



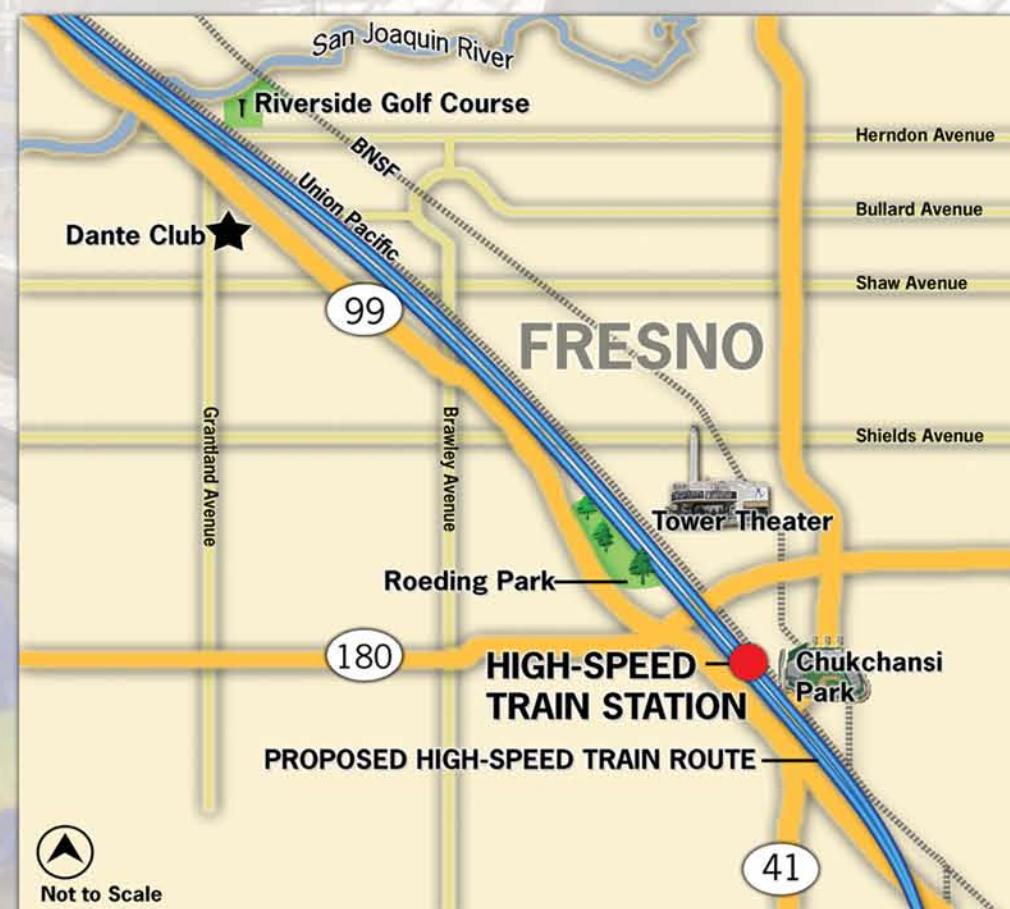
WELCOME

Public Information Meeting Open House

California High-Speed Train Project through Fresno

We invite you to review the alternatives developed to bring the High-Speed Train into Fresno, including a downtown station

Your comments will help us design the best project for Fresno.





Local Design Goals for the HST Project

- **Provide HST Station in downtown Fresno**
- **Complement downtown economic development and redevelopment planning**
- **Minimize local impacts, including impacts to SR 99**
- **Enhance local and regional connectivity**





Major Engineering Objectives

- **Maintain Express Train speed of 220 mph**
- **No at-grade crossings**
- **Provide for gradual grade changes; avoid “roller coaster” effect**
- **Right of Way width:**
 - **60 feet wide for urban and elevated sections (2-track)**
 - **100 feet wide for rural at-grade sections (2-track)**
 - **118 feet wide at stations (4-track)**
- **3000 feet of straight track into and out of the station (6000 feet total)**
- **Avoid impact on freight rail operations**





