

## Links pages:

Lawrence Expressway proposals (this page);

Repeal of prohibitions of bicyclists and/or pedestrians (page 2).

Quote from highway staff's freeway proposal for Lawrence (page 2).

Updated 2/17/2026

Note: Going to the first link would make other links clickable.

This page of clickable links: [ModernTransit.org/2024/Links.pdf](https://www.moderntransit.org/2024/Links.pdf)

**Lawrence Freeway** proposal by County Roads, 2014. This document was deleted from the County website to minimize opposition, but is here: [ModernTransit.org/2024/Freeway.pdf](https://www.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](https://www.moderntransit.org/2024/PriorityList.pdf)

Notice the freeway project and Homestead "grade separation" are given identical priority.

## Articles by Akos Szoboszlay regarding Lawrence Expressway's future

Campaign to convert Lawrence Expressway into a freeway:

[ModernTransit.org/2024/LawrenceAA.pdf](https://www.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](https://www.moderntransit.org/2024/Descendence.pdf)

Descendence Graphics (visual explanation): [ModernTransit.org/2024/graphics.pdf](https://www.moderntransit.org/2024/graphics.pdf)

Dip (Shallow tunnel for one intersection): [ModernTransit.org/2024/Dip.pdf](https://www.moderntransit.org/2024/Dip.pdf)

BUP (Bicycle Underpass with Pedestrians): [ModernTransit.org/2024/BUP.pdf](https://www.moderntransit.org/2024/BUP.pdf)

Bike Lane signs along expressways: [ModernTransit.org/2024/BikeLaneSigns.pdf](https://www.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:

<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/>

## Links for repeal of city 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](https://ModernTransit.org/2024/repeal.pdf)

Timeline of expressway events: [ModernTransit.org/expy/#timeline](https://ModernTransit.org/expy/#timeline)

*Expressway Topics, Links* page, on Modern Transit Society website: [ModernTransit.org/expy](https://ModernTransit.org/expy)

## Links regarding the 2024-2025 fight for bicyclists, pedestrians and their facilities along expressways

BOS votes and quotes of policies and requirements for expressways:

[ModernTransit.org/BOSvotesQuotes.pdf](https://ModernTransit.org/BOSvotesQuotes.pdf)

Rebuttal to County Roads letter regarding repeal of prohibitions:

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

County Roads Dept. opposed BOS policy, opposed sidewalks, and faked “accident statistics”: [ModernTransit.org/2024/SCrepeal.pdf](https://ModernTransit.org/2024/SCrepeal.pdf)

Rebuttal to draft Active Transportation Plan (ATP): [ModernTransit.org/2024/ATPrebuttal.pdf](https://ModernTransit.org/2024/ATPrebuttal.pdf)

Update: the BOS rejected eliminating bike lanes and sidewalks on expressways on 6/3/2025.

## Quote from highway staff’s freeway proposal for Lawrence

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, in the link above]. 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 of the road) and sidewalks (usually on both sides) already exist the entire way for the extent of this project! Bicyclists and pedestrians were allowed even after the name change from Lawrence Station Road to Expressway, despite posting of illegal prohibitory signs from 1960s to 1991.) 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 (to 10 lanes).

County Roads finally revealed, in their 2014 proposal, the *real reason* for their decades-long fight to eliminate bicyclists, pedestrians, transit patrons, and their facilities, along expressways: 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 and increased VMT (Vehicle Miles Traveled), and a freeway.