



Route 2 Overpass Study | Reconnecting Communities Pilot Program

Community Celebration

December 12, 2025



NORTH
ADAMS

ROSS

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.

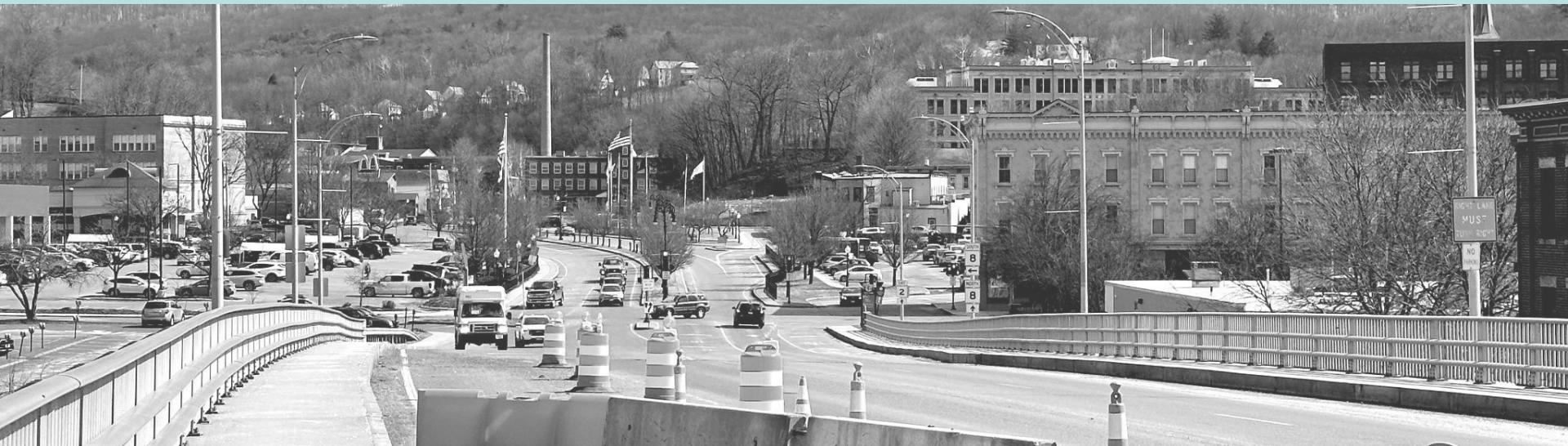
City awarded \$750,000 from federal government via Reconnecting Communities grant as part of a partnership with MASS MoCA and other local organizations

"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**."

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?

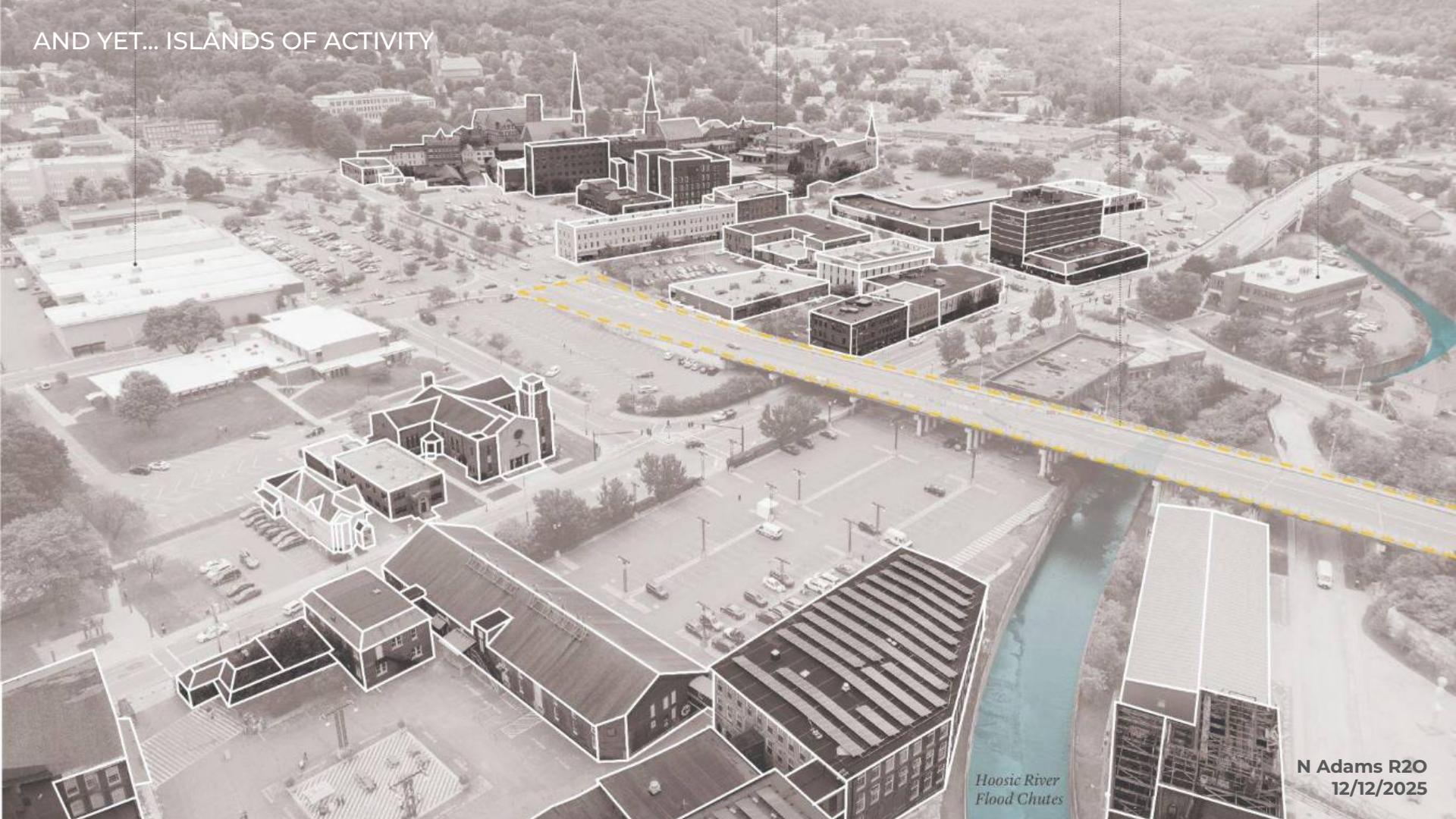


NORTH ADAMS!!



N Adams R2O
12/12/2025

AND YET... ISLANDS OF ACTIVITY



Hoosic River
Flood Chutes

N Adams R2O
12/12/2025

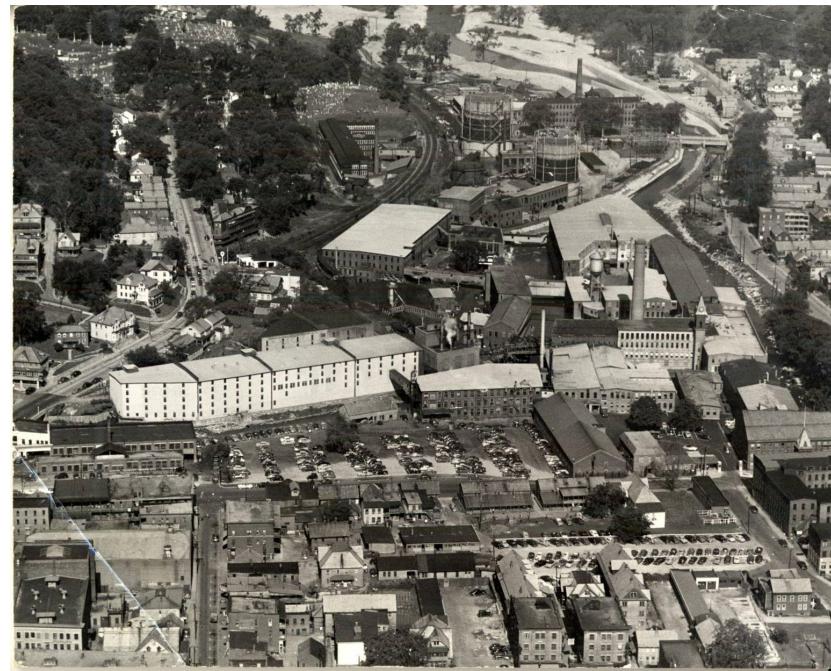
**“We want our city
back... We want
back what was
taken away”**

