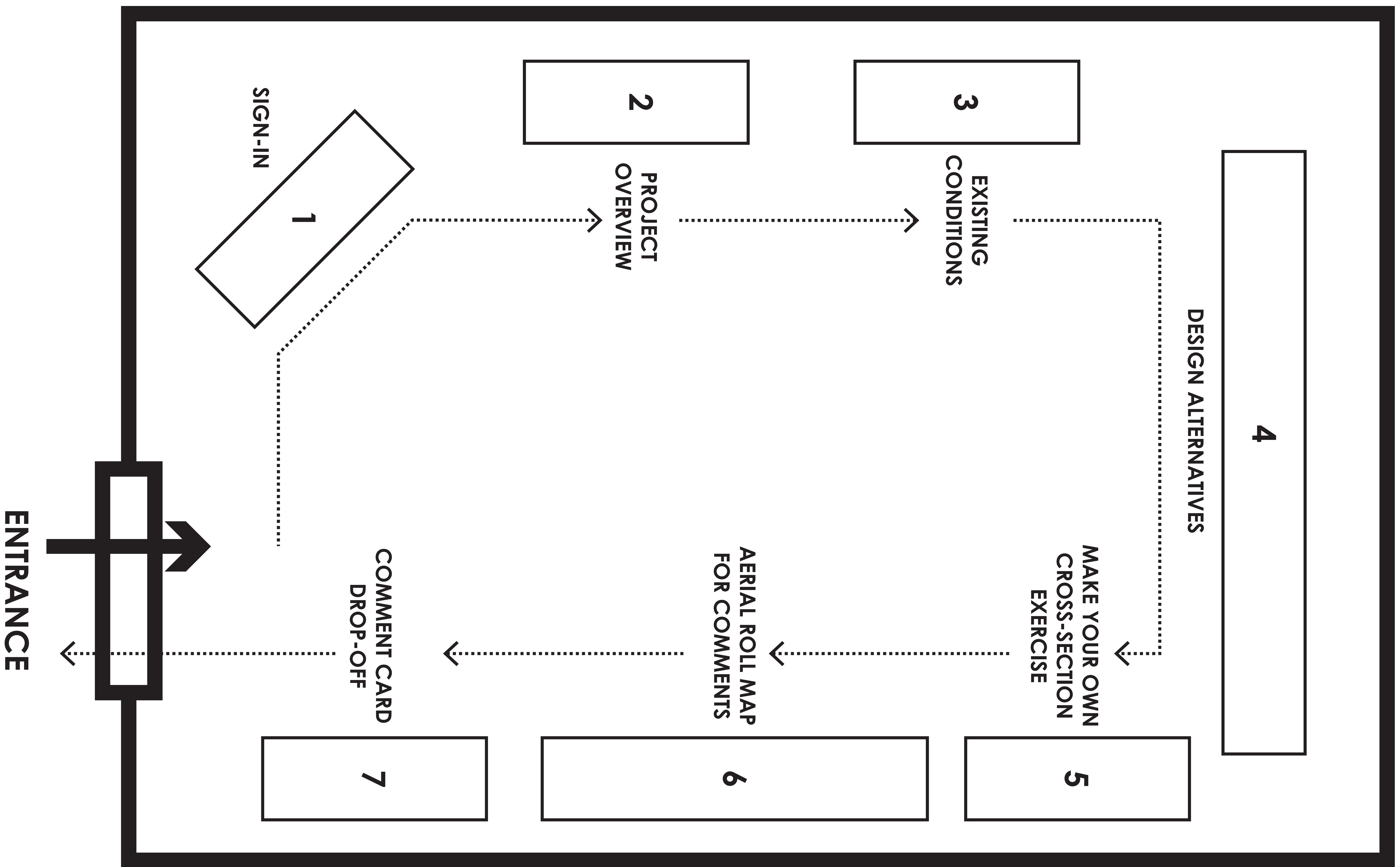


CITY OF PITTSFIELD

**NORTH STREET CORRIDOR STUDY
PUBLIC OPEN HOUSE**

**WEDNESDAY, APRIL 9, 2025
4:00 PM - 7:00 PM**

MEETING LAYOUT

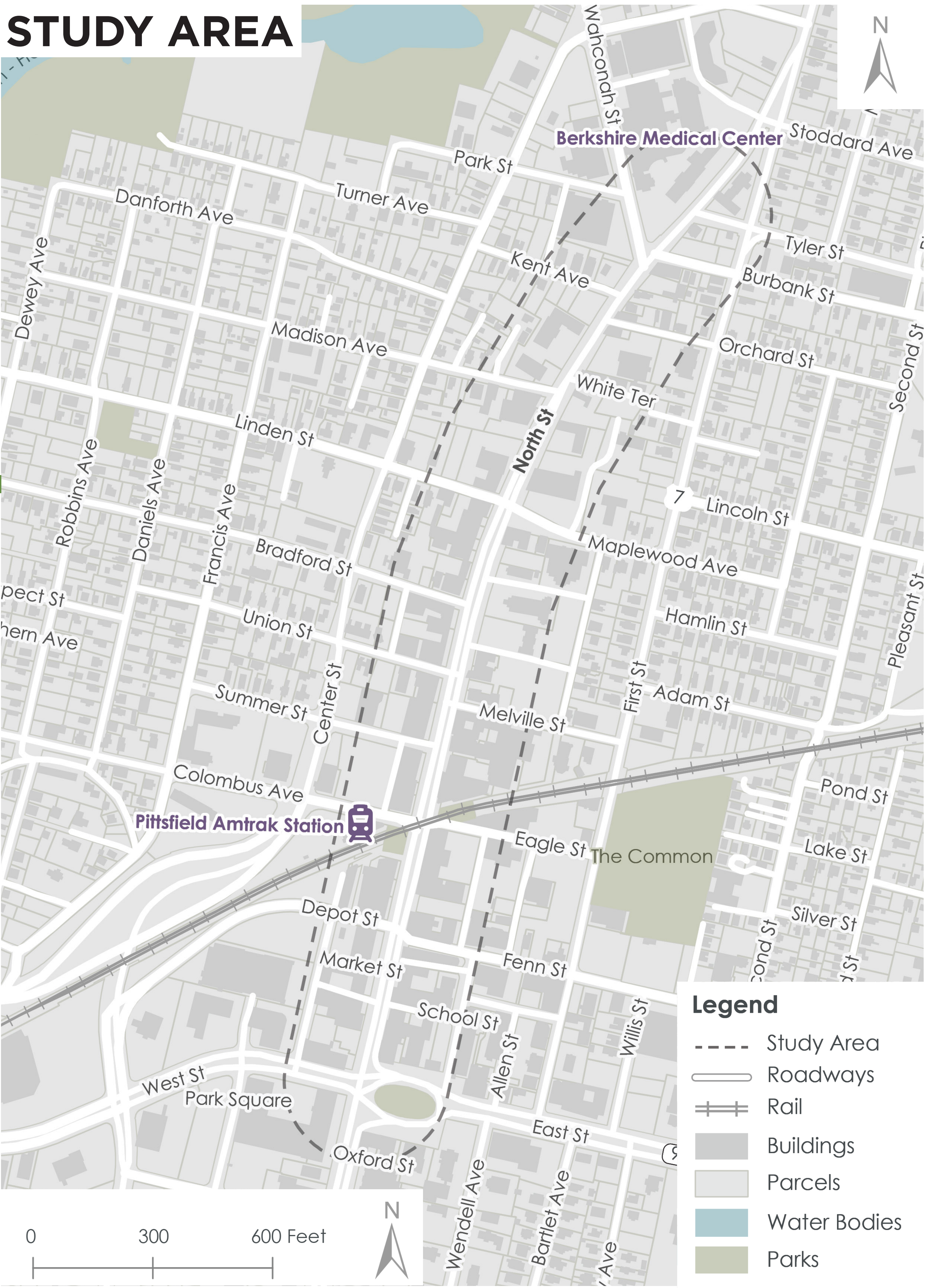


PROJECT BACKGROUND

This project aims to conduct a holistic corridor-wide visioning study looking at land use, demographic, transportation, and urban design characteristics along North Street in downtown Pittsfield.

This study will develop and analyze comprehensive street design alternatives that envision North Street as a great small town main street that functions as a complete street with multimodal transportation facilities and a special gathering place for the community.

STUDY AREA



DRAFT PROJECT VISION

Transform North Street into a great street that attracts people, businesses, and activity by providing safe and comfortable transportation facilities for all, enhancing environmental resiliency, and celebrates the City’s history.

North Street Looking South
Source: Terry Holland



Park Square in Downtown, Pittsfield
Source: Wikipedia



Existing Buffered Bicycle Lane on North Street
Source: Kittelson & Associates



Bicycle Conflict Area Striping on North Street
Source: Kittelson & Associates



Bike Lane Intersection Markings
Source: Kittelson & Associates



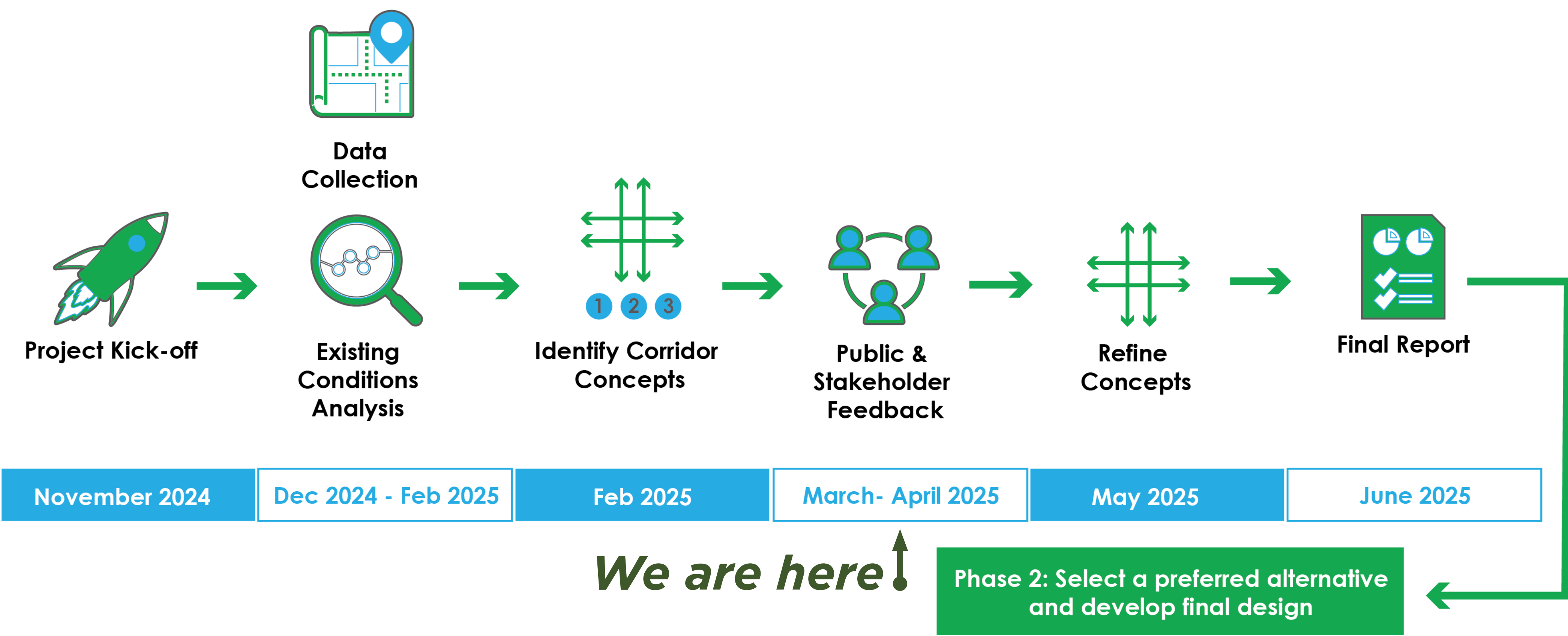
DRAFT GOALS

- COMMUNITY COLLABORATION**
Collaborate with stakeholders and community members to develop a comprehensive transportation, land use, and urban design vision.
- SAFETY, COMFORT, & ACCESS FOR ALL**
Apply complete street strategies to improve multimodal safety, comfort, and access for users of all ages and abilities.
- ENHANCE THE PUBLIC REALM**
Develop and evaluate street design alternatives that enhance the public realm, create place-making opportunities, and integrate environmentally resilient streetscapes.
- GUIDE POTENTIAL FUTURE DEVELOPMENT**
Create a land use framework to guide potential future redevelopment along the corridor that is context-sensitive and creates an urban, mixed-use, walkable corridor.

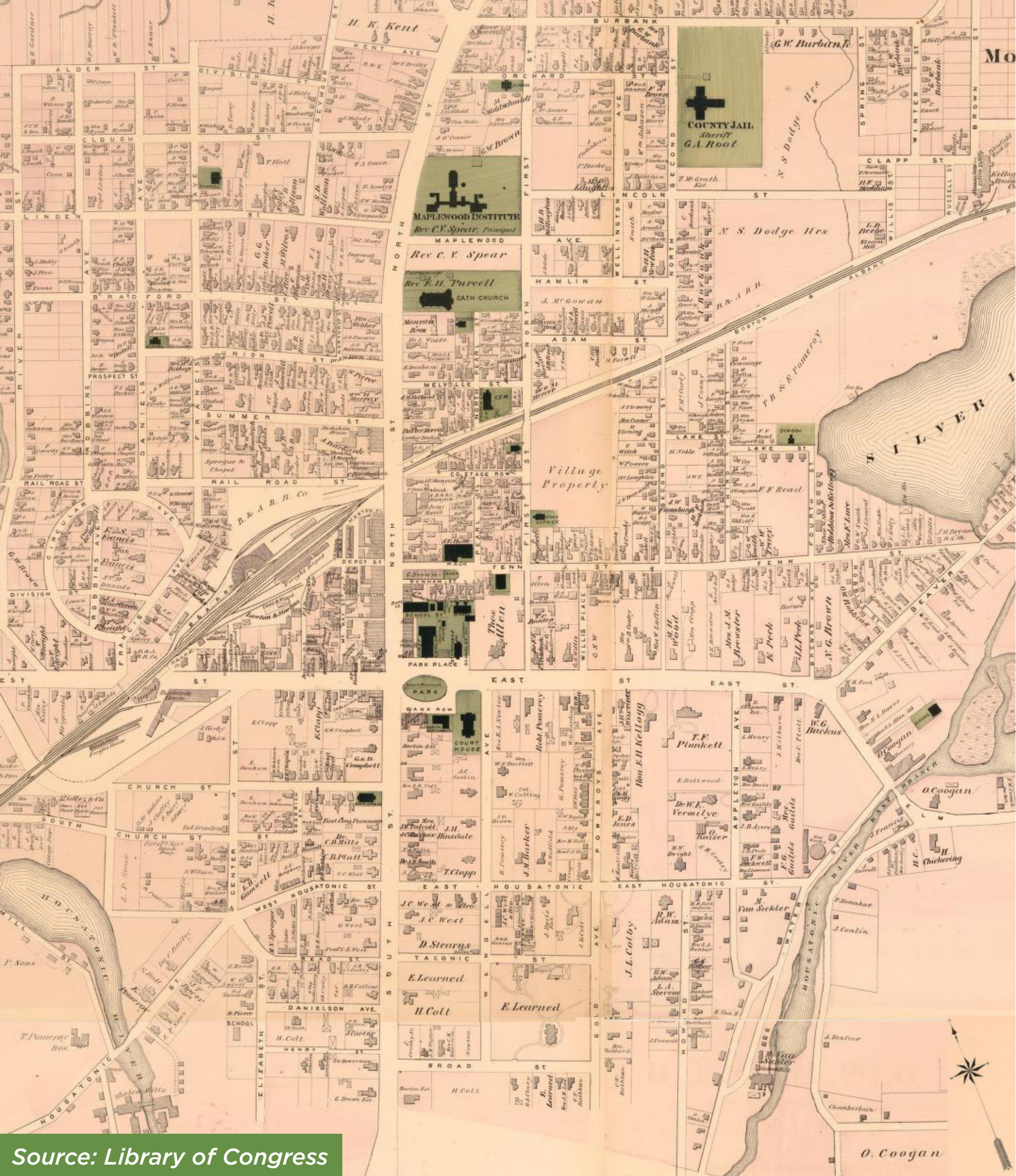
PLANNING PROCESS

- PHASE 1: PLANNING STUDY (JAN - JUNE 2025)**
 - Comprehensive corridor-wide analysis of existing conditions
 - Development and assessment of design alternatives
 - Stakeholder and community engagement
- PHASE 2: DESIGN (JULY 2025 - APRIL 2026)**
 - Select a preferred alternative
 - Stakeholder and community engagement
 - Develop engineering design and environmental evaluation
- PHASE 3: CONSTRUCTION (SUMMER 2026 ONWARDS)**
 - Contingent on funding

NORTH STREET CORRIDOR STUDY (PHASE 1) TIMELINE



Pittsfield, 1876



North Street is a historic corridor which has been Pittsfield’s main street since its original street grid was laid out in the late 18th century.

Laid out in 1790, Park Square is the heart of Pittsfield and was the site of the first agricultural fair in the United States in 1810.

Today, North Street remains a vibrant hub in Pittsfield, blending its rich historical heritage with modern cultural and commercial activities.

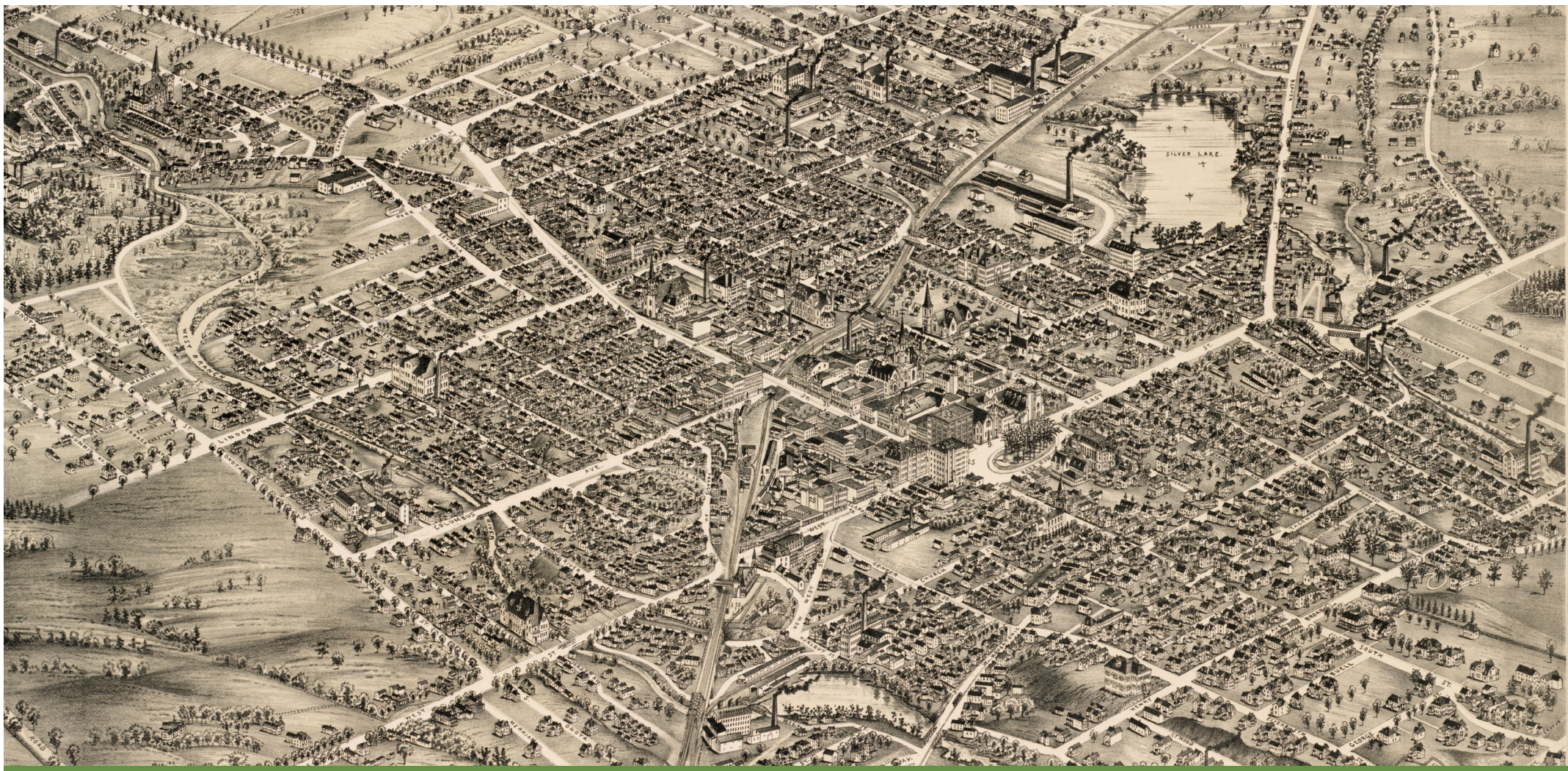


Image: Pittsfield Aerial View Drawing, 1899
Source: Boston Public Library - Norman B. Leventhal Center



Image: Park Square with Trolleys, c. 1906
Source: Library of Congress, Detroit Publishing Company



Image: Pittsfield’s First Union Station from 1866 to 1914
Source: Wikipedia; A.C. Basselman & Co.



Image: Pittsfield’s Second Union Station from 1914 to 1968
Source: Wikipedia



Image: North Street and Depot Street around 1908-1915
Source: Lost New England Blog

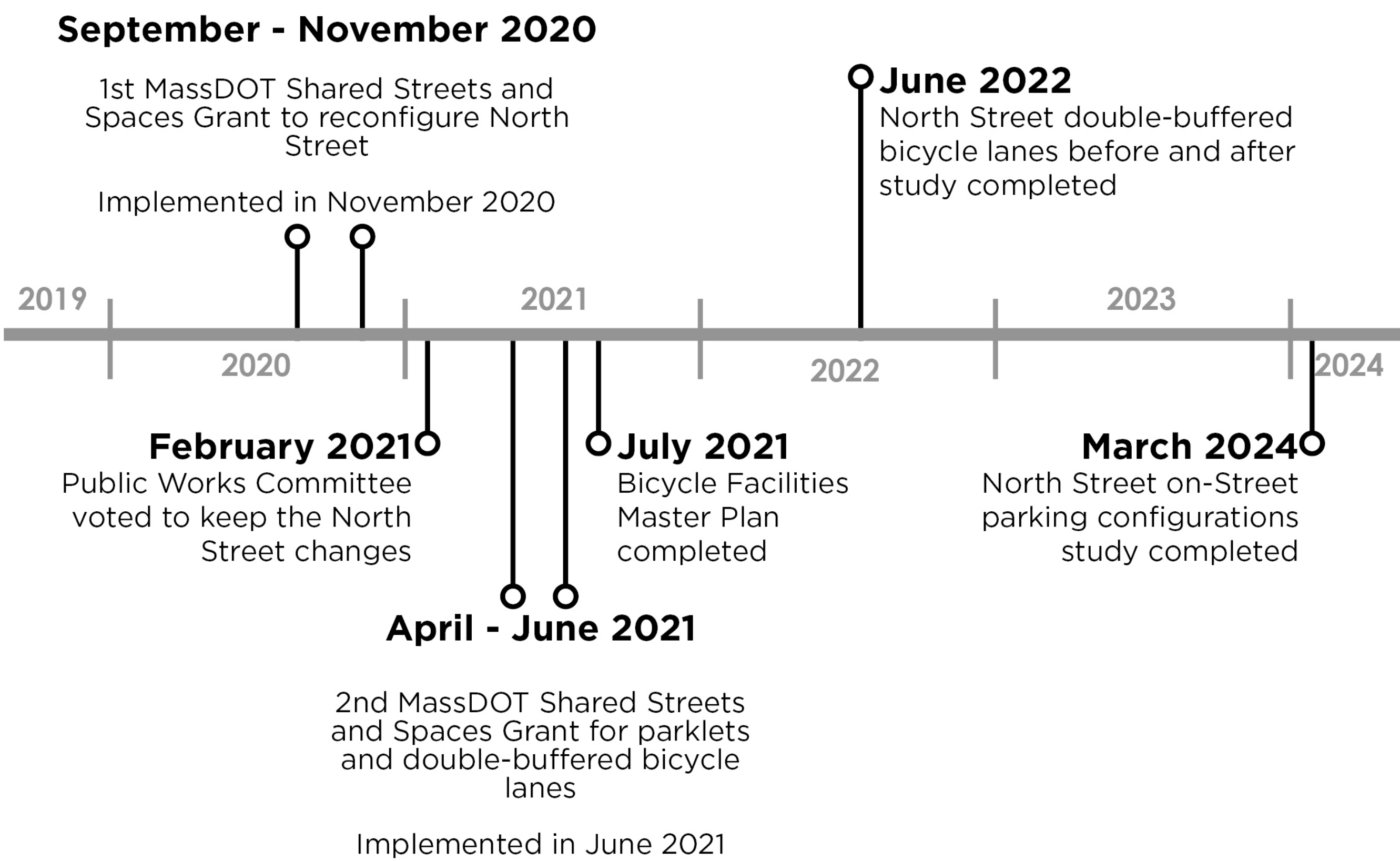


Image: North Street and Depot Street, 2024
Source: Lost New England

RECENT NORTH STREET STUDIES

North Street has been the focus of several evaluation studies and design projects in recent years. **Although effective for improving safety and comfort for multimodal users, the retrofits in the last few years have been quick-build pilot projects, limited in their ability to truly transform North Street.**

RECENT TIMELINE



- **Bicycle Facilities Master Plan (2021):** The Plan proposes buffered bicycle lanes on North Street as a near-term, quick-build option that can transition to separated bicycle lanes in the future.
- **North Street Pilot Project Evaluation Report (2022):** Study conducted a survey and data analysis that found higher bicycle ridership, lower overall crashes, and people feeling safer and more comfortable along North Street
- **North Street On-Street Parking Configurations Study (2024):** The study determined that angle parking will have negative impacts on bicycle facility or may require reducing sidewalk widths. The City determined that the additional spaces gained by any of the angle parking configurations did not justify the reduction in potential safety and comfort of pedestrians and bicyclists.
- **STEPS Initiative: the Safe Travel and Equity Plan for our Streets (2024):** County-wide safety action plan identified North Street from Burbank Street to West Street as a High Injury Corridor. The plan also identified Columbus Avenue & North Street Intersection as a High-Injury Intersection.

