

# NORTHERN NEIGHBORHOOD CONDITIONS

## Alignment Characteristics

The large section north of SR180 is comprised primarily of existing neighborhoods east and west of the HSR alignment with light industrial and other uses flanking the UPRR alignment. Crossings are much farther spaced than the city center. The crossings also tend to be at major arterial streets like Herndon, Veterans, Shaw and Ashlan.

Development in the Northern Neighborhoods is mostly low density, auto-oriented land uses. Presently this section is not a pedestrian or bicycle modal area. However, the maturation to a more pedestrian and bicycle-friendly character happens organically on a project-by-project basis. The HSR overcrossings represent an opportunity to begin a more robust pedestrian and bicycle system.

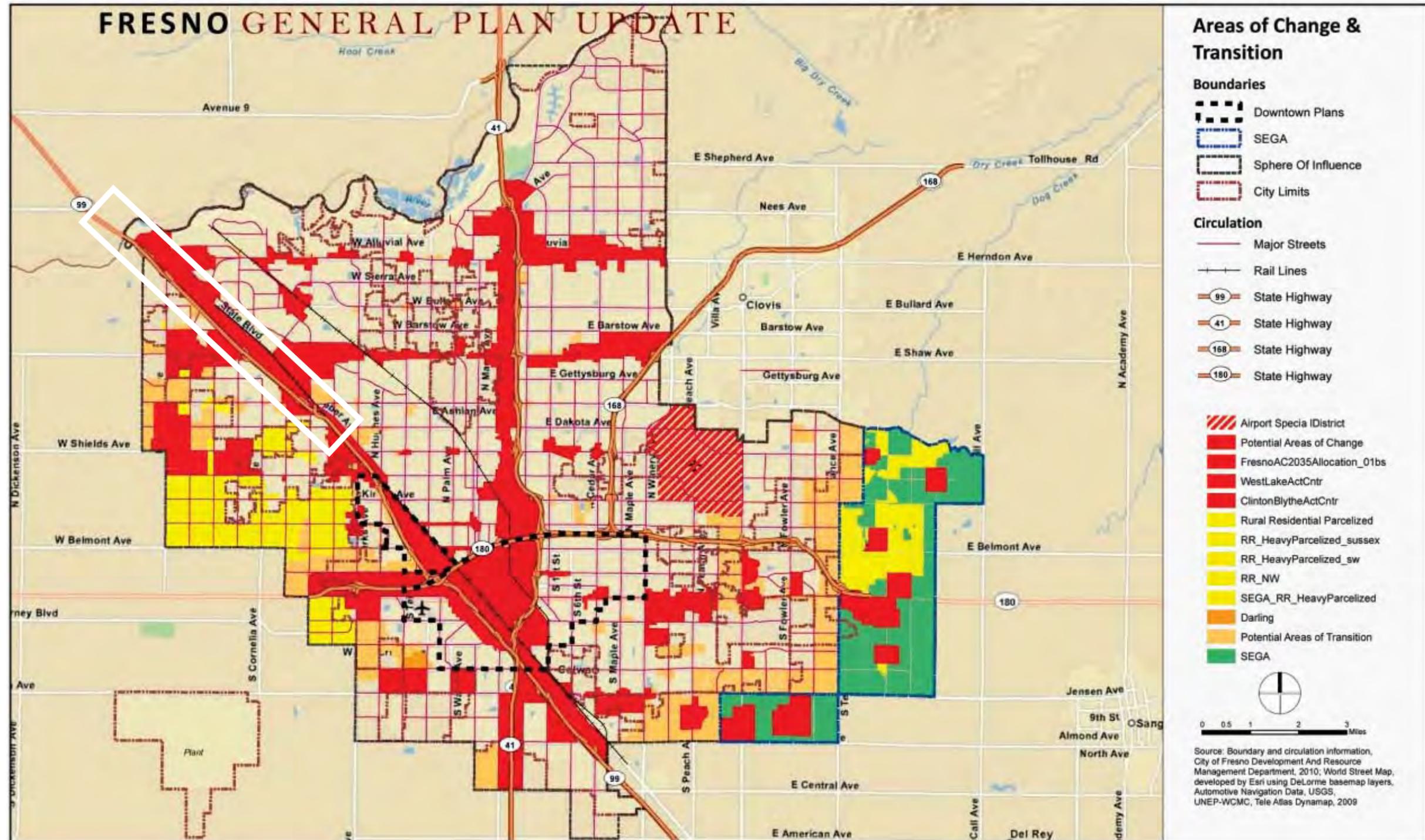
The 15% Conceptual Engineering drawings indicate Caltrans style overcrossings with constant depth, square concrete box girders and closely spaced cylindrical piers. This is an aesthetic departure from the aerodynamic form of the HSR structures, diminishing an opportunity for continuity.

- Herndon Avenue connects areas of agriculture and dispersed residential development to the west of the alignment and major commercial development to the east.
- Veteran's Boulevard is a new boulevard, designed to connect Herndon and Shaw, with the intent to relieve congestion. The street is planned to be a 146'6" wide multi-lane arterial street. The 15% engineering drawings indicate a 12' sidewalk on one side of the bridge.

- Shaw Avenue is an intensely developed corridor that is likely to carry significant movements linking neighborhoods east and west of the HSR corridor. We assume that these movements will include pedestrian and bicycle trips, which should be encouraged. Shaw includes one of FAX's busiest bus routes and is also designated as a future Bus Rapid Transit corridor.
- Ashlan Avenue is planned as a very long structure bridging over Weber Avenue, SR-99, and the HSR corridor. The 15% engineering documents appear to call for a finished structure that is 70' wide, including one 7' sidewalk. A full-width, combined pedestrian-bicycle facility on each side of the bridge would add width to the structure, but would assist in connecting the neighborhoods east and west of this crossing.

### Recommendations for these crossings:

- **Aerodynamic, monolithic forms for box girders, piers, decks and parapet edges, consistent with the HSR alignment;**
- **Revised pedestrian-bicycle space in the cross section; provide 14' shared pedestrian-bicycle space on both sides where space permits; at space-confined corridors, provide 14'-16' pedestrian-bicycle space on one side and emergency small sidewalk on opposite side**
- **Where proposed crossings will become part of a larger overcrossing and interchange with SR99, design for continuity of aesthetic treatments and pedestrian-bicycle accommodations. The Shaw Avenue and Ashlan Avenue overcrossings also provide an opportunity to use landscaped berms to reduce the apparent height of walls.**



Context: Excerpt from Fresno General Plan Update, with white box highlighting the area of crossings within the northern neighborhoods.