

Route 2 Overpass Study | Reconnecting Communities Pilot Program

Community Celebration

December 12, 2025



NORTH
ADAMS

SSOIS

HNTB

MICHAEL
MURPHY
STUDIO

JLP+D

openbox

Transsolar
KlimaEngineering



Massachusetts administrator for the Federal Highway Administration Joi Singh, museum Director Kristy Edmunds, District 1 Director Francesca Hemming, Mayor Jennifer Macksey, state Highway Administrator Jonathan Gulliver, state Sen. Paul Mark and state Rep. John Barrett III.

"As you know, the overpass was built in 1959 during a time when highways were being built, and **it was expanded to accommodate more cars, which had little regard to the impacts of the people and the neighborhoods that it surrounded,**" said Mayor Jennifer Macksey on Friday. "It was named again and again over the last 30 years by Mass MoCA in their master plan and in the city in their vision 2030 plan ... as **a barrier to connectivity.**"

City awarded \$750,000 from federal government via Reconnecting Communities grant as part of a partnership with MASS MoCA and other local organizations

Stoss is leading a team of consultants to study conceptually **how repairing, replacing, or removing the Rt 2 overpass infrastructure will support reconnection between MASSMoCA's campus + downtown.** The team is contracted to complete this work, which is supported by the Reconnecting Communities grant awarded to the City in partnership with MASSMoCA, in the fall of 2025.

CENTRAL QUESTION / ONCE IN A GENERATION OPPORTUNITY

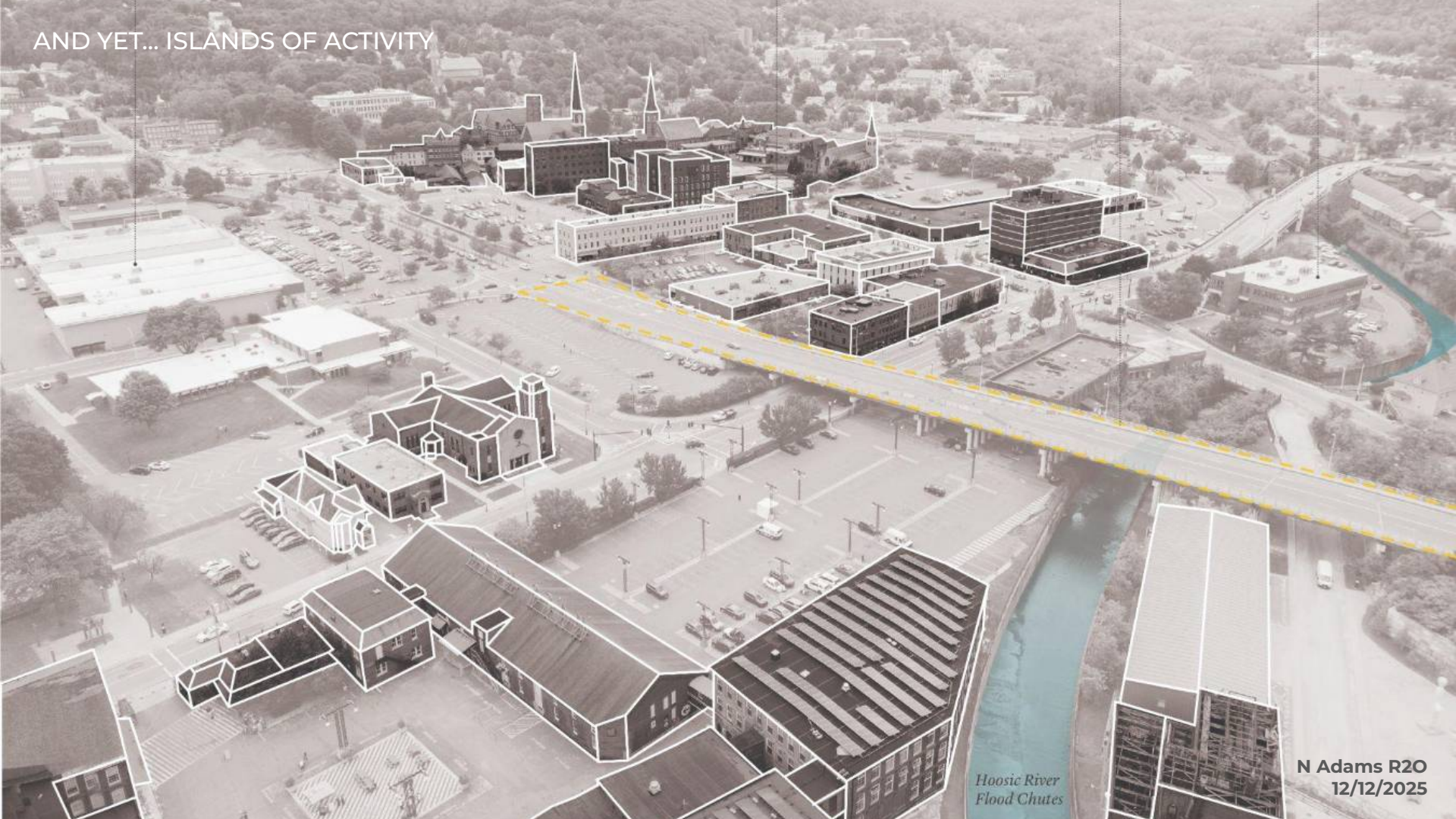
How can we leverage an investment in infrastructure to reinforce and extend the social, cultural, and economic vitality of North Adams and its people?



NORTH ADAMS!!




