

**TABLE 4**  
**WEEKDAY EVENING PEAK HOURS**  
**OVERALL NORTH/SOUTH ARTERIAL CAPACITY ANALYSIS**

	Downtown Action	Center Street/Seymour Street		North Street		First Street	
		Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
PM	2030 No Build	F	D	C	C	D	E
	1 - TSM Measures	C	C	C	D*	D	E
	2 - Closure w/ Extension	D	E	E	D	E	E
	3 - Closure w/o Extension	D	E	E	D	E	E
	4 - Closure w/ Turn Restriction	D	F	E	D	E	E
	5 - No Closure	E	D	C	C	E	E
	6 - Traffic Calming	D	C	C	D	E	E
	7 - Closure w/ Traffic Calming	D	D	E	D	E	D
8 - Preferred Alternative	D	D	D	C	E	D	

\* Change in LOS from 2030 No Build Condition is due to the implementation of a traffic signal at the intersection of North Street and Wahconah Street

**TABLE 5**  
**WEEKDAY EVENING PEAK HOUR**  
**SIGNALIZED INTERSECTION CAPACITY ANALYSIS**

Intersection	North / South Road	East / West Road	Traffic Control	Movement	PM 2030 No Build		PM 2030 w/ Preferred Alternative	
					Delay	LOS	Delay	LOS
1	North Street / South Street	West Street / East Street	Signalized	EB LT	41.1	D	46.0	D
				EBT	54.7	D	52.4	D
				WB LT	123.0	F	42.9	D
				WBT	27.0	C	21.4	C
				NB LT	64.2	E	32.9	C
				NBT	38.7	D	43.1	D
				SB LT	18.6	B	35.7	D
				SBT	15.1	B	34.5	C
				<b>OVERALL</b>	<b>49.3</b>	<b>D</b>	<b>34.3</b>	<b>C</b>
2	Center Street	West Street	Signalized	EB LT	26.6	C	36.0	D
				EBT	22.6	C	32.3	C
				EB RT	24.1	C	34.9	C
				WB LT	21.1	C	32.1	C
				WBT	16.2	B	25.0	C
				WB RT	26.9	C	25.2	C
				NB LT	160.4	F	20.5	C
				NBT	44.1	D	30.9	C
				NB RT	29.5	C	25.5	C
				SB LT	144.3	F	20.1	C
				SBT	44.1	D	29.7	C
				SB RT	27.8	C	21.4	C
<b>OVERALL</b>	<b>41.7</b>	<b>D</b>	<b>28.6</b>	<b>C</b>				
3	First Street	East Street	Signalized	EB LT	62.7	E	34.4	C
				EBT	11.0	B	7.7	A
				WBT	61.4	E	22.6	C
				WB RT	24.2	C	12.4	B
				SB LT	113.7	F	18.9	B
				SB RT	17.5	B	12.2	B
<b>OVERALL</b>	<b>44.1</b>	<b>D</b>	<b>16.5</b>	<b>B</b>				
4	First Street	Fenn Street	Signalized	EB T	144.7	F	20.8	C
				WB LT	28.0	C	15.1	B
				WBT	58.9	E	24.3	C
				NB LT	13.7	B	11.3	B
				NBT	25.6	C	42.4	D
				SB LT	19.6	B	48.2	D
				SBT	13.9	B	20.7	C
<b>OVERALL</b>	<b>43.6</b>	<b>D</b>	<b>29.4</b>	<b>C</b>				

1/4/2006

\* Assumes redesign of Park Square traffic movements to allow new northbound through lane from South Street and left turn lane northbound onto West Street.