NORTH STREET CONFIGURATION PRIOR TO 2020



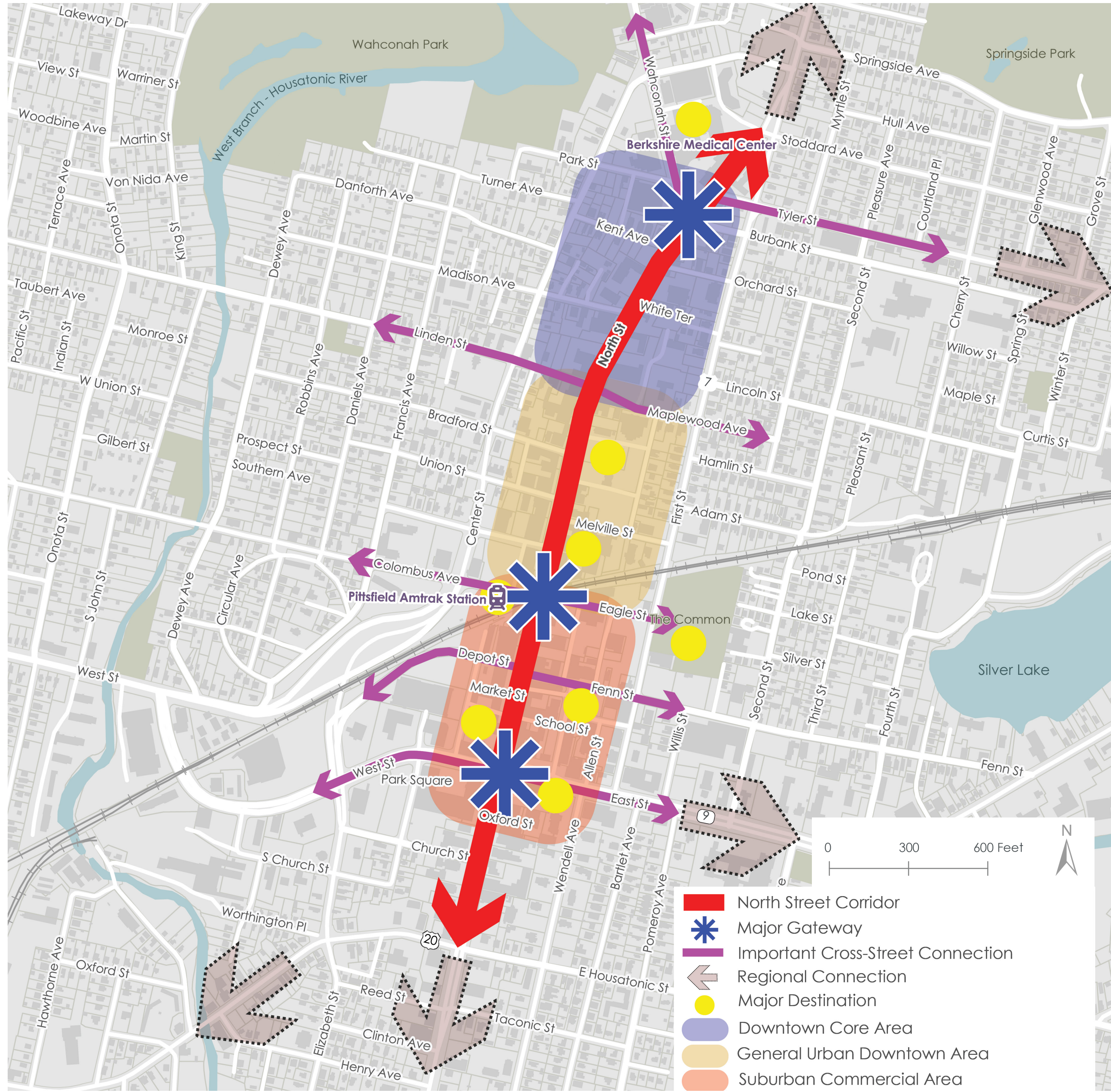
NORTH STREET CONFIGURATION BETWEEN 2020 - 2021



CURRENT NORTH STREET CONFIGURATION



ISSUES AND OPPORTUNITIES DIAGRAM



Character Areas

- Downtown Core
- General Urban Downtown
- Suburban Commercial

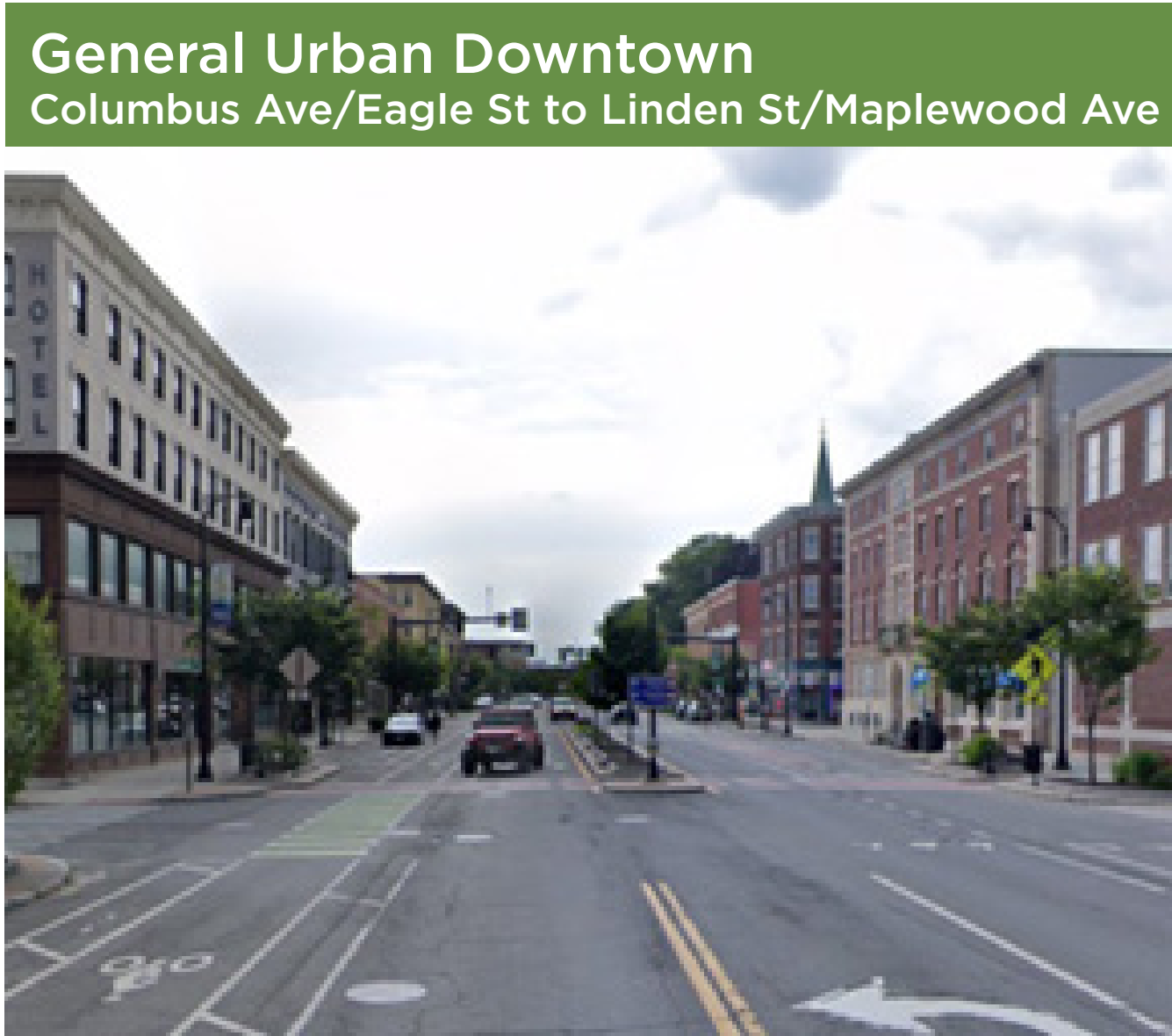
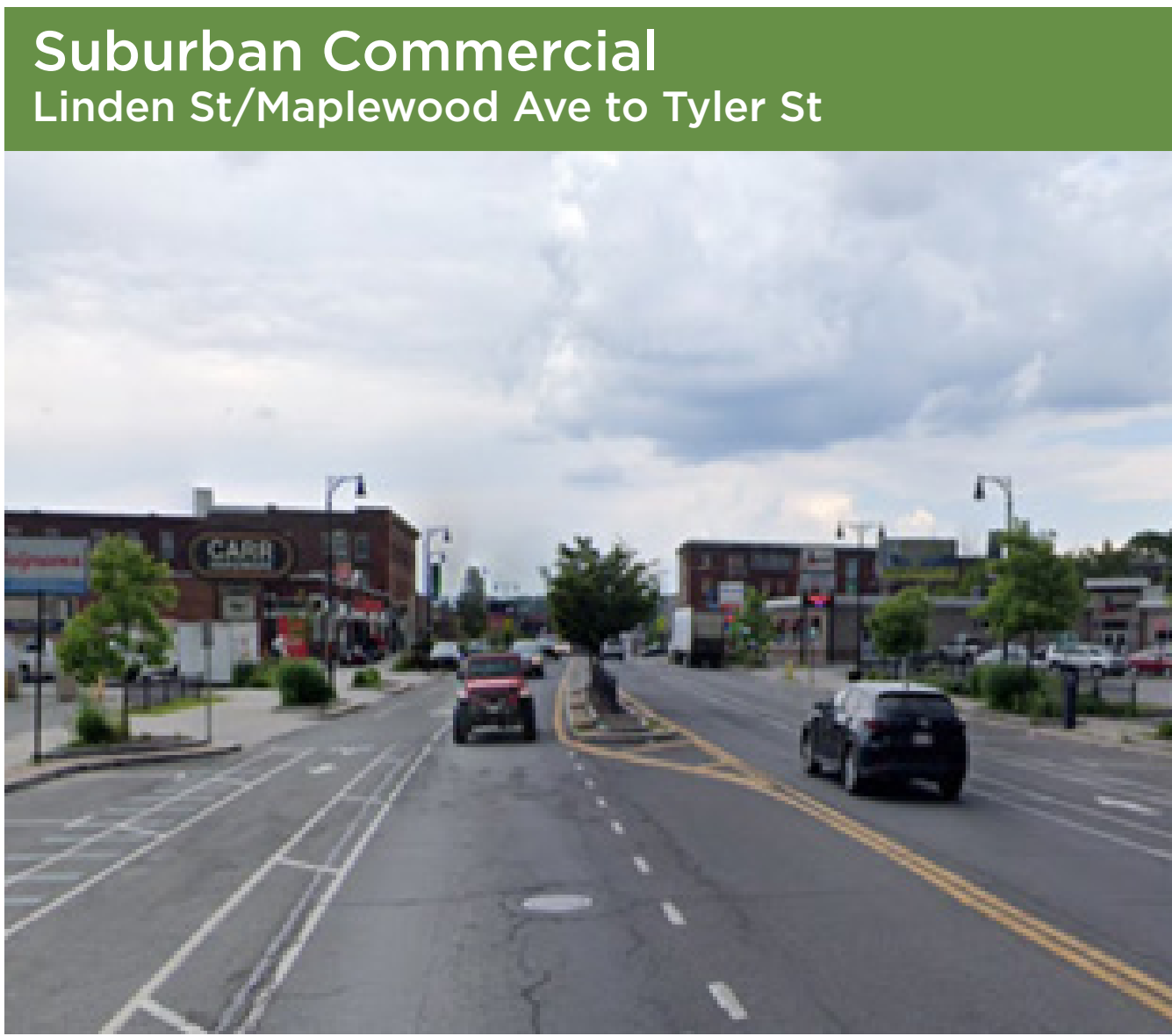
Major Gateways

- Park Square
- Joseph Scelsi Intermodal Transportation Center
- Berkshire Medical Center

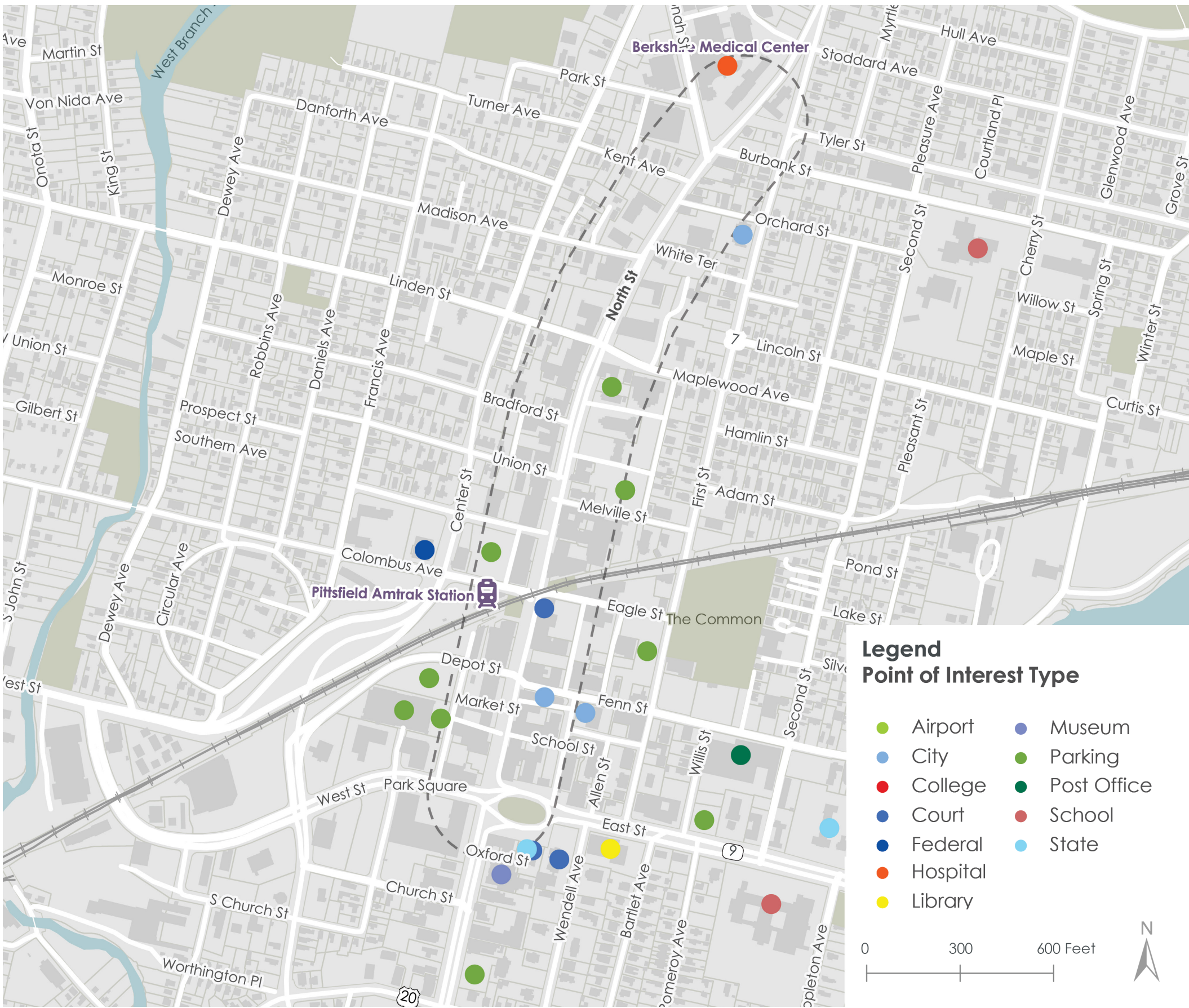
Major Destinations

- City Hall
- The Common
- Berkshire Common Shopping Center
- Park Square
- Church of St. Joseph
- Berkshire Medical Center
- Joseph Scelsi Intermodal Transportation Center

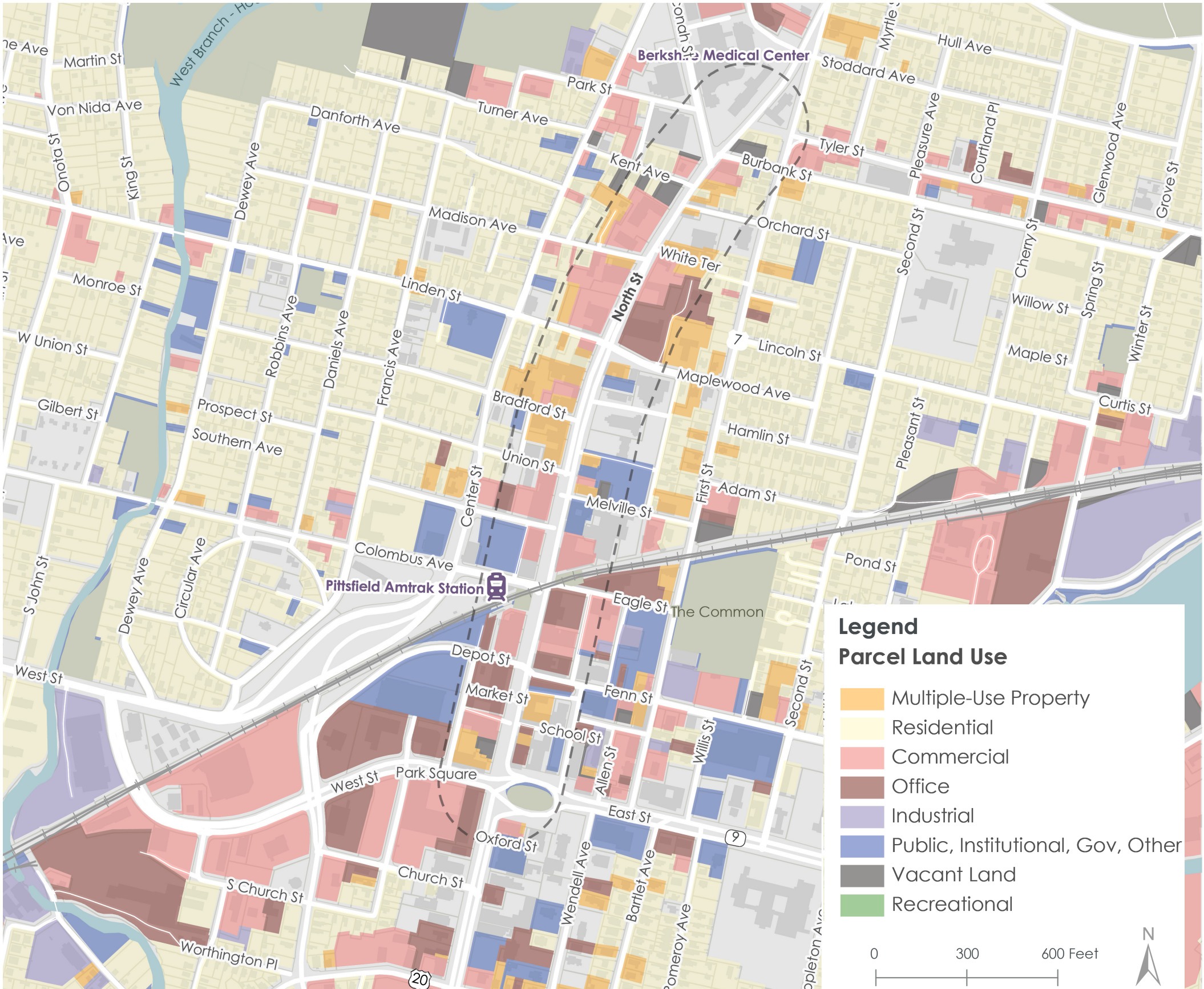
CHARACTER AREAS



POINTS OF INTEREST



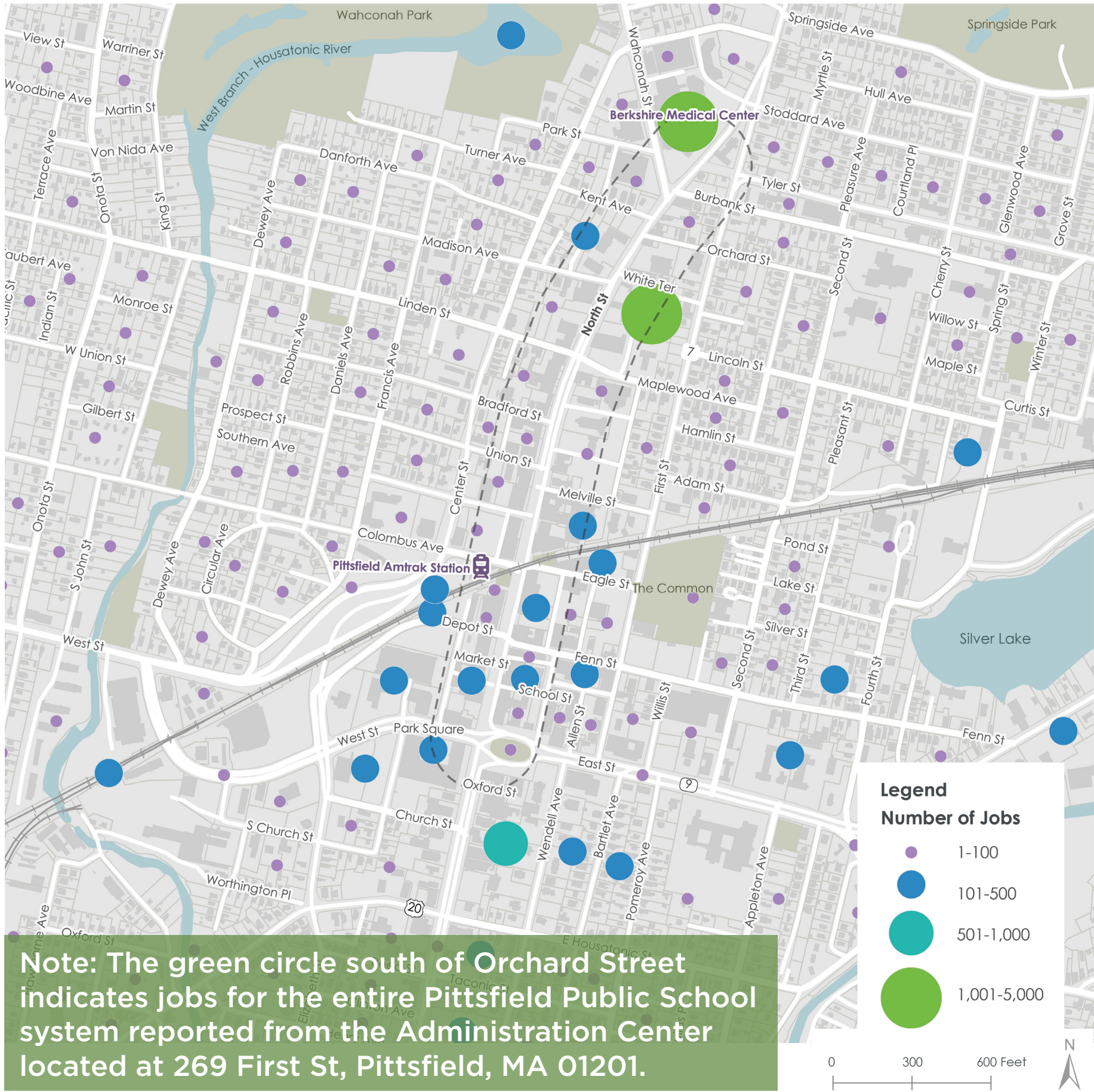
LAND USE



DEMOGRAPHIC CHARACTERISTICS

The demographic analysis of downtown shows that a higher concentration of seniors and commuters who walk, bicycle, and take transit are located along the study corridor.

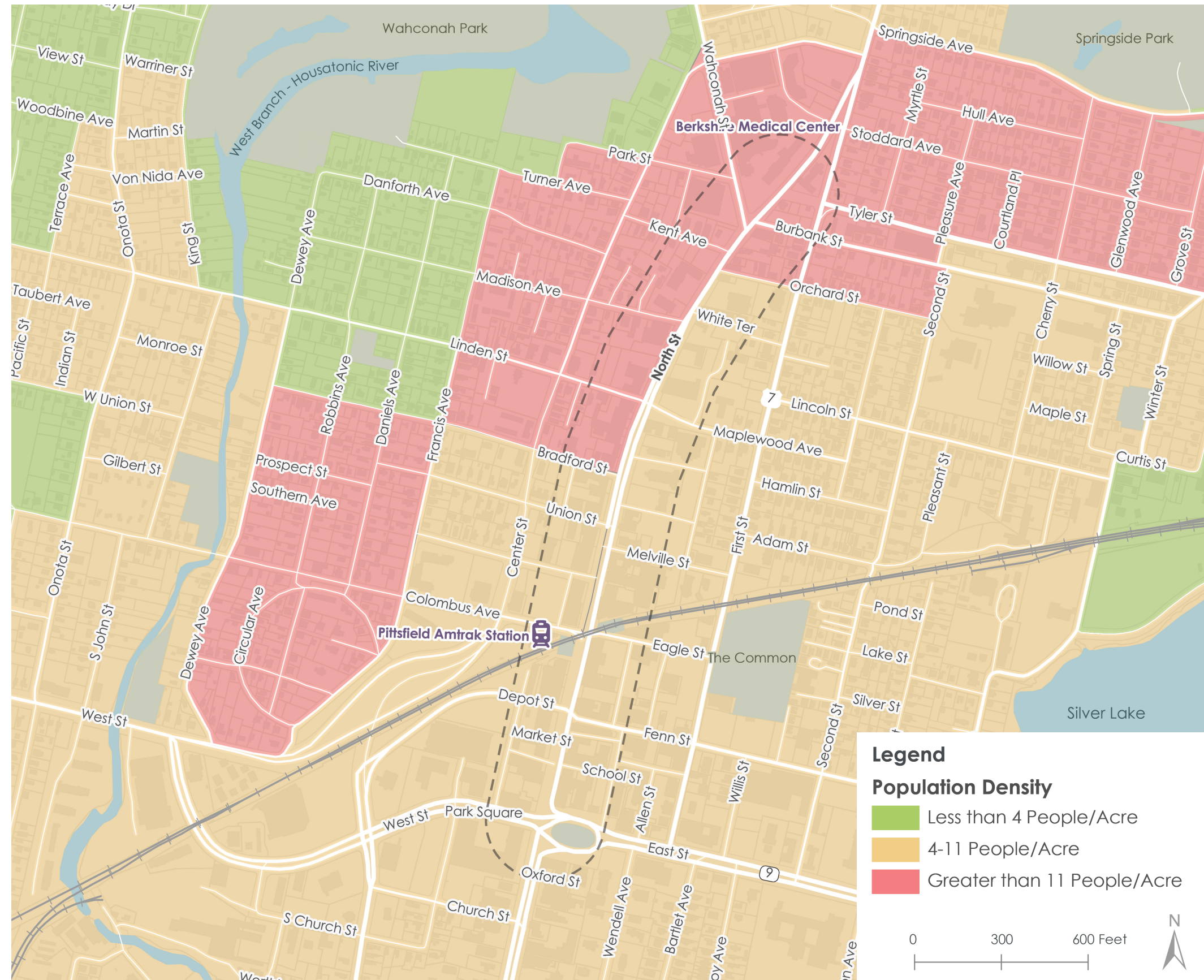
- Population density along North Street is higher than the city-wide population density. The study area accounts for approximately 7,740 residents or 18% of the total population in the City of Pittsfield.
- Seniors aged sixty-five and over and children aged eighteen and under are two age groups with a high propensity to walk, bicycle, or take transit and are comparatively less likely to drive automobiles.
- The concentration of the youth population is higher in the residential neighborhoods on the east and the west sides of North Street, while the senior population is highly concentrated along the entire North Street study corridor as compared to surrounding residential neighborhoods.