AND YET... ISLANDS OF ACTIVITY



Hoosic River
Flood Chutes

N Adams R20
12/12/2025



North Adams Historical Society

**“We want our city
back... We want
back what was
taken away”**

MASS MoCA

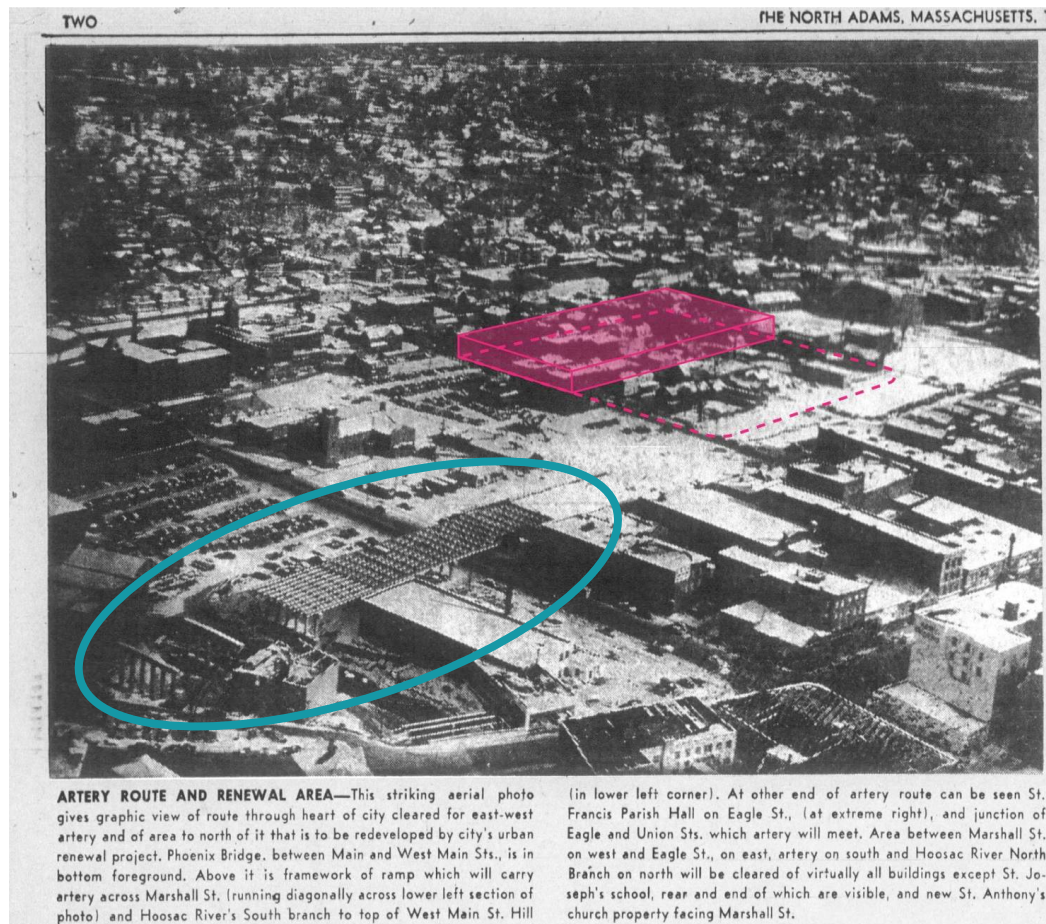
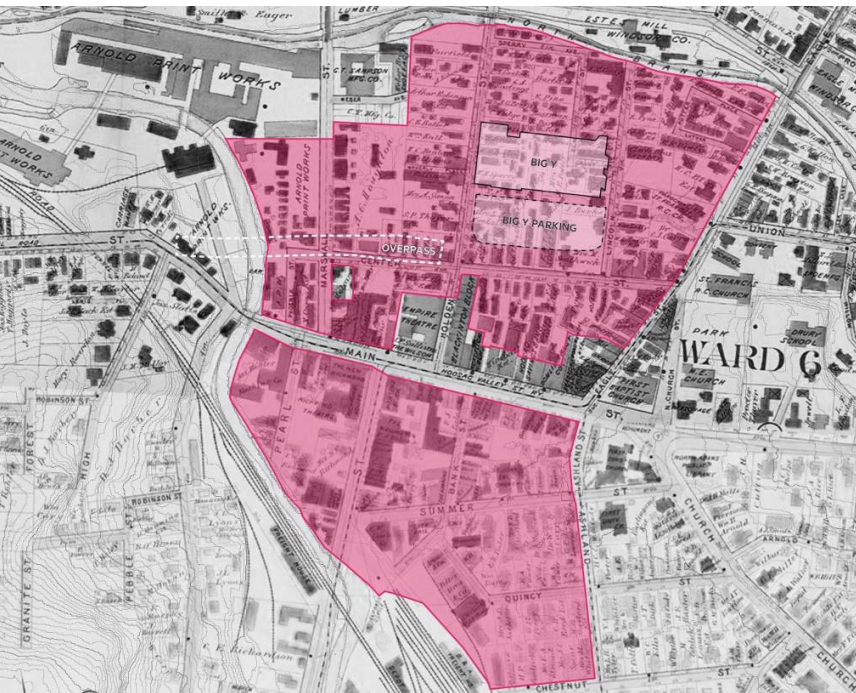
Main Street

