

HIGHWAY AS ENVIRONMENT

IMAGE 1 - Cover with Site Locations *(The Strip Studio Site was among the targets for investigation)*

**IMAGE 2 - Project Participants
and**

IMAGE 3 - Scope of Study *(outline the overall goals for the impact of Roadway design)*

IMAGE 4 - selected Case Study *(a neighborhood where I lived while at Yale)*

IMAGE 5 - simulated Gantry Images *(further to the area near where I lived)*

IMAGE 6 - Street Improvements *(ditto to IMAGE 5)*

IMAGE 7 - inflatable tent for modelling simulations

IMAGE 8 - gantry modelling details

IMAGE 9 - camera full frontal

IMAGE 10 - camera side views

The Study was an “breather” between Studios, an opportunity for monetary stipend, as well as one to apply architectural skills along with the Project PI (an architect). The ‘visualization’ paradigm as a means to demonstrate the scenarios was no doubt in part driven by Kevin Lynch’s book “The View from the Road”. At a time when digital visualization and animation was not available, the Gantry and camera setup to ‘stop frame’ video recording, in which a large physical model was set up in an inflatable tent was a ‘state-of-the-art’ simulation. The relationship to my “Strip Studio” and my having taken CP courses in Traffic Engineering and Commercial Development were reasons why I was hired. Also, I was involved in PERSPECTA 11 as Associate Editor, and prepared to take on PERSPECTA 12 as Editor, while simultaneously doing Thesis

