

PD-R04

PEDESTRIAN FRIENDLY DESIGN BEST PRACTICES



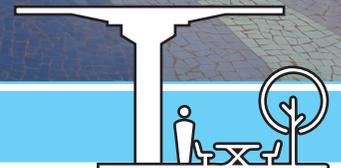
Small-scale iterative pedestrian friendly examples in low-middle income countries that influenced significant improvements in the area.

Type: Reference Document





MATUNGA FLYOVER, MUMBAI, INDIA



+ PROJECT FACTS



Location: Mumbai, Maharashtra, India

Project Size: 600m x 12 metres

Total Project Cost: 50 million (INR)

Funding: Municipal Corporation (Govt.)

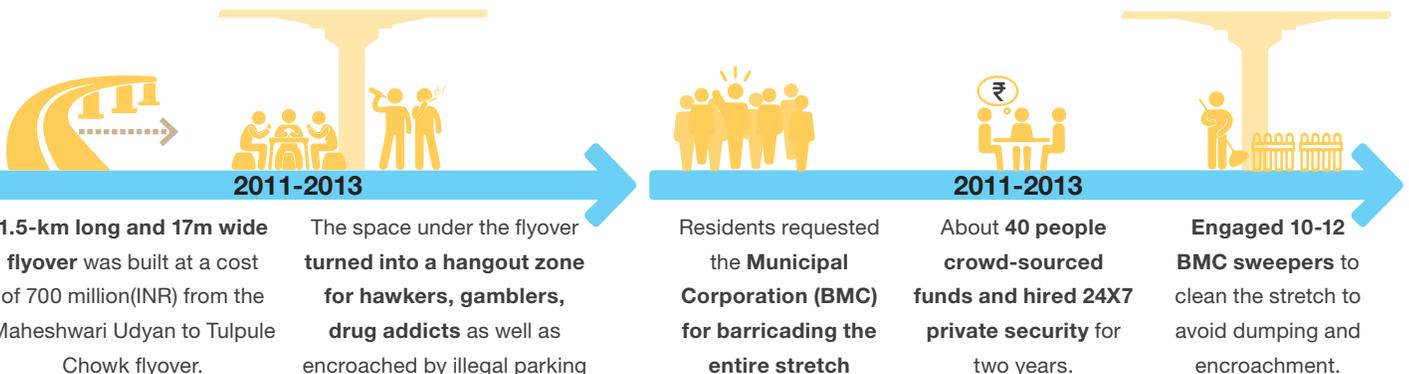
Timeline: 5 Years

Project Settings: Mixed-Use (Residential/Commercial) Main Street

Overview:

Mumbai, the capital city of Maharashtra, is the most populous city in India and the fifth most populous city in the world. The city accounts for only 1.1 square meters of open space—gardens, parks, recreation grounds (RG) and playgrounds (PG)—per person (Open Mumbai, 2012). The site is located in one of the planned areas of Mumbai.

PROJECT STORY





+ DESIGN DETAILS

Walkway: Designed 600m long pathway in blue color to resemble River Narmada with some stretches designed as Narmada ghat where people can sit.

Safety: The stretch is equipped with rotatable CCTV cameras, colorful lights and security officials.

Public Convenience: Art installation, small plants and dustbins are lined up on both sides of the space.

Events: Activities are organized on Sunday morning dividing the area below the flyover into different zones like health, live performance, traditional games, indoor games and outdoor games zone.

+ APPLICABILITY

Context: Underutilized spaces under the elevated transit corridors

Scale: Corridor | Station Area | Site

Related TOD Principles:



2013-2014

Residents formed a group 'One Matunga' and designed a children's park with 600-meter long and 12-meter wide meandering jogging track that is shaped like the Narmada river.



The group presented the idea to various government authorities for developing a small garden in that space.



2014-2016

After successful petitioning, it got the final approval and in June 2015, BMC began to redevelop the area.



Embroiled in some political differences, the park was finally inaugurated in June 2016

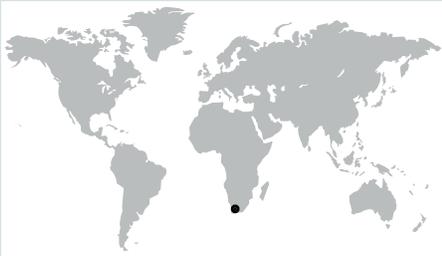


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MEDELLIN, COLOMBIA, LATIN AMERICA

+ PROJECT FACTS



Location: Medellín, Colombia, Latin America

Project Size: Not Available

Total Project Cost: Approx 3.5 million USD

Funding: Government (City funding)

Timeline: 7 Years

Project Settings: Residential Neighborhood
(Transit Connections - Streets & Plazas)

Overview:

Comuna 13 also known as San Javier, is one of the 16 barrios (neighborhoods) in Medellín. The neighborhood is built on steep hills outside of the main city consisting of tiny houses and cottages connected by streets, paths and stairs. Access to the barrio was a perennial challenge, making the provision of security as difficult as accessibility to schools.

