



Memorandum

TO: Honorable Mayor &
City Council

FROM: Toni J. Taber, MMC
City Clerk

SUBJECT: The Public Record
September 4, 2025 – September 11, 2025.

DATE: September 17, 2025

ITEMS FILED FOR THE PUBLIC RECORD

Letters from Boards, Commissions, and Committees

Letters from the Public

1. Letter from Carol Jones, dated September 5, 2025, regarding: 8/26/25 Item 10.2: GPT25-002 - General Plan Text Amendment.
2. Letter from Akos Szoboszlay, dated September 7, 2025, regarding: Please upload 3 files to agenda item "Open Forum" for 9/9/ 2025.
3. Letter from Department of Toxic Substances Control, dated September 8, 2025, regarding: Work Notice: 210 Baypointe Parkway - September 2025.
4. Letter from Juan Torres, dated September 8, 2025, regarding: Proposal to Implement an Automatic Noise Detection and Enforcement System in San Jose.
5. Over 100 emails of substantially the same language were received between September 9 – September 11, 2025, regarding: I oppose 300-foot-tall buildings at the 28th St/Little Portugal BART Station. One example is enclosed. You may contact the City Clerk's Office to view all letters received.

Toni J. Taber, MMC
City Clerk



Outlook

Fw: CAROL J JONES 95110 – 8/26/25 Item 10.2: GPT25-002 - General Plan Text Amendment

From Agendadesk <Agendadesk@sanjoseca.gov>**Date** Fri 9/5/2025 1:59 PM**To** Rules and Open Government Committee Agendas <rulescommitteeagenda@sanjoseca.gov>

From: City Clerk <city.clerk@sanjoseca.gov>**Sent:** Friday, September 5, 2025 11:31 AM**To:** Agendadesk <Agendadesk@sanjoseca.gov>**Subject:** FW: CAROL J JONES 95110 – 8/26/25 Item 10.2: GPT25-002 - General Plan Text Amendment

From: San Jose United [REDACTED]**Sent:** Friday, September 5, 2025 11:22 AM**To:** District2 <District2@sanjoseca.gov>; District3 <district3@sanjoseca.gov>; District4 <District4@sanjoseca.gov>; District5 <District5@sanjoseca.gov>; District 6 <district6@sanjoseca.gov>; District7 <District7@sanjoseca.gov>; District8 <district8@sanjoseca.gov>; District9 <district9@sanjoseca.gov>; District 10 <District10@sanjoseca.gov>; District1 <district1@sanjoseca.gov>; The Office of Mayor Matt Mahan <mayor@sanjoseca.gov>; City Clerk <city.clerk@sanjoseca.gov>; [REDACTED]**Subject:** CAROL J JONES 95110 – 8/26/25 Item 10.2: GPT25-002 - General Plan Text Amendment

[External Email. Do not open links or attachments from untrusted sources. [Learn more](#)]

Dear San Jose City Council and San Jose Planning Commission,

Regarding the proposal to replace the broad based, cross sector Envision San José 2024 General Plan Four Year Review Task Force (Task Force) with the smaller, less representative Planning Commission: To make up for this reduction in expertise, the Council should require that staff identify key stakeholder groups so the Planning Commission can hold deliberate panel input sessions with those stakeholder groups. Key stakeholder groups can fill in the gaps created by the replacement of the Task Force for the third Four Year review cycle.

Use a diverse task force please

Please also consider incorporating language to ensure the use of the Planning Commission, instead of the Task Force, is an exception rather than a default.

Sincerely,

CAROL J JONES

95110

You may not use my contact information for any purpose other than to respond to my concern regarding the topic listed above, nor may you share my address with any other organization(s) or individual(s).

This mail was sent on behalf of a San Jose resident via San Jose United
<https://www.sanjoseunited.net>
Community Working Together

This message is from outside the City email system. Do not open links or attachments from untrusted sources.



Fw: Please upload 3 files to agenda item "Open Forum" for 9/9/2025.

