

Oregon Expressway Improvement Project Fact Sheet

Lead Agency: County of Santa Clara, Roads and Airports Department

More Information:

http://www.sccgov.org/sites/rda/projects/Oregon_Expressway_Project/Pages/Project-Information.aspx

Objectives:

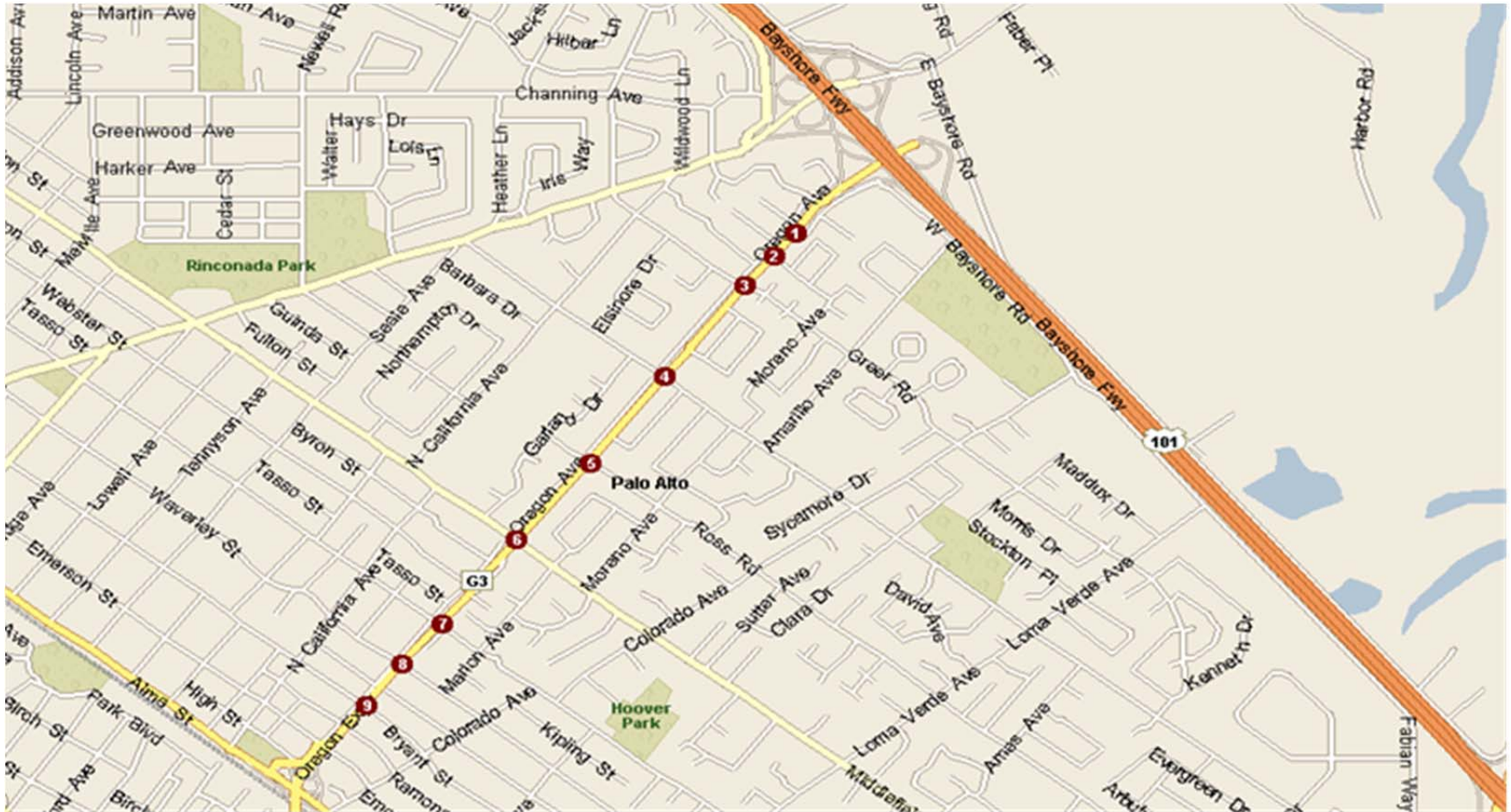
- To improve traffic signal coordination and reduce travel delays when travelling along Oregon Expressway
- Include minimal widening alternative at Middlefield Road to improve vehicle and pedestrian operations, but maintain protected sidewalk and planting strip.
- Increase the safety of bicycle and pedestrians crossing Oregon Expressway along local cross streets.
 - Remove pedestrian-left turning vehicle conflicts
 - Add pedestrian/bicycle priority signal at Ross Road
 - Provide improved pedestrian connection across West Bayshore and Oregon Avenue
- Increase the safety of motor vehicle movements:
 - Provide left-turn only lanes for vehicles and bicycles (all cross streets currently have shared left-through lanes)
 - Remove left turn options at unsignalized intersections; Indian Drive and Waverly Street.
- Improve the efficiency of local cross street operations
 - Remove double-pedestrian phases (associated with “split” signal timing)
 - Provide protected left turn movements while removing permitted left turn (i.e. yield) movements.
 - Reduce the pedestrian crossing time and distance across Oregon Expressway by reducing offset crosswalks.
 - Introduce new bicycle detection technologies

