










Proposed Conceptual Alternatives

Legend

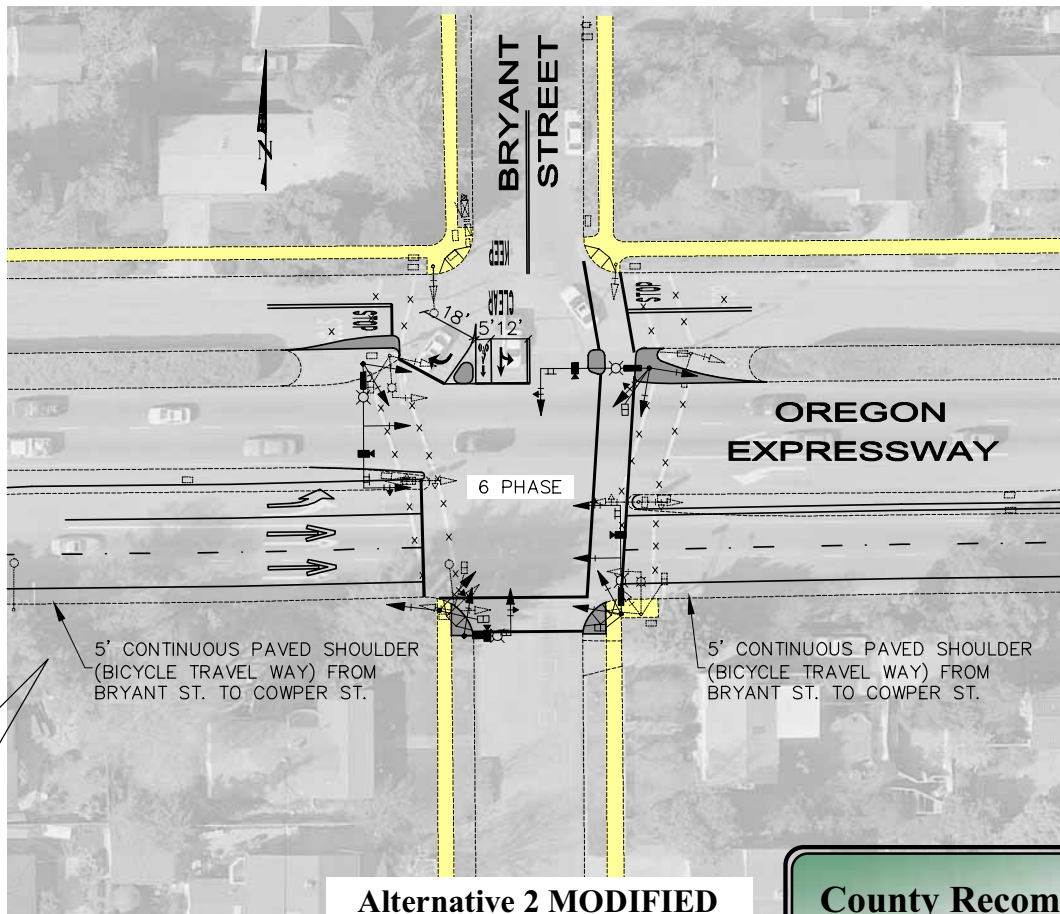
-  Proposed Sidewalk/Concrete Island
-  Existing Sidewalk
-  Remove Existing Striping
-  Remove Existing Curb
-  Existing Curb/Edge of Pavement
-  Proposed Striping
-  New/Enhanced Wheel Chair Ramp
-  Proposed Signal Equipment
-  Existing Signal Equipment

Pros

1. Enhanced pedestrian crossings with countdown signals
2. Vehicular movements from one direction of Bryant St. are served first followed by movements from other directions on Bryant St.
3. Eliminates conflicts between left turners and opposing left and through movements
4. Eliminates conflicts between left turn traffic and pedestrian/bicycle movements
5. Allows for more orderly flow of traffic for all directions
6. Improves signal displays
7. Improves crosswalk alignment
8. Enhanced bicycle detection and timing on southbound Bryant St.
9. Northbound approach remains as is
10. 5' continuous paved shoulder (bicycle travel way) in the eastbound direction

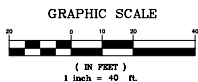
Cons

1. One crosswalk to cross Oregon Expressway (two crosswalk option is not recommended as it will cause long wait time to cross Oregon Expressway)



Alternative 2 MODIFIED

County Recommended



County of Santa Clara Roads and Airports Dept.
Oregon Expressway Improvement Project

Oregon Expressway and Bryant Street



Revised 2/3/09