From Agendadesk <Agendadesk@sanjoseca.gov>

Date Mon 9/8/2025 4:11 PM

To Rules and Open Government Committee Agendas <rulescommitteeagenda@sanjoseca.gov>

 4 attachments (962 KB)

SJcouncil.pdf; SJspeeches.pdf; BOSvotesQuotes.pdf; photo.jpg;

From: City Clerk <city.clerk@sanjoseca.gov>

Sent: Monday, September 8, 2025 7:56 AM

To: Agendadesk <Agendadesk@sanjoseca.gov>

Subject: FW: Please upload 3 files to agenda item "Open Forum" for 9/9/2025.

From: Akos Szoboszlay [REDACTED]

Sent: Sunday, September 7, 2025 10:34 PM

To: City Clerk <city.clerk@sanjoseca.gov>

Subject: Please upload 3 files to agenda item "Open Forum" for 9/9/2025.

[External Email. Do not open links or attachments from untrusted sources. [Learn more](#)]

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello,

Please upload 3 pdf files (attached) to agenda item "Open Forum" for the 9/9/2025 Council meeting. I will be speaking and need these for further information for the City Council.

Please let me know if you can display a photo on the overhead display while I speak. If yes, I attached it with filename "photo.jpg"

If there is a problem, please call me at: [REDACTED]

Thanks You.

Akos Szoboszlay

This message is from outside the City email system. Do not open links or attachments from untrusted sources.



From: Akos Szoboszlai, former President, Modern Transit Society (disbanded in 2011)

To: Mayor Mahan and Councilmembers, City of San Jose

Date: Sept. 9, 2025

Subject: Request repeal of ordinance 11.32.070 prohibiting pedestrians on expressways

Hon. Mayor Mahan and Councilmembers,

At my request as President of the Modern Transit Society (which existed from 1971 to 2011), the County Board of Supervisors (BOS) required the following along all expressways:

- bike lanes (in 1989, with technical details added in the 2003 County Expressway Plan),
- pedestrian paths along the “entire expressway system” (1991),
- trimming of shrubs at intersection corners for pedestrian safety (1991 and 2003),
- pedestrian use of expressway bridges (1991), and
- approved sidewalks along all expressways, usually on both sides of the road, as shown on Sidewalk Maps for each expressway (part of the 2008 County Expressway Plan).

All nine BOS votes in this regard, and excerpted quotes, are listed in the first link (below).

Unfortunately, County Roads Department has refused to comply because “that would encourage pedestrian to violate the City ordinance.” This has resulted in many fatalities of pedestrians, including “multiple” fatalities (admitted to by County Roads) caused by prohibiting use of the Capitol Expressway bridge and forcing pedestrians to step across the train tracks and Monterey Highway. [See photos, next page.]

Other fatalities included right-turn-on-red caused by the refusal of County Roads to create paths at intersection corners that the BOS requires. It’s now mostly corrected.

The reason for such roadway design failures on expressways is that the City ordinance causes County highway staff to pretend that pedestrians do not exist on expressways. If they would have just checked State law, or counted the pedestrians, it would have shown their belief to be false. Expressway design needs to be the same as the 36 miles of arterial roads in San Jose that have exactly the same speed limit as the 23 miles of expressways in San Jose: 45 or 50 mph.

In 1997, I forced County Roads to comply with State law (which gave no authority to prohibit pedestrians from expressways) and remove all “Pedestrians Prohibited” signs on Capitol Expressway. This had the immediate result of greatly improving pedestrian safety by forcing County Roads to comply with the 1991 BOS actions. However, they only partly complied. They still did not place a path or sidewalk on **both** sides of Capitol Expressway, as required.

This refusal to comply (including in 2024) doubled pedestrian fatalities for those walking along the expressway, by forcing about 1/4 of these people to needlessly cross the expressway two times, instead of zero times, just to reach the sidewalk on the other side of the expressway. Capitol Expressway had 19 pedestrian crashes (fatalities or seriously injured) for crossing the expressway (11-year crash data from SJ DOT) and zero crashes in the bike lane or on a sidewalk of the expressway (5-year data of Vision Zero).

