2020 RTP

Berkshire County Regional Transportation Plan

2020 BERKSHIRE

REGIONAL TRANSPORTATION PLAN

July 23, 2019

Prepared by:

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2. Ribbon cutting ceremony for Hinsdale sidewalk project funded through Complete Streets grant, Town of Hinsdale, BRPC Image Library
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2020 Berkshire Regional Transportation Plan

This is to certify that the signatories of the Berkshire Metropolitan Planning Organization (MPO) hereby endorse the 2020 Regional Transportation Plan

for Stephanie Pollack
MassDOT Secretary and CEO

7-23-19
Date

for Jonathan Gulliver
MassDOT Highway Administrator

7/23/19
Date

Kyle Hanlon, Chair
Berkshire Regional Planning Commission

7/23/2019
Date

Sheila Irvin, Advisory Board Chair
Berkshire Regional Transit Authority

7/23/19
Date

for Linda Tyer, Mayor
City of Pittsfield

7/23/19
Date

Thomas Bernard, Mayor
City of North Adams

Date

John Duval
Towns Representative, North

Date

John Boyle
Towns Representative, North Central

Date

Jim Huebner
Towns Representative, Southeast

7/23/19
Date

James Loveioy
Towns Representative, Southwest

7/23/19
Date

Certification of the Berkshire MPO Transportation Planning Process

310 CMR 60.05: Global Warming Solutions Act Requirements for the Transportation Sector and the Massachusetts Department of Transportation

This will certify that the Transportation Improvement Program and Air Quality Conformity Determination for the Berkshire Metropolitan Planning Organization (MPO) is in compliance with all applicable requirements in the State Regulation 310 CMR 60.05: Global Warming Solutions Act

Requirements for the Transportation Sector and the Massachusetts Department of Transportation. The regulation requires MPO to:

1. 310 CMR 60.05, 5(a)(1): Evaluate and report the aggregate transportation GHG emissions and impacts of RTPs and TIPs;
2. 310 CMR 60.05, 5(a)(2): In consultation with MassDOT, develop and utilize procedures to prioritize and select projects in RTPs and TIPs based on factors that include aggregate transportation GHG emissions impacts;
3. 310 CMR 60.05, 5(a)(3): Quantify net transportation GHG emissions impacts resulting from the projects in RTPs and TIPs and certify in a statement included with RTPs and TIPs pursuant to 23 CFR Part 450 that the MPO has made efforts to minimize aggregate transportation GHG emissions impacts;
4. 310 CMR 60.05, 5(a)(4): Determine in consultation with the RPA that the appropriate planning assumptions used for transportation GHG emissions modeling are consistent with local land use policies, or that local authorities have made documented and credible commitments to establishing such consistency;
5. 310 CMR 60.05, 8(a)(2)(a): Develop RTPs and TIPs;
6. 310 CMR 60.05, 8(a)(2)(b): Ensure that RPAs are using appropriate planning assumptions;
7. 310 CMR 60.05, 8(a)(2)(c): Perform regional aggregate transportation GHG emissions analysis of RTPs and TIPs;
8. 310 CMR 60.05, 8(a)(2)(d): Calculate aggregate transportation GHG emissions for RTPs and TIPs;
9. 310 CMR 60.05, 8(a)(2)(e): Develop public consultation procedures for aggregate transportation GHG reporting and related GWSA requirements consistent with current and approved regional public participation plans;
10. 310 CMR 60.05, 8(c): Prior to making final endorsements on the RTPs, TIPs, STIPs, and projects included in these plans, MassDOT and the MPOs shall include the aggregate transportation GHG emission impact assessment in RTPs, TIPs, and STIPs and provide an opportunity for public review and comment on the RTPs, TIPs, and STIPs.
11. 310 CMR 60.05, 8(a)(1)(c): After a final GHG assessment has been made by MassDOT and the MPOs, MassDOT and the MPOs shall submit MPO-endorsed RTPs, TIPs or projects within 30 days of endorsement to the Department for review of the GHG assessment.