**TABLE 5 (cont.)**  
**WEEKDAY EVENING PEAK HOUR**  
**SIGNALIZED INTERSECTION CAPACITY ANALYSIS**

Intersection	North / South Road	East / West Road	Traffic Control	Movement	PM 2030 No Build		PM 2030 w/ Preferred Alternative	
					Delay	LOS	Delay	LOS
5	First Street	Eagle Street	Signalized	EB LT	39.7	D	27.0	C
				EB RT	245.2	F	161.2	F
				NBT	7.1	A	5.7	A
				SBT	4.7	A	1.2	A
				<b>OVERALL</b>	<b>34.8</b>	<b>C</b>	<b>24.1</b>	<b>C</b>
6	First Street	Melville Street	Signalized	EB LT	26.2	C	69.6	E
				NBT	6.6	A	4.4	A
				SBT	4.1	A	1.4	A
				<b>OVERALL</b>	<b>7.4</b>	<b>A</b>	<b>9.2</b>	<b>A</b>
7	First Street	Maplewood Avenue	Signalized	EBT	132.5	F	30.5	C
				EB RT	31.1	C	17.2	B
				WBT	34.0	C	18.8	B
				NB LT	9.4	A	29.6	C
				NBT	10.7	B	18.4	B
				SB LT	8.3	A	9.9	A
				SBT	15.9	B	22.9	C
				<b>OVERALL</b>	<b>29.2</b>	<b>C</b>	<b>22.1</b>	<b>C</b>
8	First Street	Tyler Street	Signalized	EB LT	-	-	53.4	D
				EBT	81.9	F	45.2	D
				WB LT	121.8	F	36.3	D
				WBT	38.8	D	56.3	E
				WB RT	-	-	23.6	C
				NBT	24.9	C	49.2	D
				SB LT	19.4	B	41.2	D
				SBT	13.0	B	17.8	B
				SB RT	-	-	9.3	A
<b>OVERALL</b>	<b>37.0</b>	<b>D</b>	<b>34.7</b>	<b>C</b>				
9	North Street	Charles Street	Signalized	EB LT	222.2	F	21.2	C
				EBT	-	-	40.6	D
				EB RT	31.0	C	20.7	C
				WB LT	-	-	51.4	D
				WBT	-	-	38.4	D
				WB RT	-	-	49.4	D
				NB LT	7.7	A	29.8	C
				NBT	19.5	B	33.3	C
				SB LT	-	-	26.7	C
				SBT	7.7	A	28.8	C
				SB RT	< 1.0	A	7.2	A
<b>OVERALL</b>	<b>48.6</b>	<b>D</b>	<b>31.5</b>	<b>C</b>				

1/4/2006

\* Assumes redesign of Park Square traffic movements to allow new northbound through lane from South Street and left turn lane northbound onto West Street.

**TABLE 5 (cont.)**  
**WEEKDAY EVENING PEAK HOUR**  
**SIGNALIZED INTERSECTION CAPACITY ANALYSIS**

Intersection	North / South Road	East / West Road	Traffic Control	Movement	PM 2030 No Build		PM 2030 w/ Preferred Alternative	
					Delay	LOS	Delay	LOS
10	North Street	Springside Avenue	Signalized	WB LT	35.3	D	-	-
				WB RT	28.8	C	-	-
				NBT	25.3	C	-	-
				NB RT	1.7	A	-	-
				SB LT	51.5	D	-	-
				SBT	13.1	B	-	-
				<b>OVERALL</b>	<b>22.3</b>	<b>C</b>	-	-
11	North Street	Depot Street/Fenn Street	Signalized	EB LT	78.5	E	24.5	C
				EBT	51.3	D	24.4	C
				WBT	34.3	C	43.4	D
				WB RT	39.5	D	28.1	C
				NBT	13.0	B	16.2	B
				SB LT	1.0	A	4.5	A
				SBT	< 1.0	A	3.7	A
				<b>OVERALL</b>	<b>20.2</b>	<b>C</b>	<b>15.6</b>	<b>B</b>
12	North Street	Columbus Avenue/Eagle Street	Signalized	EBT	40.3	D	40.3	D
				EB RT	16.5	B	18.1	B
				NB LT	12.7	B	9.1	A
				NBT	10.0	B	4.5	A
				SB LT	11.5	B	-	-
				SBT	15.1	B	15.7	B
<b>OVERALL</b>	<b>16.1</b>	<b>B</b>	<b>14.4</b>	<b>B</b>				
13	North Street	Melville Street	Signalized	NBT	1.8	A	1.1	A
				SB LT	< 1.0	A	-	-
				SBT	< 1.0	A	< 1.0	A
				<b>OVERALL</b>	<b>&lt; 1.0</b>	<b>A</b>	<b>&lt; 1.0</b>	<b>A</b>
14	North Street	Union Street	Signalized	EB LT	38.9	D	44.2	D
				EB RT	40.8	D	-	-
				NBT	< 1.0	A	< 1.0	A
				SBT	< 1.0	A	1.0	A
				<b>OVERALL</b>	<b>3.1</b>	<b>A</b>	<b>3.5</b>	<b>A</b>
15	North Street	Linden Street/Maplewood Avenue	Signalized	EBT	29.3	C	42.2	D
				WB LT	15.9	B	17.1	B
				WBT	17.2	B	18.3	B
				NB LT	38.4	D	-	-
				NBT	32.8	C	38.1	D
				SB LT	19.0	B	22.5	C
				SBT	23.3	C	20.4	C
<b>OVERALL</b>	<b>25.5</b>	<b>C</b>	<b>28.4</b>	<b>C</b>				