MASS MoCA

Main Street

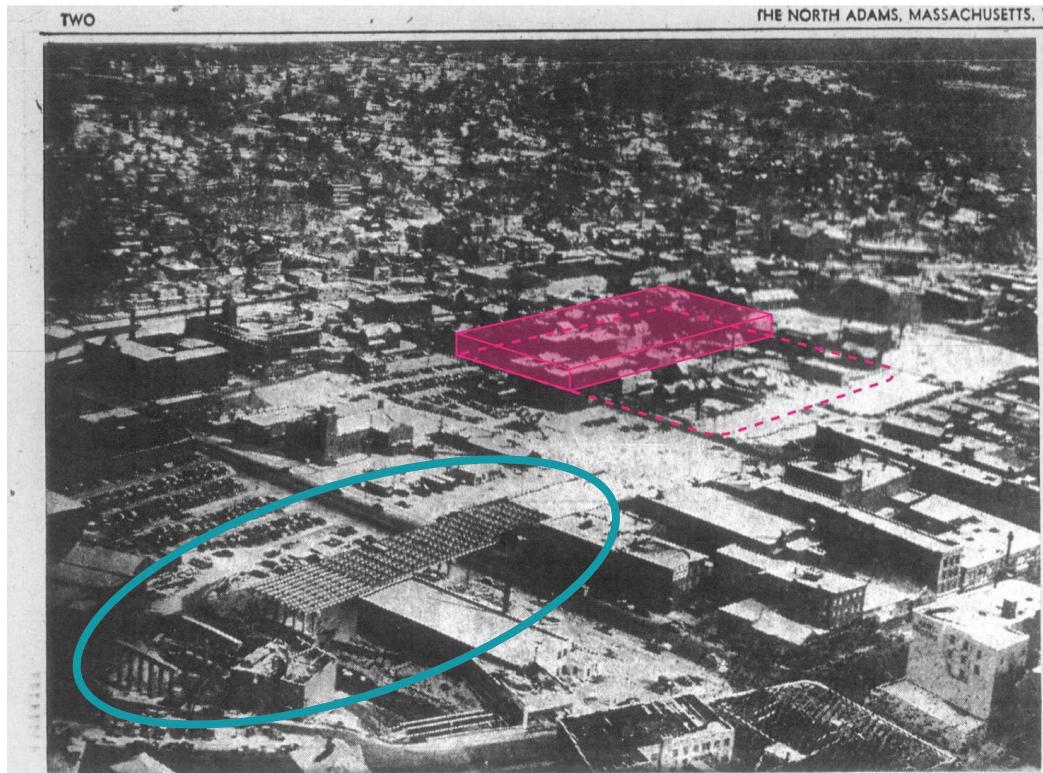
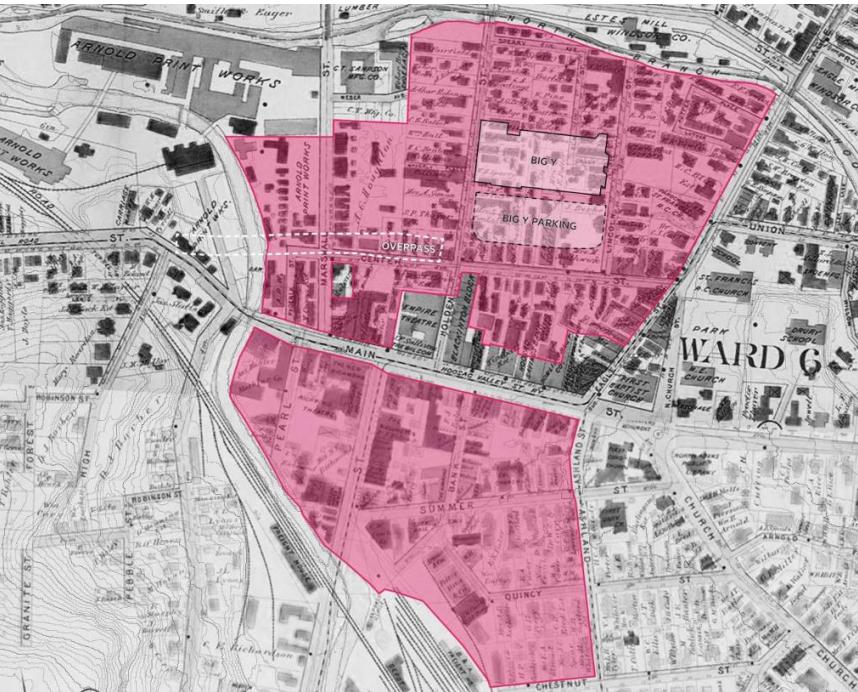
Eagle Street

HISTORIC NORTH ADAMS



N Adams R2O
12/12/2025

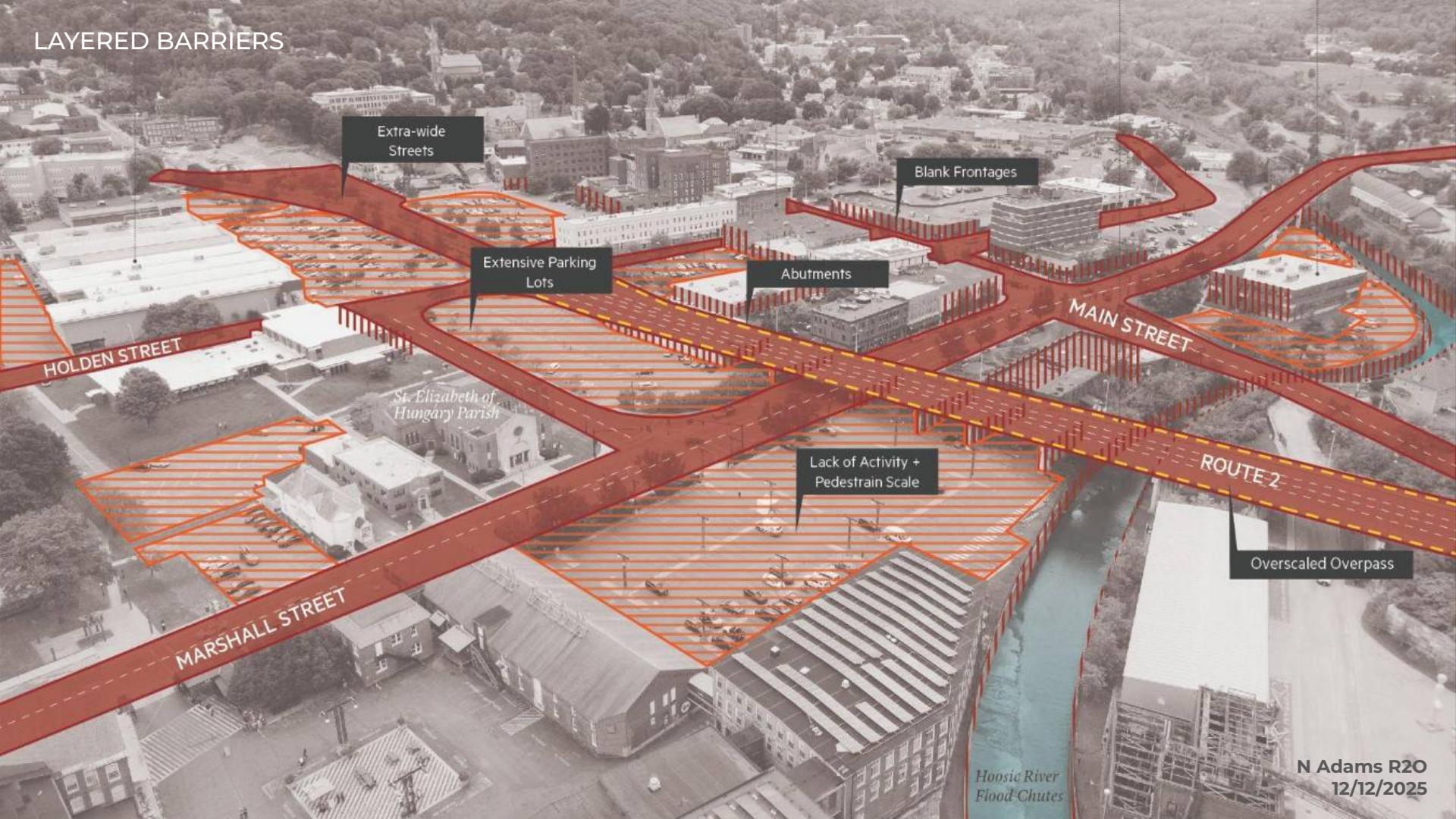
URBAN RENEWAL'S EFFECTS: DISCONTINUITY + ERASURE



