

# NORTHERN NEIGHBORHOOD CONDITIONS

## Prototypical Grade Separated Crossing

New overcrossings are planned for several major and intermediate streets throughout the City alignment. Some of those locations have existing grade crossings, others have original overcrossings of various designs.

Current HSR design documents, represented by the illustration at right, indicate new overcrossings with standard composite box girders and round, straight piers at close spacing. This is a departure from the form and look of the HSR guideway itself.

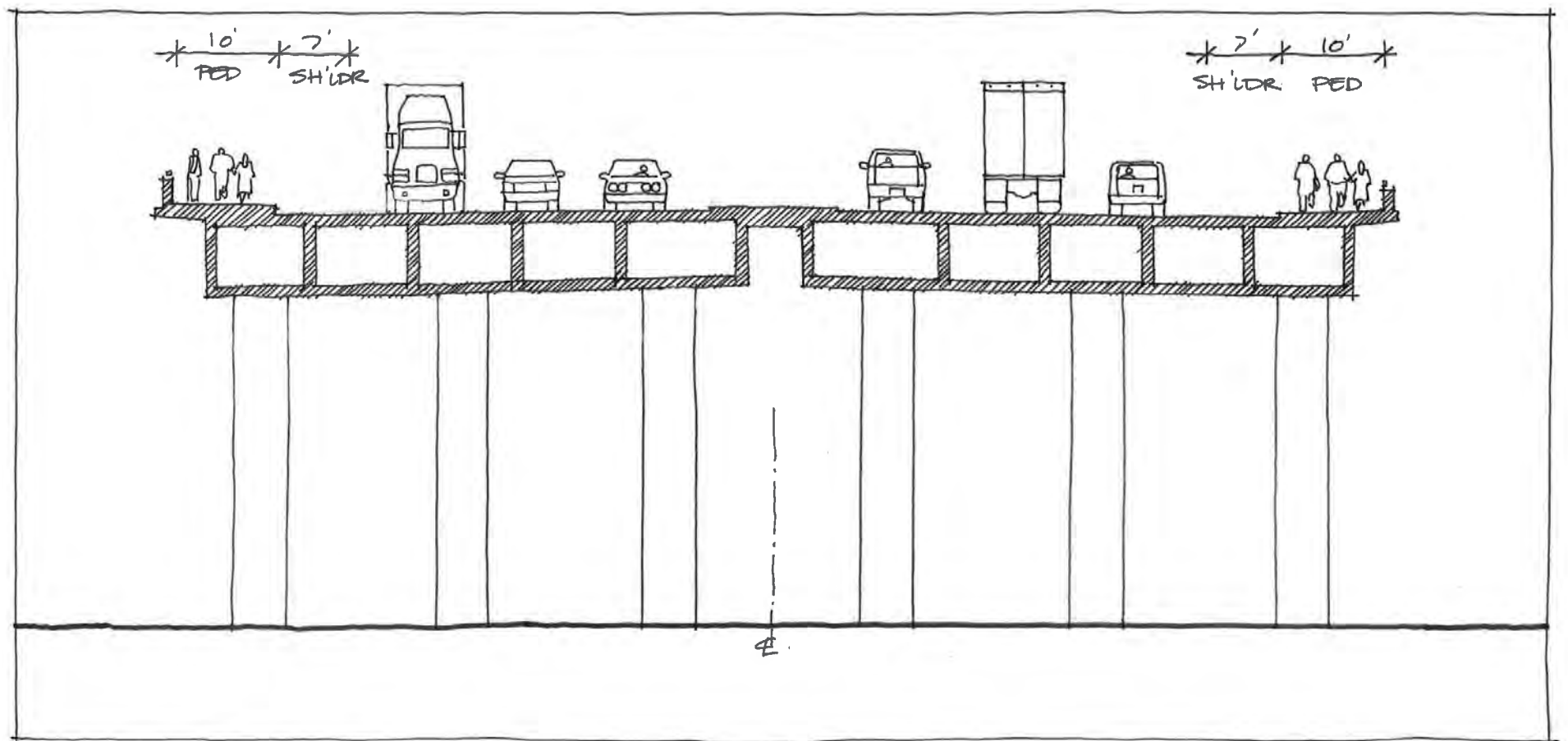
The illustration on page 31 portrays a recommended overcrossing section, with fewer columns that are flared to match the recommended design for the HSR viaducts and straddle bents.

Additionally, varying levels of pedestrian and bicycle accommodation are planned for streets crossing over the HSR alignment. At right, the 15% preliminary engineering concept for Shaw Avenue is illustrated with a 10' sidewalk and a 7' shoulder on each side, but some crossings include only one sidewalk.

