

BOS Votes (page 1) and Quotes (page 2)

Highway staff's actions versus BOS actions and votes regarding expressways

Compiled by Akos Szoboszlay, former President, Modern Transit Society. Updated 3/6/2026

To see enlarged, go to: ModernTransit.org/BOSvotesQuotes.pdf and enlarge on your computer.

Year	Event	Highway staff's action (now part of County Roads...Dept.)	BOS action (County Board of Supervisors)	BOS vote
1960		Cities prohibit bicyclists and pedestrians from many pre-existing roads, with no authority to do so from the State.		
1960s, 1970s		County Roads takes over these roads with bicyclists and pedestrians, and posts illegal signs to prohibit them. Traffic lanes and bike lanes ("shoulders") are added. Bike lanes are 8 to 10 feet wide. (A standard bike lane is 5 feet.)		
1988		Requested BOS to seek legislation in Sacramento to re-impose bicycle prohibitions by over-ruling cities that repealed prohibitions.	Rejected request. Voted that, "It is [their] intent to allow bicycles on County expressways." [1/12/1988]	4-1
1989		Opposed bike lanes at the (then) County Transportation Commission.	Required bike lanes along all expressways. (Bike lanes already exist. This was to prevent destroying them.)	5-0
1991	T2010 Plan	Eliminated bicyclists and pedestrians from all expressways in the draft Plan.	Retained bicyclists' and pedestrians' use of expressways in the final Plan.	5-0
1991	1991 Policy and Action	Ignored my requests to remove shrubs at intersection corners to create a path to prevent right-turn-on-red vehicles from killing pedestrians.	Required, and fully funded, the creation of pedestrian paths along the "entire expressway system." Required pedestrian use of expressway bridges crossing rivers, freeways and train tracks. Required paths at corners .	5-0
2003	2003 County Expressway Plan	Tried to eliminate pedestrians from (estimated) 70% of expressway miles by claiming that unless there is a sidewalk, expressways are unsafe.	Recognized that "shoulder or path facilities can serve for ... occasional pedestrian use." Recognized that expressways are, in fact, arterial roads. Approved detailed specifications for bike lanes on expressways.	5-0
2003 to 2004		Refused to remove "Pedestrians Prohibited" signs in Sunnyvale after the City repealed the prohibition.	Gave a direct order to County Roads to remove these signs in Sunnyvale and to comply with the law.	5-0
2004 and 2006	SB 1233* of 2004	Without informing the County, added legal text to an unrelated State bill that eliminated the right to ride a bicycle or to walk on public roads in California.	Directed staff to seek repeal of this law (on 1/10/2006). Staff never complied. Staff wrote one letter and then dropped the matter because staff wanted their secretly-enacted law kept.	5-0
2008	2008 County Expressway Plan	Went to every city BPAC to oppose sidewalks and pedestrians on expressways by faking accident statistics, but lost all the votes.**	Required sidewalks along all expressways, on both sides of the road, as per Sidewalk Maps for each expressway, that are part of the 2008 County Expressway Plan.	5-0
2024 in May	2003, 2008 County Expressway Plans	Censored the 2003 and 2008 County Expressway Plans by eliminating them from the County website, after I asked the BOS that County Roads comply.	I (Akos Szoboszlay) informed the BOS under "Public Comment" of the censoring. Then, County Roads was forced to restore these documents. These Plans are valid today. MTC recognizes them to be Master Plans.	None
2024, Nov. to 2025, June.	Active Transportation Plan (ATP)	Eliminated all bike lanes and half the sidewalks from all expressways (in the draft Plan). Totally ignored the 2003, 2008 Expressway Plans because County Roads lost those votes.	All statements that "sunset" prior Plans were deleted by committee or the BOS. The 2003 and 2008 County Expressway Plans are still valid. For details, see <i>County Roads' subversion of County Expressway Plans</i> at: ModernTransit.org/2026/Report.pdf	4-0

*See: ModernTransit.org/restore for the short article. Links to the BOS action is at ModernTransit.org/restore/contents.htm

**See the letter from County Roads Director to the City of Santa Clara at this link: ModernTransit.org/2024/SCrepeal.pdf

For details and links for the above items, see the Timeline at ModernTransit.org/expy/#timeline or page 2 for quotes.

Pedestrians along expressways: County Board of Supervisors (BOS) policies and orders

Compiled by Akos Szoboszlay, President, Modern Transit Society

4/12/2007, updated 05/14/2024

This page is an abridged version of a web page that contains links to sources (document scans, or County's pdf files) for the quotes on this page. The web page also describes (with photos) violations by County staff of these policies and orders of the Santa Clara County Board of Supervisors:

moderntransit.org/quote

1. **1991 Board Policy and Action:** Ordered staff to create pedestrian paths on *all* expressways. "Approve the proposed new program to **provide pedestrian pathway facilities along the expressway system** at the annual level of \$75,000." [1991]
2. **Staff report for that Board Action:** "The [predecessor] Transportation Agency's position is that **it will take several years [from 1991] to remove all obstacles** [basically, "cut back brush"] in the buffer area [between curb and property-line] **from the entire expressway system.**" [1991]
3. [Superseded by #4, next]
4. The **2003 County Expressway Plan** (formally titled *Comprehensive County Expressway Planning Study Implementation Plan*, states: "shoulder or path facilities can serve ... for occasional pedestrian use." [2003]
5. "**Wide shoulder or path**" is listed in the map legend on all expressway-pedestrian maps in the 2003 County Expressway Plan, showing exact locations of these wide shoulders and/or paths. [2003]
6. **The BOS ordered staff** (on 1/10/2006) **to seek repeal of SB 1233**, legal text that County Roads inserted into an unrelated bill, to hide it from the County. It eliminated the right of both bicyclists and pedestrians to use public roads in California. [See ModernTransit.org/restore/contents.htm]
7. "**Landscaping needs to be kept trimmed back at intersection areas and along the travel way so pedestrians do not have to enter the travel lane.**" [2003] Paths are most needed at:
 - (a) intersection areas, where shoulders are reduced or non-existent, and
 - (b) where people are forced to walk in the traffic lane — all caused by destruction of bike lanes.
8. "Expressway crossings of barriers (freeways, rivers, and railroads): A **sidewalk/path on at least one side** of the expressway will be provided to the adjacent public street intersection in both directions from the barrier." [1991]
9. "It is the policy ... to **not eliminate existing sidewalks/pathways/informal paths.**" [1991]
10. The BOS approved **sidewalks along all expressways**, shown block by block, on pedestrian maps of the 2008 County Expressway Plan. [See: ModernTransit.org/expy/ped-element.html]

To see original document scans of quoted paragraphs, go to:
ModernTransit.org/quote and click the quote number.