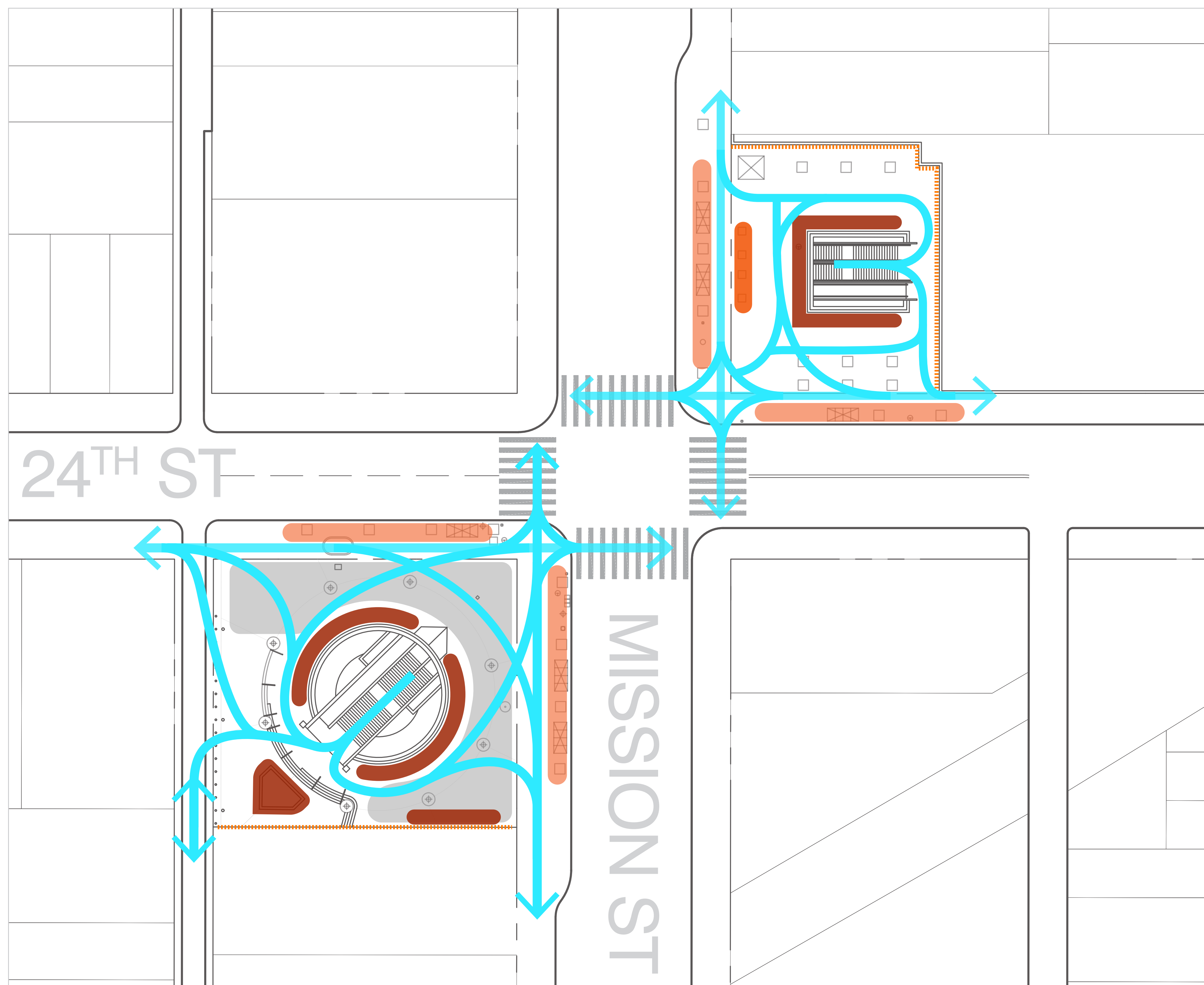


# 24TH STREET BART PLAZA ACTIVATION

## 24TH STREET BART PLAZA

### MOVEMENT | BREAKDOWN OF SPACE

The first step in public space analysis is to see how people are moving through and using the space. The diagram below illustrates how people are moving through the 24th BART plazas and how such spaces may be organized in different functional areas to facilitate uses such as seating/waiting and gathering/activation.

