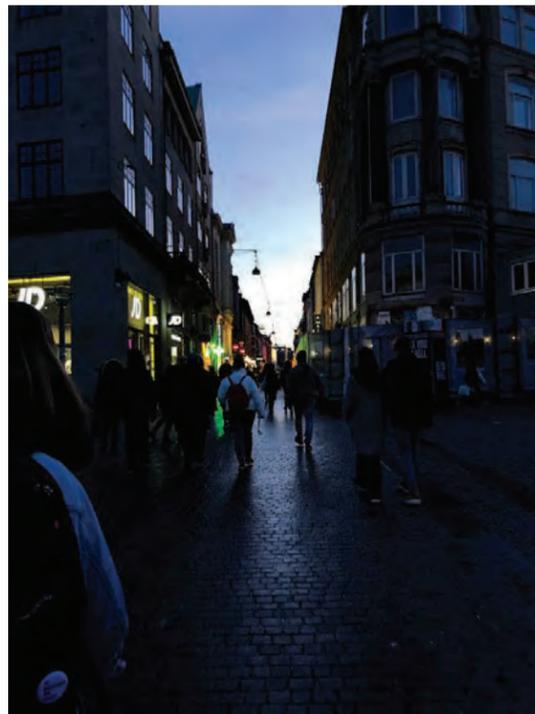
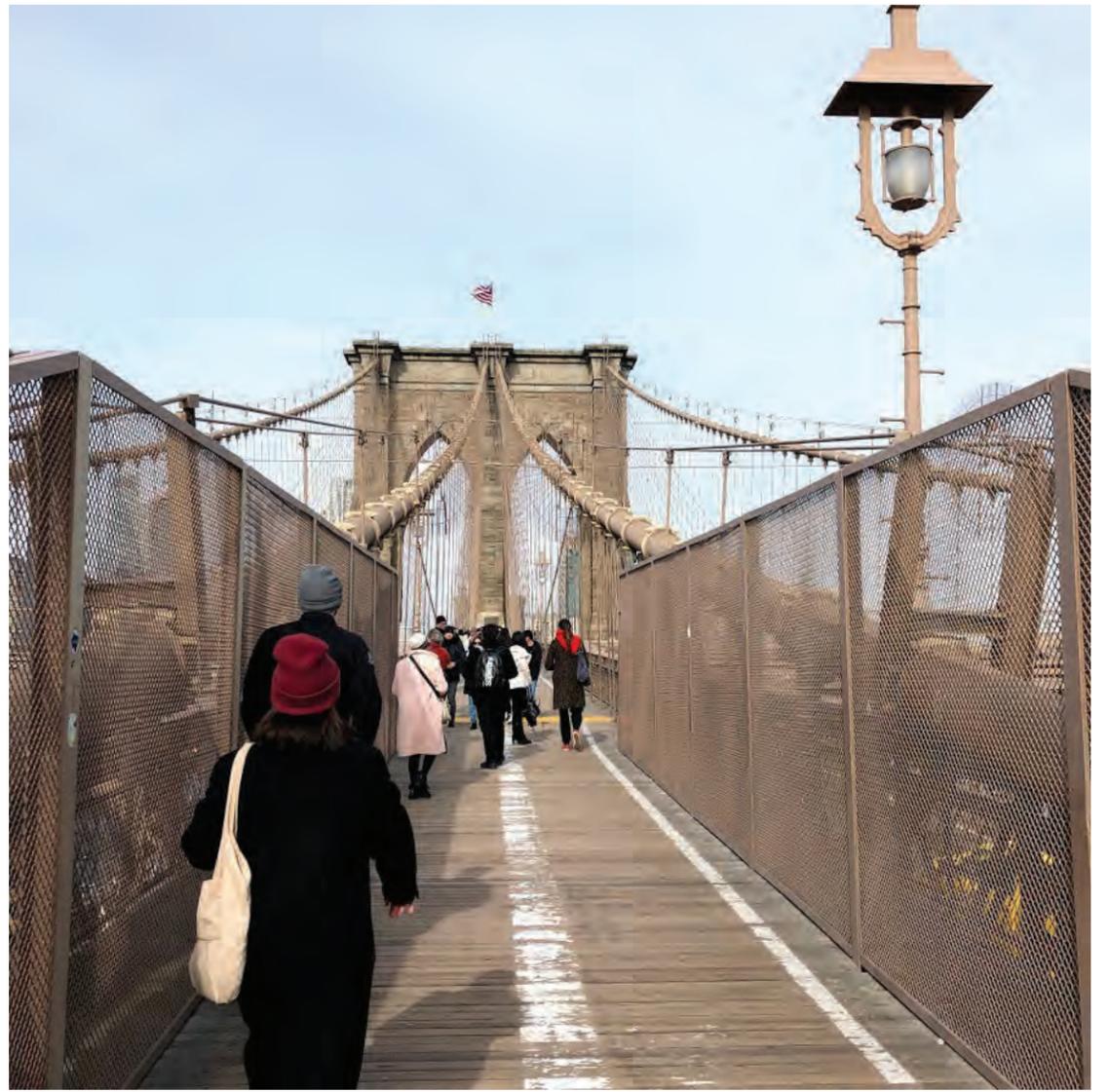
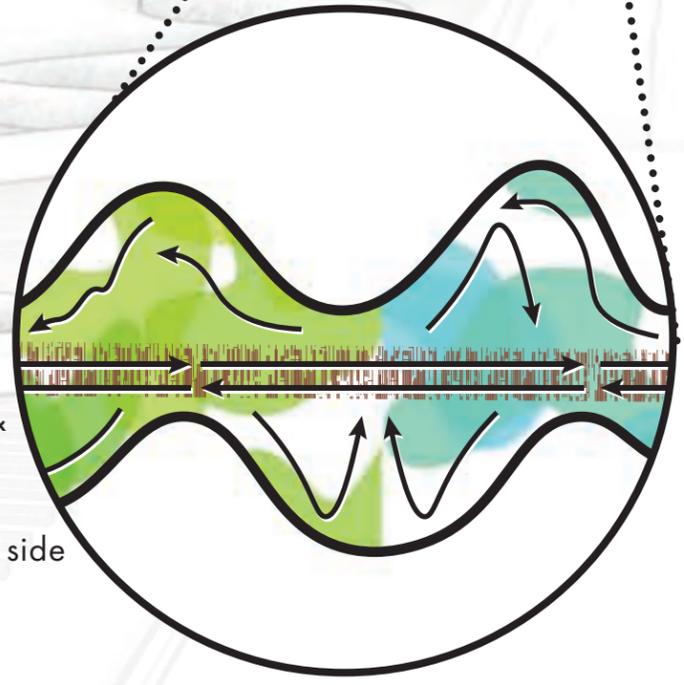
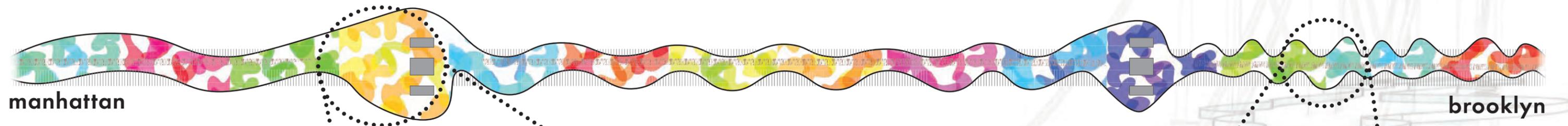


