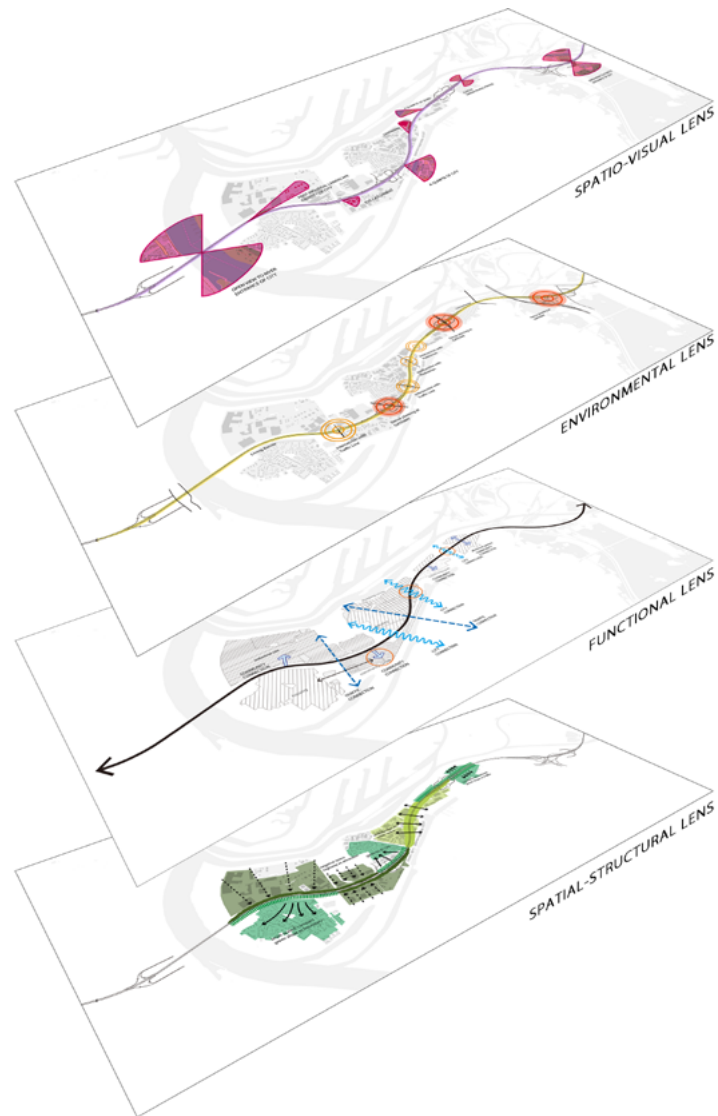


6 REFLECTION

6.1 REFLECTION ON CITY SCALE



Four Lenses



Master Plan

After finishing the whole process, I looked back at this master plan and asked myself a question: 'Is it what I mean by hybrid highway landscape?' In the beginning, I define 'hybrid highway landscape' as a new phase of urban highway where the right-of-way can be related and integrated with highway from the perspectives of spatial-structural aspect, functional aspect, environmental aspect and spatio-visual aspect. Taking these four lenses into consideration, the proposal on the city scale as shown on the master plan effectively meets the requirements of an contextual and integral zone instead of an isolated line for each lens.

From the lens of spatial-structural aspect, the negative and fragmented space adjacent to highway is integrated by unifying the pattern and restoring the urban landscaping within the right-of-way. Functionally speaking, the city connection across highway are repaired and the spatial quality is improved by separating the pedestrian and traffic. Further, the highway barrier is integrated with landscaping in order to reducing the pollution and offering an opportunity for visual connection.