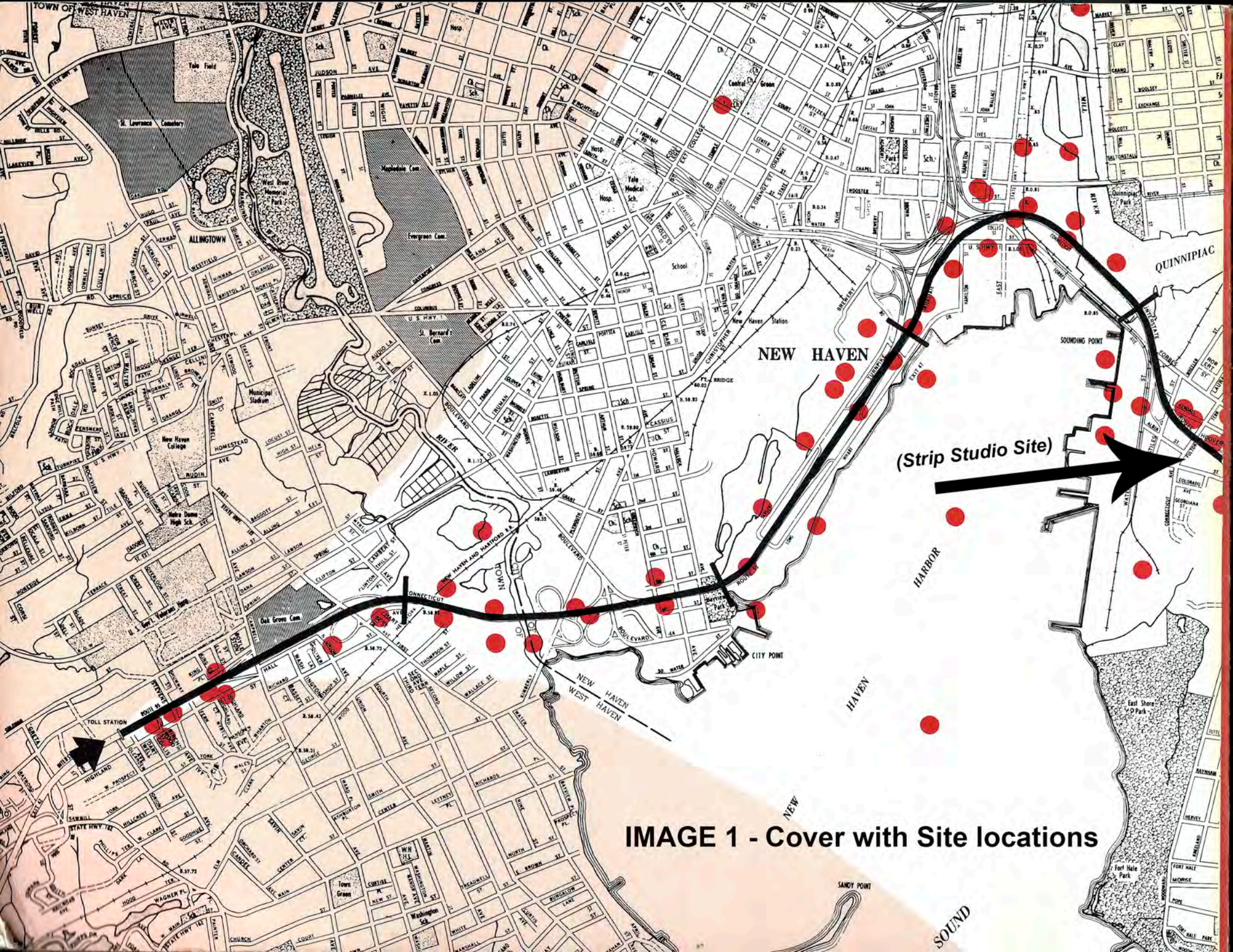


IMAGE 1 - Cover with Site locations

HIGHWAY AS ENVIRONMENT

YALE UNIVERSITY, DEPARTMENT OF CITY PLANNING, HIGHWAY RESEARCH TEAM

Prepared in cooperation with the U.S. Department of Transportation, Federal Highway Administration, and the Connecticut Department of Transportation, Bureau of Highways.

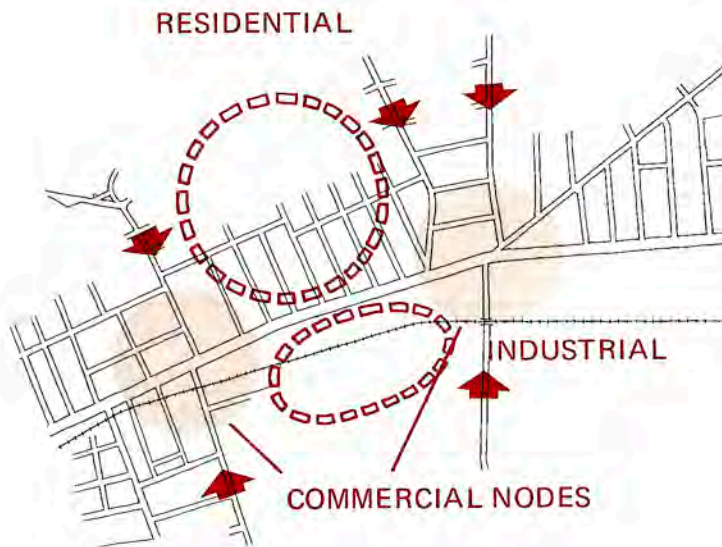
The opinions, findings and conclusions in this report are those of the research team and not necessarily those of the Connecticut Department of Transportation or the Federal Highway Administration.

IMAGE 2 - Project Participants

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IMAGE 4 - selected Case Study



GENERAL STRATEGY FOR FUTURE CHANGE IN THE DIXWELL AVENUE STUDY AREA.

Intensive development with stores and office buildings would be encouraged at the two major street intersections: Five Corners and Morse-Arch. Between these two commercial nodes Dixwell Avenue would serve as a divider between residential and limited industrial development.