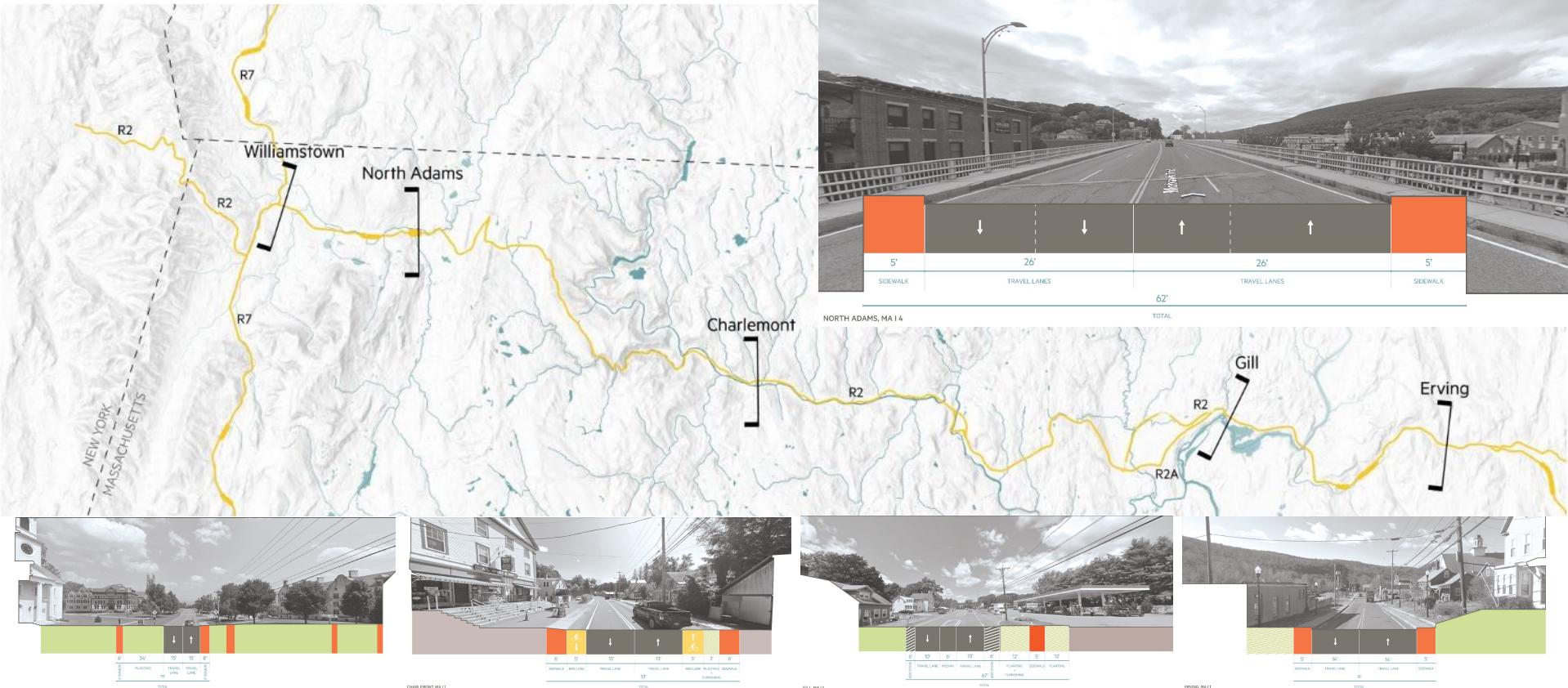
ARTERY ROUTE AND RENEWAL AREA—This striking aerial photo gives graphic view of route through heart of city cleared for east-west artery and of area to north of it that is to be redeveloped by city's urban renewal project. Phoenix Bridge, between Main and West Main Sts., is in bottom foreground. Above it is framework of ramp which will carry artery across Marshall St. (running diagonally across lower left section of photo) and Hoosac River's South branch to top of West Main St. Hill

(in lower left corner). At other end of artery route can be seen St. Francis Parish Hall on Eagle St., (at extreme right), and junction of Eagle and Union Sts. which artery will meet. Area between Marshall St. on west and Eagle St., on east, artery on south and Hoosac River North Branch on north will be cleared of virtually all buildings except St. Joseph's school, rear end of which are visible, and new St. Anthony's church property facing Marshall St.

