

Links for Lawrence Expressway proposals

Updated 08/15/2024

Articles by Akos Szoboszlay regarding Lawrence Expressway's future

Campaign to convert Lawrence Expressway into a freeway:

ModernTransit.org/2024/LawrenceAA.pdf

Descendence: Shallow tunnel concept for compact Electric Vehicles (EVs) and/or podcars under Lawrence Expressway: ModernTransit.org/2024/Descendence.pdf

Descendence Graphics (visual explanation): ModernTransit.org/2024/graphics.pdf

Dip (Shallow tunnel for one intersection): ModernTransit.org/2024/Dip.pdf

BUP (Bicycle Underpass with Pedestrians): ModernTransit.org/2024/BUP.pdf

Bike Lane signs along expressways: ModernTransit.org/2024/BikeLaneSigns.pdf
How to greatly decrease crossing fatalities of both pedestrians and bicyclists.

Links for San Jose's Personal Rapid Transit / podcar projects:

New Transit – Airport Connector and Stevens Creek Line

This Webpage Explains Personal Rapid Transit (Podcar With Up To 4 People) And Automated People Mover (More Than 4 People, For Stevens Creek Blvd.):

<https://www.sanjoseca.gov/home/showpublisheddocument/72125/637556329053930000>

New Silicon Valley Transit: Airport Connector and Future Expansion

Has many links regarding these projects:

<https://www.sanjoseca.gov/your-government/departments-offices/transportation/transit/airport-connector>

The podcars for San Jose are made by Glydways: <https://www.glydways.com/>

County Roads' Concept Study for Lawrence Freeway, 2014, was deleted from the County website in early 2024, but is available here: ModernTransit.org/2024/Freeway.pdf
See the important quote (and rebuttal) on next page.

County Roads' project list (as of 2024): ModernTransit.org/2024/PriorityList.pdf

Links for repeal of prohibitory ordinances

For expressways background, safety, how ordinances increase crash risk, quotes of BOS actions, destroyed access to transit, and more: Click this link (letter to Supervisor Otto Lee):

ModernTransit.org/2024/repeal.pdf

Timeline of expressway events: ModernTransit.org/expy/#timeline

Expressway Topics, Links page, on Modern Transit Society website:

ModernTransit.org/expy

Important quote from *Lawrence Expressway ... Study, 2014*

County Roads states: “**The addition of** the bicycle and pedestrian corridors [facilities] ... greatly increase the ROW [Right-of-Way] needed for the proposed concept [project]” and greatly increases costs. [Section 6.3.3., on page 6-15]. This statement is worded to sound like there are no bicycle and pedestrian facilities along Lawrence Expy. today, and these features would be very expensive to “add” to the project.

The fact is that bike lanes (on both sides) and sidewalks (on both sides) already exist the entire way for the extent of this project! The question is not whether to “add” but whether to *destroy* bicycle and pedestrian facilities. County Roads blames bicyclists and pedestrians for greatly increasing costs to add more car traffic lanes (effectively, 10 lanes).

County Roads finally revealed, in 2014, the *real reason* for their decades-long fight to eliminate bicyclists, pedestrians, transit patrons, and their facilities, along “expressway” arterial roads: County Roads wants to use their right-of-way, and violate their right to use public roads (which County Roads already secretly eliminated, effective 1/1/2005), to obtain more car traffic.