For photos of people walking along Capitol Expressway, and destroyed pedestrian facilities along San Tomas Expressway, see my letter to Supervisor Chavez and Supervisor Ellenburg (at links below), asking that County Roads comply with BOS requirements in their districts. Supervisor Chavez referred the matter to VTA BPAC. However, County Roads killed the request by stonewalling until Supervisor Chavez left office in November 2024, and then put it on the agenda as a “verbal staff report” rather than an action item, in order to prevent a vote by the VTA BPAC [Nov. 13, 2024, agenda #5]

Please place on the City Council agenda the *complete* repeal of 11.32.070. This repeal would also help me at the County level, to achieve the required pedestrian facilities. I have said for decades, if you want pedestrian facilities, repeal the pedestrian prohibition first. Otherwise, County highway staff will put all their effort into fighting against repeal, rather than complying with pedestrian facility requirements, because it is cheapest and easiest for them to post “Pedestrians Prohibited” signs, and pretend that no pedestrians exist on road. This is a total fallacy. The BOS recognized the fact that all expressways are “arterial roads” in the 2003 County Expressway Plan. VTA recognized that all modes of transportation are forced to use arterial roads by the hierarchical street patterns. This is clear recognition of the fact that pedestrians are forced to use expressways.

I made a 6-minute slide show for SJ BPAC, and they voted unanimously to ask City Council to repeal 11.32.070, in January 2025. Can I show this slide show to you or your staff? I am now retired as an electrical engineer, so I am free almost any day or time.

Sincerely,

Akos Szoboszlay

Phone:

Email:

Links

BOS votes and excerpted quotes (one page each): ModernTransit.org/BOSvotesQuotes.pdf

This letter is uploaded to: ModernTransit.org/2025/SJcouncil.pdf

My two speeches to City Council under Public Forum: ModernTransit.org/2025/SJspeeches.pdf

Letter to Supervisor Chavez regarding Capitol Expy.: ModernTransit.org/2024/SupChavez.pdf

Letter to Sup. Ellenburg re: San Tomas Expy: ModernTransit.org/2024/SupEllenburg.pdf

Full report, San Jose repeal of pedestrian prohibition: ModernTransit.org/2025/SJrepeal.pdf



View of railroad and Monterey Highway, a dangerous crossing with multiple pedestrian fatalities, seen from Capitol Expressway bridge.



Adult and two children crossing the train tracks because the bridge has "Pedestrians Prohibited" signs that are illegal under State law.



Family crossing the bridge by legally using the path and legally using the bike lane. They walked past illegal "Pedestrians Prohibited" signs, so man placed his hand over his face as I took the photo, in order not be recognized by police. SJ DOT and County Roads tried to force pedestrians either into a two-mile walking detour because the nearest safe crossing to this one was one-mile away, or to cross dangerously, shown above.

[Photos are circa 1996, by Akos Szoboszlay. See more photos along Capitol Expressway in letter to Supervisor Cindy Chavez, at link below.]

Two speeches of Akos Szoboszlay to San Jose City Council under Open Forum Repeal ordinance 11.32.070 (prohibition of pedestrians on expressways)

September 9, 2025 speech:

My name is Akos Szoboszlay. I was President of the Modern Transit Society, which was the organization behind bringing Light Rail and BART to the County, and the tax for transit in 1976, that funds VTA. Please repeal ordinance 11.32.070 that prohibits pedestrians and transit patrons from expressways with no exception for sidewalks, paths and bus stops. The BPAC unanimously requested City Council to repeal.

One of our members lived two blocks from the Capitol Light Rail station. You prohibited him from using Light Rail because you *only* allow car owners driving into the parking lot to use the station. If that sounds absurd, repeal the ordinance. All bus lines crossing expressways stop at expressways so transit patrons can use expressways. You also prohibit them.

State law gave **no authority** to prohibit pedestrians from expressways, so I forced removal of your *Pedestrians Prohibited* signs.

I won all votes of the County Board of Supervisors requiring pedestrian facilities on expressways. See the list, and details, that I uploaded under Open Forum. Despite these votes, County's highway staff refused to comply because, "that would encourage pedestrians to violate the City ordinance." Your ordinance resulted in many pedestrian fatalities. It is discriminatory, unjust **and** dangerous. Please repeal this ordinance.

August 12, 2025 speech:

My name is Akos Szoboszlay. I have been the victim of police harassment *for years*, for bicycling in bike lanes. At the time, only expressways had bike lanes, then called "shoulders." This Council, at my request in 1989, voted 11 to 0 to repeal the bicycle prohibition. I also lead the successful effort at the County Board of Supervisors, who voted to require bike lanes in 1989, required pedestrian paths in 1991, and approved sidewalks in 2008, on *all* expressways.

