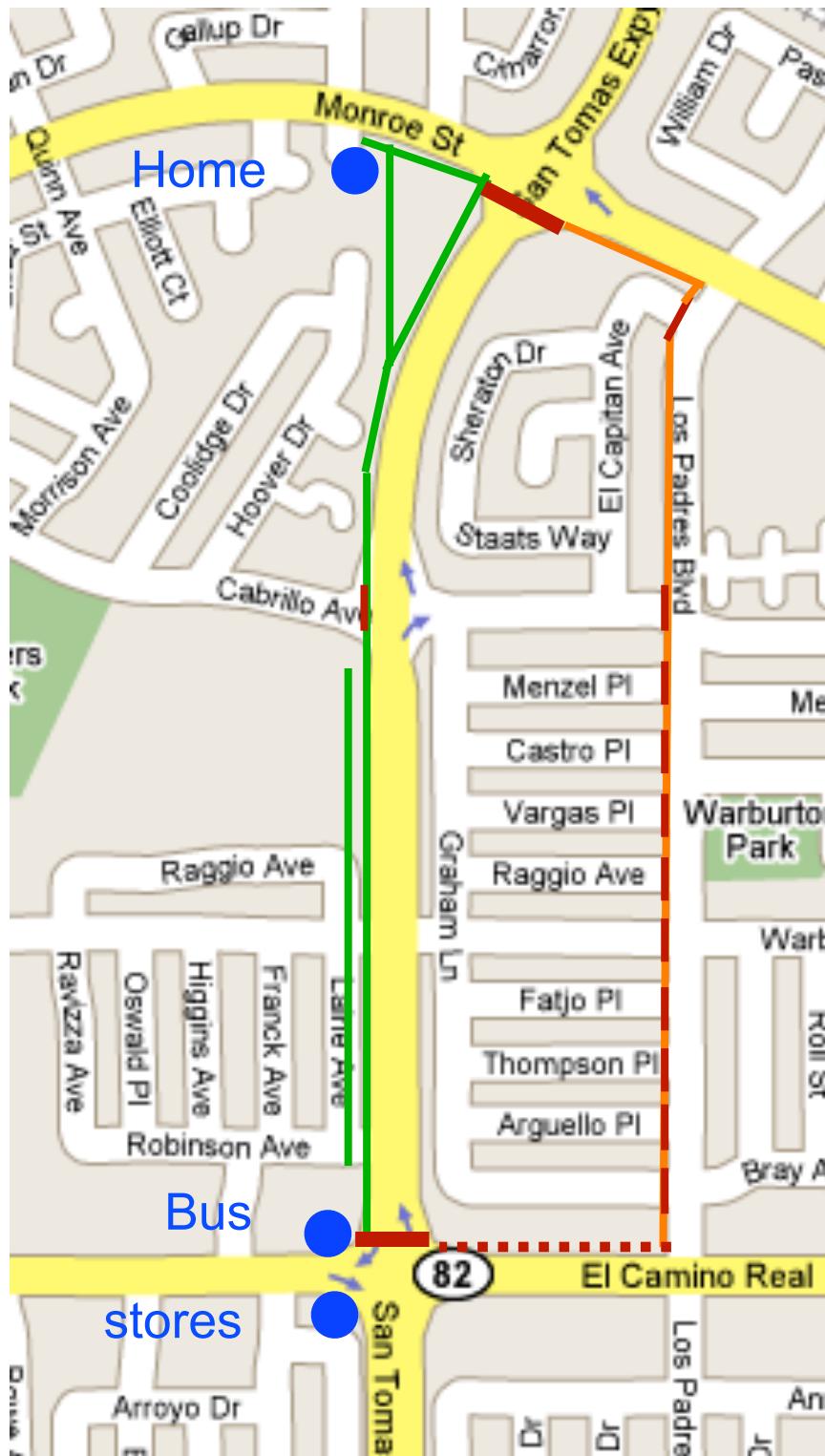


Pedestrians along expressways: Facilities and policies.