July 23, 2019

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Towns Representative, Southwest

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EXECUTIVE SUMMARY

For the past several months, transportation planning staff at BRPC have been working to update the region's long-range Regional Transportation Plan (RTP). The RTP is a long-range, twenty (20)-year horizon planning document the sets the direction for transportation priorities and investments in the region. Think of it as the big picture of transportation for the county. The plan is updated once every four years and is also required for the region to maintain eligibility to receive much needed federal transportation funding. At its core, the plan identifies current unmet transportation needs and recommends solutions that best address existing gaps.

Vision Statement

- *A region –thriving in the transportation revolution enabled by vehicle electrification, automation, and sharing, while maintaining our rural and historic context*
- *A network of safe, well-maintained and well-funded roads for cyclists, pedestrians, and vehicles with zero fatalities*
- *A robust and diverse array of accessible and affordable public transportation services and transportation providers*
- *A countywide shared-use path network connecting Berkshire communities and spanning from Vermont to Connecticut*
- *Vibrant villages, city centers, and neighborhoods where biking, walking, and using public transit is easier than driving*
- *Convenient passenger rail connections to locations in the Berkshires, surrounding states, major cities, and beyond*
- *A cost-effective, affordable, and resilient system; enabling local ecologies, and future-proofed against the effects of climate change*
- *A community of stakeholders working in concert to address the transportation system and its nexus to the economy, poverty, environment, health and well-being and responding to the demographic shifts our region is facing by embracing technology, innovation, and cooperation.*

Summary of 'Transportation Needs' Survey Results

Our transportation needs survey feeds into our broader efforts to update Berkshire County's Regional Transportation Plan (RTP). We are pleased to have received input from over seven-hundred (700) residents. Key findings of the survey are highlighted below:

Expand Public Transportation (BRTA) Routes and Hours of Operation:

- Increase fixed-route frequency to include nights & weekends & expand service locations.
- Improve information dissemination about routing and headways (reduce headways).

Improve Pedestrian Infrastructure & Condition of Local Roadways:

- Enhance the condition & availability of sidewalks and bike paths to promote alternatives to driving.
- Improve the condition of smaller residential streets, keeping them free of ice, snow, & potholes.

Increase the Number of Alternative & Affordable Transportation Options:

- Create better access to ridesharing services such as Uber, Lyft, & local taxis.
- Need for affordable transportation and services such as access to low-cost auto repair & maintenance along with reduced public transportation fees (reducing bus fares).

Expand Regional Connectivity:

- Improve access (via passenger train service) to Springfield, Boston, Connecticut, Albany, & New York City.
- Improve North/South access within Berkshire County.

Improve Outreach in Transportation decisions:

- Ensure that residents can participate in & affect final transportation decisions made by local leaders.

Summary of Sociodemographic Trends

Major sociodemographic trends in the region which may influence decisions about transportation are outlined below.

Our Population is declining and has been since 1970. There will be an estimated 3000 fewer residents by 2040.

- NEED: Little need to develop new roads or add capacity to existing roadways – emphasis on preservation

Our population is aging – already we are 2nd oldest county in Mass.

- NEED: Focus on improving transportation services for seniors to meet anticipated demand

Our region is less wealthy than other parts of the state

- NEED: closely examine needs for public transportation and determine if there is potential unmet demand

Summary of Major Recommendations

Safety and Maintenance – The majority of projects recommended in the RTP are intended to improve safety and maintain our existing transportation infrastructure, such as roads, bridges, and fleet of public transportation vehicles.

Expanding Public Transportation Service – The plan recommends significant investment to expand public transportation. This would include reducing "headways", or the time between buses, to a half hour. The plan also outlines creating new transit hubs in North and South County to facilitate more convenient service throughout the county.

Coordinating Transportation Services for Seniors and People with Disabilities – Transportation is a key component of making our region more Age Friendly. Transportation services for seniors and people with disabilities are provided by many different organizations and agencies. The plan recommends coordinating these services to provide more efficient and effective transportation. This could take many forms, including developing a centralized dispatch center, sharing services across community boundaries, or developing new innovative services.

Creating a Transportation Management Association (TMA) to help Workers Reach Jobs and Employment - A TMA is a partnership between employers, transportation providers, and government agencies. A TMA in our area could help provide dedicated rides to work for commuters and bring stability to employers who rely on these workers.