BROOKLYN BRIDGE REIMAGINED: THE CULTURAL CURRENT







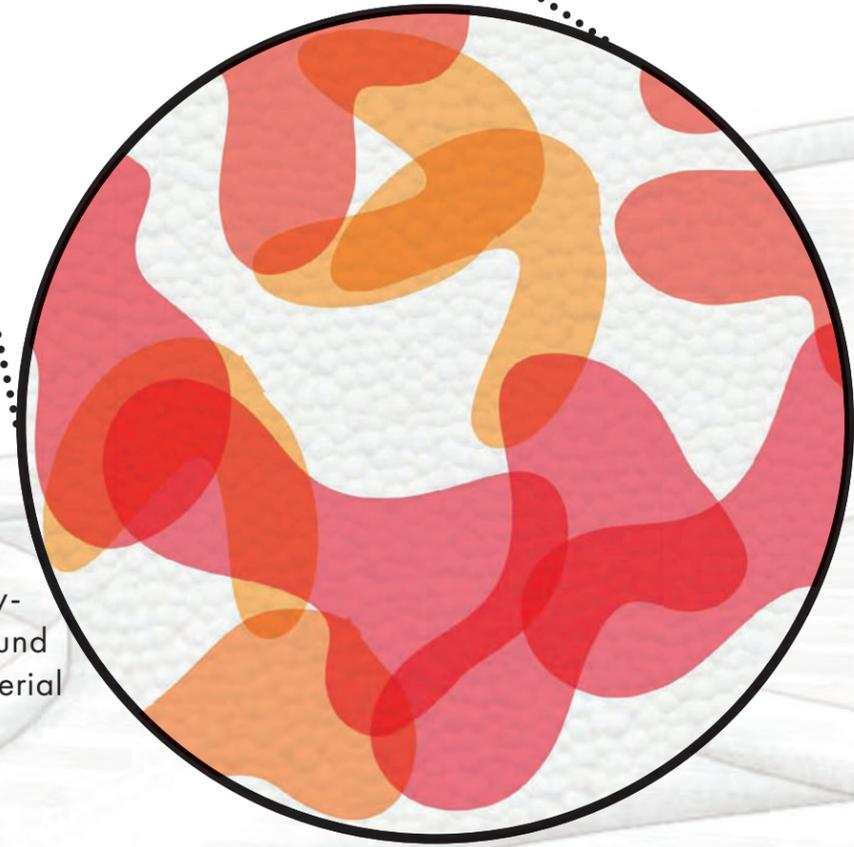
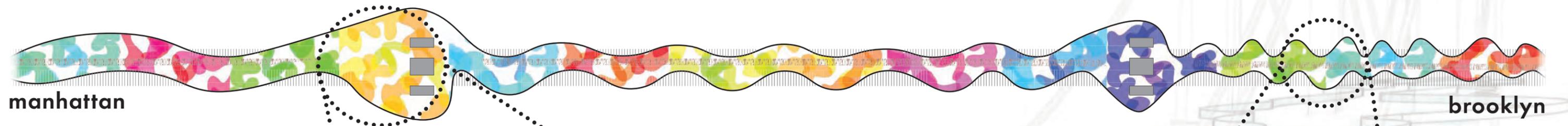
PEDESTRIAN WALKWAY

PLAZAS

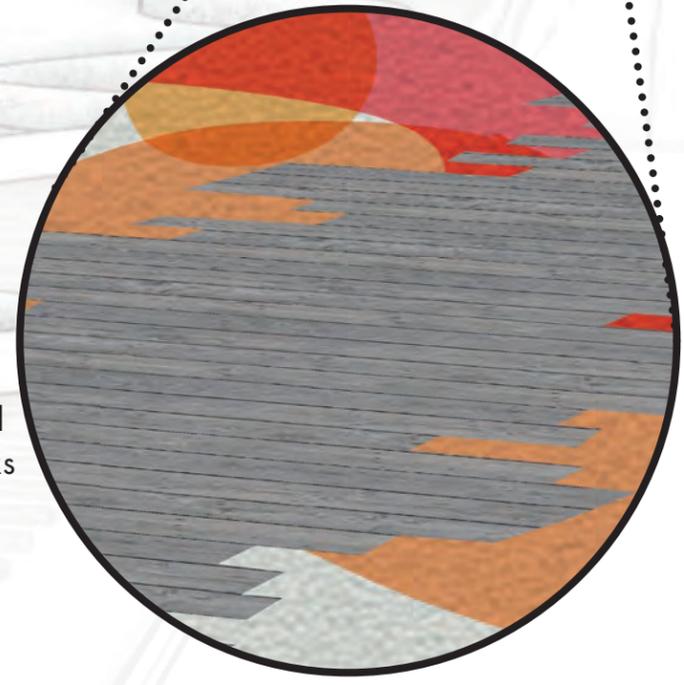
What were once pinch-points around the bridge towers have been re-imagined as plazas for vendors, street artists, and more.

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.



