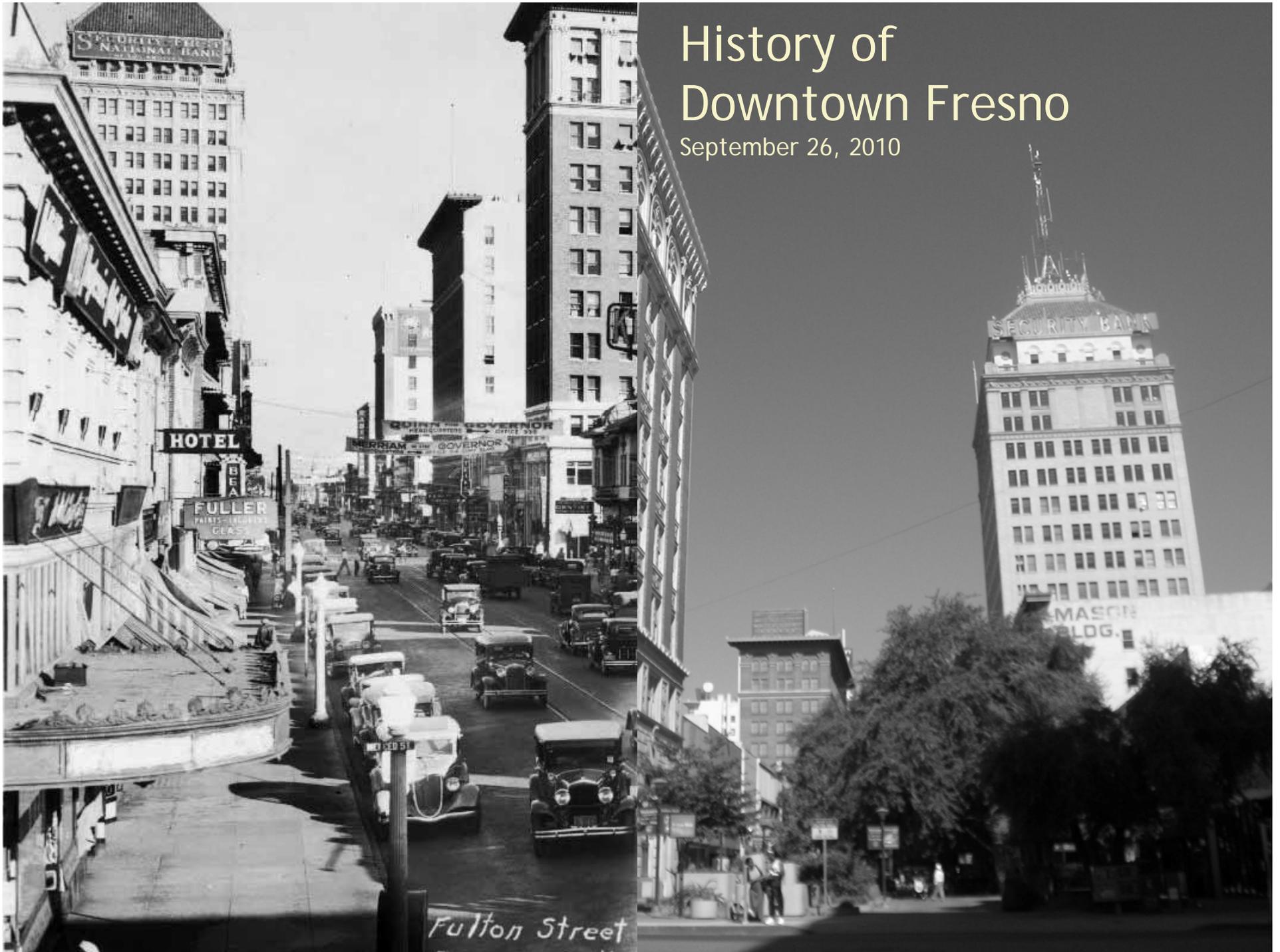


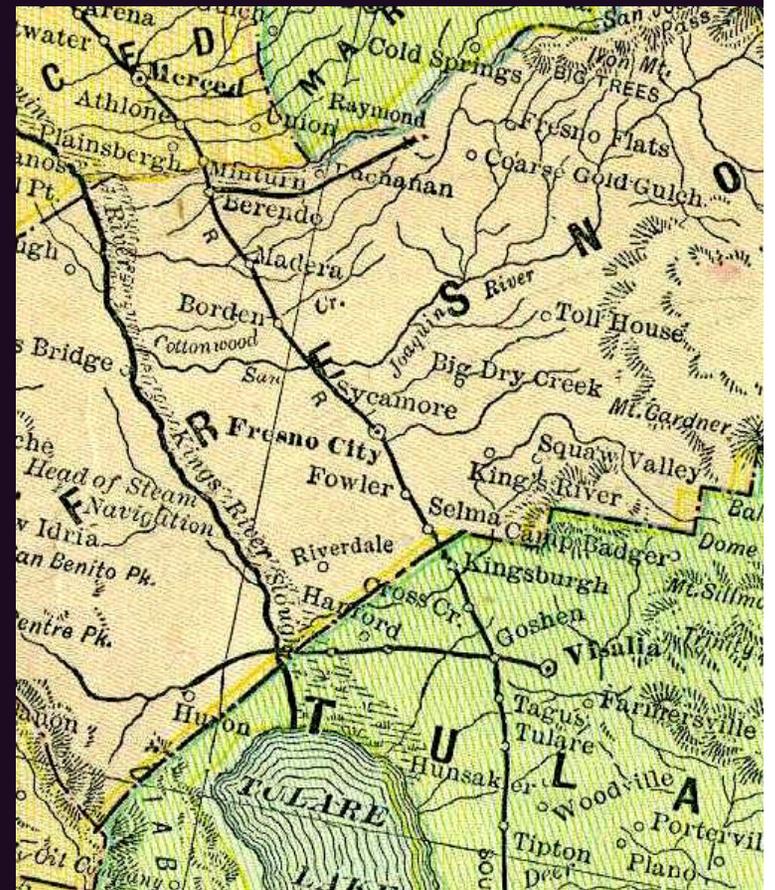
History of Downtown Fresno

September 26, 2010

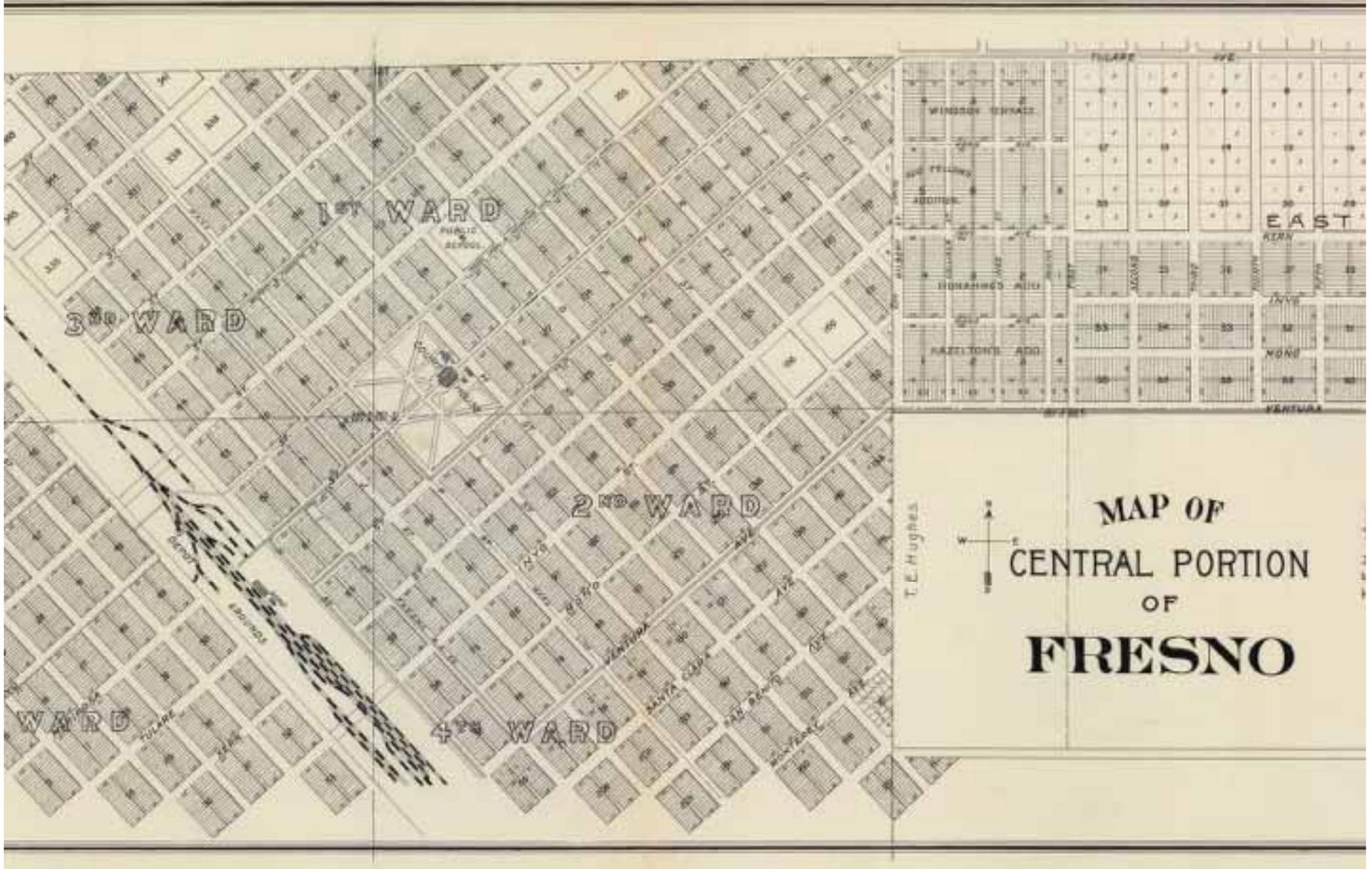


Why locate here: Fresno's Beginning

- 1872 - Central Pacific Railroad builds rail line through Valley
- Location chosen for:
 - High ground
 - Ash trees found throughout county, and at station location