Highway staff of the County has used the City's prohibition of pedestrians as a ruse, to refuse to comply with BOS requirements for pedestrian safety. For example, they killed **multiple** people by forcing them to step across train tracks and Monterey Highway, rather than use the safest crossing: the existing bridge on Capitol Expressway.

State law only authorized prohibiting pedestrians from freeways. Highway staff claimed, "Expressways **are** freeways." I proved that to be a **lie** by forcing removal of *Pedestrians Prohibited* signs, which forced them to comply with safety requirements.

San Jose BPAC voted unanimously (in January 2025) to request the Council to repeal City ordinance 11.32.070 that prohibits pedestrians. In San Jose, there are 23 miles of expressways, and 36 miles of arterial roads with **the same speed limits**, 45 or 50. Please correct this injustice and discrimination against people not using cars by repealing the ordinance.

Contact:

Akos Szoboszlay

[REDACTED]

Phone: [REDACTED]

Email: expressway [“at” symbol] akos.us

Links:

BOS votes and excerpted quotes (one page each): ModernTransit.org/BOSvotesQuotes.pdf

Letter to the City Council (Sept. 9, 2025): ModernTransit.org/2025/SJcouncil.pdf

My two speeches to City Council under Public Forum: ModernTransit.org/2025/SJspeeches.pdf

Letter to Supervisor Chavez regarding Capitol Expy.: ModernTransit.org/2024/SupChavez.pdf

Letter to Sup. Ellenburg re: San Tomas Expy: ModernTransit.org/2024/SupEllenburg.pdf

Full report, San Jose repeal of pedestrian prohibition: ModernTransit.org/2025/SJrepeal.pdf

County Roads actions versus BOS actions and votes regarding expressways

To enlarge this page, go to: ModernTransit.org/BOSvotes.pdf and enlarge on your computer.

Year	Event	County Roads action	BOS (County Board of Supervisors) action	BOS vote
1960		Cities prohibit bicyclists and pedestrians from many pre-existing roads, without authority to do so from the State.		
1960s, 1970s		County Roads takes over these roads with bicyclists and pedestrians, and posts illegal signs to prohibit them. Traffic lanes and bike lanes ("shoulders") are added. Bike lanes are 8 to 10 feet wide. (A standard bike lane is 5 feet.)		
1988		Requested BOS to seek legislation in Sacramento to re-impose bicycle prohibitions by over-ruling cities that repealed prohibitions.	Rejected request. Voted to "support" bicycles on expressways.	4-1
1989		Opposed bike lanes at the (then) County Transportation Commission.	Required bike lanes along all expressways. (Bike lanes already exist. This was to prevent destroying them.)	5-0
1991	T2010 Plan	Eliminated bicyclists and pedestrians from all expressways in the draft Plan.	Retained bicyclists' and pedestrians' use of expressways in the final Plan.	5-0
1991	1991 Policy	Ignored my requests to remove shrubs at intersection corners to create a path to prevent right-turning vehicles from killing pedestrians.	Required, and fully funded, the creation of pedestrian paths along the "entire expressway system." Required pedestrian use of expressway bridges crossing rivers, freeways and train tracks. Required paths at corners.	5-0
2003	2003 County Expressway Plan	Tried to eliminate pedestrians from (estimated) 70% of expressway miles by claiming that unless there is a sidewalk, expressways are unsafe.	Recognized that "shoulder or path facilities can serve for ... occasional pedestrian use." Recognized that expressways are, in fact, arterial roads. Approved detailed specifications for bike lanes on expressways.	5-0
2003 to 2004		Refused to remove "Pedestrians Prohibited" signs in Sunnyvale after the City repealed the prohibition.	Gave a direct order to County Roads to remove these signs in Sunnyvale and to comply with the law.	5-0
2004 and 2006	SB 1233* of 2004	Without informing the County, added legal text to an unrelated State bill that eliminated the right to ride a bicycle or to walk on public roads in California.	Directed staff to seek repeal of this law (on 1/19/2006). Staff never complied. Staff wrote one letter and then dropped the matter because staff wanted the law kept. (They wrote the legal text.)	5-0
2008	2008 County Expressway Plan	Went to every city BPAC to oppose sidewalks and pedestrians on expressways by faking accident statistics, but lost all the votes.**	Required sidewalks along all expressways, on both sides of the road, as per Sidewalk Maps for each expressway, that are part of the 2008 County Expressway Plan.	5-0
2024 in May	2003, 2008 County Expressway Plans	Censored the 2003 and 2008 County Expressway Plans by eliminating them from the County website, after I asked the BOS that County Roads comply.	I (Akos Szoboszlai) informed the BOS under "Public Comment" of the censoring. Then, County Roads was forced to restore these documents. These Plans are valid today. MTC recognizes them to be Master Plans.	None
2024, Nov. to 2025, June.	Active Transportation Plan (ATP)	Eliminated all bike lanes and half the sidewalks from all expressways (in the draft Plan). Totally ignored the 2003, 2008 Expressway Plans because County Roads lost the (above) votes.	County Roads had prevented VTA BPAC from voting by placing "information item" on the agenda, but the HLUET (two Supervisors) sent it back for a vote. BPAC then voted to keep bike lanes and sidewalks on both sides of expressways, and the BOS approved.	4-0