\* Assumes redesign of Park Square traffic movements to allow new northbound through lane from South Street and left turn lane northbound onto West Street.

**TABLE 5 (cont.)**  
**WEEKDAY EVENING PEAK HOUR**  
**SIGNALIZED INTERSECTION CAPACITY ANALYSIS**

Intersection	North / South Road	East / West Road	Traffic Control	Movement	PM 2030 No Build		PM 2030 w/ Preferred Alternative	
					Delay	LOS	Delay	LOS
17	Wahconah Street	Seymour Street/Charles Street	Signalized	EBT	36.8	D	45.4	D
				WBT	10.2	B	13.8	B
				NB LT	-	-	30.1	C
				NBT	19.8	B	19.5	B
				SB LT	-	-	28.7	C
				SBT	12.5	B	36.4	D
				<b>OVERALL</b>	<b>22.5</b>	<b>C</b>	<b>30.4</b>	<b>C</b>
18	Seymour Street	Linden Street	Signalized	EBT	40.4	D	44.0	D
				WBT	38.5	D	47.1	D
				NB LT	-	-	14.0	B
				NBT	36.9	D	36.4	D
				SB LT	-	-	19.8	B
				SBT	25.5	C	33.5	C
				<b>OVERALL</b>	<b>34.8</b>	<b>C</b>	<b>38.5</b>	<b>D</b>
19	Seymour Street	Columbus Avenue	Signalized	EBT	27.7	C	40.3	D
				WB LT	11.6	B	12.5	B
				WBT	10.5	B	11.6	B
				NB LT	10.9	B	10.5	B
				NBT	15.7	B	16.0	B
				NB RT	6.1	A	5.6	A
				SB LT	12.0	B	23.6	C
				SBT	16.8	B	18.3	B
<b>OVERALL</b>	<b>14.5</b>	<b>B</b>	<b>16.7</b>	<b>B</b>				
21	North Street	Wahconah Street	Signalized	EBT	> 700	F	14.2	B
				EB RT	-	-	8.0	A
				NBT	8.7	A	6.2	A
				SBT	-	-	11.4	B
				<b>OVERALL</b>	<b>-</b>	<b>-</b>	<b>9.0</b>	<b>A</b>

**TABLE 5 (cont.)  
WEEKDAY EVENING PEAK HOUR  
SIGNALIZED INTERSECTION CAPACITY ANALYSIS**

Intersection	North / South Road	East / West Road	Traffic Control	Movement	PM 2030 No Build		PM 2030 w/ Preferred Alternative	
					Delay	LOS	Delay	LOS
25	South Street	West Housatonic Street/East Housatonic Street	Signalized	EBL	199.1	F	53.0	D
				EBT	59.4	E	59.5	E
				WBL	67.6	E	87.4	F
				WBT	80.1	F	101.9	F
				NBL	67.3	E	113.0	F
				NBT	43.7	D	32.4	C
				NBR	22.2	C	18.0	B
				SBL	64.7	E	110.6	F
				SBT	62.2	E	54.7	D
				SBR	23.1	C	16.6	B
				<b>OVERALL</b>	<b>67.5</b>	<b>E</b>	<b>58.9</b>	<b>E</b>
26	Center Street	West Housatonic Street/East Housatonic Street	Signalized	EB LT	36.3	D	27.0	C
				EBT	21.6	C	13.3	B
				WB LT	52.4	D	32.4	C
				WBT	17.6	B	15.6	B
				NBT	54.4	D	48.0	D
				SBT	57.1	E	25.3	C
				SB RT	70.2	E	17.4	B
				<b>OVERALL</b>	<b>45.0</b>	<b>D</b>	<b>23.2</b>	<b>C</b>

