

EXISTING PEDESTRIAN CIRCULATION

INTRODUCTORY DEFINITION OF "PEDESTRIAN CIRCULATION"

Before assessing Lee's existing pedestrian movement circulation— because it entails issues that are so often unappreciated— we here present general definition and design criteria to orient the reader and serve as an ideal backdrop for which Lee's current pedestrian problems contrast. (These, however, may be considered as tentative, and are not meant to confine ultimate design solutions).

We postulate a priori that a good pedestrian system includes: "WALKWAYS", "HARD SPACE EXPANSE" and "GREEN SPACE", for the purpose of connection, places of activity, and comprising a genuinely humane and compelling life-setting. These should provide for the complete and interrelated range of pedestrian movement and being: all human behavior considered not only in isolation, but as related to other spaces, buildings, vehicles, and natural resources— to improve the flourishing of authentic human existence. Beyond these essential behavioral functions, pedestrian connections and places should integrate as a 'wholistic' design that is experienced qualitatively 'spatially'— with form, size, defining materials, and orientation inward or outward— unfolding a design 'parti' (as eg "variations upon theme". See spatial analysis section). Ideally, outdoor pedestrian systems play a vital role that is inseparably functional, visual/spatially aesthetic, and leisurely— to provide for walking, resting, gathering, socializing, events, or recreation for different people, individually or group, 'business or pleasure'. These pedestrian activities are valuable as ends-in-themselves (eg. "a walk for a walk's sake") as well as a means or a supplement to facilitate— indeed generate— shopping, civics, church going, recreating, living, working, and other community life. For individuals, they are paramount beyond providing comfort, for addressing issues of safety and health. And they are, in the total, larger scale sense, the "towns lifelines" (coexisting and interrelated with the vehicular lifelines).

A pedestrian system's design, born of designers' imagination as well as determined by clear analysis of existing and potential forces, can accommodate acceptable existing desire-lines and create new ones, to sequentially make connections: walkways and outdoor areas, parking, buildings and interiors in their many useable combinations. They should typically be clear and direct (for efficiency and legibility, especially in poor weather) but can at times be indirect, more complex and mysterious. They should obtain visual quality and setting-making attributes, coincide with spatial form and sequence that give the desirable (gestalt) spatial sensations, are respective of subtleties of public/private, proximal/distal, prospectal/refugal and other separation/integration gradients for pedestrian activity. A physical pedestrian design can also be interpreted as allowing a human movement 'score', with choreographed bodily kinesthetics, for personal and social interaction, and engaging dichotomies of microclimatic (light/shade, temperature, humidity) experience. Amenities to support pedestrian movement are seating or benches, walls, bollards (define pedestrian space against vehicles), stairs/terraces, handicap access, lighting (for safety, function and aesthetics) and signage.

Against these general definitions we see that Lee's existing pedestrian system, in its parts and especially as an interrelated whole, is inadequate— evaluated specifically as follows:

EXISTING OVAL PARK AREA PEDESTRIAN CIRCULATION:

Despite the historical significance of this area as the town's original and still most prominent central place— and the obvious need for accommodating constant walking and a great potential of diverse pedestrian activity— it is completely dominated by an asphalt expanse and unsightly prohibitive parking. This strangles the limited residual green of old Oval Park, and chokes pedestrian movement & vision among the town's most important & beautiful buildings and adjacent town areas. (This asphalt pattern continues westward into the Price Chopper area, and also southward into Park Street, to make Oval Park seem even more negatively expansive: it makes one feel they are trapped within a sprawling, anonymous, suburban-size parking lot. Also, the width of Main Street within the Oval Park Area is felt as more pedestrian-hindering and visually excessive than any part of Main Street). The continued persistence of these conditions— in shocking contrast to what wonderful improvements could be made at moderate cost— would be perverse.

Oval Park area is a place that centers multiple frustrated desirelines for walking that need to be reclaimed for townspeople and visitors as follows: 'diagonally' from the courthouse to Park Street or from Eaton to Park Street; 'peripherally' among Congregational Church, the courthouse, Morgan house and lower west Main Street buildings, abutting residences, and even the Park Street buildings— in a continuous flow to engage the overall quad as a single space; 'laterally' to connect to Main Street sidewalks and crossing, and integrate walking with the Eaton Street/Backside area; 'linked' as the southern terminus of the Main Street corridor; 'proximate' from Franklin street and upper hill residences; centrally approached from anywhere to 'penetrate' the core of the remnant island of green.