Eagle Street

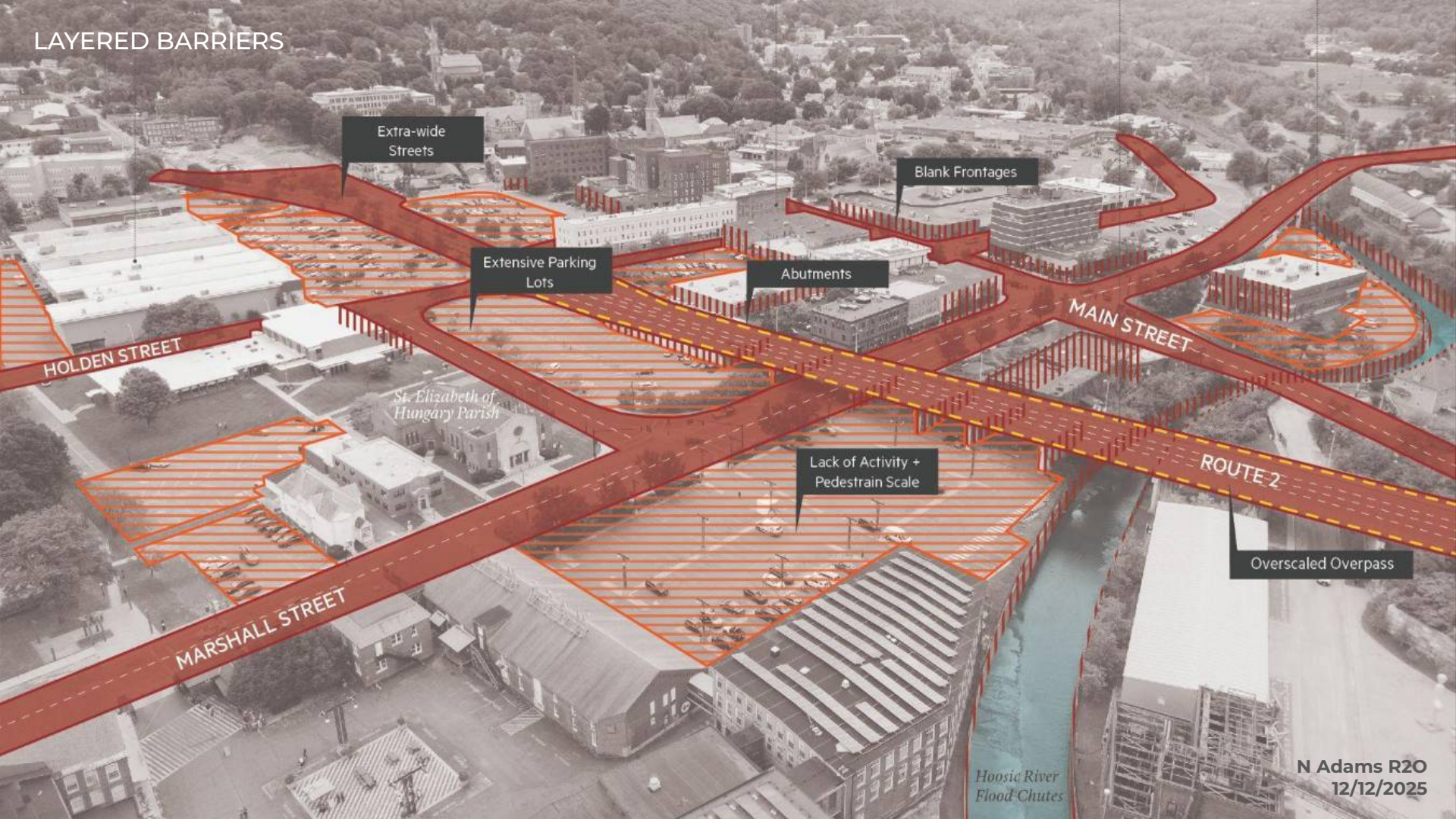
HISTORIC NORTH ADAMS



URBAN RENEWAL'S EFFECTS: DISCONTINUITY + ERASURE



LAYERED BARRIERS



Extra-wide
Streets

Blank Frontages

Extensive Parking
Lots

Abutments

Lack of Activity +
Pedestrian Scale

Overscaled Overpass

HOLDEN STREET

St. Elizabeth of
Hungary Parish

MAIN STREET

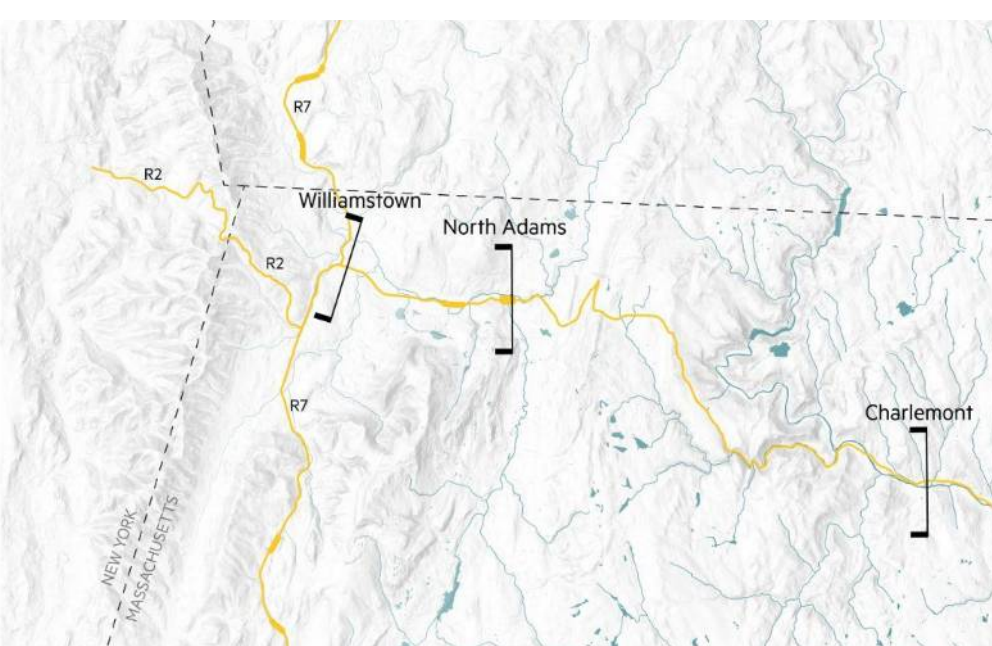
ROUTE 2

MARSHALL STREET

Hoosic River
Flood Chutes

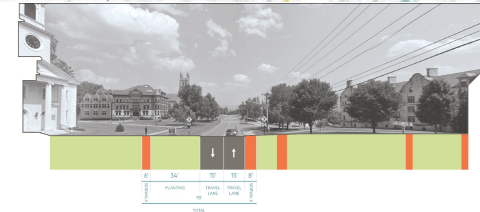
N Adams R20
12/12/2025

DID YOU KNOW THAT RT 2 IS 4 LANES ONLY IN N ADAMS?