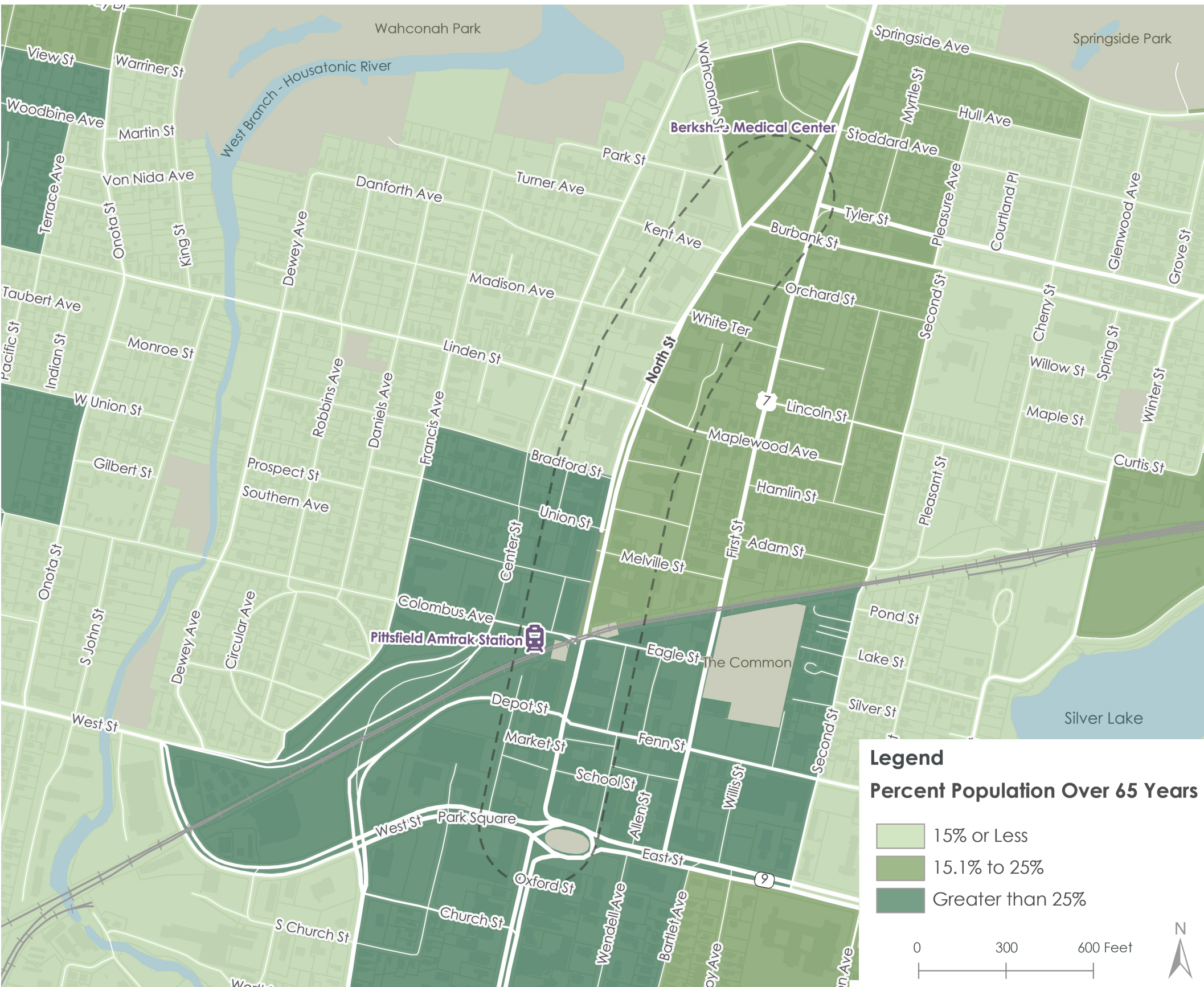
EMPLOYMENT LOCATIONS

- Employment locations are one of the most common origins or destinations of everyday trips.
- Connecting major employment centers to surrounding areas by comfortable pedestrian and bicycle facilities will provide a healthier commute mode option for people employed in the study corridor.
- Some of the important employers in and near downtown Pittsfield include General Dynamics Mission Systems, Berkshire Health Systems, SABIC Innovative Plastics, Berkshire Bank, and VidMob.

POPULATION DENSITY



POPULATION OVER 65 YEARS



POPULATION UNDER 18 YEARS



HOW DO YOU COMMUTE?

- Around 2,073 people work and live within one mile of North Street.
- These patterns suggest that while most workers commute from more than one mile away, a significant portion resides within a 10-mile distance to benefit from enhanced transit, bicycle, and pedestrian connections.
- These improvements could help facilitate more sustainable and convenient travel options for workers both within and just outside the study corridor.

Table 1: Distance Traveled to Work by Workers Living within One Mile of North Street

	Count	Share
Total All Jobs	7,217	100.0%
Less than 10 miles	4,455	61.7%
10 to 24 miles	719	10.0%
25 to 50 miles	653	9.0%
Greater than 50 miles	1,390	19.3%

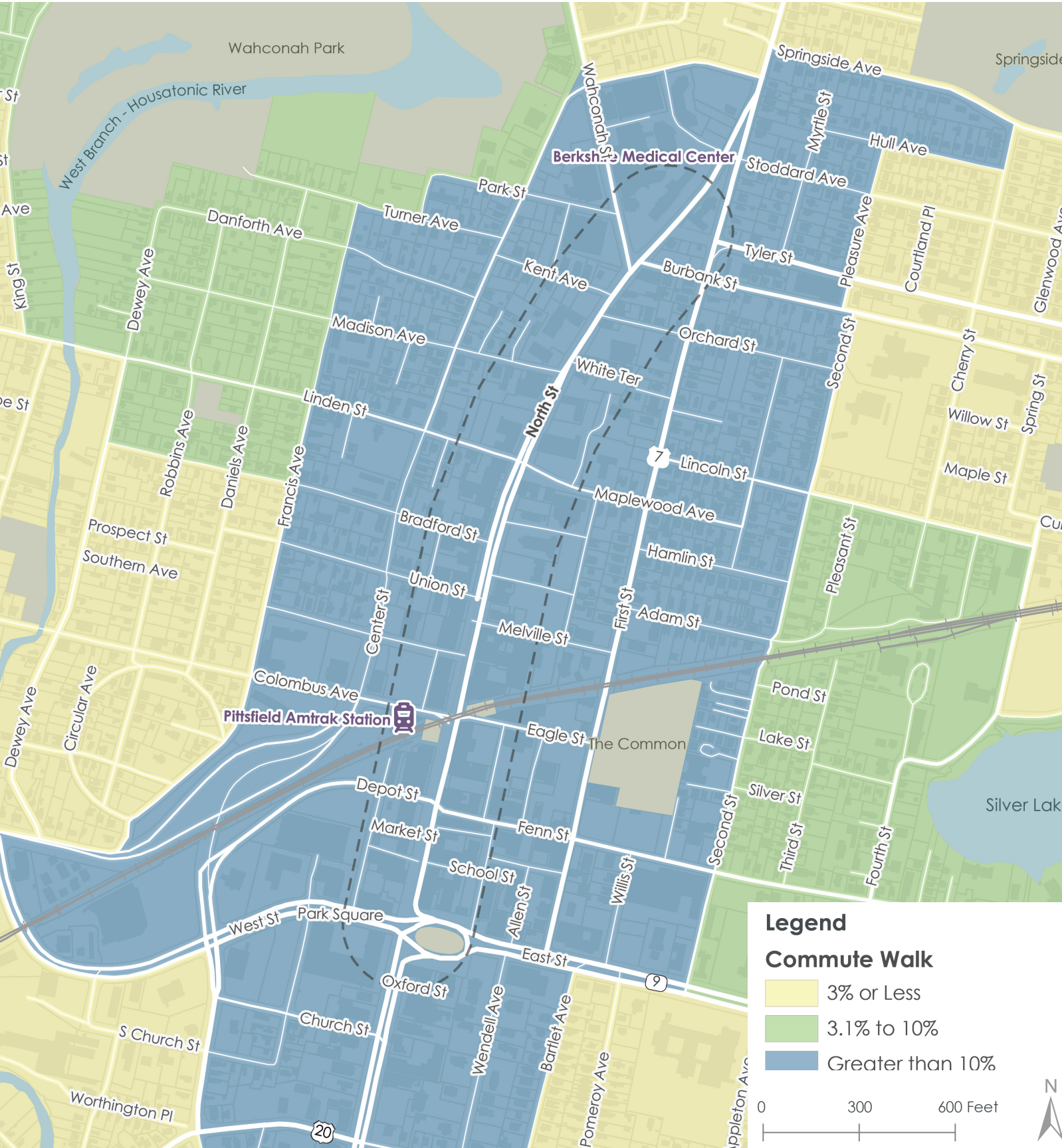
Source: LEHD, 2022

Figure 41: Inflow/Outflow Analysis along North Street

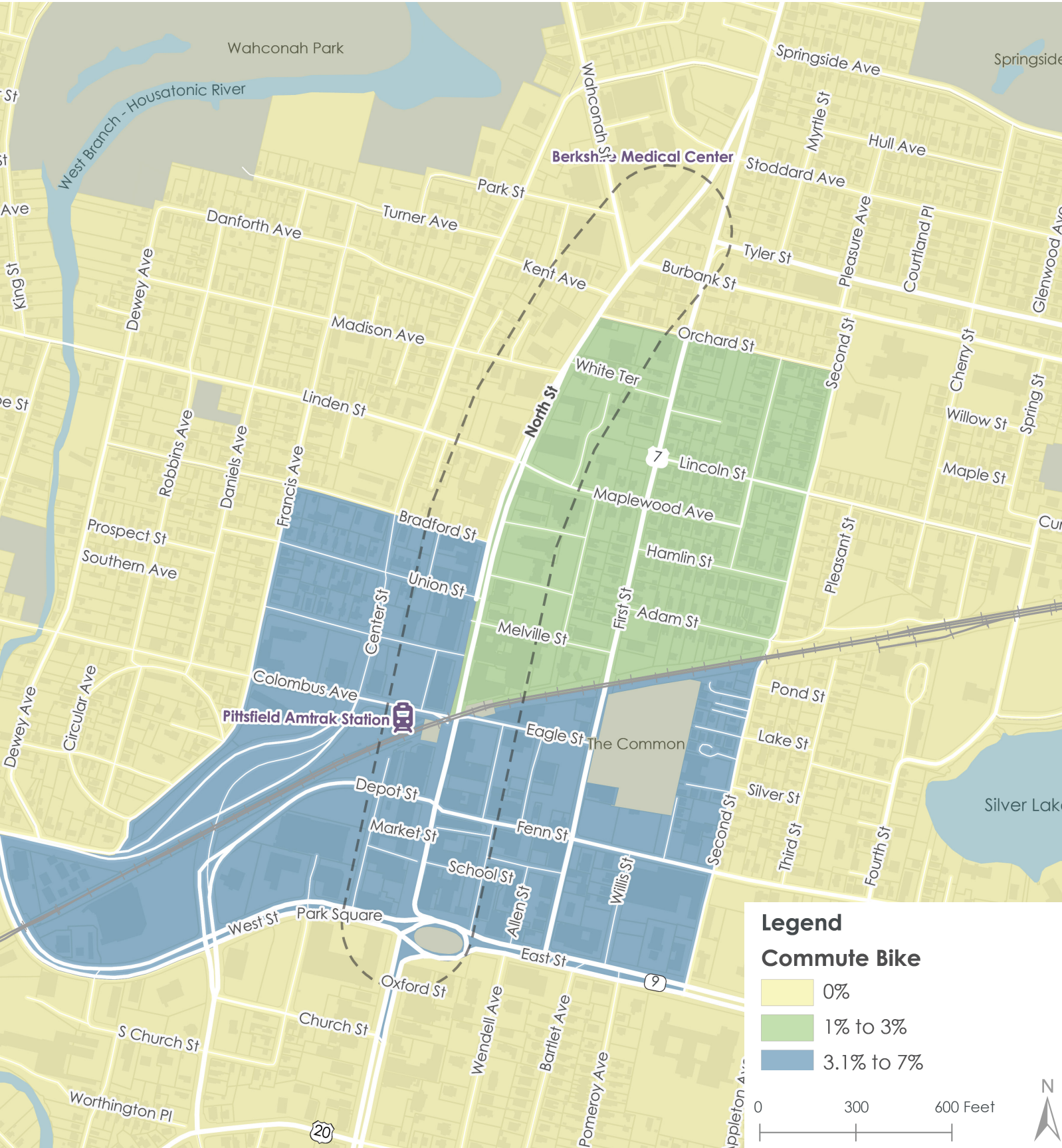
Source: LEHD, 2022



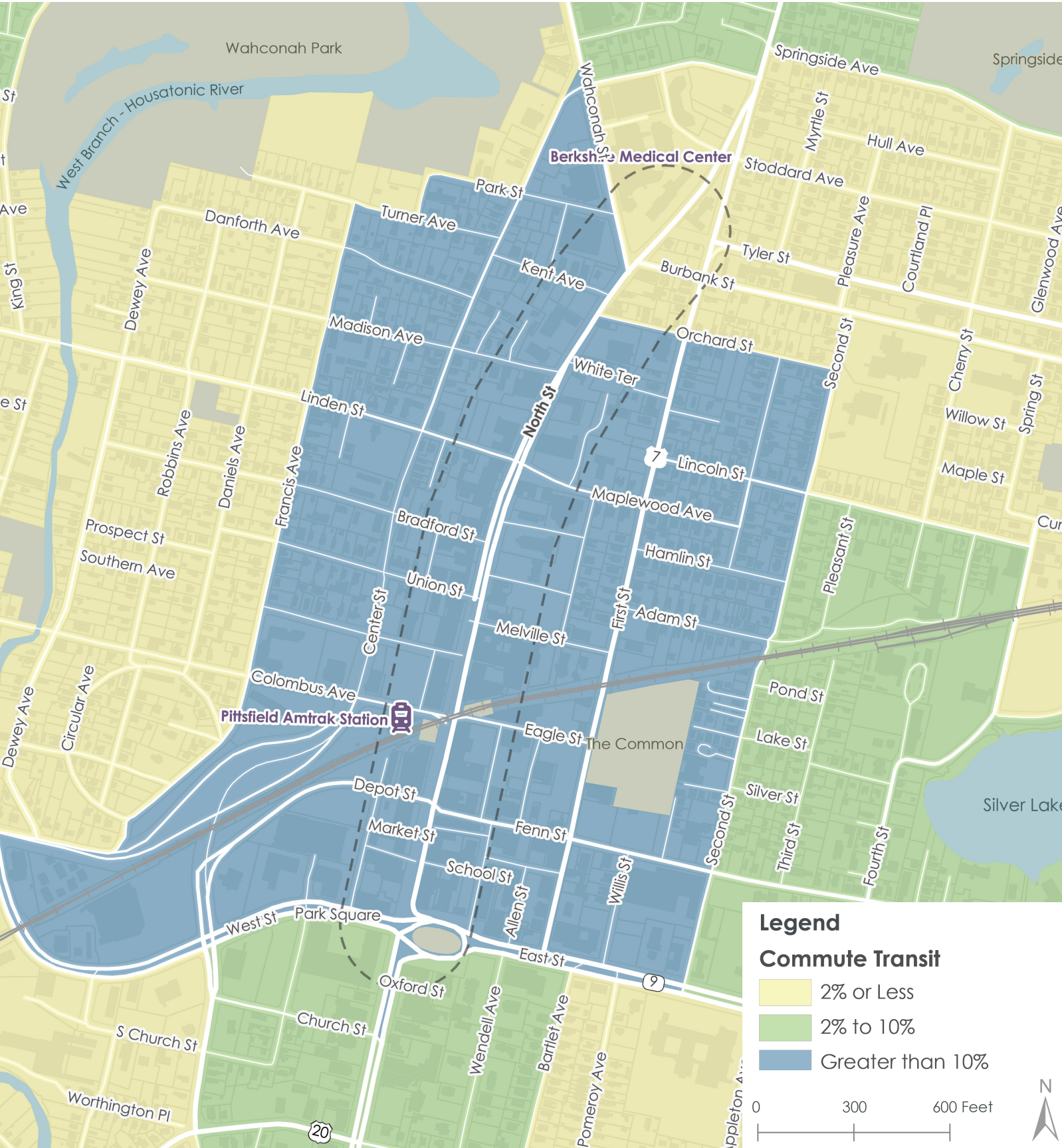
WALK



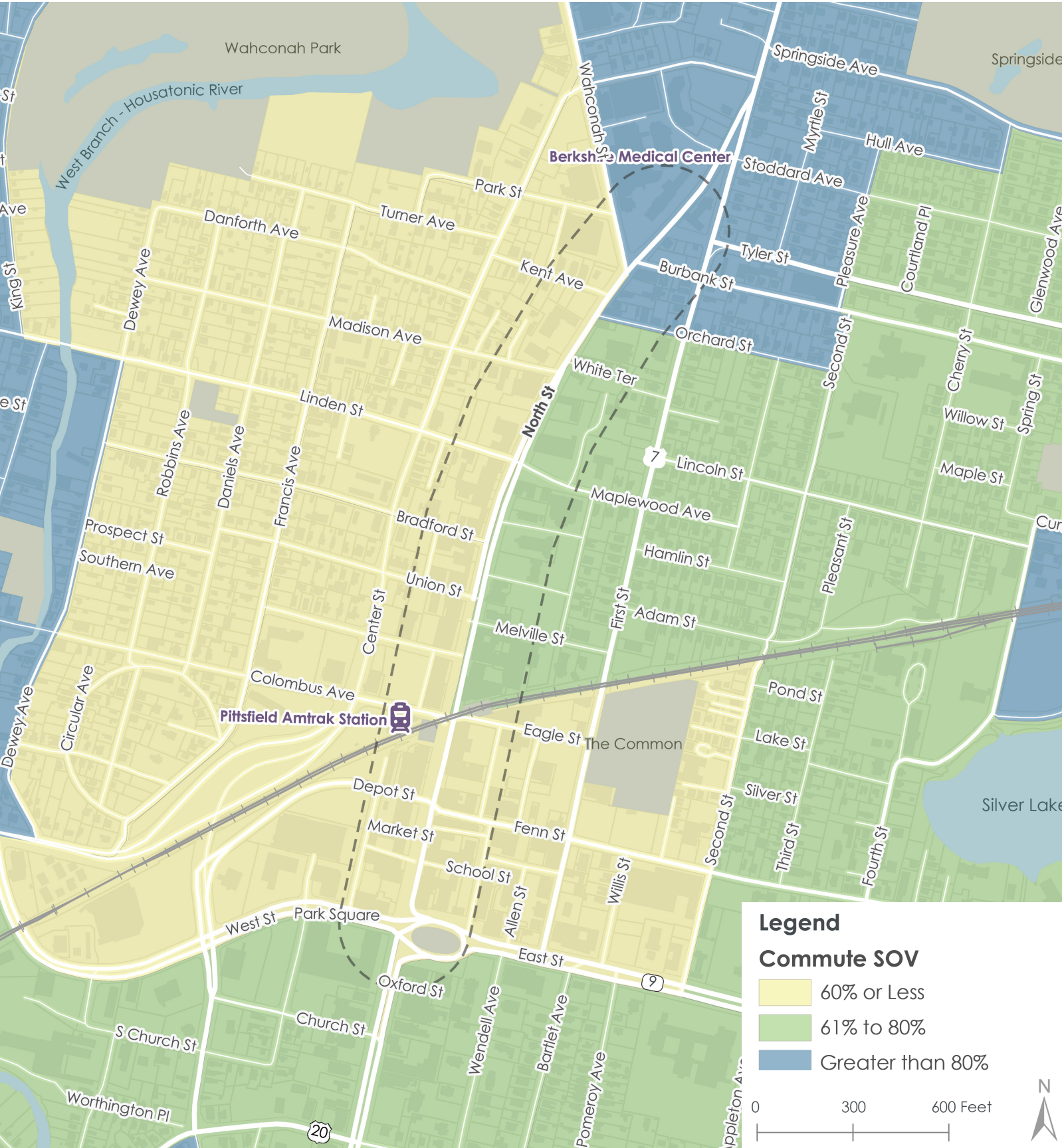
BIKE



TAKE TRANSIT

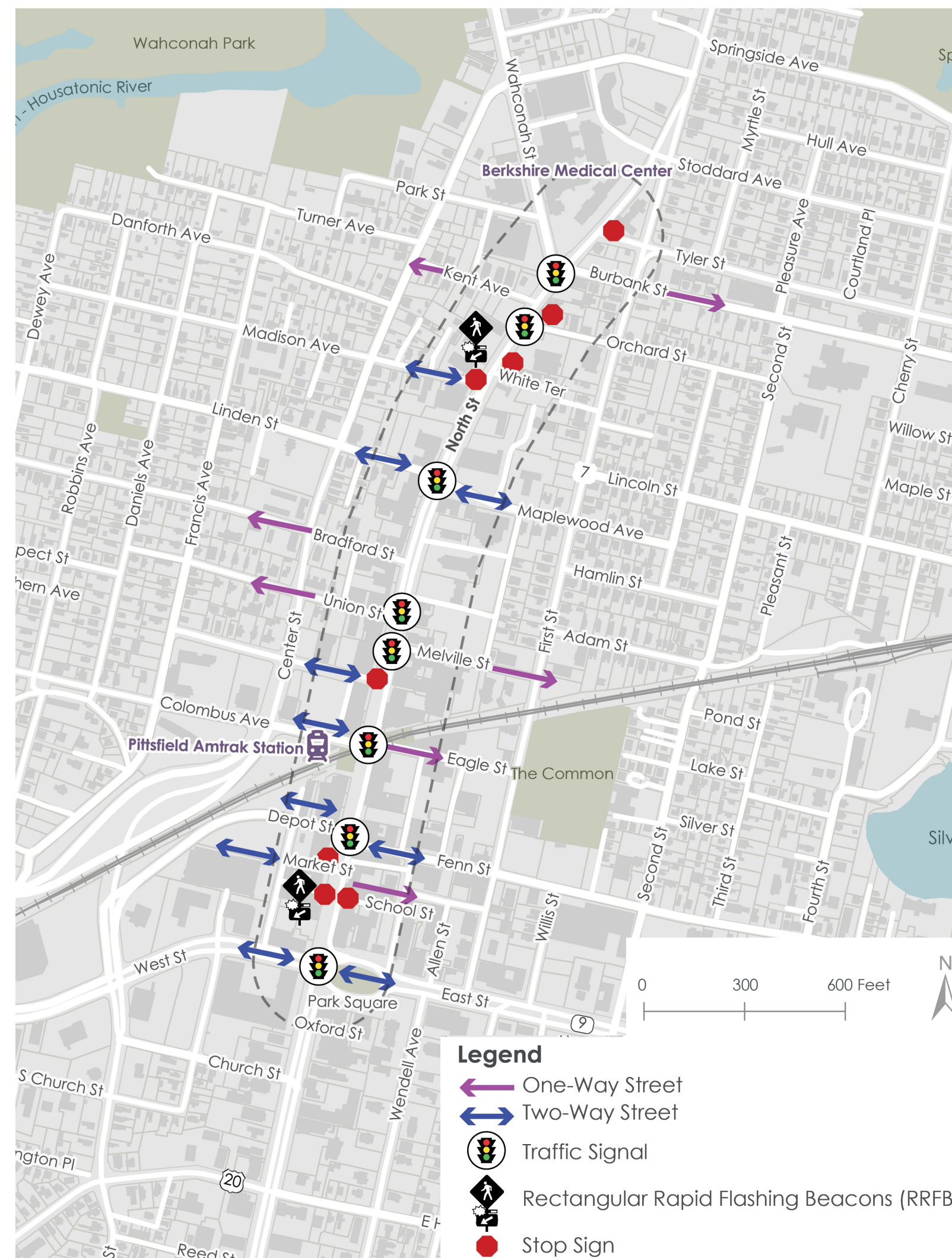


DRIVE ALONE

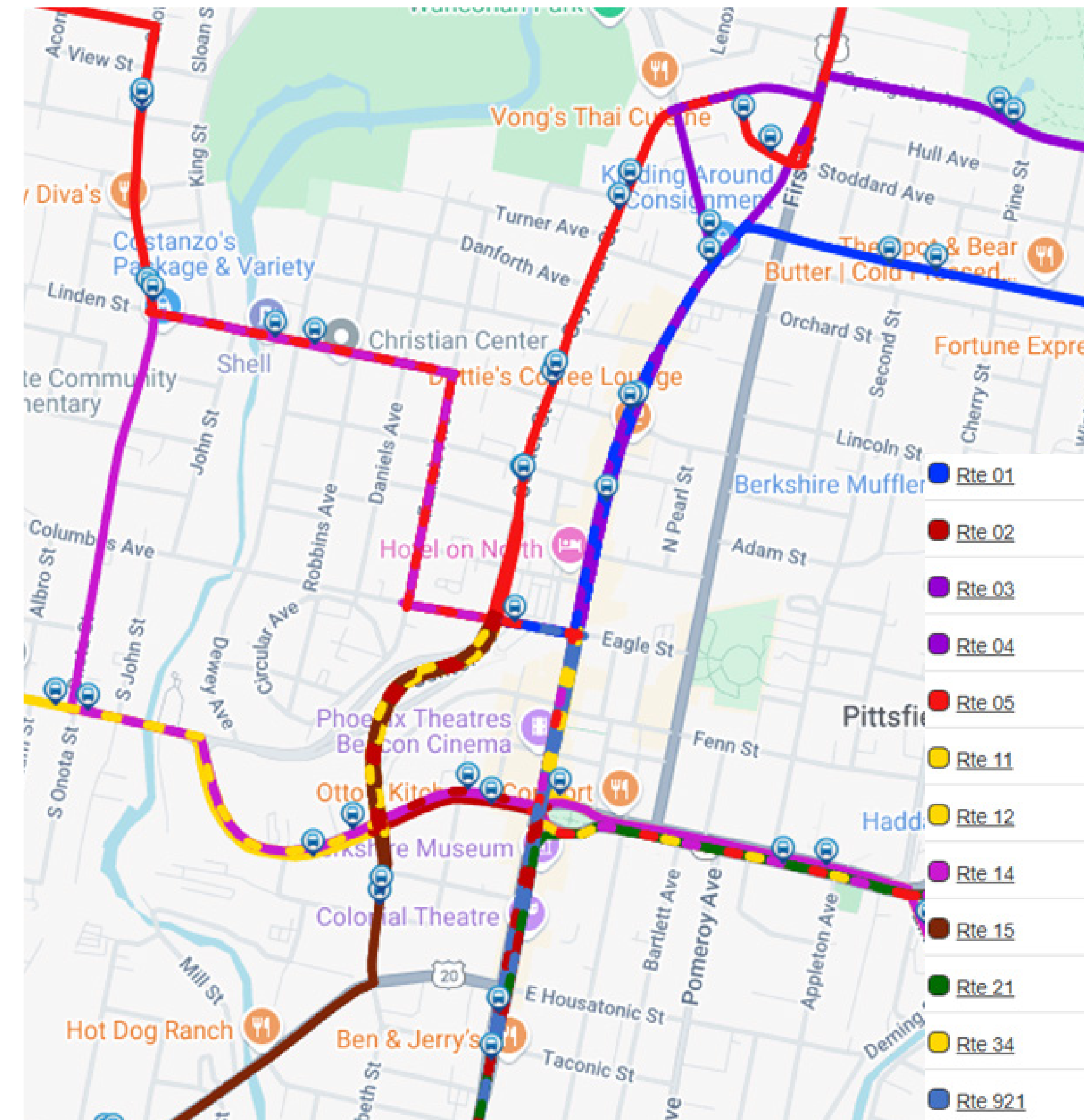


ROADWAY CHARACTERISTICS

- As part of this study, new traffic counts were taken in December 2024 and January 2025. Traffic operations analysis based on this new data confirms that the current configuration, with one-lane in each direction and left turn lanes at intersections, is adequate to manage vehicular traffic in peak hours.
- The posted speed along the study corridor is 25 MPH. 85th percentile speeds ranged from 23 MPH to 31 MPH, while average speed ranged from 19 MPH to 26 MPH.
- The observed speeds indicate that the new roadway configuration has slowed vehicular travel speeds and are more aligned with posted speeds.
- North Street is classified as an Urban Principal Arterial.
- The 2024 AADT volume is 9,762 vehicles per day.
- Out of the total 9,762, on average, 4,060 vehicles travel in the northbound direction, and 5,703 vehicles travel in the southbound direction.
- North Street serves bi-directional vehicular and bicycle traffic, intersected by many one-way east-west streets that often do not continue across the study corridor.