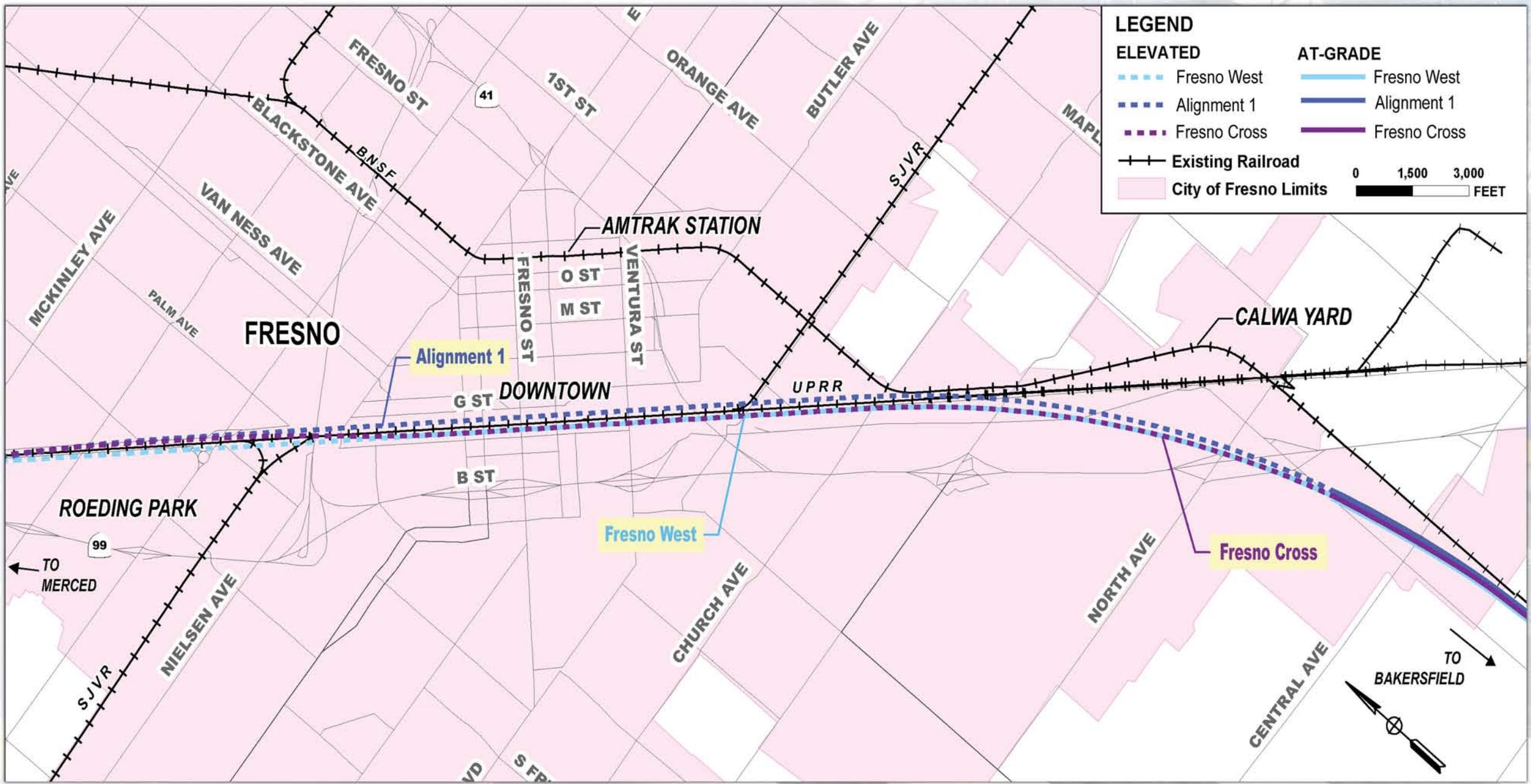
Description of Alignments South of Clinton Avenue

- **Alignment 1 (dark blue) – Adjacent to east side of Union Pacific Railroad right-of-way**
 - HST station adjacent to Fulton Mall/Central Business District
 - Potentially conflicts with historic Southern Pacific Railroad Station (Section 4(f) resource)
 - Crosses over UPRR tracks twice
 - Elevated from Clinton Avenue to North Avenue at SR99
- **Fresno West (light blue) – Adjacent to west side of Union Pacific Railroad right-of-way**
 - HST station adjacent to Chinatown
 - Potentially encroaches on Roeding Park (Section 4(f)/6(f) resource)
 - Elevated from Clinton Avenue to North Avenue at SR99
- **Fresno Cross (purple) – West of UPRR through downtown and east of UPRR near Roeding Park**
 - HST station adjacent to Chinatown (same as “Fresno West”)
 - Avoids Roeding Park and Southern Pacific Railroad Station
 - Crosses over UPRR tracks twice
 - Elevated from Clinton Avenue to North Avenue at SR99