Expanding Passenger Rail Service and Regional Connectivity – There are three proposals to expand passenger rail service in the Berkshires. These include service along the Housatonic Line, the proposed seasonal Berkshire Flyer, and more convenient service between Pittsfield, North Adams and Boston. New options for passenger rail would better connect the Berkshires to New York City, Boston, and beyond – enabling residents to reach new destinations, and bringing new visitors here.

Completing the Berkshire Bike Path – An off-road biking and walking path running the length of the county has been a dream for over 20 years, and there are more active bike path projects at this time than ever before. The plan recommends completing the Berkshire Bike Path to create a safe biking and walking spine from Vermont to Connecticut that would enhance the quality of life for residents.

Facilitating Technological Change – Technology is driving vast changes in transportation toward more autonomous, electric, and shared vehicles and services. Our region must facilitate the integration and expansion of these technologies or risk falling behind. These new technologies present great possibilities to protect the environment, reduce congestion, improve safety, and enhance convenience and affordability for all.

Resilience to Climate Change – Climate Change is expected to bring stronger and more frequent storms and precipitation to our region. This will put greater strain on our infrastructure, particularly bridges and culverts. Our regional culverts have no dedicated source of funding, and no regular assessment and maintenance. We must systematically assess culverts and prioritize their replacement to enhance Climate Change resilience.

More Control over Local Transportation Funding - Transportation is chronically underfunded. The plan recommends that our region examine ways to create a local source of revenue to address transportation shortcomings on our own terms. It also recommends greater advocacy at the state and federal level to increase transportation and infrastructure funding.

1 INTRODUCTION

Berkshire County is the westernmost county in Massachusetts, bordered by the states of Vermont, New York and Connecticut. Our county comprises 32 municipalities, which includes the cities of Pittsfield and North Adams along with 30 smaller towns. In total, these municipalities are home to roughly 130,000 year-round residents, which is less than the entire population of the nearby City of Springfield. As such, our region has a relatively small population dispersed over a large area. This settlement pattern has made the automobile and other personal vehicles the most convenient and widely used mode of transportation around our region. Moreover, this settlement pattern can sometimes limit public transit services and nonmotorized modes, such as biking and walking. Demographic changes also impact our region. Not only are Berkshire residents increasingly older, but our overall population is declining, and has been for several decades. These changes will require exploring a range of transportation options and services available in our region as we move into the future.

We live in extraordinary times, and not only in terms of demographic changes. The technological and transportation landscape is changing at a rapid pace. New transportation services like ridehailing are disrupting previously long-established taxi and livery industries. Small shared electric scooters and bikes are creating more convenient and affordable options for short trips. Moreover, the technology powering connected and autonomous vehicles (CAV) is maturing by leaps and bounds. Within a few short years, widescale implementation of driverless vehicles could usher in a new era of transportation safety and efficiency. Combined with improvements in vehicle electrification, these new technologies could help to significantly reduce fossil fuel use and greenhouse gas emissions. However, these new technologies could have significant drawbacks, such as encouraging sprawl.

Moreover, significant investment in transportation and infrastructure is needed. In 2017, the American Society of Civil Engineers gave American infrastructure a grade of D+.[1] The federal gas tax, serving as a consistent revenue source funding transportation projects has not been raised in over 25 years, which has significantly reduced investment in critical infrastructure. As such, the last major federal transportation legislation, the Fixing America's Surface Transportation (FAST) Act, required $70 billion in subsidies from other federal sources, including the Federal Reserve bank, customs fees, selling of oil reserves, and privatization of some tax collection services[2]. At the state level, Massachusetts continues to fund Chapter 90 transportation aid to communities, but the level of funding is insufficient to address maintenance of local roads[3].

Regardless of the challenges and changes we face, Berkshire Regional Planning Commission (BRPC) and the Berkshire County Metropolitan Planning Organization (MPO)

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[1] https://www.infrastructurereportcard.org/

[2] https://usa.streetsblog.org/2015/12/02/5-year-300-billion-fast-act-will-extend-transpo-policy-status-quo-to-2020/

[3] https://www.mma.org/advocacy/chapter-90-funding-needs-a-boost/

are committed to providing a robust and well-maintained multi-modal transportation network that works in our rural areas, as well as our village centers and city downtowns – and anywhere in between. The Berkshire County Regional Transportation Plan (RTP), provides a vision for transportation in the county and prioritizes projects and other needs over a 20-year planning horizon.