For: VTA/County Bicycle Pedestrian Advisory Committee
October 10, 2007

by Akos Szoboszlay, President, Modern Transit Society
moderntransit.org/expressway





Prohibitions force detours by
banning the shortest and safest
route. **Forbes & south: Unnecessary.**

Forbes & south: Unnecessary double expressway crossing, detour in red, if green “prohibited”.



Shown: **detour routes** (here, a half mile or 10 minutes of walking) and *unnecessary* intersection crossings. Expressways are riskiest to cross due to being the widest roads.

Shoulders
use:



Bicyclists ride near
shoulder line.



People walk at edge of pavement.



Fine for walking is \$149.

CVC 21966: Wheelchair, pedestrian use of bike lanes.

Photos of **Caltrans highways** in suburban areas:
The norm is shoulders for walkers, not sidewalks.
Speeds below are 45 mph, except one is 55 mph.



Hwy 395, Bishop



Hwy 82, Monterey Highway,
near Blossom Hill Road.
San Jose, 55 mph



Hwy 62, Joshua Tree
CVC 21949 (year: 2001)

Hwy 99,
Red Bluff



Hwy 9, Saratoga



Quote #1 (1991)
Quote #4 (2003)

Legend

- POC Proposed Ped. Overcrossing
- POC Existing Ped. Overcrossing
- Bus Stops
- (C) Pedestrian Crossing Enhancement
- (T) Trail Connections
- Existing Sidewalk
- Proposed Sidewalk
- Parallel Street/Path
- Wide Shoulder/Path
- Narrow Shoulder

Map from Pedestrian
Element of County
Expressway Master Plan.



**Quote 9
(1991
line 54)**



Two miles of paths eliminated,
in 2007. Violates: “Provide
pedestrian pathway facilities
along the expressway system.”
[Board order, August 20, 1991]
Location: San Tomas at Campbell Ave.



Prohibited paths: San Tomas in San Jose



Quote 3;
1991 line 7.



The shoulder was changed to a right turn lane in 2002 (Montague near 880). The aerial photo shows (in red) where people walked on the shoulder due to no sidewalk there.