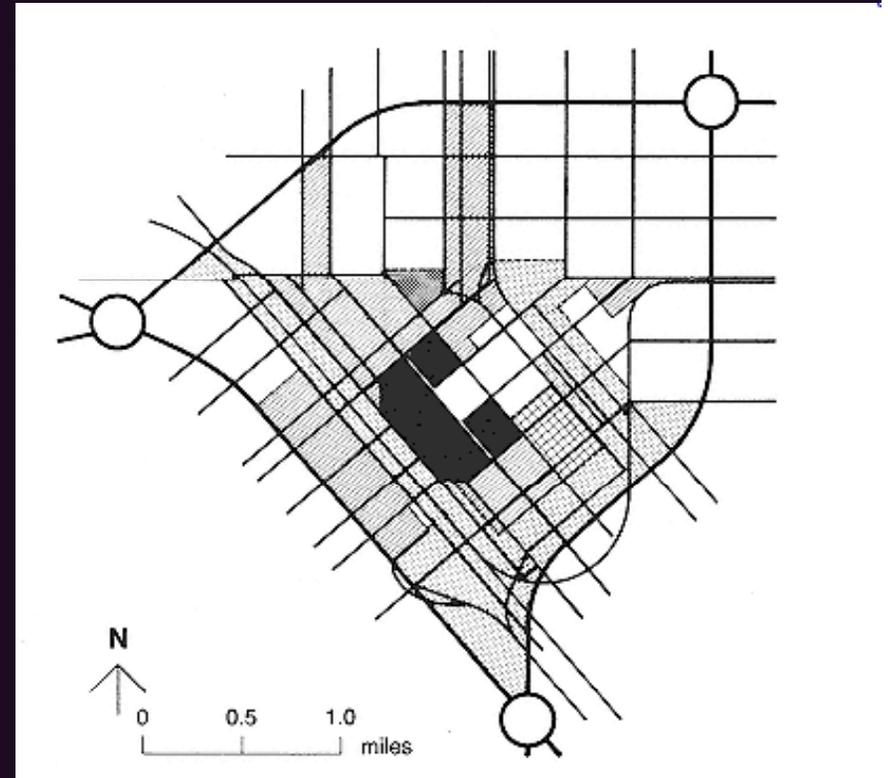


Early street grid oriented to railroad



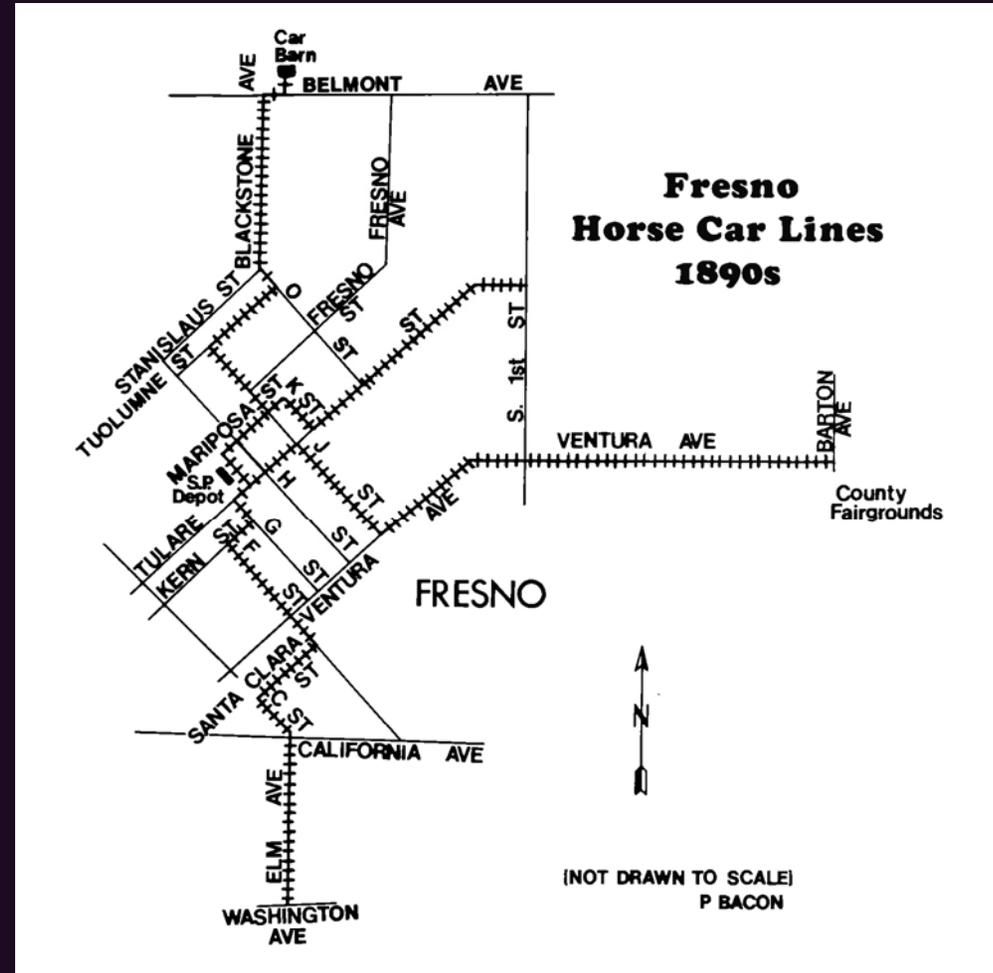
Highways of Fresno

- State Routes 99, 41 and 180
- Originally highways passed through city streets
- SR 99 moved to freeway west of Southern Pacific tracks
- SR 41 moved to Yosemite Freeway east of downtown
- SR 180 moved to freeway adjacent to Belmont Ave.



Streetcar Network

- 1889 - *Fresno Street Railroad*, a horse railway, opened
- 1902 - *Fresno City Railway Co.* begins electric streetcars operations



Streetcar beginnings and Peak

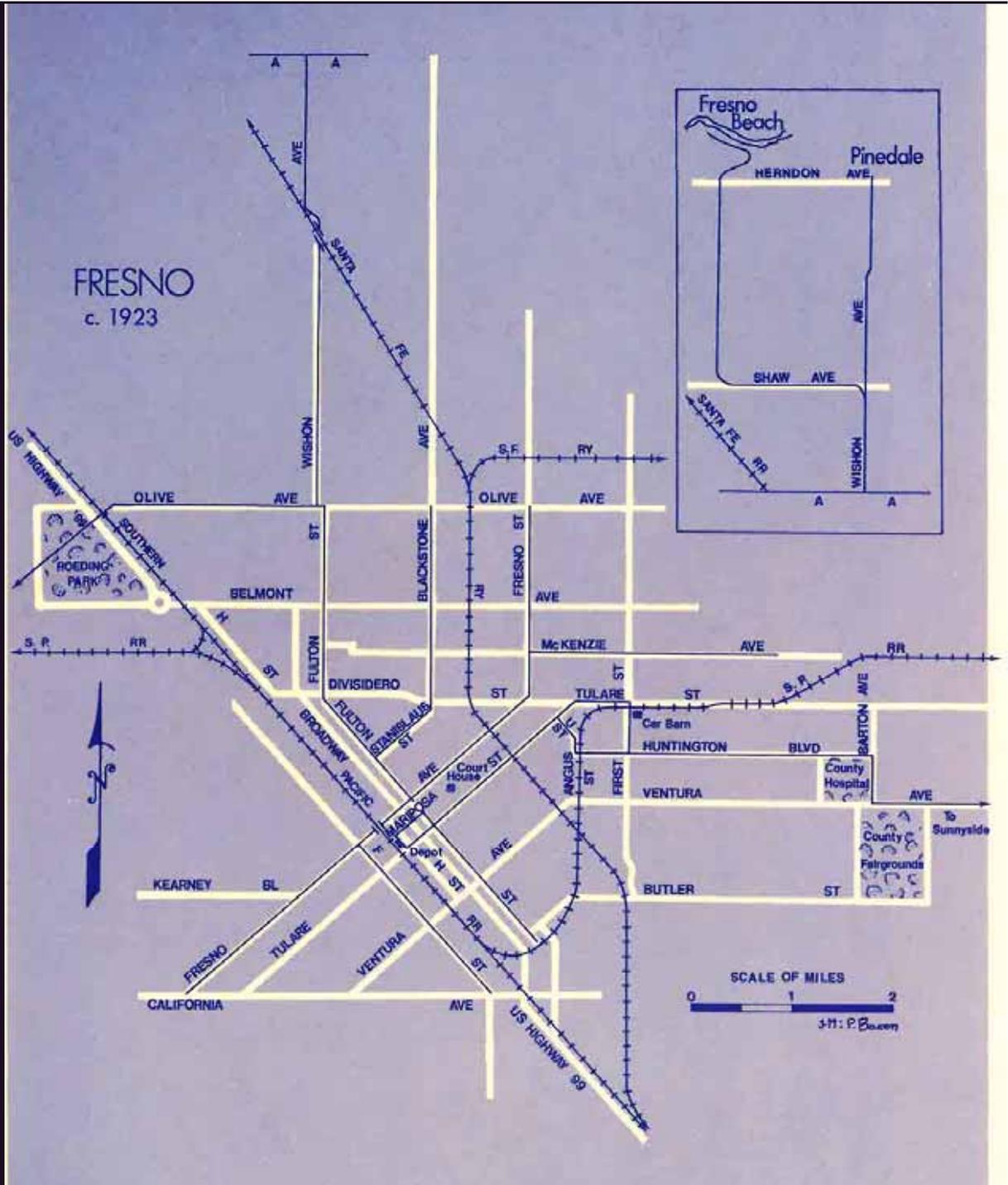
- 1903 - *Fresno Railway Co.* becomes *Fresno Traction Co.*
- 1909 - Fresno Street subway beneath *Southern Pacific* tracks opens
- 1920s - Streetcar era peaks with over 10 lines



1923 – Fresno streetcar system map

Streetcars crisscross Downtown

- Fulton Street – NW & SE
- Fresno, Tulare and Stanislaus Streets – NE & SW
- Major lines beyond Downtown follow Huntington Blvd, Fresno St, Blackstone Ave, Wishon Ave, and Olive Ave.