play-ground material



wood planks

PEDESTRIAN WALKWAY

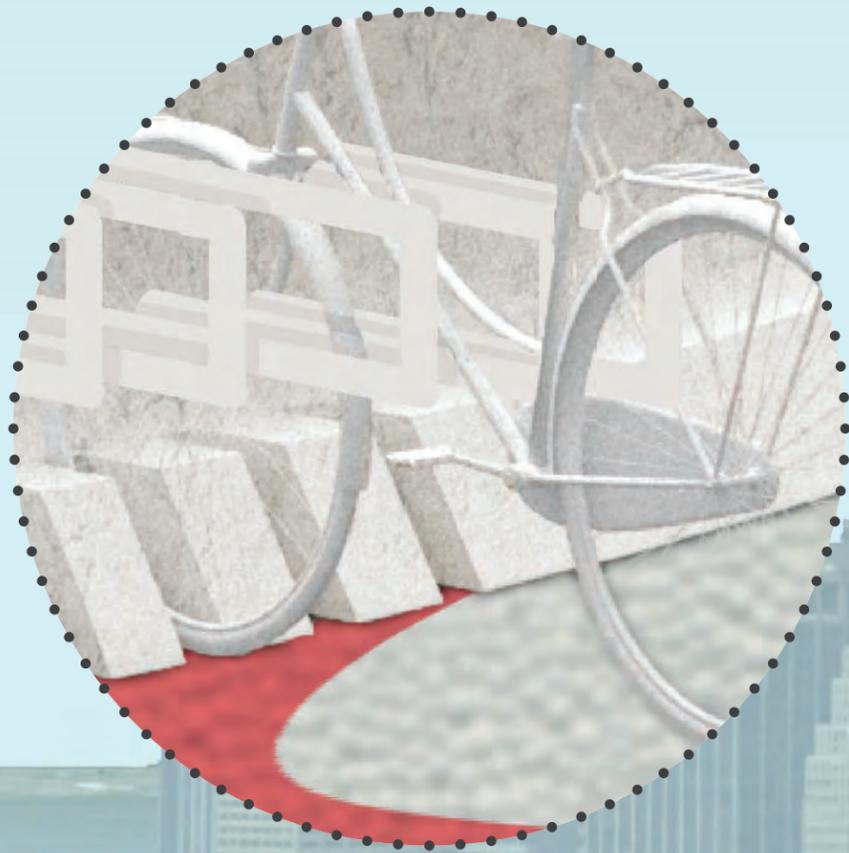
PLAYGROUND MATERIAL
The new walkway additions will have a fun and bouncy material, often used on playgrounds.

WOOD PLANKS
Most of the existing boardwalk will be incorporated into the new material, creating a visual memory of the old pedestrian walkway.



B.B. SECTION

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.

