron Horse	7	10	6	-14%
Total	*157*	*202*	*205*	*31%*

Note: Non-compliant electric two-wheelers are devices that the cited observers judged to be more powerful or faster than Class 1, 2, 3 electric bicycles.
Source: Danville Safety Advocates, "'E-Moto'" Safety Assessment - San Ramon Valley Unified School District" (November 1, 2025).

Source: Mineta Transportation Institute, Exploring Electric Bicycle Safety Performance Data and Policy Options for California, Project 2423 (December 2025), Table 8, page 65 ; local observations **attributed in the table to Danville Safety Advocates, "E-Moto" Safety Assessment - San Ramon Valley Unified School District (November 1, 2025).**

The Mineta Transportation Institute reproduced local counts of two-wheeled electric devices considered "out of class" at seven San Ramon Valley Unified School District middle schools. The total increased from 157 in February to **205 in October 2025, a 31% increase.** These school-campus observations are separate from the 2026 Iron Horse Trail survey and do not establish that the same devices or riders were involved in any reported trail incident. They provide local context for the survey's findings concerning youth riding and school commute periods.

These outside findings do not establish the age, speed, legal classification, or type of vehicle involved in any individual incident reported in the Danville survey. They do, however, provide independent context for the survey's recurring reports involving youth riders, throttle-operated vehicles, e-motos, excessive speed, and school-commute-period conflicts.



Photograph - Electric Two-Wheeled Devices at a Local Middle School Bicycle Corral

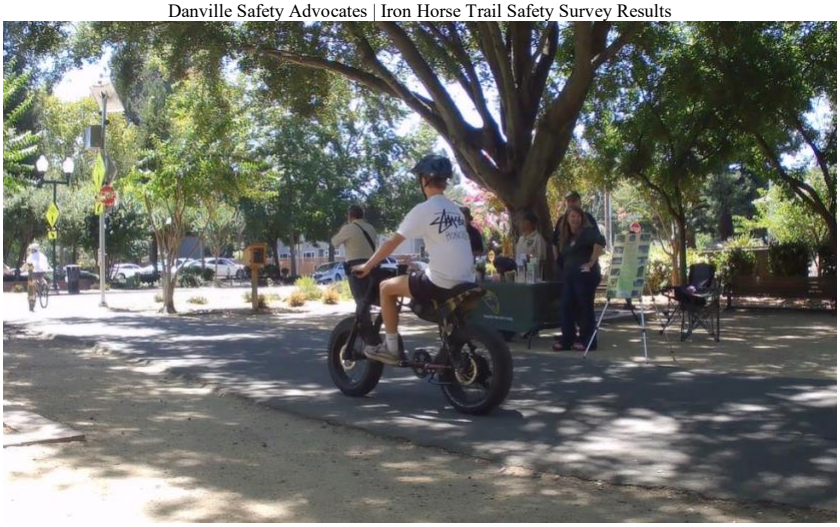
This photograph illustrates the scale and variety of electric two-wheeled devices being used for school transportation in the San Ramon Valley. The photograph is provided as local context only; appearance alone does not establish the legal classification, speed capability, modification status, or trail use of any individual device pictured.

Why this matters to the Iron Horse Trail survey. The concentration of electric two-wheeled devices at local middle schools provides visible context for the survey's school-commute finding. Of 999 respondents answering Question 8, 410 (41.0%) identified school commute times as a period when unsafe conditions are most often observed—the highest response among the listed time periods. The photograph illustrates the local transportation environment in which those reports arise; it does not establish that the devices shown were operated on the Iron Horse Trail or operated unsafely. The August 17, 2026 observation of **97 e-moto-style or throttle-operated electric two-wheelers** at the San Ramon Valley High School and Charlotte Wood Middle School bicycle corrals further demonstrates the scale of school transportation by these devices in close proximity to the Danville Iron Horse Trail.

9C. Video-Recorded Observation of EBRPD Safety Education — West Prospect Avenue

On July 23, 2026, a **one-hour video-recorded observation** was conducted of an EBRPD Volunteer Trail Safety Patrol bicycle-education table at the West Prospect Ave Iron Horse Trail crossing in Danville. The video documented all trail users passing the table, who stopped, and the interactions that occurred during the observation period.

During the recorded hour, **133 trail users** passed the table. Only **11 of 133 (8.3%)** stopped, while **122 of 133 (91.7%)** continued past the table without stopping. The video also documented **very limited volunteer interaction with the 11 people who stopped**. Among the electric two-wheelers observed, **0 of 17 e-bike/e-moto riders (0%)** stopped at the table, and no direct volunteer interaction with those riders was observed.



Photograph — EBRPD Volunteer Trail Safety Patrol education table, West Prospect Avenue, July 23, 2026. A one-hour video observation recorded 133 trail users passing the table; 11 (8.3%) stopped and 122 (91.7%) did not.

The observation included 38 conventional bicycles, 17 e-bikes/e-motos, one e-scooter, 68 pedestrians, five dog walkers, three people pushing strollers, and one electric-wheelchair user.

This was a **single one-hour video-recorded observation** and should not be interpreted as a comprehensive evaluation of the VTSP program or all EBRPD education efforts. It does, however, provide a documented local example showing that a stationary education table can create a visible presence while producing limited direct engagement with trail users.

The observation supports consideration of a more proactive and measurable education model as part of any future Danville Iron Horse Trail safety pilot. Potential measures could include positioning signs for approaching riders in both directions, assigning volunteers to proactively greet users, using short-standardized safety messages, prioritizing contact with younger riders and e-bike/e-moto-style riders, and recording the number of users observed, contacted, and engaged. These recommendations are consistent with the observations documented in the VTSP review.

10. Speed, Close Passing and Passing Warnings

Speed and passing behavior cut across vehicle types. Excessive speed was selected by 613 respondents and close passing by 450. Narrative comments describe silent approaches from behind, passing with little clearance, passing into opposing traffic, riders using bells or verbal warnings only at the last moment, and pedestrians or bicyclists moving onto the dirt or otherwise taking evasive action.



Source: Danville Safety Advocates speed graphic; East Bay Regional Park District trail-speed guidance. Distance and reaction figures in the graphic are illustrative, and actual braking distance additionally depends on rider reaction, brakes, tires, surface conditions, and related factors.

This illustration provides visual context for one of the report's strongest findings: concern about speed and close passing on a 10-foot-wide shared trail used by pedestrians, children, seniors, dog walkers, conventional bicyclists, and e-bike riders. The graphic shows that a rider travels approximately 22 feet per second at 15 mph, 29 feet per second at 20 mph, 37 feet per second at 25 mph, and 44 feet per second at 30 mph. As speed increases, a rider covers more distance during the same reaction interval, leaving less time and space to recognize and respond to an unexpected conflict.

This context is directly relevant to EBRPD trail rules. Although Class 1 and Class 2 e-bikes may be permitted on the Iron Horse Regional Trail, EBRPD's maximum speed on Regional Trails is **15 mph**, and riders are directed to slow to **5 mph** when passing other trail users. On a shared 10-foot trail where users of different ages, abilities, and speeds must operate in close proximity, even relatively small increases in speed can materially increase risk.

The record also contains comments criticizing pedestrians who occupy the full trail, use headphones, make unexpected movements, or walk dogs on long or off-leash leads. For a definitive assessment, these comments should remain visible because shared-trail safety depends on behavior by all user groups, not only motorized or electrically assisted riders.

11. Intersections and Street Crossings

Respondents also described conflicts at intersections and street crossings, including automobiles failing to yield, bicyclists failing to stop, visibility concerns, and collisions or near-misses involving trail users and

vehicles. **Question 5 shows that 213 respondents selected unsafe behavior at intersections or street crossings as a concern.** The narrative attachments contain additional location-specific descriptions.

The report includes an official bicycle, pedestrian, and e-scooter collision inventory for Danville Iron Horse Trail crossings from 2009 through August 2026. Because that inventory does not extend through the 2026 survey period and does not include every type of trail incident, newer collision records and current police, fire/EMS, citation, and enforcement records should be treated as separate verified evidence sources rather than inferred from respondent comments.

