Repeal remaining pedestrian prohibitions in 4 cities containing San Tomas and Foothill, which are 45 mph arterial roads.

By Modern Transit Society for BOS/VTA joint meeting, June 2, 2006

Compare people legally using Hwy 9 (also 45 mph) in Saratoga. [photos from Saratoga News]

Bicyclists ride near the shoulder line.

Walkers walk on the shoulder at the edge of pavement.
Photos of Foothill (45 mph), an arterial road:

Bicyclists ride near the shoulder line. Walkers walk at edge of pavement. If caught, fine for walking is $149.

- **New Vehicle Code 21949** states: “provide convenient and safe passage for pedestrians on ... *all* streets and highways.”
- **Vehicle Code 21966** allows walking in a bike lane where there is no sidewalk.
- **County Expressway Master Plan** states: “Shoulder or path facilities can serve ... for occasional pedestrian use.” [p.93]: 
Detours are risky!

Prohibitions force detours (red) with typically 6 intersection crossings, the cause of most accidents. Shown are San Tomas detours that force crossing the expressway twice, needlessly. Widest roads are riskiest to cross.
Regular arterial roads (most are 35 to 50 mph) have many intersections and commercial driveways (shown in black) where most accidents occur.

Expressway arterial roads (45 mph) have less than one tenth as many and are the safest to walk along.
VTA’s report *Community Design and Transportation* states: “This pattern, based on a hierarchy of streets, forces *all* trips onto the arterial network ... whether by car, foot, or bicycle.”

Repeal pedestrian bans to *increase safety* and save time of walkers and transit patrons.

For further information, please see: moderntransit.org/expy/st.html

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