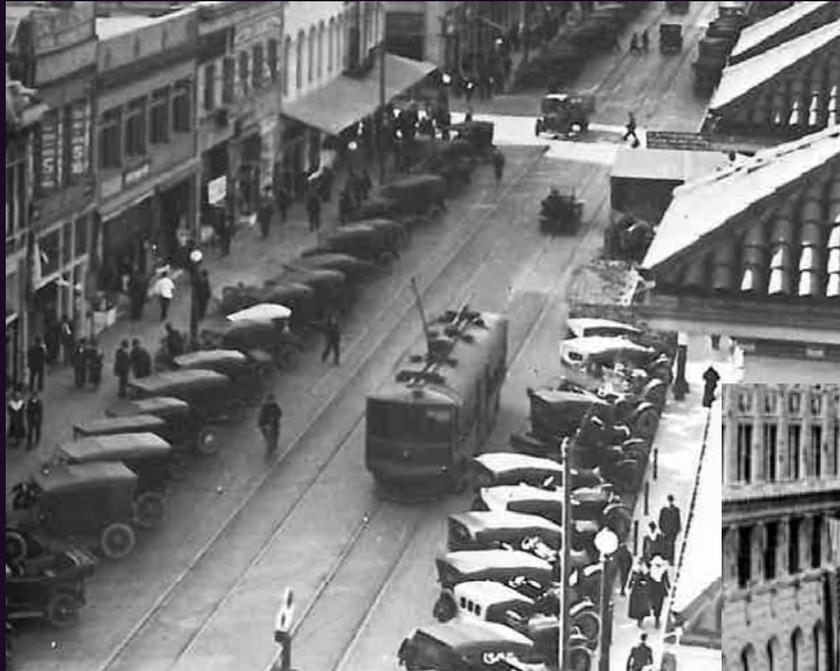


1918 – J Street (now Fulton Mall) with angled parking and streetcars



Fulton Street Configurations

- Angled parking



- Parallel parking



Decline of Streetcar - Rise of Auto

- 1929 - Sunnyside Line discontinued
- 1934 - service to Pinedale removed
- 1939 - All streetcar operations end
- 1940s to 50s - rise of Auto and auto oriented shopping