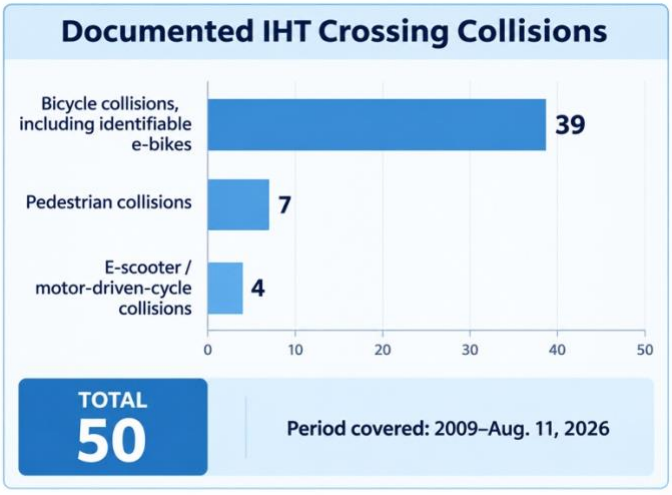
Shared jurisdictional interest. Although EBRPD manages the trail, its Danville segment intersects Town streets and serves local residents, students, pedestrians, and bicyclists. Crossing safety therefore warrants coordination among EBRPD, Danville, SRVUSD, and other agencies on collision data, crossing conditions, education, and school-commute activity.



Photograph — Pedestrians and Dog Walkers at an Iron Horse Trail Crossing

11A. Documented Bicycle, Pedestrian, and E-Scooter Collisions at Danville Iron Horse Trail Crossings

Official collision records provide important independent context for the street-crossing concerns identified in the 2026 survey. Based on California Highway Patrol Statewide Integrated Traffic Records System (SWITRS) records, Contra Costa County Traffic Collision Reports, and Town of Danville collision data, 50 documented bicycle-, pedestrian-, and e-scooter-involved collisions were identified at Danville Iron Horse Trail crossings from 2009 through August 11, 2026.



Of those collisions, 39 involved bicyclists, including identifiable e-bike collisions; 7 involved pedestrians; and 4 involved electric scooters or motor-driven cycle/scooter devices. E-bike collisions are included within the bicycle total and are not additional collisions. The four e-scooter collisions are counted separately.

The collisions occurred at multiple crossings along Danville's approximately 4.2-mile section of the Iron Horse Trail. This history demonstrates that crossing safety is neither isolated to a single location nor a newly reported concern. **The complete collision-by-collision inventory is provided in Attachment G — Danville Iron Horse Trail Collision Inventory.**



Geographic concentration of documented collisions. The 50-collision inventory is not evenly distributed among Danville's 11 Iron Horse Trail crossings. **This pattern supports closer examination of crossing-specific conditions and potential countermeasures as part of any Danville Iron Horse Trail safety review or pilot program.**

Electric bicycles and electric scooters also appear in the documented collision record. The underlying records specifically identify at least two electric bicycles: a GenZe E101 involved in a severe-injury collision at Hartford Road on October 14, 2020, and an EUNORAU electric bicycle involved in an other-visible-injury collision at San Ramon Valley Boulevard on April 15, 2025. Separately, four e-scooter or motor-driven cycle/scooter collisions are documented: Del Amigo Road on June 14, 2022 (GOTRAX GXL V2, complaint-of-pain injury); El Capitan Drive on September 19, 2022 (Ninebot Kickscooter, complaint-of-pain injury); Love Lane on May 17, 2024 (Phantom GoGo A9, other-visible injury); and Love Lane on March 5, 2025 (FOHOLO electric scooter/Go-ped-type device, other-visible injury). The identifiable e-bike count should be regarded as a documented minimum because **historical records did not consistently distinguish electric bicycles from conventional bicycles.**

This historical record is particularly relevant to the 213 survey respondents who identified unsafe conditions or behavior at intersections and street crossings as a safety concern. Survey responses and official collision records measure different things: the survey documents users' current experiences and perceptions, while collision records document reported historical events. Taken together, they provide complementary evidence that street-crossing safety warrants continued attention.

See Attachment G for the complete 50-collision inventory, including year, date, crossing/location, device category where identifiable, and reported severity/result.

Source: California Highway Patrol SWITRS/TIMS; Contra Costa County Traffic Collision Reports; Town of Danville collision records and Crossroads data.

11B. Collisions and Incidents Occurring on the Iron Horse Trail

The collision inventory in Section 11A primarily documents incidents occurring at the 11 Iron Horse Trail street crossings within Danville. Those records should be distinguished from collisions, falls, crashes, and near-misses occurring **on the paved Iron Horse Regional Trail itself between street crossings**.

The Iron Horse Regional Trail is managed by the East Bay Regional Park District (EBRPD). Incidents occurring on the Regional Trail may therefore be investigated or documented by the East Bay Regional Park District Police Department rather than appearing in Town of Danville or conventional street-collision databases. **The 50 documented collisions in Section 11A should not be interpreted as the complete collision history of the Danville Iron Horse Trail.**

The 2026 survey provides a separate source of information about incidents occurring on the trail. Of 1,047 respondents answering the incident question, 418 (39.9%) reported personally experiencing a near-miss, collision, or unsafe passing incident, and another 250 (23.9%) reported witnessing one. Combined, 668 respondents - 63.8% - reported personal experience with or observation of an unsafe incident. These are respondent reports and have not been independently verified as police collision records.

Representative respondent reports involving actual contact, falls, witnessed collisions, or immediate near-collisions include:

> **Response 234 - Actual collision/injury:** A pedestrian reported being struck by a fast-moving conventional bicyclist and suffering permanent nerve damage to the right hand.
> **Response 56 - Actual hit/fall:** A respondent reported being hit by a child riding a pedal bicycle and, in a separate incident, falling while jumping out of the way of a racing e-bike.

Response 538 - Actual hit: A respondent reported that his wife was struck from behind by a bicyclist near San Ramon Valley High School.
Response 750 - Witnessed collision/fall: A respondent reported seeing an e-bike pass an elderly woman riding a conventional bicycle so closely that she was knocked off her bicycle.
Response 835 - Actual contact: A respondent reported being clipped by a youth riding an e-bike and was fortunately uninjured.
Response 516 - Actual contact: A respondent reported seeing an e-bike bump a woman in the arm while passing, nearly causing her to fall.
Response 23 - Bicycle/dog collision: Between El Capitan and Greenbrook, a respondent reported that an off-leash dog ran in front of a bicycle; the bicycle struck the dog and crashed.
Response 327 - Near hit involving stroller/child: A parent pushing a stroller with a child reported being nearly hit by a young rider on an e-moto.
Response 705 - Near hit involving senior: A 90-year-old respondent reported nearly being hit by speeding electric motorcycles and said fear of being struck affected use of the trail.
Response 857 - Near hit involving mobility aid: A person using a walker reported being unable to move quickly when an electric motorcycle nearly hit the respondent before turning away.
Response 888 - Near hit involving disabled pedestrian: An older disabled resident reported that a speeding e-moto nearly struck the respondent while walking with a cane.
Response 1062 - **Witnessed near-miss** involving older pedestrians: A respondent reported seeing two children performing wheelies on e-bikes and nearly crashing into an elderly couple.
Response 1064 - **Near hit** involving young children: A parent reported that a bicyclist passed too closely to children ages two and five, nearly knocking them over, without calling out before passing.
Response 950 - Near hit involving child traveling to school: A parent reported that an e-bike almost hit the respondent's son on his way to Montair before school.

These survey accounts should not be added to the official 50-collision total and should not be characterized as verified crashes. Their significance is different: they document reported on-trail incidents that may not appear in the street-crossing collision database and help explain why a **review of EBRPD Police Department incident reports,** collision reports, calls for service, warnings, citations, enforcement records, and relevant fire/EMS records is warranted. The complete organized narrative record appears in **Attachment A, with the e-bike/e-moto-related qualitative record in Attachment C.**

11C. Previous Danville Bollard and Crossing-Safety Assessment

In February 2023, Danville Safety Advocates completed a separate physical review of bollards at the 11 Iron Horse Trail street crossings between Hartford Drive and Fostoria Way. The assessment examined bollard configuration, visibility, and available travel width at each crossing.

The study documented 46 path openings around bollards and gates. According to measurements recorded at the time, **41 of the 46 openings (89%) were less than the 60-inch clearance referenced from the Caltrans Highway Design Manual, and nearly half measured approximately 35 to 50 inches wide**. The assessment also identified visibility concerns involving the dark-colored bollards, particularly under changing light and low-visibility conditions, and noted that the bollard locations generally lacked pavement markings warning approaching trail users of the fixed obstacles.



Photographs — Cyclists Approaching Bollards on the Danville Iron Horse Trail. Groups of bicyclists must align and pass through constrained openings at bollard-controlled trail access points.



The report cited Caltrans, AASHTO, Contra Costa County, and other guidance addressing the use of physical barriers on shared-use paths. The cited guidance generally favors minimizing fixed obstacles, providing adequate clearance and conspicuity where barriers are necessary, and considering alternatives to bollards where unauthorized motor-vehicle entry can be addressed through other means.

These 2023 findings are separate from the 2026 survey and do not establish that bollards caused any incident reported by a survey respondent. They do, however, provide additional physical-design context for this report's findings concerning intersections, street crossings, visibility, and the interaction of different users at constrained trail access points. Because the inspection occurred in 2023, the measurements and photographs should be understood as historical conditions unless independently confirmed as current.

