Overcrowding

When this competition started, NYC was already a crowded reality.
THE WHOLE CITY IS LOOKING AT OUR STREETS RIGHT NOW WITH NEW EYES - HOW CAN WE CHANNEL THE ENERGY OF THIS MOMENT TOWARD LONG-TERM CHANGE?
THE OPPORTUNITY
Intervention Scales

BRIDGE → ANCHORAGES → NETWORK
BRIDGE
HUNDREDS OF TRAINS AND STREETCARS WOULD CROSS THE BRIDGE DAILY, CARRYING MORE THAN 400,000 PASSENGERS.
425,000 people per day
160,000 people per day
Brooklyn Bridge

Today

How will the bridge smoothly accommodate the new flow of people and new activities?
The People's Bridge
Existing Condition

20,800
PEOPLE MOVED PER HOUR
The People's Bridge
Phase 1: Introduce Ped/Bike
The People's Bridge
Phase 2: Introduce Ped/Bike/Transit

135% POTENTIAL CAPACITY INCREASE
The People's Bridge
Implementation Over Time

PHASE 1
From Centre St
To Centre St
From Park Row
To Park Row
From FDR
To FDR
From BOE
To BOE
From Sands St
To Sands St
To Cadman Pl
From Cadman Pl
To Brooklyn
From Brooklyn

PHASE 2
Reconfigure Landing
From Park Row
To Park Row
From FDR
To FDR
From BOE Blvd
To BOE Blvd
To Cadman Pl
From Cadman Pl
To Brooklyn
From Brooklyn

PHASE 3 + 4
Reconfigure Landing
To/from Centre St
To/from Brooklyn
To Sands St
From Brooklyn

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Long-Term
Brooklyn Bound Roadway

WOOD DECKING

STONE FURNISHINGS

HISTORIC HARDWARE

Skyline Overlook

Upgrade Surface to Warmer Materials

Dynamic Lighting

Stair to Promenade Above

One-Way Bike Lane
Flexible Programming

- Urban Gallery
- SmorgasBridge
- Sky Garden
- OktoberBridge
- March Madness
- Cinema
ANCHORAGES
Anchorages
Unique Neighborhoods

Chinatown
Two Bridges
Seaport
Brooklyn Heights
DUMBO
Citywide Stakeholders

CHINATOWN IS QUITE CLOSE TO DOWNTOWN TODAY, YET IT DOESN’T FEEL THAT WAY DUE TO THE POOR PHYSICAL AND VISUAL CONNECTIONS.

THOMAS YU  
JENNIFER SUN  
ASIAN AMERICANS FOR EQUALITY

CAN YOU RELATE THE FUTURE MOBILITY INNOVATIONS, LIKE GRT, TO THINGS NEW YORKERS ARE FAMILIAR WITH, LIKE DOLLAR VANS?

BETSY PLUM  
RIDERS ALLIANCE

AMY CHESTER  
REBUILD BY DESIGN

LET'S START BY ENHANCING THE INFRASTRUCTURE WE HAVE!
Manhattan Stakeholders

I HAVE CHILDHOOD MEMORIES OF THE AREA AROUND THE MANHATTAN ANCHORAGE BEING ACTIVE AND PLEASANT.

JONATHAN GARDENHIRE
ARTIST & NYS ASSEMBLY DISTRICT 85, PART B LEADER

COVID CHANGED EVERYTHING — PEOPLE’S PERCEPTIONS OF WHAT’S DOABLE, WHAT’S ACCEPTABLE AND WHAT’S NOT.

ARIANA BRANCHINI
DOWNTOWN ALLIANCE

FOR EXAMPLE, BUILDING OWNERS USED TO BE RESISTANT TO MAKING SPACE FOR BIKE AND SCOOTER STORAGE, BUT NOW A LOT OF THEM WANT TO.

TAINA PRADO

BIKERS TODAY ARE SEEN AS WHITE. YOU NEED TO RELATE BIKING TO THE RESIDENTS OF PUBLIC HOUSING.

TREVOR HOLLAND
TWO BRIDGES NEIGHBORHOOD ASSOCIATION
Manhattan Anchorage Challenges

Disconnected

Forgotten

Vulnerable

Hot
Manhattan Anchorage
Back to the Future

- Anchorage Park
- Re-Activated Vaults
- Bridge Lawn
- Urban Cooling
- Preserved Viaduct
- New Access
Early 1900s
Street Life

NYC STREETS WERE ORIGINALLY PEOPLED STREETS.
Cycling From Park to Park

1 HOUR

PROSPECT PARK

CENTRAL PARK

8KB

30 MIN

PROSPECT PARK
Commuting by Bike
Cyclist Commuters Per Day

62% COPENHAGEN DENMARK

3% PARIS FRANCE
2024 GOAL

1% NYC UNITED STATES
2025 GOAL

WE'RE AT 1% TODAY... IMAGINE IF WE MADE IT TO 10% IN FIVE YEARS?
De Blasio’s move to open NYC street to pedestrians leaves out low-income neighborhoods, map shows

By CLAYTON GUSE
NEW YORK DAILY NEWS  |  MAY 21, 2020  |  6:29 PM

Public space for social distancing is hard to find in many of New York City’s low-income neighborhoods, a map published Thursday by the advocacy group Trust for Public Land shows.

The map reveals inequities in Mayor de Blasio’s move to open up 30 miles of streets for pedestrians during the coronavirus pandemic, the group says.

Neighborhoods like Brownsville in Brooklyn and Elmhurst in Queens contain large swaths that are more than a 10-minute walk from an open public park. But parts of those neighborhoods have
The People's Bridge
Phase 3 – Network

WHAT DOES A NETWORK THAT PRIORITIZES PEOPLE OVER CARS LOOK LIKE?
PEOPLE STREETS
People Streets
Phase 3

Shade Trees
Permeable Paving
Existing Utilities
Structural Soil Cells

Outdoor Retail Programming
1SB Rapid Transit Lane
One-Way Bike Lane

1SB Mixed Lane
1 NB Mixed Lane
1 NB Rapid Transit Lane
Solar E-Bike Rack/Bench
One-Way Bike Lane

Numbers are per hour, source: NACTO

POTENTIAL CAPACITY INCREASE
People Streets Co-Benefits

People who walk 8.8 minutes a day are 33% more likely to report better mental health.

For every 12 blocks or so walked a day, your risk of obesity drops 4.8%.

People walking, cycling, and using public transportation spend 40% more each month in neighborhood shops than motorists.

In smaller rain events, structural soil cells retain 100% of runoff.

Trees provide a 60% reduction in particulates from exhaust fumes.
People Streets

Traditional City Grid

Proposed Binary City Grid
THANK YOU
VAN ALEN + CITY COUNCIL