In addition to walklines, there is requirement for hard space expanse at the Congregational Church main entry for facilitating its regular gatherings, tourists, viewing, resting between events, connecting to the larger area. Also, a more substantial secondary entryway innercourt (in the enclave) is required, plus ways to walk around the Congregational Church to Main or Franklin Streets via the alleys. Additionally, the south side of the courthouse offers sunpocket orientation and winter-wind protection in the most visible and active center of town, begging for some kind public court space and connection to its two south entries. (People try now to sit on ground against wall, or on steps next to parked cars). The green common no longer has room nor atmosphere for supporting town events, group socialization/play, or free spirited personal engagement— let alone acting as a meaningful beautiful setting to attract locals and visitors, as a "common" should. Its bollards and rail are questionable in design, are in disrepair and have tight, restrictive definition pedestrian-wise. Although the existing bus shelter is important in its general west side common location, its skewed orientation and anomalous, off-scale shed is distracting, does not relate to the green, takes up valuable space and disrupts people's views. For no good reason, the old pedestrian bandstand— along with the eternally valid personal and public activity it fostered in Rockwellian yesterday— is long gone. It is ironic— but a classic urban pattern— that Oval Park's original attraction as a central, convenient, active pedestrian-luring place is what attracted the current type of vehicular abuse, thus undermining its original validity.

* In conclusion, the most striking thought in the entire Lee pedestrian analysis is that elimination or even a reduction of parking and driving in the Oval Park area could reclaim a full potential of pedestrian activity and complete inter-access. This would reveal the impeccable spatiality and diverse architecture that already exists in the quad, recover the useful and beautiful splendor the park area once had, and accommodate new purposes for revitalization.

EXISTING MAIN STREET AREA PEDESTRIAN CIRCULATION

Sidewalks are currently the only pedestrian provision on Main Street (and have problems outlined below). Existing Main Street sidewalks are vital for north/south pedestrian movement through downtown Lee. They are meant to connect the North End with the Oval Park area, feed walking to/from all side street areas, and facilitate Main Street as the town's major pedestrian open space of diverse CBD activity. Pedestrian circulation inadequacies there now work to discourage Lee's revitalization, as follows:

- **Sidewalk width limitations:** Existing Main Street sidewalks vary with the widest areas of 13' located in the south end, to less than half that width elsewhere-- perhaps seemingly adequate at times-- however the widths per various locations are generally obsolete and insufficient relative to actual or potential pedestrian numbers and uses. (This is especially true abutting the south end's commercial block and courthouse, albeit now the widest portions). Overhanging parking bumpers, stored snow, utility poles, important architectural entry protrusions, people sitting against steps and curbs, and attempts at vending all diminish the effective walk widths. This limits the potential for a "main street mix" of walking, mingling, passing others, meeting, visual/spatial "breathing", sitting to relax or wait throughout the business and pleasure of different day's of the year. These make Main Street an uncomfortably confined place to walk, at best. (This important yet subtle fact may perhaps not be appreciated by the client until the comparison with a proper design is made). Note: South Main Street is the busiest and most needy of pedestrian accomodation, amidst Lee's highest density of commercial buildings and courthouse and the proximity to both the Eaton Area and Oval Park; the northern third of Main Street is less busy, but important with its several commercial (eg hardware) stores and connection to the North End Mill/Joes area and east hill neighborhood; mid Main Street has the least but still significant pedestrian demand of the street, serving the library, small church, and residences, and as passage between the north and south ends. Potential development in northern half of town would bring further pedestrian demands there. Revitalization, with enhanced local and visitor use would entail a direct increase in all of Main Street walking and other activities; (see "voids" section below for needed pedestrian expanse as well as sidewalk improvement).
- **Conditions:** of walking surfaces, retaining walls, and curbs vary from moderate to poor. This entails aesthetic merit in some regards, but is a functional problem in many locations that will become worse with time. (Eg cracks and shifts from winter freezing; drainage disruption). The steepness of walkway grades approaches safety limits at the south end, requiring care in winter where surfaces are smooth and no guiding rail or bollards exist-- but is otherwise pleasing.
- **Sidewalk(ing) interruptions:** occur moving both north/south and east/west, cutting off safe efficient pedestrian flow through the Main Street area as follows:
 - * North/south walking has interruptions at the intersections of each residential street, library and other drives, and the theater row gap. Also at the wide Eaton Street and Chopper entrance, which is truly hazardous for pedestrians, as cars and trucks maneuver in and out of Eaton Street and Price Chopper parking area. (Spatial disruption).
 - * East/west crossing of Main Street is difficult and dangerous due to a serial encounter with high curbs, roadside parking, and the full width of street in all places. Crosswalks are provided minimally, to declare crossing, but they are painted poorly so not sufficiently visible and

often crowded by standing vehicles.. Sidewalks are entrapped by parking (see below), and do not extend out into street to consolidate and assist people crossing.