Source: Danville Safety Advocates, Improving Safety on the Iron Horse Trail, Danville, California - Bollards, Bicycles & Pedestrians (February 1, 2023). See Attachment E.

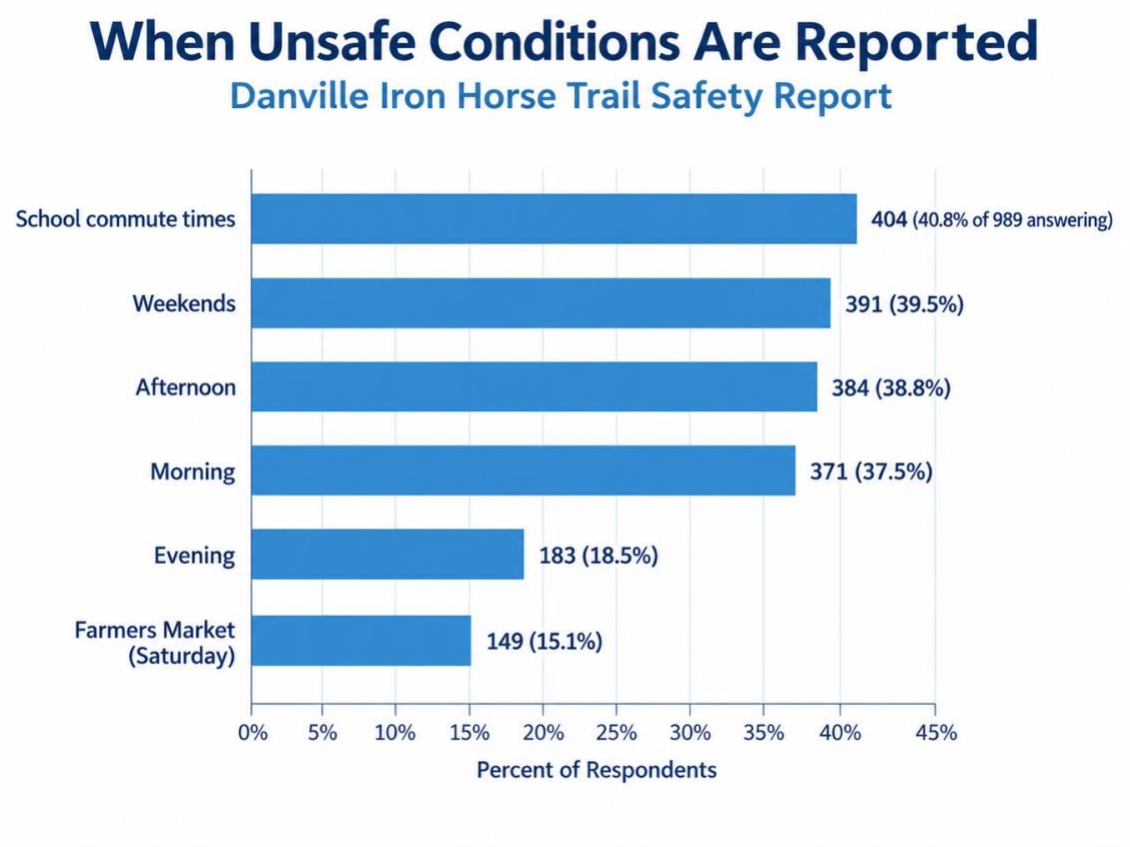
12. Fear, Avoidance and Reduced Trail Use

A recurring qualitative theme is behavioral avoidance. **Some respondents said they now avoid the trail** at particular times, use it less frequently, choose another community or another route, or feel they must remain constantly alert. These statements do not establish objective risk, but they are relevant to whether users perceive the trail as comfortably accessible to people of different ages and abilities.

The attachments include statements from seniors, dog walkers, parents, conventional bicyclists, and other pedestrians describing changes in when or whether they use the trail. These comments are especially important when evaluating the experience of users who cannot quickly step aside, accelerate, brake, or recover from a fall.

13. When Unsafe Conditions Are Reported

The independent San Ramon Valley Boulevard counter provides relevant volume context for the weekend finding: during April 1–December 1, 2025, average combined weekend pedestrian and bicycle activity was approximately 1,650 movements per day compared with approximately 1,109 on weekdays. This does not establish why respondents reported unsafe conditions, but it demonstrates that weekends can produce substantially more trail interactions at that location.



14. What Respondents Want Considered

Question 10 asked respondents to select potential safety approaches and allowed write-ins. The two most frequently selected standard choices were **e-bike safety education checkpoints (623; 61.0% of 1,022 answering Q10)** and **targeted enforcement (609; 59.6%).** Other frequently selected choices included pedestrian priority zones, a 5-mph passing rule near pedestrians, a yellow centerline, pavement speed-limit markings, a Danville and EBRPD safety plan, a 10-mph limit in busy areas, and a posted QR code for public reporting.

The 180 write-in entries in Attachment D broaden the range of views. They include proposals involving enforcement and patrols; restrictions on e-motos and certain e-bikes; trail widening or separation; markings, signs, bells and passing warnings; education and etiquette for all users; pavement repairs; crossing changes; dogs and leashes; and comments opposing additional restrictions.

15. What This Report Establishes — and What It Does Not

What the evidence establishes

- **The Danville**-area Iron Horse Trail carries substantial pedestrian and bicycle activity at more than one measured location.
- **A majority** of survey respondents answering the incident question reported personally experiencing or witnessing a near-miss, collision, or unsafe passing incident.
- **A majority (51.4%)** of respondents answering the safety-frequency question reported feeling unsafe at least weekly, while **71%** reported feeling unsafe at least monthly.
- **Unsafe e-bike/e-moto riding**, excessive speed, and close passing were the most frequently selected safety concerns.
- **The narrative record** contains recurring reports involving vulnerable users, youth riders, conventional bicyclists, e-bike/e-moto-type vehicles, dogs, pedestrians, street crossings, and motor vehicles.
- **Historical official records** identify 50 documented bicycle, pedestrian, and e-scooter collisions at Danville Iron Horse Trail crossings from 2009 through August 11, 2026: 39 involving bicyclists, 7 involving pedestrians, and 4 involving electric scooters or motor-driven cycle/scooter devices.
- **The survey includes** contrary views and comments defending responsible e-bike use or opposing additional restrictions, which are preserved in the attachments.

What the evidence does not establish

- **It does not constitute** a randomized public-opinion poll of all trail users.
- **It does not independently** verify each respondent incident description.
- **It does not determine** fault or collision causation.
- **It does not technically** classify every vehicle described by respondents as an e-bike, e-moto, electric motorcycle, or other device.
- **It does not provide** a complete current official police, fire/EMS, citation, or enforcement record through 2026 for the Danville segment or all 11 crossings; the included crossing-collision inventory extends through August 11, 2026.
- **The electronic counters** establish activity volume, not unsafe behavior or crash risk.

16. Evidence That Would Further Strengthen the Record

To make future editions even more comprehensive, additional and updated official records could be incorporated as separately sourced evidence where available. The report includes bicycle-and-pedestrian crossing collision data through August 2026, but it **does not contain enough current verified material to make comprehensive findings from police, fire/EMS, citation, enforcement, or post-August 2026 collision records. Additional data should include:**

- **EBRPD Police incident**, warning, citation, and enforcement records for the Danville-area Iron Horse Trail.
- **Updated official collision records** for all 11 Danville trail crossings and adjacent trail segments from August 2026 to present.

- **Additional speed observations** or classification counts that distinguish conventional bicycles, lawful e-bikes, and e-moto/electric-motorcycle-type vehicles.
- **Where feasible**, future vehicle-classification observations should document actual operating characteristics rather than rely solely on appearance, class stickers, or manufacturer labeling, because independent research has identified modification and misclassification as practical enforcement challenges.
- **Location-specific** trail volume, width, sight-distance, and crossing-condition information where safety improvements are being evaluated.

17. Conclusion

The Iron Horse Trail is a major shared community transportation and recreation corridor. Independent count data documents substantial pedestrian and bicycle activity, while the **1,064-response survey identifies a broad and recurring pattern of reported safety concern.**

The strongest quantitative signals involve the frequency with which respondents report **feeling unsafe**, direct exposure to near-misses or **unsafe passing**, and concerns involving **unsafe e-bike/e-moto** operation, excessive speed, and close passing.

At the same time, the **narrative record makes clear** that shared-trail conflicts involve multiple user groups, including lawful e-bike users, conventional bicyclists, pedestrians, dog walkers, children, seniors, disabled users, people using mobility aids, and motor vehicles. Any response should therefore distinguish among vehicle and user types, protect vulnerable users, and focus particular attention on school-commute periods and other high-use times.

