



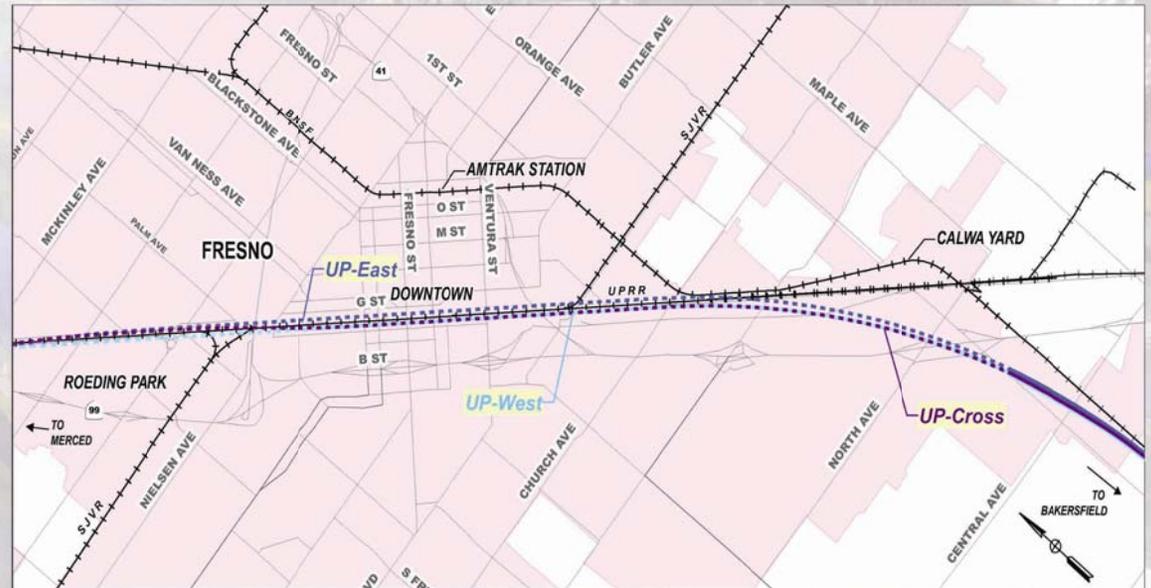
WELCOME

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**
 - **Enhance local and regional connectivity**
- 





Major Engineering Objectives

- **Maintain Express Train speed of 220 mph**
- **Be fully grade-separated; no at-grade crossings**
- **Provide for gradual grade changes; avoid “roller coaster” effect**
- **Right of Way width:**
 - 60 feet for 2-track section
 - 118 feet for 4-track section (at station)
- **Provide 6,000 feet of station track**
- **Avoid freight railroad rights-of-way and impact on freight rail operations**





