

**Links for Lawrence Expressway proposals (this page);  
Links for repeal of city ordinances that prohibit  
bicyclists and/or pedestrians along expressways (page 2).**

Updated 2/24/2025

Note: Going to the first link would make other links clickable.

This page of clickable links: [ModernTransit.org/2024/Links.pdf](https://ModernTransit.org/2024/Links.pdf)

**Articles by Akos Szoboszlay regarding Lawrence Expressway's future**

Campaign to convert Lawrence Expressway into a freeway:

[ModernTransit.org/2024/LawrenceAA.pdf](https://ModernTransit.org/2024/LawrenceAA.pdf)

Descendence: Shallow tunnel concept for compact Electric Vehicles (EVs) and/or podcars under Lawrence Expressway: [ModernTransit.org/2024/Descendence.pdf](https://ModernTransit.org/2024/Descendence.pdf)

Descendence Graphics (visual explanation): [ModernTransit.org/2024/graphics.pdf](https://ModernTransit.org/2024/graphics.pdf)

Dip (Shallow tunnel for one intersection): [ModernTransit.org/2024/Dip.pdf](https://ModernTransit.org/2024/Dip.pdf)

BUP (Bicycle Underpass with Pedestrians): [ModernTransit.org/2024/BUP.pdf](https://ModernTransit.org/2024/BUP.pdf)

Bike Lane signs along expressways: [ModernTransit.org/2024/BikeLaneSigns.pdf](https://ModernTransit.org/2024/BikeLaneSigns.pdf)

How to greatly decrease crossing fatalities of both pedestrians and bicyclists.

**Links for San Jose's Personal Rapid Transit / podcar projects:**

New Transit – Airport Connector and Stevens Creek Line

This Webpage Explains Personal Rapid Transit (Podcar With Up To 4 People) And Automated People Mover (More Than 4 People, For Stevens Creek Blvd.):

<https://www.sanjoseca.gov/home/showpublisheddocument/72125/637556329053930000>

New Silicon Valley Transit: Airport Connector and Future Expansion

Has many links regarding these projects:

<https://www.sanjoseca.gov/your-government/departments-offices/transportation/transit/airport-connector>

The podcars for San Jose are made by Glydways: <https://www.glydways.com/>

**Lawrence Freeway** proposal by County Roads, 2014. This document was deleted from the County website to minimize opposition, but is here: [ModernTransit.org/2024/Freeway.pdf](https://ModernTransit.org/2024/Freeway.pdf)  
See the important quote (and rebuttal) near center of next page.

**County Roads' project list** (as of 2024): [ModernTransit.org/2024/PriorityList.pdf](https://ModernTransit.org/2024/PriorityList.pdf)

Notice the freeway project and Homestead "grade separation" are given identical priority.

More links, next page, for repeal of prohibitory ordinances, Timeline, and the 2024 fight for bicyclists, pedestrians and their facilities along expressways.

## Links for repeal of city prohibitory ordinances

For expressways background, safety, how ordinances increase crash risk, quotes of BOS actions, destroyed access to transit, and more: Click this link (letter to Supervisor Otto Lee):

[ModernTransit.org/2024/repeal.pdf](https://ModernTransit.org/2024/repeal.pdf)

Timeline of expressway events: [ModernTransit.org/expy/#timeline](https://ModernTransit.org/expy/#timeline)

*Expressway Topics, Links* page, on Modern Transit Society website: [ModernTransit.org/expy](https://ModernTransit.org/expy)

## Links regarding the 2024 fight for bicyclists, pedestrians and their facilities along expressways

Quotes of BOS policies and requirements for expressways:

[ModernTransit.org/2024/quote.pdf](https://ModernTransit.org/2024/quote.pdf)

Rebuttal to County Roads letter regarding repeal of prohibitions:

[ModernTransit.org/2024/rebuttal.pdf](https://ModernTransit.org/2024/rebuttal.pdf)

County Roads Dept. opposed BOS policy, opposed sidewalks, and faked “accident statistics”: [ModernTransit.org/2024/SCrepeal.pdf](https://ModernTransit.org/2024/SCrepeal.pdf)

Rebuttal to draft Active Transportation Plan (ATP): [ModernTransit.org/2024/ATPrebuttal.pdf](https://ModernTransit.org/2024/ATPrebuttal.pdf)

## Important quote from *Lawrence Expressway ... Study, 2014*

County Roads states: “**The addition of** the bicycle and pedestrian corridors [facilities] ... greatly increase the ROW [Right-of-Way] needed for the proposed concept [project]” and greatly increases costs. [Section 6.3.3., on page 6-15]. This statement is worded to sound like there are no bicycle and pedestrian facilities along Lawrence Expy. today, and these features would be very expensive to “add” to the project.

The fact is that bike lanes (on both sides) and sidewalks (on both sides) already exist the entire way for the extent of this project! The question is not whether to “add” but whether to *destroy* bicycle and pedestrian facilities. County Roads blames bicyclists and pedestrians for greatly increasing costs to add more car traffic lanes (effectively, 10 lanes).

County Roads finally revealed, in 2014, the *real reason* for their decades-long fight to eliminate bicyclists, pedestrians, transit patrons, and their facilities, along “expressway” arterial roads: County Roads wants to use their right-of-way, and violate their right to use public roads (which County Roads already secretly eliminated, effective 1/1/2005), to obtain more car traffic.