

## Photos of a happy 1890s and then 1906

“Certain that San Francisco would one day be grander than bustling Philadelphia, O’Farrell made our Market Street 120 feet wide — 20 feet wider than Philly’s...[with] a huge influx of immigrants in 1849, San Francisco boomed, and the overscaled 120-foot grand boulevard became less absurd...”



“Almost everything on Market Street burned, from Van Ness Avenue to the Embarcadero. Lotta’s Fountain, one of the few remaining structures on Market Street, emerged as a gathering place and bulletin board where the lost and dispossessed left notes in hopes of reuniting with loved ones.”

From SPUR ( <http://www.spur.org/blog/2011-08-04/walk-down-market-street> and [http://www.spur.org/sites/default/files/events\\_pdfs/2.23.10%20Creating%20our%20own%20Champs-Elysees.pdf](http://www.spur.org/sites/default/files/events_pdfs/2.23.10%20Creating%20our%20own%20Champs-Elysees.pdf) )

## Photos of growth in 1920s and struggle in 1969-1972

“By the 1920s, Market Street was renowned...But the 1950s and ‘60s were disastrous for cities.”



“Suburban attitudes of order, separation & automobile accommodation were inflicted...As the decline continued, every decade saw a radical new plan for “saving” Market Street.”

“One of those grand ideas, the BART system, opened in 1972 after six years of disruptive construction tore up Market Street.”

“The construction of the Embarcadero Freeway, perhaps San Francisco’s most unfortunate piece of transportation infrastructure, compounded Market’s troubles in the late 1950s.”



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