

BRYANT STREET BRIDGE GATEWAY PROPOSAL

GOALS

Our design for the cul-de-sac and path leading up to the pedestrian bridge was developed with the following goals in mind:

1. Increase neighborhood awareness and usage of the bridge.
2. Develop an environment that feels and looks more like a continuation of the neighborhood.
3. Increase the sense of security for neighbors on their way to and from the bridge.
4. To add design elements to the area that are permanent and will transcend time gracefully, yet low maintenance and easy to execute.

PROCESS & CONCEPT

Approach

1. Flow. We noticed that there were several points of disconnect between the sidewalk and the path that leads up to the bridge. The disconnect points make the pedestrian experience up to the path uncomfortable. To resolve this issue, we propose extending the sidewalk around the edge of the cul-de-sac to meet with the path. On a similar note, if a bicyclist were to try to reach the path in its present condition, they would need to use one of the neighbors' driveways. We propose adding a curb cut and extended path that connects with the current bridge path to make the area more bike friendly.

2. Visibility. In order to increase neighborhood awareness of the pedestrian bridge, we propose adding a much larger sign that is mounted to the freeway wall that includes graphics and direction. The graphics should indicate access to the Max as well as pedestrians and bicycles, and should be large enough to see from the end of the block. We propose that the sign be constructed out of steel, which will rust over time and develop a unique natural pattern. We also propose that the graphics and lettering be laser-cut from the steel, which is simple and inexpensive to produce.

3. Environment. We feel it is important that the area look and feel similar to the surrounding neighborhood landscape so that it becomes an extension of the neighborhood instead of a separately defined area. For this reason, we propose using native plants for landscaping the gateway. Areas furthest from the path are most suitable for large trees, and short, compact shrubs and grasses should be used near the sidewalk. We also propose adding a circle of permeable pavers in the center of Bryant Street to add to the visibility, design interest in the circular shape of the cul-de-sac, and sense of investment in our neighborhood. The same pavers should be used for the sidewalk extension that follows the edge of the cul-de-sac for pedestrians.

Path

1. Security. Although we feel that landscaping is very important to improving the overall aesthetic of the path, our top priority was to develop a design that would not create any areas for someone to hide. Budget permitting, we believe that lighting would be the most effective way to improve the sense of security on the path. The second method of increasing the sense of security is to have more traffic in the area – and with the proposed changes, we are certain there will be more neighbors using the bridge.

2. Environment. Low, compact native shrubs and grasses should be planted along the path. A wooden bollard and chain style fence will run on either side of the path to encourage users to stay on the path and protect our landscaping. We feel this style of fence will also add to the sense of place and security in a way that adds to the overall environment. In keeping with the aesthetic of the sign at the entry of the path, we propose installing a series of steel panels on the East freeway wall. These panels will be mounted at various heights, some tilted out from the wall, and some even overlapping. The panels will create subtle design interest, distracting from the concrete interior wall, while fitting well with the natural environment. These panels will also be easy to clean should they fall victim to vandals. The panel that is directly opposite of the bridge should include graphics that read "Bryant Street" or "Piedmont Neighborhood," whichever the neighborhood decides is most appropriate.