Project Background Timeline:

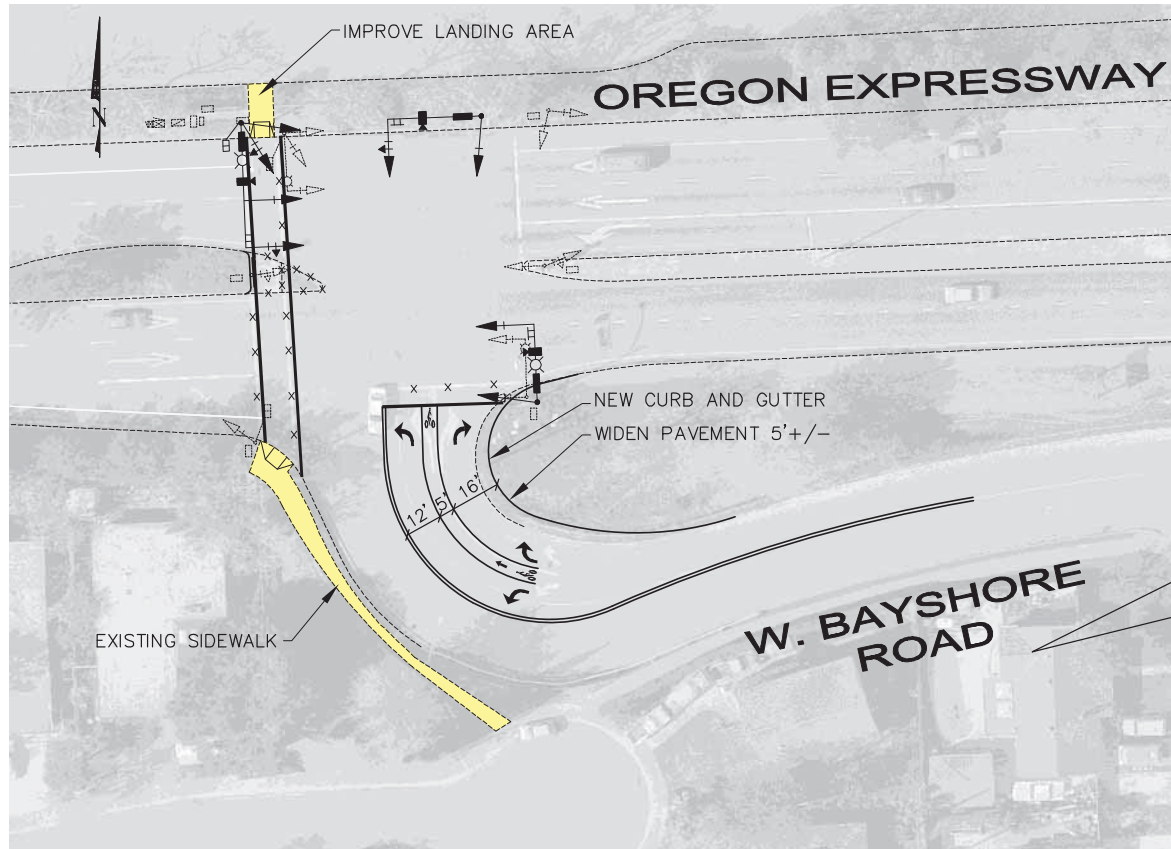
Project study began in 2003 with the Countywide Comprehensive Expressway Plan. A focused planning study for the proposed alternatives with public outreach was completed in 2008, and the City Council approval process occurred 2009. City Council approved the concept plans on November 9, 2009, with a vote of 9-0.

Due to delays with the environmental clearance process and the construction bidding process, construction did not start until late 2013. Completion of the project is anticipated by April 2014.

Oregon Expressway Improvement Project Project Intersection Locations



Proposed Conceptual Alternatives



Legend

	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

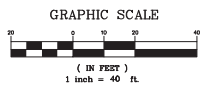
1. Improved bicycle detection and timing
2. Enhanced pedestrian crossing with wheel chair ramps
3. Pedestrian countdown signals

Cons

None

Alternative 1 MODIFIED

Approved by City of Palo Alto on November 9, 2009



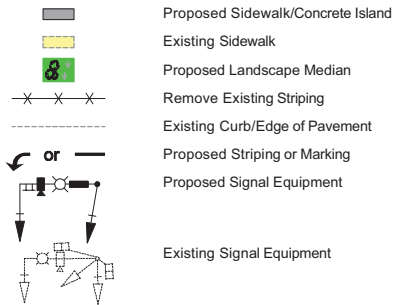
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Oregon Expressway Improvement Project