All photographs in this section are from model

STAGE 1 PUT ALL UTILITY LINES UNDERGROUND

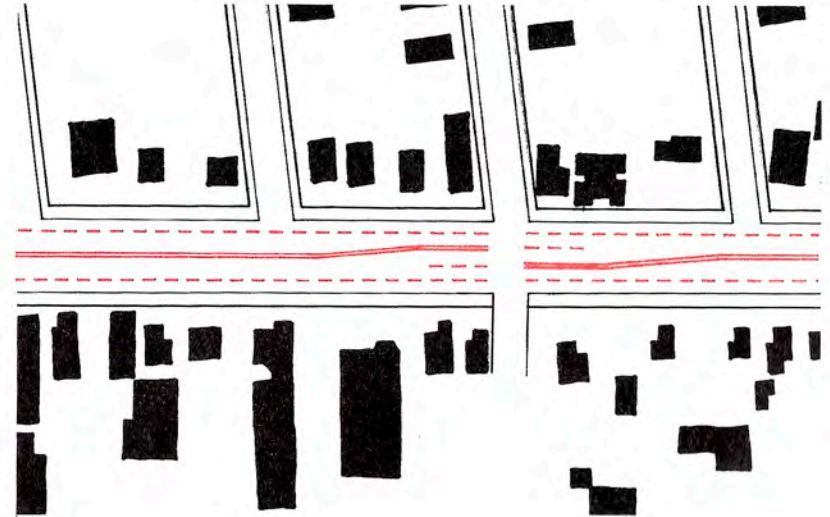
BEFORE



AFTER



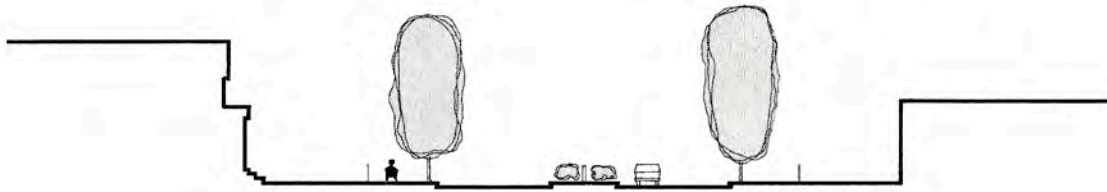
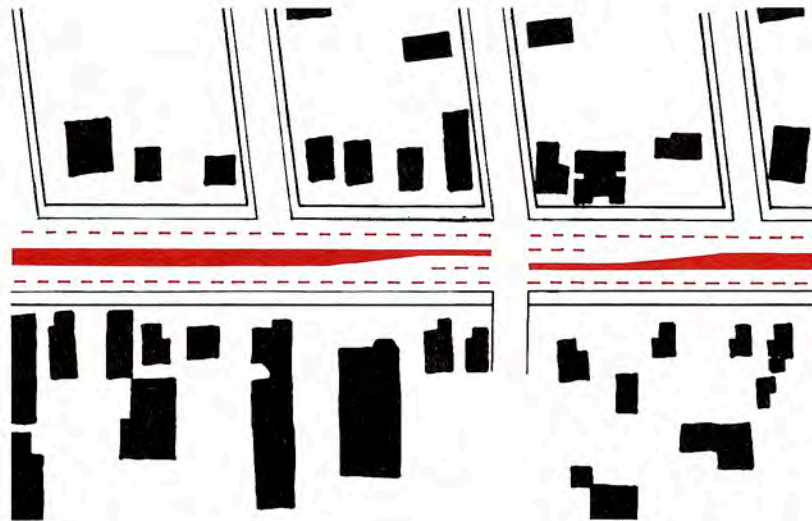
STAGE 2 PAINT LEFT-TURN LANES TO IMPROVE TRAFFIC FLOW



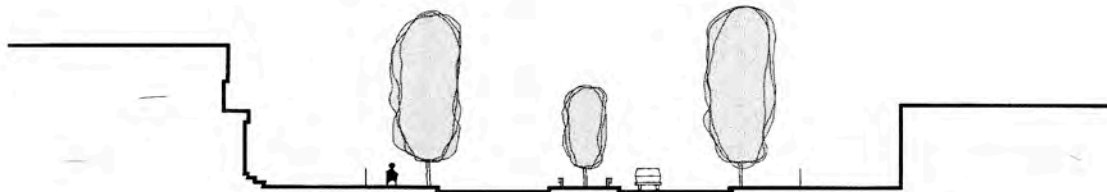
DIXWELL AVENUE – REDEVELOPMENT STAGES

IMAGE 5 - simulated Gantry images

STAGE 4 CHANGE TO 15 FT. WIDE MEDIAN BARRIER



this could accommodate a chain link safety fence concealed by shrubs . . .



or a line of trees shielded by guard rails . . .

