

To: County Supervisor Otto Lee  
Cc: All other County Supervisors  
Former County Supervisor Rod Diridon  
From: Akos Szoboszlay  
Subject: County Roads censored BOS-approved documents

04/23/2024; Updated 04/30/2024

Hon. Supervisor Otto Lee,

As a result of my recent effort to achieve compliance with the 2003 and 2008 County Expressway Plans, both documents were removed from the County website by the County Roads Dept. This is shocking considering these were official County documents and were approved by the following:

- (Expressway) Study Policy Advisory Board, comprised of elected officials
- County Roads Commission
- Endorsed by the City Councils of Campbell, Cupertino, Los Altos, Milpitas, Mountain View, San Jose, Santa Clara, Saratoga, and Sunnyvale
- VTA BPAC (Bicycle Pedestrian Advisory Committee)
- VTA Board
- BOS (County Board of Supervisors).

The formal document name is *Comprehensive County Expressway Planning Study Implementation Plan (2003)* and its *Update (2008)*. This image of the County web page shows that the two links (at bottom of image) have been removed. They had worked previously. [See Links below for the link to this County page.]:

# Expressway planning activities

## Overview

In 2003 and 2008, the Roads and Airports Department assessed the countywide expressway network for deficiencies and future capital improvement needs. In 2016, planned expressway improvements were re-prioritized for inclusion in the Measure B Expressway Improvement Program. This program dedicates \$750 million from local sales tax receipts over a thirty-year period to address bottlenecks, improve traffic flow, and enhance pedestrian/bicycle capacity in the expressway network. These Measure B expressway improvements will be programmed and prioritized for delivery through development of the capital improvement plan.

2003 Comprehensive County Expressway Planning Study

2008 Update to the Comprehensive County Expressway Planning Study

[Update: One week later, County Roads completed deleted the two lines that had the links.]

Here are the same links when they worked (blue and underlined), from a historical webpage archive [[web.archive.org](http://web.archive.org)]. The three lines (below) are an image copy, so cannot click them here:

development of the capital improvement plan.

[2003 Comprehensive County Expressway Planning Study](#)

[2008 Update to the Comprehensive County Expressway Planning Study](#)

Instructions to retrieve the documents from the archive are at bottom of this file.

The 2003 and 2008 Expressway Plans each had a main document, and each expressway had its own detailed document, plus additional documents, for example, the Bicycle Element. These are requirements that County Roads *must* comply with. There were pedestrian maps for each expressway which showed, block by block, the existing or required pedestrian facilities. [See two examples of maps in the letter to Supervisor Ellenburg; link below.] All were pdf files that anyone could download. Now, they are all gone.

Years ago, I downloaded most of these files to my computer. While I have these, other people, including County Supervisors and their aides, do not. I quoted these documents extensively in my letter to Supervisor Otto Lee [link below], requesting that the BOS send a letter to cities to repeal prohibitory ordinances. Such repeals would stop County Roads from using prohibitions as a ruse to avoid complying with the County Expressway Plans. It is important for the sake of verification, and to prove that I am telling the truth, that people are able to verify my quotes independently, by going to the source.

County Roads has, for decades, violated BOS requirements for pedestrian facilities on expressways, starting with the 1991 BOS requirement for pedestrian paths along the “entire expressway system,” which the BOS fully funded. County Roads has not complied with this, including access to major transit stations. [Two examples are in the letter to Supervisor Cindy Chavez; link below.] Instead, County Roads fought against removing their illegal prohibitory signs which violated State law, but lost the fight over every expressway they fought over. But even then, after they were forced to remove prohibitory signs, they would not comply with BOS requirements. Furthermore, County Roads has contradicted the BOS to cities, including that the BOS opposes pedestrians along expressways. The most dramatic example of this is from 2006, when Michael Murdter, Director of County Roads, went before the City Council of Santa Clara to oppose allowing use of the existing sidewalks along Lawrence Expy. Mr. Murdter fabricated a false claim against sidewalks, which also applies to bike lanes, that is detailed in Appendix F of the letter to Supervisor Otto Lee [link below].

County Roads has also opposed bicycles along expressways before city councils, even after the 1988 BOS vote to “support” bicycles on expressways, and the 1989 BOS vote requiring bike

lanes. The 2003 Expressway Plan's *Bicycle Element* contains detailed requirements of intersection designs for bike lanes. This was also censored by County Roads.

For the 2003 County Expressway Plan (draft), County Roads opposed pedestrians unless there is a paved sidewalk, but lost the vote. This tactic would have enabled County Roads to prohibit pedestrians simply by not building (approved) sidewalks. Instead, the BOS supported pedestrian use of paths and shoulders/bike lanes (which is allowed by Vehicle Code 21966), and the BOS (again) required those bike lanes. The Plan, now censored, proves that.

At public meetings for the 2008 County Expressway Plan (draft), County Roads opposed both paved sidewalks and pedestrians along expressways, but lost the vote. Instead, the BOS approved future sidewalks along all expressways. If a nearby routes exists — which are shown on the Expressway Plan maps — the BOS approved posting guide signs. The BOS did *not* approve posting “Pedestrians Prohibited” signs. The Plan, now censored, proves that.

