

Modern Transit Society

web site: moderntransit.org

address: PO Box 5582, San Jose CA 95150

phone: 408-221-0694

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John Brazil

Bicycle & Pedestrian Program Coordinator

City of San Jose

4 N. Second Street #1000

San Jose, CA 95113

Tel: 408-277-3771

Subject: Tillman barrier, Monterey sign

Hi John,

A gap should be put in the barrier across Tillman (near Park) so bicyclists can go thru. The barrier is intended to stop cars but encourage alternative modes. Bicyclists have to ride on the sidewalk which makes it really inefficient for bicycling, having to slow way down. Some cities even ban riding on the sidewalk (does San Jose?). Note that the narrow gaps adjacent to the curb are for water flow only. The parked cars prevent it's use by bicycles, and it's too narrow. Here is the photo:



Opening in fence (above) and removal of this illegal sign (left) is needed for bicycle access to roadways. Both are in San Jose.

I heard that Monterey Road is now City jurisdiction. Is that correct? If it is, have them remove this horrid sign at corner of Monterey & Blossom Hill, at the approach to the overpass. I believe the sign is illegal. If you want, put in a shoulder line with lane bumps at the curve and/or a bike symbol. It also is illogical, as straight-thru bicyclists and pedestrians have always been allowed on the bridge, so why ban this very wide on-ramp? Over the past 20 years, I wrote Caltrans twice re this but never got a replay. Photo:

A future option is to put in a dirt or asphalt sidewalk because the alternative today is to walk across the RR tracks with no signaling or whistle blowing. A similar situation on Monterey & Capitol about two years ago resulted in a ped getting killed by a train and the County settling the lawsuit. As a result, Dan Collen put in a sidewalk on the bridge. Amazingly, there were already asphalt paths the entire way on all the on/off-ramps even during the pedestrian prohibitory period with signs posted prohibiting their use, and the shoulders on the bridge itself were the widest of any expressway: 11 feet! I forced removal of the signs in 1997 after years of stonewalling by Larry Moore in San Jose DOT and Parsons, Baxtor and Masoud at R&A Dept. The City Council actually repealed the prohibition on Capitol in 1989 as a result of my efforts!

Note: I think crossing Monterey Road at grade is a lot more dangerous than the railroad since people can hear the train coming unless deaf, and it's just one lane unlike the 6 lanes of Monterey, plus more lanes (3 or 4?) on the road on the other side of the tracks. The prohibitory sign (photo above) will also increase the chance of the City getting sued because it forces the at-grade crossing which has no ped. safety features.

I've got a new email address, due to spams. Please update me on the BPAC list with this email (which will sort to my San Jose in-box):
org-sanjose@akos.us

Did you get my email which was a copy of this letter, sent on 9/17/03 and 9/30/03 ?

Sincerely,



Akos Szoboszlay
Vice-President

cc: Jim Stallman, SVBC