LAYERED BARRIERS



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



N Adams R20
12/12/2025

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

4.6%



Bennington
RT 7



8.4%



Williamstown
RT 2



3.7%



Adams
Rt 8



5.7%



Troy NY
Rt 2



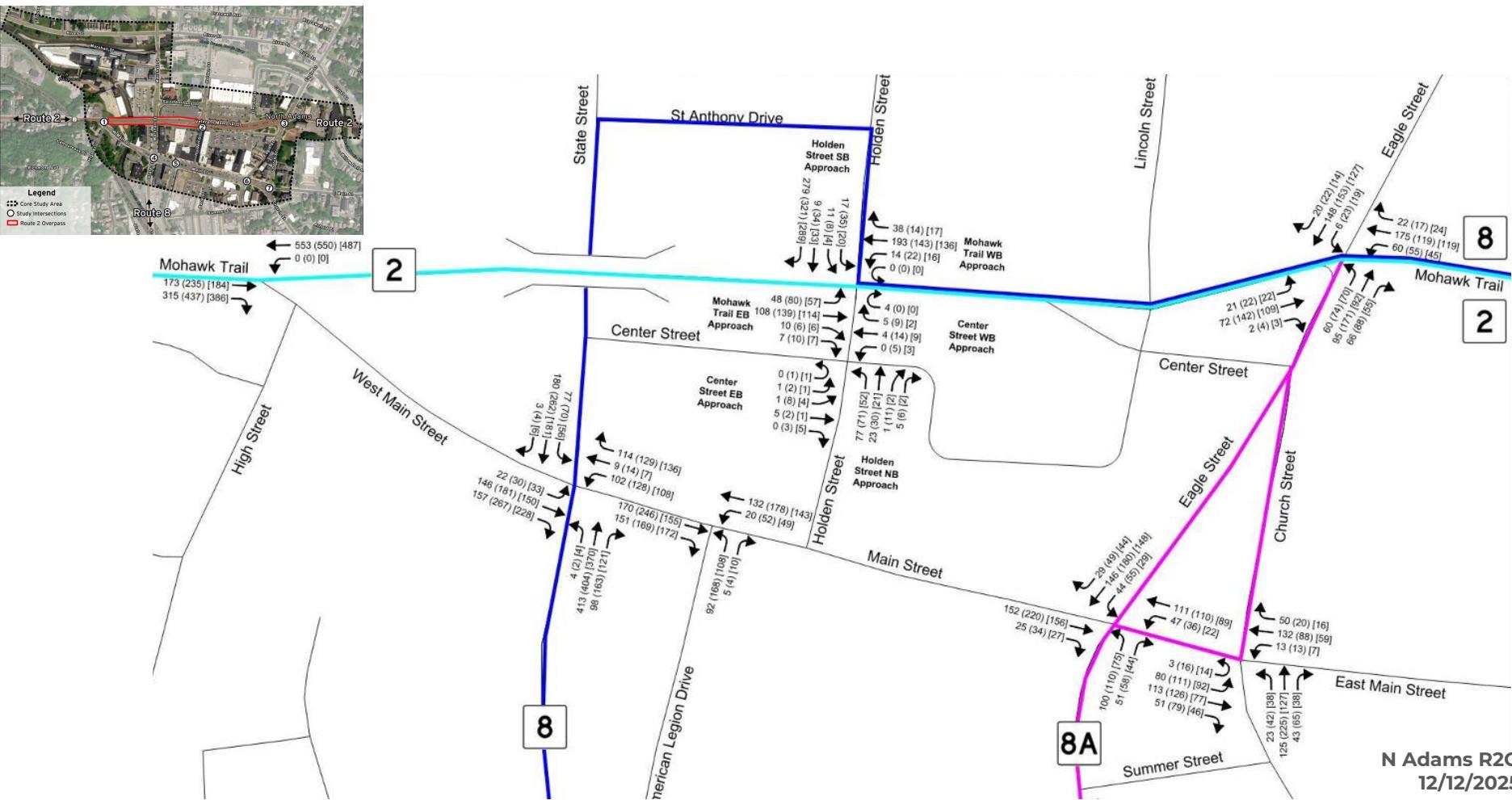
3.2%



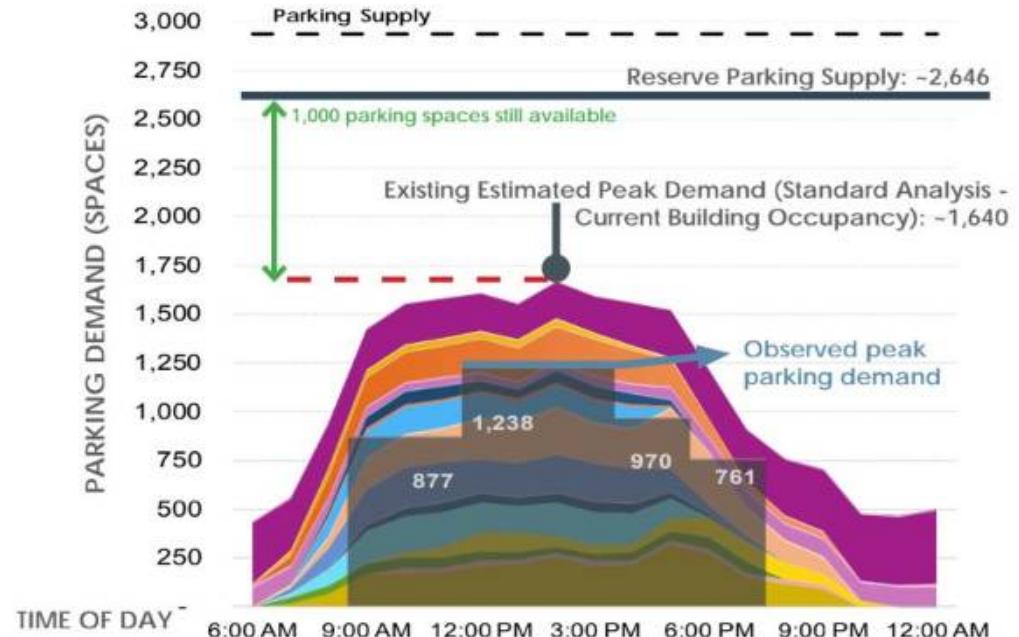
N Adams
Rt 2



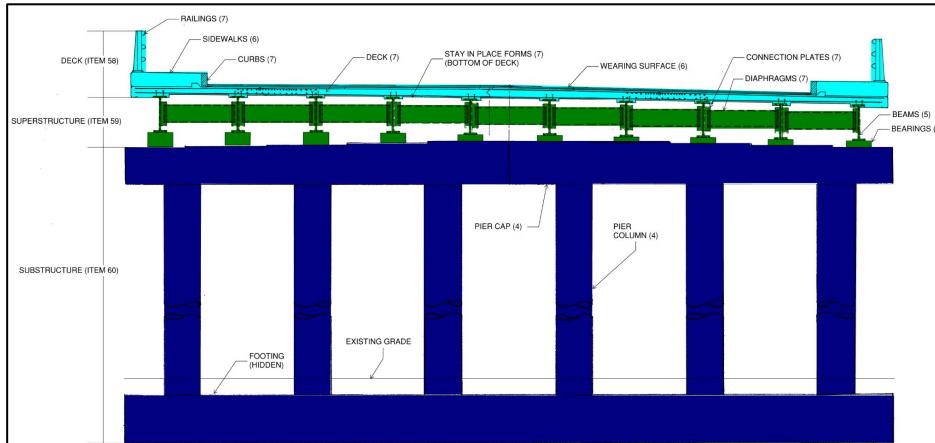
TRAFFIC ANALYSIS



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

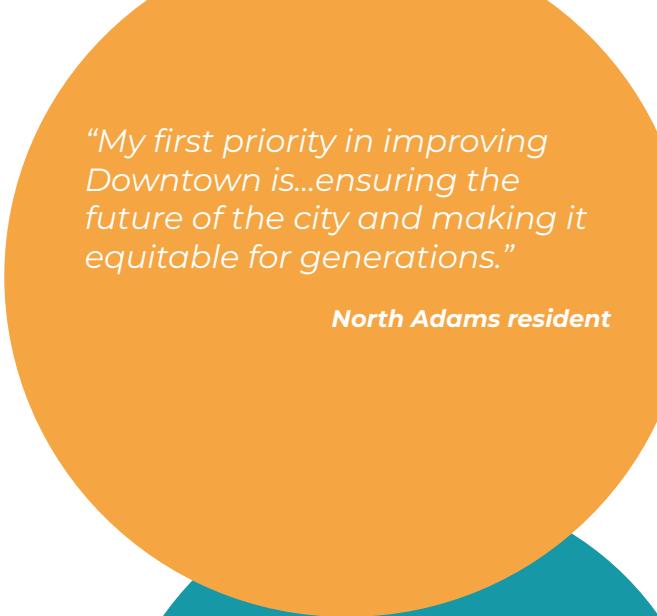
Flexible outdoor
spaces

Dedicated space
for cyclists

Increased time
for crossing busy
intersections

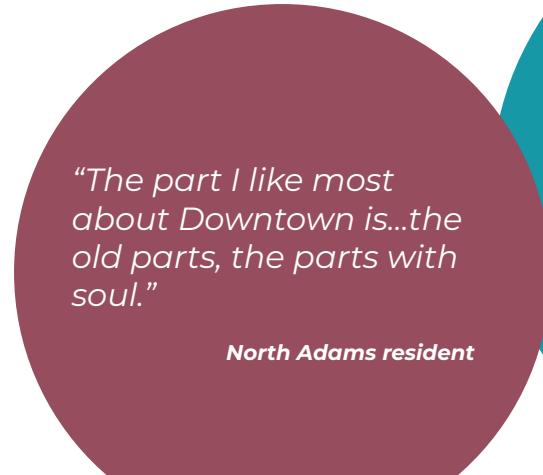
... a community united in reimagining downtown: walkable, vibrant, + full of opportunity

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



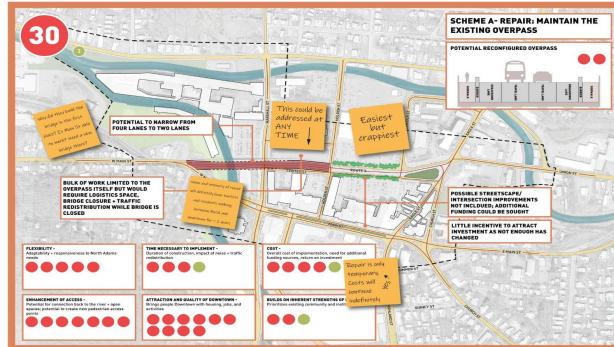
“I came to this event because...I care about the division the overpass creates in our community.”