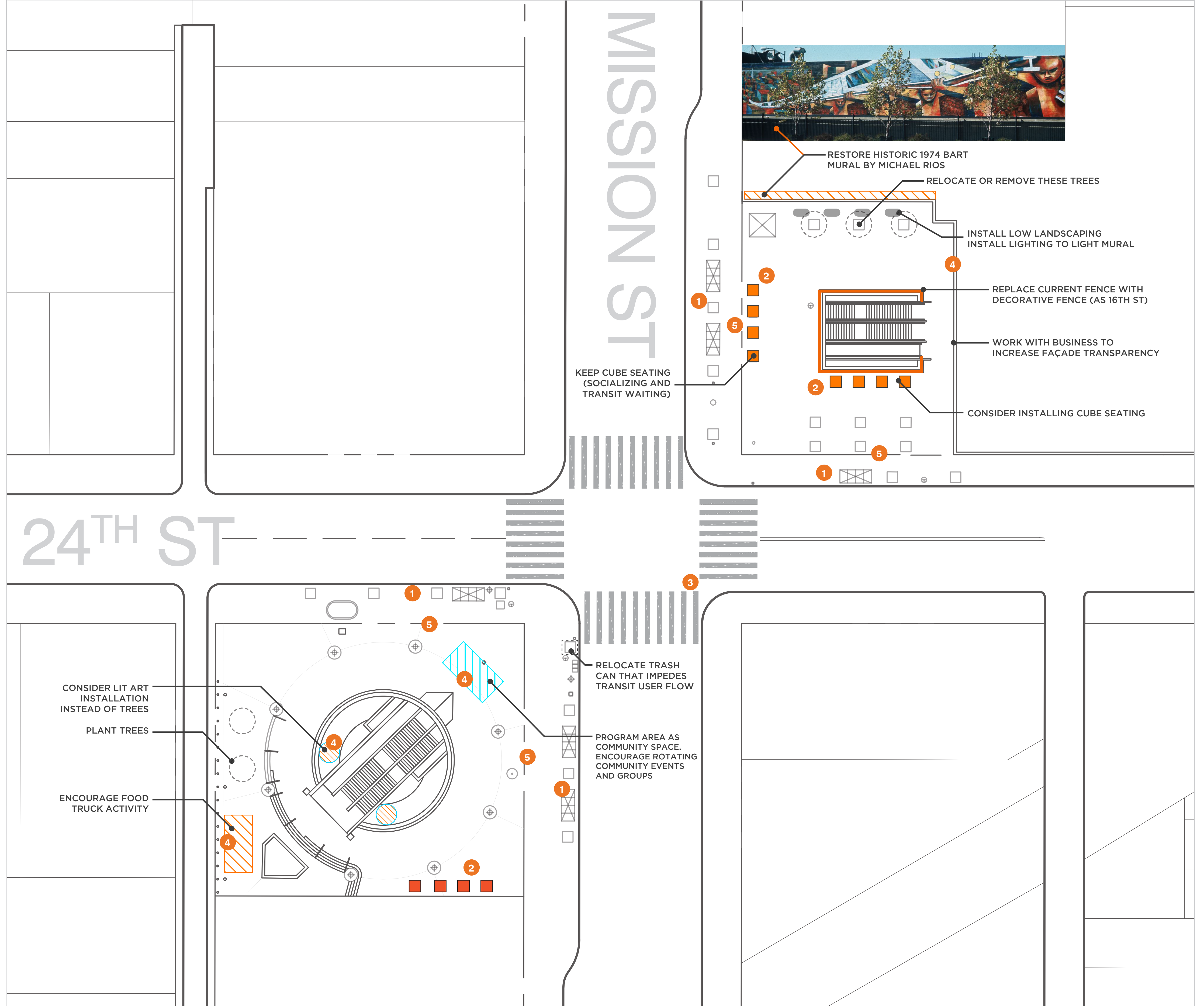
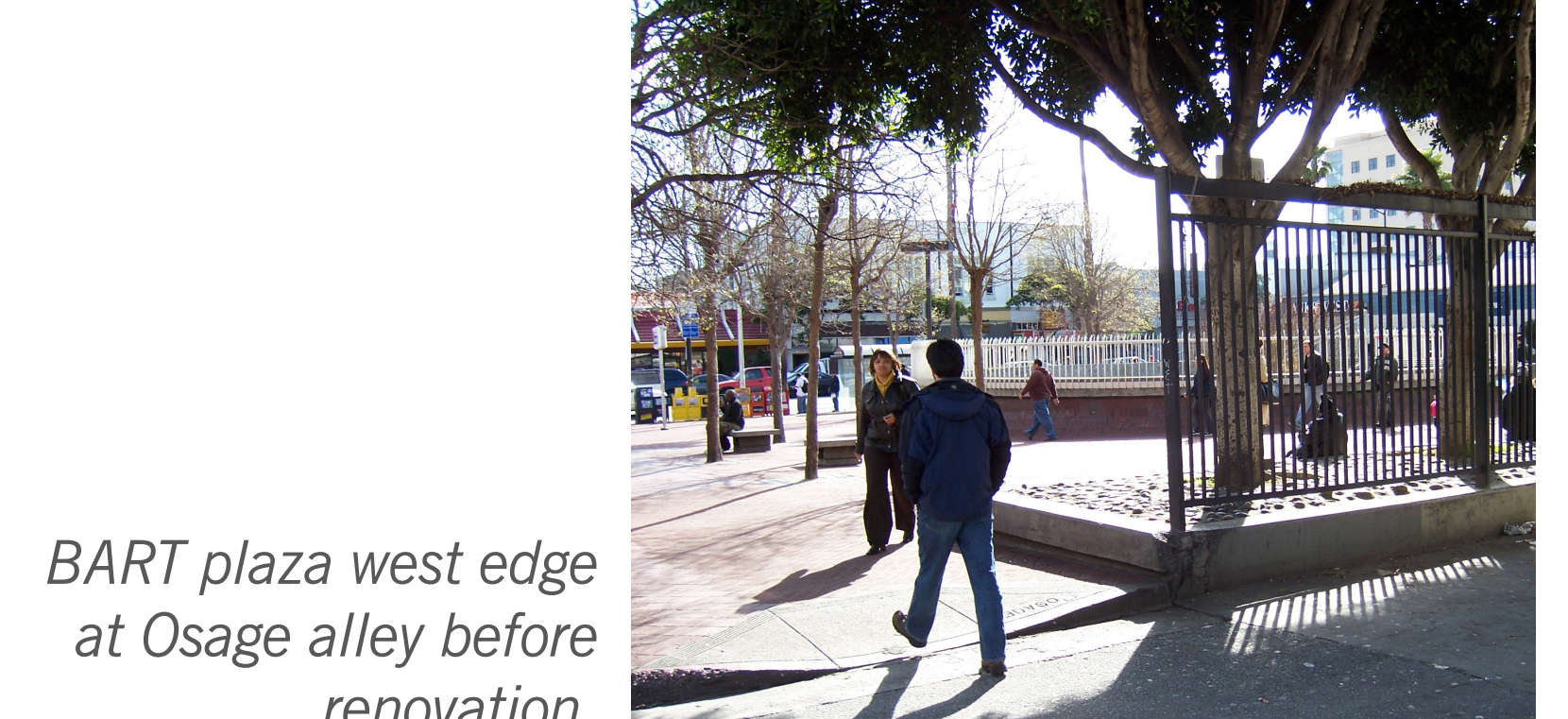