Oregon Expressway and West Bayshore Road

Kinley-Horn and Associates, Inc.
Revised 1/29/09

Proposed Conceptual Alternatives

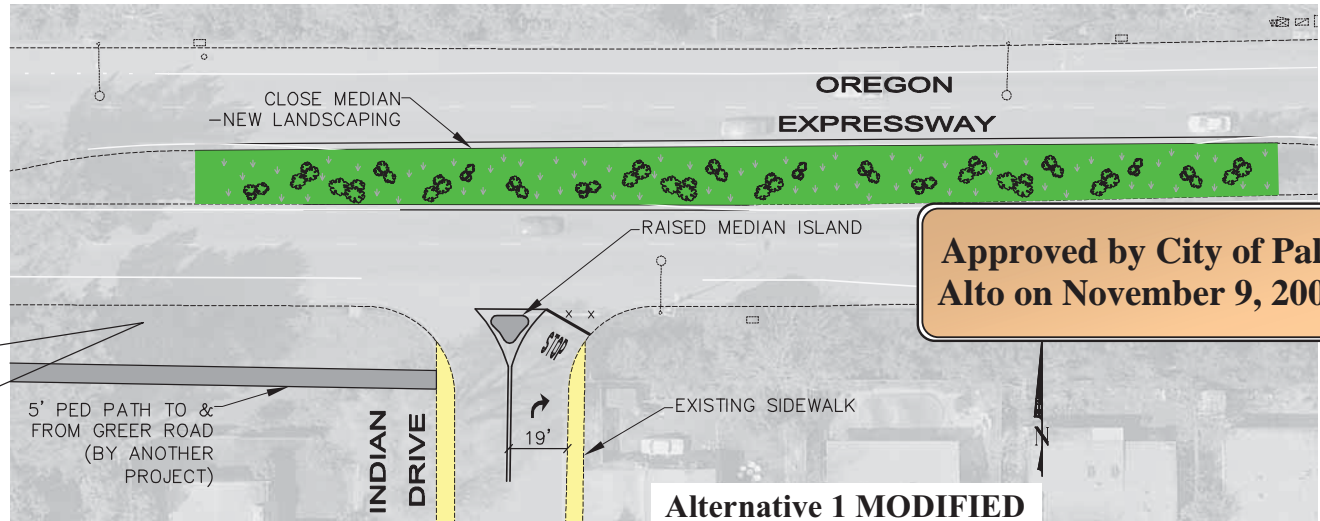
Legend



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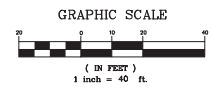
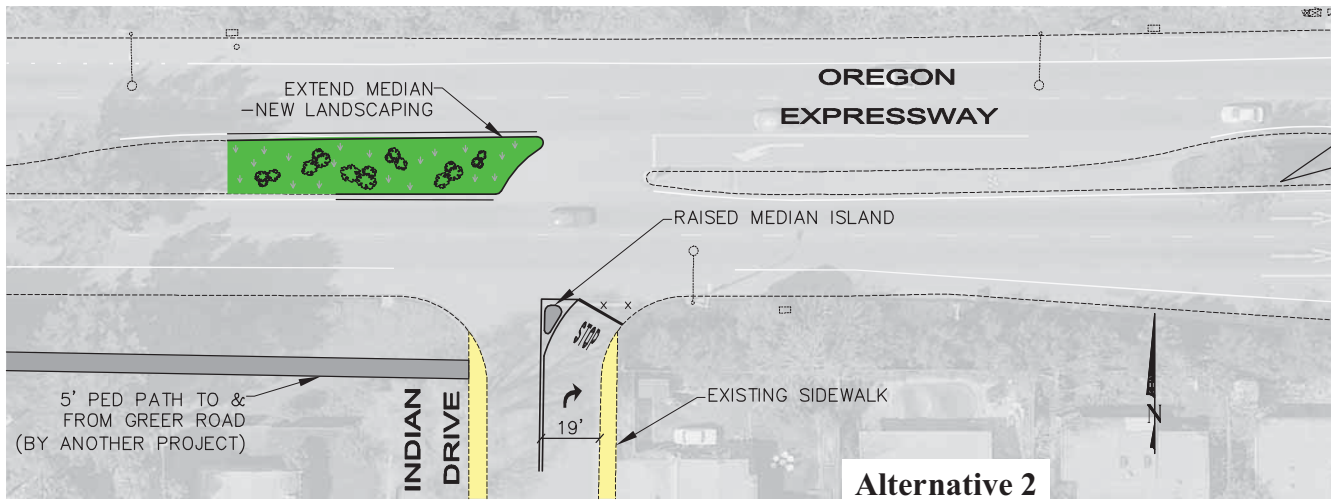
- Pros**
1. Eliminates potential collisions
 2. Enhances safety for all modes of traffic

- Cons**
1. No left turn from Oregon Expressway to Indian Dr.
 2. No left turn from Indian Dr. to Oregon Expressway



- Pros**
1. Allows left turns from Oregon Expressway
 2. Provides new sidewalk connection to nearby signalized intersections for safer expressway pedestrian/bicycle crossing
 3. Improves intersection traffic safety

- Cons**
1. Prohibits left turns from Indian Dr.