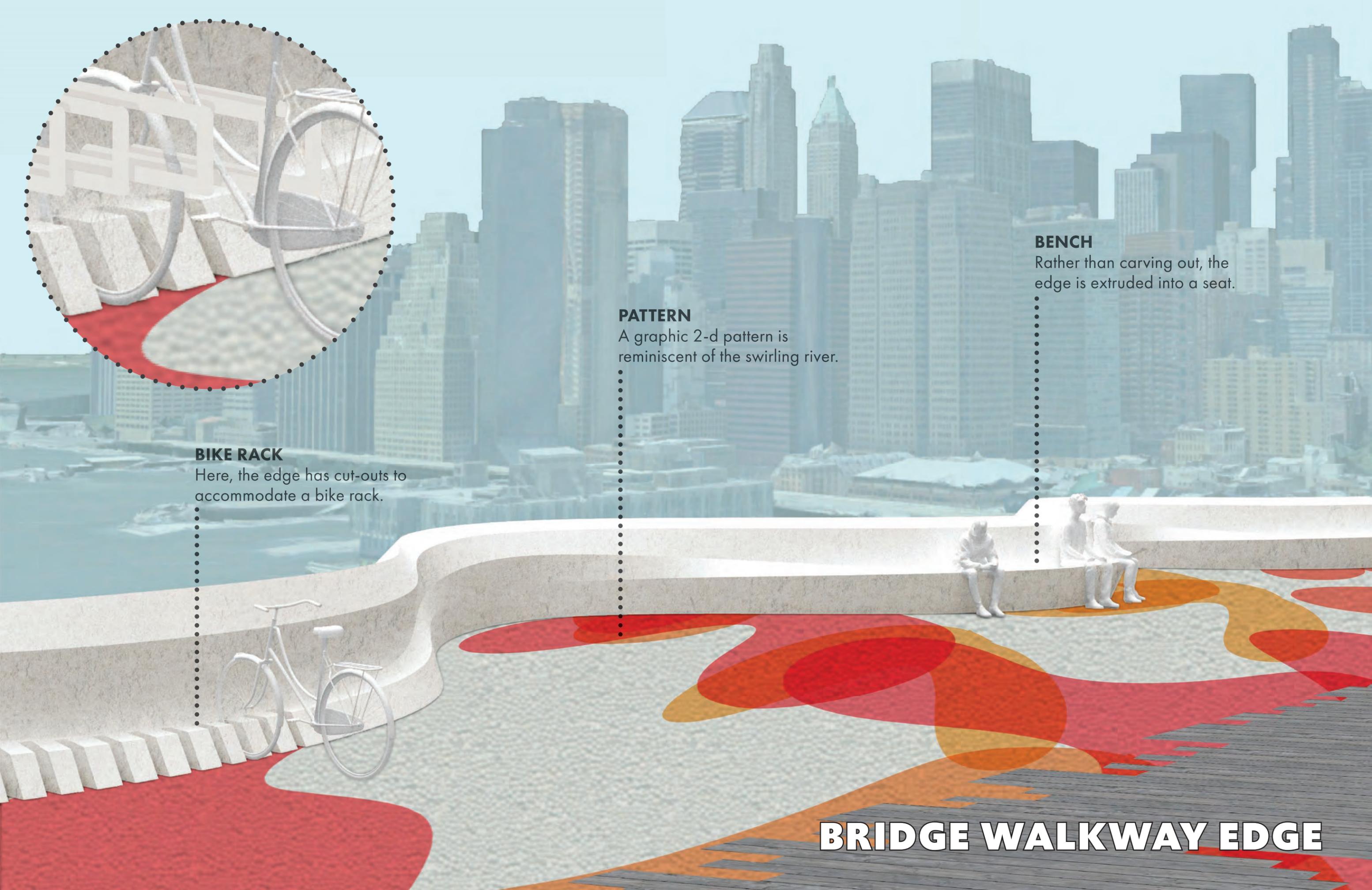
PATTERN

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

BENCH

Rather than carving out, the edge is extruded into a seat.

BRIDGE WALKWAY EDGE

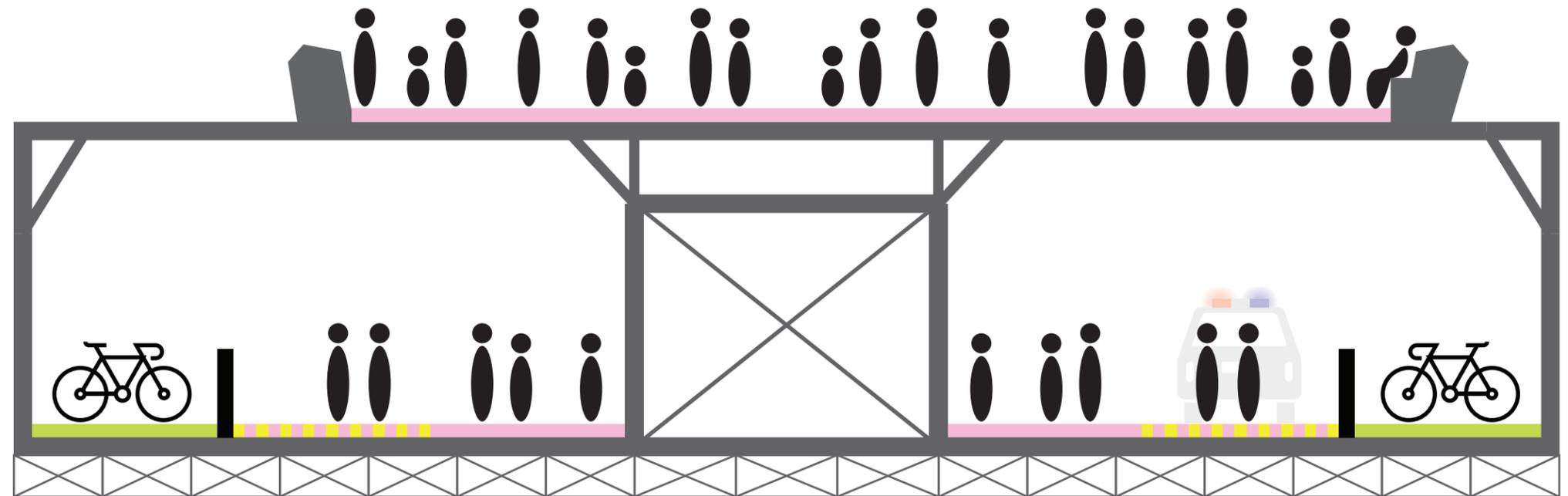


BRIDGE VERSIONS

Versions for transforming the lower roadway.

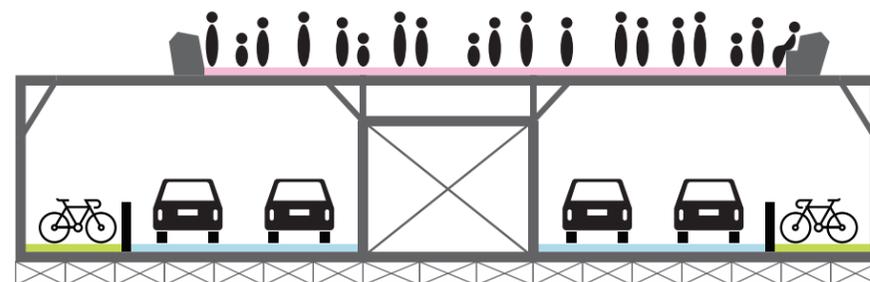
These versions have no specific sequence.

All versions move bikes to the lower roadway.