(continued on following page)

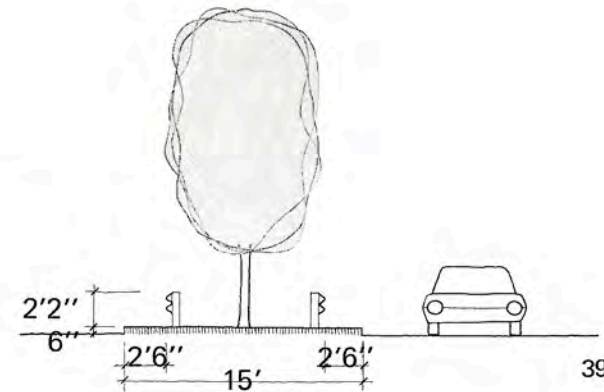
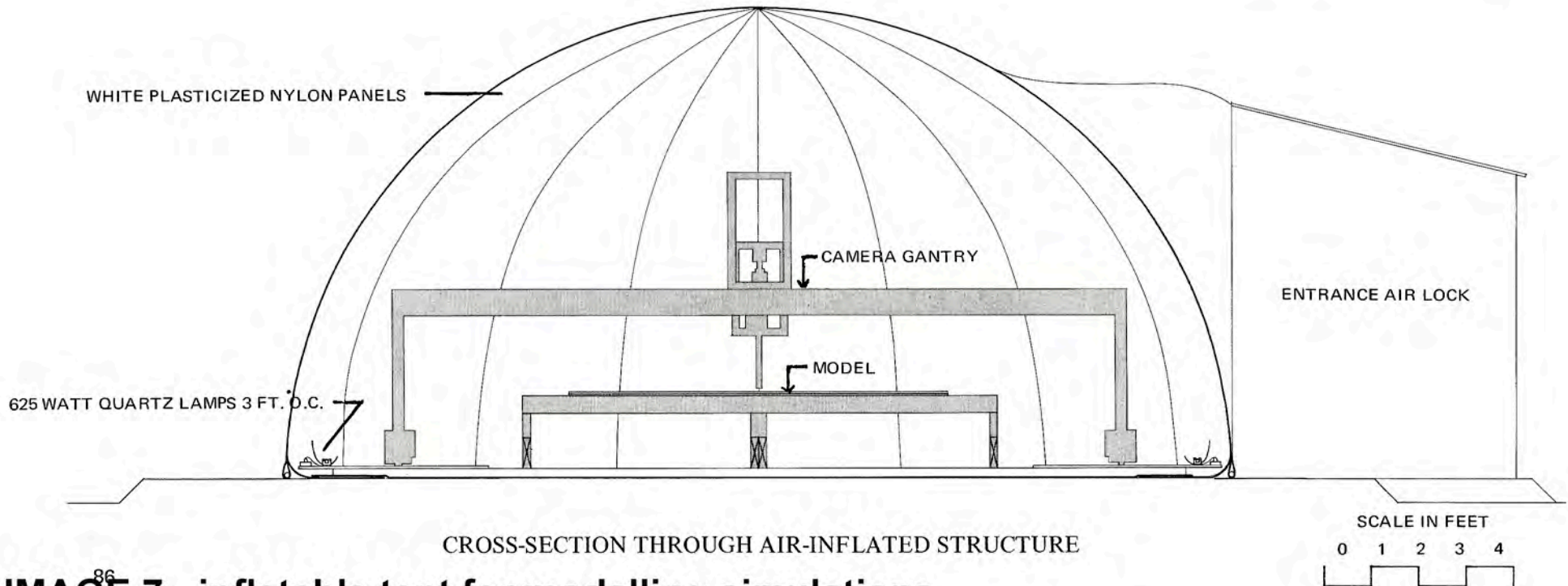
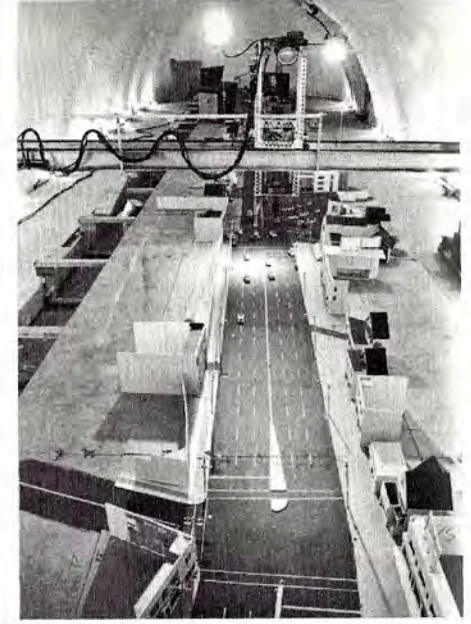


IMAGE 6 - Street improvements



Air-inflated structure of plasticized white nylon housed the camera gantry and models. Illuminated by quartz lights at the junction of floor and wall-roof, this structure provided an excellent cyclorama background for photography. The models were set on a low platform spanned by the camera gantry. Movement of the latter was controlled by a standard steering wheel and accelerator.

