

NORTHERN NEIGHBORHOODS

Shaw Ave Grade Separation

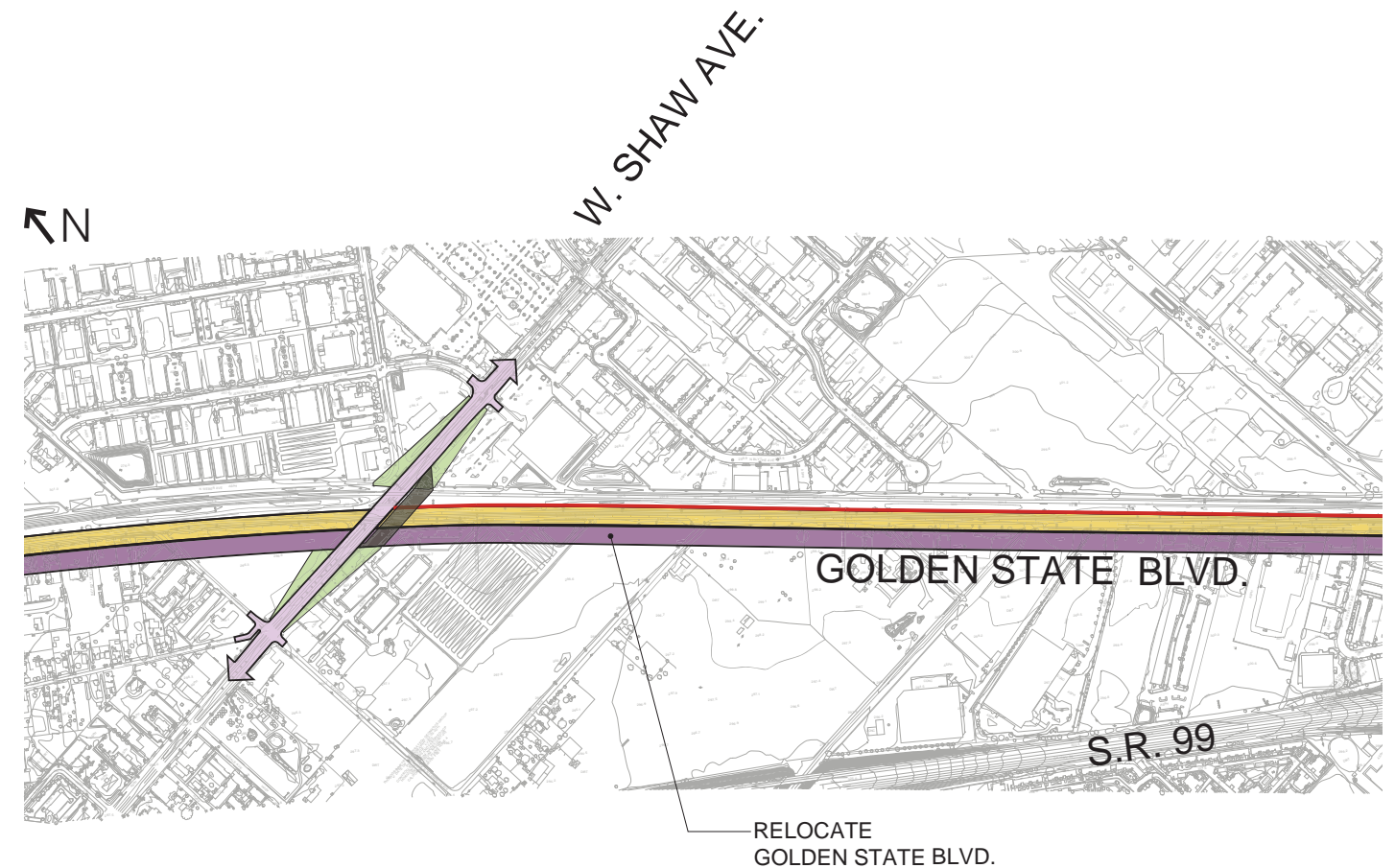
The Shaw Avenue crossing will include a new overpass to replace the existing at-grade crossing.

The general plan shows Shaw as an intensive development corridor, that is likely to carry significant movements linking neighborhoods east and west of the HST corridor. We assume that these movements will include pedestrian and bicycle trips, which should be accommodated. Given the high volume and speed of traffic projected for Shaw, pedestrians and bicyclists should be accommodated in a combined multi-use facility that is 14 feet wide on each side of the bridge.

The 15% engineering documents portray a bridge structure that employs six tubular columns without articulation. Using a similar column that is flared similarly to the HST aerial structures proposed in this document, the structure may be supported with four columns instead. Similarly, the use of an integrated concrete box girder parapet would also help to strengthen the relationship between the design of HST and the associated structures that it passes.

The Shaw Avenue overpass also provides an opportunity to use landscaped berms to reduce the apparent height of walls.

Finally, design of the project should account for the possible future introduction of BRT on the bridge structure. Consideration of the unique needs of a BRT system can help to reduce negative impacts in the future.



Existing: View looking Northwest on Golden State Boulevard toward intersection with Shaw, with at-grade crossing of UPRR ROW at right