Lee Revitalization Study

INITIAL TRAFFIC STUDY: *TRUCK & THROUGH-TRAFFIC*
BYPASS OPTIONS

Study info, ideas, map drawing by studio teams.

("POSSIBLE NEW "BYPASS ROADWAYS TO REDUCE DOWNTOWN TRAFFIC-- THE EXCESS THRU VEHICLES, ESPECIALLY TRUCKS, ON MAIN STREET").

* See Circulation Map fr Lees crossroads location: of pike, rt. 7 & 20 traffic presently running through often disrupting but not patronizing Lee. Traffic-use patterns now occur regionally between Boston & Albany as well and Conn. / upstate; seasonal regionally between tourist towns; year round commuting between Pittsfield and other cites of employment. ; as well as local users. The intent of is to turn the traffic problem into an opportunity.
Two types of bypass are shown below that were studied as a way to relive excessive Main Street traffic. In all cases traffic is in some degree redirected so it in a positive sense does not dominate Main St well as a possible negative effects. In general : (A) *peripheral regional bypass* outside of downtown vicinity previously studied by State planning commission-- which the studio deemed fatal to town vitality. or *(B) within* vicinity of downtown as studied by this University of Massachusetts studio). Each has have various positive and negative aspects-- of the degree of attracting and accessing business Landuse/ property conflicts; cost/construction feasibility. Two of all, both of type b (in downtown) are favorable.

A) BYPASS LOCATED 'OUTSIDE' OF DOWNTOWN VICINITY

Several outer options were previously explored by the State Planning Commission-- entails improving present external routes and/or creating entirely new routes in their vicinity. In all cases, the MassPike/ rt. 7 & 102 traffic is intercepted well west of the downtown vicinity, directed away from the entire downtown . Scenarios could also specify either use for all through-traffic OR only for thru-truck use.
Assessment by studio: negative. :

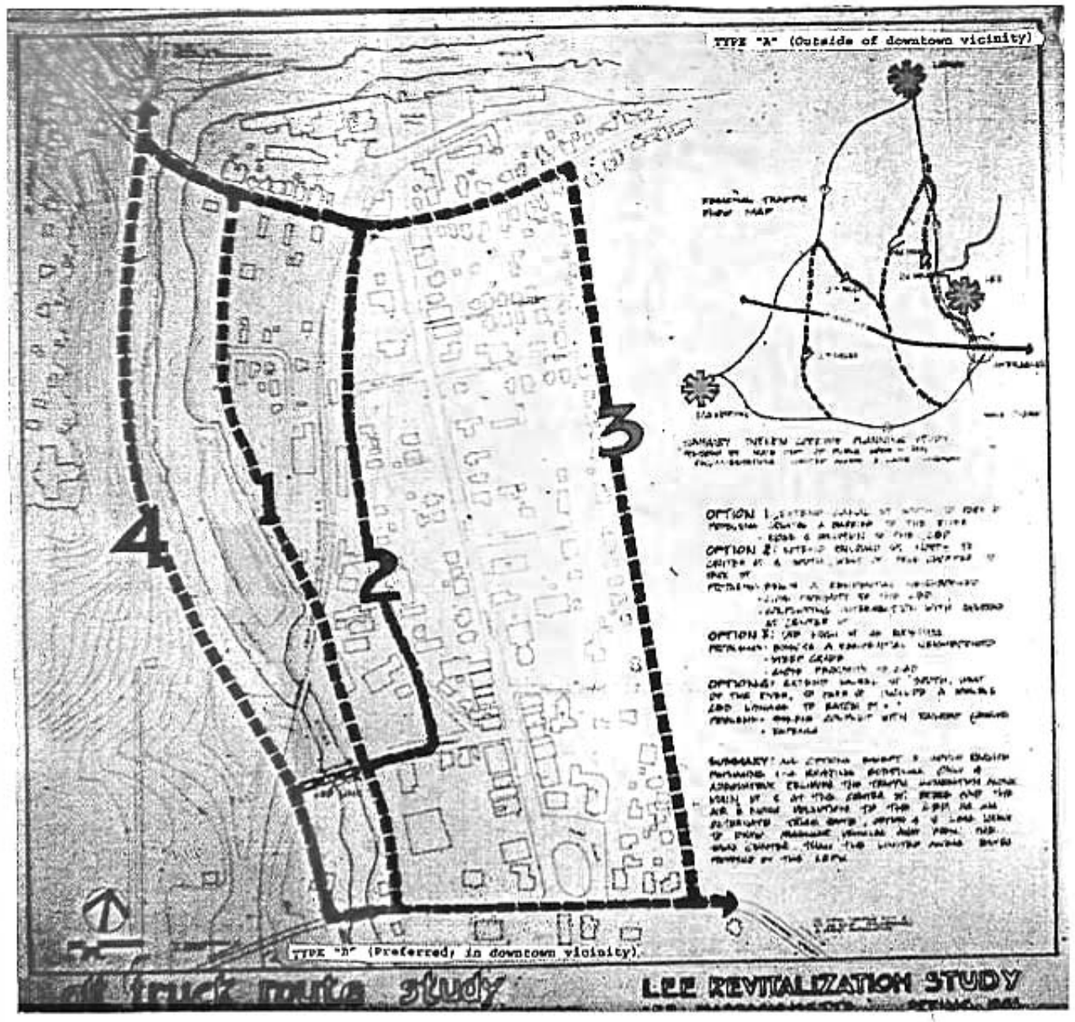
(-) Alienates the downtown; Fatal upon business and the good vital-mix spirit of town . Even if effective, it is nonetheless at a political / budget 'stalemate'-- will not occur at all or timely. Also, may not stop general traffic or trucks anyway as sufficient anyway.

B) TRAFFIC BYPASS STUDIES: LOCATED 'WITHIN' DOWNTOWN/ VICINITY

These are deemed preferable to the far outer town schemes (see 'A'), so as to not isolate Lee patrons and convenient access. The intent is to turn the traffic into an opportunity: *divert what you want, attract what you want.* Mass Pike/ rt. 7 traffic is intercepted within downtown area, distributed away from all Main Street. Four options were initially studied by the Univ Mass studio. ((Other ones (not shown here) were later considere too)). Options 1 and 3 were deemed unacceptable. Options 2 and 4 were deemed possibly favorable. ((Note: these numbers refer only to the bypass diagram, during pre-posal study; the numbers have have no correlation with the numbering of the final 4 proposals in the thesis)).

STUDY 1: "Create new roadway right against/ along Eastside of river"
(Assessment by studio: overall negative option).

(+) Efficient thru-town for driver. Saves other space for other good uses. Immediate access to parking areas, and proximate to all downtown without disrupting Main Street. Close off for special pedestrian occasion. Construction ease, without demolition.
(-) Creates a fatal barrier to valuable river and open space. Congestion, disrupts west half of town, especially Canal St / residents.



STUDY 3: "High Street is re designated for bypass use"
(Assessment by studio: overall negative option).

(+) Use of the existing street is lowest cost way to free Main St. Or
(-) Much Too disruption on residential neighborhood; bisects town. Alienated from Main Street: no parking or spontaneous stopping-- inconvenient inefficient driving; side streets for service to Main or RR Costly widening, some demolition. Steep grades, tight turns.

---------- Information, ideas, map presentation are by studio teams.---------