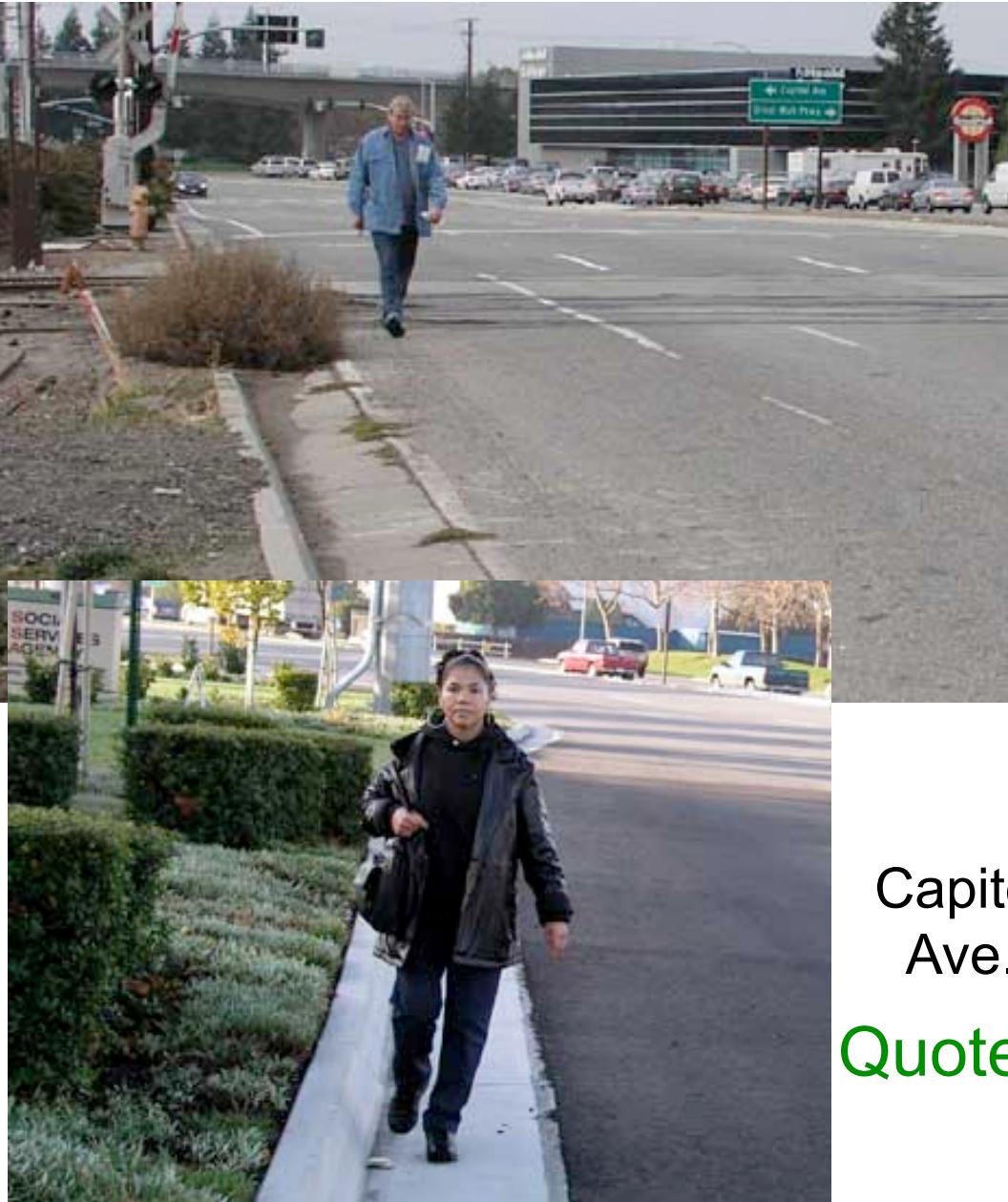
Aerial shows urgent need for a dirt path (red) to connect existing sidewalks (green). County Road's stated solution: prohibit the pedestrians.

Quote 8;
1991 line 19

Caltrans' sidewalk crossing 880 ends:



Shoulders eliminated near Montague Light Rail Station:



Widened intersection area
with new gutter pan, no path.

