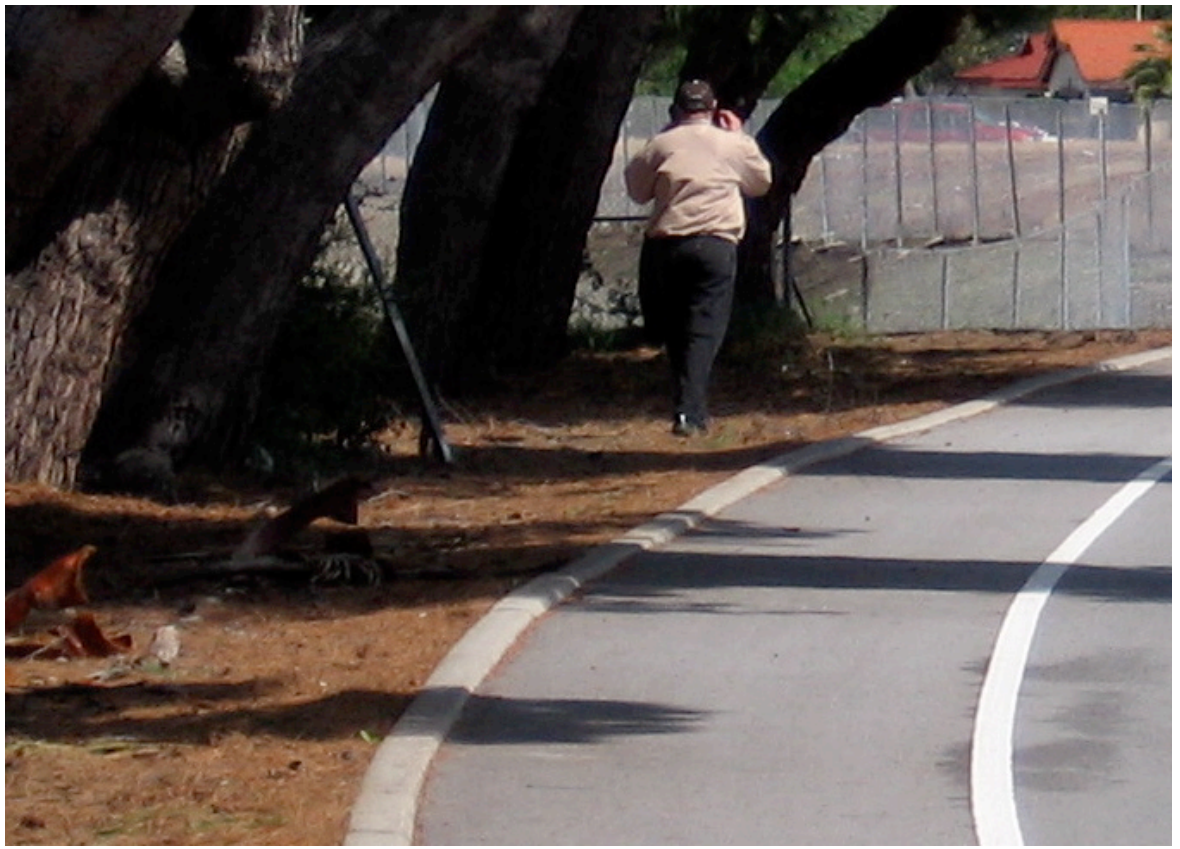
Council directed: **"... that staff take pictures of [the] 10 areas ... where they feel is the most dangerous or a choke point ... and give some idea of what would have to be done to address that."**
Of staff's 10 photos, 3 were of sidewalks.
I took measurements and photos for the 7 claimed "dangerous" or choke point locations.

Please keep in mind these standard widths:

- Bike lane is 5 feet (Vehicle Code 21966 allows walking in a bike lane where there is no sidewalk or path.)
- Traffic lane is 11 feet
- Path (walkway) is 2 feet (plenty wide)
- Sidewalk is 5 feet

At all of staff's non-bridge photos, the distance from the curb to the property-line fence is 12 to 14 feet:
That's plenty for a dirt path (2 feet) or a sidewalk (5 feet).



Yet, staff also opposes allowing walking on paths (shown)! Staff really wants 10 traffic lanes in the future by prohibiting all non-motorists.

Northbound San Tomas: Forbes to Homestead

Compare staff's photos (B&W) and my photos of same locations.

Shoulder = 8.5'
Curb to fence = 13.5'
Total = 22' = 2 traffic lane widths.

Yellow line is my tape measure.

Curb

If staff desires, path is easy option by cutting back brush.

Northbound San Tomas: El Camino to Cabrillo

Shoulder = 5’ (standard bike lane)
Curb to fence = 12’

Path was created last week for the *entire* block as part of laying underground cable.

Northbound San Tomas: Monroe to Walsh

Shoulder = 4’ at top of the bridge

This is the only “narrow shoulder” (term as used in the Master Plan/ Implementation Plan, less than 5’).