*See: ModernTransit.org/restore for the short article. The long article is at: ModernTransit.org/restore/restore-long.htm

**See the letter from County Roads Director to the City of Santa Clara at this link: ModernTransit.org/2024/SCrepeal.pdf

For details and links for the above items, see the Timeline at: ModernTransit.org/expy/#timeline

Pedestrians along expressways: County Board of Supervisors (BOS) policies and orders

Compiled by Akos Szoboszlay, Modern Transit Society

4/12/07, Updated 05/14/2024

This page is an abridged version of a web page that contains links to sources (document scans, or County's pdf files) for the quotes on this page. The web page also describes (with photos) violations by County staff of these policies and orders of the Santa Clara County Board of Supervisors:

moderntransit.org/quote

1. **1991 Board Action:** Ordered staff to create pedestrian paths on *all* expressways.
“Approve the proposed new program to **provide pedestrian pathway facilities along the expressway system** at the annual level of \$75,000.” [1991]
2. **Staff report for that Board Action:** “The [predecessor] Transportation Agency’s position is that **it will take several years** [from 1991] **to remove all obstacles** [basically, “cut back brush”] in the buffer area [between curb and property-line] **from the entire expressway system.**” [1991]
3. [Superseded by #4, next]
4. The **2003 County Expressway Plan** (formally titled *Comprehensive County Expressway Planning Study Implementation Plan*, states:
“**shoulder or path facilities can serve ... for occasional pedestrian use.**” [2003]
5. **"Wide shoulder or path"** is listed in the map legend on all expressway-pedestrian maps in the 2003 County Expressway Plan, showing exact locations of these wide shoulders and/or paths.
[2003]
6. **The BOS ordered staff** (on 1/10/06) **to seek repeal of SB 1233**, legal text that County Roads inserted into an unrelated bill, to hide it from the County. It eliminated the right of both bicyclists and pedestrians to use public roads in California. [See ModernTransit.org/restore/contents.html]
7. **"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."** [2003] Paths are most needed at:
(a) intersection areas, where shoulders are reduced or non-existent, and
(b) where people are forced to walk in the traffic lane — all caused by destruction of bike lanes.
8. “Expressway crossings of barriers (freeways, rivers, and railroads): A **sidewalk/path on at least one side** of the expressway will be provided to the adjacent public street intersection in both directions from the barrier.” [1991]
9. “It is the policy ... to **not eliminate existing sidewalks/pathways/informal paths.**” [1991]
10. The BOS approved **sidewalks along all expressways**, shown block by block, on pedestrian maps of the 2008 County Expressway Plan. [See: ModernTransit.org/expy/ped-element.html]

To see original document scans of quoted paragraphs, go to ModernTransit.org/quote and click the quote number.