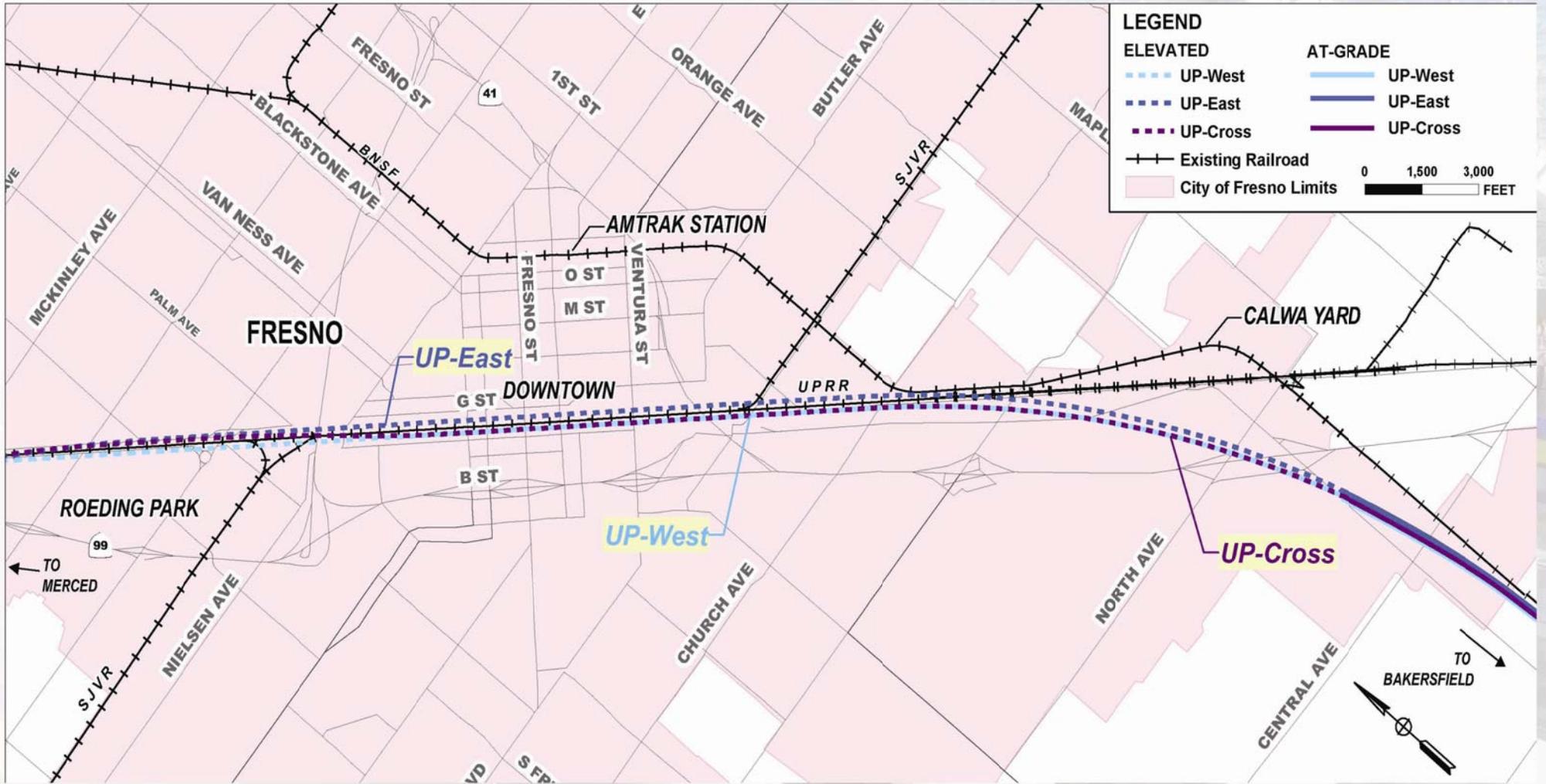
Description of Alternatives in Fresno

- **UP-East (dark blue)** – Elevated through Fresno 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
- **UP-West (light blue)** – Elevated through Fresno 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)
- **UP-Cross (purple)** – Elevated through Fresno, west of UPRR through downtown and east of UPRR near Roeding Park
 - HST station adjacent to Chinatown (same as “UP-West”)
 - Avoids Roeding Park and Southern Pacific Railroad Station
 - Crosses over UPRR tracks twice





Alignment Alternatives





Common Features of Alternatives

- **Elevated structure through central Fresno from Clinton Avenue to Central Avenue (approx. 12 miles)**
 - Approximately 60 feet high
- **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 City
- **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**