NORTH ADAMS, MA I 4

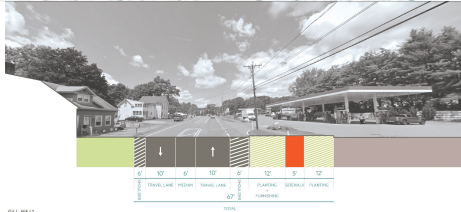
TOTAL



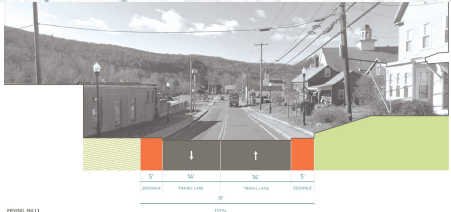
WILLIAMSTOWN, MA I 3



CHARLEMONT, MA I 1

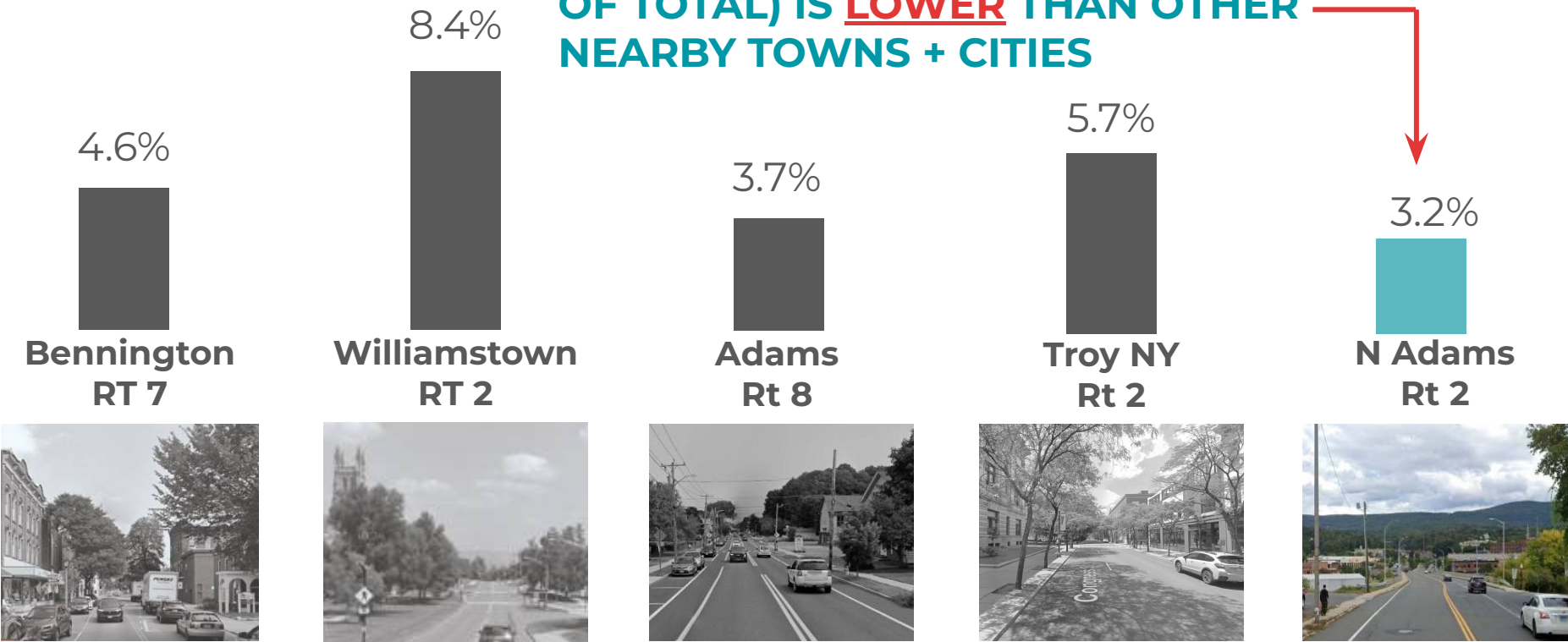


GILL, MA I 1

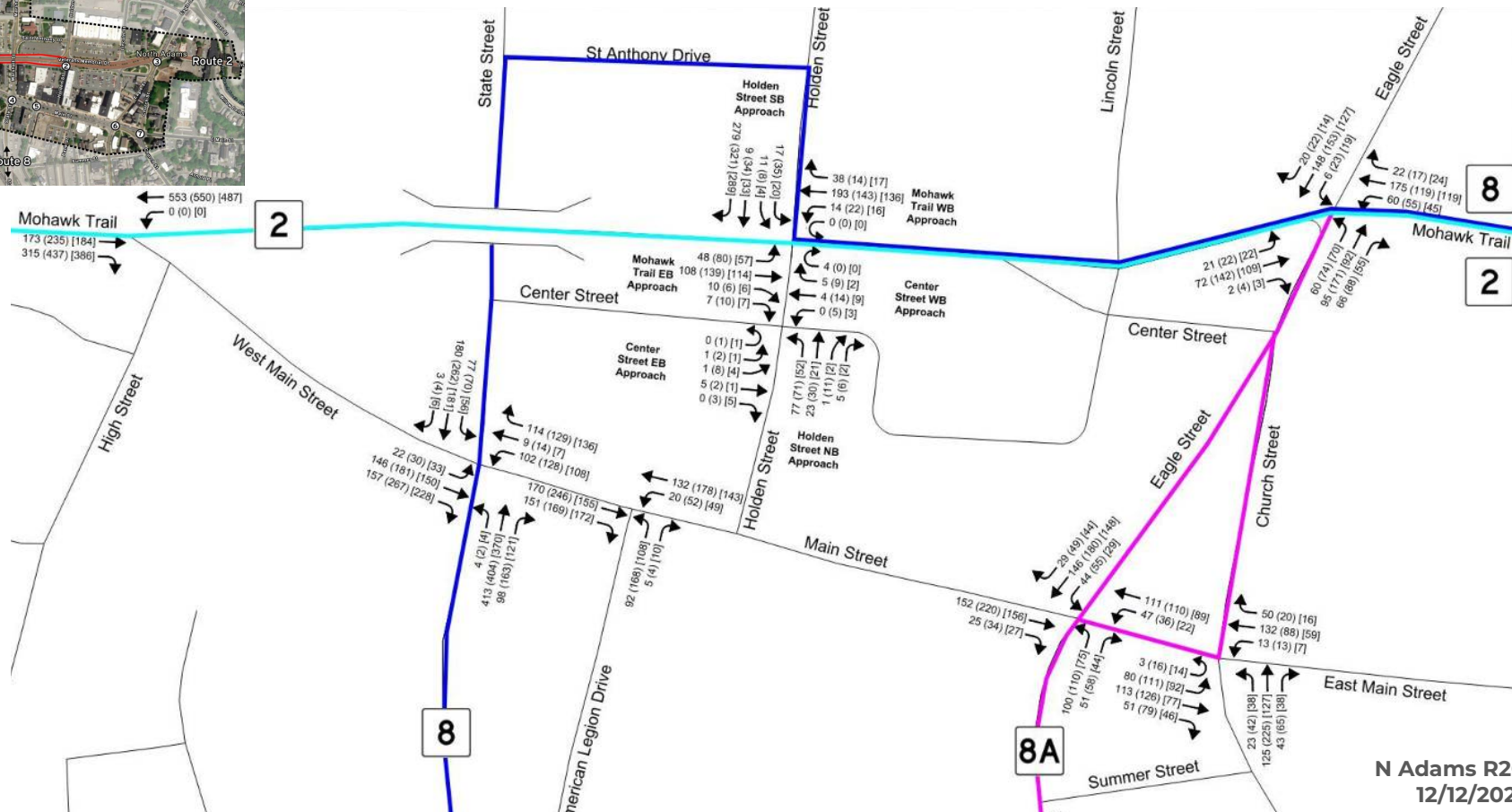
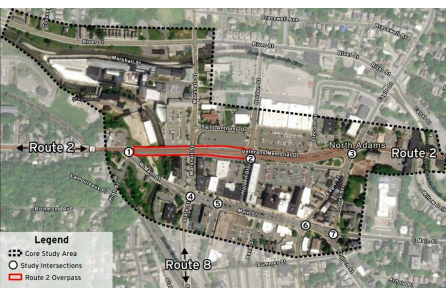