This RTP update focuses on providing a safe and efficient transportation system for Berkshire County that works in all our land use contexts. This RTP specifically emphasizes the preservation and maintenance of the existing transportation system, providing nonmotorized and public transit options and alternatives to personal vehicles; strengthening our local economy; and improving our overall quality of life.

The RTP sets the groundwork for all short- and long-range transportation projects that address the needs of Berkshire County's transportation network. The plan identifies transportation goals, objectives, policy recommendations, and recommended project areas that align with improving the County's transportation system while also maintaining consistency with federal and state transportation goals. Last updated in 2016, the Berkshire Regional Planning Commission aspires to build on and expand the scope of the 2020 RTP update.

As the Berkshire Regional Planning Commission (BRPC) does every 4-years, preparing and updating Berkshire County's Regional Transportation Plan allows our planning agency to maintain a consistent process of identifying opportunities in the region's transportation system. Engaging in this process allows BRPC to address gaps, anticipate existing and future needs, and consider alternative solutions that best improve the transportation system. This process results in the creation of a timeline for projects that are regionally significant and financially constrained. Lastly, participation in the RTP process allows Berkshire County to remain eligible for federally allocated, state apportioned transportation funding.

The RTP documents and organizes the needs of the region's transportation system in conjunction with regional goals and objectives outlined in the Federal Fixing America's Surface Transportation (FAST) Act legislation. The RTP is the first step for any transportation improvement project to be identified as a solution and as such, each project plan is fiscally constrained.

The major appeal of Berkshire County is the region's quality of life, cultural attractions and natural environment. While it may mean different things to different people, we can all agree that quality of life encompasses safe and livable communities, affordable housing, employment opportunities, a healthy environment, good schools and community facilities, and a transportation system that provides easy access to work, school, and other activities for everyone. The 2020 Berkshire County Regional Transportation Plan (RTP) represents the region's strategic vision for improving the transportation system to enhance our quality of life and meet our mobility needs now and in the future.

Summary of RTP Sections

1. **Introduction:** The introduction outlines federal, state, and regional planning efforts relevant to the RTP. It also explains the federal transportation planning process that is implemented in our county. Finally, this section reviews recent federally funded projects in the region.
2. **Public Process:** This section reviews the public process used to inform the plan, including a public survey that helped kickstart the RTP update process.
3. **Planning Framework:** This section reviews the vision and major goals of the plan as well as performance measures that are used to track progress. The planning framework also reviews the plans equity analysis and scoring criteria that were used to identify project priorities.
4. **Regional Context:** This section outlines major factors used to inform the plans goals, including the region's sociodemographic profile and forecast. This section also reviews Title VI requirements and environmental justice areas and considerations in the Berkshires.
5. **Existing Conditions**: The existing conditions sections reviews the state of aspects of the transportation system. Relevant state planning efforts specific to each transportation topic, as well as ongoing and recently completed regional projects and planning are also summarized. Needs for each aspect of the transportation system are also reviewed in this section.
6. **Recommendations**: The recommendations section outlines the objectives needed to address each major plan goal. Each objective includes recommended planning efforts and specific projects that will help address and complete each goal. Additional performance measures are also discussed for consideration by the MPO to track goal progress.
7. **Fiscal Constraint**: This section is the last element of the plan and includes a program of scheduled transportation projects in the region. Please note that projects are only programmed for fiscal years 2020-2024, which coincides with our most recently adopted Transportation Improvement Program (TIP) document. This RTP does not program projects for years 2025-2040. However, a "pool" of unprogrammed projects are listed which could be programmed during these years. This section also includes other considerations for improving transportation funding.
8. **Air Quality Conformity Determination**: This section is a federally required determination that the region complies with federal air quality regulations.
9. **Appendices**: The appendices include additional information that supplements the plan narrative, including detailed survey results and additional data.

Summary of Major Initiatives

The 2020 RTP presents many recommendations to improve transportation in our region. Major initiatives are outlined below.

- **Safety and Maintenance** – The majority of projects recommended in the RTP are intended to improve safety and maintain our existing transportation infrastructure, such as roads, bridges, and fleet of public transportation vehicles.