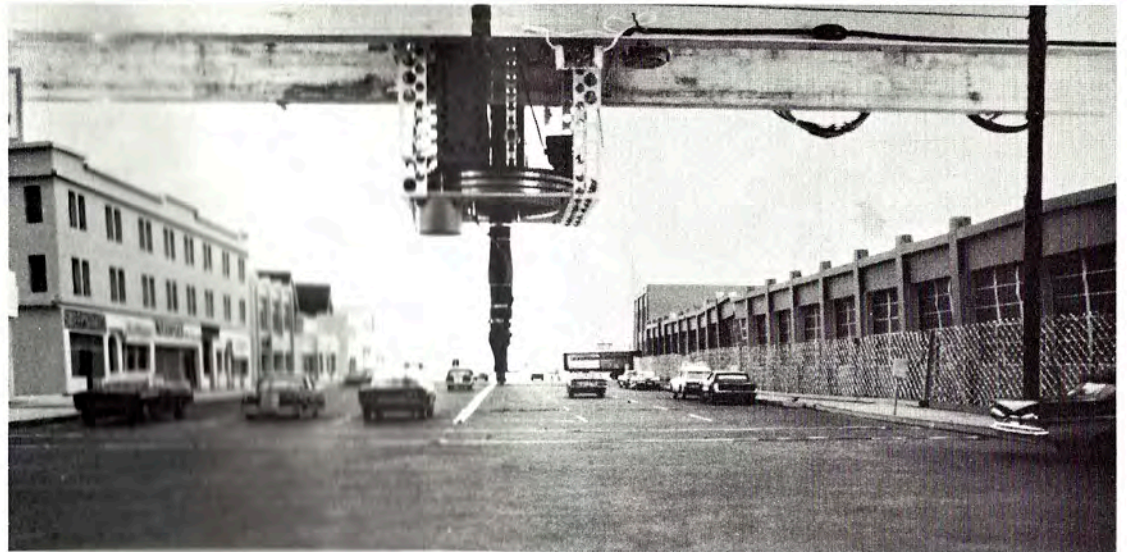


⁸⁶
IMAGE 7 - inflatable tent for modelling simulations

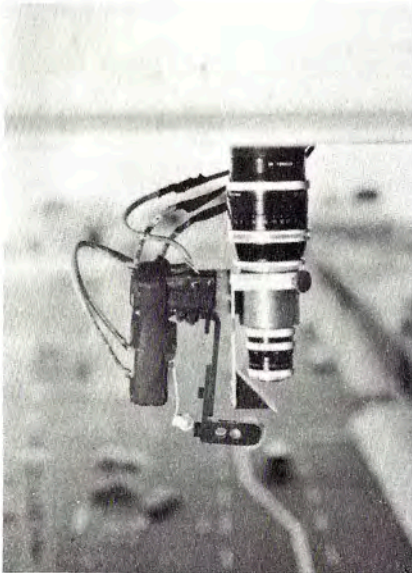
IMAGE 8 - Gantry modelling details



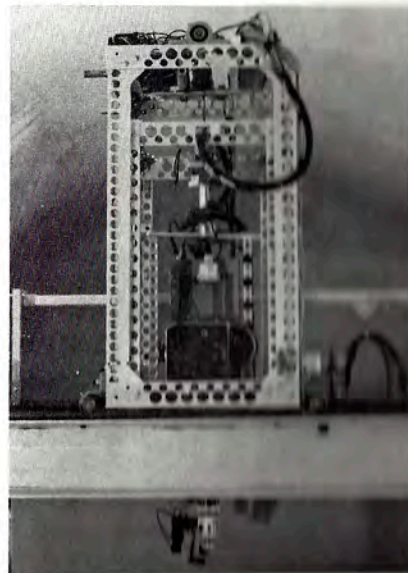
For preliminary design judgments viewing the model through a "Modelscope" was found helpful.