North Adams resident

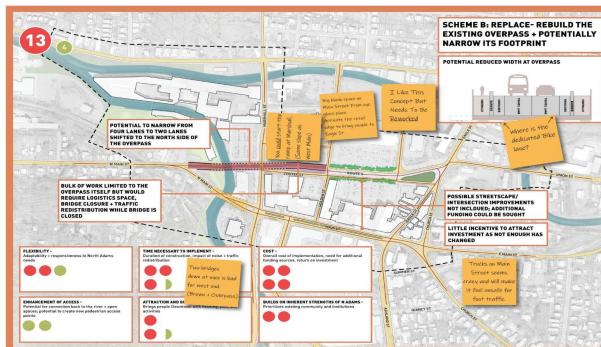
There is overwhelming public support to take down the overpass

- 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...

REPAIR 3 v 30

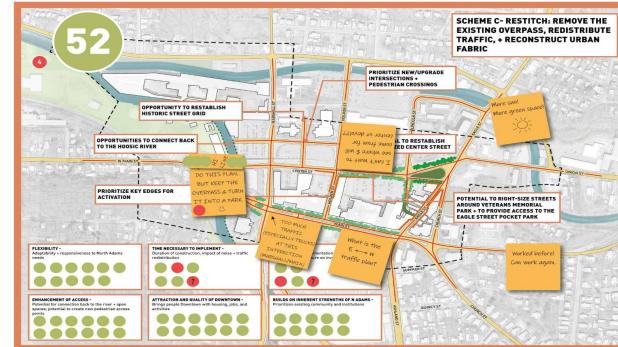


REPLACE 4 v 13



REMOVE RE-STITCH

52 v 3



PRELIMINARY APPROACHES FOR RECOMMENDATION



REPAIR



REPLACE



REMOVE / RE-STITCH



RECOMMENDATION

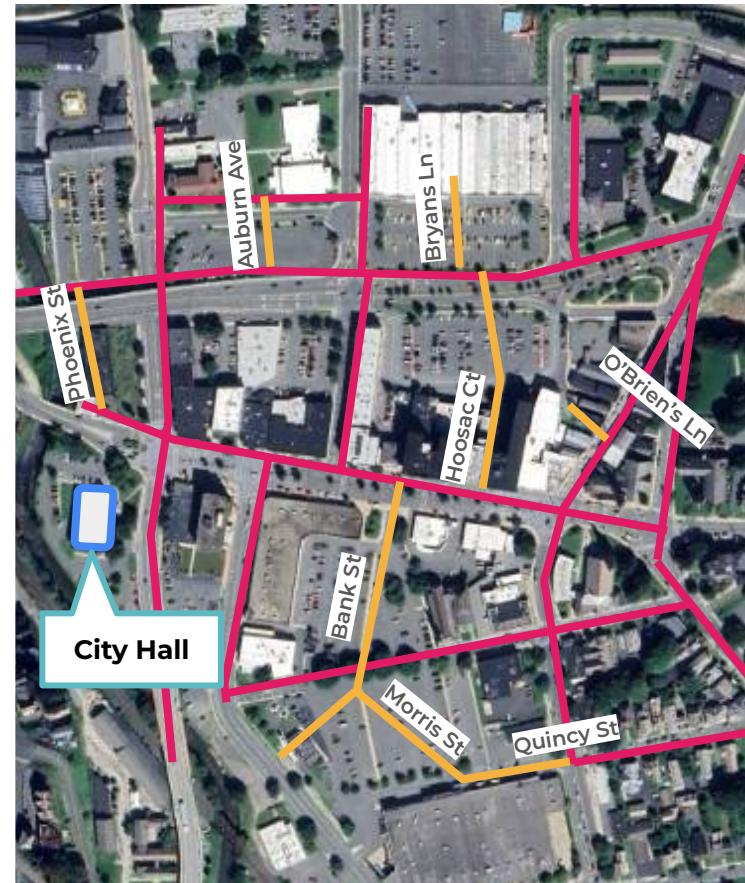
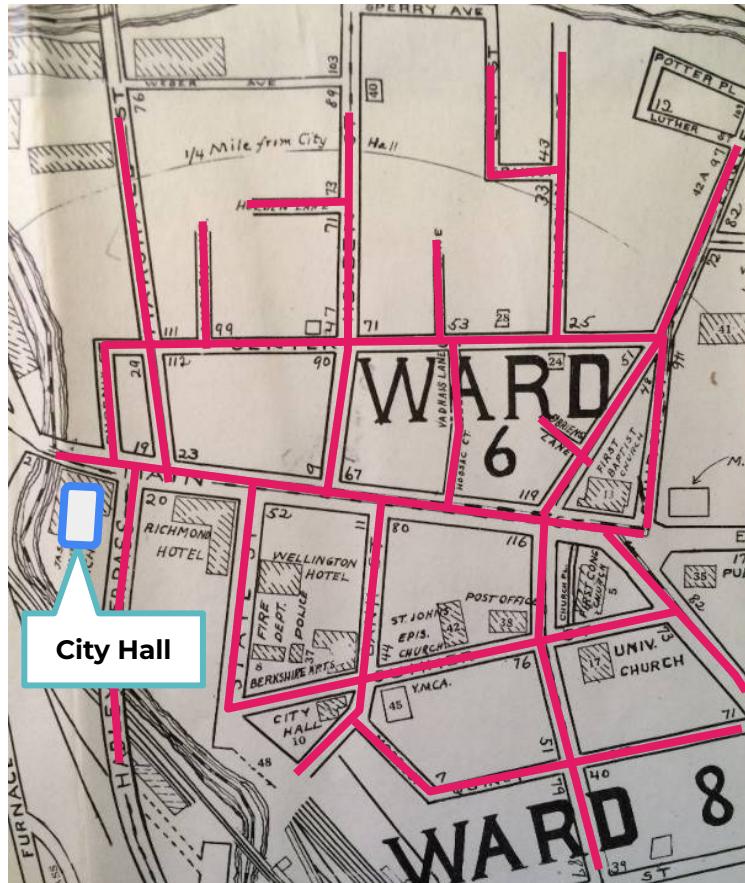
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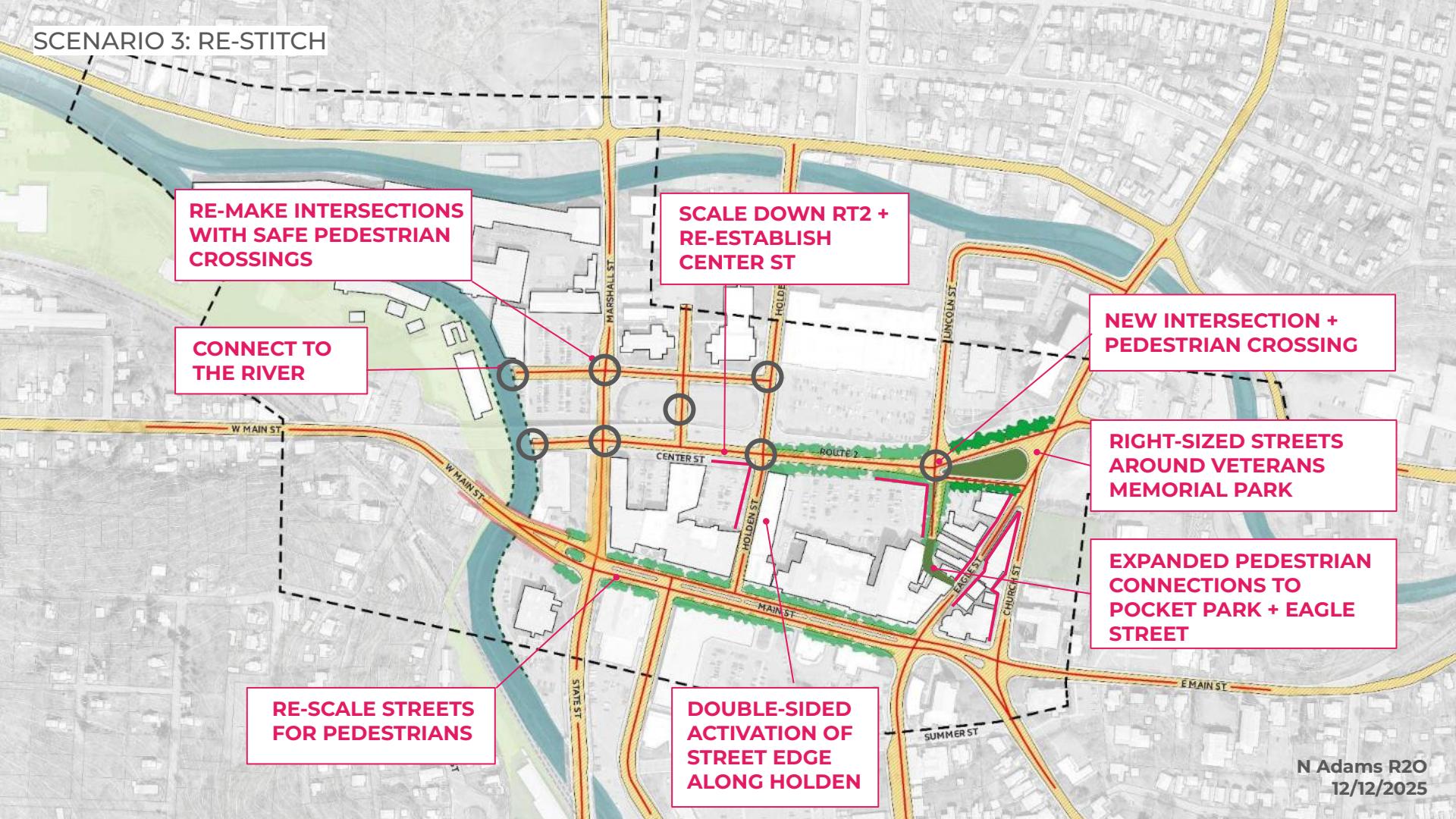
TAKE THE OVERPASS DOWN!

