









Proposed Conceptual Alternatives

Legend

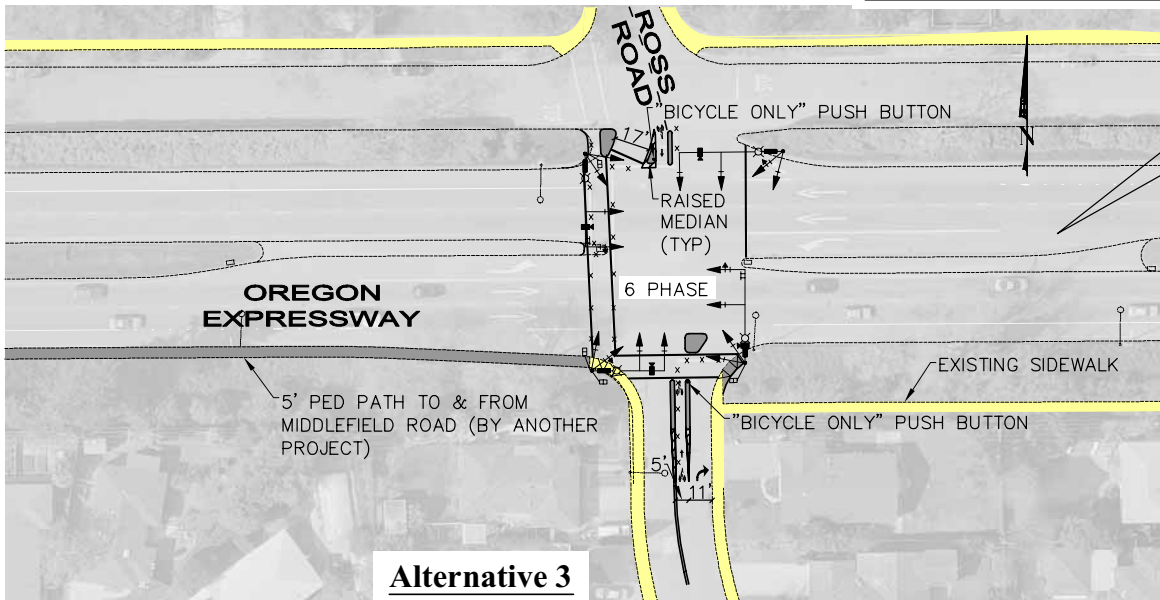
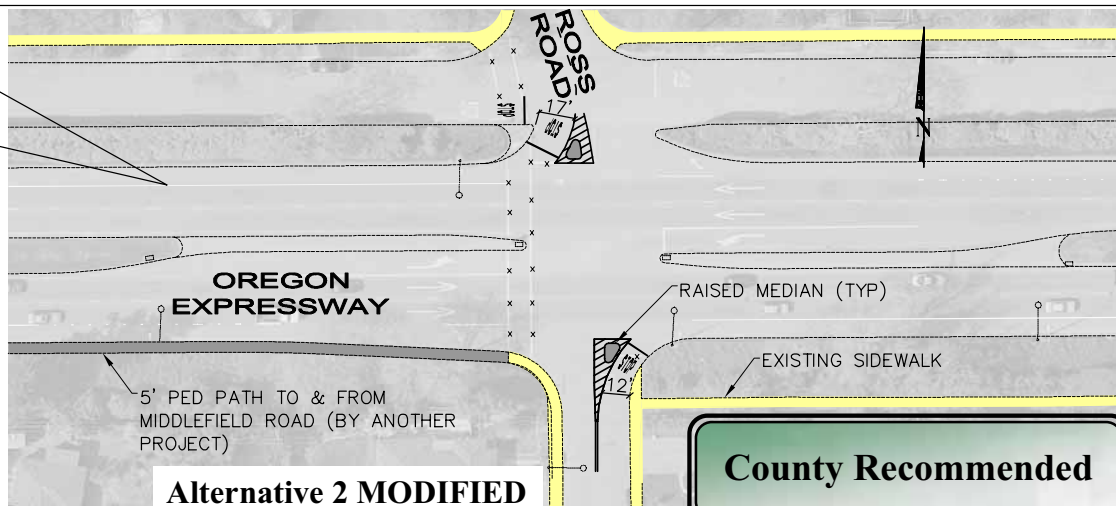
-  Proposed Sidewalk/Concrete Island
-  Existing Sidewalk
-  Remove Existing Striping
-  Existing Curb/Edge of Pavement
-  Proposed Striping
-  New/Enhanced Wheel Chair Ramp
-  Proposed Signal Equipment
-  Existing Signal Equipment

Pros

1. Allows left turns from Oregon Expressway
2. Provides new sidewalk for pedestrians to go to nearby signalized intersections to cross Oregon Expressway safely
3. Reduces potential collisions and enhances safety but to a lesser extent to Alternative 3
4. It does not prevent to convert the intersection into a Bicycle Boulevard (similar to Embarcadero/Bryant) in the future

Cons

1. Prohibits left turns coming out from Ross Rd.
2. No through traffic on Ross Rd. to cross Oregon Expressway



Pros

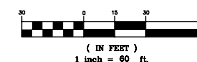
1. Allows left turns from Oregon Expressway
2. Eliminates potential collisions
3. Enhances safety for all modes of traffic
4. Provides new sidewalk for pedestrians
5. Provides a signal with special bicycle detection and timing at bicycle slots for bicyclists and pedestrians to cross Oregon Expressway, but no vehicular through or left turn movement out of Ross Rd. (consistent with Bicycle Boulevard concept)

Cons

1. No left turn from Ross Rd. to Oregon Expressway
2. No through traffic on Ross Rd. to cross Oregon Expressway
3. Parking to be prohibited for about 70' on both sides of Ross Rd. south of Oregon Expressway

NOTE: Alternative 1 is no longer being considered.

GRAPHIC SCALE



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

Oregon Expressway and Ross Road



Revised 1/29/09

Ross Road - Alternative 3

Looking North

Revised on March 27, 2009



Existing



Proposed



Traffic improvements

- Enhances safety for all modes of traffic
- Allows left turn from Oregon Expressway
- Bicycle slots for bicyclists with special bicycle detection and timing

Traffic Constraints

- No through traffic on Ross to cross Oregon Expressway /
- Prohibits left turns coming out from Ross

Pedestrian amenities

(Expanded at corners)

- Provides new sidewalks for pedestrians
- Straightened and shorter crosswalks
- Provides a signal for bicyclists and pedestrians to cross Oregon Expressway
- New wheelchair ramps

Community constraints

- Parking to be prohibited for about 70 feet on both sides of Ross South of Oregon Expressway