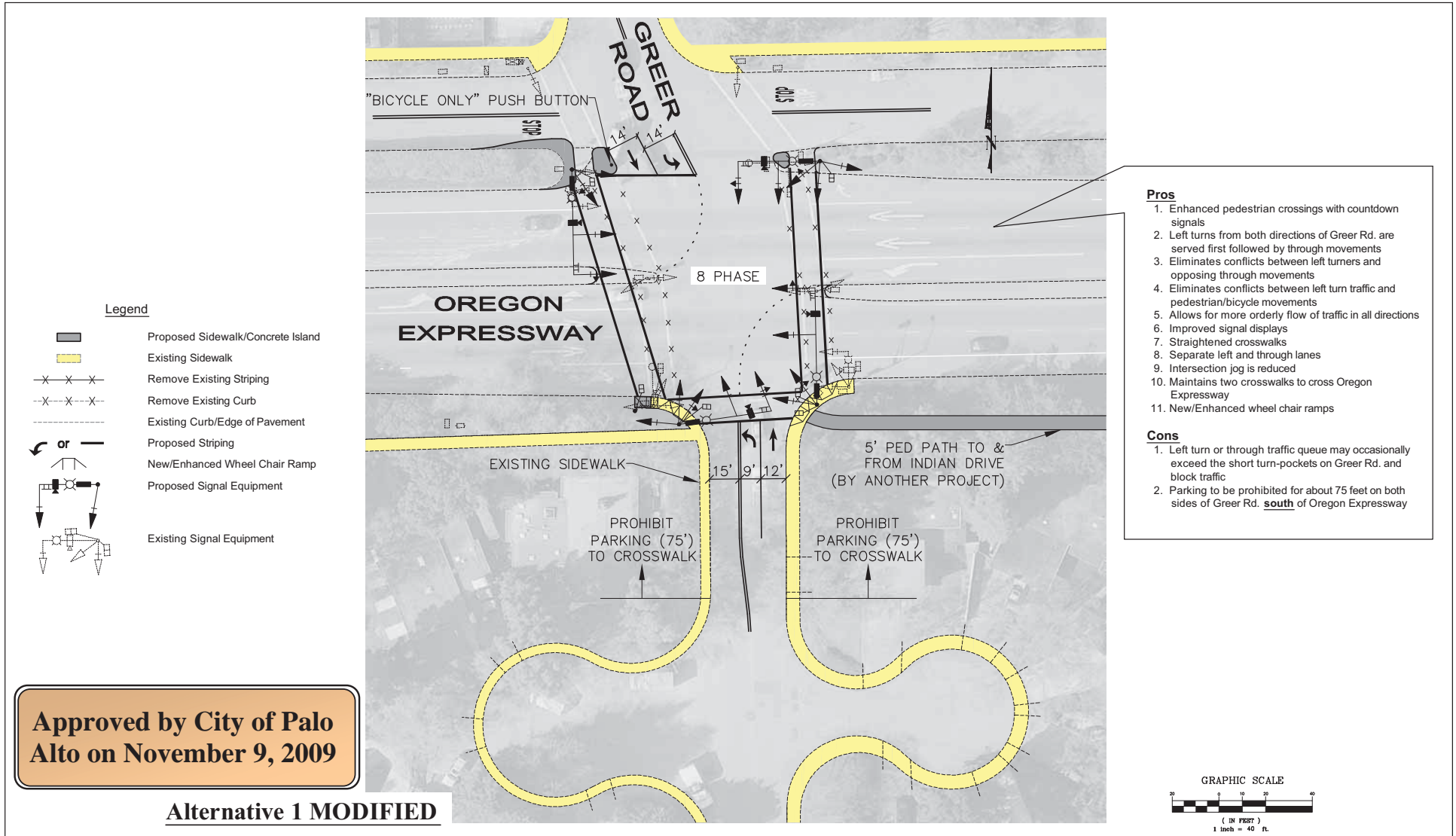


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Oregon Expressway and Indian Drive