- **Expanding Public Transportation Service** – The plan recommends significant investment to expand public transportation. This would include reducing "headways", or the time between buses, to a half hour. The plan also outlines creating new transit hubs in North and South County to facilitate more convenient service throughout the county.
- **Coordinating Transportation Services for Seniors and People with Disabilities** – Transportation is a key component of making our region more Age Friendly. Transportation services for seniors and people with disabilities are provided by many different organizations and agencies. The plan recommends coordinating these services to provide more efficient and effective transportation. This could take many forms, including developing a centralized dispatch center, sharing services across community boundaries, or developing new innovative services.
- **Creating a Transportation Management Association (TMA) to help Workers Reach Jobs and Employment**
  A TMA is a partnership between employers, transportation providers, and government agencies. A TMA in our area could help provide dedicated rides to work for commuters and bring stability to employers who rely on these workers.
- **Expanding Passenger Rail Service and Regional Connectivity** – There are three proposals to expand passenger rail service in the Berkshires. These include service along the Housatonic Line, the proposed seasonal Berkshire Flyer, and more convenient service between Pittsfield, North Adams and Boston. New options for passenger rail would better connect the Berkshires to New York City, Boston, and beyond – enabling residents to reach new destinations, and bringing new visitors here.
- **Completing the Berkshire Bike Path –** An off-road biking and walking path running the length of the county has been a dream for over 20 years, and there are more active bike path projects at this time than ever before. The plan recommends completing the Berkshire Bike Path to create a safe biking and walking spine from Vermont to Connecticut that would enhance the quality of life for residents.
- **Facilitating Technological Change –** Technology is driving vast changes in transportation toward more autonomous, electric, and shared vehicles and services. Our region must facilitate the integration and expansion of these technologies or risk falling behind. These new technologies present great possibilities to protect the environment, reduce congestion, improve safety, and enhance convenience and affordability for all.
- **Resilience to Climate Change –** Climate Change is expected to bring stronger and more frequent storms and precipitation to our region. This will put greater strain on our infrastructure, particularly bridges and culverts. While there are sources of funding to upgrade and repair the few hundred bridges in the Berkshires, there are many challenges to addressing the several thousand culverts. We must engage systematically to assess culverts and prioritize their replacement to enhance Climate Change resilience.
- **More Control over Local Transportation Funding**
  Transportation is chronically underfunded. The Federal Gas Tax, which provides funding for transportation projects, has not been increased in over 25 years. State

Chapter 90 allocations to communities are not enough to keep infrastructure in a state of good repair and municipalities do not have the capacity to increase transportation investment. The plan recommends that our region examine a potential recreation and entertainment tax that would create a local source of revenue to address transportation shortcomings on our own terms. Other feasible funding sources will also be reviewed.

Berkshire Regional Planning Commission (BRPC) and the Berkshire Metropolitan Planning Organization (MPO)

Berkshire Regional Planning Commission (BRPC) serves the 32 municipalities of Berkshire County. BRPC provides technical assistance and planning services in the fields of transportation, community and economic development, public health, data services, and energy and the environment. BRPC was founded in 1966 and serves as an advocate at the state and federal level for the region. BRPC also functions as forum where communities can come together cooperatively to address issues affecting the Berkshires.

BRPC is one of 13 Regional Planning Agencies (RPA) and Metropolitan Planning Organizations (MPO) in Massachusetts. MPOs are federally mandated and federally funded transportation planning organizations located across the country and typically organized around urban areas. In the case of the Berkshire MPO – the City of Pittsfield and its surrounding urban area form the basis for the MPO's designation. MPOs comprise representatives from local government and other transportation authorities. As a member of the Berkshire MPO, BRPC provides several roles, in addition to serving as a voting member. BRPC staff provide support to the MPO members to assist the organization in crafting effective and equitable decisions. BRPC staff are also responsible for coordinating with MPO members to develop the Regional Transportation Plan (RTP). BRTA works closely with the Massachusetts Department of Transportation (MassDOT) and the Berkshire Regional Transit Authority (BRTA) to plan and implement transportation projects and public transportation in the region.

