

## Brooklyn Bridge Remix/Redux: New York, USA

Terreform and Michael Sorkin Studio



**Site** Manhattan side of the Brooklyn Bridge, no-man's land of spaghetti highways and parking lots. The elevated southbound FDR Drive dominates, despite carrying minimal traffic south of the bridges, even in rush hour. Originally restricted to mass transit, the Bridge is now open only to private cars. Some 4,000 pedestrians and more than 2,600 cyclists cross it every day.

**Proposal** Create two-way lanes for cyclists on the lower level of the Bridge and free up the elevated walkway for pedestrians only. Remove FDR Drive from the south side of Manhattan Bridge and create a green public space with shops and cafes at the anchorage to Brooklyn Bridge. Make Lower Manhattan an 'eco-zone', with vehicle access fees and restrictions to only ultra-clean cars and trucks. Freight is delivered by barge to a new transfer terminal.

## Street Harmony: Ahmedabad, India

HCP Design & Project Management, Principal: Bimal Patel



**Site** Jamalpur just south of the historic city, currently overtaken with motorcycles, cars and motorized rickshaws. Includes a large vacant site, ripe for development.

**Proposal** BRT linking to the city, pedestrian squares, bicycle-friendly streets leading to the waterfront and mixed-use development in the vacant site.

## Rediscovering the Danube: Budapest, Hungary

### Varos-Teampannon and Kozlekedes



**Site** Anchorage of Elisabeth Bridge and Pest waterfront, a major channel for traffic into the city. Site is heavily congested and interrupts the city's connection to the waterfront.

**Proposal** Celebrate the Danube and move people away from cars by restoring direct people access to the waterfront, trams on the Bridge, bury the waterfront road and radically downsizing the roads.

## Stacking the Deck: Buenos Aires, Argentina

PALO Arquitectura Urbana



**Site** La Boca, site of the old industrialized port and now home to squatters, poor housing and an eight-story highway viaduct.

**Proposal** Create people-friendly waterfront, accessing existing popular cafes, bars and tango clubs. Lay down promenades with bike lanes and public sides either side of the river, linked by a BRT, water taxis and pedestrian/bicycle bridge. Transform old freight line to pedestrian and bicycle boulevard with new housing and shops.

## Derailing the Colonial City: Dar es Salam, Tanzania

Adjaye Associates



**Site** Gerezani, site of disconnected transit hubs, bereft of attractive public spaces. Waterfront hidden behind railway and port-related infrastructure. People rarely walk, relying instead on privately-run minibuses. A major BRT is due to open in 2012.

**Proposal** Access nearby Mnazi Mmoja Park and unite the disparate elements by transforming the waterfront via pedestrian promenades and rerouting the railway. Integrate the railway and station away from the waterfront and link instead to the new BRT.

# From Highway to High Line: Guangzhou, China

Urbanus Architecture & Design



**Site** Liwan District, encompassing the elevated Renmin Road highway near the river. The challenges and opportunities of the site are representative of multiple similar sites in the city.

**Proposal** Preserve and enhance the area's vitality by transforming the highway into an elevated bicycle and pedestrian promenade, inspired by NYC's High Line. Establish a new bus rapid transit corridor below, embraced by local merchants and modernized housing, and create expanded sky ways for public space over the roofs.

## Organic Connections: Jakarta, Indonesia

Budi Pradono Architects



**Site** Manggarai, a key transit hub. With substantial developments planned, local communities face being uprooted and dispersed. As with the city as whole, Manggarai faces the challenges of rapid population growth and a huge rise in cars: 40% of the city's streets have no sidewalks at all.

**Proposal** Forego displacing residents and connect existing and proposed transport assets that preserve existing communities. Create parks on the roofs of the BRT and train station; a bridge for cyclists and pedestrians and shade for people below. Transform dirt paths along the canal into promenades for modernized cycle rickshaws, known as becaks.

## From Township to New Town: Johannesburg, South Africa

Osmond Lange Architects and Ikemmeleng Architects



**Site** Orlando area of Soweto Township. Site of the Soweto Uprising, the area is symbolic of the apartheid era. Recent positive transport developments are unconnected to each other.

**Proposal** Integrate and connect residents with the commuter rail line and new Rea Vaya BRT. Create mixed-use development around the transit hubs, encouraging people to walk safely between the two alongside shops, offices, markets, restaurants and attractive public spaces.

## Putting People First: Mexico City, Mexico

arquitectura 911sc



**Site** Tacubaya, typical of inner areas of Mexico City that have splintered as the city has grown rapidly outwards. Surrounded and cut through by highways, it is virtually impossible to travel by foot. Further blighted by waterways being channeled into viaducts and unregulated buses providing poor service.

**Proposal** Build a continuous pedestrian plaza over major roads and move traffic underground. Revitalize streets by creating shared spaces for pedestrians, bicyclists and BRT buses only. Concentrate unregulated buses into one main station and widen sidewalks for bike lanes and public plazas.

## Central Station Finds its Cool: Rio de Janeiro, Brazil

Fábrica Arquitetura and CAMPO aud



**Site** Area surrounding the iconic Central Station, known locally as Central do Brasil, designed in the art deco form in 1943. Getting to the station on foot is hard and the area is blighted by abandoned industrial buildings, while the city's oldest favela, Morro da Providência, looms above.

**Proposal** Create a pedestrian path from the Station to a new elevator, taking people to and from Morro da Providência. Allow access on the way to terraces of shops cut out of the rock wall. Transform the massive and congested Avenida Presidente Vargas into a boulevard with bus rapid transit services, bike paths and trees. Rebuild on empty sites. Construct a canopy over the main pedestrian route to the station to provide shade.