Alignment Alternatives South of Clinton Avenue





Common Features of Alignments South of Clinton Avenue

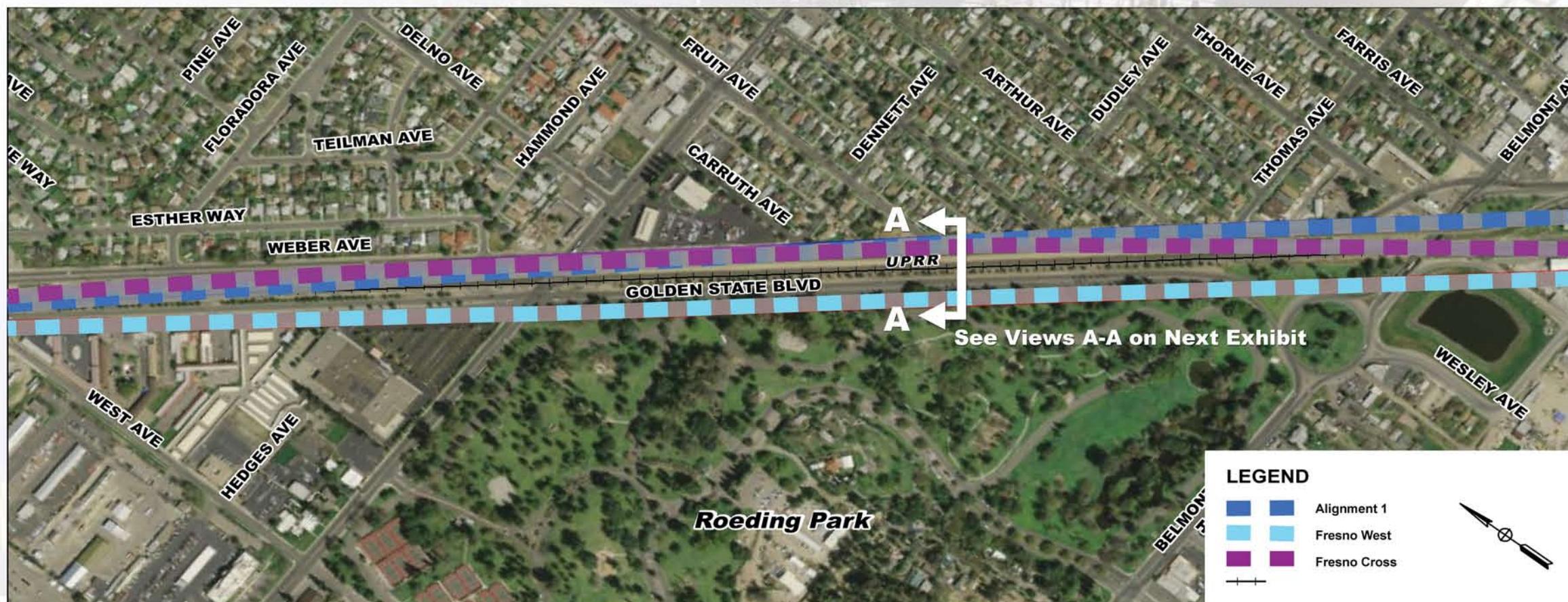
- **Elevated or at-grade from San Joaquin River to Clinton Avenue**
- **Elevated structure through central Fresno from Clinton Avenue to Central Avenue (approx. 12 miles)**
 - Approximately 60 feet high to top of rail
- **Elevated Downtown Station**
 - Street-level access for ticketing and other functions
 - 4-track viaduct (interior express tracks and outside station tracks)
 - Mix of parking strategies to be determined in collaboration with local partners
 - Encourage transit oriented development and include facilitation of multimodal transportation connectivity
- **Single Alignment North and South of Central Fresno**
 - Alignment north of Roeding Park is west of the UPRR right-of-way
 - Alignment south of Fresno is west of BNSF right-of-way
- **Express trains operate through Fresno at 220 mph**