PROJECT STORY



1980's-2000s

Known as one of the most violent cities in the world, Comuna 13 had an invisible territorial boundary set by a dominating group that led to strong social tensions, large class differences, and unemployment in the area.



2002

The Colombian army, police, air force and paramilitary groups launched the biggest military intervention **Operation Orion** to fight against illegal activities displacing and impacting displaced local residents



2002's

Residents **protested against the violence in the area** with white rags raised for peace and solidarity.

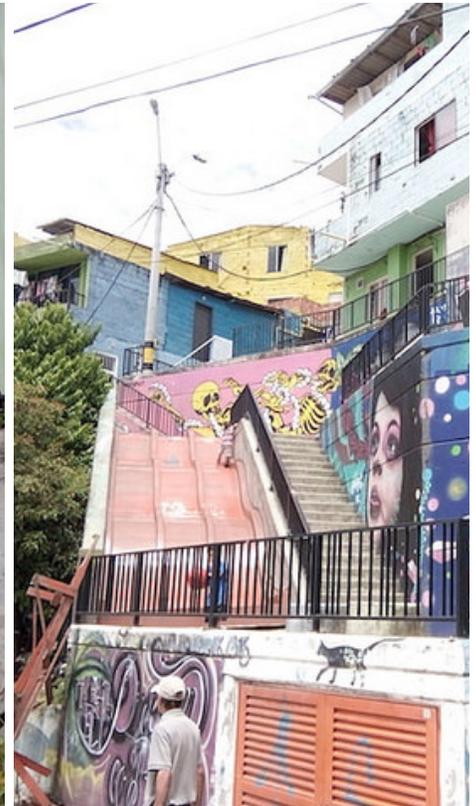
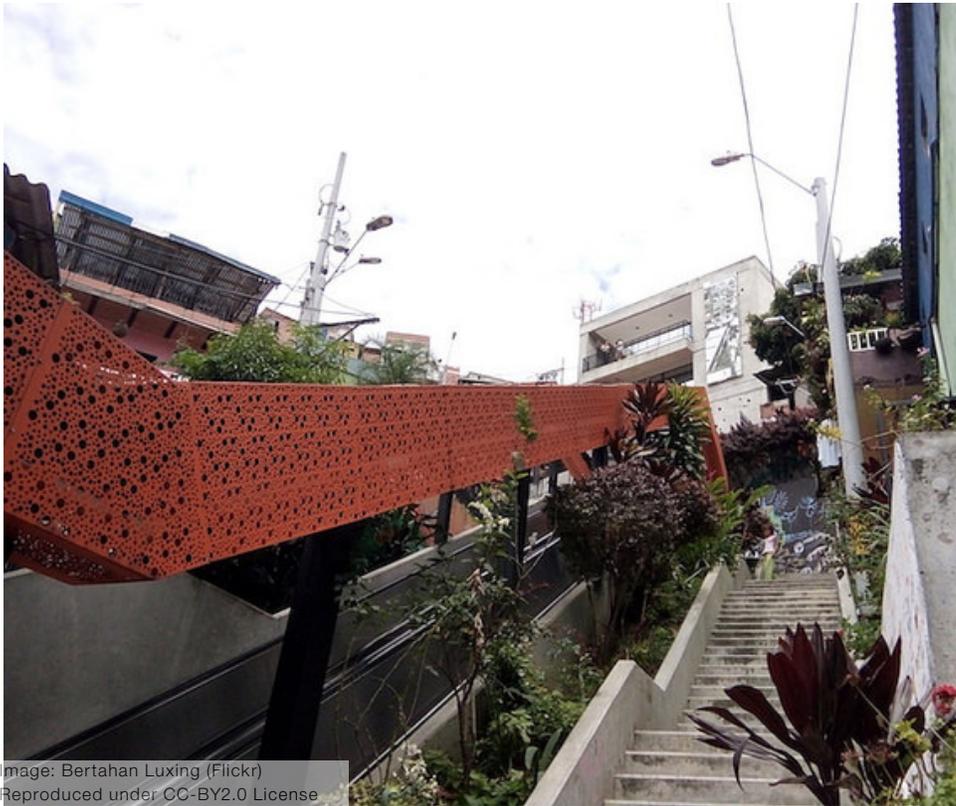


Image: Bertahan Luxing (Flickr)
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+ DESIGN DETAILS

Street Art: The Streets were painted with graffiti depicting the authentic history of Comuna 13, and the huge impact on people's lives.

