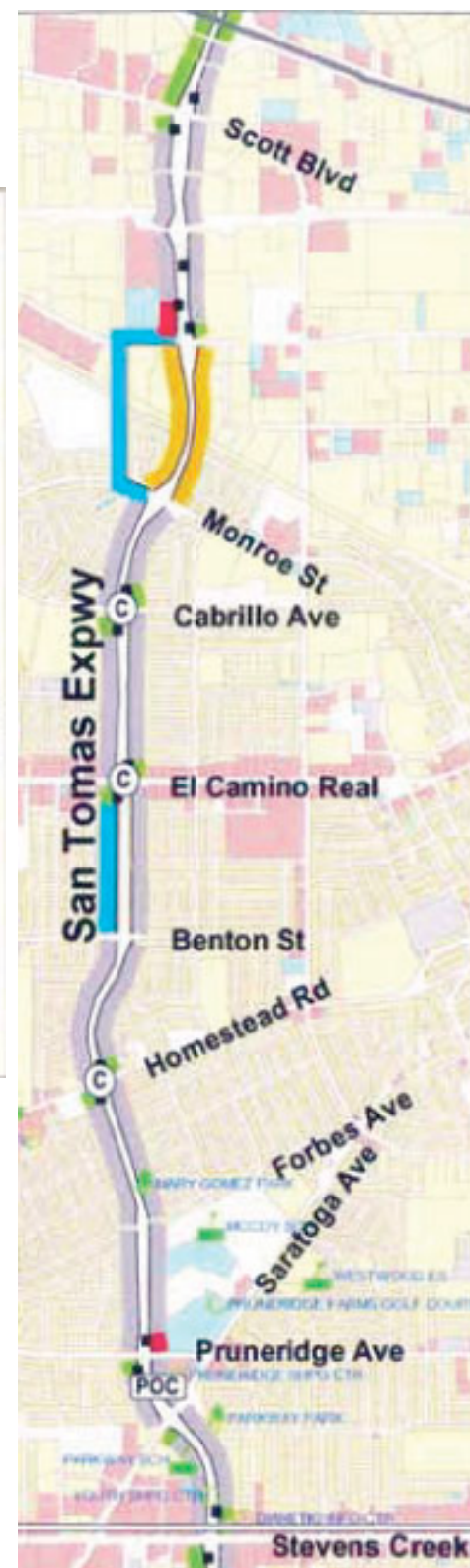


County and City highway/traffic staff are subverting the Master Plan (map excerpt, right) to add future traffic lanes. This Plan states: “shoulder or path facilities [gray] can serve ... for occasional pedestrian use.” [Page 93, copied with photo of walker using a dirt path.]



Wide Shoulder or Path within Expressway Right-of-Way -- In locations where there are no sidewalks or parallel facilities and there is no major demand for pedestrian travel, these shoulder/path facilities can serve as emergency walkways and for occasional pedestrian use. No projects are recommended for these locations; however, 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. Landscaping maintenance costs are included in the Maintenance and Operations Element.

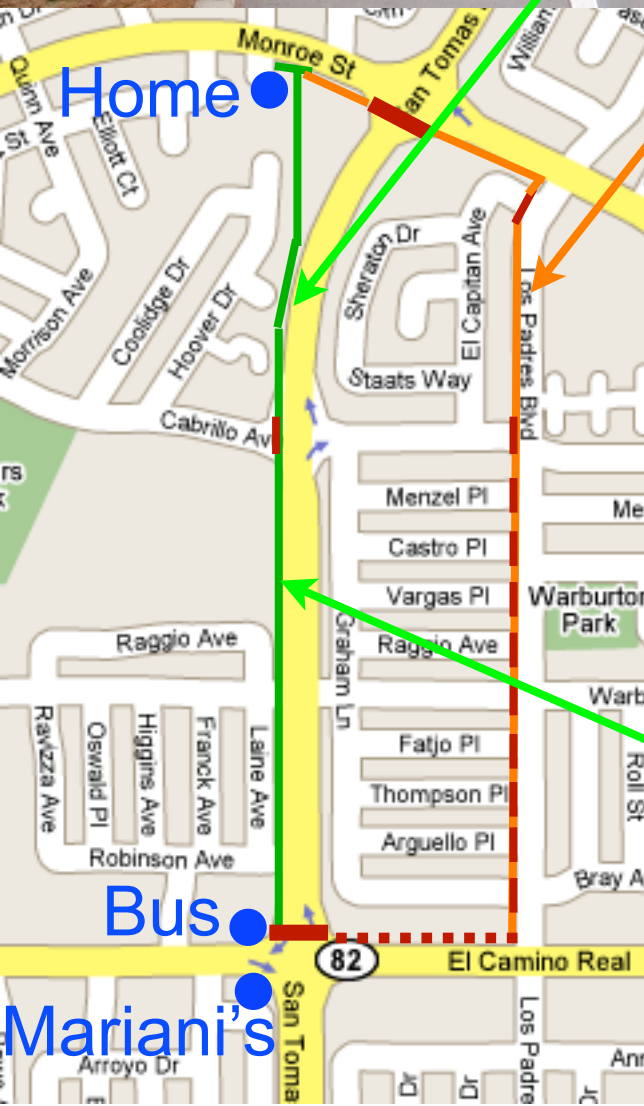




Path *and* shoulder here for the entire block, but staff opposes repeal! This increases accident risk shown by the number of crossings:

Forced detour route: —————

- 11 streets ———
- 13 commercial driveways (red dotted line)
- 2 expressway crossings ——— (thick red line)
each with these dangers:
 - sidewalk to island: danger is right turn on red
 - cross 9 traffic lanes: danger to slow walkers
 - “*Pedestrians prohibited*” signs mislead motorists not to watch out for those crossing.