1/4/2006

\* Assumes redesign of Park Square traffic movements to allow new northbound through lane from South Street and left turn lane northbound onto West Street.

**TABLE 6  
PREFERRED ALTERNATIVE COMPARISON  
WEEKDAY EVENING PEAK HOURS  
NORTH/SOUTH ARTERIAL CAPACITY ANALYSIS**

Corridor	Peak Period	Condition	Direction of Travel	Travel Time (sec)	Signal Delay (sec)	Speed (mph)	LOS
Center / Seymour Street	PM	2005 Existing	NB	244.5	97.0	17.1	D
		2030 No Build		426.1	278.6	9.8	F
		2030 Preferred Alternative		293.1	144.4	14.4	D
	PM	2005 Existing	SB	211.6	64.1	19.8	C
		2030 No Build		244.0	96.5	17.1	D
		2030 Preferred Alternative		223.1	74.4	18.9	C
North Street	PM	2005 Existing	NB	155.9	51.1	15.0	C
		2030 No Build		176.1	71.3	13.3	C
		2030 Preferred Alternative		241.5	114.6	12.0	D
	PM	2005 Existing	SB	158.2	37.1	20.8	C
		2030 No Build		167.1	46.0	19.7	C
		2030 Preferred Alternative		230.7	96.0	15.7	D
First Street	PM	2005 Existing	NB	182.8	61.3	17.9	D
		2030 No Build		203.1	81.6	16.1	D
		2030 Preferred Alternative		251.2	126.9	13.5	E
	PM	2005 Existing	SB	198.0	76.5	16.6	D
		2030 No Build		267.0	145.5	12.3	E
		2030 Preferred Alternative		196.9	72.6	17.2	D

Boundaries of Corridors area as follows:  
Center St/Seymour St: West St to Upper North St  
North St: West St (Park Square) to Charles St  
First St: East St to Charles St