ERVING, MA I 1

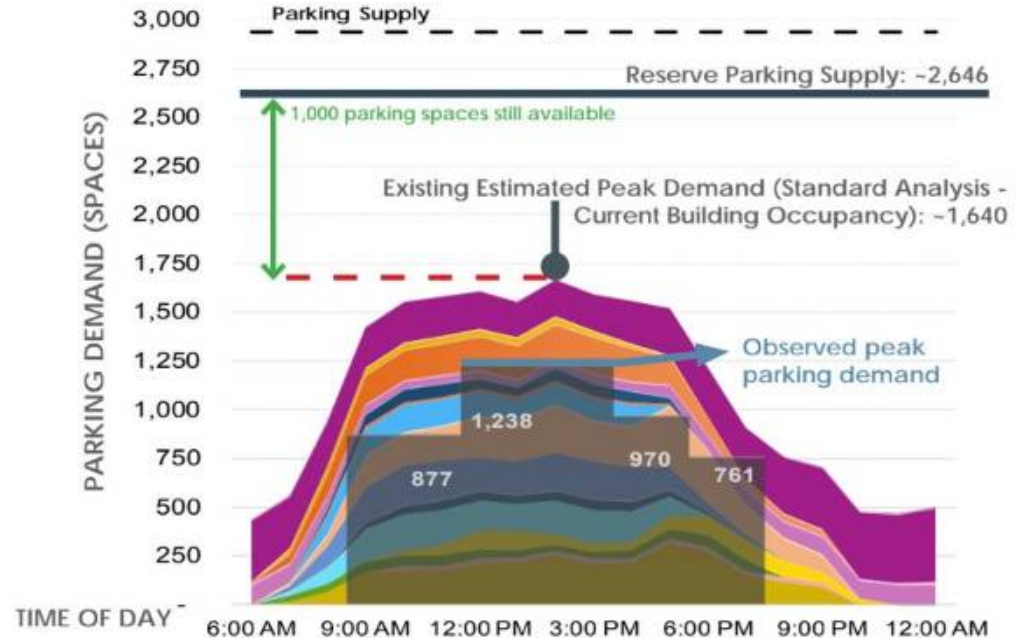
NORTH ADAMS' TRUCK TRAFFIC (% OF TOTAL) IS LOWER THAN OTHER NEARBY TOWNS + CITIES



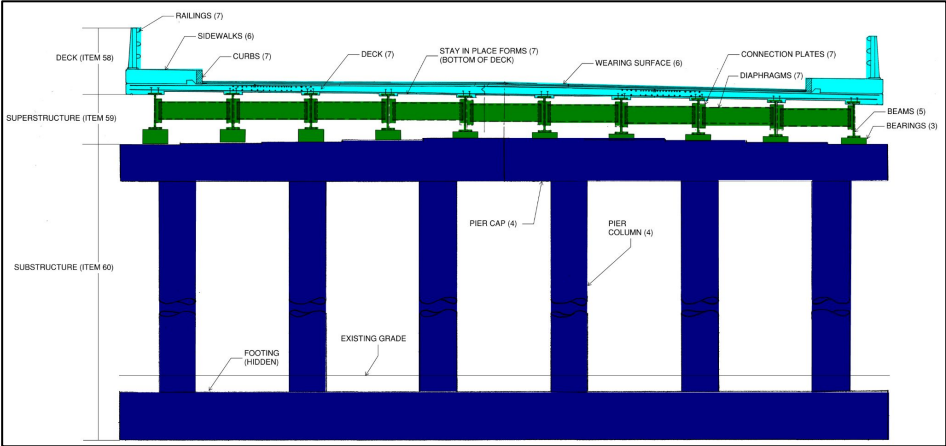
TRAFFIC ANALYSIS



Even during peak demand, there are still 1000 too many available parking spots



STRUCTURAL ENGINEERING- INITIAL FINDINGS



Item	Condition Rating
Deck (Item 58)	Good (7)
Superstructure (Item 59)	Serious (3) - Bearings
Substructure (Item 60)	Poor (4) - Caps & Columns

TYPICAL CROSS SECTION AT PIER



PRESENT LANE CLOSURE

WHAT HAVE WE HEARD SO FAR?

**Central
community
gathering space**

**Access to the
riverfront**

**Safer pedestrian
connections**

**Flexible outdoor
spaces**

**Dedicated space
for cyclists**

**Increased time
for crossing busy
intersections**

... a community united in reimagining downtown: walkable, vibrant, + full of opportunity

There is **deep local pride + a shared urgency to revitalize downtown** by reconnecting its divided core, improving walkability + safety, supporting small businesses + housing, + creating inclusive public spaces — all grounded in a **desire for sustained community involvement, economic opportunity, + a future that reflects the city's history, character, + potential.**

"My first priority in improving Downtown is...ensuring the future of the city and making it equitable for generations."

North Adams resident

"The part I like most about Downtown is...the old parts, the parts with soul."

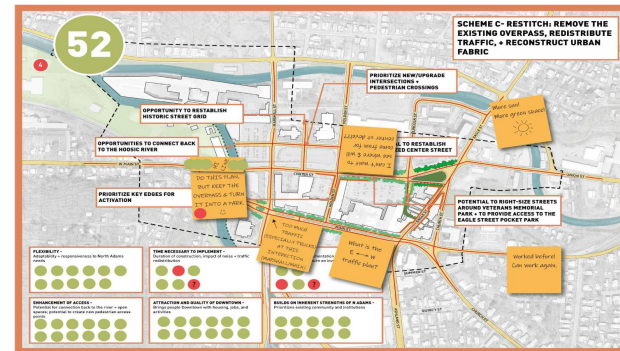
North Adams resident

"I came to this event because...I care about the division the overpass creates in our community."