The Berkshire MPO is organized by a Memorandum of Understanding (MOU) last updated in 2011. Membership of the Berkshire Metropolitan Planning Organization (MPO) consists of the following ten (10) State, Regional, City and Town officials or their alternates:

- Secretary and CEO, Massachusetts Department of Transportation (MassDOT)
- Administrator, MassDOT Highway Division
- Chair of the Berkshire Regional Planning Commission (BRPC)
- Chair of the Berkshire Regional Transit Authority (BRTA)
- Mayor of the City of Pittsfield
- Mayor of the City of North Adams
- One Selectperson from a town within each of the following four subregions:
    - North Sub-region (Adams, Clarksburg, Florida, New Ashford, Savoy, Williamstown)
    - North-Central Sub-region (Cheshire, Dalton, Hancock, Hinsdale, Lanesborough, Peru, Windsor)

- Southeast Sub-region (Becket, Lee. Lenox, Monterey, New Marlborough, Otis. Sandisfield, Tyringham, Washington,)
- Southwest Sub-region (Alford, Egremont, Great Barrington, Mount Washington, Richmond, Sheffield, Stockbridge, West Stockbridge)

Another function BRPC provides to the MPO is to organize the Transportation Advisory Committee, or TAC. The TAC is an advisory board that advises the MPO on its decisions and acts broadly to discuss and address transportation related issues affecting the Berkshires. The TAC includes representatives from all county municipalities, governmental organizations (MassDOT, BRTA, BRPC), and other groups relevant to transportation and its impacts.

Other work of the Berkshire MPO includes developing the region's Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), the Regional Transportation Plan (RTP), and air quality conformity determinations. All MPOs are responsible for meeting the provisions of the federally mandated 3C (Continuing, Cooperative, and Comprehensive) Transportation Planning Process.

Federal, State, and Regional Planning Context

Federal Planning Context

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation Act (FAST Act). The FAST Act funds surface transportation programs at over $305 billion for fiscal years (FY) 2016 through 2020. The FAST ACT replaces the Moving Ahead for Progress in the 21st-Century (MAP-21) legislation enacted in 2012.

The FAST Act addresses all modes of transportation, from roads and bicycle infrastructure, to transit and freight. While the FAST Act maintains many priorities from the previous federal transportation legislation, MAP-21, there are a few changes that include:

- The existing Surface Transportation Program (STP) is restructured into a block grant program, called the Surface Transportation Block Grant Program (STBGP). This is one of the most flexible funding categories and can be used on a wide variety of projects from road construction to safety improvements, and bike facilities to sidewalks.
- New STBGP has a set-aside for what used to be called the Transportation Alternatives Program, which funds bicycle and pedestrian projects.
- Slightly increases the amount of funding to metropolitan areas over the life of the bill.
- New freight formula, and expansion of freight network.
- New discretionary program for nationally significant freight and highway projects.
- Expands the scope of the planning process to include resiliency and reliability, as well as enhancing travel and tourism of the transportation system.

The FAST Act builds on and refines many of the highway, public transportation, bike, and pedestrian programs and policies established in 1991's Intermodal Surface Transportation Efficiency Act (ISTEA). Ultimately, the law should help local communities build multimodal,

sustainable projects ranging from passenger rail and public transportation to bicycle and pedestrian paths.

The main objective of the Federal transportation planning program is the development of a transportation system that optimizes project delivery within the Region's available financial resources. The FAST Act continues the concept of measuring performance against investment in the process. This system of projects and programs is fiscally constrained to our funding sources and those new sources that are reasonably expected to be available during the planning horizon period.

While the RTP defines long-term objectives, the Transportation Improvement Program (TIP) is a list of projects that meet regional needs within a more immediate time frame. The TIP allocates federal funds in the region, is updated annually, and includes a rolling four (4) year program of transportation improvements.

Federal regulations require an adopted RTP for federal funding of transportation capital improvements and transit operating funds. A project must be consistent with the RTP and programmed in the TIP in order to qualify for regional transportation dollars. The FAST Act requires an update to the RTP every four (4) years.

Regional Planning Context

The 2020 Berkshire Regional Transportation Plan (RTP) is a document that provides transportation projects and policies consistent with Federal, Commonwealth, and Regional goals. The RTP contains both short- and long-range projects and policy ideas. The RTP is the guiding certification document for all federally funded transportation planning and implementation tasks within the Berkshires.

The RTP outlines priority transportation projects and improvements for highways, public transportation, airports (though not air travel), railroads, and bicycle and pedestrian options.