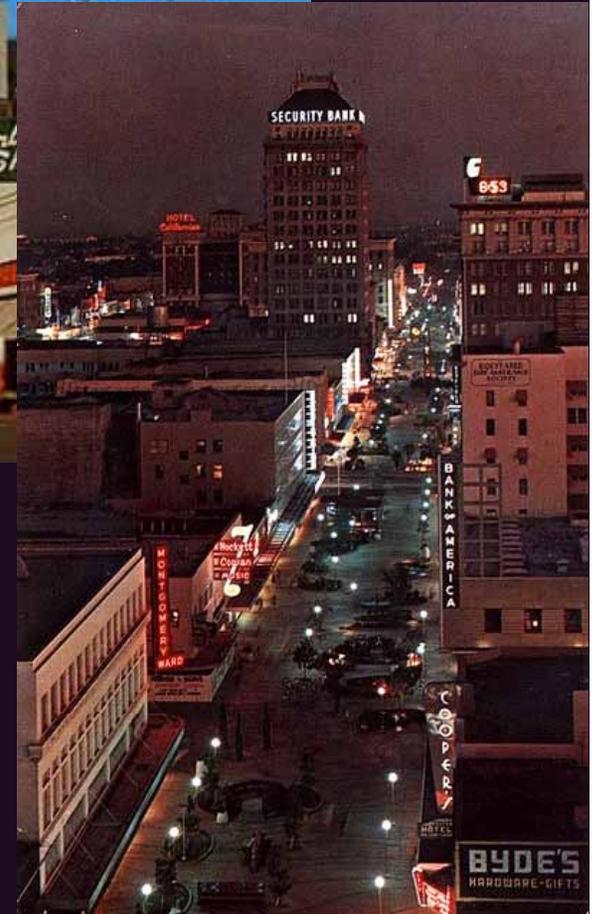


Fulton Street Configurations

- Streetcar removed



- Fulton Mall





Fulton Mall Alternatives

September 14, 2010

1. Do Nothing Different



Plan

1. Do Nothing Different



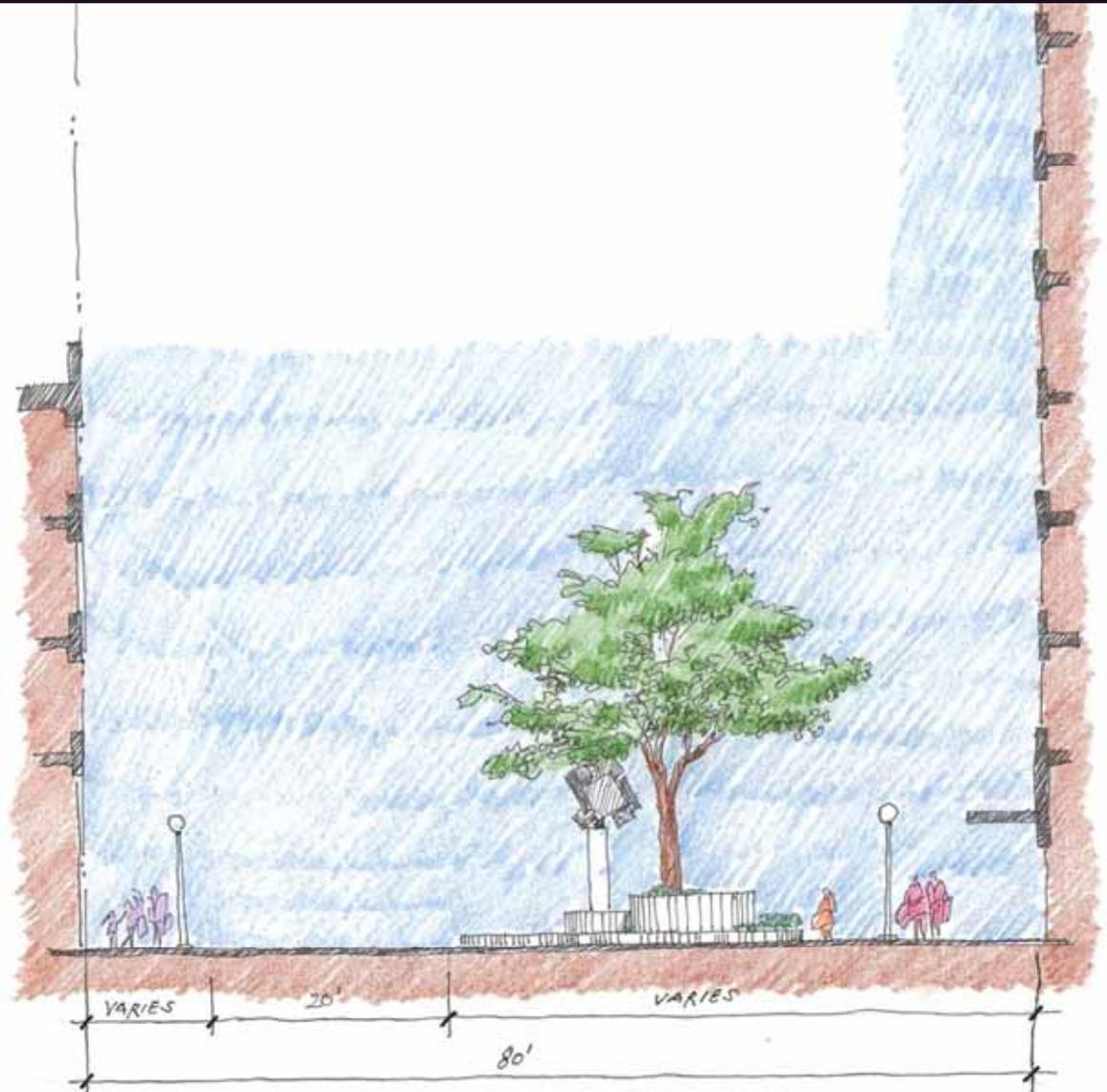
2. Restoration and Completion



Plan

2. Restoration and Completion

Fulton Section between