EBRPD's Briones Pilot Project demonstrates that temporary, measurable trail-management pilots can be used to evaluate user conflicts and management strategies before permanent changes are considered.

The case for review therefore does not rest on survey responses alone. It is supported by substantial trail-use volumes, 1,064 survey responses, recurring reports of unsafe interactions, and a documented history of 50 bicycle, pedestrian, and e-scooter collisions at Danville Iron Horse Trail street crossings from 2009 through August 11, 2026.

Requested Action

Danville Safety Advocates respectfully **requests a meeting** with EBRPD leadership and Police Department representatives to review the findings, public comments, and independent trail-use information presented in this report.

The purpose of the meeting would be to establish a shared understanding of the evidence and documented trail-user experiences, identify practical next steps, and determine whether a Danville Iron Horse Trail safety pilot should be developed.

Alan Kalin, COL, U.S. Army (Ret.), President Mount Diablo Cyclists (MountDiabloCyclists.org), Co-Chair Danville Safety Advocates (BikeDanville.org), 2023 James Oberstar Award, 2023 California Outdoors Hall of Fame

Bruce Bilodeau, Coach, former Team Director, San Ramon Valley MTB Club, Co-Chair Danville Safety Advocates

Jeff Eorio, Retired Parks and Community Services Director, City of San Ramon, Vice-Chair Danville Safety Advocates

DETAILED SURVEY RESULTS AND EVIDENCE APPENDICES

The following section preserves the detailed survey-results report and complete organized comment attachments.

DANVILLE IRON HORSE TRAIL SAFETY SURVEY

SURVEY RESULTS REPORT

Danville Safety Advocates | Updated September 12, 2026

1,064 RESPONSES — WHAT WE HEARD

71.0% felt unsafe at least monthly 743 of 1,046	**51.4%** felt unsafe at least weekly 538 of 1,046	**63.8%** experienced or witnessed an incident 418 experienced | 250 witnessed | 379 no
787 selected unsafe e-bike/e-moto riding	**613** selected excessive speed	80.2% supported the pilot question 840 of 1,047

Except for the clearly labeled independent trail-usage context in Section 2A, Part II presents only the results of the Danville Iron Horse Trail Safety Survey. Independent electronic counter data is included only to provide context regarding the volume of pedestrian and bicycle activity on the trail and is not part of the survey results. Part II does not evaluate policy options, recommend enforcement measures, or advocate for a particular outcome. It summarizes what respondents reported in the current survey workbook and identifies the denominator used for each percentage.

KEY FINDING: 701 respondents provided narrative text. The narrative record reproduces those comments verbatim by recurring safety theme, with a separate trail-user-group index, including comments that criticize the survey or identify hazards caused by pedestrians, dogs, conventional bicyclists, or other trail users.

THE PEOPLE BEHIND THE NUMBERS

Representative reported incidents involving vulnerable and other trail users

These summaries are drawn from respondents' own incident descriptions. They are illustrative examples, not a statistical sample, and the incidents were not independently verified. Full verbatim comments appear in the report attachments.

Older disabled resident *Response 888*	Reported that a speeding e-moto nearly struck the respondent while walking with a cane.

Person using a walker *Response 857*	Reported being unable to move quickly when an electric motorcycle nearly hit the respondent before turning away.
Parent with stroller *Response 327*	Reported that a young e-moto rider nearly hit the respondent while pushing a stroller with a child.
Senior pedestrian *Response 198*	A respondent reported seeing a child on an e-moto nearly hit a senior citizen.
Dog walker *Response 97*	Reported that a teen on an e-bike passed silently, frightening the dog and nearly hitting it.
Bicycle rider *Response 11*	Reported riding into the dirt to avoid a collision with a teenager on an e-moto who was not paying attention.
Pedestrian — actual collision *Response 234*	Reported being struck by a fast-moving conventional bicyclist, with permanent nerve damage to the respondent's right hand.
Child traveling to school *Response 950*	A respondent reported that an e-bike almost hit the respondent's son on his way to Montair before school.

CENTRAL FINDING: This survey does not establish that every reported interaction was unsafe or determine fault. It does establish that hundreds of people who use the Danville Iron Horse Trail are reporting recurring safety concerns.

1. Methods and Outreach Techniques

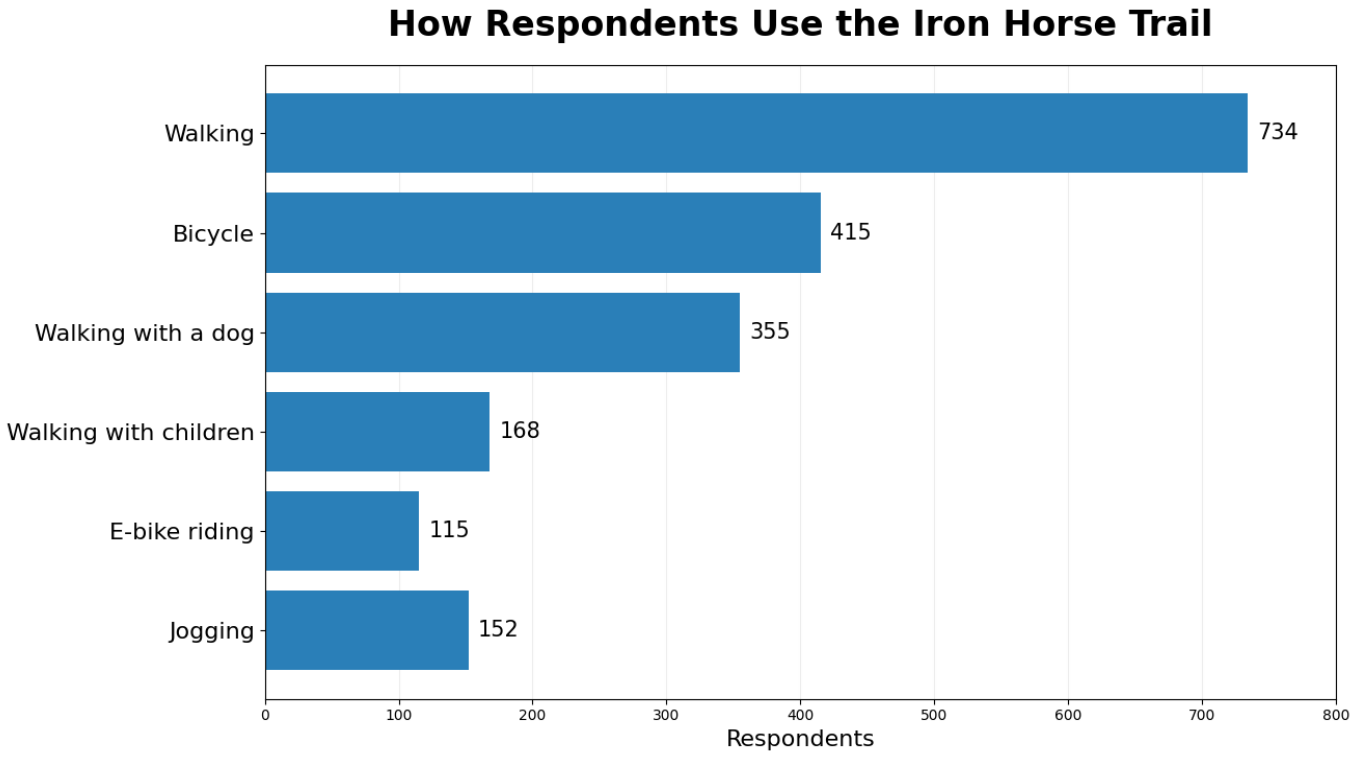
The Danville Iron Horse Trail Safety Survey opened August 1, 2026. This updated report reflects 1,064 timestamped survey responses received through September 10, 2026; 977 were received through August 31 and 87 additional responses were received on September 1–10. Outreach was conducted at multiple locations along the Iron Horse Trail between Fostoria Way and Hartford Drive. Large on-trail signs promoted the survey, small survey signs were placed at all 11 Danville Iron Horse Trail crossing locations, and volunteers distributed hundreds of 4-inch QR-code flyers directly to trail users. Walkers, runners, parents and children, dog walkers, conventional bicyclists, e-bike riders, and other trail users were encouraged to participate and share their experiences.

Participation was entirely voluntary; the outreach was not a randomized statistical sampling process. Seven blank spreadsheet rows without timestamps were excluded from response counts. The first 977 timestamped responses were received through August 31, 2026; the updated 1,064-response dataset includes 87 additional timestamped responses received September 1–10. Percentages use the number of respondents who answered the applicable question as the denominator.