EXISTING TRANSIT NETWORK



- The Joseph Scelsi Intermodal Transportation Center is located at the intersection of North Street and Columbus Avenue and includes the Amtrak train station, intercity bus service, and BRTA's bus transit center.
- Local BRTA bus routes serve the North Street study corridor, Peter Pan intercity bus service connects Pittsfield to Albany and Springfield, and Amtrak Lake Shore Limited train route connects the city to Boston, Chicago, and New York City.
- A few bus stops along the North Street corridor have amenities such as shelters, benches, signs, and landscape buffers.



PEDESTRIAN FACILITIES

- North Street study corridor has continuous sidewalks on both sides of the street.
- Most of the corridor has 15-foot-wide sidewalks on both sides, including a 10-foot clear walkway and a 5-foot amenity zone with streetscape amenities such as benches, street trees, landscape areas with shrubs, lighting, bicycle parking, and trash cans.
- Most intersections include 12-foot-wide crosswalks and are decorative, red-colored stamped asphalt with brick patterns.
- All the signalized intersections have pedestrian push buttons and pedestrian signal heads.
- During the COVID-19 pandemic, the City installed additional outdoor dining areas by repurposing parking spaces in front of certain restaurants. The outdoor dining parklets further enhanced the pedestrian experience and widened the public realm.



EXISTING & PLANNED BICYCLE NETWORK

- North Street currently has double-buffered bicycle lanes from Park Square to Madison Avenue, where curbside on-street parking is present, and separated bicycle lanes from Madison Avenue to Wahconah Street, where this is no on-street parking. These bicycle facilities were implemented as a quick-build project in 2021.
- North Street is designated as a high-priority segment, with recommendations for separated or buffered bicycle lanes in the City’s Bicycle Facilities Master Plan.
 - Several cross streets to the North Street study corridor also have existing and planned bicycle facilities.



Sidewalks with Pedestrian Amenities
Source: Kittelson & Associates



Pedestrian Crosswalk with Refuge Island
Source: Google Earth



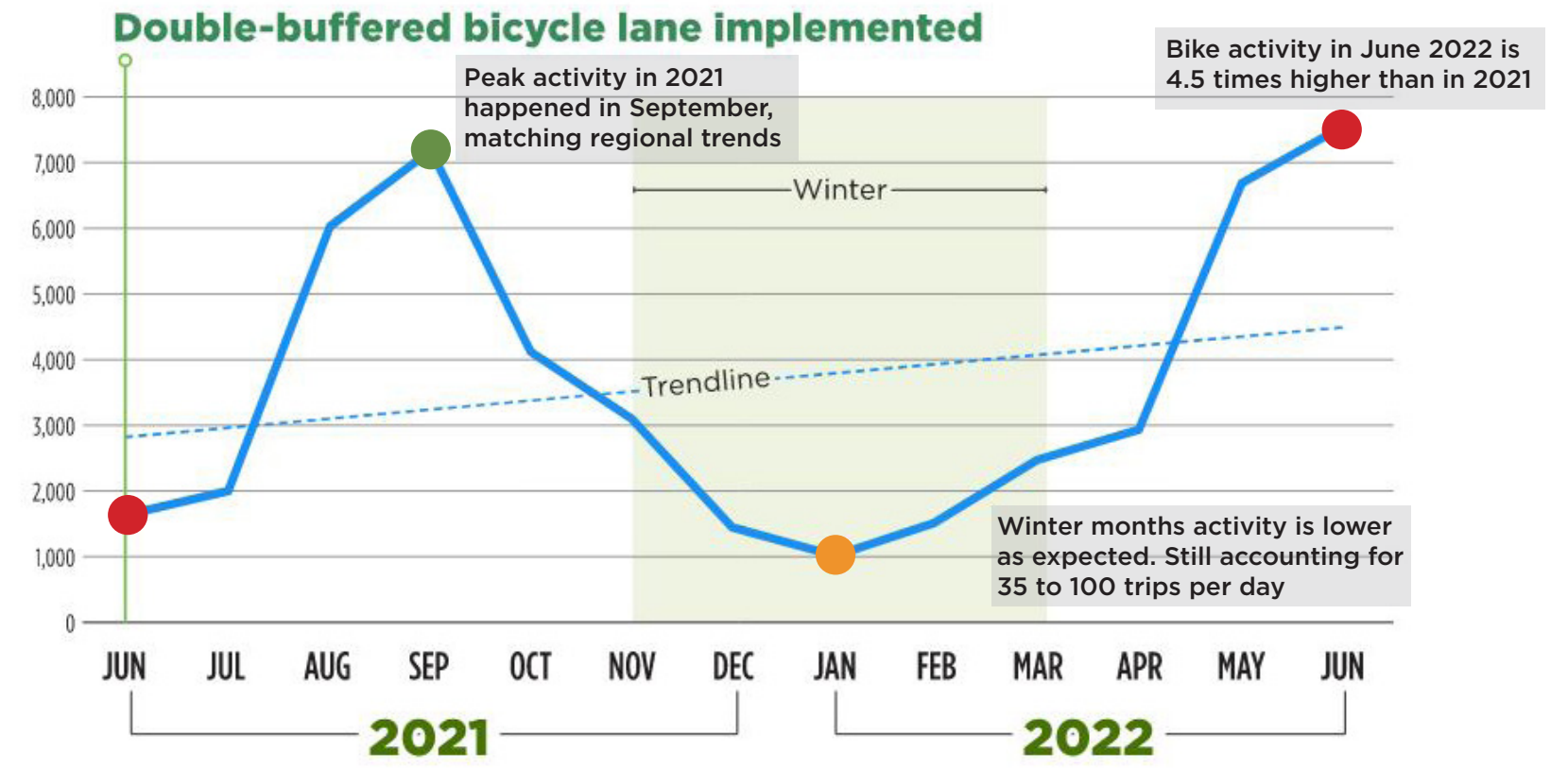
Outdoor Dining Parklets
Source: iBerkshires



Crosswalk at North Street and Orchard Street
Source: Google Earth



Current North Street Bike Lanes
Source: halftravel.com



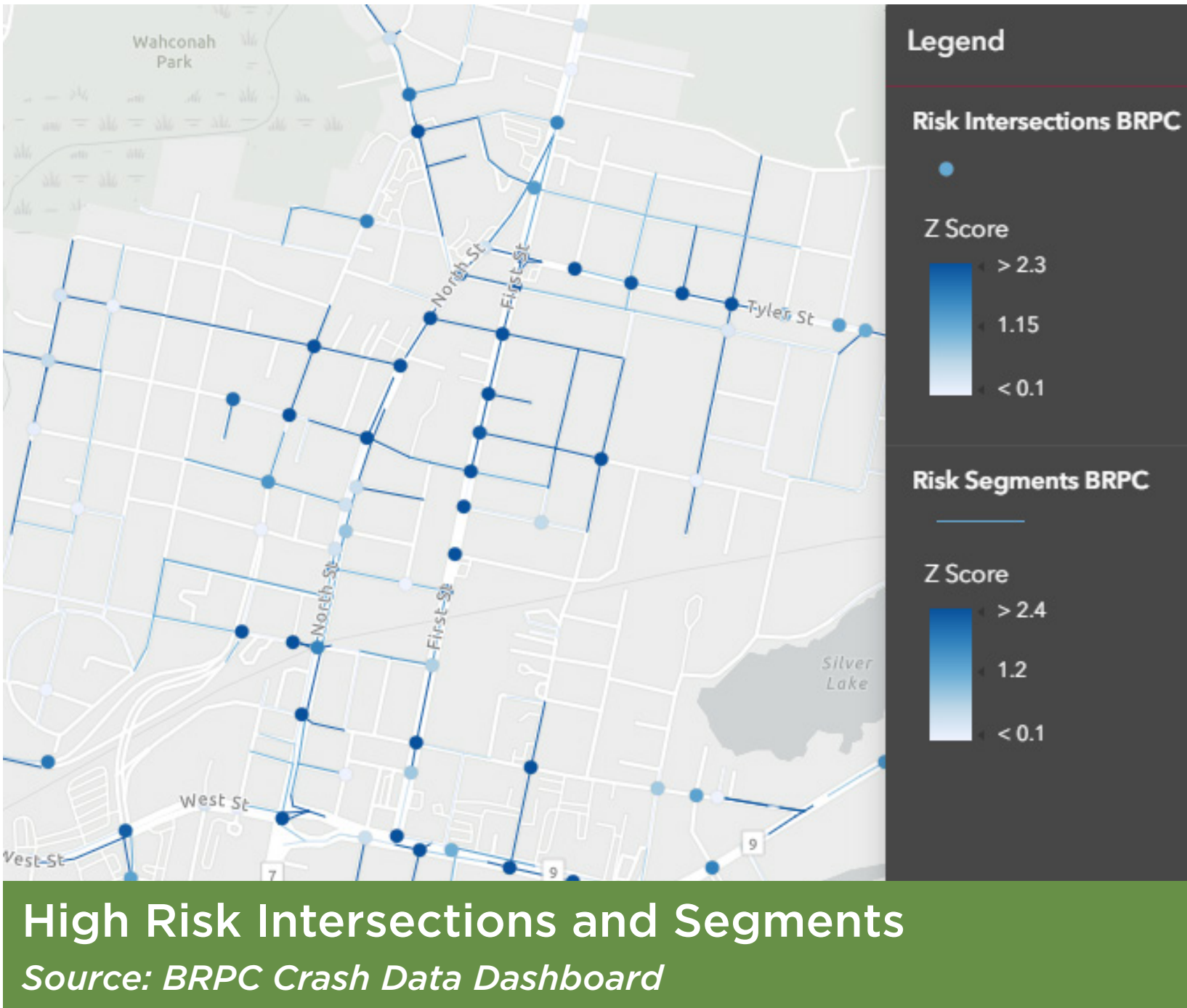
Estimated Monthly Bicycle Ridership Since Implementation of Double-Buffered Bike Lanes
Source: North Street Bike Lane Evaluation Report



Existing Double-Buffered Bicycle Facilities
Source: Kittelson & Associates

CRASH SEVERITY

- A total of 233 crashes were reported from 2018 to 2022 along North Street in the study area. 49 were injury crashes and 1 was fatal.
- Crashes are concentrated at intersections with East/West Street, Maplewood Avenue, and Depot/Fenn Street.
- The fatal crash occurred at the North Street intersection with Columbus Avenue and Eagle Street.

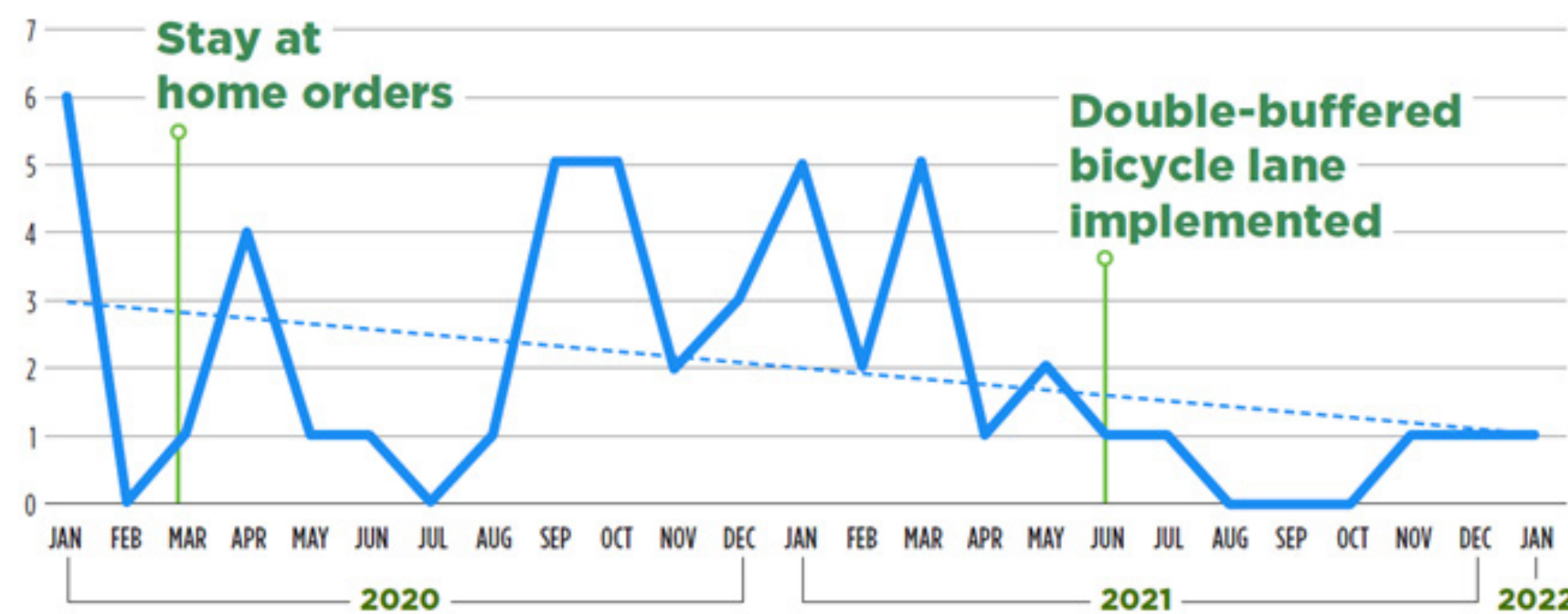


PEDESTRIAN & BIKE CRASHES

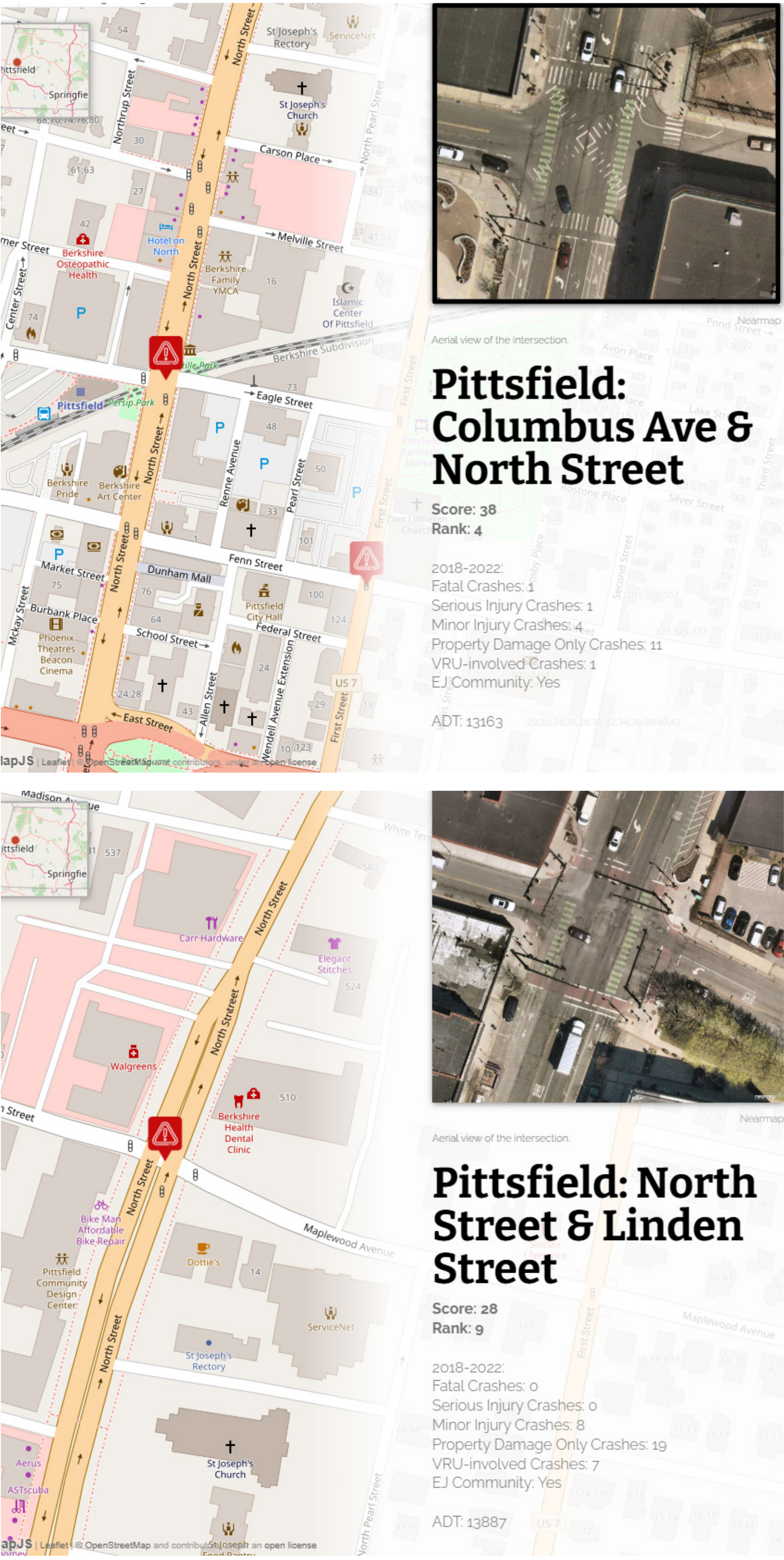
- 26 vulnerable user crashes were reported along North Street from 2018 to 2022.
- Vulnerable user crashes are most concentrated at the intersection with Linden Street and Maplewood Avenue.
- The current configuration of North Street with double-buffered bicycle lanes has improved safety and comfort for all users, especially vulnerable road users like pedestrians and bicyclists.

Intersection along North Street (South to North)	Vulnerable User Crash	Fatal Crashes	Serious Injury Crashes	Non-Serious Injury Crash	Property Damage Only Crashes
East/West Street	1	0	1	3	23
Depot/Fenn Street	2	0	1	7	18
Columbus Avenue and Eagle Street	1	1	1	4	11
Summer Street	2	0	0	2	8
Melville Street	2	0	0	2	9
Carson Place	1	0	0	2	5
Bradford Street	2	0	0	4	8
Alley between Bradford Street and Maplewood Avenue	1	0	0	2	13
Maplewood Avenue	7	0	0	8	19
Madison Avenue	3	0	1	1	10
Orchard Street	2	0	0	3	6
Kent Avenue	1	0	0	1	4
Burbank Street	1	0	0	4	10
Tyler Street	0	0	0	2	13
Total	26	1	4	45	157

Crashes by Month (January 2020-2022)
Source: North Street Pilot Project Evaluation Report



TOP INJURY LOCATIONS IN BERKSHIRE COUNTY



- Two of the BRPC’s top 13 injury locations are located on North Street in the study area. The intersection with Columbus Avenue/Eagle Street is ranked 4th and the intersection with Linden Street/Maplewood Avenue is ranked 9th.
- In addition to intersection crashes, several segment crashes have occurred on North Street. Many roadway segments along North Street rank in BRPC’s crash database of top crash segments within Pittsfield.
- The northbound segment of North Street between Maplewood Avenue and Madison Avenue ranks tenth. This segment alone has had crashes involving eight vulnerable users such as pedestrians and bicyclists.
- The southbound segment on North Street north of Linden Street/Maplewood Avenue ranks eleventh in the top crash segments and has experienced crashes with eight vulnerable users and over twenty property damage crashes.

Top Intersections in Berkshire County for Injuries and Fatalities
Source: BRPC

CHARACTERISTICS OF GREAT SMALL-TOWN MAIN STREETS

Historic Character & Architectural Cohesion

- Preservation of historic facades and adaptive reuse of buildings maintain authenticity.
- Brick or stone-paved streets complement historic settings.
- Signage and lighting respect the town's historic aesthetic.

Engaging Public Spaces

- Plazas, pocket parks, and seating areas invite people to linger.
- Water features, public art, and historic markers add character.
- Markets, festivals, and street performances foster community life.



Market Street, Portsmouth, NH
Source: American Planning Association

Local & Artisanal Focus

- Locally owned shops, farmers' markets, and informal retail kiosks with local artisans add uniqueness.
- Local restaurants and cafés reinforcing a sense of place.
- Murals, sculptures, historic interpretive signs, and heritage plaques celebrate local history and culture.

Green Infrastructure & Sustainability

- Mature tree canopy helps provide shade and lower temperatures in summer months
- Landscaping, planters, bio-swales and rain gardens improve aesthetics and climate resilience.
- Pedestrian-friendly lighting balances safety and ambiance.



Broadway, Saratoga Springs, NY
Source: American Planning Association

Walkability & Human-Scale Design

- Narrow streets with wide sidewalks encourage walking and strolling.
- Street trees, amenities such as benches, awnings, and shade structures make walking pleasant.
- Traffic-calming measures to slow vehicular traffic and foster pedestrian safety.

Bicycle Friendliness

- Dedicated bike lanes on wider streets or shared very narrow slow-speed streets accommodate bicyclists.
- Ample bike parking racks and repair stations encourage bicycling.
- Connection to regional bike trails enhances accessibility.



Biltstraat, Utrecht, Netherlands
Source: Google Earth

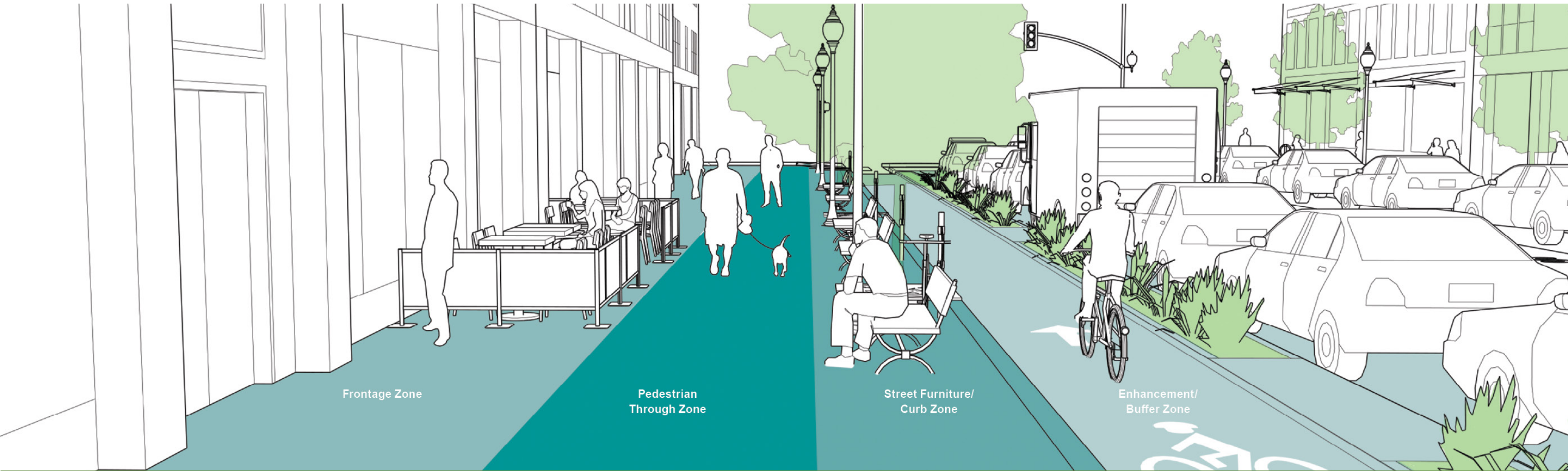
Mixed-Use & Active Street Fronts

- Historic buildings with ground-floor retail, cafes, and small businesses create vibrancy.
- Upper floors house offices or residences, ensuring continuous activity.
- Transparent storefronts and outdoor seating make streets feel lively and inviting.