The projects in the 2020 RTP originate from technical analysis, input from Berkshire towns, cities and other transportation stakeholders, and a review of information gathered in previous transportation studies and plans. Each program in the fiscally constrained list represents a need identified in the transportation planning process and matches it to available funding.

The 2020 RTP recognizes the diversity of transportation needs throughout the Berkshires and attempts to balance often-competing transportation needs within fiscal and physical constraints of the region. This RTP continues to integrate performance measures into long-term transportation planning.

We recognize that automobiles will likely remain the dominant mode of travel for the foreseeable future but also that we should encourage other ways to get around, and moreover that there is demand for these automobile alternatives. The entire region needs to increase mobility for all socioeconomic groups and those with physical impairments, particularly sensitive populations described by Title VI and Environmental Justice. Even the occasional use of public transportation, walking, bicycling or sharing a ride can help the

Berkshires conserve energy, provide lifestyle sustainability, and achieve cleaner air and water.

Finally, the RTP is the single document that promotes just how critical our transportation system is to the economic sustainability of the Berkshires. Much of our regional economy depends on the safe and efficient movement of goods and services by truck, railroad, and air, as well as delivering tourists to the region and workers safely to employment centers. This plan attempts to balance all these diverse, and often competing, needs with constrained local, state, and Federal financial resources.

Major planning efforts that touch upon aspects of transportation are detailed below.

Sustainable Berkshires Regional Plan

In March 2014, BRPC adopted *Sustainable Berkshires*, a regional plan. *Sustainable Berkshires* establishes a regional vision and supporting goals, policies and strategies for conservation and recreation, economy, food and agriculture, climate and energy, housing and neighborhoods, historic preservation, infrastructure and services and land use. Transportation plays a role in each element of the sustainability plan and this RTP advances the vision while providing transportation ideas to sustain and improve our region's quality of life for present and future generations.

Comprehensive Economic Development Strategy (CEDS)

The CEDS plan is our region's major economic development planning effort. An approved CEDS plan allows our region to access U.S. Department of Commerce's Economic Development Administration (EDA) grant funds. The document looks broadly at many aspects of economic development and outlines strategies to bolster the Berkshire economy. As part of a strengths, weaknesses, opportunities, and threats (SWOT) analysis, the Plan identifies limited availability of public transportation, passenger rail service, and access to interstate highways as major regional weaknesses.

Age Friendly Berkshires

Beginning in 2014, community leaders began to organize around the issue of aging in the Berkshires and develop solutions to comprehensively address this demographic shift in the region. This effort led to the successful acceptance of the entire county into the American Association of Retired Persons (AARP) network of Age Friendly communities. Since then, work to make the Berkshires a community where a person of any age can live, work and recreate easily and comfortably has progressed quickly. An action plan was developed to address the "eight domains of livability," which includes recommendations to enhance transportation for seniors and people of all ages. The plan recommends "Complete Streets" as a key way to address our aging population, as well as improvements to public transportation and new transportation services specific to seniors.

"Age Friendly" has fast become a lens through which BRPC and other organizations view many aspects of life in the Berkshires, from outdoor recreation and municipal services, to housing and transportation.

Massachusetts State Planning Context

While Federal transportation legislation sets the broad tone for how transportation planning should be conducted nationwide, state planning efforts are much more specific and impactful. MassDOT is responsible for transportation planning and implementation across the commonwealth. Over the last few years, Massachusetts has updated several major documents including the freight, rail, pedestrian, bike, and highway safety improvement plans. The state is also a major source of grant funding. Rather than review all relevant state plans and funding programs in this section, project and area specific plans are discussed throughout the RTP's existing conditions section where they are most pertinent. However, broad, comprehensive planning activities are summarized below.

MassMoves

MassMoves is a broad transportation needs assessment that was conducted as part of the Massachusetts State Senate's biannual *Commonwealth Conversations* listening tour and "sought to explore whether, and to what extent, citizens from every region of the Commonwealth hold to the same or similar values, priorities, and recommendations when it comes to mobility." The study identified that there is an overall dissatisfaction with the current transportation system, but a willingness of citizens to pay for improvements and that public transportation, even in rural areas, is the top priority for meaningful investment. Passenger rail improvements, and pedestrian infrastructure are other priorities for western Mass. identified during the plan's creation.