Work Notice: 210 Baypointe Parkway - September 2025

210 Baypointe Parkway Site

RECEIVED
SAN JOSE CITY CLERK
2025 SEP 08 AM 10:56
PL (Mar)

Soil Cleanup at 210 Baypointe

The Department of Toxic Substances Control (DTSC) is distributing this notice to inform the community about upcoming work at the 210 Baypointe Parkway site in San Jose, CA 95134 (Site). The Site was used for farming until 1985. The soil is contaminated with arsenic, cobalt, hexavalent chromium, lead, and nickel. This came from past farming activities. The City of San Jose gave approval to build seven buildings for residential use. DTSC approved a cleanup plan in August 2025.

What will happen

- Remove contaminated soil from future landscaped areas and replace it with clean soil.
- Cover the remainder of site with hardscape to prevent exposure to contaminated soils. Examples of hardscape are building foundations, sidewalks, and parking spaces.
- Hauling approximately 5,470 cubic yards of soil (608 truckloads) to a landfill.

When work is scheduled

- Work will begin the week of **September 14, 2025**. Work will take place on weekdays 7:00 a.m. to 5:00 p.m.

Safety measures

Work will follow measures to control dust, noise, and other impacts. The work areas will be fenced off. Workers will cover soil stockpiles with tarps and keep soil moist. Dust will be checked with air monitors along the fence line during work hours. If dust levels get too high, work will be paused until it can be safely resumed. Nearby streets will be cleaned with wet-method street sweepers when needed.

Find out more

Find the workplan and other project documents online:

envirostor.dtsc.ca.gov

Search for site code "60003402"

Access hard copies at:

DTSC Berkeley Regional Office
700 Heinz Avenue
Berkeley, CA 94710
(510) 540-2122

Contacts

Project Manager

Michelle Drake
Environmental Scientist
Michelle.Drake@dtsc.ca.gov
(510) 540-3832

Public Outreach

James Gambrell
Public Participation Specialist
James.Gambrell@dtsc.ca.gov
(510) 529-7199

Media Requests

MediaRelations@dtsc.ca.gov

Air Quality Complaints

Bay Area Air District
BAAQMD.gov
(800) 334-6367

Truckloads will be covered and tires cleaned before leaving the Site. Trucks will take Highway 237 to Interstate 880 to drive to the landfill. To reach Highway 237, trucks will exit the Site onto Baypointe Parkway. Then, they will turn left on Zanker Road and travel east on Highway 237 and then head north on Interstate 880.



Map of Baypointe Parkway Site

Sitio 210 Baypointe Parkway



Limpieza del suelo en 210 Baypointe

El Departamento de Control de Sustancias Tóxicas (DTSC, por sus siglas en inglés) difunde este aviso para informar a la comunidad sobre las obras que se realizarán próximamente en el sitio 210 Baypointe Parkway en San José, CA 95134 (Sitio). El Sitio se utilizó para fines agrícolas hasta 1985. El suelo está contaminado con arsénico, cobalto, cromo hexavalente, plomo y níquel. Esta contaminación procede de actividades agrícolas anteriores. La Ciudad de San José dio su aprobación para construir siete edificios para uso residencial. En agosto de 2025, el DTSC aprobó un plan de limpieza.

Qué pasará

- Retirar el suelo contaminado de las futuras áreas de jardines y sustituirlo por suelo limpio.
- Recubrir el resto del sitio con construcción sólida para evitar la exposición a suelos contaminados. Algunos ejemplos de construcción sólida son los cimientos de edificios, las veredas, y los espacios de estacionamiento.
- Traslado de aproximadamente 5,470 yardas cúbicas de tierra (608 cargas de camión) a un vertedero.

Cuándo están previstas las obras

- Las obras darán inicio en la semana del **14 de septiembre de 2025**.

Las obras se llevarán a cabo los días laborales de 7.00 a.m. a 5.00 p.m.

Medidas de Seguridad

Se adoptarán medidas para controlar el polvo, el ruido y otros impactos asociados a las obras. Las áreas de trabajo estarán valladas. Los trabajadores cubrirán los acopios de tierra con lonas y mantendrán la tierra húmeda. Durante las horas de trabajo se controlará el polvo con monitores de aire colocados a lo largo de la línea de vallado. En caso de que los niveles de polvo sean demasiado elevados, el trabajo se detendrá hasta que pueda reanudarse de forma segura. En caso necesario, las calles cercanas se limpiarán con barredoras con sistema de barrido húmedo.