Escalators: The installation of six sections of a giant 384 meters outdoor orange-roofed escalator was built into the mountainside for accessing neighborhoods on the hillside.

Shaded streets: Harvestable fruit trees are planned on the courtyard and along the pedestrian walkway to provide shade and comfort and to cool down the atmosphere in summer.

Public Space: Location for installation of six set of escalators were selected to connect libraries, schools, kindergartens, open sports facilities and public places.

+ APPLICABILITY

Context: Creative solution to overcome accessibility challenges to transit stations in hilly regions.

Scale: Station Area | Corridor



2002-2008

Residents and local artists started painting walls with beautiful mural graffiti in memory of innocent people who died in the conflict.



2008

The elected mayor invested a huge amount of money in a new cable car line in San Javier Station to integrate this Comuna with other surrounding communities.



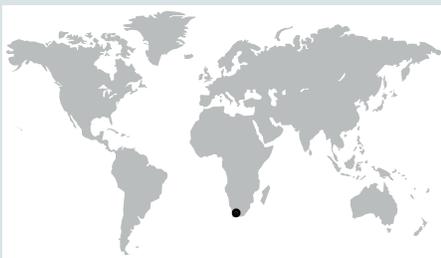
2011

The city created electric escalators to allow people to reach the station in 6-minutes instead of a 25-minutes climb. The escalators have decorative metal canopies, air-conditioning and connect to public plazas, terraces and amphitheatres.



BOGOTA, COLOMBIA, LATIN AMERICA

+ PROJECT FACTS



Location: Jimenez Avenue, Bogota, Colombia

Project Size: Not Available

Total Project Cost: Not Available

Funding: Government Funded

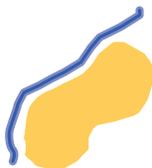
Timeline: 11 years (1996-2007)

Project Settings: Mixed-Use (Institutional/ Commercial) Main Street

Overview:

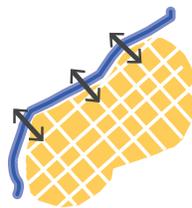
The street originally built over the San Francisco River into a brick-paved paseo featuring native trees, ribbon-like water fountains running along the sloping course, and brick pavement for the Transmilenio. The effect was to create a friendly relationship between public transport and pedestrian traffic while revitalizing the public spaces.

PROJECT STORY

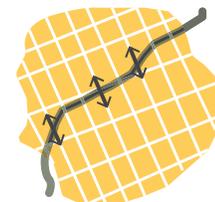


COLONIAL PERIOD

San Francisco River (today Jimenez Avenue) defined the City's northern limit.



When the city started to grow beyond these natural limits, urban planners adapted the orthogonal geometry of the city to the river's meandering path.



1990's

By the early twentieth century, the San Francisco River was essentially a sewer and a garbage dump.



+ DESIGN DETAILS

Public Place: The highly congested street was transformed into a partially pedestrian way equipped with street furniture to serve the Transmilenio system

Landscaping: construction of a watercourse along the avenue, consisting of a continuous descending line of small basins or pools, makes reference to the San Francisco River.

Street Vendors: Accommodates many mobile vendors providing livelihood assistance.

Safety: The site is supervised by a dozen of security guards who are recognizable by their uniforms gives certain people an ambiguous status of the place

Urban Redevelopment: The old historical buildings were renovated along this axis for high-end housing, hotels and commerce.

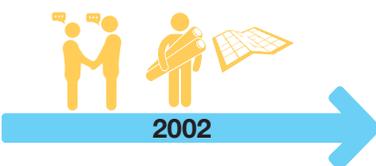
+ APPLICABILITY

Context: Urban Redevelopment, creating pedestrian-only streets

Scale: Station Area | Corridor



For reviving the old city center, the city first planned infrastructure investment for the new public transportation system (Bus Rapid Transit, named Transmilenio).



A decision was made to hire a renowned architect to design the segment that would enter the city center, through the Av. Jimenez.



The road was closed for private vehicles, creating a pedestrian plaza using cobblestone as opposed to asphalt and recovering the water element that was lost with development.