North Adams resident

- Repair option was viewed as falling short of meeting community needs + potential
- Replace option generated a few more questions but still negative ratings
- **Remove / Re-stitch sparked curiosity + interest, and was the overwhelming favorite. Overall, the community showed a willingness to explore bold ideas, with good questions and insights about how it might work...**

REMOVE RE-STITCH



PRELIMINARY APPROACHES FOR RECOMMENDATION



REPAIR



REPLACE



REMOVE / RE-STITCH



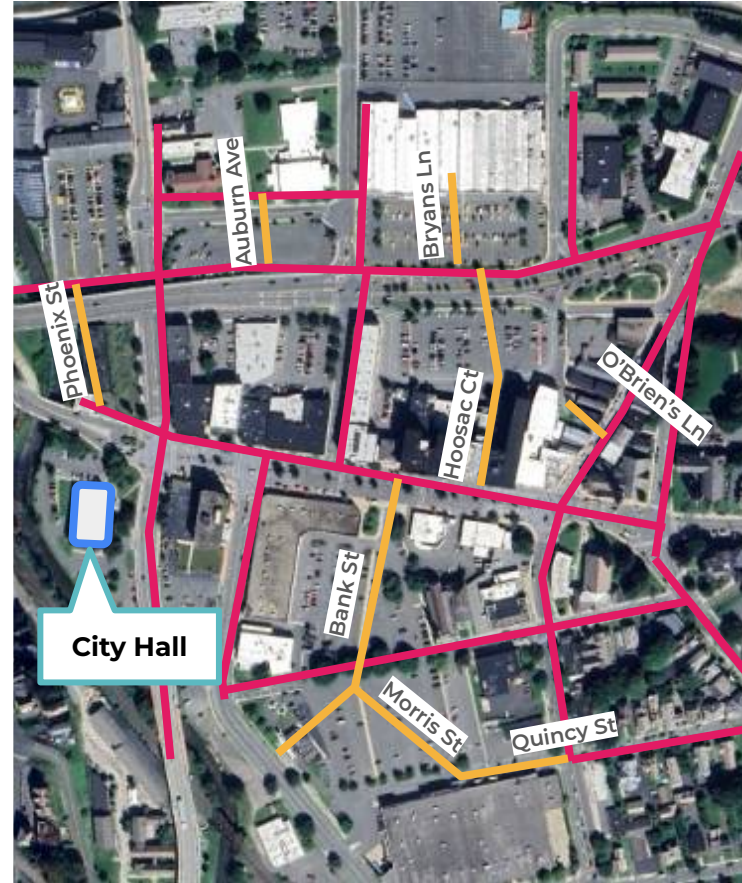
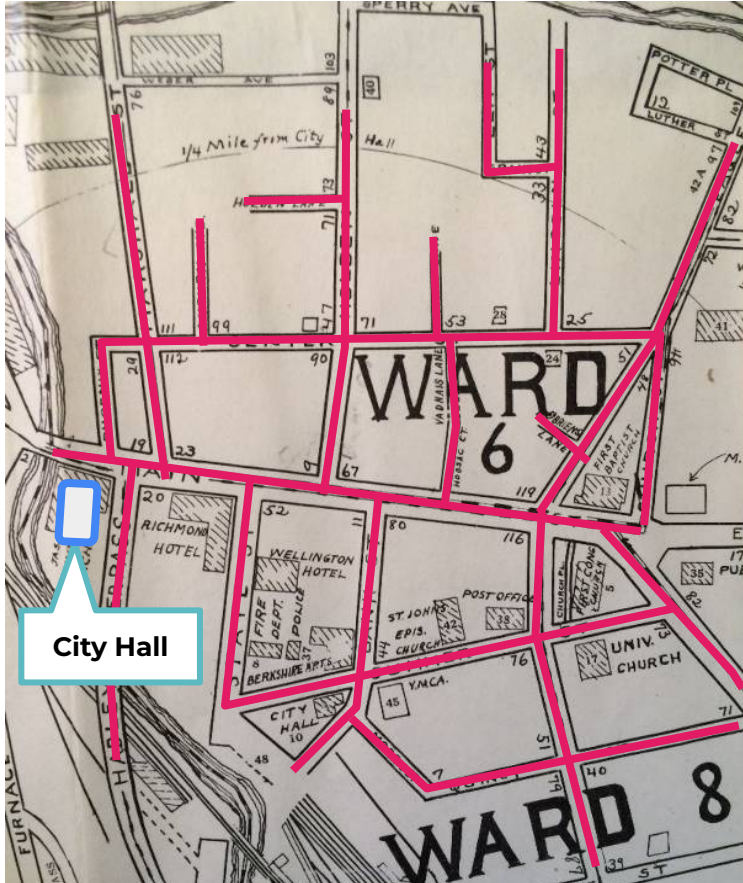
RECOMMENDATION



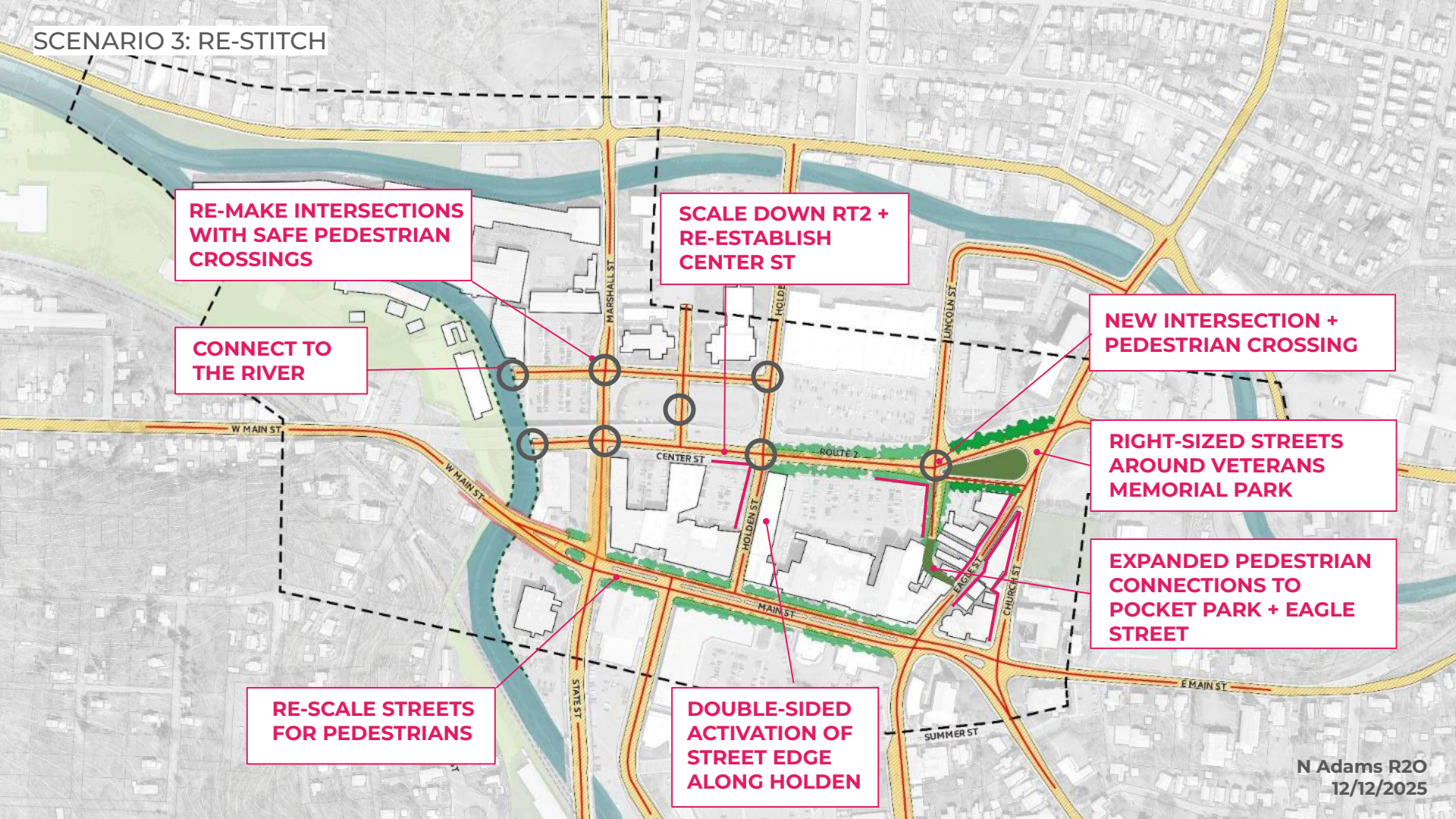
TAKE THE OVERPASS DOWN!