Camera gantry in action, seen at model street level. Camera movement was controlled by standard auto steering wheel and accelerator pedal. The TV monitor screen shows the motorist's view as he drives along the model street, so this equipment could be used as a driving simulator.



Periscope lens



Camera cage



IMAGE 9 - camera full frontal

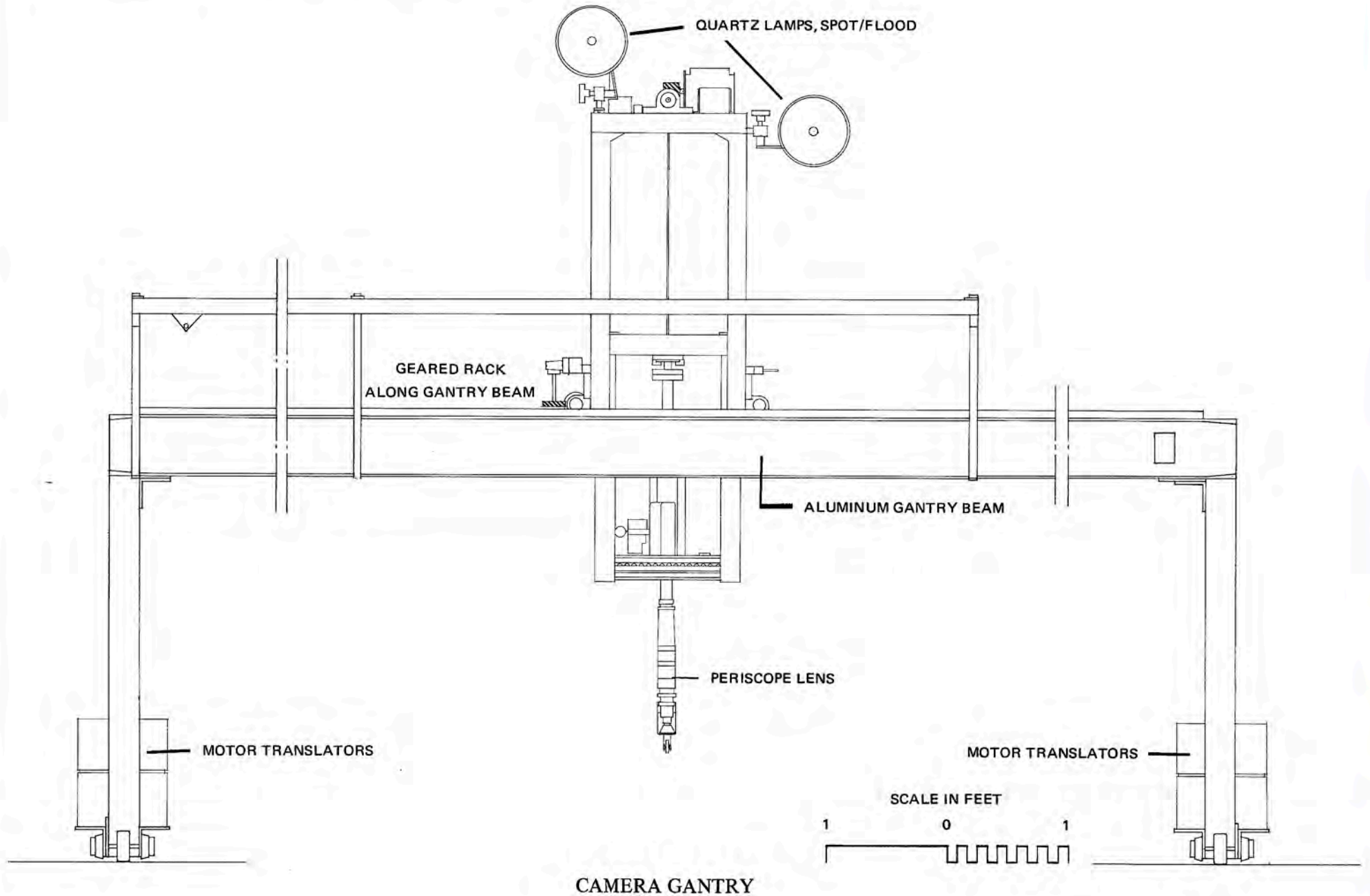
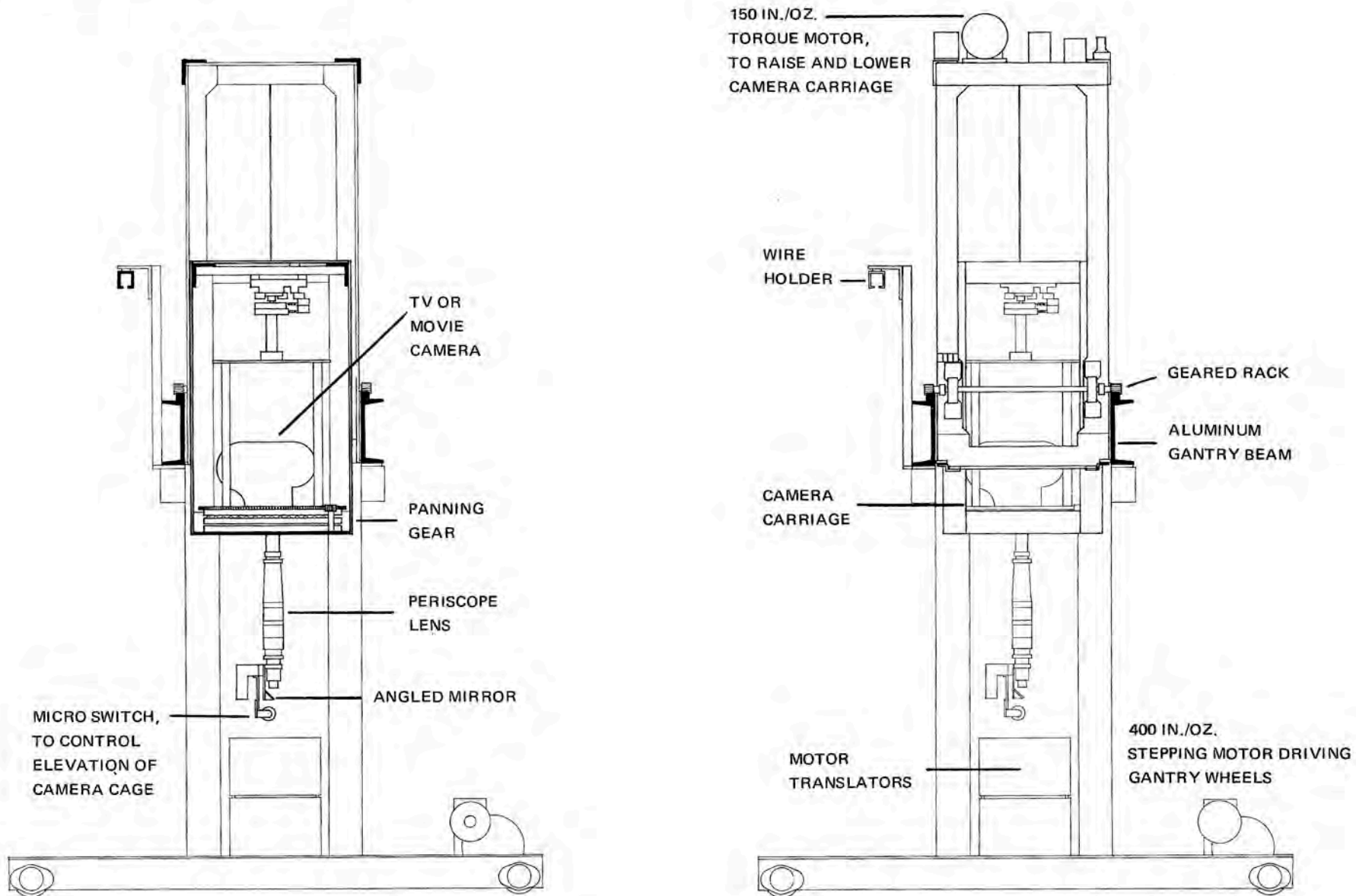


IMAGE 10 - camera side views



CROSS-SECTIONS THROUGH CAMERA GANTRY



HIGHWAY AS ENVIRONMENT

conference one: environment for commerce
april 28 1967 yale university
in the school of art and architecture

morning session 10-12:30 lunch 12:30-2 afternoon session 2-4

sponsored by the department of city planning as part of a research project commissioned by the connecticut state highway department and approved by the united states department of commerce, bureau of public roads, in washington