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Revised 1/29/09

Proposed Conceptual Alternatives

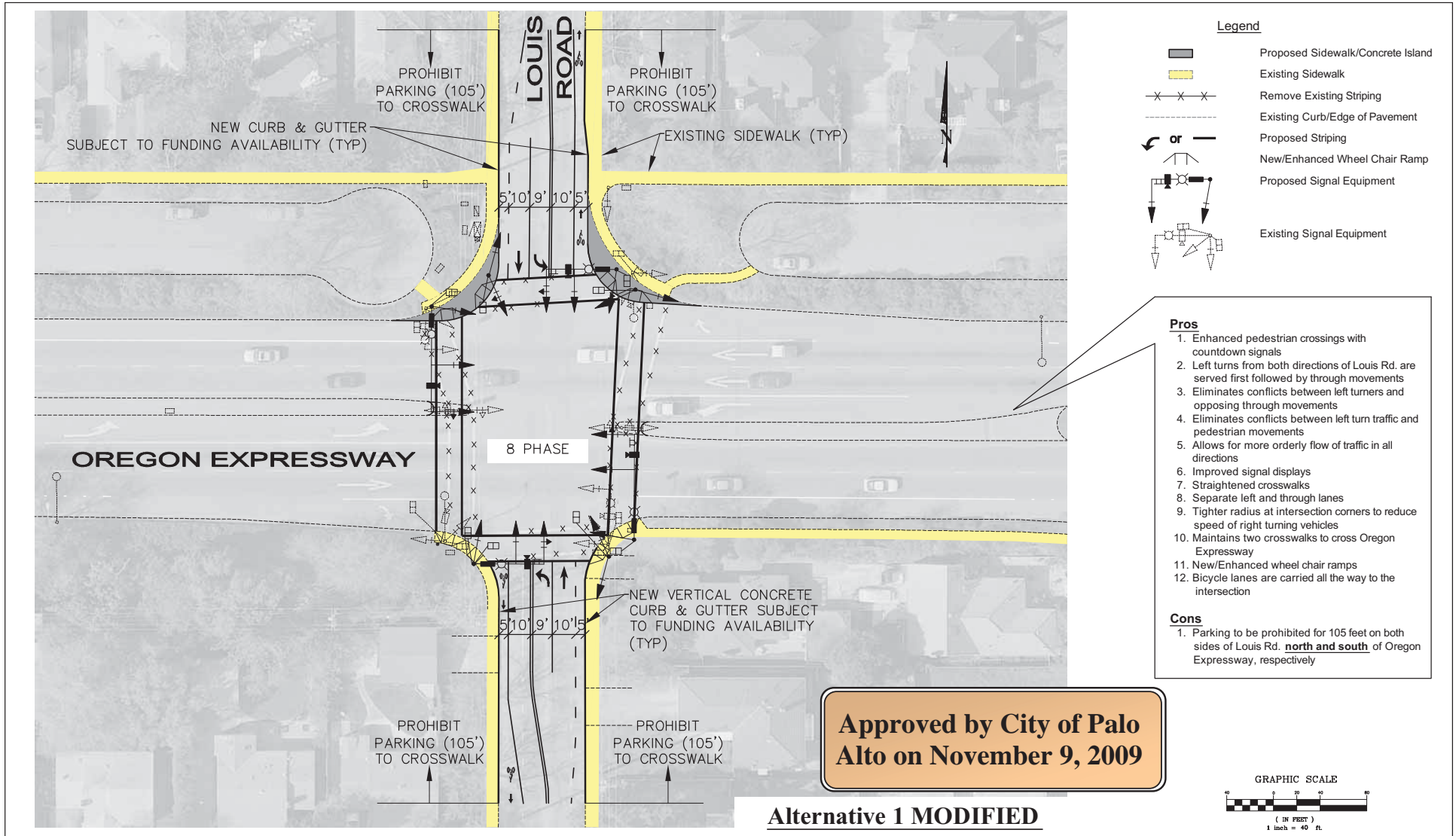


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Oregon Expressway and Greer Road

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Proposed Conceptual Alternatives



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Oregon Expressway Improvement Project

Oregon Expressway and Louis Road

Revised 1/29/09



Existing



Proposed

Louis Road - Alternative I Modified

Looking North

County Recommended

Traffic improvements

- Allows for more orderly flow of traffic for all directions by separating left and through lanes in both directions on Louis Road
- Tighter radius at intersection corners to reduce speed of right turning vehicles
- Bicycle lanes are carried all the way to the intersection

Pedestrian amenities

(Expanded at corners)

- Enhanced pedestrian crossing with countdown signals
- Straightened crosswalks
- New / Enhanced wheelchair ramps
- Eliminates conflicts between left turn traffic and through movement and left turn traffic and pedestrian movements

Community constraints

- Parking to be prohibited for 105 feet on both sides of Louis north and south of Oregon Expressway, respectively



Existing



Proposed

Louis Road Alternative I Modified

Looking South

County Recommended

Traffic improvements

- Allows for more orderly flow of traffic for all directions by separating left and through lanes in both directions on Louis Road
- Tighter radius at intersection corners to reduce speed of right turning vehicles
- Bicycle lanes are carried all the way to the intersection

Pedestrian amenities

(Expanded at corners)