- Note there are no traffic lights nor adequate crossing islands (see below).

- Handicap ramps or curb cuts occur through some parts of downtown, but often lead users into vehicular congestion. Winter conditions are dangerous.

- The parking "barricade": parked cars and service vehicles, particularly in the eastside of south Main Street (angle parking) and elsewhere along Main Street (parallel parking) creates a continuous pedestrian barrier-- actually and visually-- for those wishing to cross Main Street, and those parking and walking to and from those cars as well. These cars disrupt pedestrians, clutter and block 2-way access and views (into and out from walks), thus contributing to the omnipresent uncomfortable confinement experienced by people using sidewalks, and correctly sensed as "difficult" by drivers who might otherwise wish to stop and walk. In the north end, west side of Main Street, the walk disappears as cars literally park on walkway.
- The major terminal intersections: that occur at each end of Main Street (at Center And Park Streets) are the town's most dangerous areas for crossing and general walking, due to limitation of pedestrian walks and spaces in the face of a severity of traffic. Traffic lights for pedestrians crossing are conspicuously absent here. (The south terminus is characterized by quick turning and bottleneck effect, abrupt stopping and accelerating and the north terminus by a higher speed wide turn. See vehicular circulation analysis).
- Pedestrian 'Voids' (at buildings and gathering points): Beyond the need for continuous and generous walkways, there is particular need for extra pedestrian space (ie courtyard or expansive walk area) for "place" activity (gathering, resting, linking entry & extending the buildings' setting and functions) at the library, all churches (Congregational and Academy st), the courthouse, the commercial block, Morgan House, the old stone school building; And as described above, most intersections, especially the Eaton/chopper junctions, suggest a need for expanded walkway nodes or pedestrian court space to facilitate collection and distribution of people crossing. Entrances to buildings calling for spatial expanse vary from walks that act now as the landing (eg commercial block buildings); to entrances and steps protruding into walkway (eg courthouse, bank); or abutting junctions (eg the library, the Academy Street Church, residential walks or needed walks).
- Excessive curb/wall height: occurs throughout eastern Main Street, with extremes of 3' in the north end, is restrictive in places for walking, despite four locations of steps (some in disrepair) particularly in that they lead into traffic or parked cars. However, the strong construction materials and their clear retaining and edge function endears the walls with a sense of genuine character and positive aesthetic quality (similar to other aspects of town) that 'ought' to exist, and even be perpetuated elsewhere.

- Bus stop locations: occur formally at southend (with shelter) and informally mid and north Main Street (with minimal pedestrian area, seating, amenities). (See Oval Park section regarding the south shelter's visual and spatial disruption. Parked cars interfere with bus pedestrians). The Berkshire Regional Transit Authority passes through Lee on the hour from 7am -5pm, connecting from Great Barrington to Pittsfield, where connection to larger urban areas, or conversely for people to come into Lee increasingly important for a Lee in the future. (See section on "alternate transportation" below).

* Alley circulation: It is obvious on analysis that alleys are a tremendous potential asset, to provide direct east/west access and visual-spatial integration between the Eaton/Backside area and Main Street/Oval Park. Alley connections for walking could play a vital role in allowing vehicles to be conveniently relocated away from Oval Park/Main Street areas to a bulk Eaton area, as well as enhance desirable activity in the latter. Alleys could provide interesting connected spatial and material diversity, varied light/shade microclimate, intimate scale and sequential views (including piercing vistas of architecture (eg steeples) against distant land forms)-- these are all valuable experiential aspects of a rich pedestrian environment. On the west side of Main Street, the celebrated "Morgan Alley" walkway already provides relatively successful passage between Main Street and the Eaton/Backside, however haphazard parking and service vehicles at each end detracts from full alley use. Additionally, many other alleys between buildings (between 3' and 12' wide) exist on Main Street area (eg both sides of the income tax building, theater row area, etc.) but are underused for walking due to lack of formal pavement and clear entrance, lighting & amenities; Some alleys must also share use with autos. On the east side of Main Street is the most exciting and potentially accommodating alley, located on the north side of courthouse, leading to both the Congregational Church enclave and Franklin Street church entrance. It consists of a series of qualitative medieval-like trapezoidal spaces, human scaled proportion and detail, with mystery and vista unfolding with the pedestrian's movement. (Presently however, it is incompletely paved and sports an unabashed dumpster, and parked cars). It exists for potential use, as a desirably enclosed corridor-linkage between the open Oval Park Quad and the open Eaton/Backside area. Other alleys can be discovered or contrived by proposals throughout downtown Lee.