Fresno and Tulare



2. Restoration and Completion



Before

2. Restoration and Completion



After

3. Restoration and Completion with Open Cross Streets



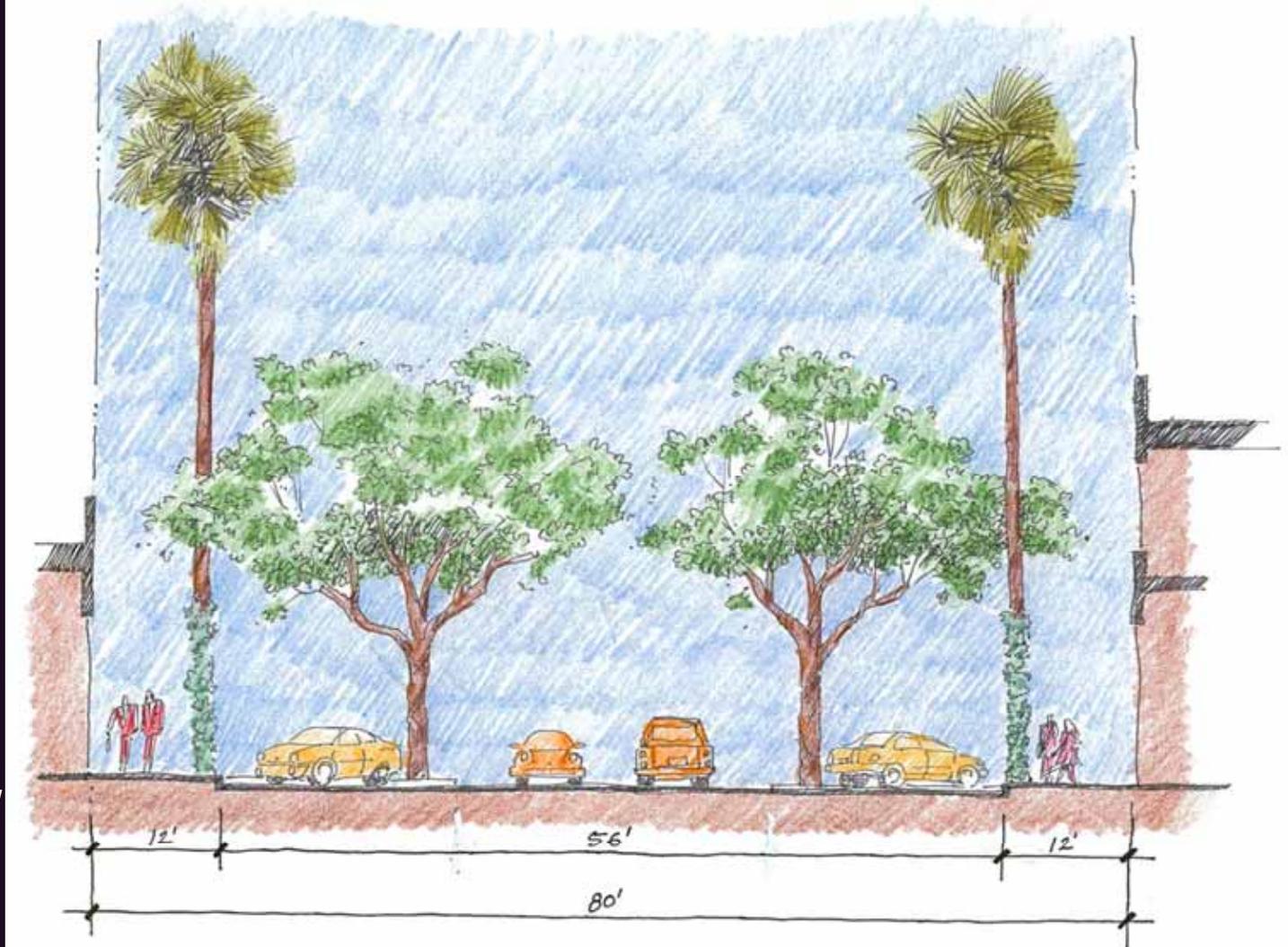
Plan

3. Restoration and Completion with Open Cross Streets



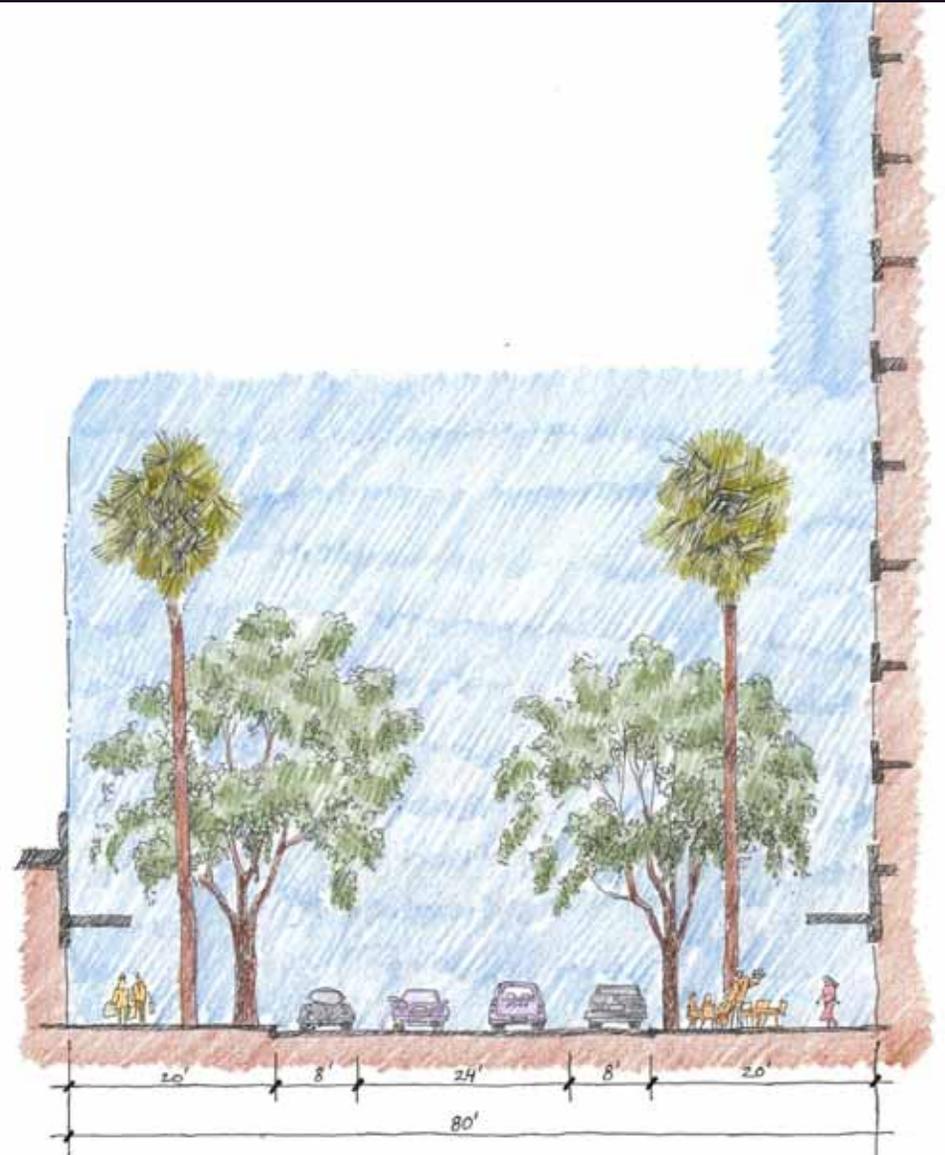
3. Restoration and Completion with Open Cross Streets