TABLE 7  
PREFERRED ALTERNATIVE - IMPROVEMENTS MATRIX

CRITERIA	IMPROVEMENTS						
	TSM Upgrades	Wahconah Street Realignment/Signalization	Wahconah Street/Seymour Street Intersection Improvements	Tyler Street/First Street Intersection Improvements	Charles Street/Springside Avenue Realignment/Signalization	Downtown Pittsfield Streetscape	First Street/East Street Intersection Improvements
<b>MOBILITY</b>							
• Through Traffic Movement	Signal optimization/coordination will allow for more efficient traffic movements	Will allow for more efficient traffic operations at this intersection	Will allow for more efficient traffic operations at this intersection	Will allow for more efficient traffic operations at this intersection	Will encourage use of Center/Seymour Streets	May encourage use of alternate North/South Routes	Will encourage use of First Street Corridor
• Through Truck Movement	Signal optimization/coordination will allow for more efficient traffic movements	Will allow for more efficient traffic operations at this intersection	Will allow for more efficient traffic operations at this intersection	Will allow for more efficient traffic operations at this intersection	Will encourage use of Center/Seymour Streets	May encourage use of alternate North/South Routes	Will encourage use of First Street Corridor
• Local Transit Movement	Signal optimization/coordination will allow for more efficient traffic movements	Will allow for more efficient traffic operations at this intersection	Will allow for more efficient traffic operations at this intersection	Will allow for more efficient traffic operations at this intersection	Will reduce intersection blocking from vehicles exiting side streets	Reduced traffic speeds and increased gaps for transit activity	Will reduce queues and delays along East Street and First Street transit routes
<b>SAFETY</b>							
• Vehicular	Improved signage and pavement markings will provide better guidance to motorists - coordinated signal system will reduce number of stops	Signalization will allow for safer turning movements	Improved pavement markings will provide better guidance for motorists	East-west split phasing will allow for safer vehicular movements (Existing High Crash Location)	Consolidation of intersections will reduce potential for rear-end crashes	Reduction in vehicle speeds on North Street will reduce potential high-impact collisions	Greater left turn capacity will reduce need for red light-running
• Pedestrian Safety	Upgraded signal equipment and improved pedestrian amenities will provide safer pedestrian crossings	Pedestrian push button will allow for safer pedestrian crossings	No significant impact	Increase in pavement width will require longer pedestrian crossings	Consolidation of intersections will provide safer pedestrian crossings	Reduction of vehicle speeds with addition of pedestrian amenities will allow for safer pedestrian experience	Increase in pavement width will require longer pedestrian crossings
• Bike Accomodations	Improved signage and pavement markings will provide better guidance to bicyclists	Signalization will allow for safer bicycle movements	Improved signage and pavement markings will provide better guidance to bicyclists	Improved signage and pavement markings will provide better guidance to bicyclists	Improved signage and pavement markings will provide better guidance to bicyclists	Reduction of vehicle speeds with addition of bike lanes will allow for safer bicycle experience	Improved signage and pavement markings will provide better guidance to bicyclists
<b>DOWNTOWN DEVELOPMENT/REVITALIZATION</b>							
• Downtown Parking	Updated signage will provide better guidance to motorists	Small reduction in on-street parking along Wahconah Street	Reduction in on-street parking along Wahconah Street	No significant impact to downtown parking	No significant impact to downtown parking	No significant impact to downtown parking	No significant impact to downtown parking
• Access to Prime Activity	Updated signage will provide better guidance to motorists	Will allow for easier access/egress for BMC	Will allow for more efficient access to north-south corridors	More efficient access to First Street corridor and to Tyler Street	More efficient access to Seymour Street corridor and to BMC	Improved pedestrian access to North Street attractions	Improved access to First Street corridor
• Downtown Beautification	N/A	N/A	N/A	N/A	N/A	Opportunities for plantings, textured pavements and pedestrian amenities	N/A
<b>ENVIRONMENTAL</b>							
• Air Quality	Reduced queue lengths and delays will reduce vehicle emissions	Reduced queue lengths and delays will reduce vehicle emissions	Reduced queue lengths and delays will reduce vehicle emissions	Reduced queue lengths and delays will reduce vehicle emissions	Reduced queue lengths on Charles Street will reduce vehicle emissions	Improved pedestrian and bicycle access may reduce vehicle emissions	Reduced queue lengths and delays will reduce vehicle emissions
• Neighborhood Impacts	Improved pedestrian experience	Improved pedestrian experience	No significant Impact	Reduced queue lengths on First St	Reduced queue lengths on Charles St	Improved pedestrian experience	Reduced queue lengths on First St
<b>COST</b>							
• Building Removal	No	No	No	Yes	Yes	No	Yes
• Design/Construction Cost	Low	Moderate	Low	High	High	High	High