Photo by Mike Belleme

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

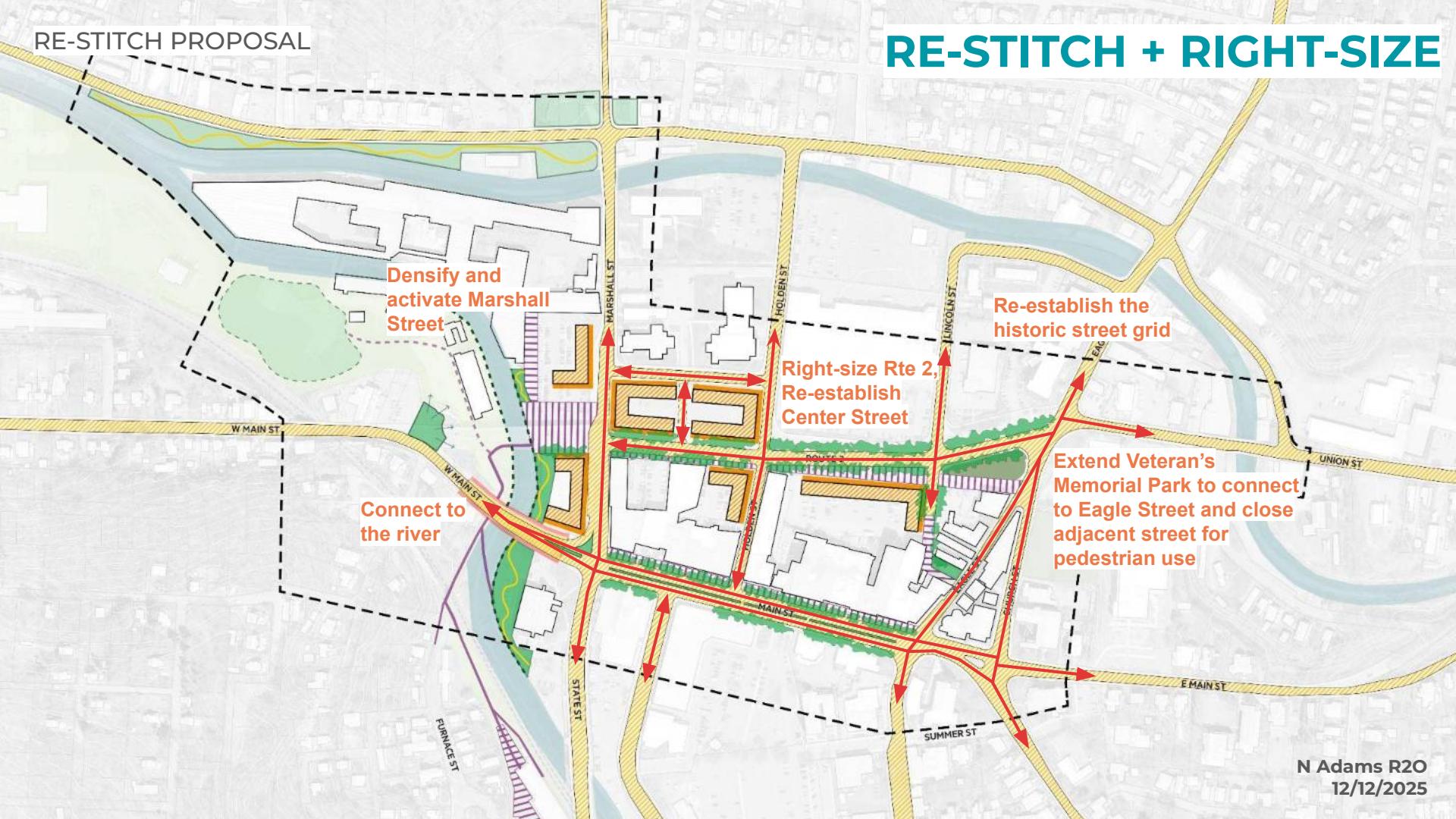


SCENARIO 3: RE-STITCH



RE-STITCH PROPOSAL

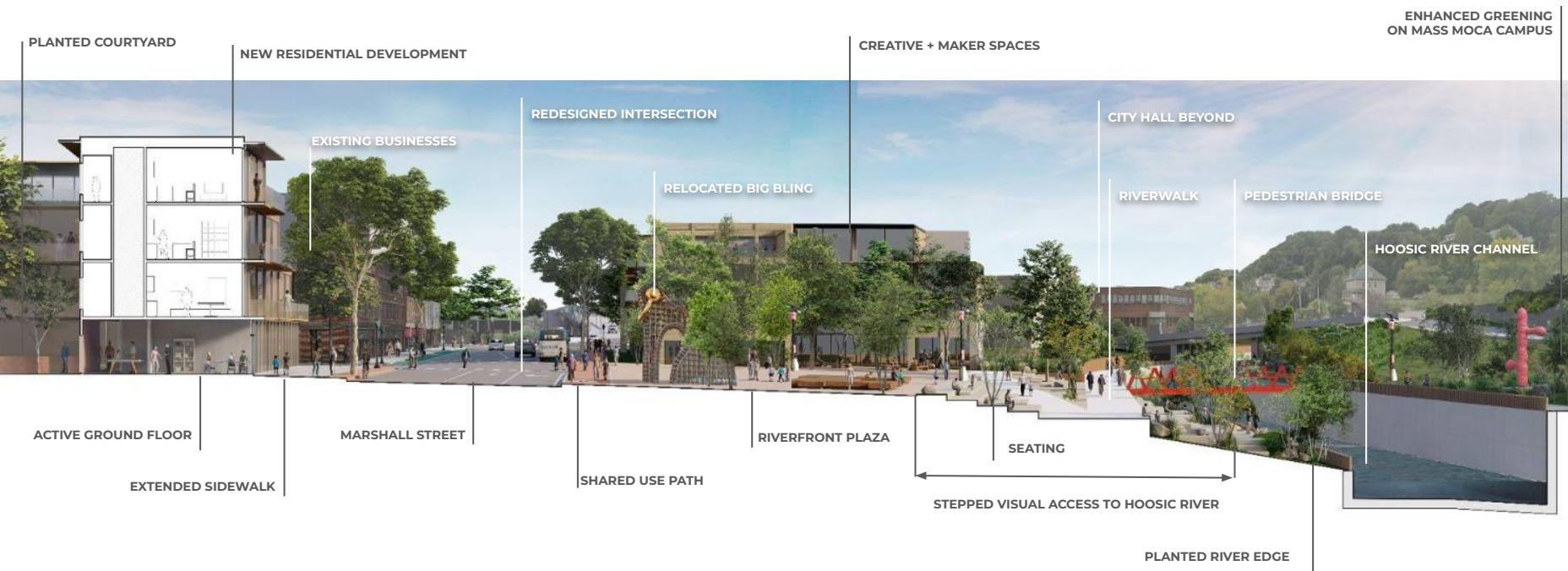
RE-STITCH + RIGHT-SIZE



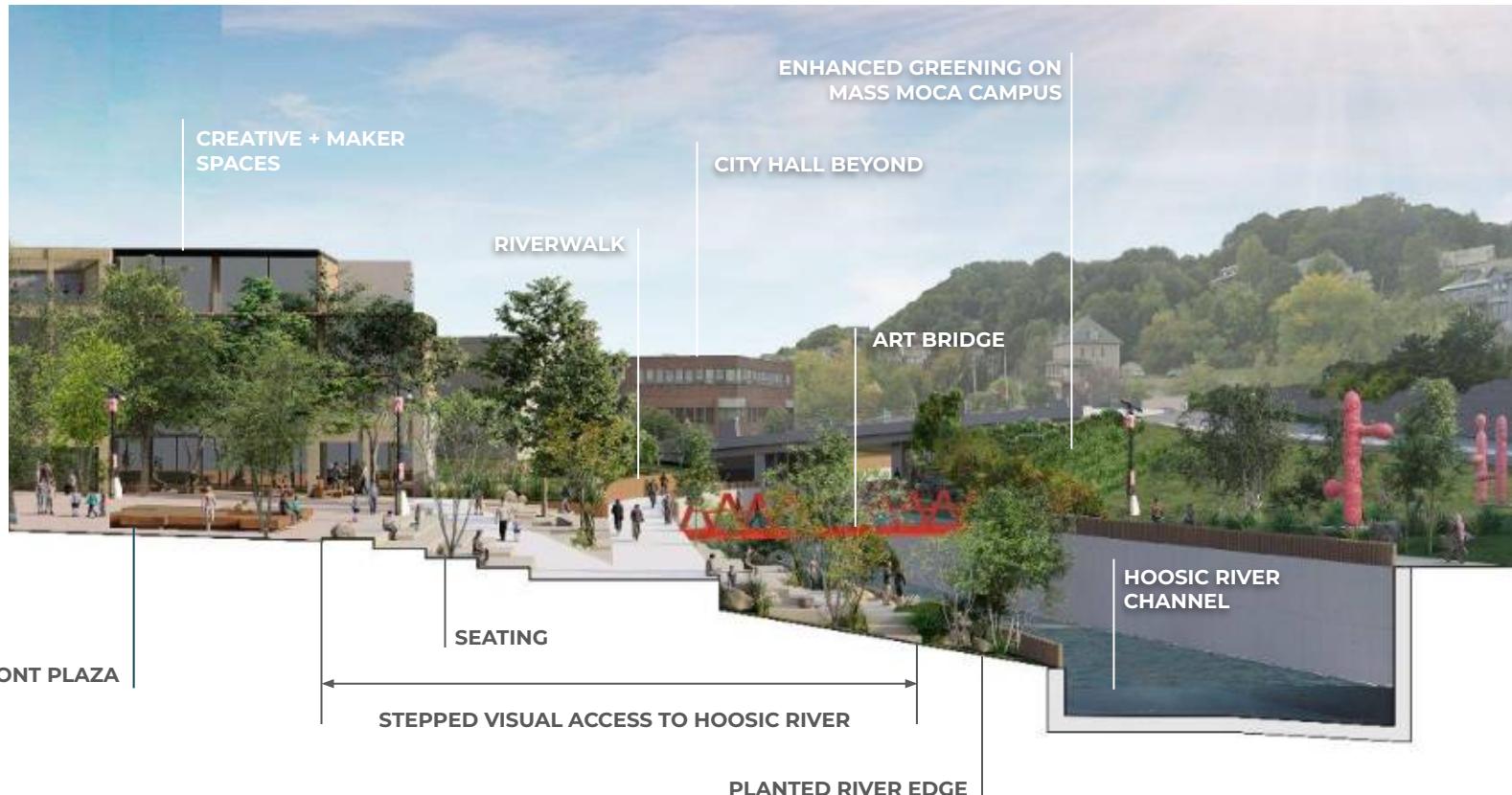
MARSHALL ST AND RIVERFRONT: BEFORE



MARSHALL ST AND RIVERFRONT: AFTER



MARSHALL ST RIVERFRONT: AFTER