Merced Section
between Broadway
and Van Ness



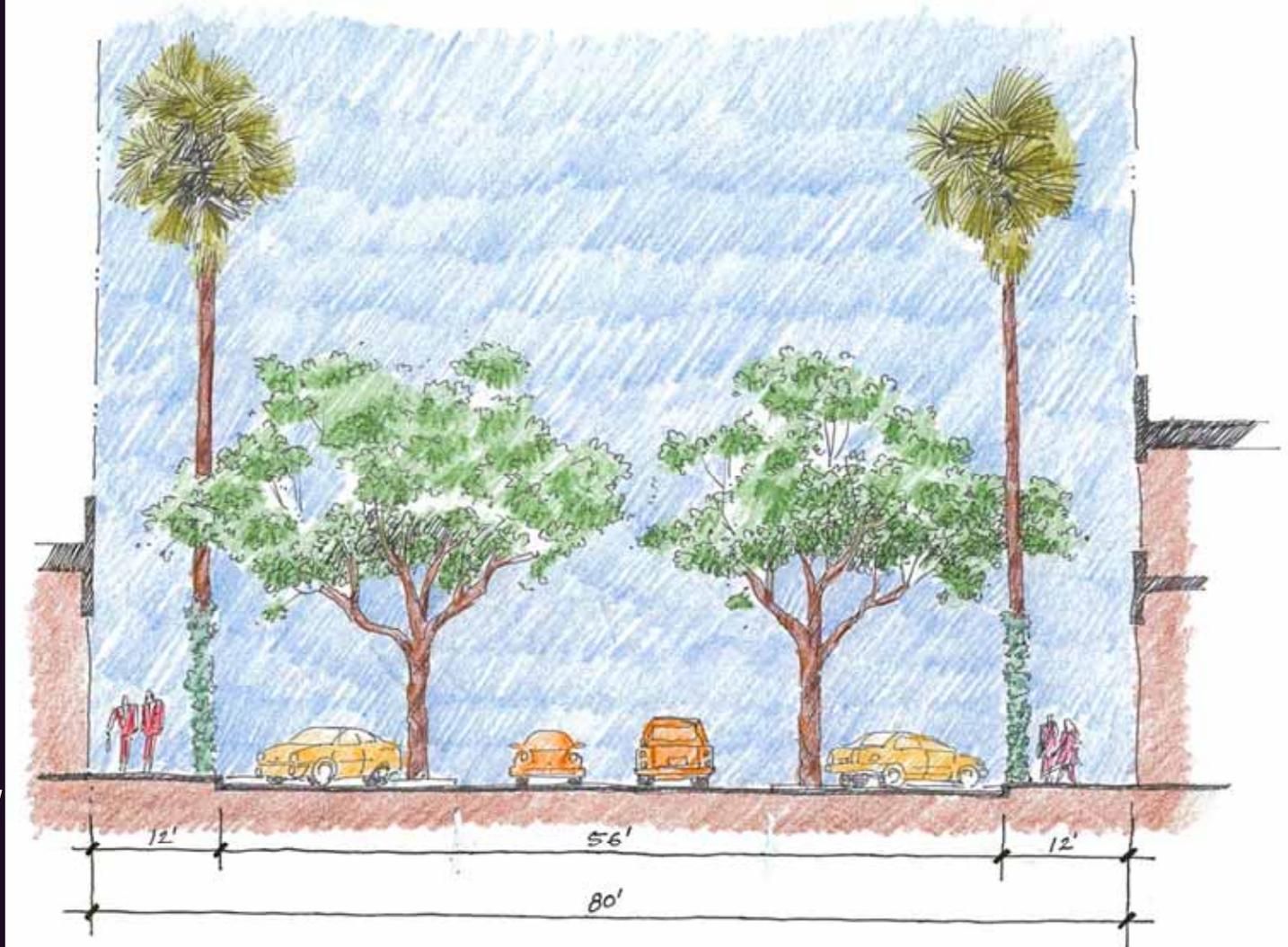
3. Restoration and Completion with Open Cross Streets