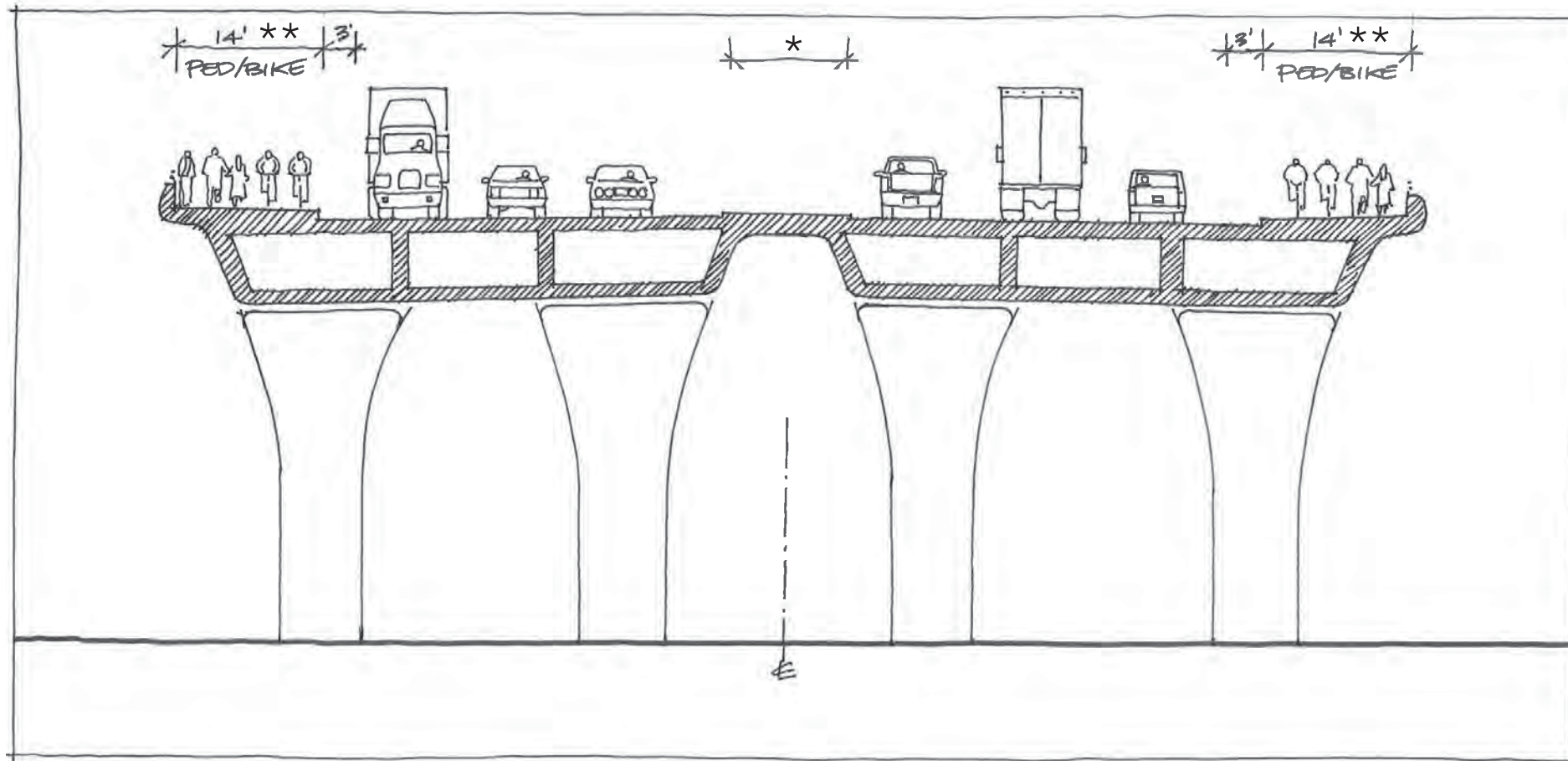
Given that these crossings are the only connection between neighborhoods to the east and west of the rail alignment, it is important that accommodations for all modes are robust and as safe as possible.

The drawing on page 31 portrays a recommended set of elements for these crossings, with combined 14' pedestrian and bicycle facilities, separated from auto lanes on both sides of each overpass

**Recommendations: integrate the architecture of the HSR and overcrossings and undercrossings using common design treatments that feature aerodynamic forms and curved edges similar to the HSR Guideway; provide generous separated facilities for pedestrians and cyclists.**



Proposed: typical conceptual engineering design for most overcrossings in the northern neighborhoods



**Recommended Design:** incorporate HSR design themes and provide usable pedestrian and bicycle facilities

Option:

\* diminish median space on structure to 3 feet

\*\* add recovered space from median to pedestrian/bike facilities on both edges of bridge structure.