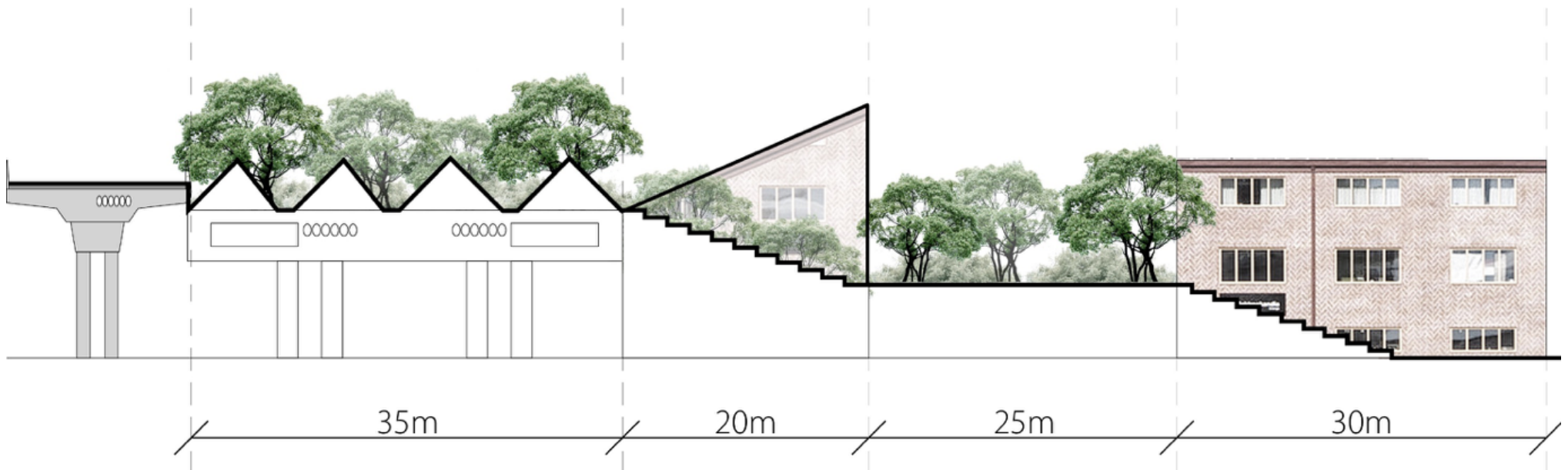
6.2 REFLECTION ON APPLICATION

6.2.1 TRANSITION ZONE ALONG A40



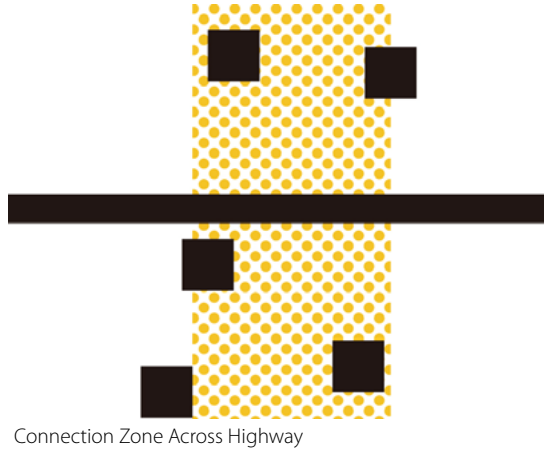
Transition Zone Along Highway

Further, I closely re-examined the application on a transition zone along A40, and found that this 'Ribbed' model can be promoted widely to a range of urban highways in different context. On one hand, the elevated park creates a platform in the middle for both highway and city extension. On the other hand, it forms an independent system as a media to tie highway and urban environment together.

