



Downtown Fresno Station

- **UP-East**
 - Elevated station east of UPRR right-of-way
 - More consistent with Fresno's economic development and redevelopment objectives than UP-West and UP-Cross
 - Requires relocation of historic SP Station; could be integrated into HST station
 - Platform between Tulare and Merced Sts (centered on Mariposa)
- **UP-West** and **UP-Cross**
 - Elevated station west of UPRR right-of-way
 - Pedestrian access over UPRR tracks required to/from downtown
 - Platform between Tulare and Merced Sts (centered on Mariposa)





Downtown Fresno Station

- **Ridership**

- 13,300 daily boardings and alightings (2035 full system estimate)
- 29% via parked car, 44% other car, 20% transit/taxi, 7% walk/bike/other

- **HST Service via Fresno (both directions)**

- Peak: 20 through trains/hour, 12 stopping trains/hour
- Off-Peak: 14 through trains/hour, 8 stopping trains/hour

- **HST Facilities**

- Public Concourse: 12,000 sq ft
- Controlled Areas: 3,000 sq ft
- Station Support Areas: 13,000 sq ft

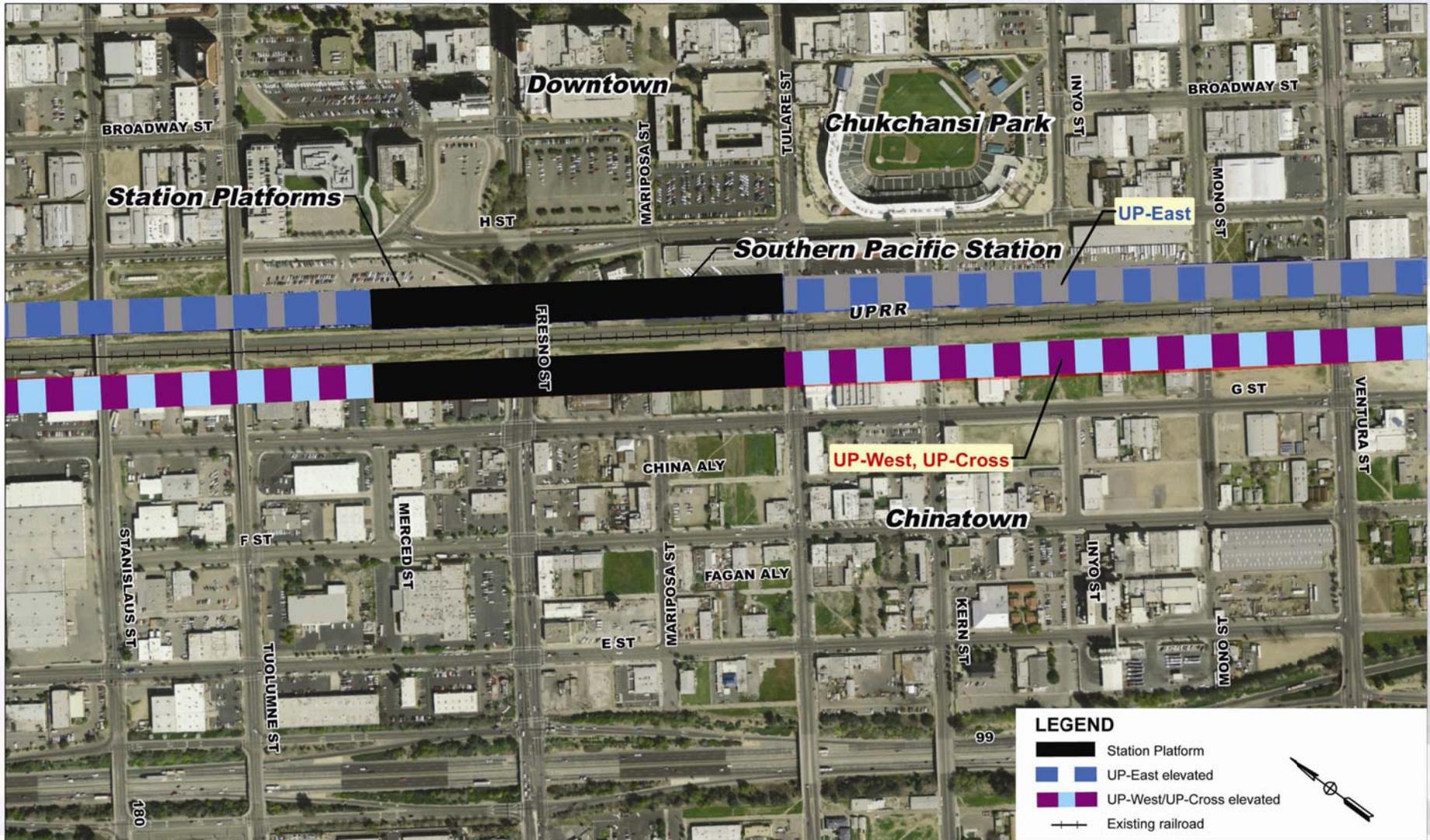
- **Ground Transportation Facilities**

- 8 transit vehicle bays
- Parking: Employee: 40 spaces
HST Passengers: 4,750 spaces
Kiss and Ride: 18 spaces
Taxi Boarding and Queue: 4 spaces