Photo by Mike Belleme

RE-STITCH AND RIGHT-SIZE THE HEART OF DOWNTOWN NORTH ADAMS



SCENARIO 3: RE-STITCH



**RE-MAKE INTERSECTIONS
WITH SAFE PEDESTRIAN
CROSSINGS**

**CONNECT TO
THE RIVER**

**SCALE DOWN RT2 +
RE-ESTABLISH
CENTER ST**

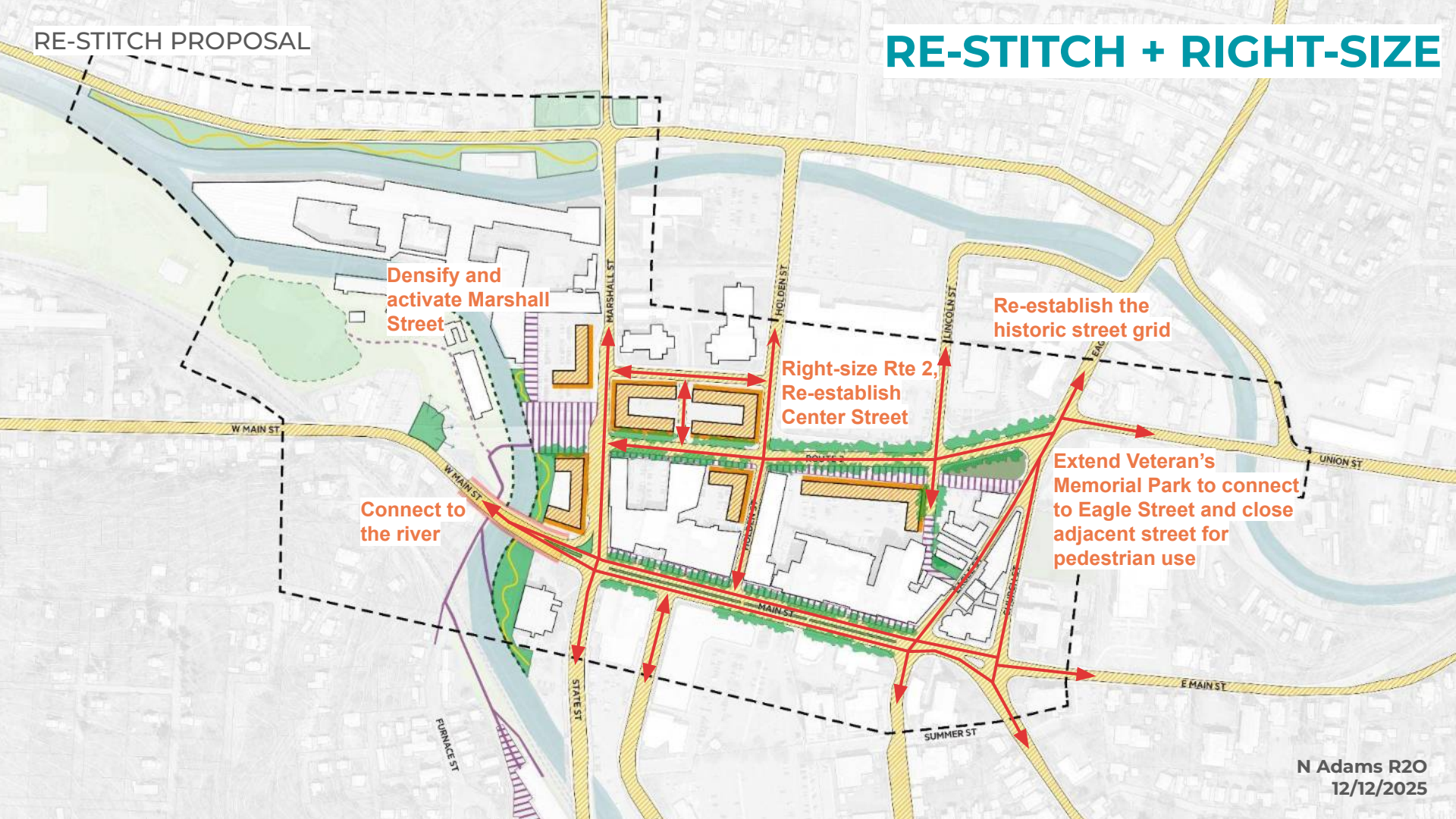
**NEW INTERSECTION +
PEDESTRIAN CROSSING**

**RIGHT-SIZED STREETS
AROUND VETERANS
MEMORIAL PARK**

**EXPANDED PEDESTRIAN
CONNECTIONS TO
POCKET PARK + EAGLE
STREET**

**RE-SCALE STREETS
FOR PEDESTRIANS**

**DOUBLE-SIDED
ACTIVATION OF
STREET EDGE
ALONG HOLDEN**



Densify and activate Marshall Street

Right-size Rte 2,
Re-establish Center Street

Re-establish the historic street grid

Connect to the river

Extend Veteran's Memorial Park to connect to Eagle Street and close adjacent street for pedestrian use