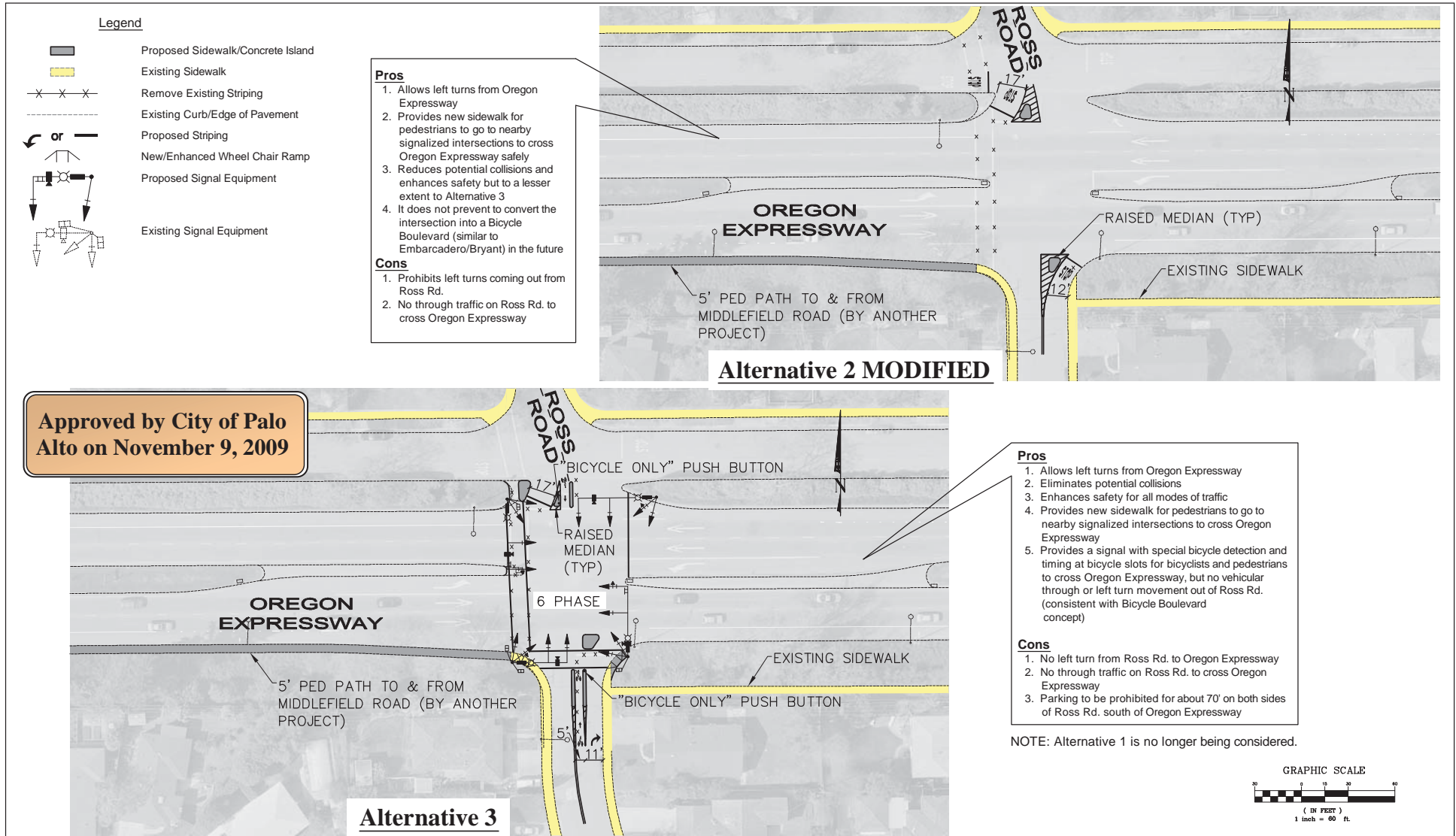
- Enhanced pedestrian crossing with countdown signals
- Straightened & shorter crosswalks
- New / Enhanced wheelchair ramps
- Eliminates conflicts between left turn traffic and through movement and left turn traffic and pedestrian movements

Community constraints

- Parking to be prohibited for 105 feet on both sides of Louis north and south of Oregon Expressway, respectively