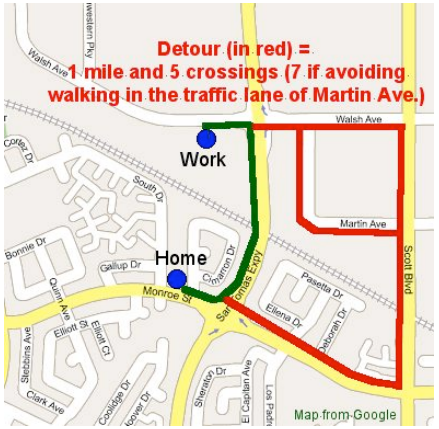
Solution:

Post sign: “Pedestrians use other side” to use the wider shoulder, 50% wider at top of the bridge.

After “Creek Trail” is complete (planned 2007), post guide sign:

Same location.
Shoulder = 5’

If prohibited:
detour is
1 mile,
6 crossings



Top of bridge is
wider (below):

Compare with
shoulder for
Caltrain
patrons on
De la Cruz
bridge (40
mph, right):

Southbound San Tomas: Cabrillo to El Camino

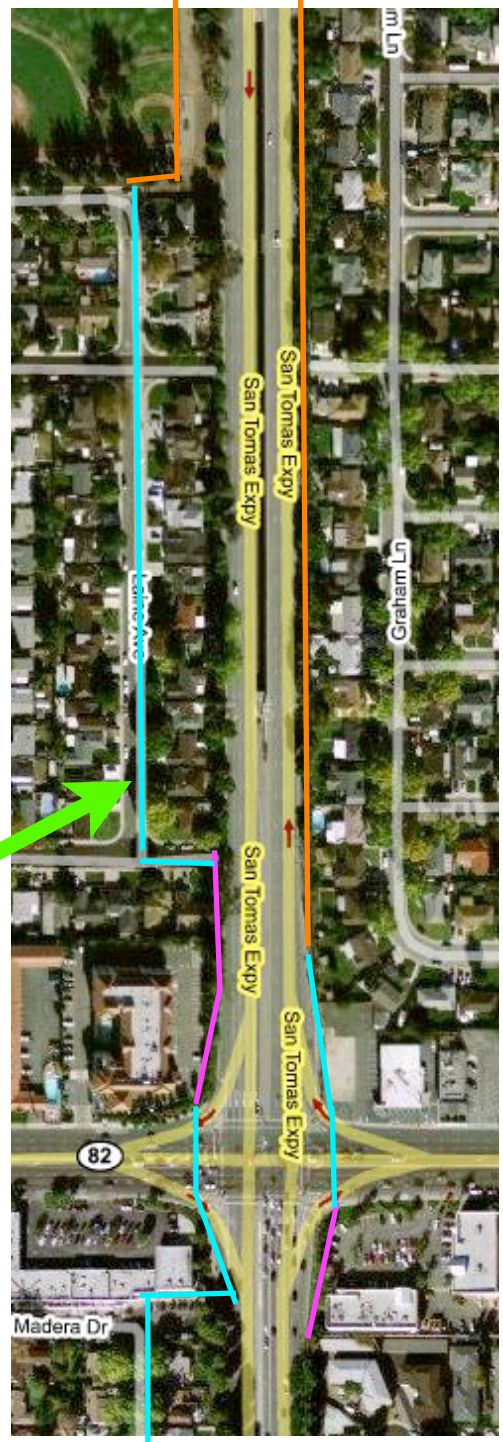
Shoulder = 5’
Curb to fence = 12’

Solutions (all are opposed by staff):

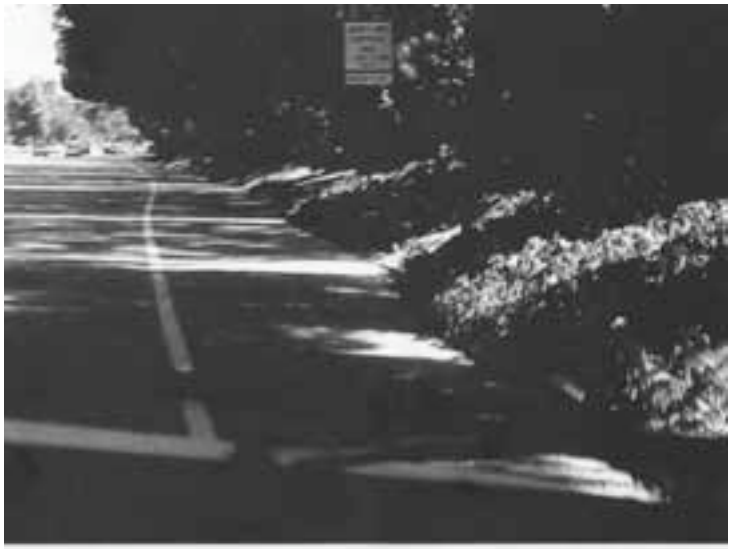
a) Open fences for pleasant route, or

b) Create path as for buried cable, or

c) Allow use of standard bike lane, as per Vehicle Code.

