

RETHINKING NEW YORK AS A GREEN AND PEDESTRIAN CITY

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tstanding projects to become a city friendlier for urban pedestrians and cyclists, and ecologically more sustainable. In recent years, a disused Manhattan elevated rail line has been transformed into the 1.5-mile-long High Lane Greenway (see photo above), Times Square has been closed to cars, or more than 600 miles of highway has been built. cycle paths and a public bicycle system was established. Following the successful precedent of the High Lane, the firm Perkins

Eastman Architects wants to go further with a project that would transform one of the central streets of the city, instead of a derelict space, and [has put forward a proposal that transforms Broadway Avenue](#) into a large 40-block park running through Manhattan.

In addition to giving pedestrians and cyclists space back from the "unfair advantage" cars have, a line of trees, grass, and playgrounds would meander through the city. The new park's landscaping would include biofilters - plantings designed to reduce flood risk and remove contaminants from water that is discharged into the Hudson and East River. The project is ambitious, as Broadway is a central avenue, but since interventions have already been carried out in the area for pedestrians and cyclists, such as the pedestrianization of Times Square, car traffic is less.

There are no comments yet.