Proposed Conceptual Alternatives

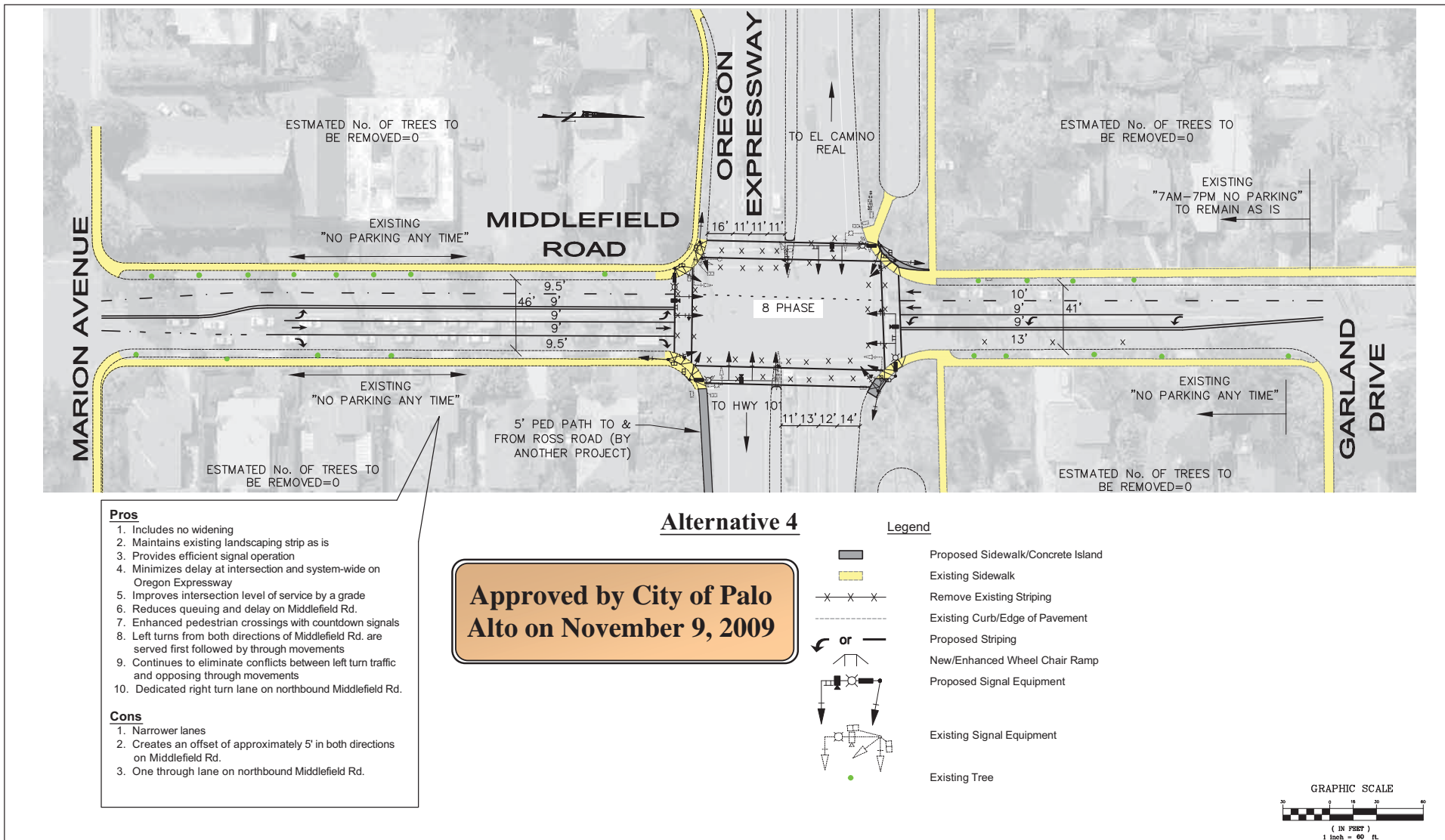


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Oregon Expressway and Ross Road

Revised 1/29/09

Proposed Conceptual Alternatives



Middlefield Road - Alternative 4

Looking North



Existing



Proposed

Traffic improvements

- No widening
- More efficient signal operation which minimizes delay at intersection and system-wide on Oregon expressway
- Improves intersection level of service by a grade
- Multi-modal traffic for all directions
- Left turns from both directions of Middlefield are served first followed by through movements eliminating conflicts
- Dedicated right turn lane on northbound Middlefield

Traffic constraints

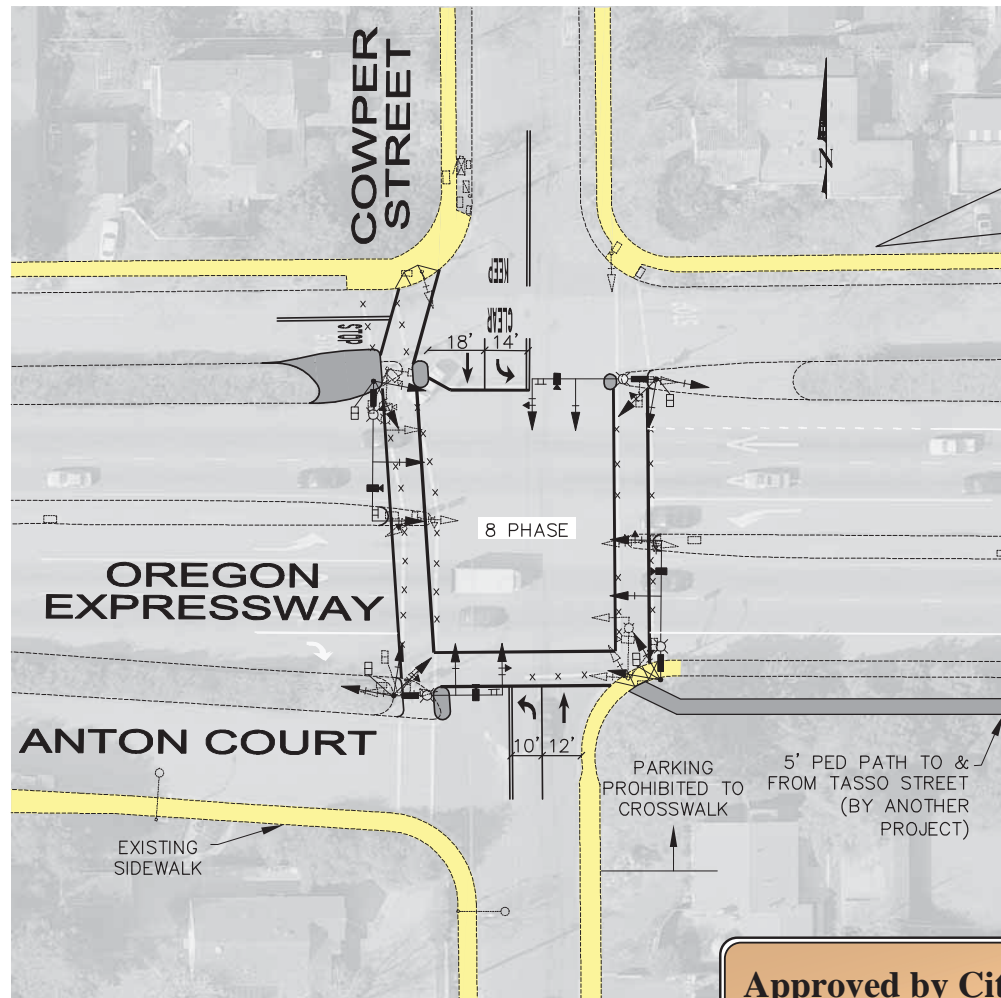
- Narrower lanes
- One through lane for northbound Middlefield
- Offset of 5'6" in both directions