Low-Speed, Multi-Modal Streets

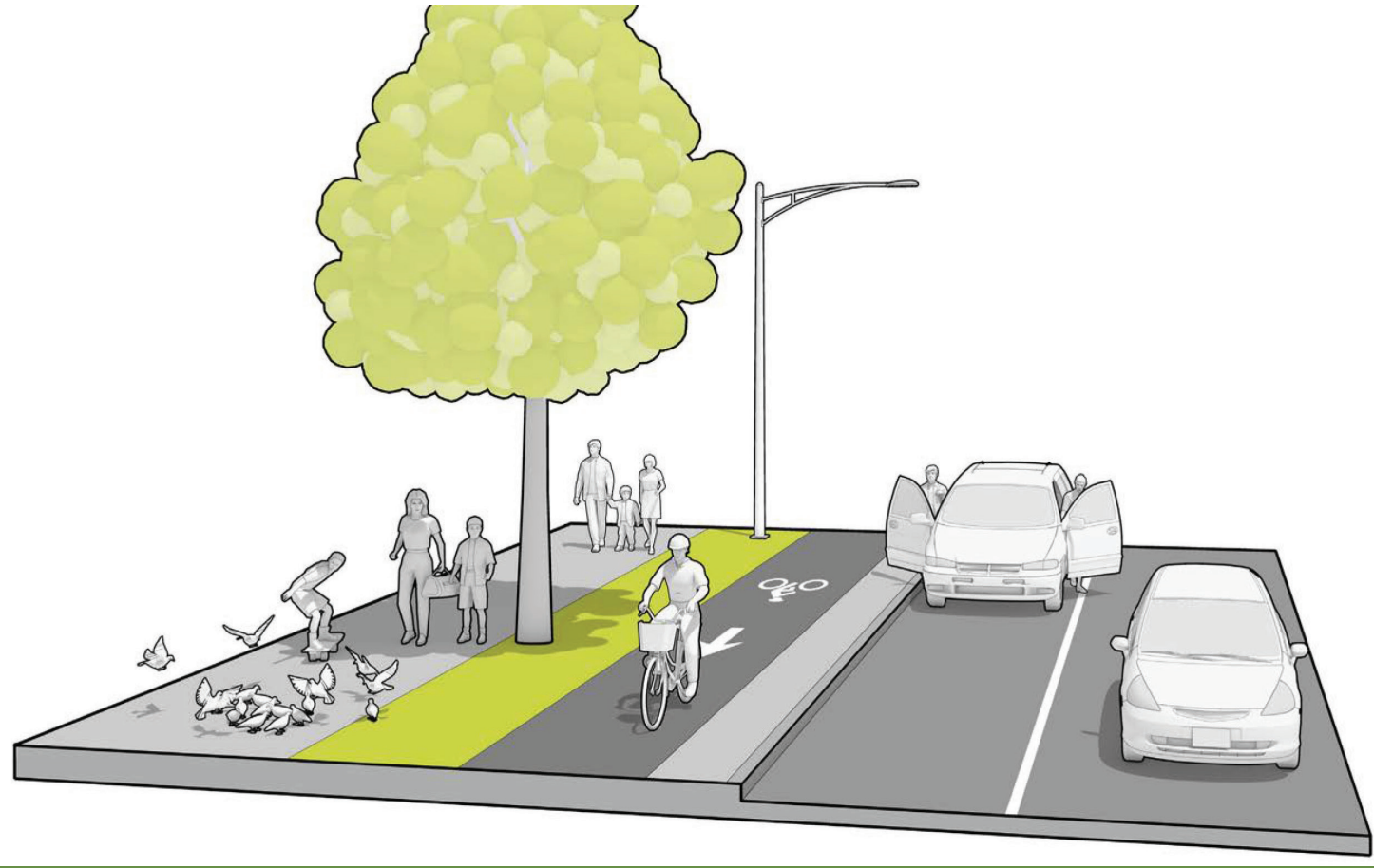
- Streets designed for low vehicle speeds (20 – 25 mph) allow safe pedestrian and bike movement, including frequent safe crossings.
- Frequent intersection controls such as stop signs or signals provide safe pedestrian and bicycle crossings along well-marked crosswalks.
- Transit facilities are integrated within street design and transit amenities such as bus stops with shelters are seamlessly incorporated in streetscape design.
- Without losing overall pedestrian-friendly nature of the street, the design accommodates adequate vehicular facilities including emergency vehicle access, vehicular travel lanes, on-street parking, delivery zones, and pick-up/drop-off zones.

PUBLIC REALM ZONES

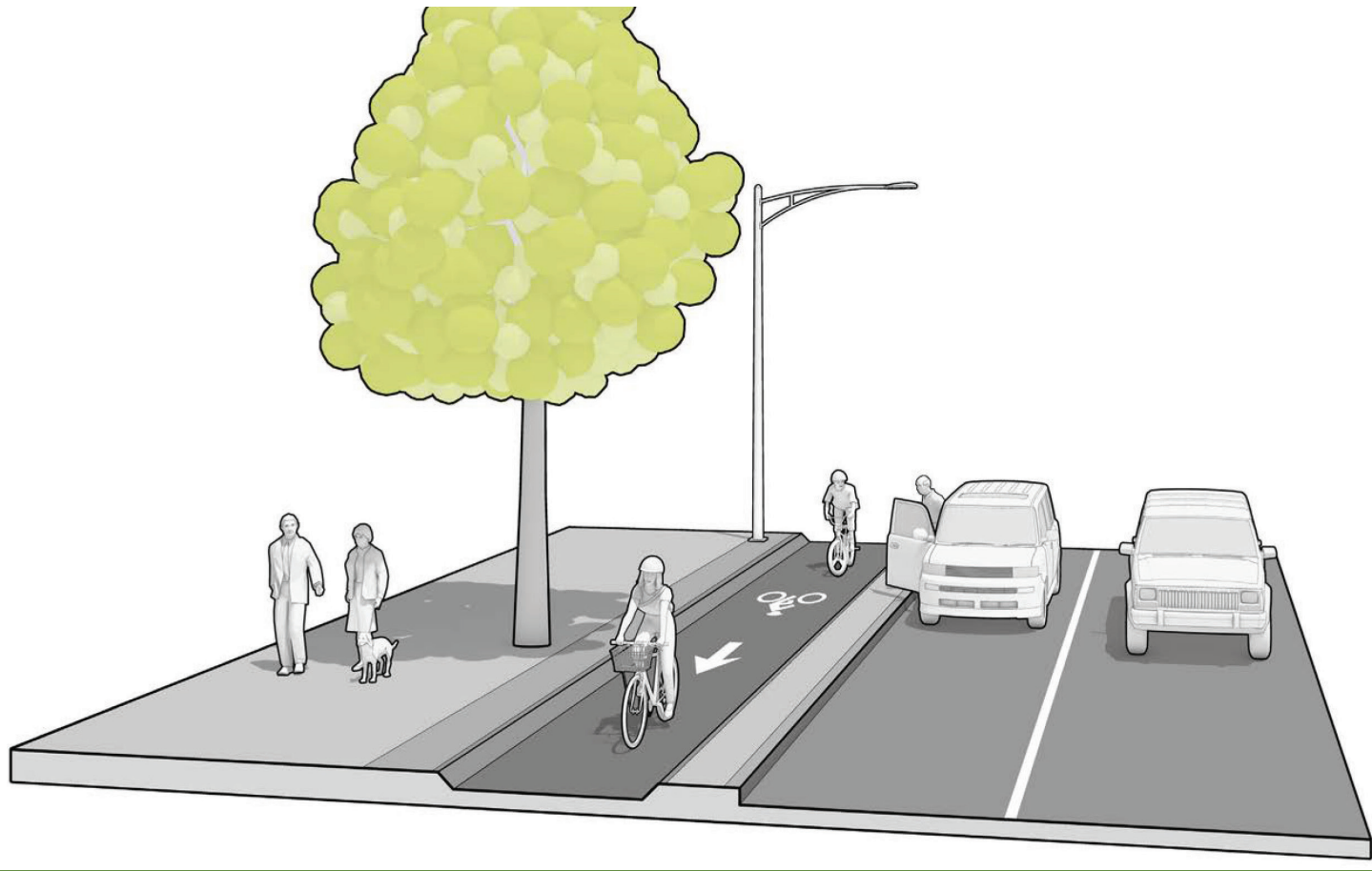


Public Realm Zones
Source: NACTO Urban Street Design Guide

SEPARATED BIKE LANES

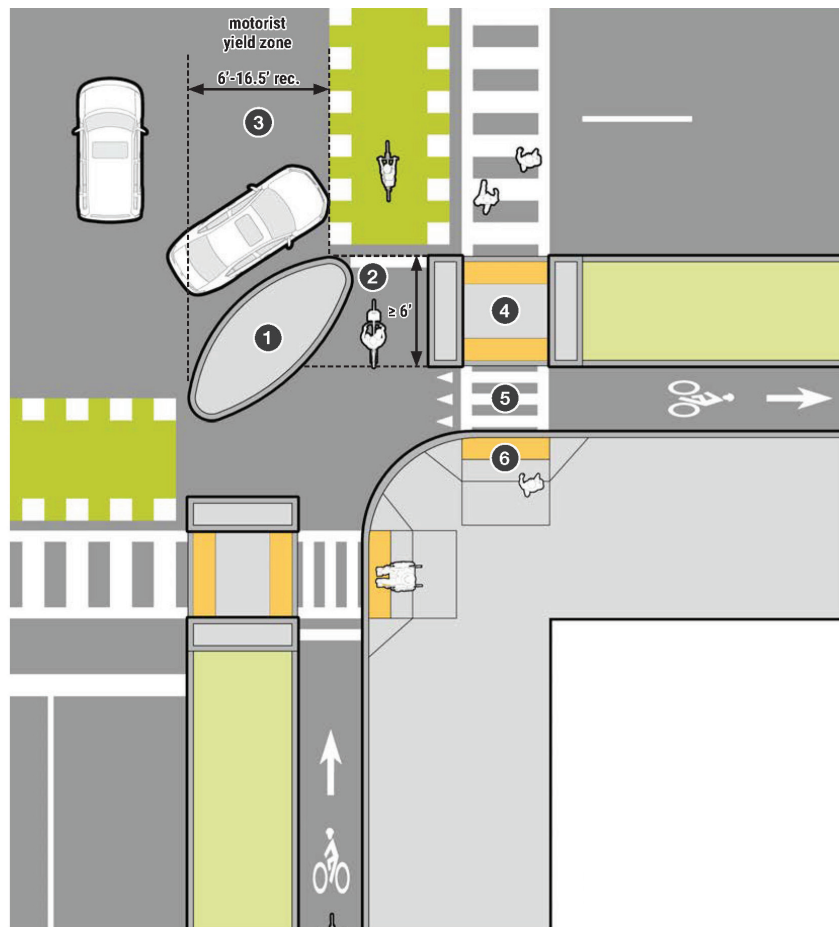


Raised Sidewalk-Level Bicycle Lane
Source: MassDOT Separated Bike Lane Planning & Design Guide

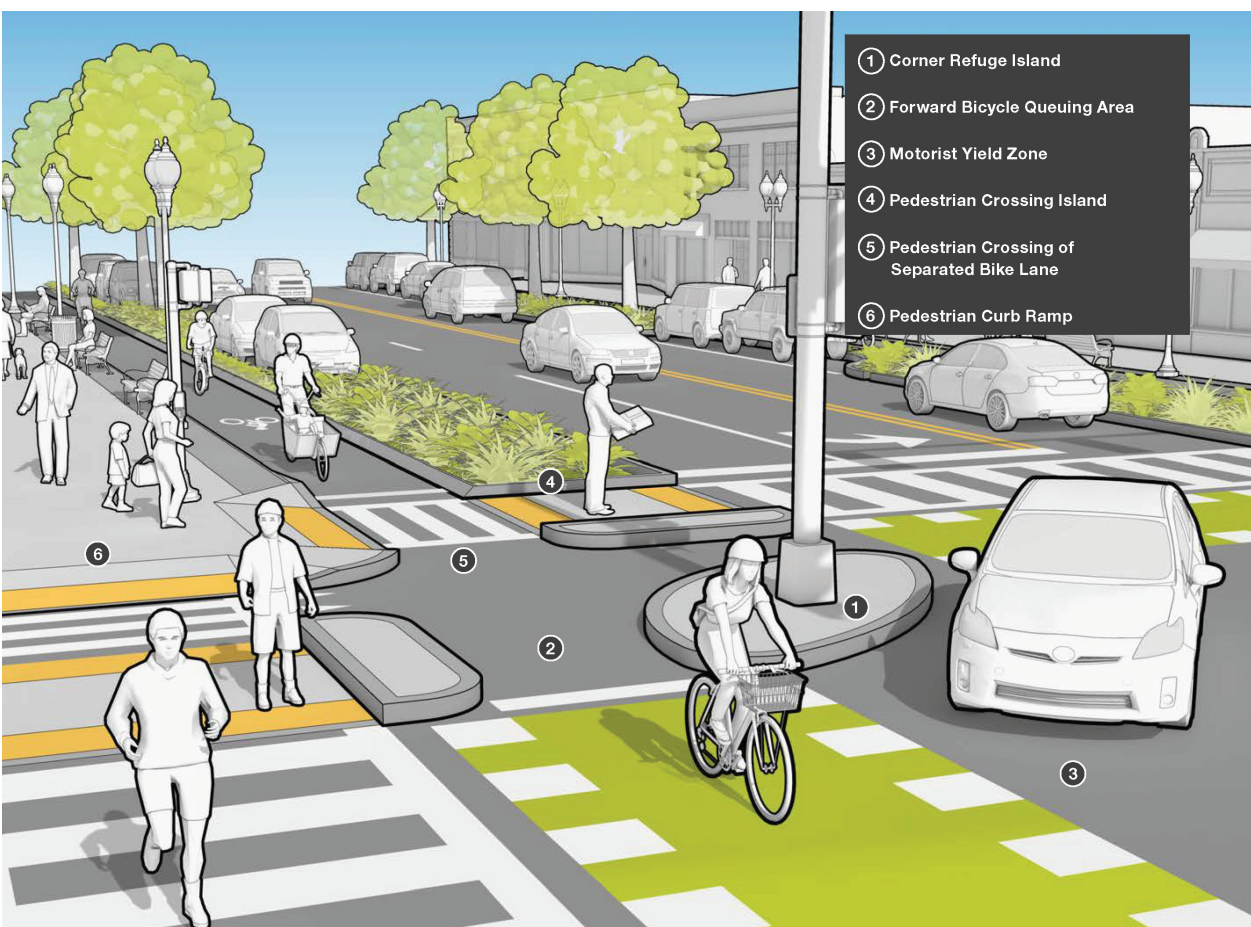


Street-Level Bicycle Lane
Source: MassDOT Separated Bike Lane Planning & Design Guide

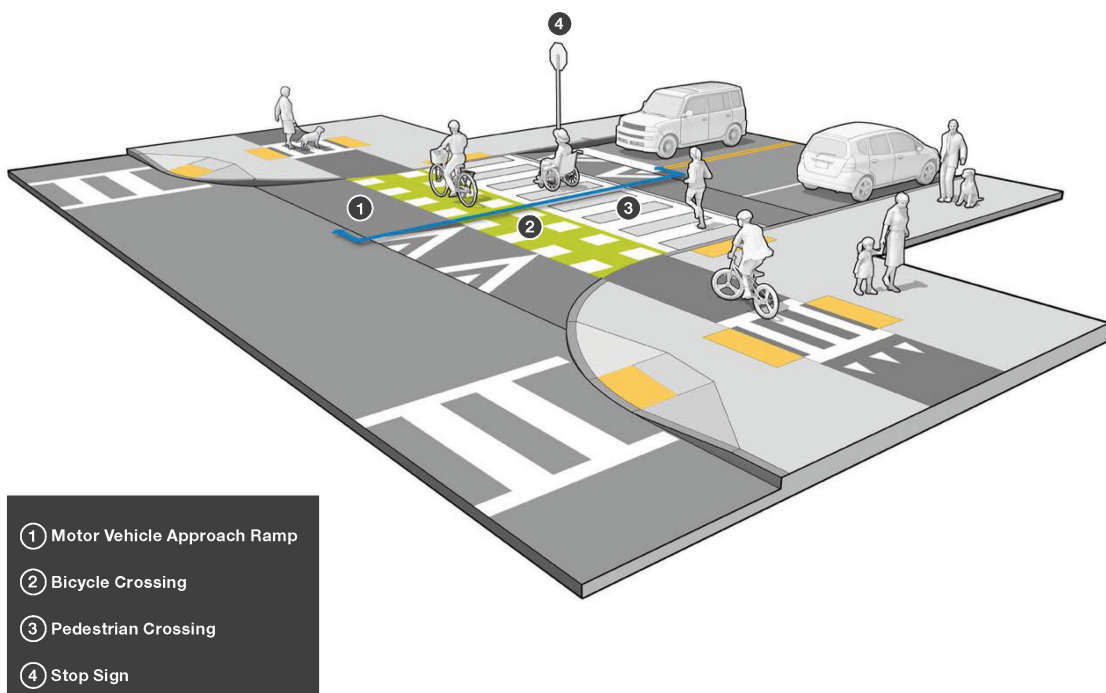
INTERSECTION TREATMENTS



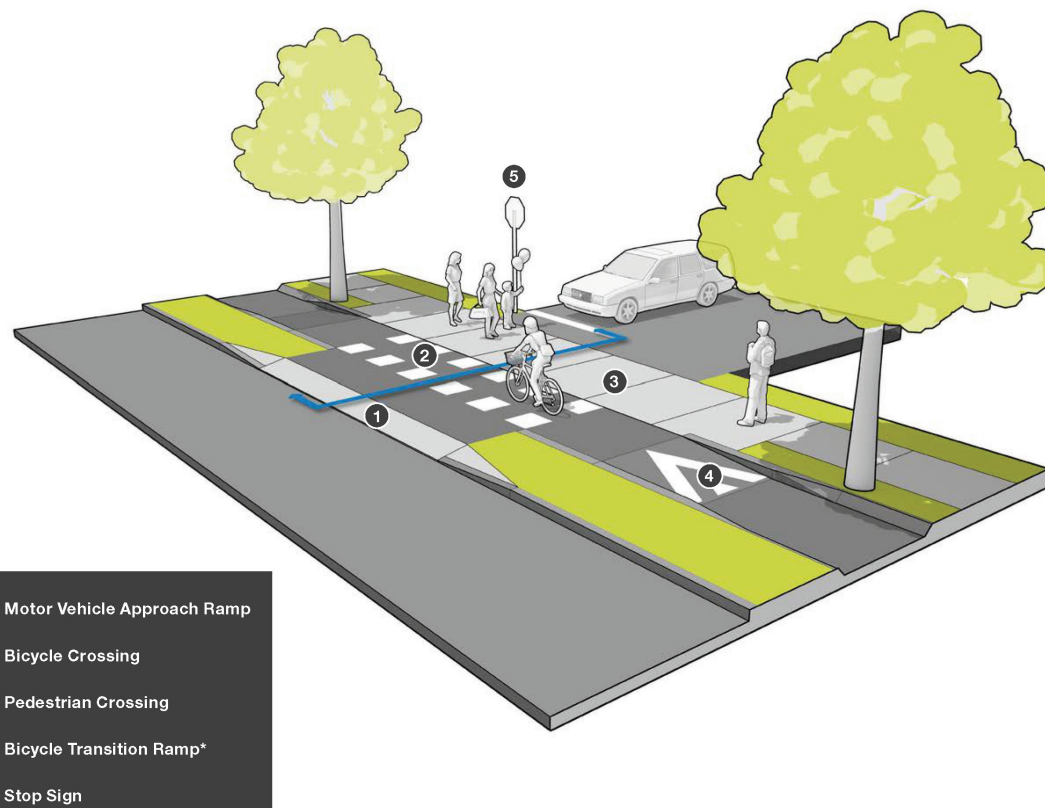
Protected Intersections
Source: MassDOT Separated Bike Lane Guide



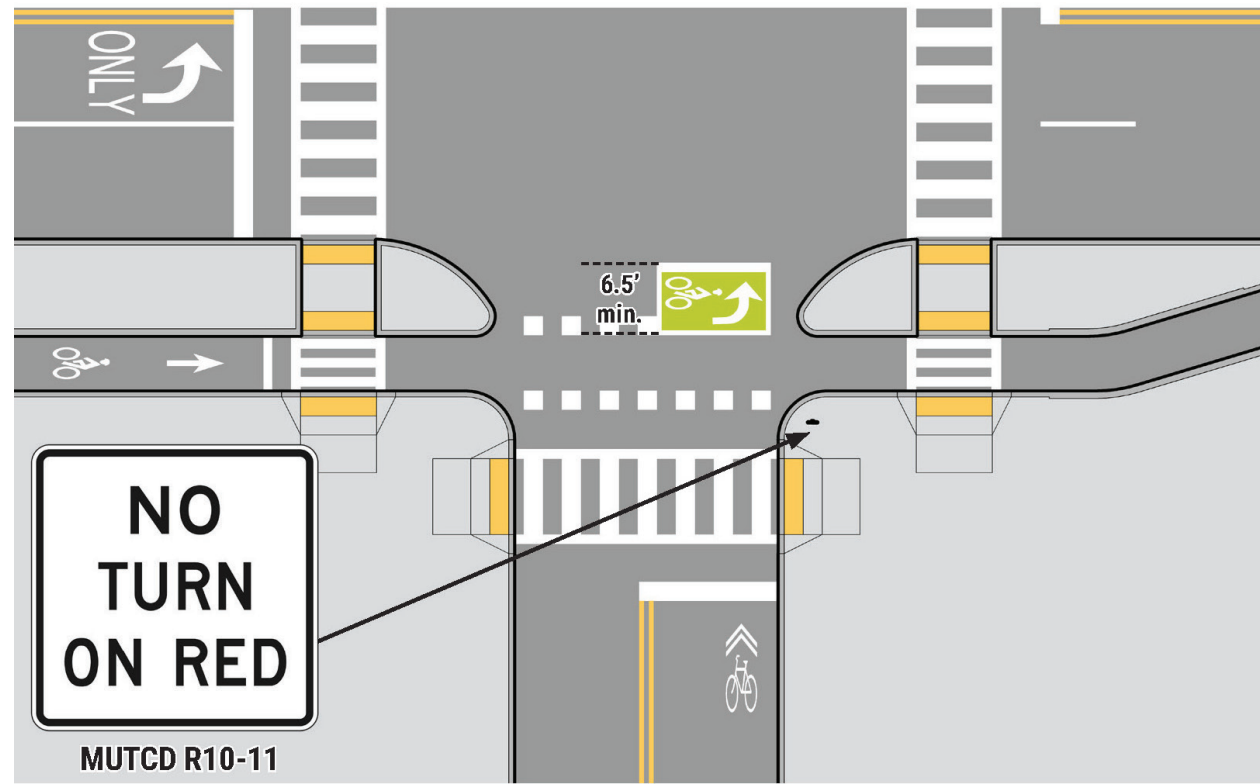
Protected Intersections
Source: MassDOT Separated Bike Lane Guide