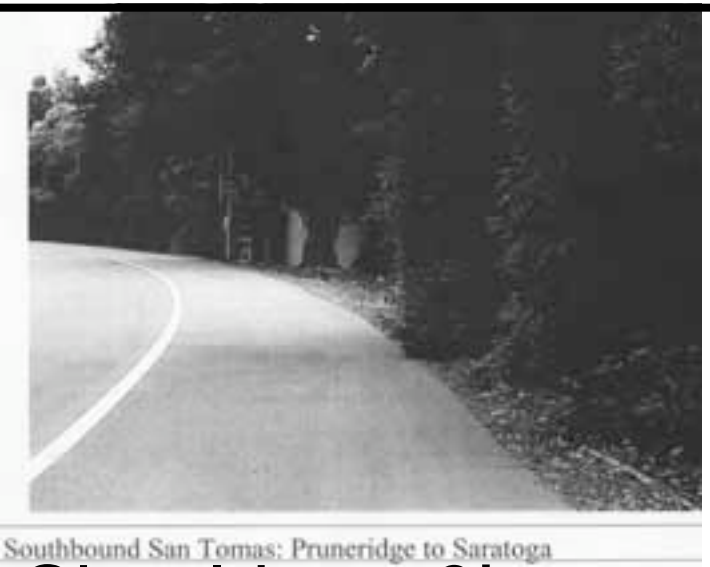


Google Maps



Southbound San Tomas: Homestead to Forbes

Shoulder = 8’
Curb to fence = 14’
Total = 22’ = 2 traffic lanes.



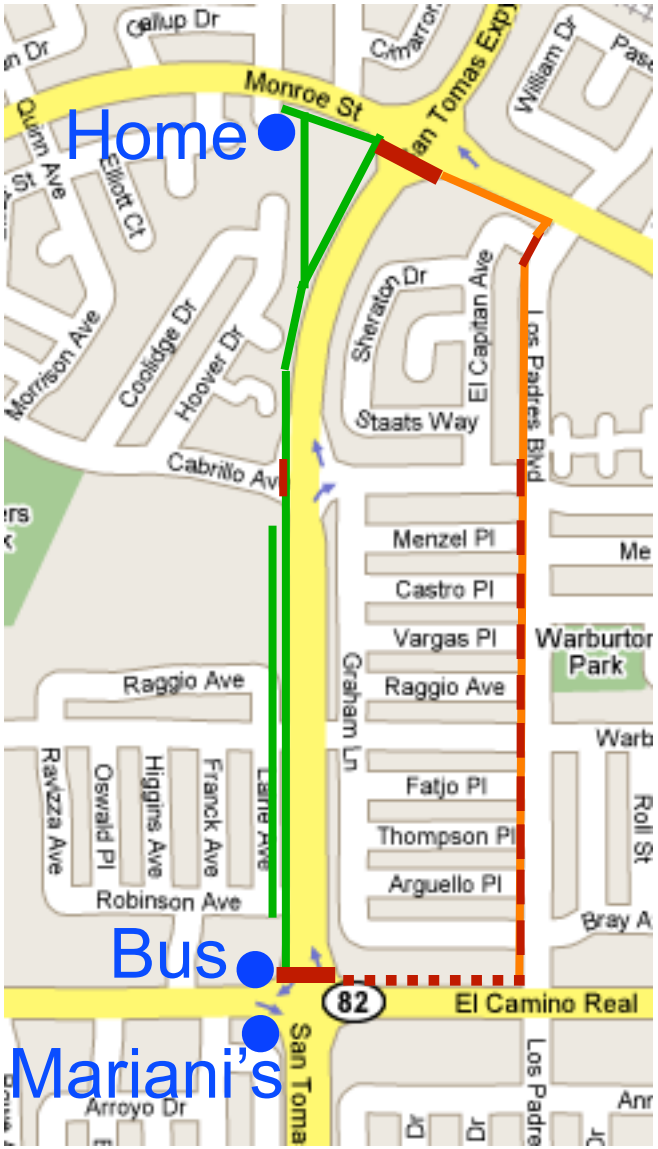
Southbound San Tomas: Pruneridge to Saratoga

Shoulder = 9’
Edge to fence = 14’

Total = 23’
= 2 traffic
lanes

That concludes staff's 7 "most dangerous" or "choke point" areas. But staff ignored what is, by far, the *greatest* danger: **crossing expressways.** Danger increases with number of lanes to cross.

Monroe



Staff's detours cause needless crossings of the expressway plus many more intersections and driveways.

Staff's recommendation is a trick to ***never*** build sidewalks along San Tomas.
County highway staff's actions are evidence of that:

- Secretly taking away jurisdiction from the City ***without notice*** to the City. [Streets & Highways Code 1713]
- Secretly authorizing prohibiting bicyclists, pedestrians and transit patrons along San Tomas ***without ever*** placing it on any agenda of the Supervisors or notifying anyone other than the highway lobby. [CVC 21960]
- County staff told the BAC that if sidewalks are built south of El Camino, there won't be room to add traffic lanes. That's partly true: They could increase lanes from 6 to 8 but not from 6 to 10. *They want 10 lanes!*

Repeal Res. 5603 now to greatly increase safety and encourage non-motorized transport.