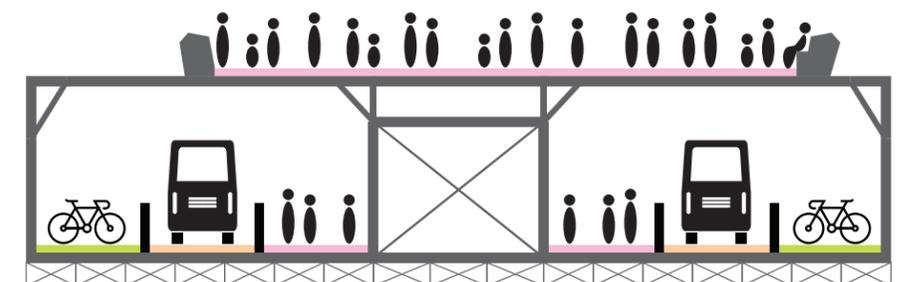
BIKE + WALK

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.



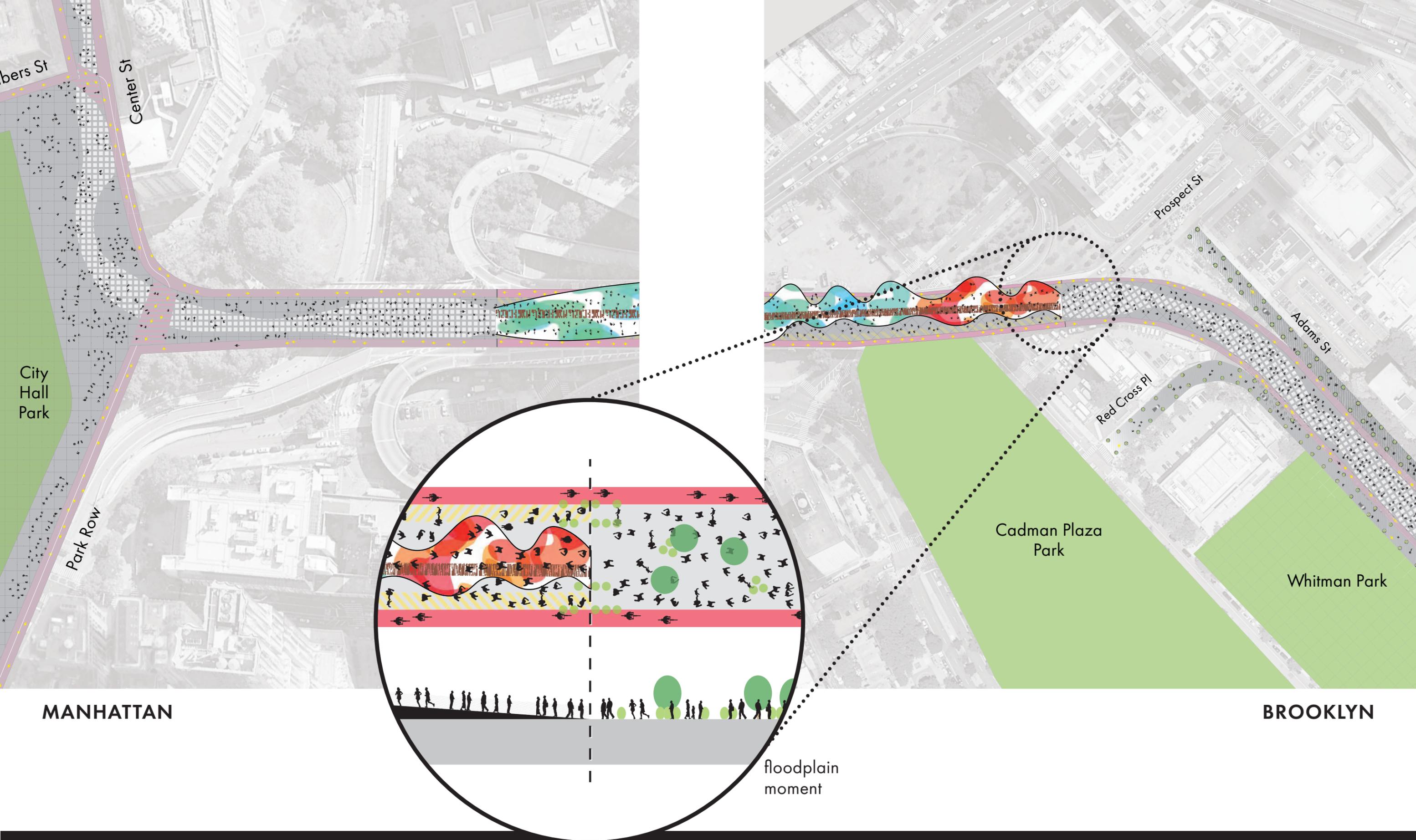
BIKE + DRIVE

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.