- CIRCULATION**
  - PATH OF TRAVEL
- SEATING AND LEANING**
  - WAITING FOR TRANSIT - WAITING/LEANING (PERIMETER)
  - ACTIVE SEATING - WAITING/LINGERING (MIDDLE)
  - INFORMAL SEATING - PEOPLE WATCHING/LINGERING (CORE)
- SERVICES AND GATHERING**
  - ACTIVE GATHERING/INFORMATION/SERVICES/PERFORMANCE

The two BART plazas (NW and SE) located at 16th street are hubs of activity, serving both transit users and residents. Although waiting for transit is the primary function, these plazas function also as city gateways, backyards, and open spaces to congregate. The SW plaza, rebuilt in 2012, improved pedestrian flow to and from the BART entrance by removing a tall fence along the west edge of the plaza (at Osage alley). Ideas to add trees and an info kiosk at the corner of Mission and 24th have been recently discussed at our meetings. The NE plaza has not undergone renovation in the recent past and it could be improved by opening up the business on the east side edge and by restoring the historic mural by Michael Rios on the Northern edge.

### CONCEPTUAL DESIGN ELEMENTS

These design elements showcase what could happen on the BART plazas and on the sidewalk edge. By providing different types of seating and activities it is possible to accommodate a wider range of users.



- 1 WAITING FOR TRANSIT**

BART Plaza needs transit amenities that allow for better circulation and adapt to the needs of its users. The majority of users receive standing and leaning areas. Elevating top tables and reconfiguring them with leaning bars will better accommodate the needs of the users and will allow for greater circulation space.
- 2 ACTIVE SEATING**

Active seating is proposed to accommodate both transit users who prefer to sit facing outward and users who prefer to sit facing the plaza, people waiting for transit, walking, or in conversation with other users. This second tier of seating will be low maintenance, visually interesting and provide lighting at night.
- 3 DECORATIVE INTERSECTION TREATMENT**

The 16th intersection is important and a safety concern in terms of pedestrians, bicycles and transit. Creating a decorative intersection treatment can help highlight the pedestrian as a priority while adding to the safety of the intersection through color and pattern. The intersection may also provide a pedestrian landmark to increase safety while crossing.
- 4 INFORMATION | VENDING | ART**

Services to visitors and residents of the plaza is an important function that should be integrated into the plaza. Kiosks and vending not only provide transit, neighborhood, and social service information and services for locals and visitors, but they're also a way to have eyes on the street and create a safer environment for the users of the plaza.
- 5 LED INTERACTIVE TRANSIT INFO**

By embedding transit information into the plaza's paving, vertical obstacles and eliminated, allowing better pedestrian circulation. These LEDs can also provide floor lighting and indicate (by flashing in red) when transit is approaching, turning an artistic element to traditional transit information.