BROOKLYN BRIDGE REIMAGINED:
THE CULTURAL CURRENT
**EDDIES & CURRENTS**
Pedestrians want to stop and take in the views, and our design creates “eddies” where people can do this away from the main “current” of traffic.

**PLAZAS**
What were once pinch-points around the bridge towers have been re-imagined as plazas for vendors, street artists, and more.

**PEDESTRIAN WALKWAY**
PEDESTRIAN WALKWAY

PLAYGROUND MATERIAL
The new walkway additions will have a fun and bouncy material, often used on playgrounds.

WOOD PLANKS
Most of the existing boardwalk will be incorporated into the new material, creating a visual memory of the old pedestrian walkway.
The design prioritizes cycling and walking across both the upper and lower pathways of the bridge.
BIKE RACK
Here, the edge has cut-outs to accommodate a bike rack.

PATTERN
A graphic 2-d pattern is reminiscent of the swirling river.

BENCH
Rather than carving out, the edge is extruded into a seat.
versions for transforming the lower roadway.

These versions have no specific sequence.

All versions move bikes to the lower roadway.

**BIKE + WALK**

Bike- and pedestrian-only transit. Complete removal of vehicles. This version addresses the current needs of NYC and is the most healthy and future-oriented option.

**BIKE + DRIVE**

Outermost traffic lane becomes a bike lane. This switch will eliminate the danger of collisions on the walkway above.

**BIKE + TRANSIT**

Bike lane is the outermost lane; center lane is a transit-only lane; and innermost lane is for walking commuters/runners.
Rivers can spread into floodplains. These floodplains become wide public spaces with vegetation and walking paths.
Converting the entire Brooklyn Bridge into a pedestrian and cyclist landscape means that the large roadway infrastructures adjacent to the Bridge are no longer necessary. This presents an opportunity to reclaim those roadways for the people. These roadways become the pedestrian-zoned tributaries.
The Cultural Current is “fed” by tributary communities.

Each community will design their own street space, in response to their needs.
Bike lanes run through the center of the tributaries, providing ample “park” space for outdoor recreation.
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