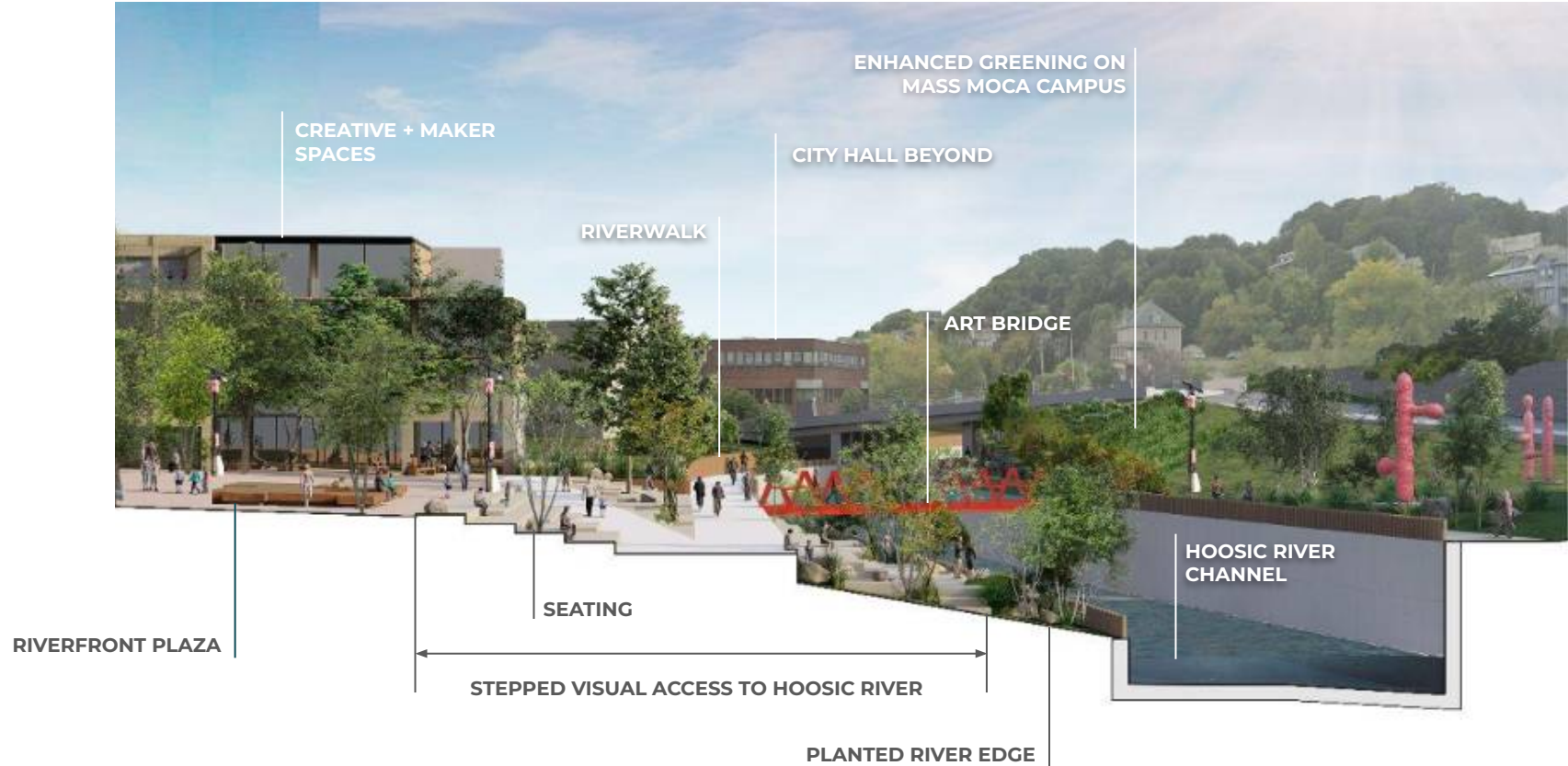
MARSHALL ST AND RIVERFRONT: BEFORE



MARSHALL ST AND RIVERFRONT: AFTER



MARSHALL ST RIVERFRONT: AFTER



CENTER STREET/ RT 2: BEFORE



CENTER STREET/ RT 2: AFTER



VETERAN'S MEMORIAL PARK: BEFORE

EXISTING BUSINESSES

VETERAN'S MEMORIAL PARK

NARROW SIDEWALK

NARROW SIDEWALK

CENTER STREET

VETERAN'S MEMORIAL PARK: AFTER

EXISTING BUSINESSES

ENHANCED TREE CANOPY

VETERAN'S MEMORIAL PARK

ENHANCED PLANTING

SEATING

FLEXIBLE GATHERING SPACE

FULL PEDESTRIAN PLAZA

N Adams R20
12/12/2025



RE-STITCH + RIGHT-SIZE

Extend Veteran's Memorial Park to connect to Eagle Street + close adjacent street for pedestrian use



Re-create safe Lincoln St intersection



Future
Densification
Opportunities

Main St
improvements

Redesign
intersection at Main
+ State

Right-size Rte 2,
Re-establish
Center Street

Develop a new
River Walk

Densify + activate
Marshall Street



Connect to river



ARE THERE PRECEDENTS FOR THIS?

CASE STUDY- CASEY ARBORWAY



BEFORE / REPAIR OR REPLACE?



AFTER: REMOVE + RE-STITCH!

CASE STUDY- CASEY ARBORWAY



- Reconnects the Arborway and Emerald Necklace
- Beautifies the area for new housing density and residents
- Removes unsightly aging infrastructure
- Reduces future strain on maintenance
- Improves circulation and pedestrian and biking safety, expanding transportation options
- Integrates sustainability, including 500+ new trees

CASE STUDY: CASEY ARBORWAY- BOSTON, MA



Velo Forest Hills, 250 units

Grants + Incentives

MassDOT: Total cost \$84M, funded through the Accelerated Bridge Program + other sources

Coordination

Working Advisory Group: Variety of nonprofit + neighborhood associations were deeply involved in design + planning sessions

Impact

New Development: Spurred new housing developments + private investment

WHAT WE WANT TO SEE

Active Street Life & Placemaking

Safe and inviting spaces
for people to gather

Mixed Use Downtown

Residential forward
with a diverse business
landscape

District Grounded in Arts and Culture

Linkages with local
assets and increased
programming



Connection to
place

Novelty and
repeated
engagement

Intentionality,
partnerships,
and investment

Catalytic projects are rarely accomplished by a single entity, program, or grant—they require a coordinated, cross-sector effort.

MARSHALL ST AND RIVERFRONT: AFTER





THANK YOU!