Mariposa Section between
Fulton and Van Ness



3. Restoration and Completion with Open Cross Streets

Kern Section
between Broadway
and Van Ness



4. Keep South and Center Closed



Plan

4. Keep South and Center Closed



4. Keep South and Center Closed



5. Keep Center Closed



Plan

5. Keep Center Closed



5. Keep Center Closed



6. Reconnect the Grid 1



Plan

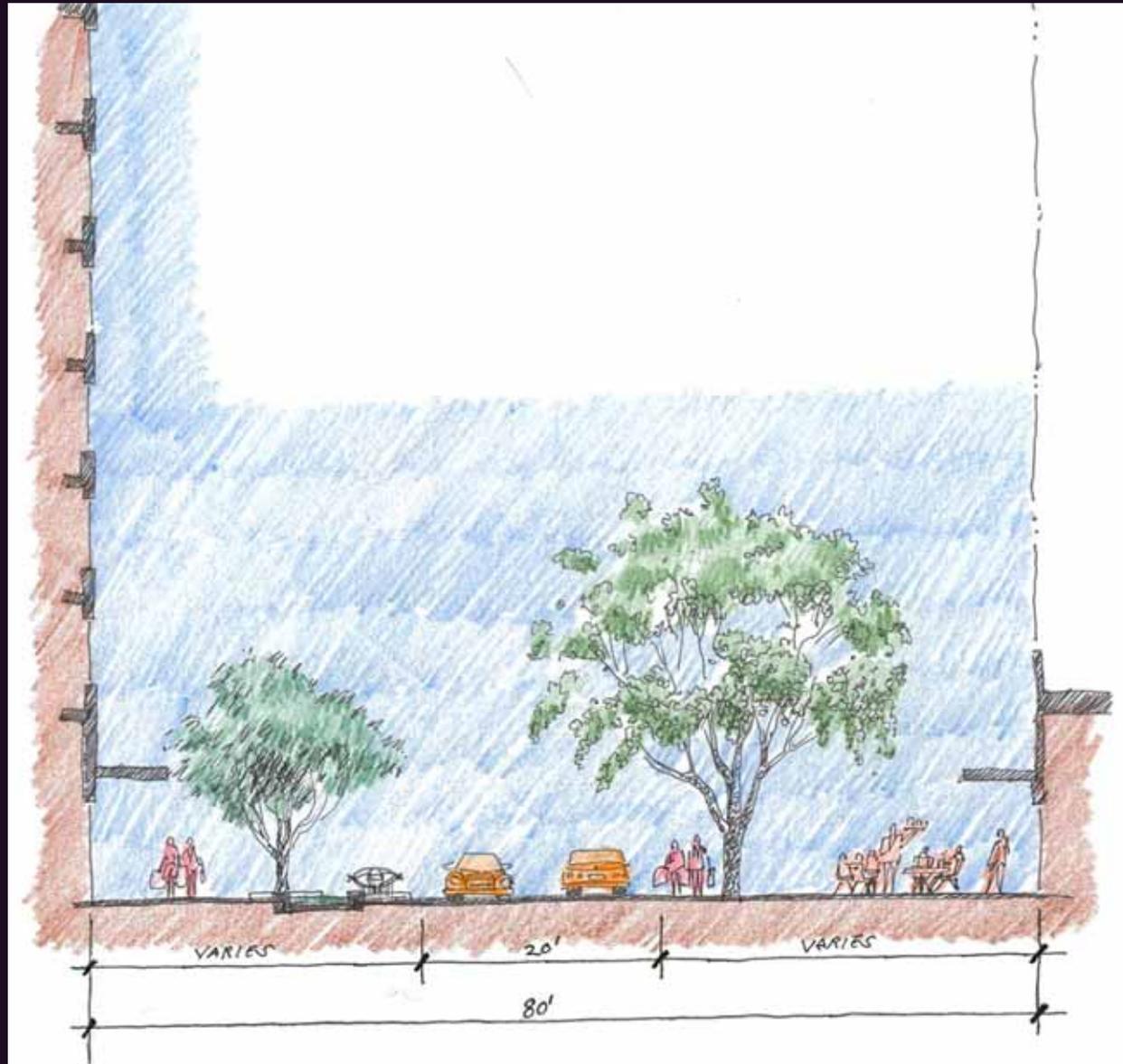
6. Reconnect the Grid 1



Fulton Section between
Fresno and Mariposa –
Mid-block Crossing

6. Reconnect the Grid 1

Fulton Section between
Merced and Fresno



6. Reconnect the Grid 1



Before

6. Reconnect the Grid 1