Outreach measure	Status as of Sept. 10, 2026
Survey period	August 1–September 10, 2026
Outreach locations	Multiple Iron Horse Trail locations
Large tripod signs	“Danville Iron Horse Trail Safety Survey”
QR-code flyers	Printed handouts linking to the online survey
Timestamped responses in current workbook	1,064

2. Who Responded and How They Use the Trail

Residence response	Count	Percent of 1,058 answering
Danville resident	726	68.6%
Lives nearby and regularly uses Danville trail	255	24.1%
No	77	7.3%
Total answering	1,058	100.0%
Trail-use frequency	**Count**	Percent of 1,059 answering
Daily	274	25.9%
2-4 times a week	375	35.4%
About once a week	194	18.3%
1-3 times a month	176	16.6%
Rarely or never	40	3.8%
Total answering	1,059	100.0%



KEY FINDING: Question 3 allowed multiple selections. Of 1,056 respondents answering, 734 selected Walking, 415 selected Bicycle, 355 selected Walking with a dog, 168 selected Walking with children, 115 selected E-bike riding, and 152 selected Jogging. Counts overlap and are not shares of one whole.

2A. Independent Trail-Use Data — A Heavily Used Trail

Independent electronic counter data from two Danville-area Iron Horse Trail locations confirms that the trail carries substantial pedestrian and bicycle traffic. **EBRPD's Love Lane electronic counter recorded nearly 2.74 million pedestrian and bicycle passages from September 2019 through August 2026**.

Because that dataset includes 218 days with no usable total-user counts, together with other classification anomalies, the recorded total is likely below actual use. During the four complete calendar years from 2020 through 2023, Love Lane recorded **1,844,212 combined pedestrian and bicycle movements — 1,053,763 pedestrians and 790,449 bicycles**.

The resulting user mix was approximately **57.1% pedestrian and 42.9% bicycle**. At the Treat Boulevard Iron Horse Trail counter during the same complete years, the mix was approximately **68.7% pedestrian and 31.3% bicycle**. This comparison is provided as activity-volume context and does not measure unsafe behavior or crash risk.

A separate Danville electronic traffic counter at San Ramon Valley Boulevard and the Iron Horse Trail provides a second, independent measure of trail activity. From November 15, 2024 through December 1, 2025, the dataset contains 361 days with nonzero bicycle or pedestrian counts.

Across those days, it recorded **346,642 pedestrian movements and 90,387 bicycle** movements — **437,029 combined pedestrian and bicycle** movements at this single crossing. On those active-count days, combined trail activity averaged approximately 1,211 movements per day, with a median of 1,115.

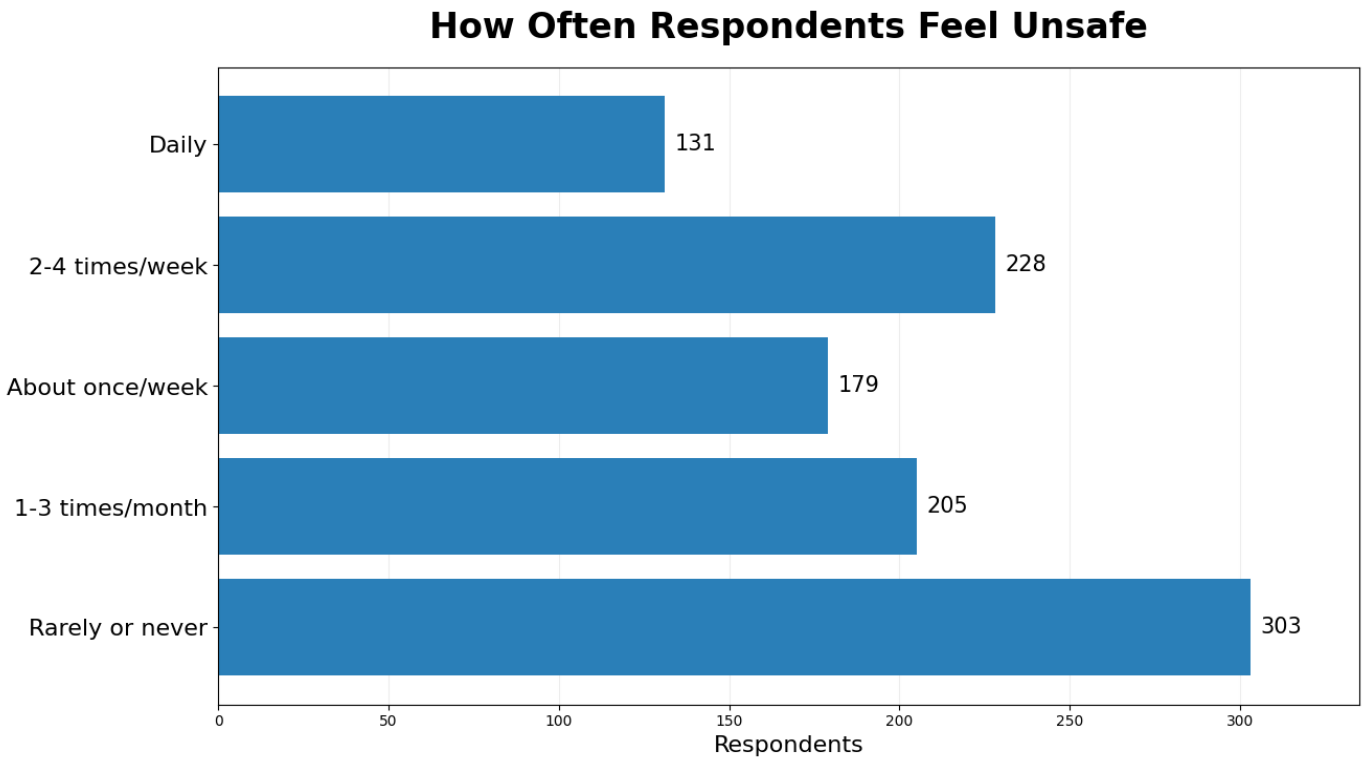
Independent count measure	Recorded activity
Love Lane — recorded passages, Sept. 2019–Aug. 2026	Nearly 2.74 million
Love Lane — estimated normal annual activity	≈432,000 passages/year
SRV Blvd crossing — active-count days, Nov. 15, 2024–Dec. 1, 2025	361 days
SRV Blvd crossing — pedestrian movements	346,642
SRV Blvd crossing — bicycle movements	90,387
SRV Blvd crossing — combined movements	437,029
SRV Blvd crossing — average per active-count day	≈1,211
SRV Blvd crossing — median per active-count day	1,115
SRV Blvd crossing — Apr. 1–Dec. 1, 2025 weekend average	≈1,650/day
SRV Blvd crossing — Apr. 1–Dec. 1, 2025 weekday average	≈1,109/day

The two datasets should not be added together or interpreted as counts of unique individuals. They represent passages or movements recorded at separate locations and during different periods, and some trail users may pass both counters. They nevertheless independently demonstrate substantial pedestrian and bicycle use at more than one location along the Danville-area Iron Horse Trail.

These volumes provide important context for the survey findings. On a heavily used shared trail, pedestrians, children, dog walkers, runners, conventional bicyclists, e-bike riders, and other users frequently occupy the same limited space. The counter data establishes usage volume; it does not establish unsafe behavior, vehicle classification, speed, fault, or collision causation.

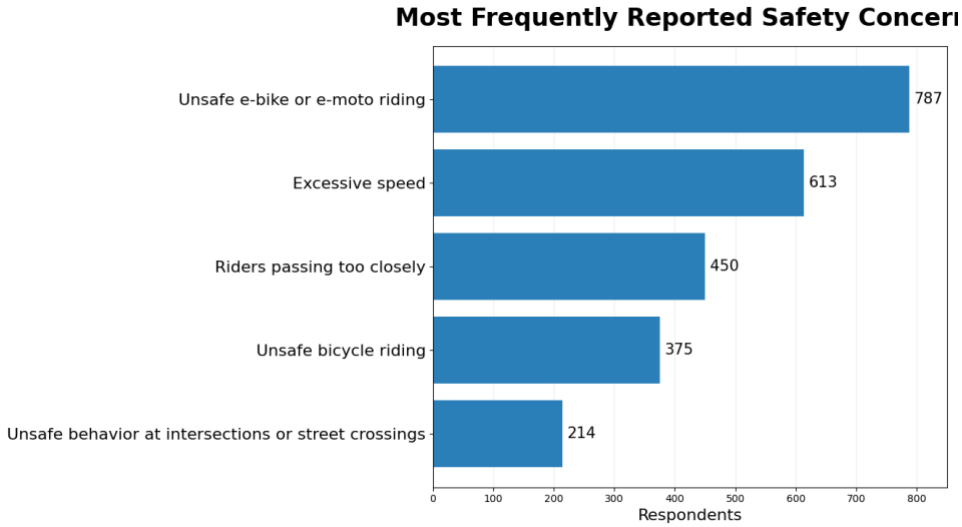
Context sources: *EBRPD Love Lane electronic counter daily records, data through August 19, 2026; Eco-Counter daily records for Treat Boulevard, 2020–2026; SRV BLD & IRON HORSE TRAIL electronic traffic-count workbook, period through December 1, 2025. Counter figures are independent of and separate from the survey results.*

3. How Often Respondents Feel Unsafe



Response	Count	Percent of 1,046 answering
Daily	131	12.5%
2-4 times per week	228	21.8%
About once per week	179	17.1%
1-3 times per month	205	19.6%
Rarely or never	303	29.0%
Total answering	1,046	100.0%
KEY FINDING: 743 of 1,046 respondents (71.0%) reported feeling unsafe at least monthly. 538 of 1,046 (51.4%) reported feeling unsafe at least weekly.		