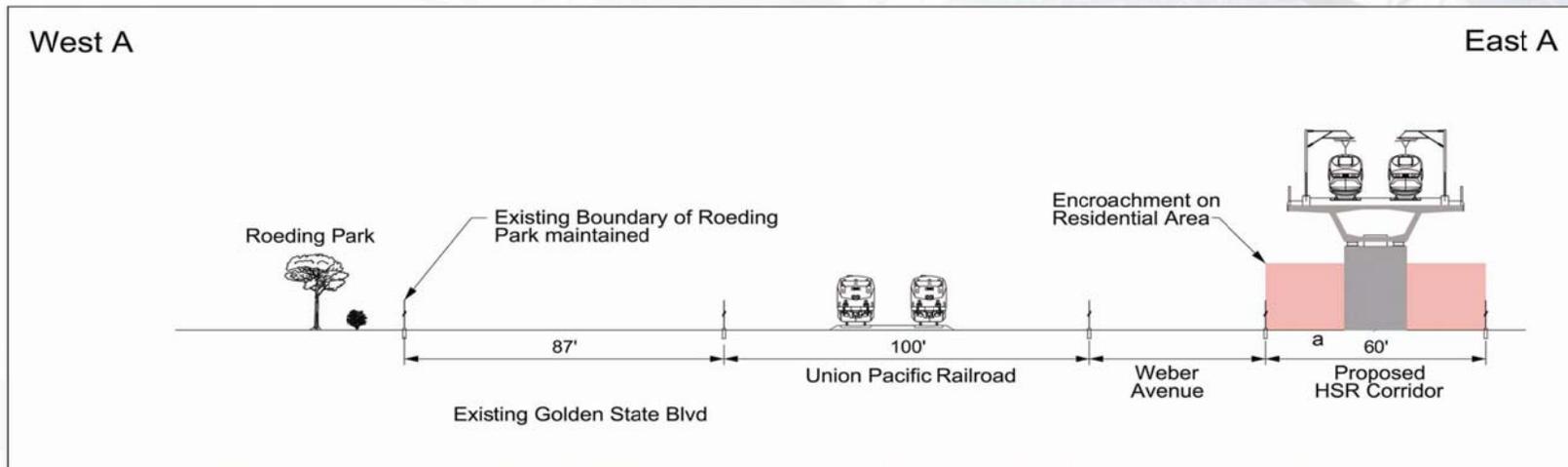
Roeding Park Area

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

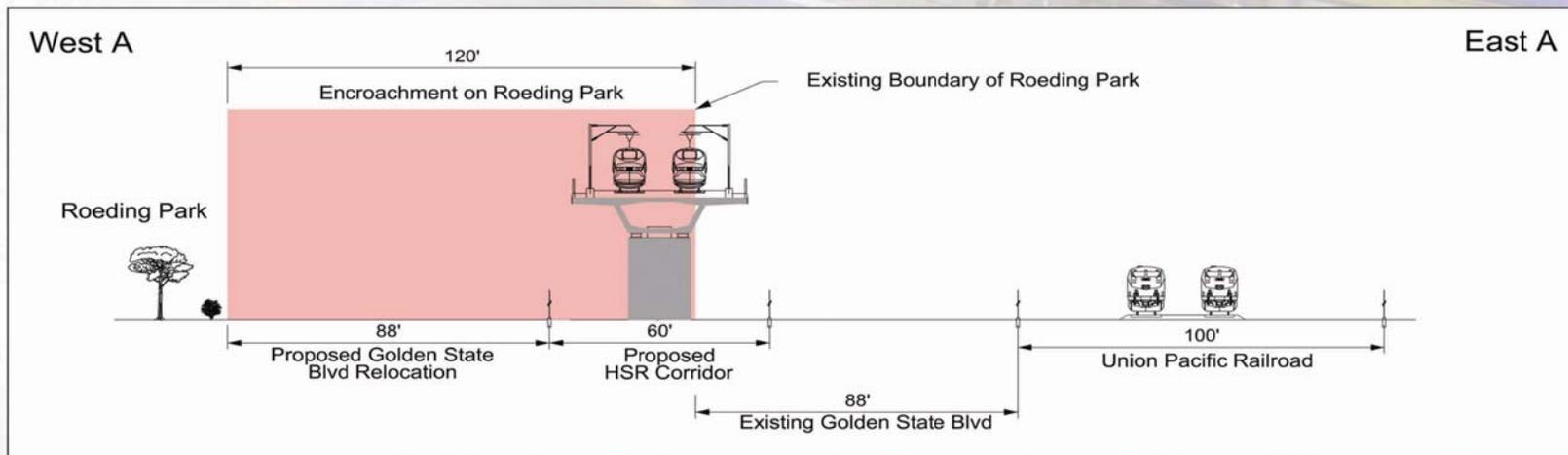




Roeding Park Area



View A-A, Alternatives UP-East & UP-Cross



View A-A, Alternative UP-West