In conclusion, there is ample dimension between the buildings of Main Street corridor to redesign walkways, create hard expanses and even green space-- and yet provide even better accommodation for vehicles driving and parking. This would eliminate the problems and limitations listed above, and provide wide range of wonderful and important "main street" pedestrian connection and activity in support of overall town revitalization.

EXISTING NORTH END AREA PEDESTRIAN CIRCULATION:

This area is a "weakly defined & functionally struggling" neighborhood-oriented node partly for need of formalized walking connections through and about, and improved outdoor areas to accommodate or extend important existing local activity: eating (Joes Diner, KFC), local shopping (hardware block, grocery and other Central Street businesses), working (said business plus the mill), and residences in the abutting hill area. The pedestrian problems and potentials are analogous (though subordinate) to the more public, busier, larger scale Oval Park. It is frustrated and stifled as a place and negatively formed as a pedestrian setting by the predominance of the wide, poorly defined road (with regional thru and local traffic or those parking against curbs at expense of the pedestrian).

Specifically, the existing pedestrian desire-lines to accommodate in the north Main Street intersection area combine to form a "quadrant" pattern between both sides of Main Street and Joes/mill area. It is difficult and unsafe to cross both Center and Main Streets due to vehicles that often turn fast, excessive road width having no lights or crossing islands, and the barrier of random parked cars at curbs. Walking connection to the mill are piecemeal. West Main Street walks are most narrow and irregular, and continue so as they curve westward along Center Street. The east Main Street sidewalks are wider-- including elevated area-- but have neither a resolved edge nor access around the high wall. All Center Street sidewalks seem even narrower than they indeed are due to being squeezed by telephone poles, the higher density of buildings, and vehicular presence and curb cut interruptions at KFC, Canal Street, and north parking at the grocery store. Despite the aesthetic attributes in their rustic condition and feeble irregularity, they simply "suffer the wayfarer" in providing basic mobility.

Moreover, pedestrian nodal (expansive) space is limited: especially needed at the highly visible front of Joes area (in proximity to the mill) where significant activity now and potentially more so abounds-- to meet gather, wait, pick up food, take breaks, enjoy the great view, enjoy sunpocket comfort, and daily encounter with people moving on foot on daily basis. Desirelines suggest need to unify this Joes area with all north of Central Street, as well as creating a feeling of pedestrian node surrounding and connecting through the intersection.

The several vacant lots on the corner of Center and west Main Street (the best promatory view in town) already engage wanting "trespassers" who stop there or cut through to Railroad Street-- which suggests possibility for incorporating pedestrian space there as well into a unified scheme.

* In conclusion, there is plenty of claimable area between buildings, plus the adjacent parcels to claim-- for generous redesigning of walkway, hard & green space to benefit quality pedestrian uses (and still better accommodating traffic and parking)-- thus to help strengthen the north end as a neighborhood place and improved gateway that contributes to revitalization.

THE "COMBINED" EXISTING OVAL PARK/ MAIN ST/ NORTH END PEDESTRIAN CIRC PATTERN:

As with all the town, truth is in the whole. In this analysis we can immediately take special note of disfunction between the combined pattern of north and south ends connecting by Main Street-- as a failing as a whole pedestrian system that seems in want of following the so called "double node/corridor" archetype. (ie The north and Oval areas now need to act as reciprocal pedestrian accommodating "nodes" at the ends of a pedestrian accommodation Main Street "corridor" to wholistically facilitate pedestrian draw, movement, and being in town). Moreover, ultimate accountability and (failing in Lee) of a pedestrian system would be in terms integrating all 6 areas of town as a single unified design in its natural/man-made Berkshire context.

EXISTING RIVER AREA PEDESTRIAN CIRCULATION:

Despite the historic, natural, and potential recreational value of the river, there is no legitimate access to or along it in any place. Without provision for approaching and walking riverside, for sitting, recreation or obvious access to vantage points— it remains much hidden, unuseable, "out of mind", except for those tenacious few who hike its banks or the limited amount of children who play where they can. (This situation is analogous to other mill towns who would later rediscover their entire river space and its many values, by simple introduction of a pedestrian system, and now enjoy it's contribution to town revitalization).