Despite having repeatedly lost votes, County Roads has repeatedly gotten their way by violating what was approved by the BOS, and by contradicting the BOS before city councils. Now, County Roads appears to want to unilaterally write their own Expressway Plan by censoring what was actually approved by all the above entities.

Please restore the County Expressway Plans on the County website, including all associated documents such as the pedestrian map for each expressway, for both the 2003 and 2008 Plans. County Roads has a vested interest — most of their salaries — in promoting use of motor vehicles and has tried to eliminate all other modes in the urban transportation market, since 1960. [Many examples are in the letter to Supervisor Otto Lee; link below.] To prevent future censorship, please consider removing County Roads control over these documents that have been BOS approved and are official, by transferring control to another department.

Sincerely Yours,

Akos Szoboszlay (Phone: 408-221-06-ninetyfour)

## Links

This letter as a pdf file: [ModernTransit.org/2024/censored.pdf](https://ModernTransit.org/2024/censored.pdf)

County web page with deleted links for the 2003 and 2008 County Expressway Plans:  
[roads.santaclaracounty.gov/projects-and-studies/planning-studies/expressway-planning-activities](https://roads.santaclaracounty.gov/projects-and-studies/planning-studies/expressway-planning-activities)

Letter to Supervisor Otto Lee, requesting that the BOS send a letter to cities to *completely* repeal *all* bicycle/pedestrian prohibitory ordinances, and contains quotes of BOS, photos, etc.:

[ModernTransit.org/2024/repeal.pdf](https://ModernTransit.org/2024/repeal.pdf)

Letter to Supervisor Ellenburg to restore 2.1 miles of destroyed paths, and shows two pedestrian maps: [ModernTransit.org/2024/SupEllenburg.pdf](https://ModernTransit.org/2024/SupEllenburg.pdf)

Letter to Supervisor Cindy Chavez to enable transit access at two locations where County Roads violates BOS requirements: [ModernTransit.org/2024/SupChavez.pdf](https://ModernTransit.org/2024/SupChavez.pdf)

## Instructions to retrieve the documents from the archive

County Roads changed the URL recently. Here are instructions, which I figured out, that work, using the previous County Roads' URL, which is the one that was archived by [web.archive.org](https://web.archive.org)

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- **Preliminary info:**
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- The old URL is this. It still works today because County Roads is using the webpage-substitute feature (which is inside a web page in HTML language) to substitute another web page:
  - [countyroads.sccgov.org/expressway-planning-activities](https://countyroads.sccgov.org/expressway-planning-activities)
  - Fortunately, I had saved this old URL into my notes file. And, I inadvertently used it rather than the new URL for looking at the archives, so it worked for me.
  - When you click this link, you will see the old URL change to the new URL, but that is barely noticeable because it happens automatically and is fast.
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- The new URL is this, which you can copy from the URL box of the browser (after the substitution):
  - [roads.santaclaracounty.gov/projects-and-studies/planning-studies/expressway-planning-](https://roads.santaclaracounty.gov/projects-and-studies/planning-studies/expressway-planning-)
  - This URL is, of course, the same as if you started on the County website and clicked thru links to get to the Expressway Planning Activities page (with the now-missing links).
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- **Instructions:**
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- Bring up [web.archive.org](https://web.archive.org) (click the link)
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- Enter the old URL (the first link, above).
  - If you use the new URL, it only lists the archive for April 24 (and going forward) because I told [web.archive.org](https://web.archive.org) to start archiving it on April 24.
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- After entering the old URL, click the year: 2023. Note: Clicking other years, 2022 or 2021, may have better results be more of the website was archived. The year 2023 retrieved some, but not all, the documents.
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- In the calendar, the dates with a blue dot have an archive of the webpage. For 2023, only March 27 is blue so that will be used.
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- Put the cursor over this date and a box will pop up with the time of the archiving. Click the time.
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- This will bring up that County webpage on March 27, 2023 (if using 2023 year).
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- Click the link for the 2003 Expressway Plan. The link works and brings up the title page.
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- Then click “Table of Contents”, near bottom, to bring that up. This is in the main 2003 Expressway Plan document, with a clickable Table of Contents.
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- You can click “Pedestrian Element” or other chapters.
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- You can also click “Complete Copy ... pdf download”, but unfortunately, this gave me an error. Looking at the total page numbers stated, over 200, this may contain everything if it can be found somewhere on a County computer.
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- There are more documents, one for each expressway which also contain the pedestrian map for each expressway. However, I don’t see them here which means they were not archived or are elsewhere (or omitted, but I hope not). I downloaded them after approval, in 2003 or 2004. When I referred to it the past 20 years, I used my copies because they were easier to get to. Because they were officially approved documents, I expected that they never would be changed, especially because they are still valid today.
- Click the browser “back” button a few times to get to the 2008 Plan.
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- Click the link for the 2008 Plan. The page that comes up states that access was denied (by County Roads’ website, probably by a code in HTML language to not open), so the archiving process could not archive it. But, the link is clickable.
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- If you try other archived dates, the oldest date is in 2021. County Roads must have used a different URL prior to that. Originally, County Roads had a completely different URL: [expressways.info](http://expressways.info)
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