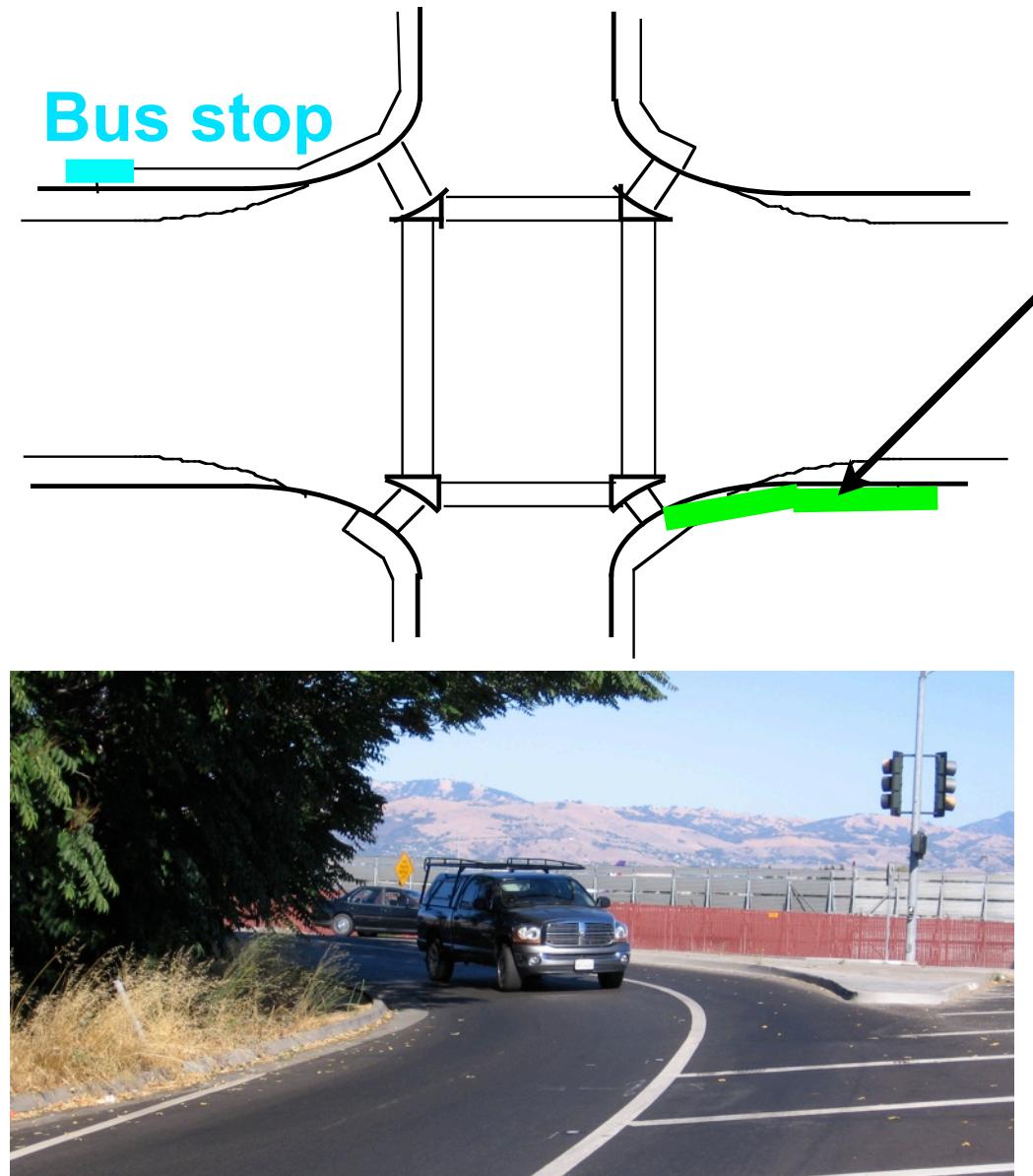
Pedestrians are now forced to walk in the 45 mph traffic lane.
Notice shoulder line still remaining at railroad crossing.

Capitol
Ave.
Quote 7



New porkchop, crosswalk to
unwalkable embankment.
Unsafe due to right turning cars!

Intersection areas: Riskier to walk if no path. During right-turn-on-red, *drivers look left or backwards while driving forward.*



Blind right turn by 2005 re-design
of intersection, Central at DeLaCruz.

Solution (**shown green**): Trim shrubs for paths that reach the shoulder from the crosswalks (as for **bus stops**) at *all* corners. **Quote 7.**



Acceleration lane (former shoulder), Montague at Milpitas Blvd.

ADA trails are gravel or stabilized dirt at the nearby *Don Edwards National Wildlife Refuge*.



Trail
map
excerpt



Santana Row shopping center has many
“dirt” sidewalks, all ADA compliant.
See our memo with more photos and info.

Mathilda Ave (45 mph).

County Roads uses a false claim to avoid compliance with the Board of Supervisors' path creation order.

Quote from County Roads:

“... dirt pathways [are] not consistent with requirements of ADA, ... that pathway surfaces be ... asphalt or concrete.” [County Road’s memo to BOS, date 6/19/07.]

Quote from FHWA’s **Designing Sidewalks and Trails for Access**, page 83:

“High-use trails passing through developed areas and fragile environments are commonly surfaced with pavement, crushed rock, or soils mixed with stabilizing agents to minimize the impact of human traffic on the path.”

Quote from ADA:

“... surfaces ... shall be stable, firm and slip-resistant.”

Request: see handout.