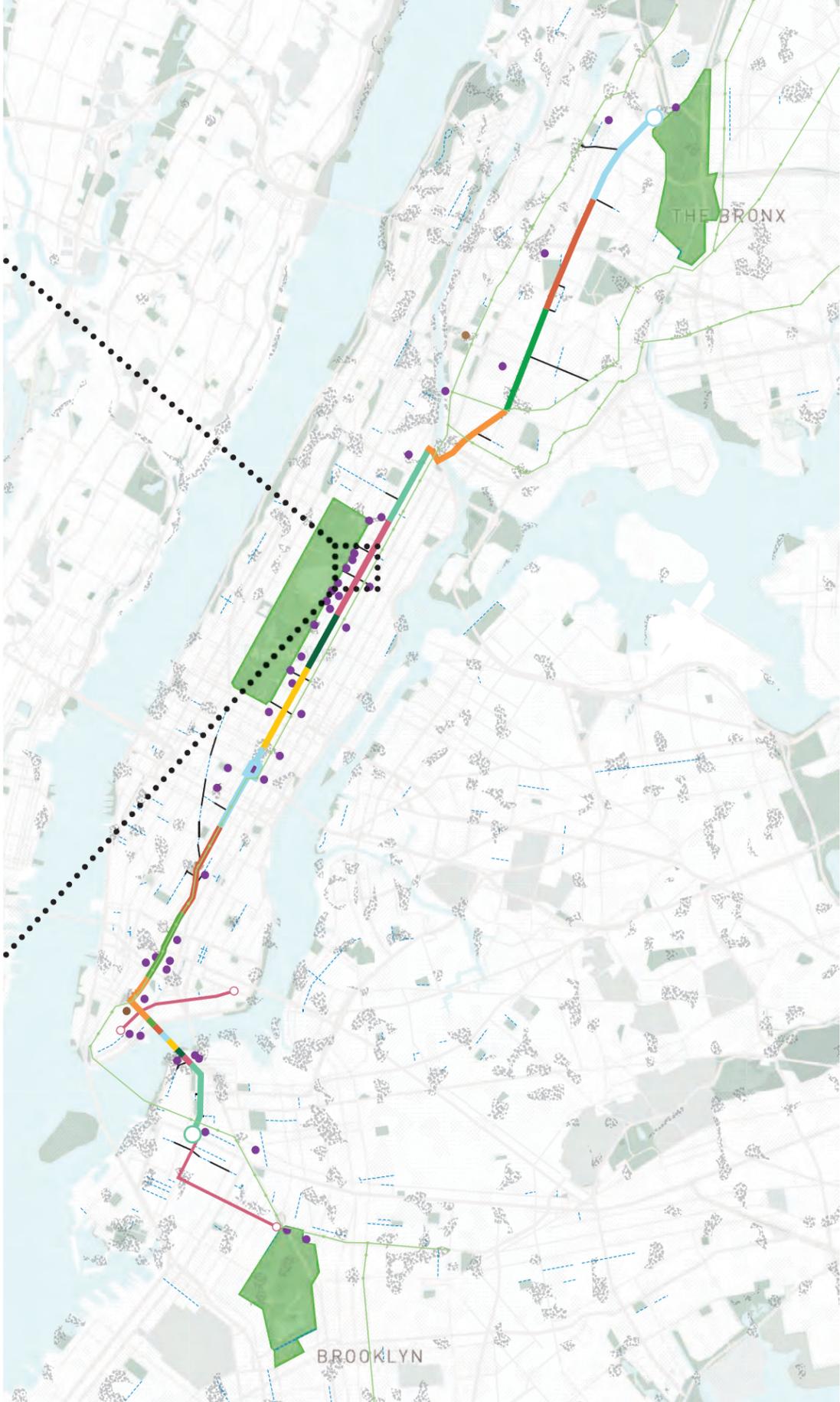
BRIDGE FLOODPLAINS

Rivers can spread into floodplains. These floodplains become wide public spaces with vegetation and walking paths.

BRIDGE TRIBUTARIES

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.



MAP KEY

- cultural hubs
- green subway
- NYC open street (existing)
- NYC open street (proposed)
- secondary greenway
- greenway section colors
- key NYC parks

- el museo del barrio
- the met
- korean cultural center
- scandinavia house
- rubin museum
- tenement museum
- museum of chinese in america
- grand central terminal
- central park
- islamic cultural center



Community Engagement Form

This form should be filled out by community members wishing to provide input on what THEY want to see become a build aspect of their section of the Cultural Current pedestrian corridor--the blue-green section.