Raised Side Street Crossing
Source: MassDOT Separated Bike Lane Guide

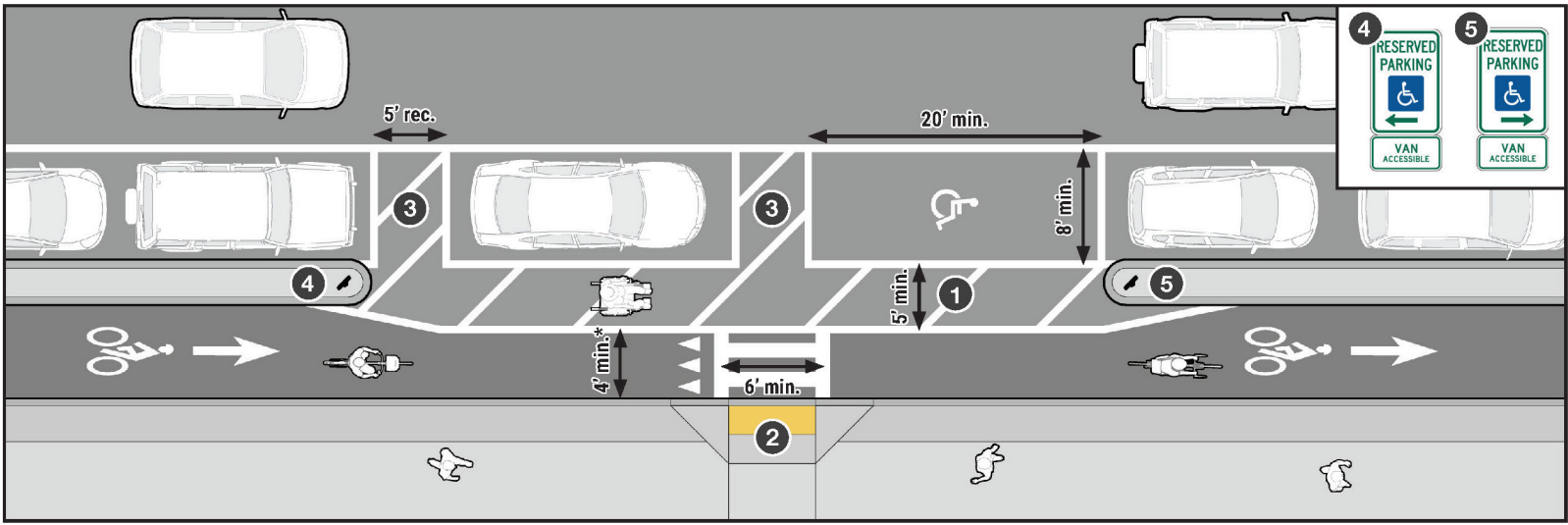


Raised Driveway Crossing
Source: MassDOT Separated Bike Lane Guide

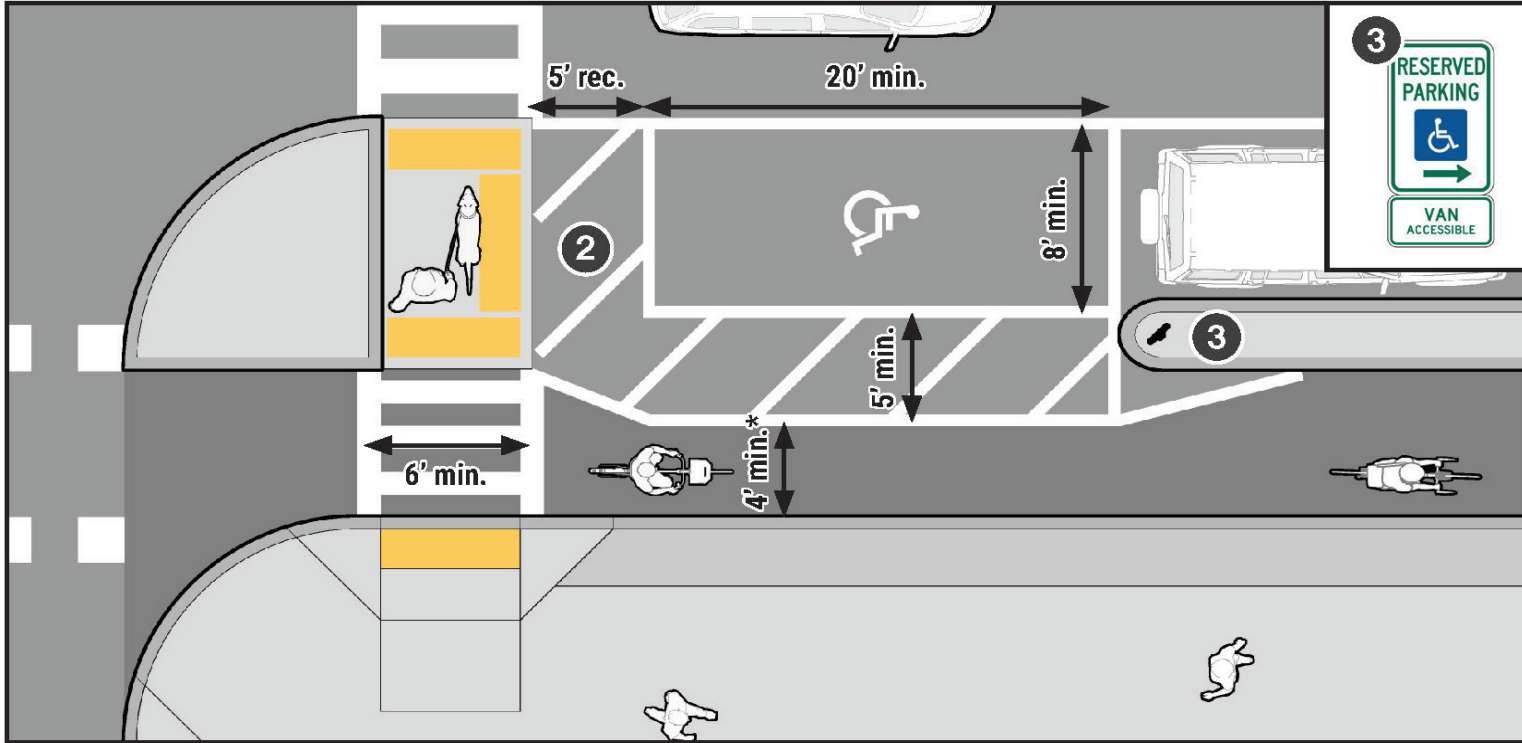


Transition to Cross Street Bike Route
Source: MassDOT Separated Bike Lane Guide

ACCESSIBLE PARKING

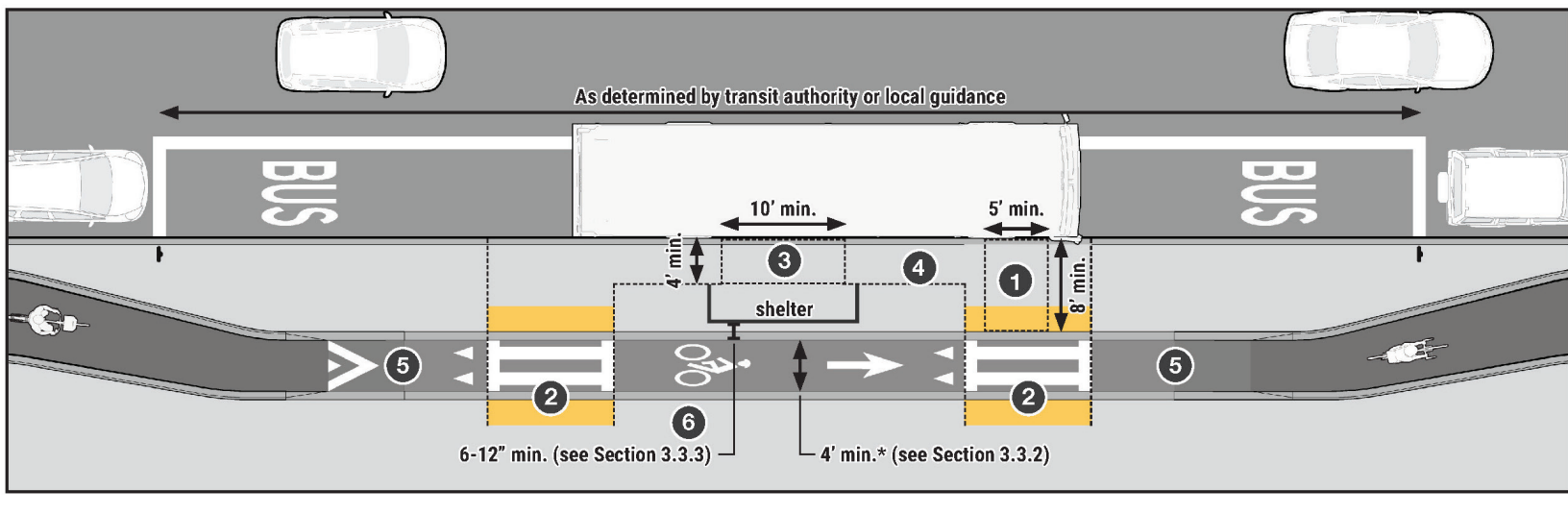


Accessible Mid-Block Parking
Source: MassDOT Separated Bike Lane Planning & Design Guide

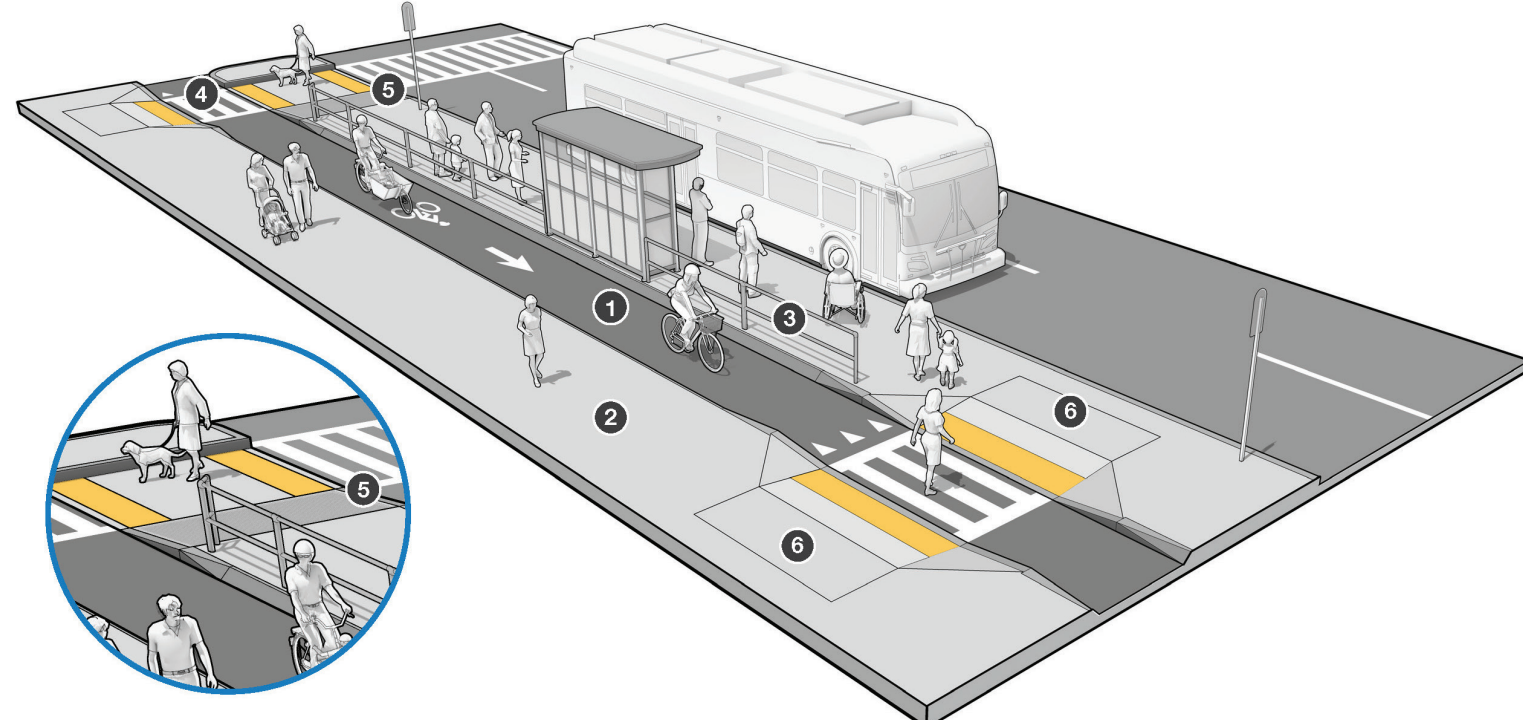


Accessible Parking at Intersections
Source: MassDOT Separated Bike Lane Planning & Design Guide

BUS STOPS

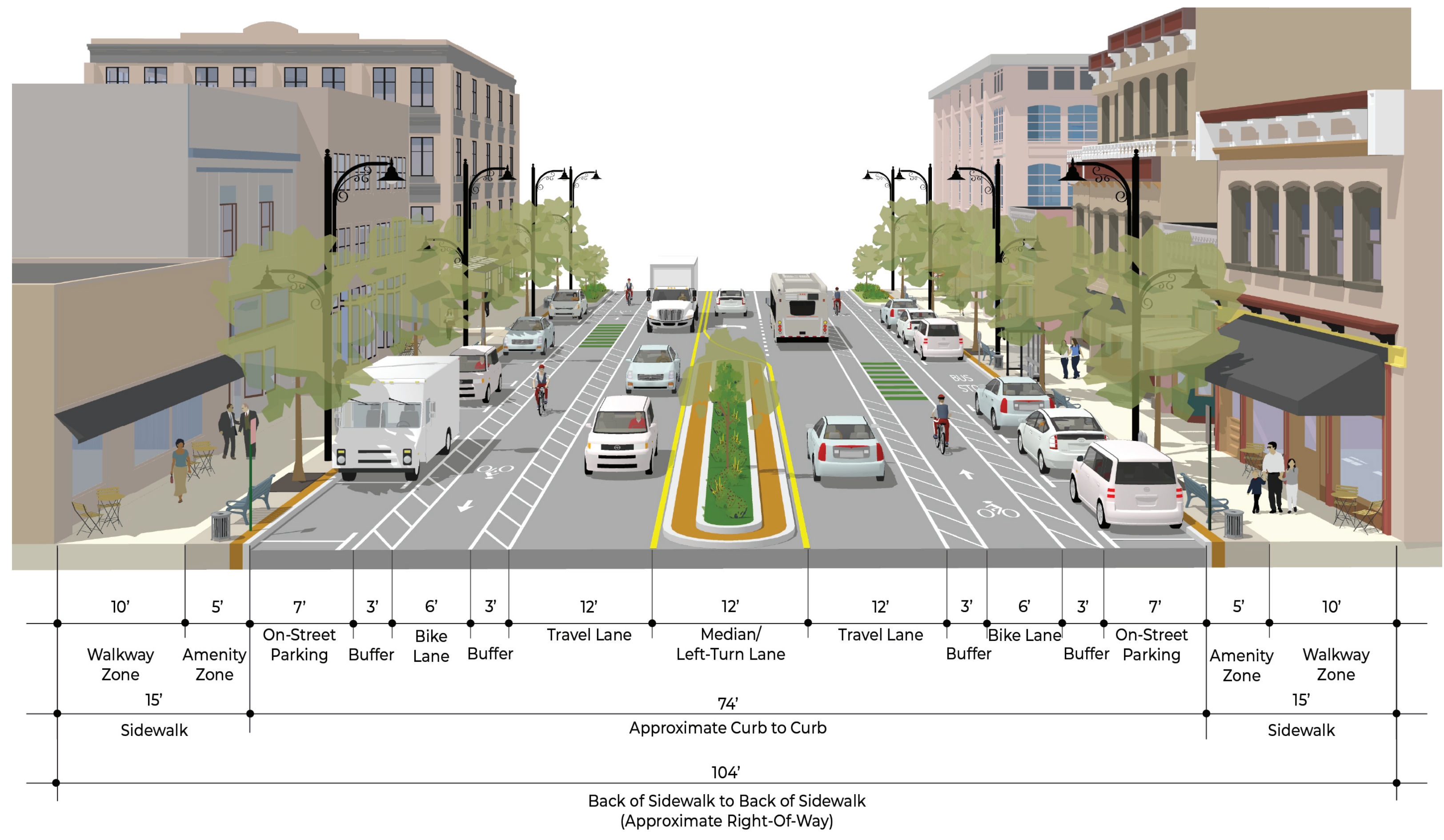


Bus Stop Design Elements
Source: MassDOT Separated Bike Lane Planning & Design Guide



Floating Bus Stop Design
Source: MassDOT Separated Bike Lane Planning & Design Guide

Existing Cross Section
(Looking North)



Add any comments on sticky notes here

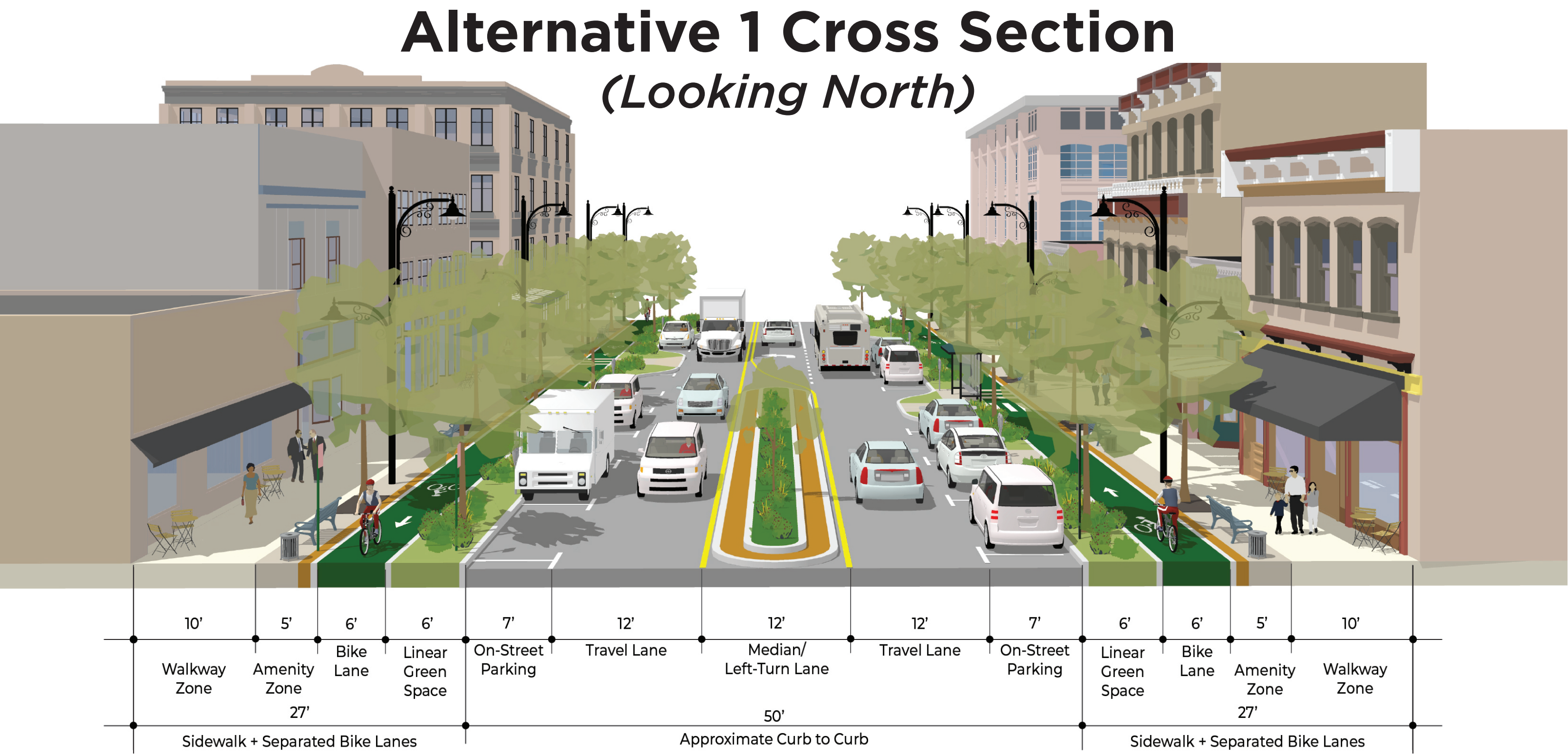
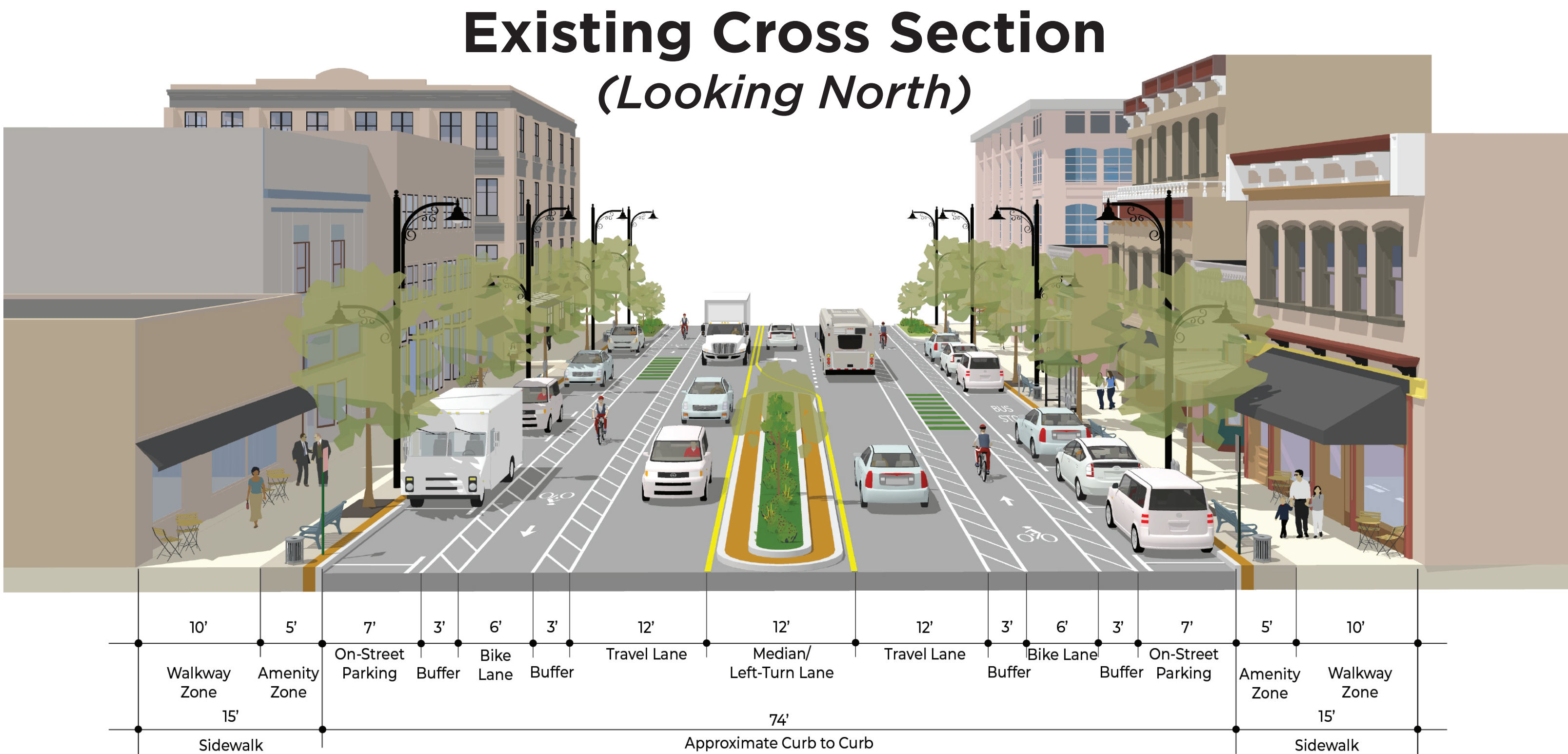


	Alternative No.	Existing
	Evaluation Measures	Double-Buffered Bike Lanes
	Pedestrian Comfort	Low
	Bicycle Comfort	Low
	Ease of Emergency Vehicle Staging	High
	Ease of Curbside Parking/ Deliveries to Building Access	Medium
	Green Infrastructure & Landscaping Opportunities	Low
	Drainage & Utility	Low
	Cost	Low
	Intersection Treatment	Low
	Pedestrian Space	Low

Additional information on Board 18.



Add a blue dot sticker here if this is your preferred alternative



Add any comments on sticky notes here

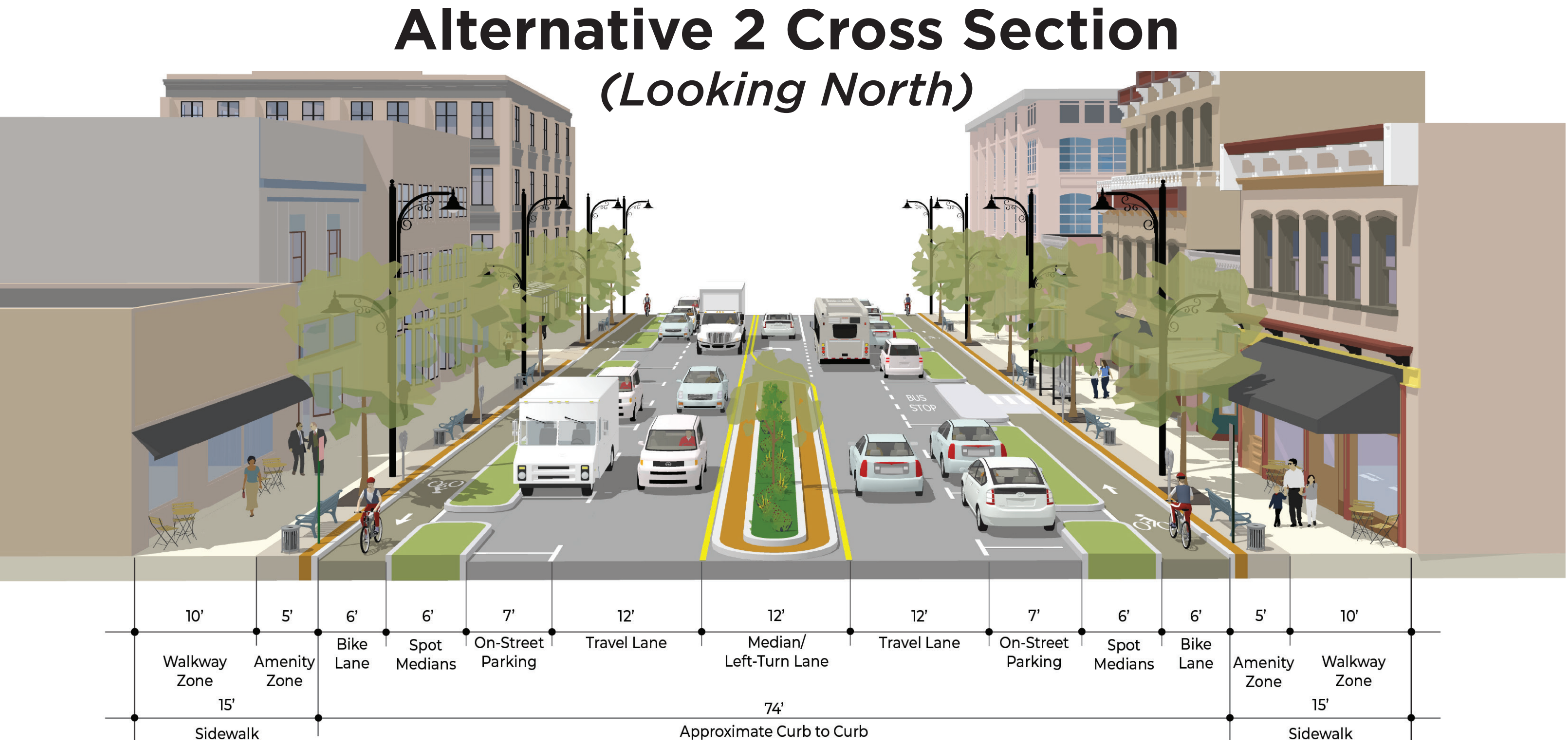
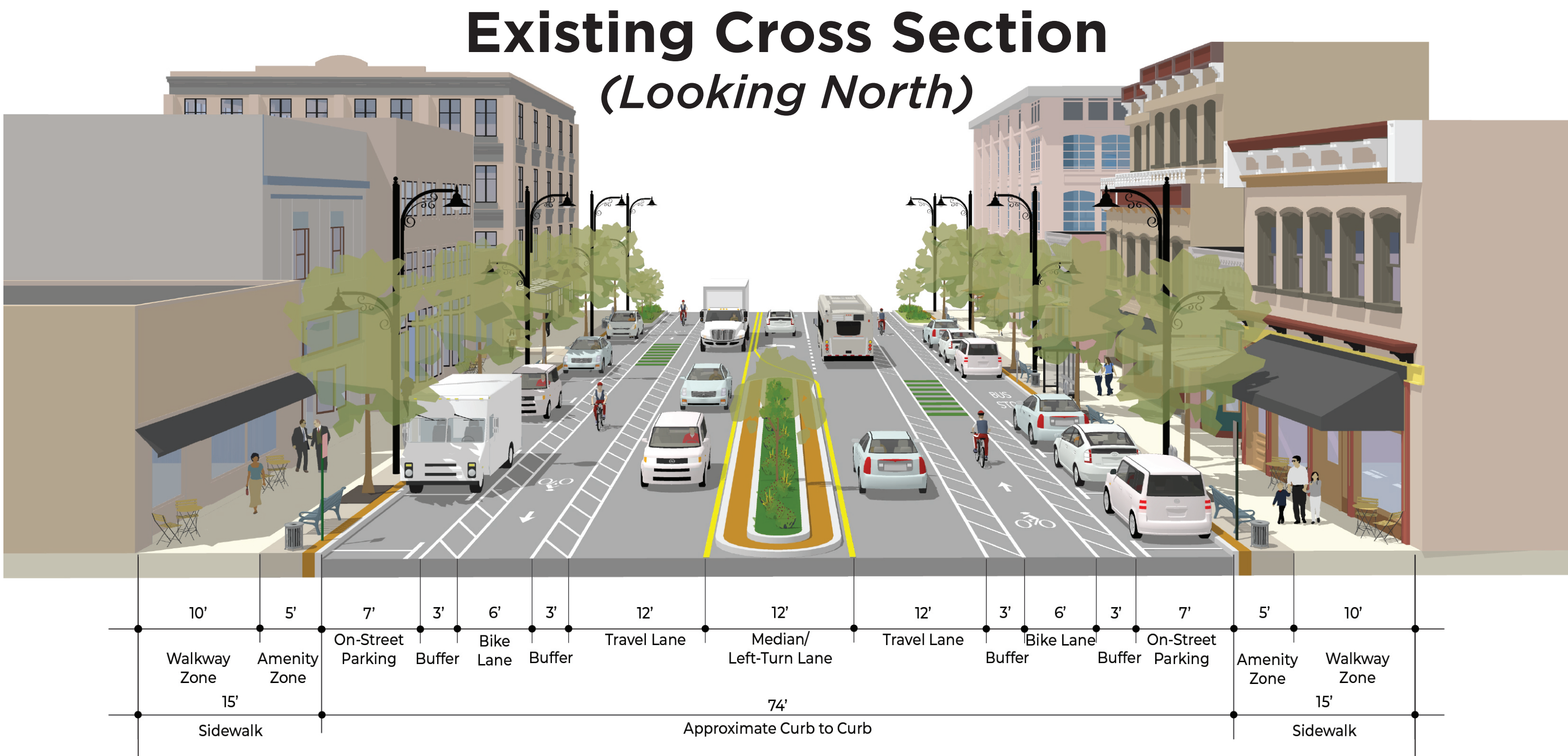


	Alternative No.	1
	Evaluation Measures	Sidewalk-Level Separated Bike Lanes
	Pedestrian Comfort	High
	Bicycle Comfort	High
	Ease of Emergency Vehicle Staging	Low
	Ease of Curbside Parking/Deliveries to Building Access	High
	Green Infrastructure & Landscaping Opportunities	High
	Drainage & Utility	High
	Cost	Medium
	Intersection Treatment	High
	Pedestrian Space	High

Additional information on Board 18.