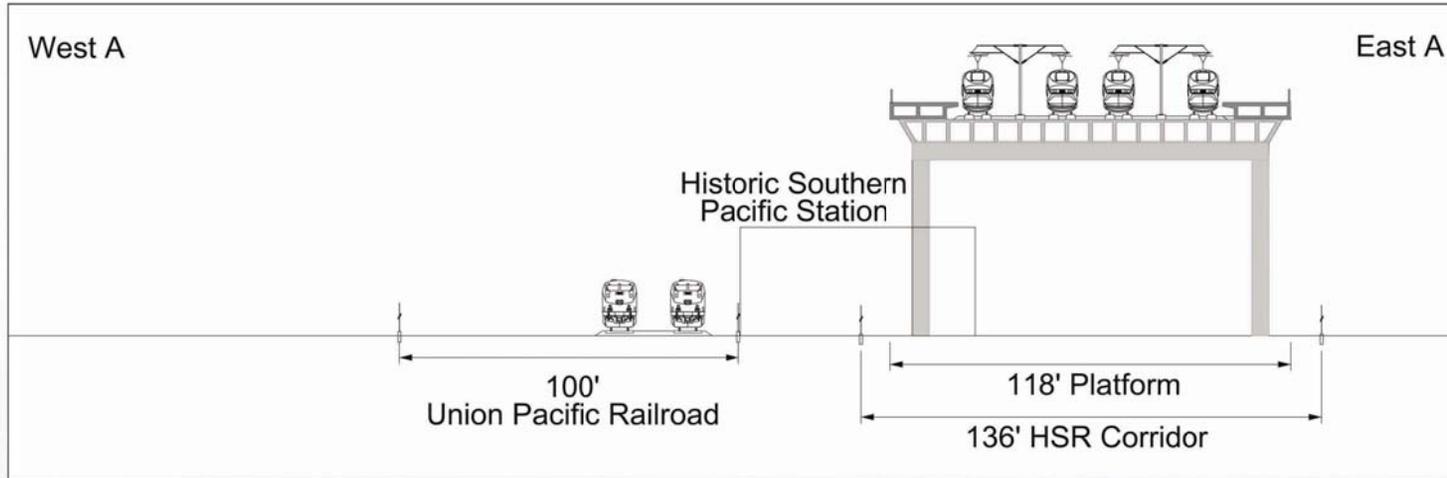


Downtown Fresno Station

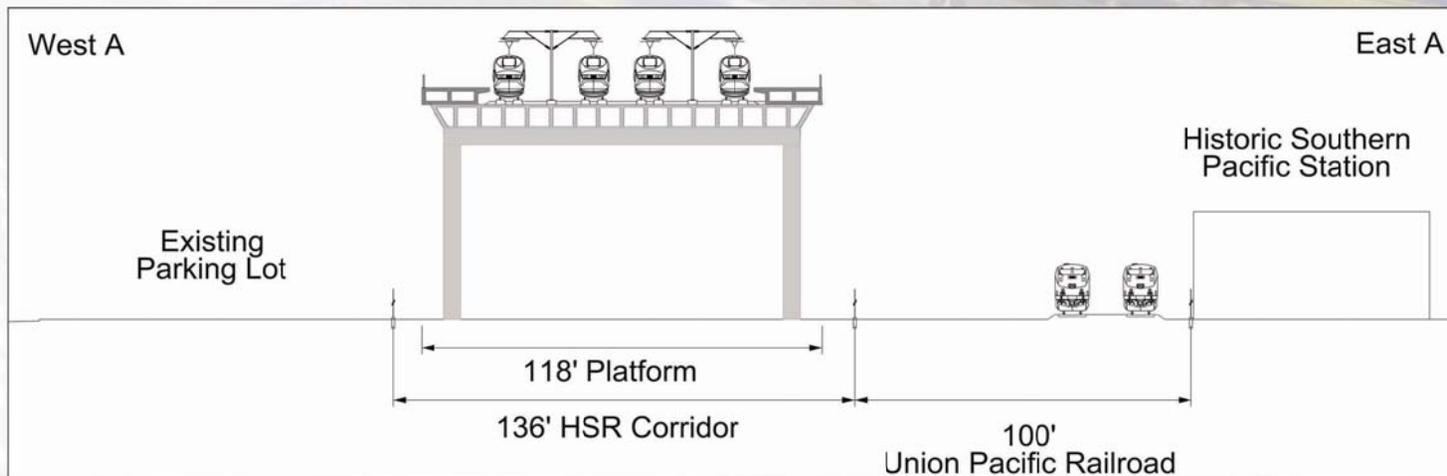




Downtown Fresno Station



View A-A, Alternative UP-East



View A-A, Alternative UP-West & UP-Cross





Next Steps

- **Receive Public and Stakeholder Comments**
- **Complete Alternatives Analysis Report**
- **Prepare and Complete Environmental Documentation**
 - **National Environmental Policy Act**
 - **California Environmental Protection Act**
- **Complete Preliminary Design**





Environmental Process





HST System Estimated Noise Levels

- HST passby noise levels will vary depending on train speed, topography, and distance from train
- When HST speeds go over 160 MPH aerodynamic noise becomes a factor. Under 160 MPH wheel-rail interaction is the main source
- At 220 MPH, the HST will passby in just over 3 seconds
- HST noise can be mitigated using sound barriers

Passby Noise 50 feet from HST*

| HST Section | Maximum Operating Speed | Passby Noise Level at 50 feet |
|---------------------------|-------------------------|-------------------------------|
| Anaheim to Los Angeles | 110 mph | 92 dbA |
| Los Angeles to Palmdale | 160 mph | 95 dbA |
| Palmdale to Bakersfield | 160 mph | 95 dbA |
| Bakersfield to Fresno | 220 mph | 98 dbA |
| Fresno to Merced | 220 mph | 98 dbA |
| Merced to San Jose | 160 mph | 95 dbA |
| San Jose to San Francisco | 125 mph | 93 dbA |

Source: CHSRA

*train at ground level





HST System Estimated Noise Levels

Comparison of transportation noise sources at a distance of 50 feet

| Noise Source | Passby Noise Level |
|---|--------------------|
| HST Passby at 220 mph | 98 dbA |
| Metrolink, Caltrain, or Amtrak passby at 80 mph | 91 dbA |
| Heavy truck passby at 50 mph | 88 dbA |
| Bus passby at 50 mph | 82 dbA |
| Automobile passby at 50 mph | 74 dbA |
| Train warning horn sounded before at-grade crossing | 110 dbA |

Source: CHSRA



Source: URS Corporation, 2008

