As Chicagoans and as citizens of the world, there is more that connects us than divides us. Chicago is a city of neighborhoods with obvious barriers in railroad, high-speed roadways, dead-end streets and vacant land, as well as less visible economic, cultural and racial barriers.

The Bronzeville Getdown project crosses these obstacles physically, culturally and economically by creating a new transportation hub with infrastructure, architecture and opportunity. The proposed facility plugs a gap in the city's transit network with a new transportation center and offers opportunities to young entrepreneurs as a business and arts incubator.

The Getdown also connects this historic neighborhood to the lakefront with new green spaces, bike paths and performance spaces, toppling transportation barriers that once existed.

The project's "heart" occupies a sliver of land between the community and the lakefront – a parcel that has been "between states" that is nearly invisible to passersby.

A re-purposed salt shed and one of the few historic buildings in this area located east of Lake Shore Drive anchors the project's southern end. New streets and greenways extend west back into the neighborhood, and the new pedestrian bridge at 35th Street frames the project to the North.
Chicago has a long history of creating places and spaces that connect people, from its grand boulevards to its local parks to its world expositions.

Before the arrival of the BP Pedestrian Bridge, Columbus Drive was an impenetrable wall of traffic. In fact, it could be argued the bridge was what made Maggie Daley Park possible, turning a space that was previously isolated into a unified and impactful part of the community.

The meandering design made the bridge itself as much a destination as a means of moving people from place to place.

Like all successful works, it transcends the function of what we expect and performs the nobler task of what all great works do—connect people.