4. What Respondents Said Makes Them Feel Unsafe



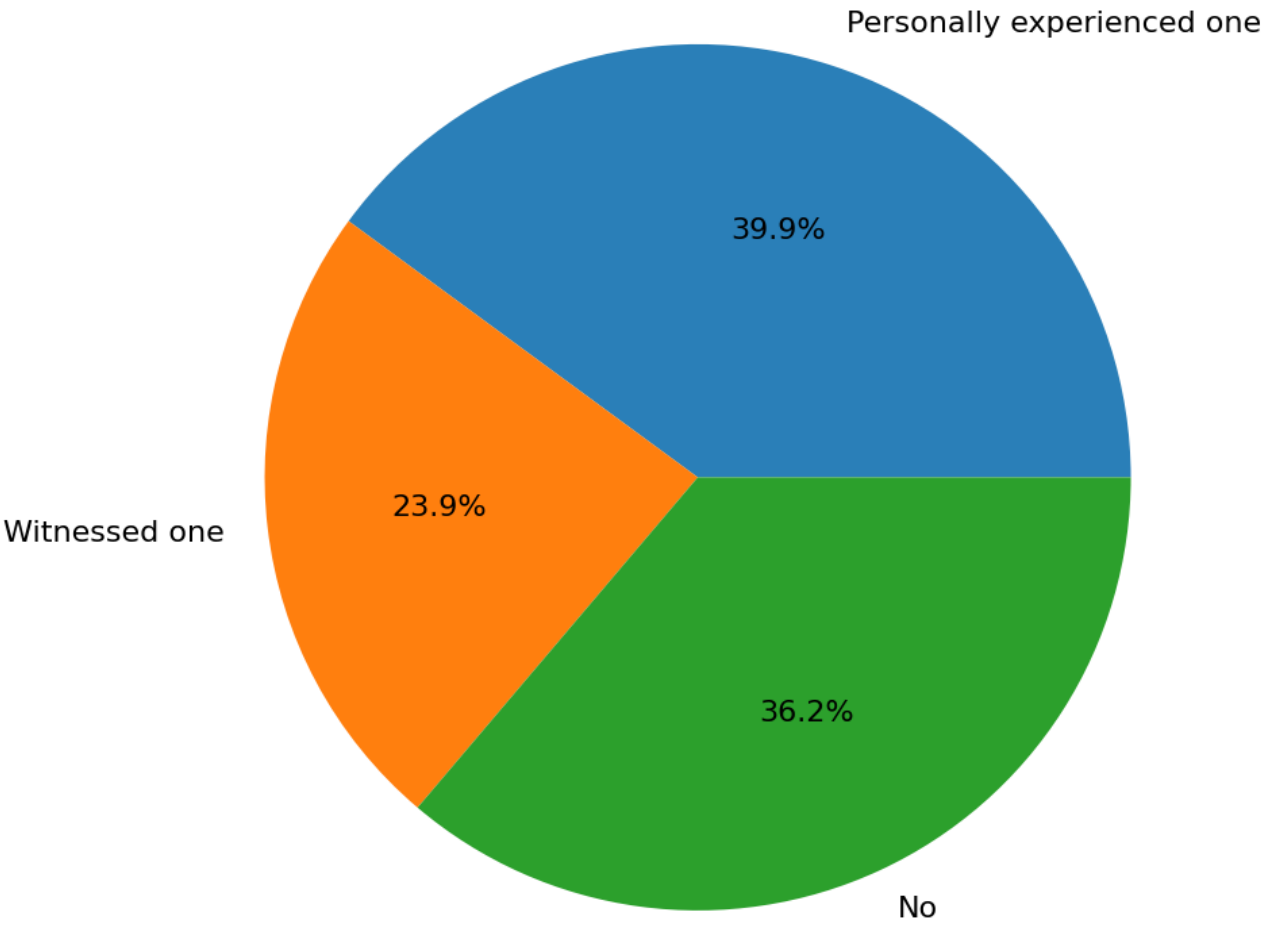
Selected concern	Count	Percent of 984 answering Q5
Unsafe e-bike or e-moto riding	787	80.0%
Excessive speed	613	62.3%
Riders passing too closely	450	45.7%
Unsafe bicycle riding	375	38.1%
Unsafe behavior at intersections or street crossings	214	21.7%
Other	123	12.6%
Horse riders	10	1.0%
KEY FINDING: Question 5 allowed multiple selections. Unsafe e-bike or e-moto riding was the most frequently selected concern, followed by excessive speed and riders passing too closely.		

5. Personal Experience With Near-Misses, Collisions, or Unsafe Passing

668 OF 1,047 — 63.8%

Of the respondents who answered this question, 418 (39.9%) said they personally experienced a near-miss, collision, or unsafe passing incident, while another 250 (23.9%) witnessed one. 379 (36.2%) reported neither.

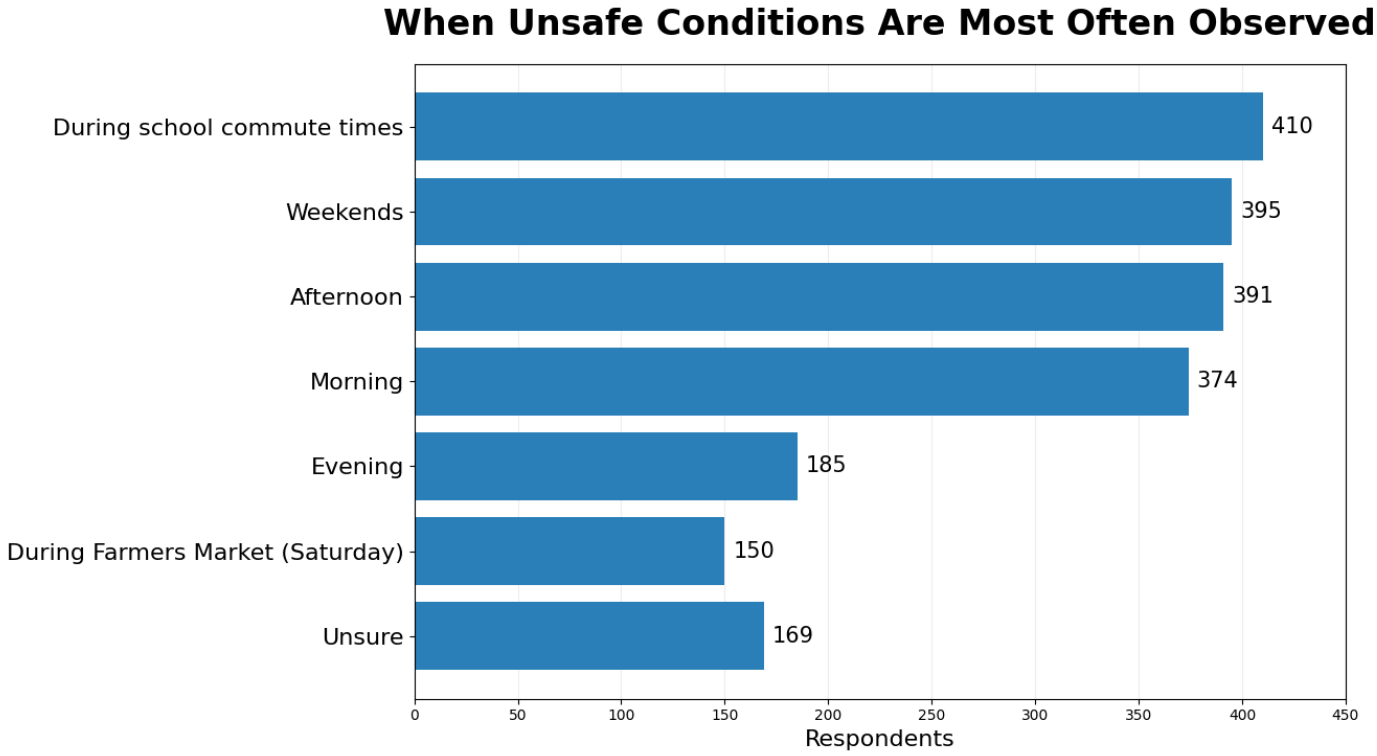
Near-Miss, Collision, or Unsafe Passing



Response	Count	Percent
Personally experienced one	418	39.9%
Witnessed one	250	23.9%
No	379	36.2%
Total answering	1,047	100.0%

KEY FINDING: 668 of 1,047 respondents (63.8%) who answered this question reported direct exposure to an unsafe trail incident. The survey records respondents' reported experiences; individual incidents were not independently verified and the survey does not determine collision causation.

