

# Repeal San Jose Municipal Code 11.32.070

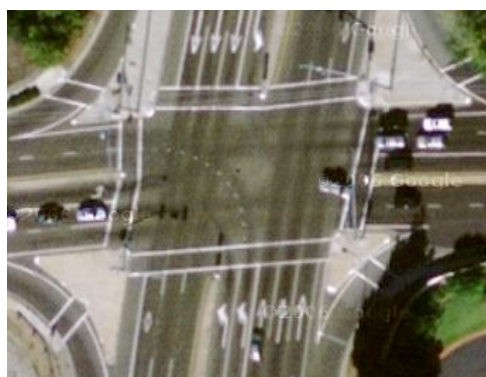
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## Photos: San Tomas Expressway in San Jose, at William St. (left) and Payne (right):

These pedestrian paths and wide shoulders are prohibited by SJ Ordinance despite the fact that the Vehicle Code 21966 allows walking in a bike lane where there is no adjacent sidewalk or path, and Vehicle Code 21949 mandates cities to accommodate pedestrians on all roads. If it's safe to stand at the bus stop, or bicycle on the shoulder, how could it be too dangerous to continue walking on the pedestrian paths beyond the bus stops?

By prohibiting and opposing use of the shortest, most direct route if it happens to be along an expressway, SJ DOT forces pedestrians into detours that involve crossing many extra intersections — needlessly — including crossing the expressway twice in many cases. Contrary to SJ DOT's false safety claims, crossing the road is far riskier than walking along the road. This is shown by the fact that of the 15 pedestrian fatalities in San Jose in 2007, 100% occurred when crossing the road, and 0% when going along the road. For expressways, about 2 people are killed per year (on average) for crossing the expressway, and none for walking on a shoulder or path along the expressway (for the 23 years we kept track). The most effective way to increase pedestrian safety in San Jose is to minimize intersection crossings, by removing pedestrian prohibitions!



Four crosswalks exist at San Tomas intersections, enabling safe walking along this arterial road.

Google maps shown are at San Tomas & Payne (left) and San Tomas & Williams (right).

For more information, go to:  
[moderntransit.org/repeal](http://moderntransit.org/repeal)  
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