**TABLE 8**  
**Traffic Systems Management For Downtown Pittsfield**  
**Recommended Improvements**

Improvement	Location	Description
Upgrade Existing Traffic Signal Equipment	• First Street	• Recommend Inventory of Existing Signal Equipment and Replacement of Outdated/Malfunctioning Equipment
	• North Street	• Recommend Inventory of Existing Signal Equipment and Replacement of Outdated/Malfunctioning Equipment
	• Center Street	• Recommend Inventory of Existing Signal Equipment and Replacement of Outdated/Malfunctioning Equipment
	• First Street at Maplewood Avenue	• Replace Broken Pedestrian Push Buttons • Replace Pedestrian Signal System
	• First Street at Eagle Street	• Replace Audible Pedestrian Signal
	• First Street at Melville Street	• Replace Traffic Signal Equipment • Replace Pedestrian Signal System
	• First Street at Melville Street	• Replace Pedestrian Signal System
	• North Street at Linden Street/Maplewood Avenue	• Replace Pedestrian Signal System • Replace Audible Pedestrian Signal
	• Center Street at West Street	• Replace Pedestrian Signal System
Traffic Signal Optimization and Coordination Along North-South Corridors	• First Street - East Street to Tyler Street	• Optimize and Coordinate Signal Timing At All Signalized Intersections
	• North Street - Park Square to Linden Street/Maplewood Avenue	• Optimize and Coordinate Signal Timing At All Signalized Intersections
	• Center Street/Seymour Street - West Housatonic Street to Wahconah Street	• Optimize Signal Timing At All Signalized Intersections • Provide Coordination Between West Housatonic Street and West Street Signals
	• South Street at East/West Housatonic Street	• Optimize Signal Timing
	Upgrade & Replacement of Pavement Markings	• First Street - East Street to Tyler Street
• East Street - Park Square to First Street		• Reapply pavement markings
• South Street - Taconic Street to Park Square		• Reapply pavement markings
• North Street - Park Square to Stoddard Avenue		• Reapply pavement markings
• Center Street - West Housatonic Street to Columbus Avenue		• Reapply pavement markings

**TABLE 8 (cont.)**  
**Traffic Systems Management For Downtown Pittsfield**  
**Recommended Improvements**

Improvement	Location	Description
Study Area-Wide Replacement and Upgrading of Signage	• First Street - East Street to Springside Avenue	• Replace No Parking Signs • Install Advanced Warning Signs For Auxilliary Turn Lanes
	• North Street - Park Square to Maplewood Avenue	• Replace No Parking Signs • Provide Consistent No U-Turn Signs
	• North Street - Maplewood Avenue to Stoddard Avenue	• Replace No Parking Signs
	• Center Street - West Housatonic Street To Columbus Avenue	• Install Advanced Warning Signs For Auxilliary Turn Lanes
	• East Housatonic Street - South St to Wendell Ave	• Replace No Parking Signs
	• East Street - Park Square to First Street	• Replace No Parking Signs
	• Eagle Street - North Street to First Street	• Install One-Way Sign at North Street
	• Melville Street - North Street to First Street	• Install One-Way Sign at North Street
Upgrade Pedestrian Facilities	• First Street - East Street to Eagle Street	• Widen Sidewalk Along East Side • Improve Pedestrian Crossing to Common Area
	• First Street - Tyler Street to Springside Avenue	• Improve Pedestrian Crossing at Stoddard Avenue
	• South Street - Taconic Street to Park Square	• Improve Pedestrian Crossing at Church Street • Improve West Sidewalk to Reduce Ponding
	• North Street - Park Square to Columbus Avenue	• Improve Pedestrian Crossing at School Street
	• North Street - Columbus Avenue to Linden Street	• Improve Pedestrian Crossing at Union Street (Senior Center) • Repair Sidewalk North of Eagle Street
	• North Street - Linden Street to Wahconah Street	• Improve Pedestrian Crossing at Madison Avenue