* Required

What is missing in your community's urban space? *

Your answer

How can the Cultural Current be used to fill in this missing aspect? *

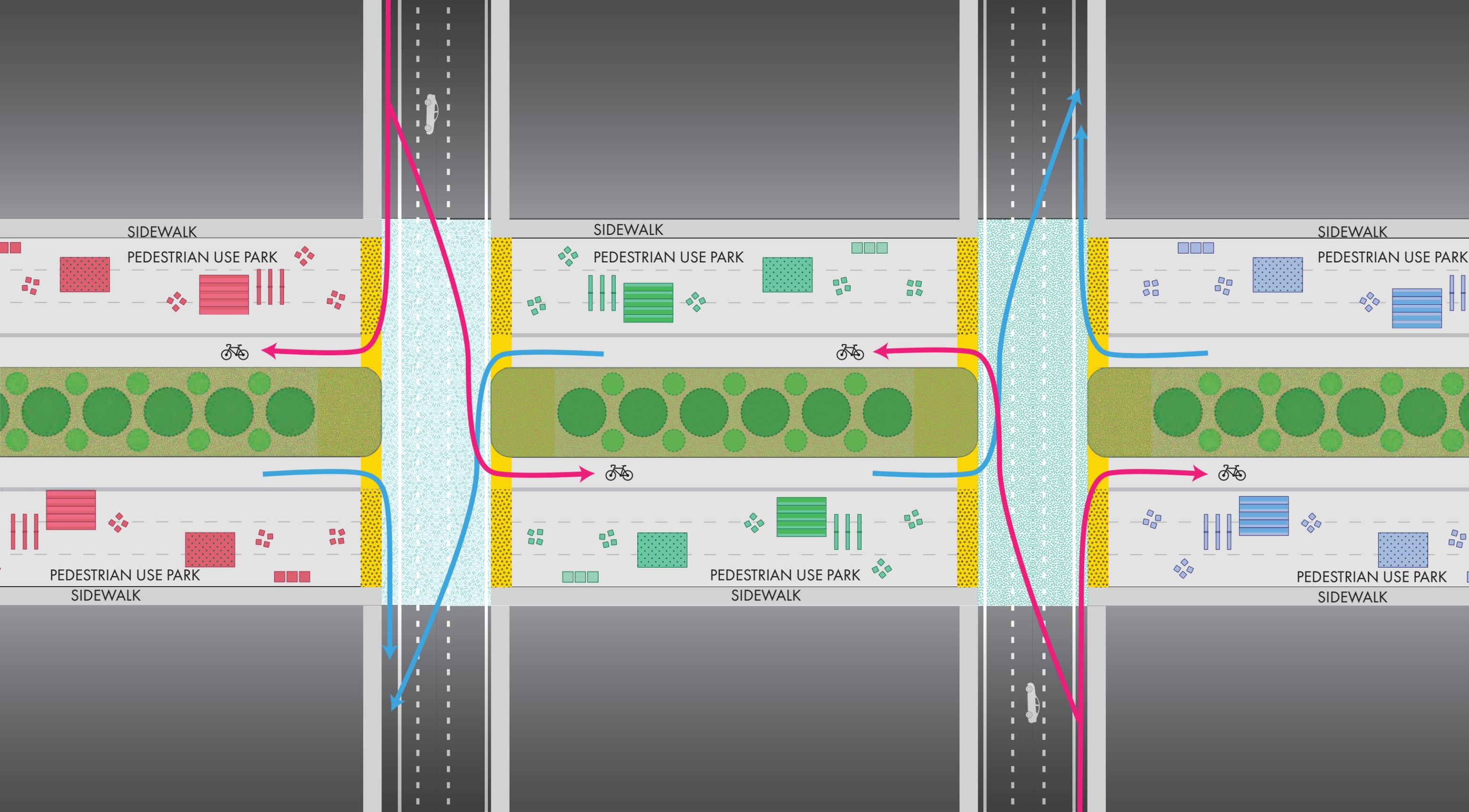
Your answer

Name *

The Cultural Current is "fed" by tributary communities.

Each community will design their own street space, in response to their needs.

**(CON)TRIBUTARY
COMMUNITIES**



Bike lanes run through the center of the tributaries, providing ample "park" space for outdoor recreation.

TRIBUTARY PLAN



BROOKLYN BRIDGE REIMAGINED: THE CULTURAL CURRENT