Más información

Encuentre el plan de trabajo y otros documentos del proyecto en línea en: envirostor.dtsc.ca.gov

Busque el código del sitio
"60003402"

Obtenga acceso a copias impresas en:

Oficina Regional del DTSC en Berkeley

700 Heinz Avenue
Berkeley, CA 94710
(510) 540-2122

Contactos

Administradora del Proyecto

Michelle Drake
Especialista Medioambiental
Michelle.Drake@dtsc.ca.gov
(510) 540-3832

Difusión Pública

James Gambrell
Especialista en Participación Pública
James.Gambrell@dtsc.ca.gov
(510) 529-7199

Solicitudes de los Medios de Comunicación

MediaRelations@dtsc.ca.gov

Quejas sobre la Calidad del Aire

Distrito de Aire del Área de la Bahía
BAAQMD.gov
(800) 334-6367

Los camiones cargados se cubrirán y las llantas se limpiarán antes de salir del Sitio. Los camiones circularán por la Autopista 237 hasta la Interestatal 880 para llegar al vertedero. Para llegar a la Autopista 237, los camiones saldrán del Sitio por Baypointe Parkway. Posteriormente, girarán a la izquierda en Zanker Road y viajarán hacia el este por la Autopista 237 y luego se dirigirán hacia el norte por la Interestatal 880.



Mapa del sitio de Baypointe Parkway

Công Trường 210 Baypointe Parkway

Làm Sạch Đất tại 210 Baypointe

Ban Kiểm Soát Độc Tố (Department of Toxic Substances Control, DTSC) gửi thông báo này để thông tin đến cộng đồng về công việc sắp diễn ra tại địa điểm 210 Baypointe Parkway ở San Jose, CA 95134 (Công Trường). Công Trường này trước đây đã được sử dụng cho hoạt động trang trại cho đến năm 1985. Đất ở đây đã bị nhiễm các chất asen, coban, crom hóa trị sáu, chì và niken. Hệ quả này đến từ các hoạt động trang trại trong quá khứ. Thành Phố San Jose đã thông qua việc xây dựng bảy tòa nhà làm nhà ở. DTSC đã chấp thuận một kế hoạch làm sạch vào Tháng 8 năm 2025.

Điều gì sẽ diễn ra

- Loại bỏ đất bị ô nhiễm ra khỏi các khu vực được tạo cảnh quan trong tương lai và thay thế bằng đất sạch.
- Sử dụng cảnh quan cứng che phần còn lại của khu đất để tránh tiếp xúc với đất bị ô nhiễm. Ví dụ về cảnh quan cứng gồm móng tòa nhà, vỉa hè và không gian đậu xe.
- Vận chuyển khoảng 5.470 mét khối đất (608 xe tải) đến bãi chôn lấp.

Lịch công việc

- Công việc sẽ bắt đầu vào tuần từ ngày **14 tháng 9 năm 2025**.

và diễn ra vào các ngày trong tuần từ 7:00 sáng đến 5:00 chiều.

Các biện pháp an toàn

Công việc tuân thủ các biện pháp kiểm soát bụi, tiếng ồn và các tác động khác. Các khu vực công trường sẽ được rào chắn. Công nhân sẽ phủ bạt lên các đồng đất dự trữ và giữ ẩm cho đất. Bụi sẽ được kiểm tra bằng máy theo dõi không khí độc hàng rào trong giờ làm việc. Nếu lượng bụi quá cao, công việc sẽ được tạm dừng cho đến khi an toàn để tiếp tục. Xe quét đường phun nước sẽ làm sạch các con phố xung quanh khi cần thiết.

Tìm hiểu thêm

Tìm kế hoạch công việc và các tài liệu dự án khác trực tuyến trên trang: envirostor.dtsc.ca.gov

Tìm kiếm mã công trường
"60003402"

Xem bản sao cứng tại:

DTSC Berkeley Regional Office
700 Heinz Avenue
Berkeley, CA 94710
(510) 540-2122

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MediaRelations@dtsc.ca.gov

Than Phiền Về Chất Lượng Không Khí

Bay Area Air District
BAAQMD.gov
(800) 334-6367

Xe tải sẽ được che phủ và lốp xe sẽ được rửa sạch trước khi rời khỏi Công Trường. Xe tải sẽ đi theo Đường Cao Tốc 237 tới Đường Liên Bang 880 đến bãi chôn lấp. Để đến Đường Cao Tốc 237, xe tải sẽ ra khỏi Công Trường và nhập vào đường Baypointe Parkway. Sau đó, xe tải sẽ quẹo trái vào đường Zanker Road và đi về phía đông trên Đường Cao Tốc 237, rồi hướng về phía bắc trên Đường Liên Bang 880.



