

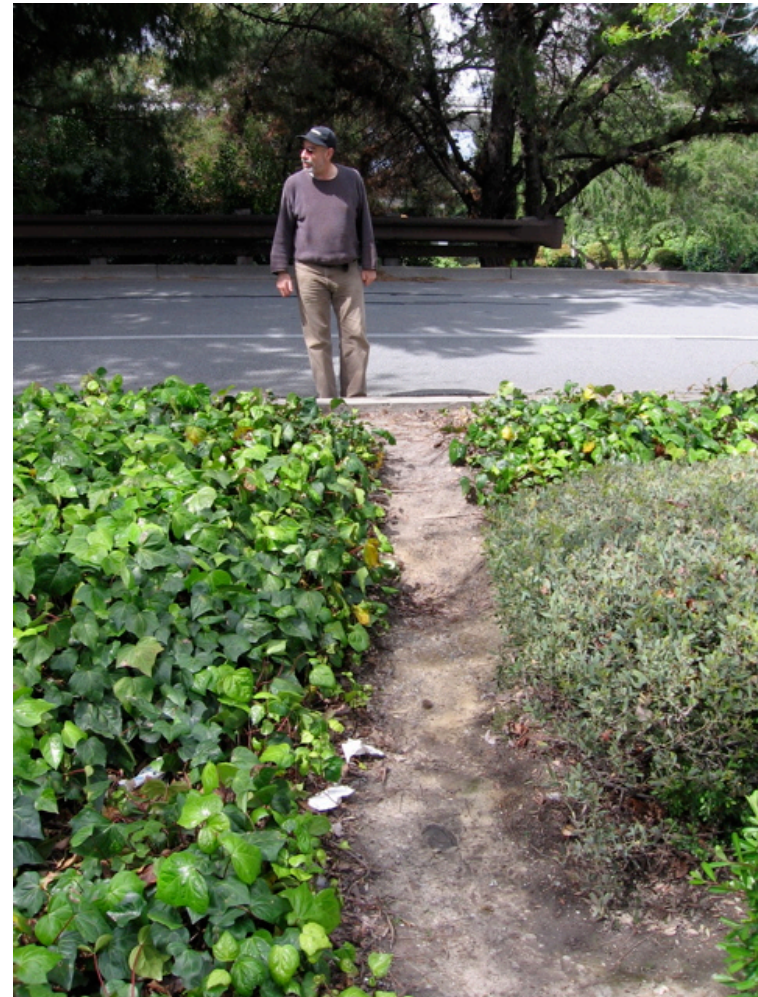
Request: To repeal Resolution 5603

It bans using paths, shoulders, bus stops and sidewalks



People using Hwy 9 (45 mph) shoulders in Saratoga. Walkers use the edge of pavement. [photos: *Saratoga News*]

De la Cruz (40 mph) paths used by Caltrain patrons.



To bridge over tracks. To Costco from off-ramp.

Bottom line: The same or better paths can be obtained *everywhere* along San Tomas. Both are arterial roads.

De la Cruz (40 mph) bridge shoulder for Caltrain patrons.



San Tomas (45 mph) bridge shoulder, which is:

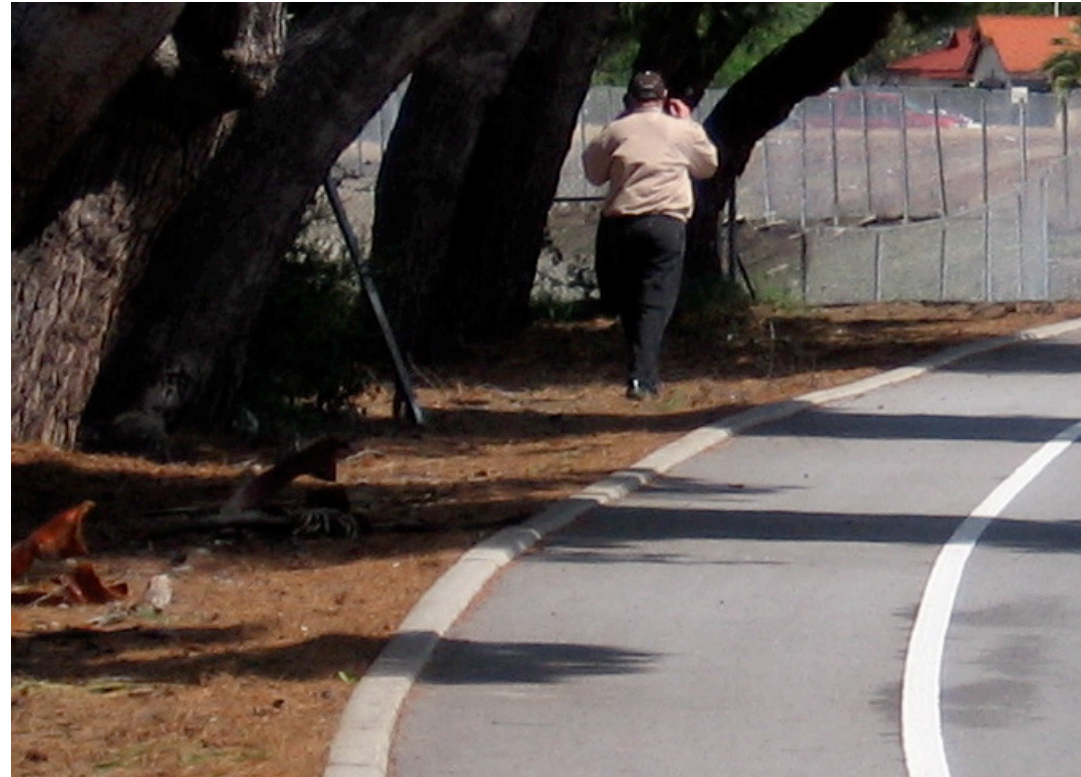


- Wider (even fits SUV, shown for scale)
 - Safer (no on-ramp, no off-ramp)
 - Safer than the one mile walking detour
 - Avoids traffic lane of Martin Av (40 mph)
- Path (*Creek Trail*) is planned for 2007.

Lafayette (40 mph): No paths, shoulders or sidewalks here; Walkers use traffic lane at parked cars.



San Tomas (45 mph): Path *and* shoulder for entire block!



- Shoulders are required for bicycles (since 1989) on all “expressway” arterial roads.
- How can the shoulder be safe for bicycles, but the path be unsafe for walkers (as staff claims)?

Most shoulders along San Tomas are twice as wide as a bike lane. Walkers use edge of pavement.



Here, I was given a \$149 ticket because City and County staff stonewalled on compliance with the Master Plan.



Staff quote: "Maintain pedestrian prohibition on San Tomas." Res. 5603 even bans bus stop use.

Staff omitted information to this Council and the Bicycle Advisory Committee

- Staff prevented the Committee from *reading* the County Expressway Master Plan's "Pedestrian Element" by only distributing it at the meeting.
- Staff *omitted* this document from the Council and didn't even *mention* it.
Yet, staff is asking Council to request the Supervisors to *violate* it and *ignore* the public hearing process that occurred (2002-2003).
- Staff ignored *all* other violated policies and laws on my list, without rejecting or agreeing.

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