There are many proximate locations where different downtown parts could connect to the river: Eaton Street presents ringing opportunity for direct linkage from Main Street to the river, using the river as a luring terminus, and a point for lateral linkage to riverside paths. (Note: Existing desire-lines seem to call for an lineal "corridor-type" Eaton linkage perpendicular to river as opposed to the undefined expanse at present. The Eaton Street link, besides connecting Main Street and Oval Park walking to the river, could also provide pedestrian integration and spatial order throughout the larger eaton-backside area).

There exists additional possibility to connect to river in busy places elsewhere: at Park Street & Center Street bridge areas, the mid-river bridge; at Price Chopper greater parking areas; indirectly to Railroad Street/Arobi, Grendels, Sullivan Station and the upper north end. Once pedestrian river contact is made (i.e laterally) there is ample width and negotiable landgrades along the east of river for creating a (longitudinal) walk system; the west side of river has more challenging grades. There are only slight erosion and stablization problems to contend with, piled up sad accumulkted from years of snow plowing in the large eaton lot. Also, the river's island bekons invitation but is unaccessable. The train bridge is worthy of a closer viewing and other pedestrian bridge opportunities await.

These pedestrian provisions are needed not only for enjoying the river spaces recreationally, but useful to fulfill latent desire lines for alternative way to walk between and throughout north and south parts of town, connecting the mill working area and neighborhoods to the Eaton area post office, stores, snack shops, and beyond— knitting the town together with continuous pedestrian space. Remarkably, river access is not only relevant for such "in-town" function— but in terms of completing the large scale river trail that exists north (to Golden Hill, Lenox) and south of downtown. Lee's river area is presently an ominous gap in a recognized regional system that could not only allow people to pass into and through Lee from the outside, but to also make Lee a known place from which locals and visitors could use to extend outward from to tap into the Berkshire natural/historic ecosystem as a whole. Circulation at the river in that sense would make Lee "as big as the Berkshires". (See regional trail map).

In conclusion, the river is one of the most important— yet most hidden and inaccessible— town asset. With provision of pedestrian circulation space that integrates a comprehensive riverpark, the overall downtown design, and the regional context— it has potential (hence obligation) to contribute greatly to Lee revitalization.

EXISTING EATON/BACKSIDE AREA PEDESTRIAN CIRCULATION:

This entire area-- one of the largest in downtown, and located between the river and the west side of Main Street-- is now a pedestrian "no-man's land" in terms of design. It is valueable wasted space much consumed by broken asphalt and eroded land, which is partly used for chaotic inefficient parking/driving, and partly left vacant. (The building pattern described below is interpreted to include the 'backside' Main Street structures, Eaton Street structures, and Eaton's island buildings). There is virtually no pedestrian linkage or expanse-- and therefore prevails a sense of "residual void": an uninviting almost decadent atmosphere that discourages pedestrian life, and contributes to the gross undervaluing and underuse of this area, despite the important buildings, parking capacity, and proximity to other cbd areas (ie Main Street, the River, Oval Park Area & Residential Hill). It is disfunctional, unsafe, uncomfortable for people walking to/from cars, between/at its important local and regional oriented buildings, or cutting across (n-s or e-w) to those adjacent town areas. Nonetheless strong desirelines for walking, stopping and gathering subsist in several overlapping patterns, overwhelmed by the conflict with random parking and driving within that anarchic void-- specifically itemized (although ultimately should function as a unified system) as follows:

Walking to/from cars:

There is need to provide coherent, comprehensive, safe, immediately accessible pedestrian ways & expanses to collect/distribute people to and from parked cars, no matter what their sequential origin and destination. This is especially important if this area is to be encouraged as Lee's "convenient bulk parking area" to relieve Main Street/Oval Park of current parking abuse. Such pedestrian circulation should visually and functionally define the boundries of the Eaton/Backside parking and make guiding positively-formed pedestrian linkage to those buildings and their outdoor spaces from all parking spots, as well as connect (lure) to the Main/Oval area or river. (Snow plowing and storage should be considered in respect to pedestrians as well). There is enough acreage here that with efficient parking organization, a great increase in pedestrian space is possible without violating the maximum needed parking capacity.