After

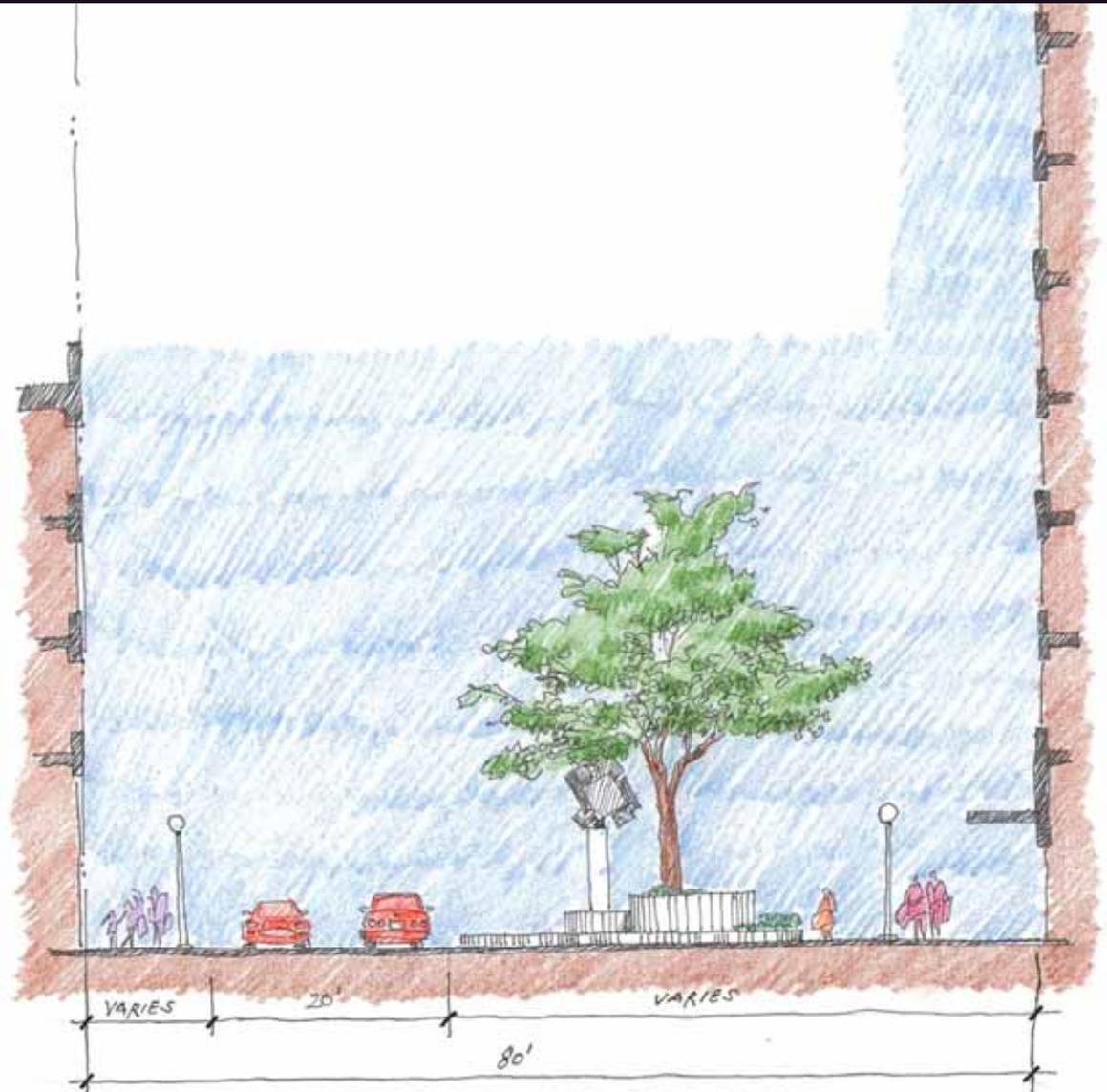
7. Reconnect the Grid 2



Plan

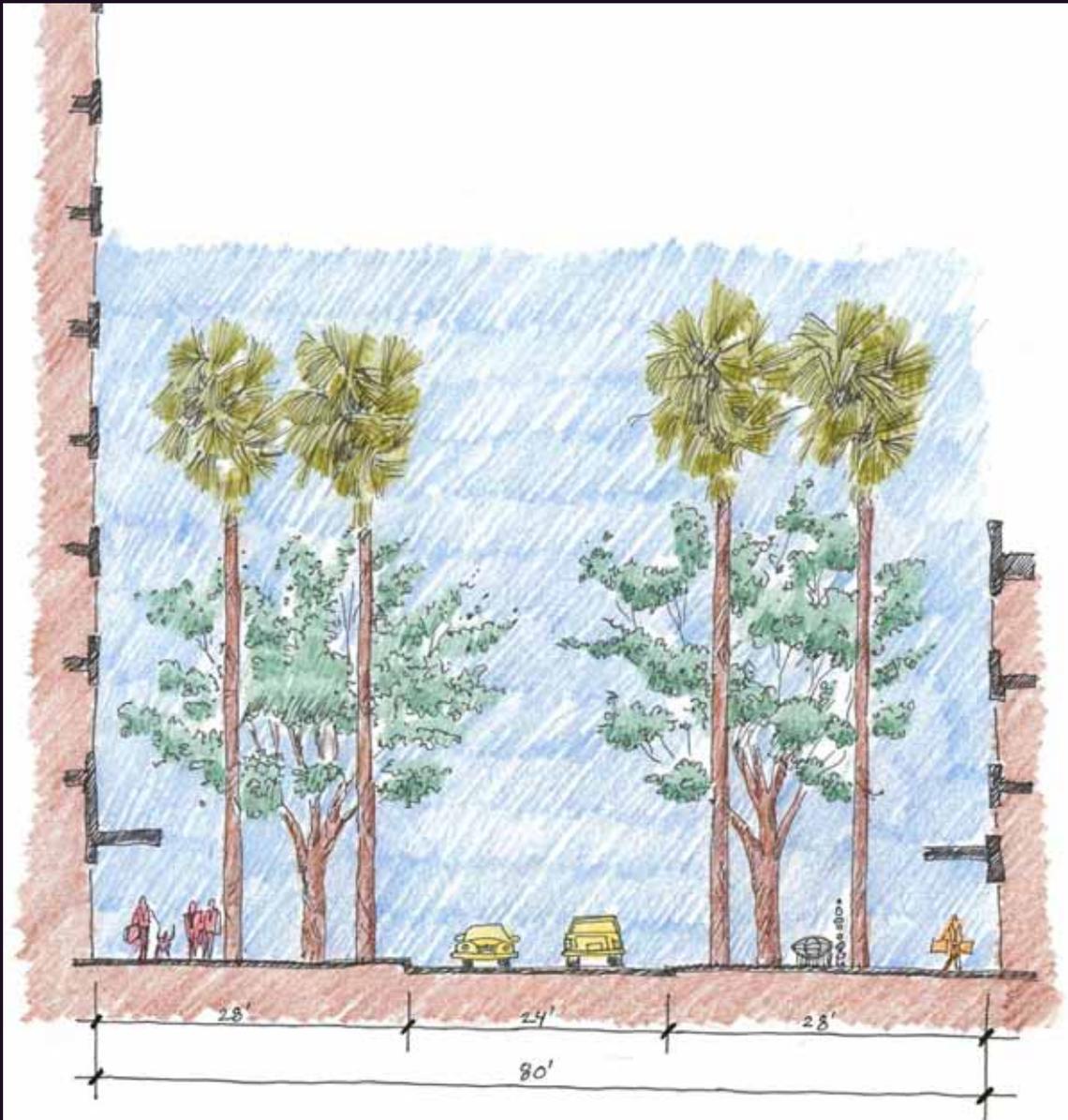
7. Reconnect the Grid 2

Fulton Section between
Tulare and Kern



7. Reconnect the Grid 2

Fulton Section between
Fresno and Mariposa –
Midblock Crossing



7. Reconnect the Grid 2



Before

7. Reconnect the Grid 2



After

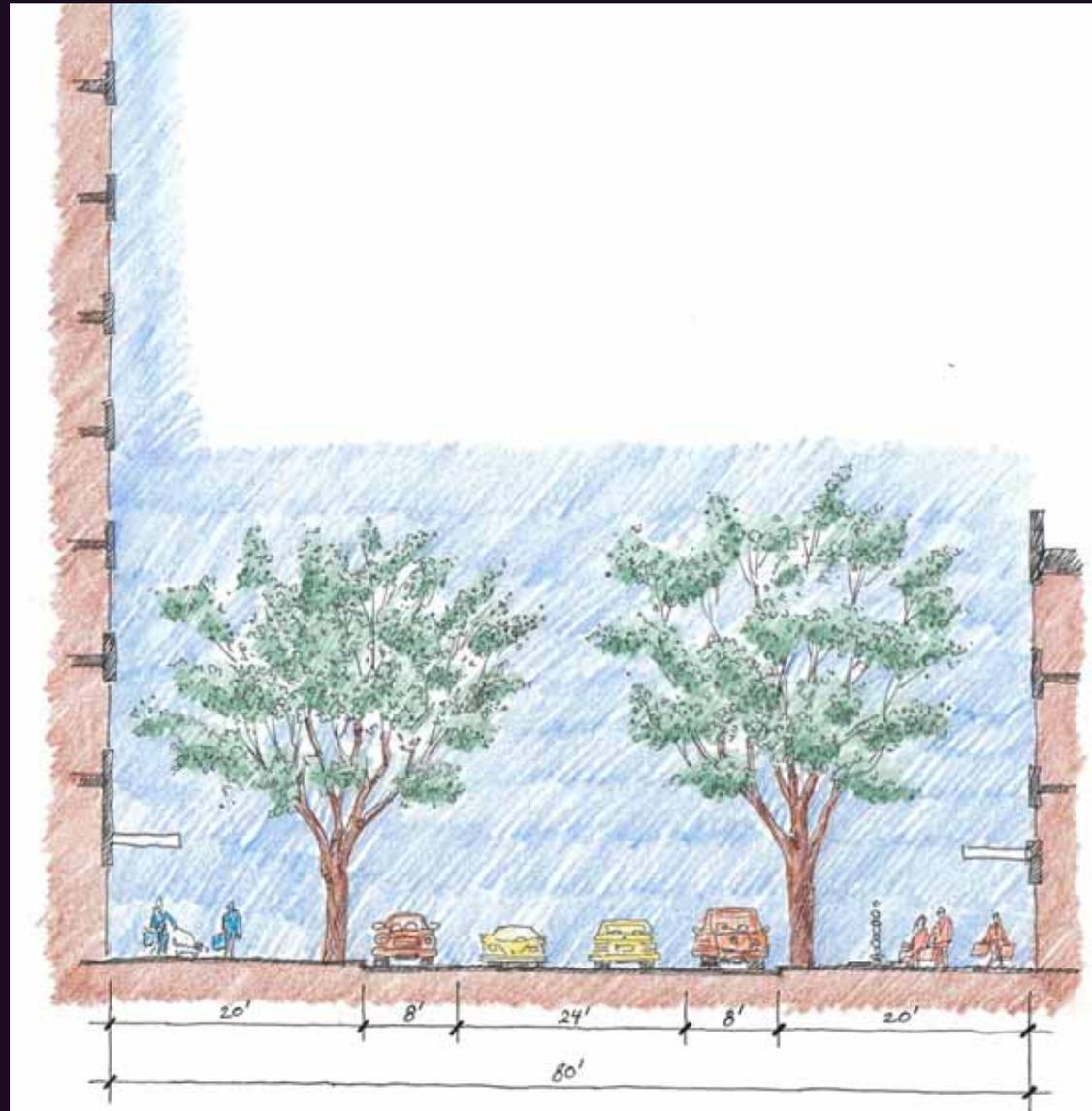
8. Reconnect the Grid 3



Plan

8. Reconnect the Grid 3

Fulton Section between
Fresno and Mariposa – any
mid-block crossing



8. Reconnect the Grid 3



Before

8. Reconnect the Grid 3



After

8. Reconnect the Grid 3



After with Street Car