CENTER STREET/ RT 2: BEFORE



CENTER STREET/ RT 2: AFTER

RENOVATED EXISTING
BUILDING



EXTENDED SIDEWALK

SEPARATED
BIKE PATH

RIVERFRONT PLAZA WITH
RELOCATED PUBLIC ART

ART BRIDGE TO MASS
MOCA + JOE'S
FIELD BEYOND

DOWNTOWN
OVERLOOK

ACTIVE ROOF
DECKS

NEW RESIDENTIAL DEVELOPMENT



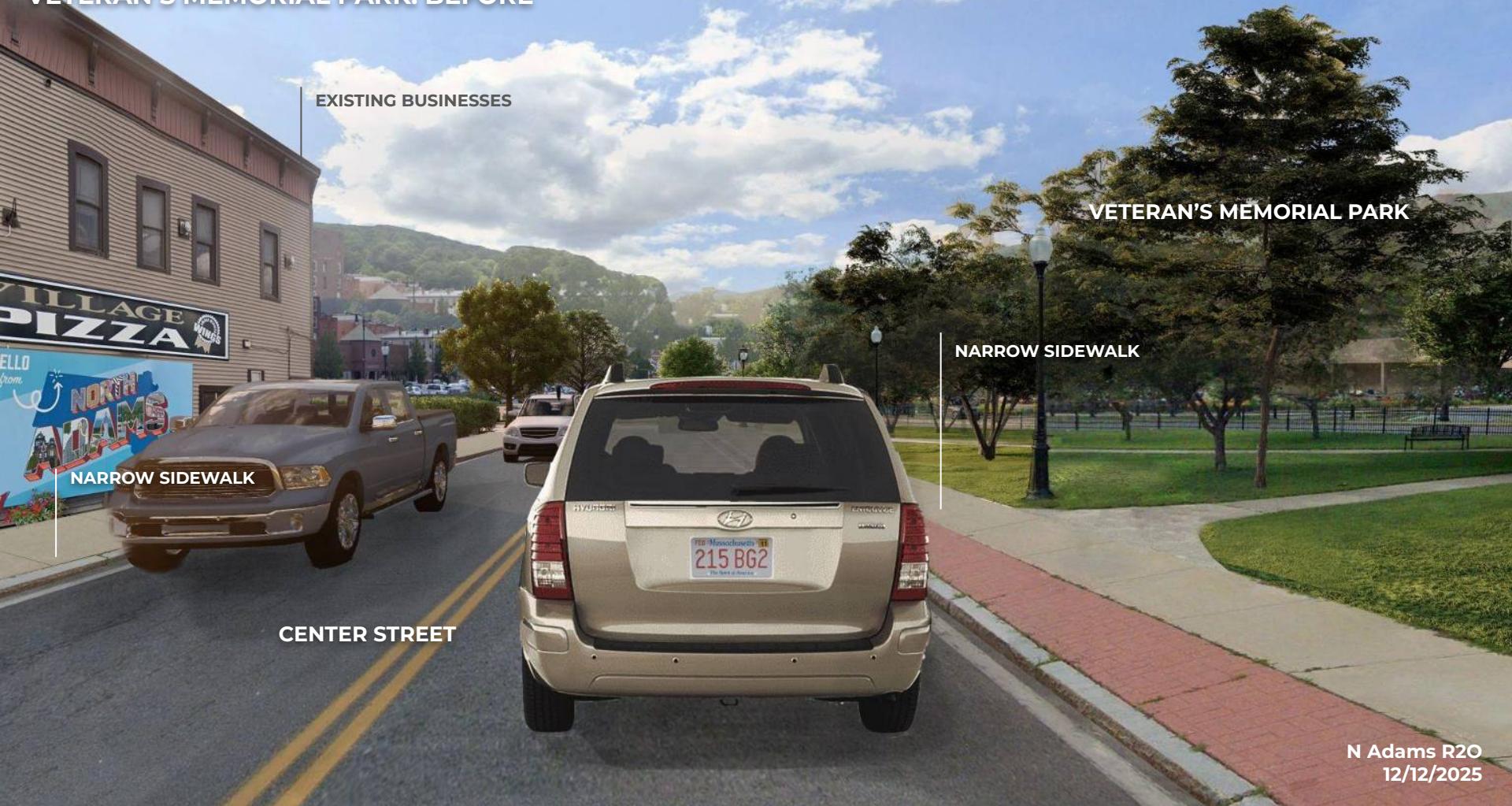
EXTENDED
SIDEWALK

RECONSOLIDATED/ RIGHT-SIZED
CENTER STREET/ RT 2

