

Contrary to County staff's **false statement** on June 20, pedestrians *are* allowed along the *entire* length of **Capitol Expressway**, a result of our effort in 1997. This resulted in sidewalks or paths along the *entire* length of Capitol.



Photos: New sidewalk on Capitol Expressway bridge over Monterey Road (built in 2000).

Paths are preferred over shoulders by walkers.



## Board Action (August 20, 1991):

“Approve[d] the ... new program to provide pedestrian pathway facilities along the expressway system at the annual level of \$75,000.”

The staff report for that states:

“It will take **several years** [*from 1991*] to remove *all* obstacles [basically, cut back brush] ... from the *entire* expressway system.”

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County staff has **stonewalled for 15 years** on path creation, using the City’s prohibition as ***an excuse***.

If they had complied with the order, there would be no conflict today!





Photos: Monterey Road near Blossom Hill,  
**55** mph traffic.



Trimble Road is **50** mph.

North First Street is **45** mph.

All three have bike-lanes and sidewalks.

San Tomas, **45** mph, meets bike-lane standards, and can have paths as *already ordered by the Board* — but **County staff stonewalls**.

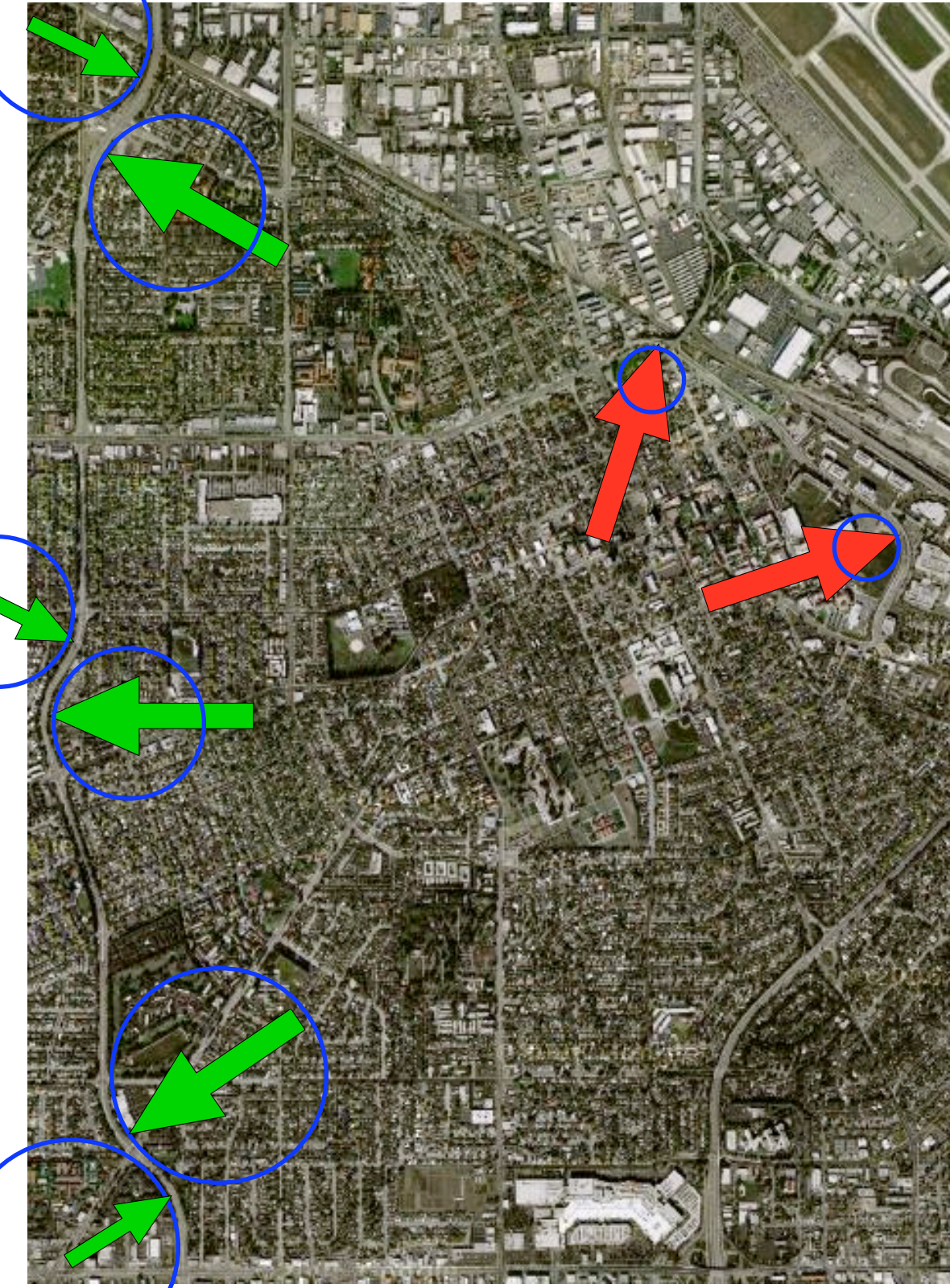
**City staff's scare tactic:** “High speed traffic” (on San Tomas):


“In many cases, the conditions are similar to freeways.”