Add a blue dot sticker here if this is your preferred alternative



Add any comments on sticky notes here



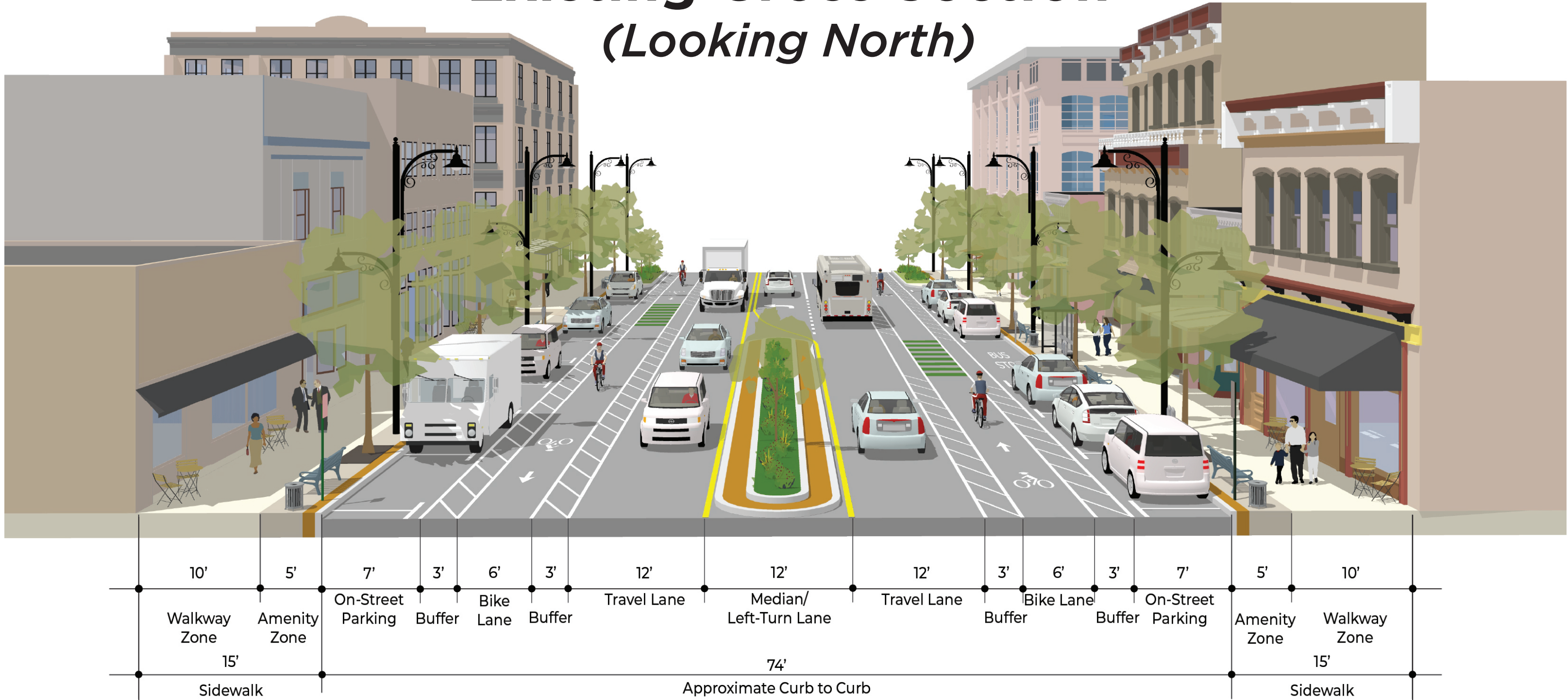
	Alternative No.	2
	Evaluation Measures	Street-Level Separated Bike Lanes
	Pedestrian Comfort	Medium
	Bicycle Comfort	Medium
	Ease of Emergency Vehicle Staging	Low
	Ease of Curbside Parking/Deliveries to Building Access	Low
	Green Infrastructure & Landscaping Opportunities	Medium
	Drainage & Utility	Medium
	Cost	Medium
	Intersection Treatment	High
	Pedestrian Space	High

Additional information on Board 18.

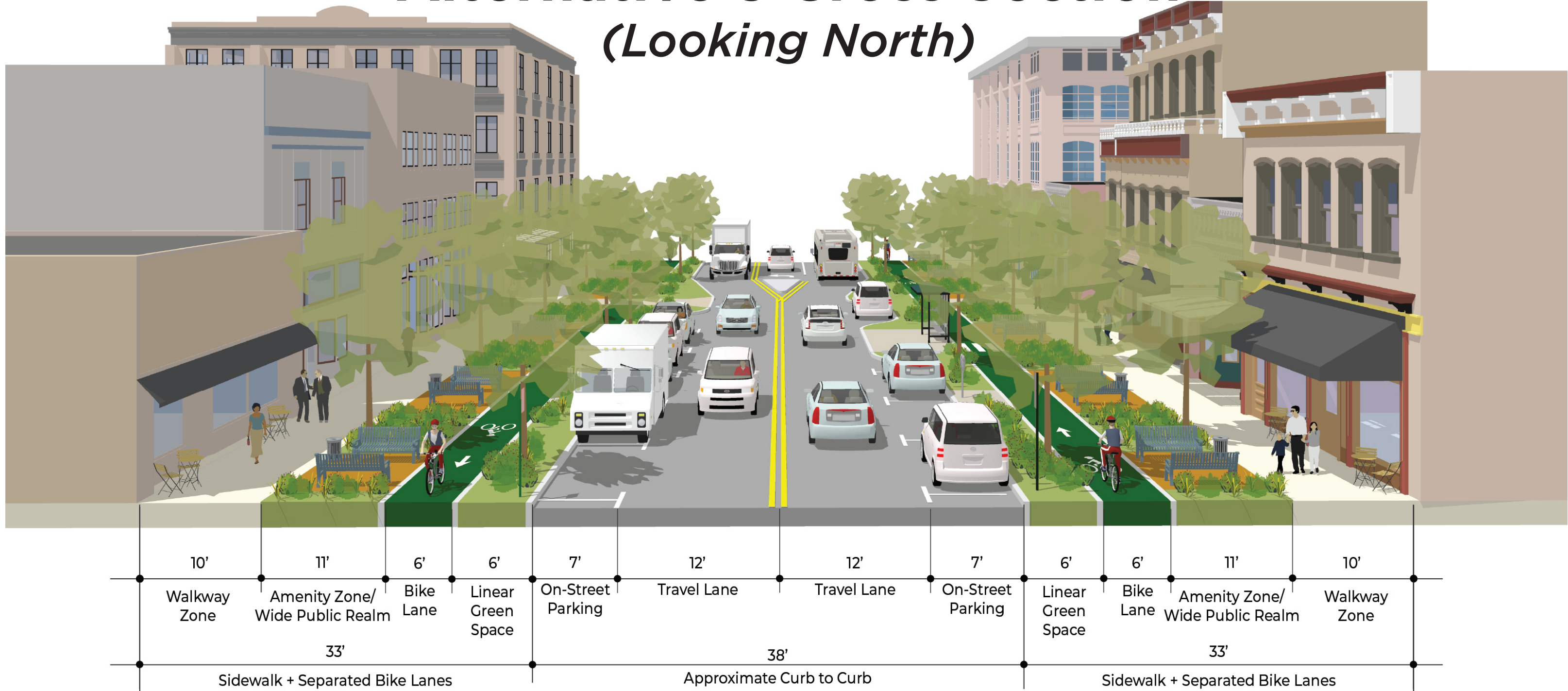


Add a blue dot sticker here if this is your preferred alternative

Existing Cross Section
(Looking North)



Alternative 3 Cross Section
(Looking North)



Add any comments on sticky notes here

Existing (Looking North)
Source: halftravel.com



Alternative 3 Rendering (Looking North)

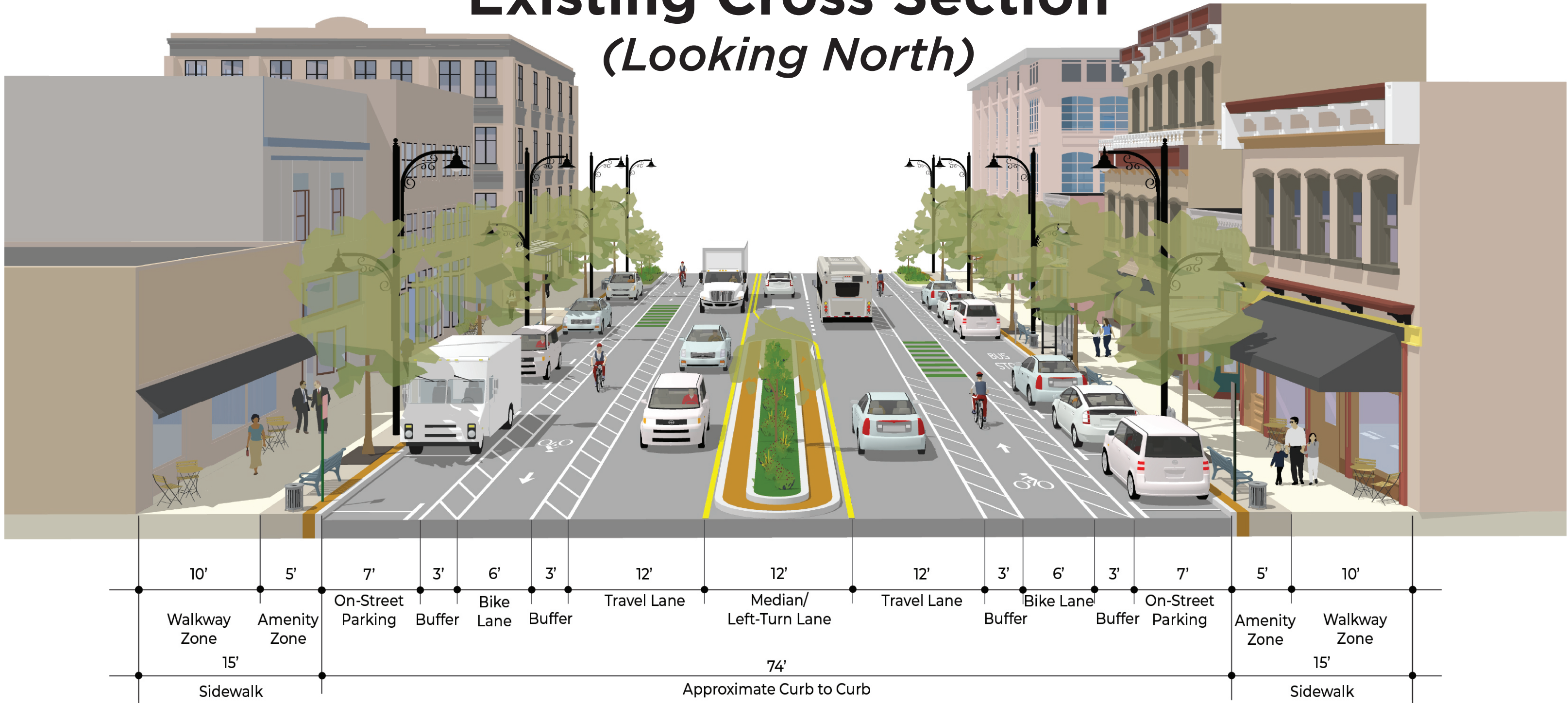


Add a blue dot sticker here if this is your preferred alternative

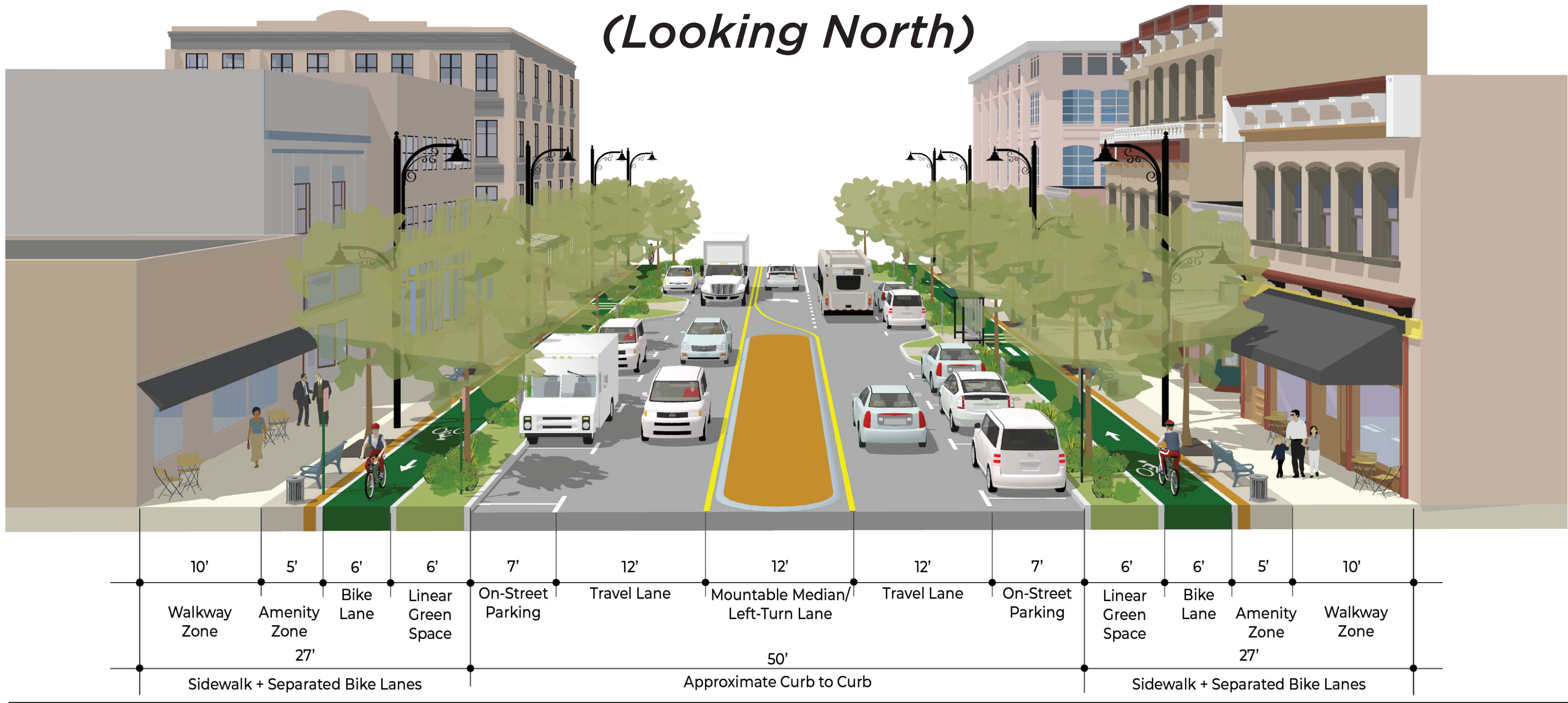
	Alternative No.	3
	Evaluation Measures	Wide Pedestrian Realm & Sidewalk-Level Bike Lanes
	Pedestrian Comfort	High
	Bicycle Comfort	High
	Ease of Emergency Vehicle Staging	Low
	Ease of Curbside Parking/Deliveries to Building Access	Medium
	Green Infrastructure & Landscaping Opportunities	High
	Drainage & Utility	High
	Cost	High
	Intersection Treatment	High
	Pedestrian Space	High

Additional information on Board 18.

Existing Cross Section
(Looking North)



Alternative 4 Cross Section
(Looking North)



Add any comments on sticky notes here



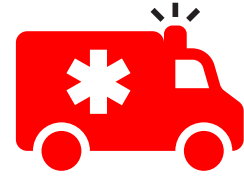
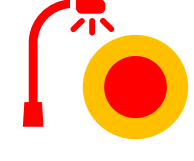
Alternative 4 Rendering (Looking North)



Add a blue dot sticker here if this is your preferred alternative

	Alternative No.	4
	Evaluation Measures	Sidewalk Level Bike Lanes & Mountable Median
	Pedestrian Comfort	High
	Bicycle Comfort	High
	Ease of Emergency Vehicle Staging	High
	Ease of Curbside Parking/Deliveries to Building Access	High
	Green Infrastructure & Landscaping Opportunities	High
	Drainage & Utility	High
	Cost	High
	Intersection Treatment	High
	Pedestrian Space	High

Additional information on Board 18.

	Alternative No.	Existing	1	2	3	4
	Description	Double-Buffered Bicycle Lanes	Linear Green Space with Sidewalk-Level Separated Bike Lanes	Street-Level Separated Bike Lanes	Wide Pedestrian Realm with Sidewalk-level Separated Bike Lanes & No Median	Linear Green Space with Sidewalk-Level Separated Bike Lanes & Mountable Median
	Pedestrian Comfort	Low 1. Bicyclists often use sidewalks to bike 2. No continuous landscape buffer between cars and pedestrians 3. Lack of clear sidewalk zones for walkway, amenity zone, and building frontage, with outdoor dining	High 1. Dedicated sidewalk-level bike lanes can eliminate bicyclists using sidewalks 2. Raised bike lanes provide additional separation between cars and pedestrians 3. Continuous landscape buffers between sidewalks, bike lanes, and curbside parking/delivery lanes 4. Sidewalks redesigned to include clear walkway, amenity zone, and building fronting zone with outdoor dining	Medium 1. Dedicated street-level bike lanes can eliminate bicyclists using sidewalks 2. Separated bike lanes provide additional separation between cars and pedestrians 3. Continuous landscape buffers between sidewalks, bike lanes, and curbside parking/delivery lanes 4. Sidewalks redesigned to include clear walkway, amenity zone, and building fronting zone with outdoor dining	High 1. Dedicated sidewalk-level bike lanes can eliminate bicyclists using sidewalks 2. Raised bike lanes provide additional separation between cars and pedestrians 3. Continuous landscape buffers between sidewalks, bike lanes, and curbside parking/delivery lanes 4. Sidewalks redesigned to include clear walkway, wide public realm amenity zone, and building fronting zone with outdoor dining	High 1. Dedicated sidewalk-level bike lanes can eliminate bicyclists using sidewalks 2. Raised bike lanes provide additional separation between cars and pedestrians 3. Continuous landscape buffers between sidewalks, bike lanes, and curbside parking/delivery lanes 4. Sidewalks redesigned to include clear walkway, amenity zone, and building fronting zones with outdoor dining
	Bicycle Comfort	Low 1. Only painted buffers exist today 2. No physical separation from cars 3. Frequent conflict points between cars crossing bike lanes to park 4. Frequent use of double-buffered bike lanes by cars as a pass-through lane or used for double parking	High 1. Raised landscaped medians provides separation from cars 2. Raised sidewalk-level bike lanes provides better visibility 3. Bike lanes placed between sidewalks and curbside parking/delivery lanes 4. Cars will not be able to use bike lanes as pass-through lane or for double-parking	Medium 1. Raised landscape spot medians provides separation from cars 2. Bike lanes placed between sidewalks and curbside parking/delivery lanes 3. Cars will not be able to use bike lanes as pass-through lane or for double-parking 4. Stormwater may cause inconvenience due to gaps in medians directing stormwater as specific locations 5. Snow removal may be challenging	High 1. Raised landscaped medians provides separation from cars 2. Raised sidewalk-level bike lanes provides better visibility 3. Bike lanes placed between sidewalks and curbside parking/delivery lanes 4. Cars will not be able to use bike lanes as pass-through lane or for double-parking	High 1. Raised landscaped medians provides separation from cars 2. Raised sidewalk-level bike lanes provides better visibility 3. Bike lanes placed between sidewalks and curbside parking/delivery lanes 4. Cars will not be able to use bike lanes as pass-through lane or for double-parking
	Ease of Emergency Vehicle Staging	High 1. Double-buffered bicycle lanes used for emergency vehicle staging 2. Two-way traffic flow continues along North Street since emergency vehicle staging does not block travel lanes	Low 1. Curbside parking/delivery lane or one travel lane can be used for emergency vehicle staging 2. May require Maintenance of Traffic (MOT) procedures to allow metered two-way traffic to continue along North Street through one travel lane or provide detours along parallel roads	Low 1. Curbside parking/delivery lane or one travel lane can be used for emergency vehicle staging 2. May require Maintenance of Traffic (MOT) procedures to allow metered two-way traffic to continue along North Street through one travel lane or provide detours along parallel roads	Low 1. Curbside parking/delivery lane or one travel lane can be used for emergency vehicle staging 2. May require Maintenance of Traffic (MOT) procedures to allow metered two-way traffic to continue along North Street through one travel lane or provide detours along parallel roads 3. No median limits space for emergency vehicle staging	High 1. Mountable medians can provide additional space for maintaining two-way traffic along North Street while travel lane or curbside parking/delivery lane is used for emergency vehicle staging 2. Mountable medians also allow for faster emergency vehicle access to use North Street
	Ease of Curbside Parking/Deliveries to Building Access	Medium 1. Curbside parking/delivery lanes provide direct access to buildings across sidewalks at the same level 2. Bike lanes are not between curbside parking/delivery lanes and sidewalks 3. Lack of vertical separation allows vehicles to use wide double-buffered bike lanes to double park	High 1. Curbside parking/delivery lanes provide direct access to buildings across raised sidewalk-level bike lanes and sidewalks at the same level	Low 1. Curbside parking/delivery lanes provide direct access to buildings but have to navigate raised spot landscape medians, street-level bike lanes, and sidewalk at different levels	Medium 1. Curbside parking/delivery lanes provide direct access to buildings across raised sidewalk-level bike lanes and sidewalks at the same level 2. Sidewalks with wide public realm and amenity zones containing street furniture, landscaping, and streetscape elements can impact deliveries	High 1. Curbside parking/delivery lanes provide direct access to buildings across raised sidewalk-level bike lanes and sidewalks at the same level
	Green Infrastructure & Landscaping Opportunities	Low 1. Very few opportunities to add additional trees and green infrastructure elements to reduce impervious surfaces	High 1. Additional street trees and green infrastructure elements can be added as part of landscape buffers between sidewalks and bike lanes to reduce impervious surfaces	Medium 1. Additional green infrastructure elements can be added as part of certain spot landscape medians depending on existing drainage patterns between sidewalks and bike lanes to reduce impervious surfaces	High 1. Additional trees and green infrastructure elements can be added as part of landscape buffers between sidewalks and bike lanes to reduce impervious surfaces	High 1. Additional trees and green infrastructure elements can be added as part of landscape buffers between sidewalks and bike lanes to reduce impervious surfaces
	Drainage & Utility Relocaton Impacts	Low 1. No need to move existing drainage and utilities	High 1. May need to relocate drainage inlets and underground utilities since curbs will be relocated	Medium 1. May need minor adjustments to existing drainage and utilities 2. Gaps in spot medians separating curbside parking/delivery lanes and bike lanes help maintain existing drainage patterns	High 1. May need to relocate drainage inlets and underground utilities since curbs will be relocated	High 1. May need to relocate drainage inlets and underground utilities since curbs will be relocated
	Cost	Low 1. Low cost since maintaining existing configuration	Medium 1. Medium cost since curbs will have to be relocated along with potential drainage and utility impacts 2. Central medians can remain as existing	Medium 1. Medium cost since curbs will not be relocated but spot medians will be added between bike lanes and curbside parking/delivery lanes 2. Minor adjustments maybe needed to drainage inlets and utilities 3. Central medians can remain as existing	High 1. High cost since curbs will have to be relocated along with potential drainage and utility impacts 2. Medians will need to be removed to create wider public realm along sidewalks	High 1. High cost since curbs will have to be relocated along with potential drainage and utility impacts 2. Medians will need to be removed to create mountable medians for emergency vehicle access and staging
	Intersection Treatment	Low 1. No opportunities to improve intersection treatments for bike facilities 2. No opportunities to shorten crosswalk lengths	High 1. Opportunities to implement protected intersections or bike boxes at intersections for bike facilities 2. Crosswalk lengths shorter than existing conditions due to separated bike lanes and curb extensions	High 1. Opportunities to implement protected intersections or bike boxes at intersections for bike facilities 2. Crosswalk lengths shorter than existing conditions due to separated bike lanes and curb extensions	High 1. Opportunities to implement protected intersections or bike boxes at intersections for bike facilities 2. Crosswalk lengths shorter than existing conditions due to separated bike lanes and curb extensions	High 1. Opportunities to implement protected intersections or bike boxes at intersections for bike facilities 2. Crosswalk lengths shorter than existing conditions due to separated bike lanes and curb extensions
	Pedestrian Space	Low 1. No opportunities to increase pedestrian space for placemaking or seating areas	High 1. Opportunities to extend pedestrian space in linear green space and curb extensions at intersections	High 1. Opportunities to extend pedestrian space in linear green space and curb extensions at intersections	High 1. Pedestrian space is expanded in the wide public realm and curb extensions at intersections	High 1. Opportunities to extend pedestrian space in linear green space and curb extensions at intersections