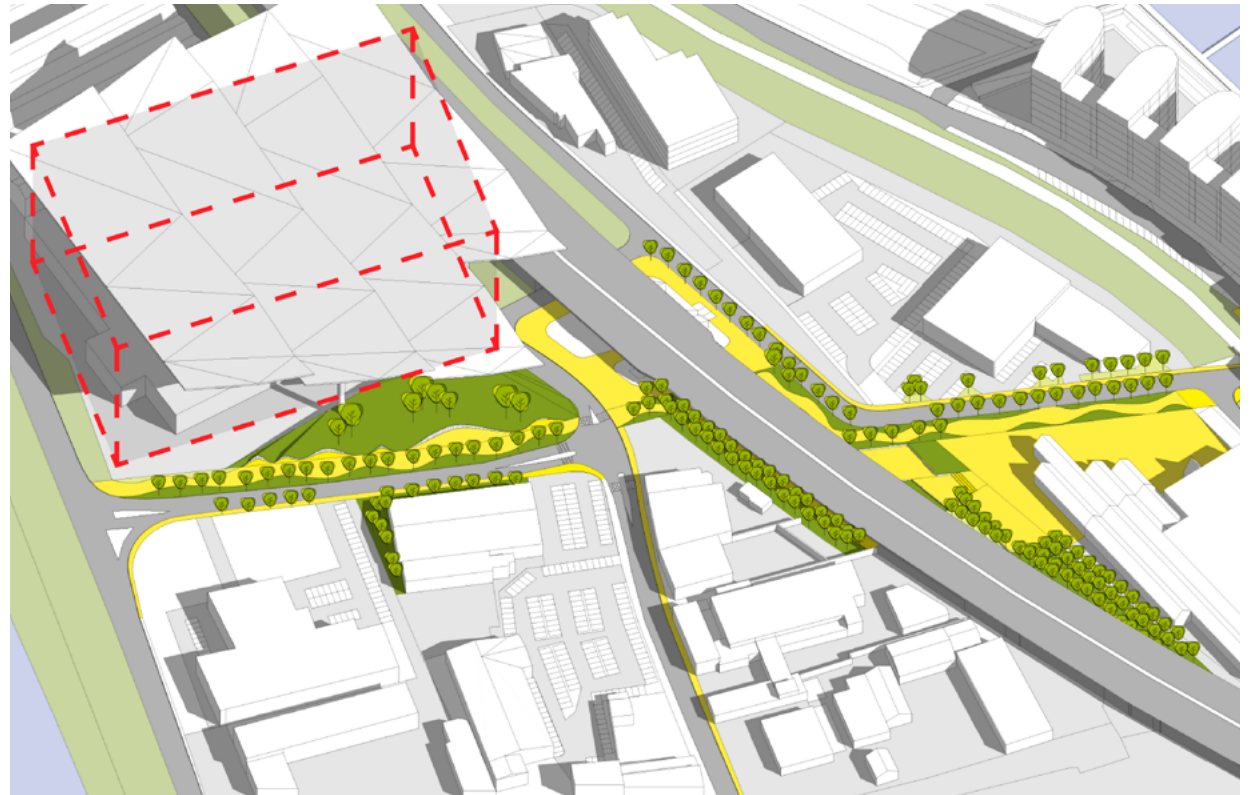


6.2 REFLECTION ON APPLICATION

6.2.2 CONNECTION ZONE ACROSS A40



While the second application is about connecting on the other direction-across highway. To be more explicit, the connection is not only a line, but an entity embracing surrounding fragments. It enhances the accessibility and updates urban infrastructure such as green corridor as well as communal service.



6.3 CONCLUDING REMARK

REFLECTION ON RESEARCH OBJECTIVE

Being inspired by the emphasis on the relationship between road and its environment, and to actually integrate flows and scapes by landscape infrastructures in my graduation lab Flowscape, my fascination is to study how to integrate a roadway into its environment, and how to translate this relationship between road and landscape into urban highway context.

While in the most cases, urban highway is widely regarded and treated as nothing but functional infrastructure which relieves the traffic pressure of local roads and connects to different cities. In my point of view, it has potential to be a public facility that is more than strictly utilitarian. Further, I have developed a new phase of urban highway-‘hybrid highway landscape’, where highway can be contextualized, interacted and integrated with urban environment and urban life. **Therefore, the main research objective of my project is to explore the potential of hybrid highway landscape.**

Taking a look back at my research objective, did I achieve the goal of ‘hybrid highway landscape’? In the end I think the answer is yes. The concept of ‘hybrid highway landscape’ for me is a powerful tool to contextualize and integrate highway with urban environment, and interacted with urban life in a further step. It not only benefits highway users, but also enriches the space related to highway with city images by this hybrid approach.

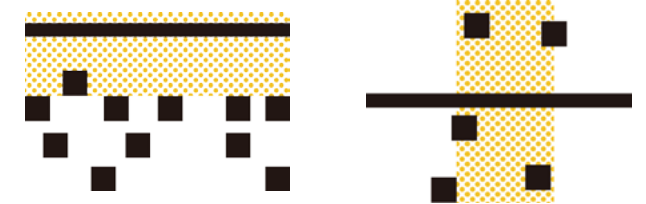
REFLECTION ON METHODOLOGY

Based on the precedent researches in terms of highway contextualization and taking the context of A40 in Duisburg into consideration, four dimensions are concluded and brought into my research and design. They are spatial-structural aspect, functional aspect, spatio-visual aspect and environmental aspect. To reflect on the four-dimension-approach, it’s a real challenge to deal with all four aspects at once because of the potential conflict among them. Therefore, in my project, a practical methodology framework was developed. To start with, from the perspective of a landscape architecture student, spatial-structural dimension should be a basis which effectively prompts the contextualization and integration of highway. Secondly, the improvement of functional aspect and environmental aspect could be achieved in positive way. At last, it is a potential profit if spatio-visual aspect can be taken into consideration as well but not a goal in itself. Otherwise, it could lead to formalism such as a decontextualized landmark.

REFLECTION ON EXPERIMENTAL DESIGN

Picking up the essence of first application, I propose a transition zone between highway and its surroundings in order to tie them together. For drivers, the highway is part of the landscape. For residents, they are released from the impacts at the same time the current passive and abandoned space has been transformed into a pleasant in-between area.

While the second application is about connecting on the other direction-across highway. To be more explicit, the connection is not only a line, but an entity embracing surrounding fragments. It enhances the accessibility and updates urban infrastructure such as green corridor as well as communal service.



Transition Zone Along Highway

Connection Zone Across Highway

So, in the whole process, with two basic strategies and models, I think they could be promoted and used in many situations in today urban environment regarding highway landscape. Of course they could have many other forms and variations according to the urban context, and therefore to be localized and contextualized.