Bản Đồ Công Trường Baypointe Parkway



Proposal to Implement an Automatic Noise Detection and Enforcement System in San Jose

From Juan Pareja [REDACTED]

Date Mon 9/8/2025 6:50 PM

To The Office of Mayor Matt Mahan <mayor@sanjoseca.gov>; City Clerk <city.clerk@sanjoseca.gov>; District4 <District4@sanjoseca.gov>

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Juan Torres
[REDACTED]

Date: 09/08/2025

To:

Mayor and City Council Members
City of San José, California

Subject: Proposal to Implement an Automatic Noise Detection and Enforcement System in San José

Dear Mayor and Council Members,

My name is **Juan Torres**, and I am a resident of San José. I am writing to express a growing concern within our community: the **excessive noise pollution caused by vehicles with modified exhaust systems that exceed legal noise limits**.

While the **California Vehicle Code (CVC §27150–27159)** already regulates vehicular noise, in practice these laws are rarely enforced due to the difficulty of identifying and stopping offenders in real time. As a result, our neighborhoods are frequently disrupted by excessively loud cars and motorcycles, negatively impacting both our peace and our health.

Proposed Solution

I respectfully propose that the City of San José consider adopting an **automatic noise detection and enforcement system**, similar to programs already in place in **New York City** and several European cities. This system would operate as follows:

1. **Acoustic sensors** installed at strategic locations measure the decibel levels of passing vehicles.

2. When a vehicle exceeds the legal noise threshold, the system automatically activates a **camera to capture the license plate**.
3. With this evidence, a **citation is mailed to the vehicle's owner**.

Expected Benefits

- **Immediate reduction of noise pollution** in residential and high-traffic areas.
- **Improved public health**, since noise pollution is linked to stress, sleep disorders, and even cardiovascular conditions.
- **More consistent law enforcement** without requiring additional police resources to pull over every violator.
- **Additional revenue for the city** through fines, which could be reinvested in public safety and community programs.

Request

I respectfully ask that the City Council:

1. **Evaluate the technical and financial feasibility** of a pilot program using noise detection sensors in critical areas of San José.
2. **Provide a public discussion forum** where residents can voice their support and share feedback on this initiative.
3. **Consider incorporating this system into future city ordinances** to strengthen compliance with California's existing vehicle noise laws.

I firmly believe this proposal would improve the quality of life for San José residents and establish our city as a leader in innovative urban solutions.

Thank you for your attention to this matter. I would be glad to collaborate or provide further input if needed.

Sincerely,

Juan Torres P
Resident of San José

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FW: I oppose 300-foot-tall buildings at the 28th St/Little Portugal BART Station

From City Clerk <city.clerk@sanjoseca.gov>

Date Wed 9/10/2025 7:46 AM

To Rules and Open Government Committee Agendas <rulescommitteeagenda@sanjoseca.gov>

-----Original Message-----

From: BART Transit Village Advocates [REDACTED]

Sent: Tuesday, September 9, 2025 8:57 AM

To: [REDACTED] Davis, Martina <Martina.Davis@sanjoseca.gov>; City Clerk <city.clerk@sanjoseca.gov>

Subject: I oppose 300-foot-tall buildings at the 28th St/Little Portugal BART Station

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[Some people who received this message don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Dear VTA and City of San Jose Planning Department,

I oppose 300-foot-tall buildings at the 28th St/Little Portugal BART Station behind Five Wounds Portuguese National Church. The current plan of record 120-foot-tall policy should not change in the new Five Wounds Urban Village Plan.

Sincerely,
Felip Silveira

[REDACTED]
95116

You may not use my contact information for any purpose other than to respond to my concern regarding the subject above, nor may you share my address with any other organization(s) or individual(s).

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sources.