Pedestrian/ Community amenities **(Expanded at corners)**

- Maintains existing landscaping strip as is
- Enhanced pedestrian crossing with countdown signals
- Straightened crosswalks
- New / Enhanced wheelchair ramps



Proposed Conceptual Alternatives



Pros

1. Enhanced pedestrian crossings with countdown signals
2. Left turns from both directions of Cowper St. are served first followed by through movements
3. Eliminates conflicts between left turners and opposing traffic
4. Eliminates conflicts between left turn traffic and pedestrian/bicycle movements
5. Allows for more orderly flow of traffic in all directions
6. Improved signal displays
7. Straightened crosswalks
8. Separate left and through lanes
9. Two crosswalks to cross Oregon Expressway

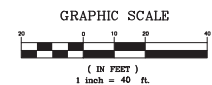
Cons

1. Left turn or through traffic queue may occasionally exceed the short turn-pockets on Cowper St. and block traffic
2. Parking to be prohibited for about 60 feet on Cowper St. south of Oregon Expressway

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

Approved by City of Palo Alto on November 9, 2009



Alternative 1 MODIFIED












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Oregon Expressway and Cowper Street

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Proposed Conceptual Alternatives

Legend

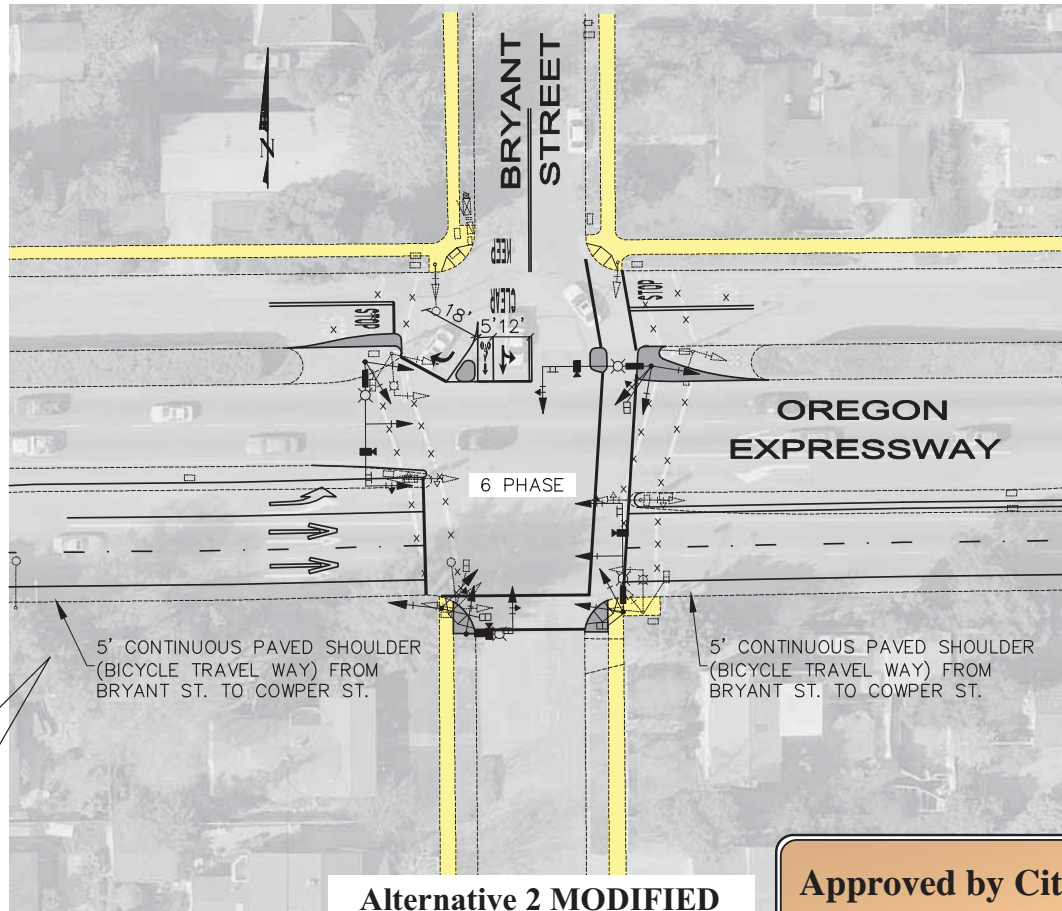
-  Proposed Sidewalk/Concrete Island
-  Existing Sidewalk
-  Remove Existing Striping
-  Remove Existing Curb
-  Existing Curb/Edge of Pavement
-  Proposed Striping
-  New/Enhanced Wheel Chair Ramp
-  Proposed Signal Equipment
-  Existing Signal Equipment

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

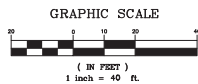
Cons

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

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Oregon Expressway Improvement Project

Oregon Expressway and Bryant Street