TOOLBOX OF TREATMENTS



Visual narrowing using trees
Source: Mike Lydon

Add a dot sticker here to indicate your preference



Curbside uses - Parking
Source: Google Earth

Add a dot sticker here to indicate your preference



Curbside uses - Deliveries
Source: Urbanism Next

Add a dot sticker here to indicate your preference



Curbside uses - Pick-up/Drop-off
Source: CNN

Add a dot sticker here to indicate your preference



Curbside uses - Parklets
Source: Kittelson & Associates

Add a dot sticker here to indicate your preference



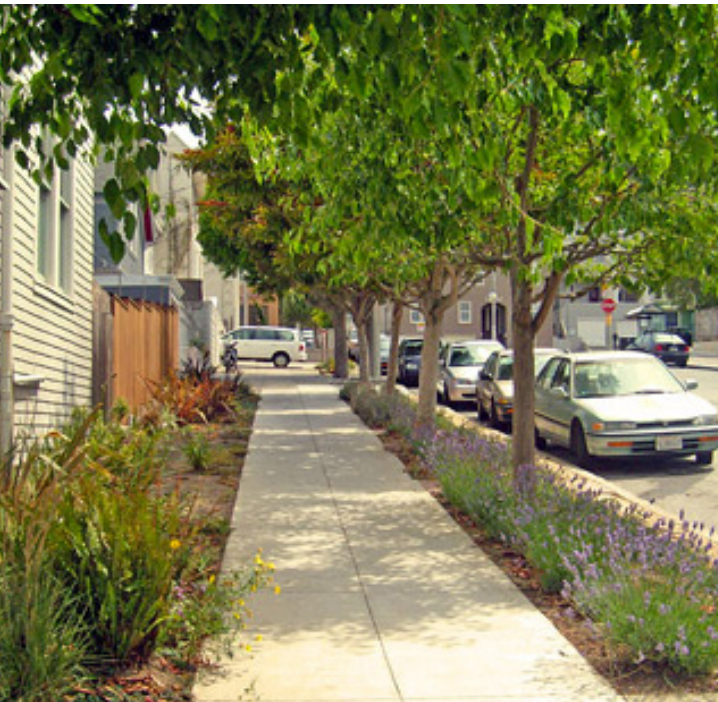
Curbside uses - Bike Parking
Source: Kittelson & Associates

Add a dot sticker here to indicate your preference



Landscape Buffers - Bike Lanes
Source: Rural Design Guide

Add a dot sticker here to indicate your preference



Landscape Buffers - Sidewalks
Source: SF Better Streets

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Landscape Medians
Source: NYC Street Design Guide

Add a dot sticker here to indicate your preference



Stamped Brick Mountable Medians
Source: Word on the Street Blog

Add a dot sticker here to indicate your preference



Separated Bike Lanes - Sidewalk Level
Source: Ryan Packer via the Urbanist

Add a dot sticker here to indicate your preference

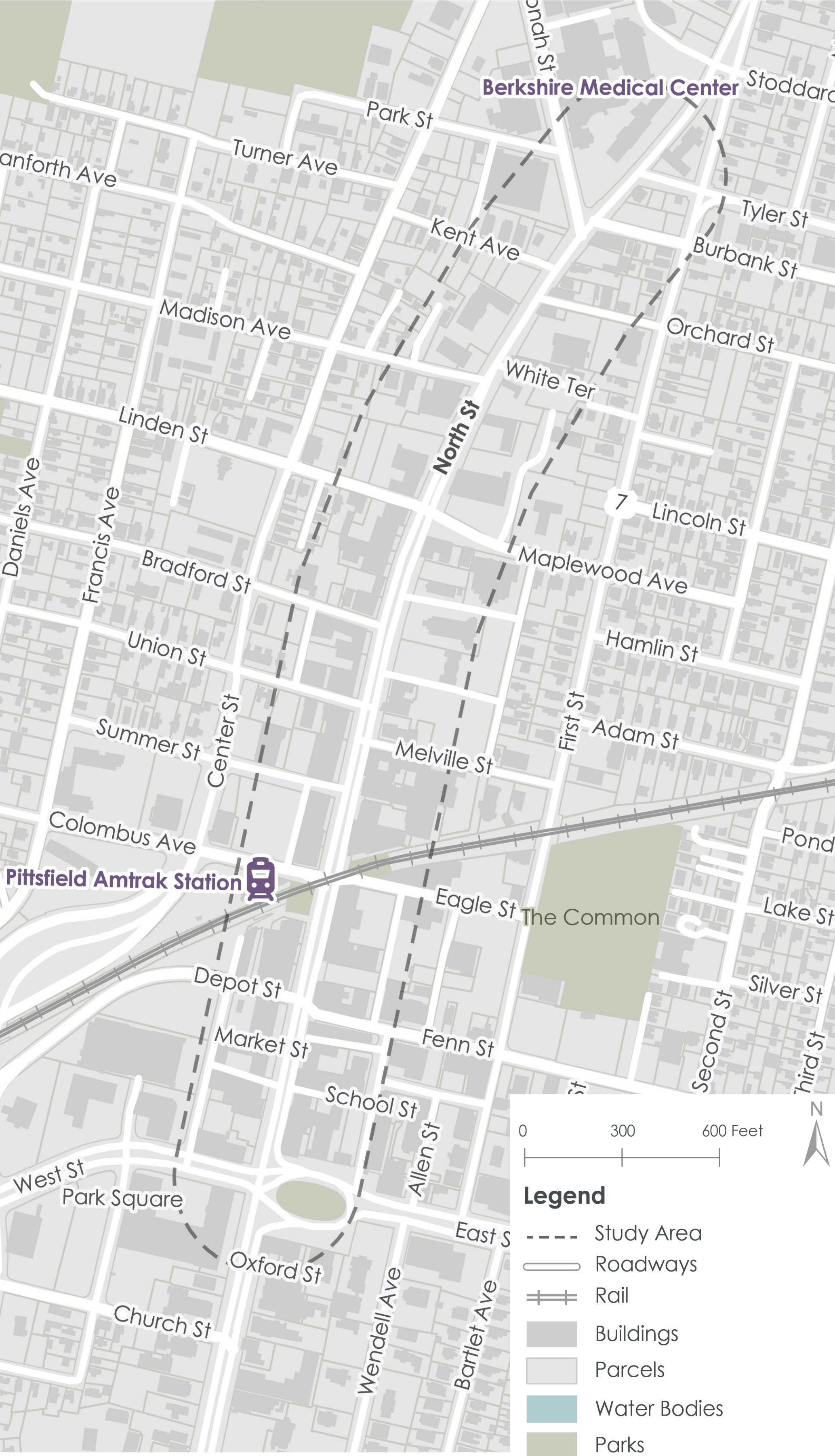


Separated Bike Lanes - Street Level
Source: MWCOG

Add a dot sticker here to indicate your preference

Use a sticky note to provide your comments here

BASEMAP



TOOLBOX OF TREATMENTS



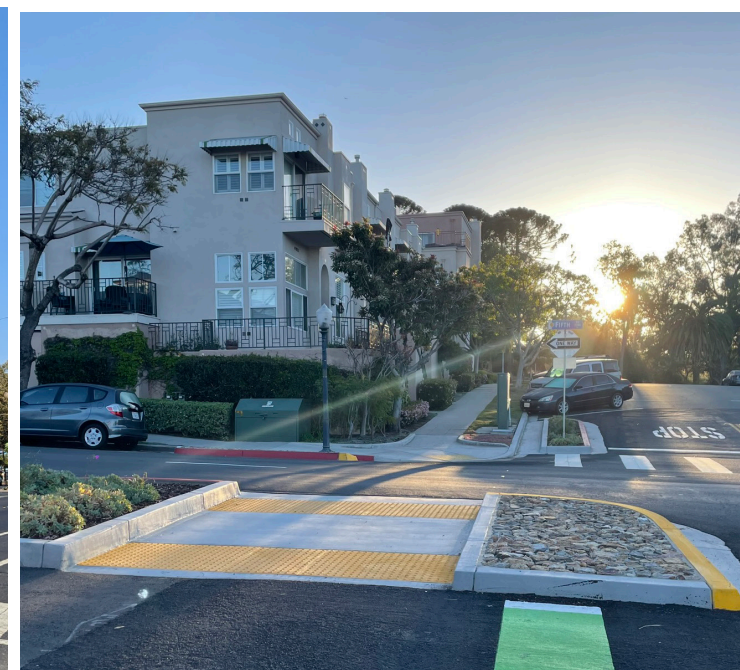
High Visibility Crosswalks
Source: Kittelson & Associates

Add a dot sticker here to indicate your preference



Mid-Block Crosswalk
Source: Kittelson & Associates

Add a dot sticker here to indicate your preference



Pedestrian Refuge Islands
Source: Kittelson & Associates

Add a dot sticker here to indicate your preference



Curb Extensions
Source: Urban Milwaukee

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Rectangular Rapid Flashing Beacon (RRFB)
Source: Kittelson & Associates

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Roundabout
Source: Kittelson & Associates

Add a dot sticker here to indicate your preference



Raised crosswalk
Source: Kittelson & Associates

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Raised Intersection
Source: City of Cambridge

Add a dot sticker here to indicate your preference



Bike Boxes
Source: Kittelson & Associates

Add a dot sticker here to indicate your preference



Protected Intersection
Source: Kittelson & Associates

Add a dot sticker here to indicate your preference



Bike Signal
Source: Mead & Hunt

Add a dot sticker here to indicate your preference

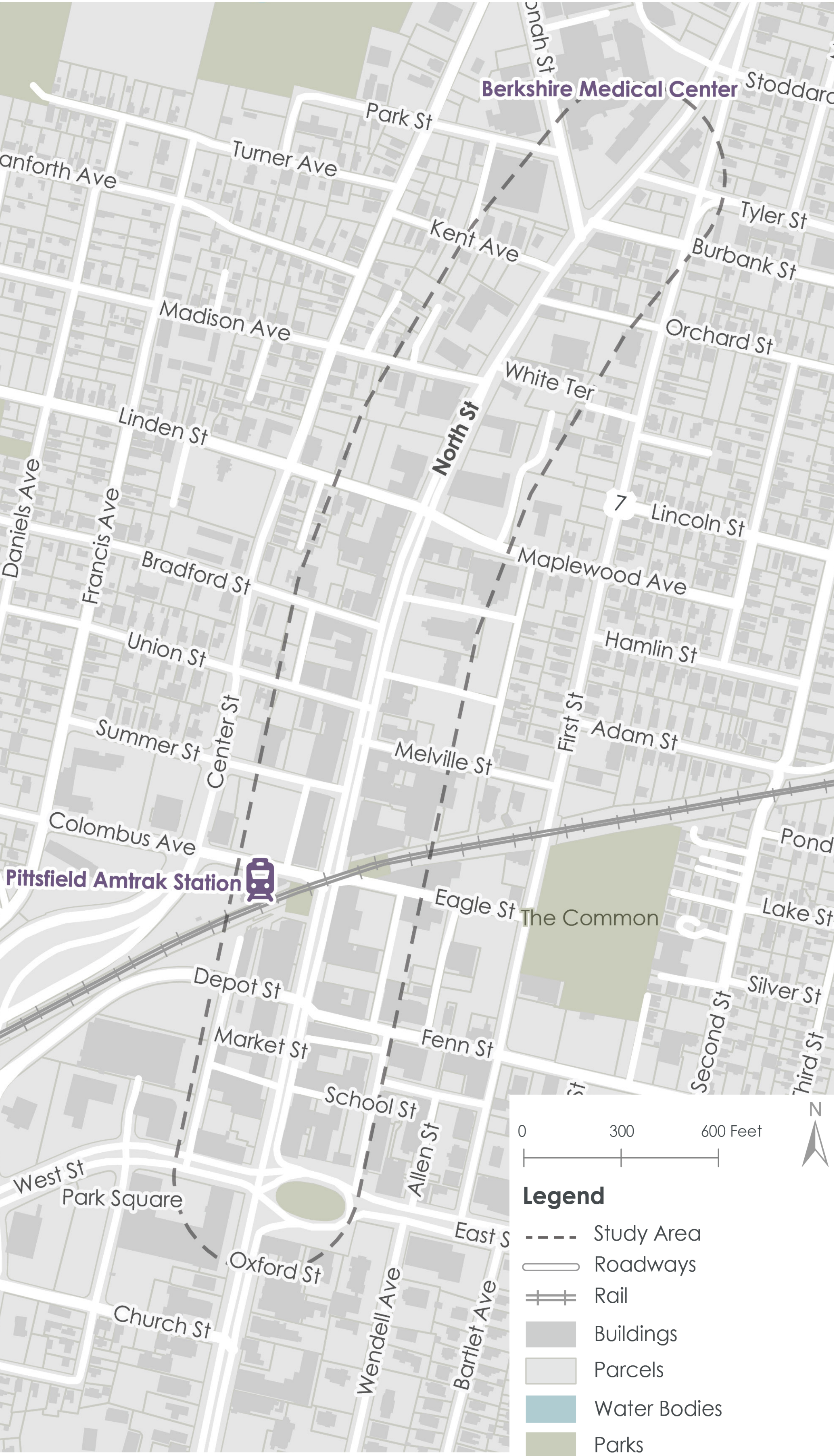


Green Infrastructure
Source: DDOT

Add a dot sticker here to indicate your preference

Use a sticky note to provide your comments here

BASEMAP



TOOLBOX OF TREATMENTS



Outdoor Dining/Seating
Source: Kittelson & Associates

Add a dot sticker here to indicate your preference



Plazas
Source: American Planning Association

Add a dot sticker here to indicate your preference



Parklets
Source: Kittelson & Associates

Add a dot sticker here to indicate your preference



Murals
Source: CCMA

Add a dot sticker here to indicate your preference



Artwork in Road/Crosswalks
Source: Kittelson & Associates

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Wayfinding
Source: Town of Estes

Add a dot sticker here to indicate your preference



Historic Interpretive Signs
Source: Hunter Research

Add a dot sticker here to indicate your preference

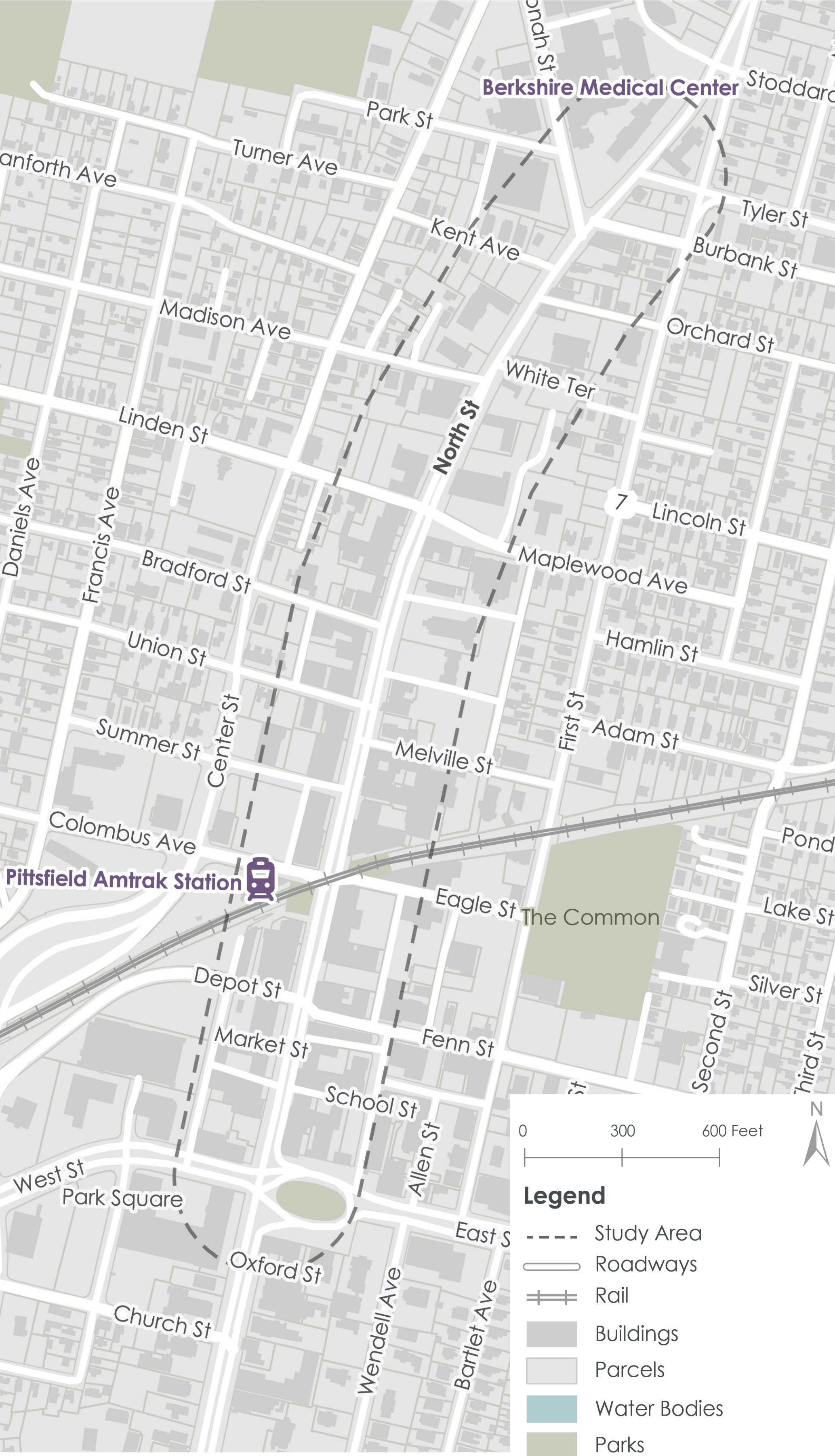


Self-Guided Historic Walk
Source: Kittelson & Associates

Add a dot sticker here to indicate your preference

Use a sticky note to provide your comments here

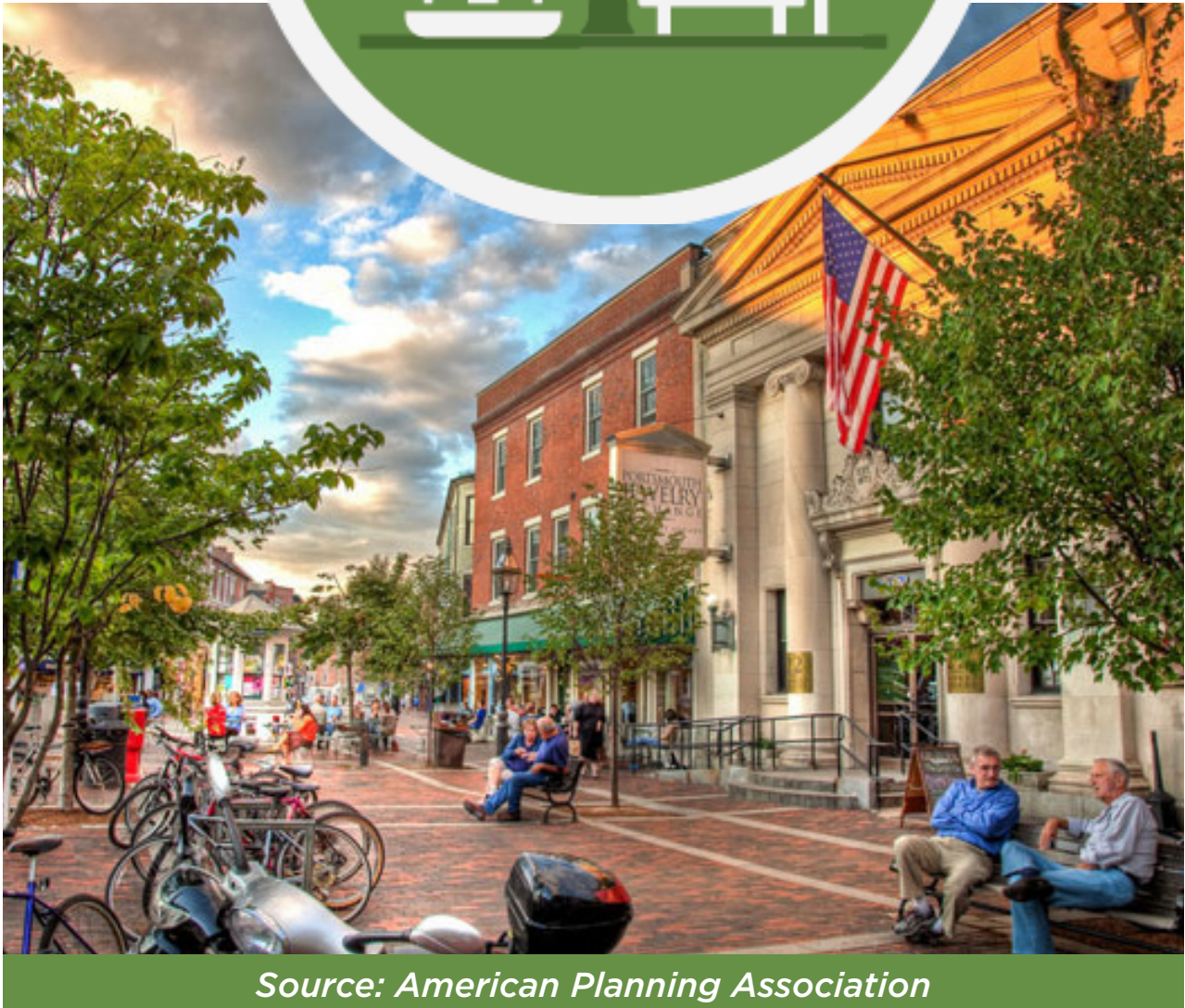
BASEMAP



Put stickers on the Study Corridor Aerial Map that match the following icons for different treatments. Put relevant icon stickers at locations where you would like to see respective treatments.



PLAZA/URBAN DESIGN



Source: American Planning Association



WAYFINDING/HISTORIC SIGNS



Source: Hunter Research



STREET TREES



Source: Mike Lydon



GREEN INFRASTRUCTURE



Source: DDOT



OUTDOOR DINING



Source: Kittelson & Associates



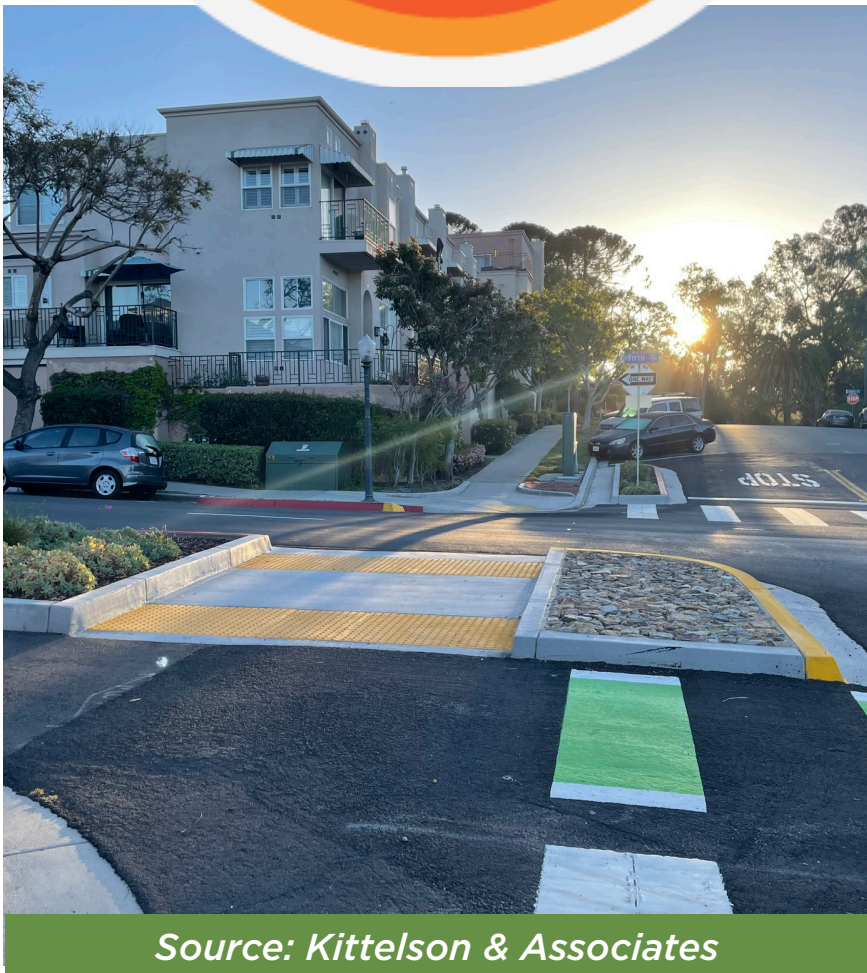
HIGH-VISIBILITY CROSSWALKS



Source: Kittelson & Associates



REFUGE ISLAND



Source: Kittelson & Associates



PROTECTED INTERSECTION



Source: Kittelson & Associates



BIKE PARKING



Source: Kittelson & Associates



CAR PARKING



Source: Kittelson & Associates



DELIVERY ZONE



Source: Urbanism Next



PICK-UP DROP-OFF ZONE



Source: CNN