6. When Unsafe Conditions Are Most Often Observed

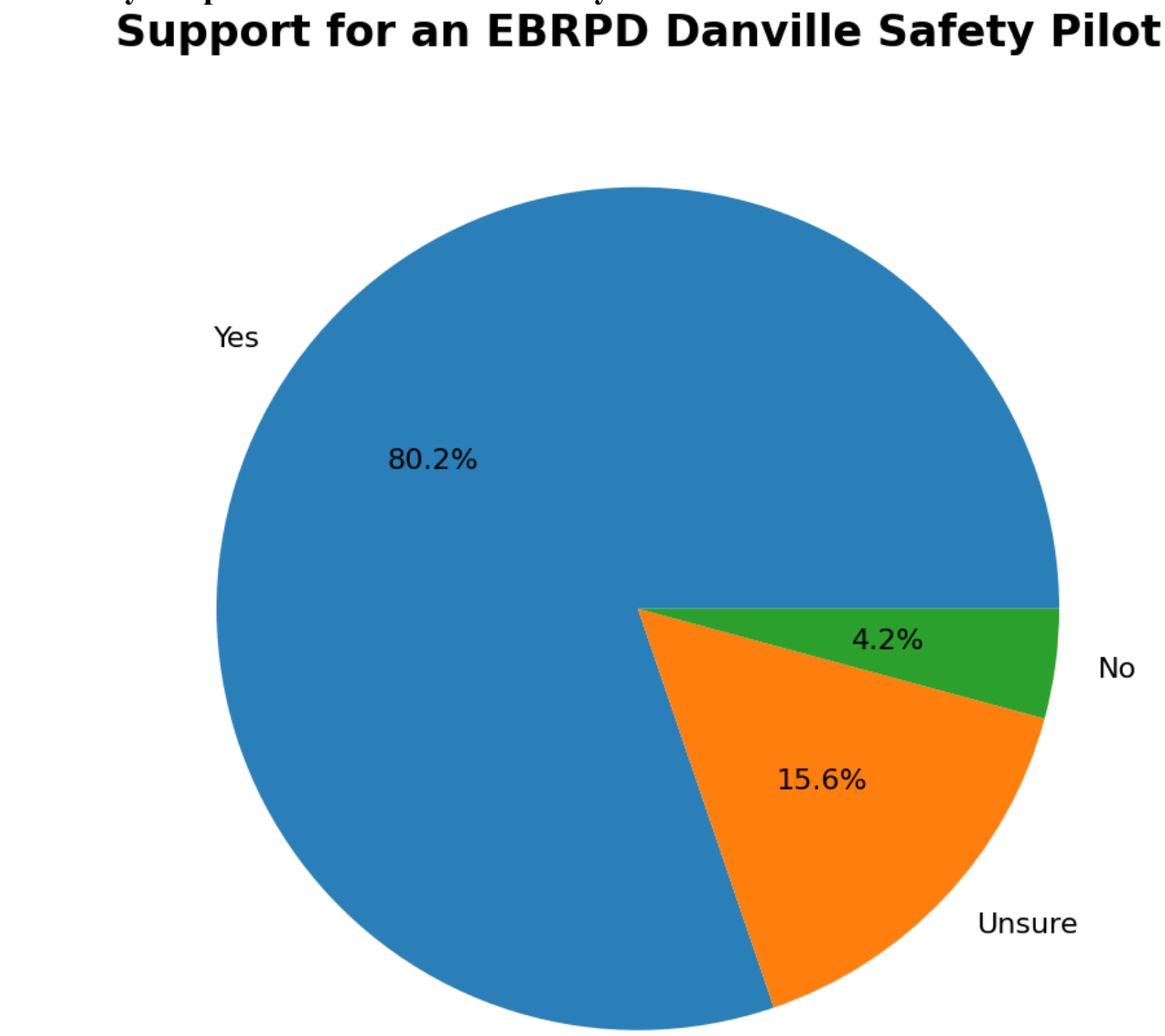


Time period	Count	Percent of 999 answering
During school commute times	410	41.0%
Weekends	395	39.5%
Afternoon	391	39.1%
Morning	374	37.4%
Evening	185	18.5%
During Farmers Market (Saturday)	150	15.0%
Unsure	169	16.9%
KEY FINDING: Question 8 allowed multiple selections. During school commute times (410) and Weekends (395) were the two most frequently selected time periods, followed by afternoon (391) and morning (374).		

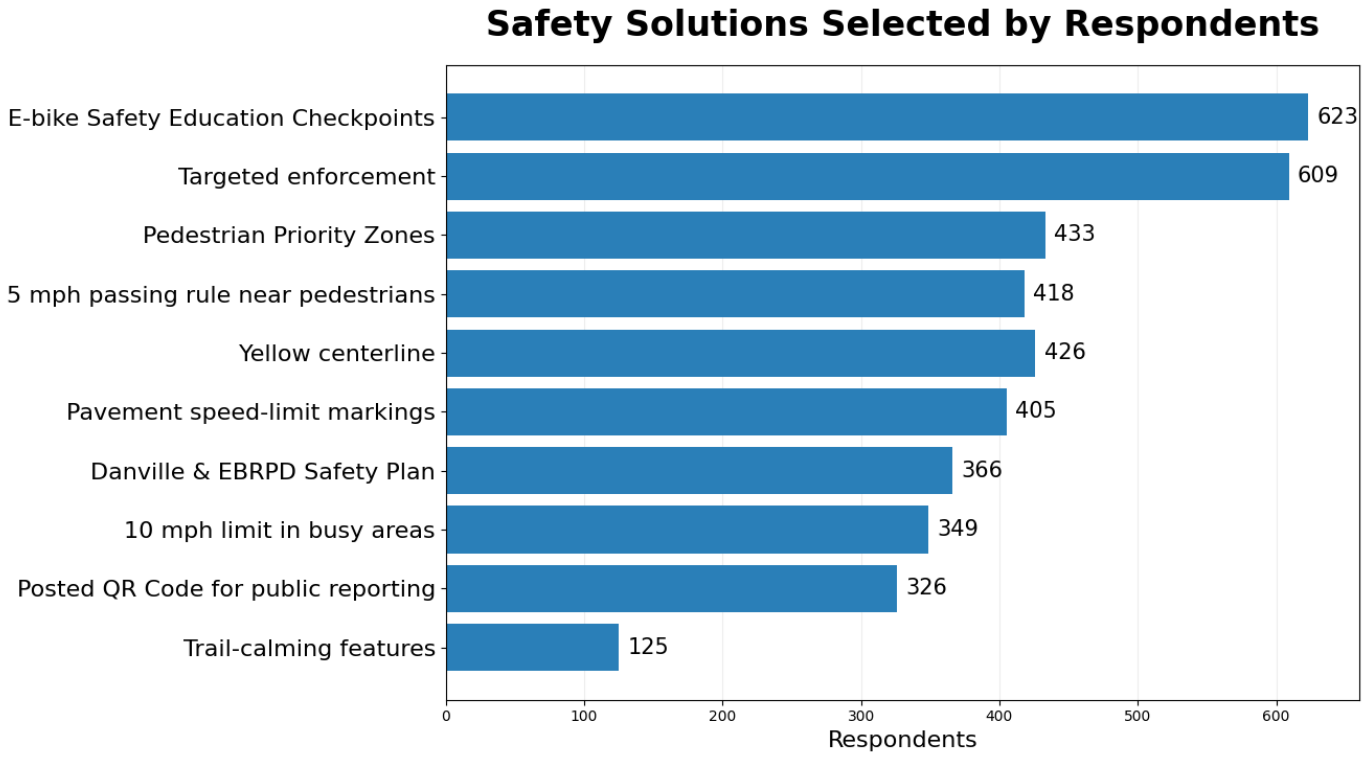
Independent usage context: The separate San Ramon Valley Boulevard/Iron Horse Trail counter also shows heavier weekend use. During the consistently recorded April 1–December 1, 2025 period, combined pedestrian and bicycle activity averaged approximately 1,650 movements per weekend day, compared with

approximately 1,109 per weekday. This does not establish the cause of respondents' safety concerns, but it provides independent context for why weekends may produce more interactions among trail users.