Connecting buildings:

"Backside of Main Street Buildings": There exist many secondary building-entrances (ie doors, stairs, porches) to first floor space, and primary and secondary entrances to upstairs space, within the west facade of lower and mid Main Street buildings. Lacking in exterior pedestrian provision-- except for isolated steps and some small walk connections-- access is obstructed where the doors currently are used (for service or upstairs rooms), and is confusing or restricting of other, potentially important, unused entries. There is no unified pedestrian connection for gaining complete entry/exit from every origin, nor for continuous lateral flow among and between buildings as a unified setting, thus foregoing the enhanced interior and exterior activity such access would provide. It is unthinkable to gather, rest or enjoy walking there as a "place"-- it instead appears as a "dead side" of buildings and a fractured groundplane where one should not trespass. Also, the backside 'alley' locations are obscured or blocked by parked vehicles, service trucks, architectural ambiguities, and they lack complete paving, thus severely restricting walking-- despite the immediacy to Main Street and Oval Park areas. (See "alley analysis" text under Main Street section above). Integrating these buildings with a circulation scheme and amenities would also act as a strong visually binding 'theme' that enhances the diversity of architectural recessions and protrusions, and their inherent spaces, while connecting a pedestrian vocabulary to the improved Eaton, Main Street, Oval Park areas as a whole.

Connecting buildings:

"The Eaton Area 'island buildings'": In a pedestrian-deficient sense, the Price Chopper, Arobi, Grendel Blds exist as 'islands in a sea of asphalt':

Price Chopper— despite a rather high regional and local draw, has a narrow and incomplete apron walk in need of improvement to provide for the current volume of shoppers who try to move, collect groceries, wait and rest next to but separated from parking or delivery trucks. Dumpster material encroaches the pedestrian environment as does winter snow storage.

Arobi Building— is an underratedly important town owned building with prime location central to parking and all cbd uses, while encouragingly private in 'feeling' for being "on the river". Yet this building lacks pedestrian walks, spaces, sense of setting to accommodate its uses or extend and relate them to/from the outdoor context. There is opportunity (including ample land) for pedestrian design to enhance the local town use of Arobi Building, and bring a more meaningful relation to river, civic and commercial contextual activities, and parking— while maintaining a desirable degree of privacy from commercial traffic disruption. The building has several doors and interesting architectural configuration (with microclimate extremes) to accommodate. Disruptive snow storage and evolved sandpiles are maximum in this area.

"Eaton Street buildings pedestrian circulation": The south side of Eaton Street has barely distinguishable, mediocre condition asphalt walks that are too narrow, are pierced by poles, have breaks that occur between buildings for driving, and depress with broken asphalt curbs. This is discouraging for Park Cleaners, Greek Pizza, the Auto Parts Store that require frequent access by local's walking, making quick pick ups, outdoor resting. The post office additionally attempts to engage a more mingling "town interactive" gathering pattern— yet it has only a narrow front building walk, with parking spaces in front robbing potential pedestrian space. Fragmented lawn area exits on the post office's west (river-facing) side, and a dead planting bed Park Cleaner building's west side— irrelevant to any pedestrian value. The north sidewalk of Eaton Street is similarly narrow (against windows), is indistinct, moderate quality— occurs only at the side of hardware building (a good sunpocket in winter but often too hot in summer) and then discontinues where railroad street dangerously intersects at a skewed, unbounded angle. In conclusion, these inadequate Eaton Street walks and lack of spaces ill-serve to connect those buildings, provide the area with internal organization— or provide the vital corridor-like thru-walking from Oval Park to river (described below).

"Thru walking":

The location of Eaton/Backside area gives it actualized and latent desirelines north/south and east/west, not just to access this potentially vibrant area but for efficient thru-walking to adjacent town areas. This thru-circulation lacks design provision, and should be improved to further stimulate the entire Eaton area, provide interaction between downtown areas and harmoniously activate Lee as a whole:

E/W: There is opportunity to connect walking space from Oval Park and Main Street to the river in many places: at Eaton Street, the Price Chopper (Morgan/Zabians) entry, alleys on the backside, theater row, and Elm street. These connections should be considered also as linking to eastside residential hill sidewalks for the locals and is crucial to town integration in general.

* Eaton Street-to-river pedestrian connection: presents the most important e/w thru connection problem/opportunity (See analysis above under "building area sidewalks" and under "river" section).

The Pricechopper entry via Zabians and Morgan House: (dubbed by MacIntosh as the "missing tooth" in a smile)— is an ominous pedestrian gap; though it is important for accommodating vehicles, it is wider than need be. Cars stack up and fight for quick entry exit here in high conflict with pedestrian desires. There are no traffic lights or crosswalk/islands at any of these main street junctions.