ACTIVE STREET FRONT

N Adams R2O
12/12/2025

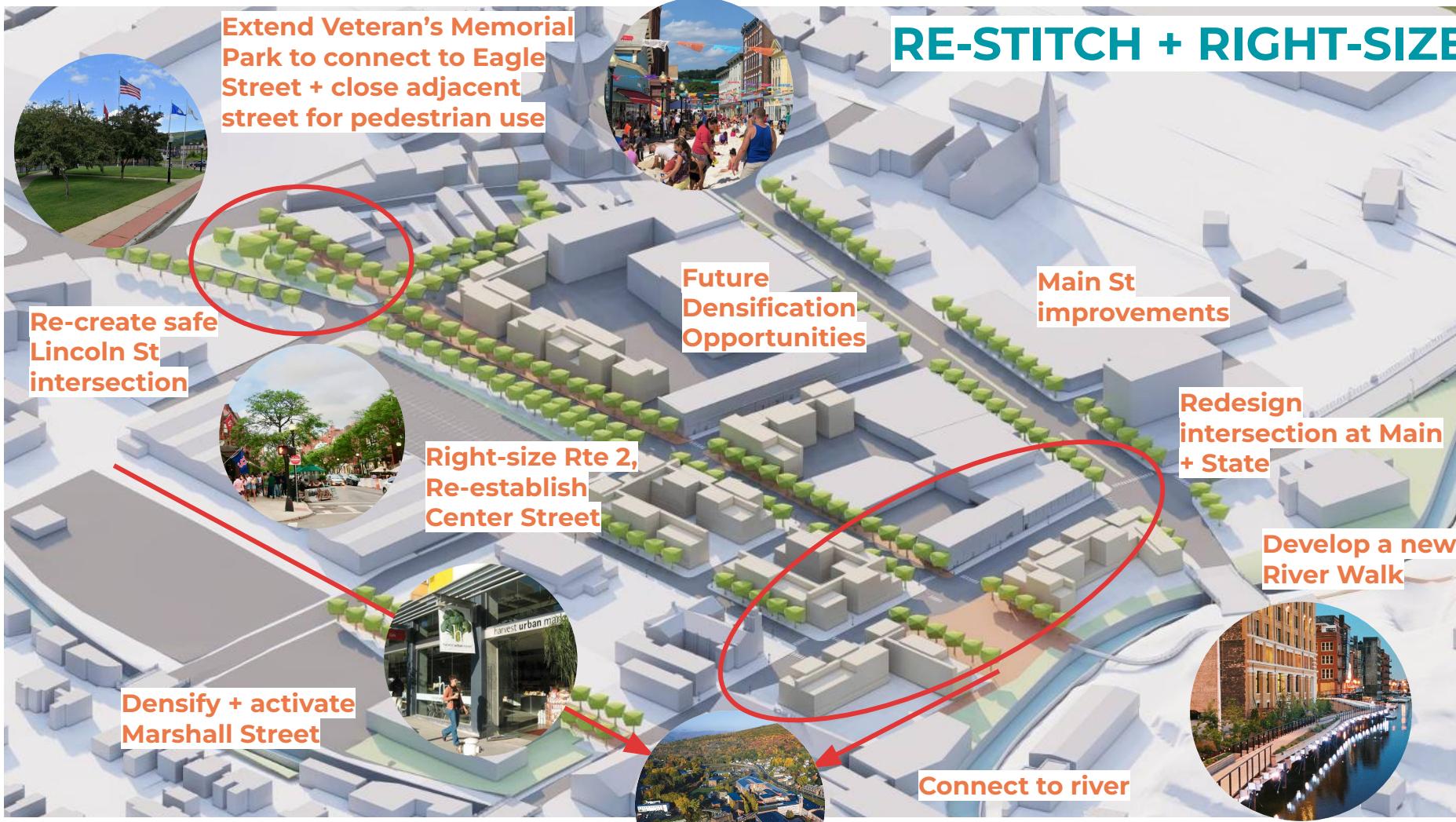
VETERAN'S MEMORIAL PARK: BEFORE



VETERAN'S MEMORIAL PARK: AFTER



RE-STITCH + RIGHT-SIZE



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

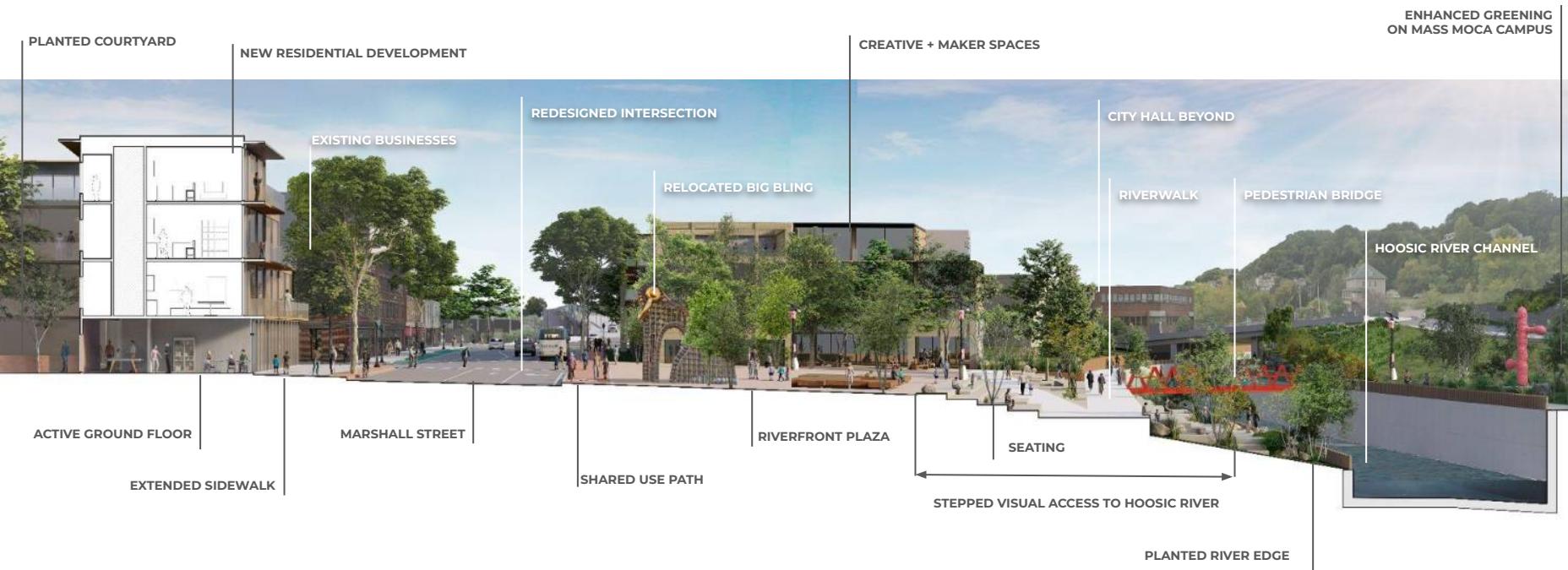
Connection to place

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!

Photo by Mike Belleme