

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

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

moderntransit.org/quote

- 1. 1991 Board 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.”
- 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.**”
- 3. 1991 Board Policy:** “**Encourage cities to repeal pedestrian prohibition ordinances, except where ... the ... area (between the curb and property line) is impeded by obstacles.**” [The 2003 policy additionally supported wide shoulder use, so either wide shoulder or path needs to be allowed.]
- 4. The 2003 Board Policy** (usually called the *County Expressway Master Plan*, formally titled *Comprehensive County Expressway Planning Study Implementation Plan*, added wide shoulder use: “ **[Wide] shoulder or path facilities can serve ... for occasional pedestrian use.**”
- 5. "Wide shoulder or path"** is listed in the map legend on all expressway-pedestrian maps in this *Master Plan* showing exact locations of these wide shoulders and/or paths. [2003]
- 6. Board ordered staff** (on 1/10/06) **to seek repeal of SB 1233**, that eliminated the right of bicyclists and pedestrians to use public roadways. For quote and Vehicle Code changes, go to link at top.
- 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.
- 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]

Some related California Vehicle Codes

CVC 21949: "all levels of government ... work to provide convenient and safe passage for pedestrians on ... all streets and highways, increase levels of walking and pedestrian travel, and reduce pedestrian fatalities and injuries." [2001]

CVC 21966: allows pedestrians to use bike lanes where the road lacks "an adjacent adequate pedestrian facility." [1977]

For more information: Our expressway topics, links page is at: moderntransit.org/expy
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