7. Survey Responses on a Pilot and Safety Solutions



Pilot response	Count	Percent
Yes	840	80.2%
Unsure	163	15.6%
No	44	4.2%
Total answering	1,047	100.0%



Safety solution	**Count**	Percent of 1,022 answering Q10
E-bike Safety Education Checkpoints	623	61.0%
Targeted enforcement	609	59.6%
Pedestrian Priority Zones	433	42.4%
5 mph passing rule near pedestrians	418	40.9%
Yellow centerline	426	41.7%
Pavement speed-limit markings	405	39.6%
Danville & EBRPD Safety Plan	366	35.8%
10 mph limit in busy areas	349	34.1%
Posted QR Code for public reporting	326	31.9%
Trail-calming features	125	12.2%
KEY FINDING: Question 10 allowed multiple selections and write-ins. E-bike Safety Education Checkpoints (623) and Targeted enforcement (609) were the most frequently selected standard choices.		

OTHER WRITE-INS: 180 write-in entries are reproduced in Attachment D. They include proposals involving enforcement and patrols; restrictions on e-motos and certain e-bikes; trail widening or separate bicycle/pedestrian space; signs, pavement markings, bells and passing warnings; education and etiquette for all trail users; pavement repairs; and changes involving dogs, leashes, pedestrians, and headphones. Some respondents also opposed additional restrictions or enforcement.

8. Optional Contact Information — Questions 12 and 13

Optional survey item	Number of respondents	Percent of all 1,064 responses
Question 12 — Left an optional name	273	25.7%
Question 13 — Left an email address for updates	322	30.3%
KEY FINDING: Although contact information was optional, 273 respondents chose to identify themselves by name and 322 supplied an email address. No names or email addresses are reproduced in this public survey-results report.		

9. Voices From the Trail — Representative Narrative Comments

The excerpts below illustrate the range of views contained in the survey. They are examples, not a statistical sample. Attachment A contains the consolidated narrative comment record, organized once by recurring safety theme. Attachment B provides a respondent index by trail-user group so readers can locate comments without reproducing the same comment in multiple user-group attachments.

Walker: “While walking, I have nearly been hit by Bikes several times”

Walker with children: “I was walking on iron horse alone and 3 boys sped past me on e-bikes and nearly hit me. The incident occurred near Greenbrook & Iron horse. ”

Walker with dog: “With my dog, an e-bike teen came silently behind me and my dog jumped out of fear and the e-bike rider almost hit my dog! ”

Bicycle rider: “Near misses and unsafe passing incidents happen frequently with middle school and high school age students riding e-moto bikes in groups, doing wheelies, not judging distances between them and pedestrians. The most alarming ones are when the youth (mostly males) do wheelies in intersections ”

E-bike rider: “E-bikes are legal, illegal ebikes are illegal. ”

E-moto-related comment: “Near misses and unsafe passing incidents happen frequently with middle school and high school age students riding e-moto bikes in groups, doing wheelies, not judging distances between them and pedestrians. The most alarming ones are when the youth (mostly males) do wheelies in intersections ”

Horse rider: “It is unsafe for me to ride the iron train on my horse. I used to ride once a week. In the last 1 1/2 years I stopped using the Iron Horse Trail. Unsafe for the horse.. pointless to make rules that need enforcing if there is no enforcement”

KEY FINDING: Narrative comments include concerns about fast or silent passing, e-motos, youth riding, dogs and long/off-leash behavior, distracted pedestrians, conventional bicycle behavior, street crossings, and survey balance. The full comment attachments should be used when evaluating the qualitative responses rather than relying only on these examples.

10. Comment Attachments and Methodology

584 respondents supplied an incident description in Question 7, 180 write-in entries are included in the safety-solutions attachment, and 341 supplied an optional comment in Question 11. A total of 701

respondents supplied at least one of those two narrative comment fields. The reorganized attachments preserve respondent wording while reducing duplication: narrative comments appear once in the thematic record, with a separate trail-user-group index for navigation.

Attachment	Organization	Purpose
A	Complete Organized Narrative Comment Record	Questions 7 and 11, presented once by recurring safety theme.
B	Comment Index by Trail User Group	Respondent-level index for walkers, parents, dog walkers, bicyclists, e-bike riders, horse riders, and overlapping user categories.
C	E-Bike, E-Moto & Electric Motorcycle Safety Incidents and Concerns	Separate qualitative analysis organized by reported safety severity and recurring theme.
D	Respondent-Proposed Safety Solutions	Question 10 “Other” write-ins organized by proposed solution type.
E	Historical Infrastructure Assessment	Summary and link to the February 1, 2023 Danville bollard and crossing-safety assessment.

E-moto note: the survey did not offer “e-moto rider” as a Question 3 trail-use category. E-moto and electric-motorcycle comments remain identifiable in the consolidated thematic comment record and in the separate reported-safety-severity analysis.

Methodology Note

The survey is voluntary and is not a scientifically randomized public-opinion poll. Results represent the experiences and opinions of the individuals who chose to respond. Several questions allowed multiple selections, so category counts may overlap. Percentages use the number of respondents who answered the applicable question as the denominator. Narrative comments and Question 10 “Other” write-ins in the attachments are reproduced as entered, including spelling, punctuation, capitalization, and wording; they have not been edited for grammar or tone.

What the Survey Shows

The survey does not determine why every unsafe interaction occurs or establish collision causation. It does show a **consistent pattern of reported concern.** Of the 1,047 respondents who answered the incident question, 418 (39.9%) said they personally experienced a near-miss, collision, or unsafe passing incident, and another 250 (23.9%) said they witnessed one. Combined, 668 respondents—63.8%—reported direct personal experience with or observation of an unsafe incident.

In addition, 538 of 1,046 respondents answering the safety-frequency question (51.4%) reported feeling **unsafe at least weekly**, and respondents most frequently selected unsafe e-bike/e-moto riding, excessive speed, and riders passing too closely as safety concerns. At the same time, narrative comments also identify

hazards involving conventional bicyclists, pedestrians, dogs, leashes, distraction, street crossings, and other shared-trail behaviors.

The survey findings should also be considered in the context of documented trail use. Independent electronic counters at Love Lane and San Ramon Valley Boulevard demonstrate substantial pedestrian and bicycle activity on the Iron Horse Trail. The counter data does not establish unsafe behavior or collision causation, and the survey does not measure total trail traffic. Considered together, however, the two sources describe both the scale of trail use and the safety experiences reported by people who use it.

For a consolidated view of the complete organized narrative record, see Attachment A.

Attachment B indexes respondents by trail-use group.

Attachment C retains the separate qualitative analysis of comments concerning e-bikes, e-motos, electric motorcycles, and closely equivalent vehicles, organized by reported safety severity.

ATTACHMENT INDEX

The narrative record has been organized to make the comments easier to review while preserving respondent wording. Narrative comments are presented once by recurring safety theme; the user-group index provides a second way to locate respondents without reproducing the same comment multiple times.

Attachment A — Complete Organized Narrative Comment Record
Narrative responses from Questions 7 and 11, consolidated from the existing comment attachments and organized once by recurring safety theme.

Attachment B — Comment Index by Trail User Group
Respondent index showing trail-use categories, primary recurring theme, and whether the respondent supplied a Question 7 and/or Question 11 narrative.

Attachment C — Reported E-Bike, E-Moto & Electric Motorcycle Safety Incidents and Concerns
Existing separate qualitative analysis retained and organized by reported safety severity and recurring theme.

Attachment D — Respondent-Proposed Safety Solutions — Question 10 “Other” Write-Ins
179 respondent-generated safety-solution write-ins, organized by the type of solution proposed.

Attachment E — Historical Infrastructure Assessment: 2023 Danville Iron Horse Trail Bollards, Bicycles & Pedestrians
Summary and link to the February 1, 2023 field assessment, retained as historical physical-design evidence.

Attachment F — Danville Iron Horse Trail Safety Survey Questionnaire
Complete survey instrument, reformatted for readability while preserving the wording, response options, and question sequence presented to respondents.

Attachment G — Danville Iron Horse Trail Collision Inventory
Complete inventory of 50 documented bicycle-, pedestrian-, and e-scooter-involved collisions at Danville Iron Horse Trail crossings from 2009 through August 11, 2026, including date, crossing/location, and reported severity/result. Includes 39 bicycle collisions, 7 pedestrian collisions, and 4 e-scooter/motor-driven-cycle collisions, with separately identified electric bicycles where the underlying record permits classification.