**TABLE 8 (cont.)**  
**Traffic Systems Management For Downtown Pittsfield**  
**Recommended Improvements**

Improvement	Location	Description
Upgrade Pedestrian Facilities	<ul style="list-style-type: none"> <li>• North Street - Wahconah Street to Stoddard Avenue</li> </ul>	<ul style="list-style-type: none"> <li>• Improve Pedestrian Crossing at BMC (North of Tyler St)</li> <li>• Improve Pedestrian Crossings at Wahconah Street</li> </ul>
	<ul style="list-style-type: none"> <li>• Center Street - West Housatonic Street to Columbus Avenue</li> </ul>	<ul style="list-style-type: none"> <li>• Improve Pedestrian Crossing at South Church Street</li> <li>• Install Sidewalk Along West Side of Center Street (West St to Columbus Ave)</li> <li>• Install Pedestrian Crossing At Depot Street</li> </ul>
	<ul style="list-style-type: none"> <li>• Depot Street - Center Street to North Street</li> </ul>	<ul style="list-style-type: none"> <li>• Repair Sidewalk on North Side</li> <li>• Install Mid-Block Crossing For Parking Deck</li> </ul>
	<ul style="list-style-type: none"> <li>• Columbus Avenue - Center Street to North Street</li> </ul>	<ul style="list-style-type: none"> <li>• Improve Pedestrian Crossing at North Street</li> <li>• Install Mid-Block Crossing</li> </ul>
	<ul style="list-style-type: none"> <li>• Melville Street - North Street to First Street</li> </ul>	<ul style="list-style-type: none"> <li>• Replace Diagonal Mid-Block Crossings with Right-Angled Crossing</li> </ul>
	<ul style="list-style-type: none"> <li>• Orchard Street - North Street to First Street</li> </ul>	<ul style="list-style-type: none"> <li>• Repair Sidewalk</li> </ul>
Improve Sight Distance	<ul style="list-style-type: none"> <li>• North Street at Wahconah Street</li> </ul>	<ul style="list-style-type: none"> <li>• Remove Sight Obstructions Along North Side of Wahconah Street</li> </ul>
	<ul style="list-style-type: none"> <li>• Center Street at Union Street</li> </ul>	<ul style="list-style-type: none"> <li>• Remove Sight Obstructions (Fence)</li> </ul>
Improve Turning Radii	<ul style="list-style-type: none"> <li>• South Street at East/West Housatonic Street</li> </ul>	<ul style="list-style-type: none"> <li>• Improve Turning Radii For Southbound Right Turn</li> </ul>
	<ul style="list-style-type: none"> <li>• North Street at Charles Street</li> </ul>	<ul style="list-style-type: none"> <li>• Improve Turning Radii For Southbound Right Turn</li> </ul>

**TABLE 9**  
**Parking Recommendations For Downtown Pittsfield**  
**Prioritization of Improvements**

<b>Parking Goal</b>	<b>Recommended Action</b>	<b>Implementation Timeframe</b>	<b>Priority</b>
Improve utilization – align available parking supply to demand	Amend zoning to expand shared parking provisions	Short	High
	Amend zoning to allow less than cumulative parking for buildings with more than one use	Short	Medium
	Adopt fee-in-lieu of parking program	Long	Low
	Provide incentives for employers who provide programs to reduce employee parking demand, such as carpools, vanpools, transit passes and shuttle service	Ongoing	Medium
	Establish a program of more cooperative shared parking in private lots	Ongoing	High
Address spot locations of parking shortage	Eliminate time limits on all public non-permit spaces (used in conjunction with meter system)	Short	High
	Consider adopting a meter system for public non-permit parking that allows payment based on time used – potentially up to 8 hours of parking	Short	High
	Long term – Explore adding a parking deck to Lot 3, the First Street parking lot	Long	Low
Improve utilization of parking garages/decks	Revisit the policy of reserving large blocks of public spaces for private companies that are underutilized and monitor these spaces in order to tailor number of company spaces to actual demand	Short	Medium

**TABLE 9 (cont.)**  
**Parking Recommendations For Downtown Pittsfield**  
**Prioritization of Improvements**

Parking Goal	Recommended Action	Implementation Timeframe	Priority
Improve the pedestrian experience	Review night-time conditions inside the McKay Garage and Columbus parking deck to ensure there is adequate lighting and other safety features to ensure lot users feel secure	Short	High
	Improve pedestrian facilities to and from the Columbus Avenue garage and make walking to and from it more direct	Short	High
	Consider a downtown shuttle service that makes stops at key City parking lots	Long	Low
	Improve pedestrian amenities (i.e. benches/shelters) to enhance safety and the overall walking experience, particularly along walking routes from parking lots to North Street	Medium	Medium
Reduce traffic congestion	Consider closing Lot 3 First Street access drive or make it right turn out only	Medium	Low
	Shift permit spaces from Lot 3 to parking garages/deck, increasing short term parking in Lot 3	Short	Medium
	Shift permit spaces from Lot 1, increasing short term parking	Medium	Medium
Improve wayfinding	Add directional signage to public parking, replace faded signage, and put signage in line of sight for drivers	Short	High