

Topic

- **Deception is used against walkers** by San Jose's roadway design. The poor roadway design encourages walkers to cross the tracks by:
 - The formal crosswalk with pedestrian signaling from Monterey Road ending at the tracks, with no other destination except to cross the tracks.
 - From the other side of the tracks, the sidewalk from Cottle Road ends with no continuation of this sidewalk except to the sidewalk of Monterey Highway (east side) on the other side of the tracks.
 - Both the crosswalk and the sidewalk "meet" if drawing a line, expecting walkers to cross the tracks.
 - Lack of any practical alternatives, due to San Jose DOT destroying them (described next).
- **San Jose destroyed existing pedestrian facilities** at this location, as follows:
 - County Road G10, which was Blossom Hill Road and Cottle Road, crossed the tracks at grade, until sometime after 1970. This railroad crossing had the following safety feature for walkers:
 - Train horn sounded by approaching train.
 - Crossing guards when down.
 - Flashing red lights turned on.
 - Bells sounded.
 - All these safety features were removed when San Jose decided to build the existing Blossom Hill bridge, apparently expecting walkers to use the bridge.
 - San Jose destroyed existing pedestrian facilities on the bridge in 2003. Either of both sides of the bridge could be used today by walkers if it were not for poor roadway redesign that ignored bicyclists and walkers.
 - On the south side of the bridge (eastbound), a portion of the shoulder was made so narrow, it cannot be used by bicyclists and walkers, The shoulder width was changed from 8 feet (wide enough for parking) to less than human body width.
 - Katrina Hatton, going eastbound on Blossom Hill Road —which is not a freeway but a 40 mph arterial road — could have used this shoulder for a safe bridge crossing if San Jose had not destroyed it.
 - The north side of the bridge (westbound) has missing shoulder segments and a sign prohibiting pedestrians and bicycles, albeit illegally. "No Trespassing" signs were recently posted to prevent walkers from accessing the bridge.
- **Capitol Expressway bridge: proof that safety improvements can be made promptly at low-cost.**
 - Capitol Expressway also crosses Monterey Highway and the railroad, two miles north. These were constructed in 2000 after a railroad crossing fatality there and the County settled the resulting lawsuit. It is proof of what can be done on the very similar Blossom Hill bridge, and what San Jose should have done in 2003, instead of making the bridge even more dangerous for walkers and bicyclists.
 - This crossing at Capitol uses several types of facilities, as shown in the photos.
- **Corrections to San Jose DOT's poor roadway design on Blossom Hill Road bridge.**
 - There are several alternatives, including combinations of alternatives, for correcting San Jose DOT's poor roadway design on Blossom Hill Road bridge. These are (in order of least to more expensive):
 - Paint shoulder lines for walkers to form a "bike lane" which is also legal for walkers to use where adjacent sidewalks are lacking (CVC 21966).
 - Same, and add "zebra striping" as already done on part of the bridge. (See photo.)
 - Same, and add "reflective pavement markers." (See photo.)
 - Create a pedestrian dirt path along the ramps. Once created, walkers will use it. (See photo of dirt paths on Capitol.)
 - Create a very cheap sidewalk on the top of the bridge and/or the ramps by only putting in a free-standing curb. This is called "asphalt berm" or "concrete berm". (See photos.)
 - Create an asphalt sidewalk on the ramps. (See Capitol ramp photo.)
 - Create a staircase at two locations. (See Capitol bridge photo.)
 - Create a sidewalk on top of the bridge. This can make use of the concrete berm if previously placed. (Note that raising the height of walkers may necessitate also raising the height of the railing, the case for Capitol bridge.)
 - San Jose should IMMEDIATELY INFORM THE RAILROAD (Caltrain and Union Pacific) TO SOUND TRAIN HORNS (as they once did) when approaching Blossom Hill Road, until one or more of these are accomplished.
- **San Jose DOT has ignored safety warnings** for years by MTS and others.
 - Here is a quote of the 2003 letter to the City from the Modern Transit Society:

"The alternative [to using the bridge] 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 [County Roads Department] put in a sidewalk on the bridge." The letter is posted here:

 - <http://moderntransit.org/safety/blossomhill2003.pdf>
- **Conclusions**

Topic

- Prevent more fatalities by prompt, low cost actions by San Jose DOT, as described.
- SJ DOT, not Katrina Hatton, is where the blame should be for the fatality.