Direct route: —————

- 1 street crossing (**only**).

Staff ignored the greatest danger: crossings.



Staff claims people need to go into the channel to cross the creek. Not so! Cross along San Tomas paths. Widths are shown.

1

To future
Creek Trail

To Monroe

View further north:
Path on right is
used (worn).
Path on left is
unused (due to
locked gate #1).



View south
(behind)



No gates

Public route through school yard today.

Better route saves 2 blocks, avoids school.

2 (here, or toward left)

3

See cars along San Tomas. Open fences.

Lane Ave.

Raggio Ave.



Buried cable sign. The northbound side of San Tomas had shrubs trimmed. This **dirt path is now walkable** for the entire block. Create more such paths. [El Camino to Cabrillo]
Both sides of San Tomas here are identical:
Curb to fence = 12 feet.
Shoulder = 5 feet.

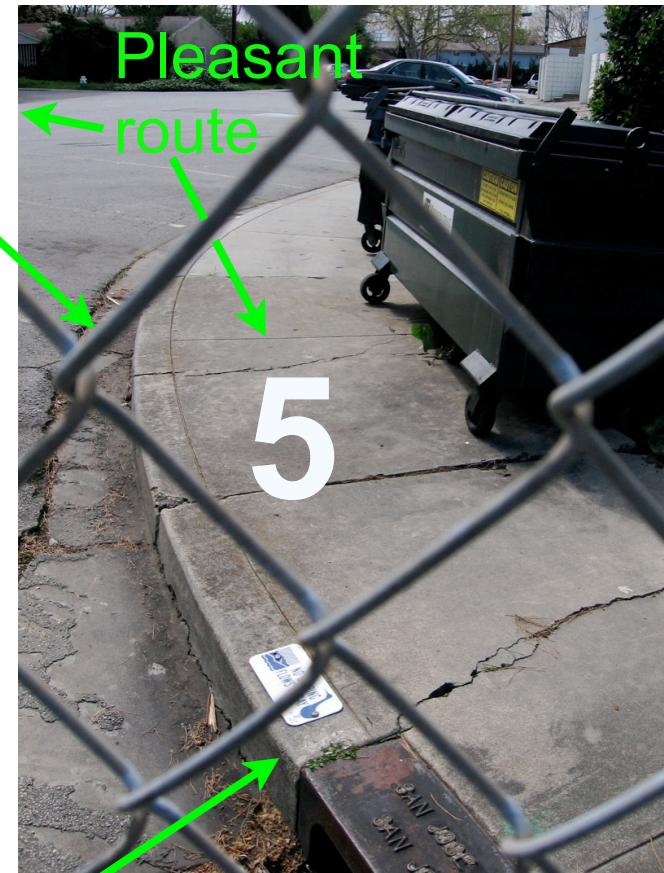


Open fence (wall) here (Robinson Ave) as it was prior to 1966, and (eventually) rebuild the sidewalk to El Camino that was destroyed when renaming *Los Olivos* as *San Tomas*.



El Camino intersection (NW): **Trim shrubs** as was done for other side, until reaching the opening in the fence. This is ***already required*** by the Master Plan [page 93].
Curb to fence is 12 feet (see tape).

Prohibited, barricaded bus stop at El Camino



Shoulder line starts beyond intersection. Bicyclists ride near line. This is a standard bike lane, 5 feet wide.

Two *sidewalks* almost touch, but are separated by a fence.

If there's no sidewalk, then dirt path is *required* at "intersection areas".

Gutter pan (or equivalent space) is where people walk where there's no path or sidewalk, and is avoided by bicyclists.

Examples of guide signs (“directional signage” in the Master Plan):



Would the BAC take this action:

The BAC requests the Council to support a pedestrian, mostly-parallel, route along San Tomas, between Monroe ("Creek Trail") and Benton, by opening five fences and using paths, initially dirt but eventually paved, in addition to existing nearby sidewalks. Bicycling should also be allowed on portions of this route where:

- a) it goes through fences.
- b) it's along San Tomas, to prevent needless crossings of San Tomas.

[continued]



One of these fence openings,
that is separating the sidewalks of the El Camino bus stop and
of Madera Drive,
is explicitly shown by the County Expressway Master Plan,
which is formally titled "Comprehensive County Expressway
Planning Study Implementation Plan",
which was approved by the County Board of Supervisors on
August 19, 2003,
in the section titled "San Tomas Expressway" of the same date,
which is a separate document attachment or pdf file,
on the map shown on page 9,
is depicted by color blue (meaning "parallel street/path")
connecting to color green (meaning "existing sidewalk"),
as stated on the legend of the map.

[continued]

This map also shows paths and wide shoulders for pedestrian use in color gray, including the paths that are part of the direct route.

Even without opening the other fences, the direct route reduces accident risk by eliminating 10 street crossings and 13 commercial driveway crossings. But with all 5 fences open, safety is greatly increased by completely eliminating two expressway crossings; which are, by far, the greatest source of pedestrian fatalities on expressways. This also results in a pleasant walk, being mostly on residential streets. If the choice is crossing the expressway versus going along the expressway on a path, sidewalk or wide shoulder, the safer choice is going along the expressway. [end requested action]