**The truth is:** Speeds are similar to *other* arterial roads, *not* freeways.

The similarity to freeways — few intersections and few or no driveways — actually *increase safety* for walkers.



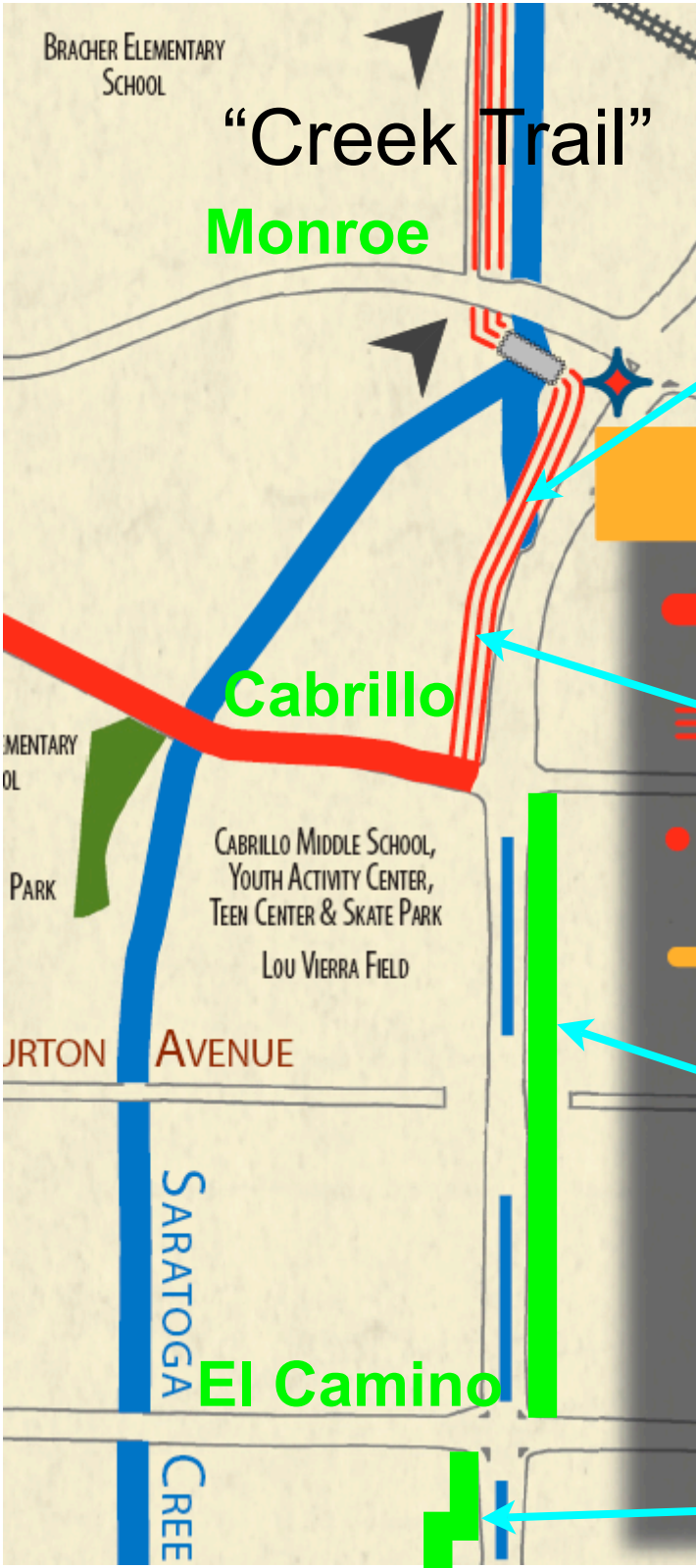


**Circles** show radii of curves. 

**Staff's scare tactic:**  
Curves on San Tomas (45 mph), **green arrows**, are a “**roadway departure**” risk for walkers.

**Reality check:**  
Staff **ignored** that curves on El Camino (40 mph), **red arrows**, are more than *twice* as sharp.





This is **staff's map** (with my green overlay) for its new plan to put the "Creek Trail" on San Tomas Expressway.

It shows that staff doesn't believe its own scare tactic about "roadway departures".

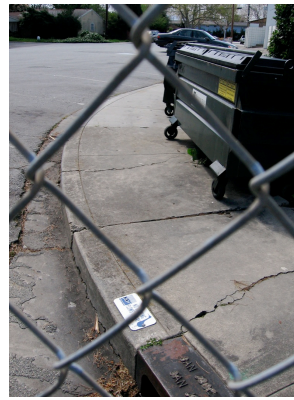


Photo: Existing path (now "Creek Trail")

New path in half mile long block, created in one day.



Fence at bus stop needs opening.



**Staff report stated** (June 20): “City staff supports ... pedestrians ... if ... walkway [path] ... is available ... .”

**Yet, staff ignored** *existing* paths and *required* paths — about 3 days of work for the remaining 1.7 miles.

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Request that Council approve the staff report with the **addition that staff evaluate these 3 items:**

- *Existing* paths and *required* paths between Monroe and Stevens Creek Blvd.
- The Board order of August 20, 1991 to create paths and the \$75,000 annual path allocation.
- Vehicle Code 21949 that states: “[Cities] provide ... passage for pedestrian travel on .. *all* streets and highways.”