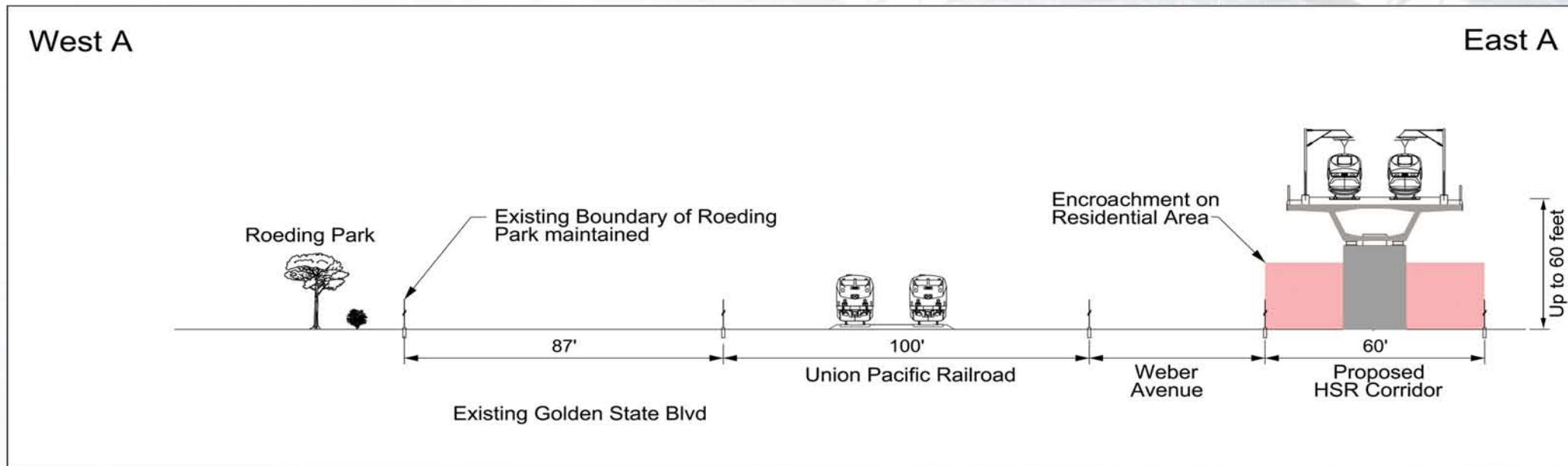
Roeding Park Area

- **Fresno West** could take up to 120 feet from edge of Roeding Park along Golden State Boulevard
- **Alignment 1 & Fresno Cross** take no land from Roeding Park but displace houses along Weber Avenue

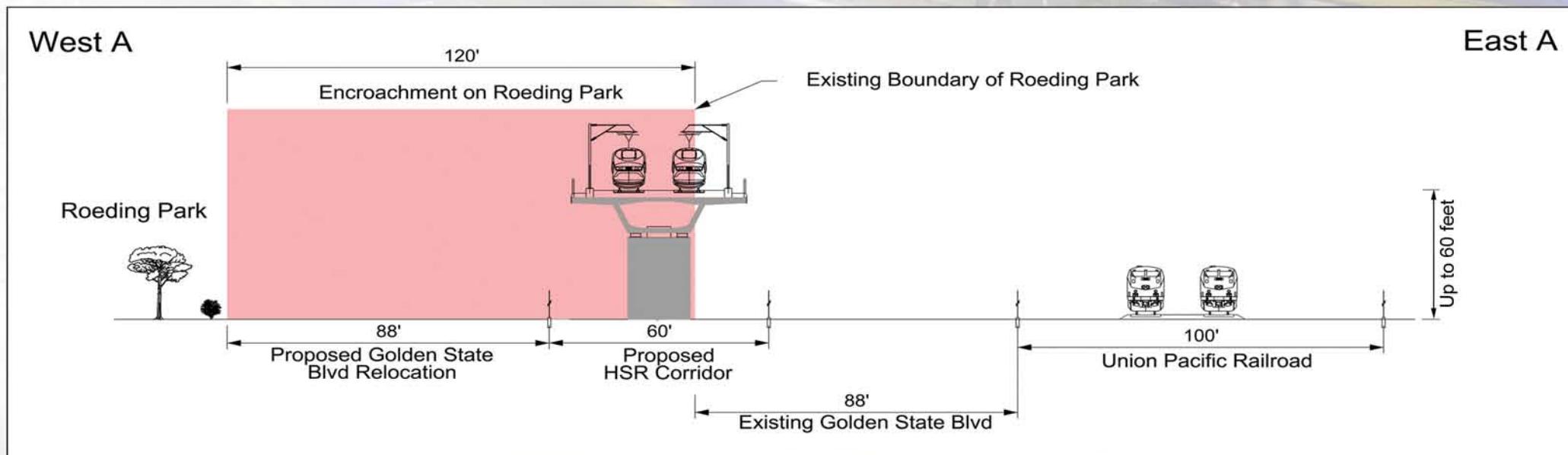




Roeding Park Area



View A-A, Alternatives Alignment 1 & Fresno Cross



View A-A, Alternative Fresno West





Fresno West at Roeding Park





Fresno Cross at Roeding Park

