

Location of prohibitory signs as of 2024

How signs were caused to be removed (page 2)

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All signs prohibiting pedestrians were removed from most expressways, and all signs prohibiting bicyclists were removed by 1991 (despite three ordinances still prohibiting them). Only portions of three (of seven) expressways still have signs as follows:

- **Lawrence Expy.:**
 - Sunnyvale portion: prohibitory signs were removed in 1987 (bicycles) and 2004 (pedestrians) after repeals by city council.
 - Santa Clara portion: All signs removed by 1992 using a combination of repeal of the bicycle prohibitory ordinance (1991) and then State law (1992) to force removal of remaining pedestrian signs.
 - San Jose portion has signs despite the fact that a sidewalk exists on one side, and a pedestrian path (behind the soundwall) is on the other side (except for one block).
 - County Roads needs to remove all remaining prohibitory signs and place guide signs where the path (behind the soundwall) is not visible.
 - Guide signs were approved in the 2003 and 2008 County Expressway Plans, but County Roads has ignored that, to date.
 - Only one block, just south of Mitty High School, needs unpaved path creation as it does not have a sidewalk.
- **San Tomas Expy.**
 - Has no prohibitory signs north of Kifer (near Caltrain tracks) all the way to the end of Montague Expy. in Milpitas.
 - Has no prohibitory signs at south end. This is the former Camden Ave., crossing over the river and under Fwy. 17.
 - Has prohibitory signs from Homestead to Winchester.
 - There are some signs (south of Kifer) that should be replaced by guide signs pointing to a pedestrian path or sidewalk on the other side of the road, or the nearby Creek Trail.
 - Creating and restoring paths, as required by the BOS, should cause all remaining prohibitory signs to be removed from San Tomas Expy.
- **Foothill Expy.** still has prohibitory signs. Instead, it needs guide signs pointing to the adjacent “frontage” road, and removal of prohibitory signs.
- **Capitol Expy.:** In 1997, all signs were removed but one (inadvertently). The missed sign is at Jackson, at the north end of Capitol Expy. There is no sign banning people from walking in the opposite direction using the combination of paved sidewalk or unpaved path.

Bicycles

Large “Pedestrians Bicycles and Equestrians Prohibited” signs were used to prohibit bicycles. These were either removed or had the words “Bicycles” taped over by 1991, to stop prohibiting bicyclists.

Later (circa 2003) all these large signs that still remained — by then only prohibiting pedestrians — were replaced by the smaller signs, “Pedestrians Prohibited”, to stop misleading (some) car drivers that the road is a freeway, in order to reduce fatalities of pedestrians crossing the expressways.

List of signs

There is no list on this website, but you can use Google Maps Street View to see the signs and go down the road, or jump to next intersection. The signs are clearly visible when looking for them.

How signs were caused to be removed

Prohibitory signs were removed either by:

1. Forcing County Roads to comply with State law that only authorized (enabled) prohibiting from freeways, or
2. Requesting the city council to repeal the prohibitory ordinance, or
3. Construction of a sidewalk sometimes (but not always) caused County Roads to remove a prohibitory sign. However, most of the time, it was the other way around: The sidewalks were constructed as a consequence of *first* forcing County Roads to remove signs by (1) or (2). The prohibitory ordinances were actually used as an excuse by County Roads *not* to create required pedestrian facilities, despite that County Roads violated State law that only authorized (enabled) prohibiting from freeways. The two greatest examples of forcing sidewalk construction, in terms of miles, are:
 - Lawrence Expressway, from Fwy 101 overpass to Stevens Creek Blvd., completed in 1997 on both sides of the road (excepting 2 blocks), and
 - all of Capitol Expressway, also in 1997, but usually only on one side. County Roads continues to stonewall on creating a path on the other side as the BOS requires, to prevent needless, and risky, double crossing of the expressway.