Commission on the Future of Transportation

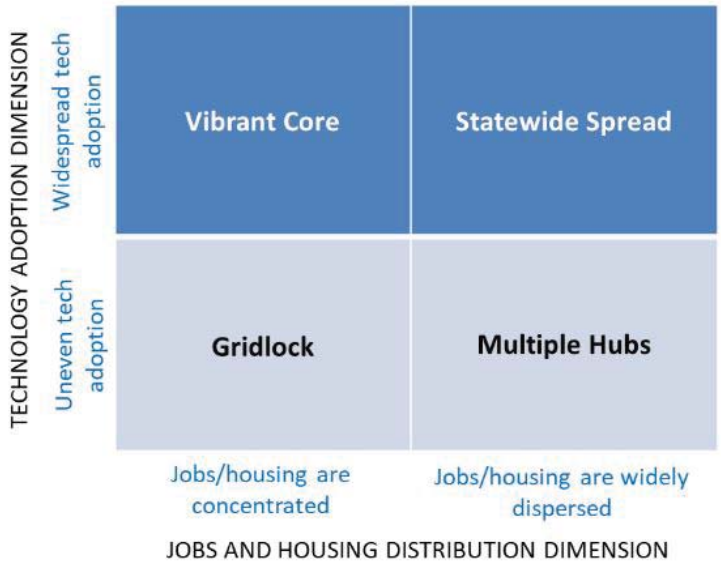
In 2018, Governor Charlie Baker signed Executive Order No. 579, establishing the Commission on the Future of Transportation in the Commonwealth to advise the administration on future transportation needs and challenges. The Commission explored anticipated changes in technology, climate, land use, and the economy to determine likely impacts on transportation between 2020 and 2040.

The Commission engaged in scenario planning to process an enormous amount of information about trends in demographics, technology, electrification, transportation services, land use and the economy, and to help describe plausible future scenarios. The scenarios are based on either uneven or widespread technological adoption and if jobs and housing are either concentrated or dispersed. The most ideal scenario is one in which technological adoption, jobs, and housing are widespread in both urban and rural areas, rather than concentrated solely in the Boston region (see ***Figure 1.1***).

The Commission outlines several challenges the Commonwealth faces in the years ahead, including the need to move more people with fewer vehicles, adapt to and become more resilient to climate change, and decarbonize the transportation system.

The recommendations of the study effort include prioritizing public transportation and new innovative transit modes for investment, investing in telecommunications infrastructure (5G and Wifi) that will support the expansion of connected and autonomous vehicles (CAV), as well as upgrading the electric grid to enable the widespread use of electric vehicles.

Figure 1.1 - Planning Scenarios from Commission on the Future of Transportation in the Commonwealth



Federal Aid at Work

Federal transportation aid is an indispensable source of funding to our region. Since Fiscal Year (FY) 2011, $130 million in built projects have been completed in the Berkshires, with another $5 million allocated toward design of the Berkshire Bike Path. This includes $54 million in 14 constructed highway projects, $71 million as part of 20 completed bridge projects, and $10 million in design and construction of seven (7) planned and constructed bicycle and pedestrian projects (see ***Table 1.1***).

Table 1.1- Completed Federal Aid Projects

HIGHWAY PROJECTS				
Project ID	**Community**	**Project Description**	**FFY**	**Construction Contract Value**
602937	Lenox	Route 183/ West St Rehabilitation, Repaving, Drainage Improvements; Main St to Stockbridge TL.	2011	$5,326,000
601078	Pittsfield	Route 7/20, South St Rehabilitation; Berkshire Life to West Housatonic St	2011 & 2012	$5,717,000
605793	Pittsfield	North St & Lower Wahconah St Intersection Safety Improvements	2011	$75,000
602182	Great Barrington	Reconstruction of Main Street (Route 7)	2013	$6,206,000
601320	Lee	Reconstruction of Tyringham Rd	2013-2015	$5,069,000

604553	Adams	Roundabout Construction at Route 8 & Friend St	2014	$1,625,000
607745	Lenox	Intersection & Signal Improvements at US 7 & US 20 (Veteran's Memorial Highway) @ SR 183 (Walker St)	2015	$464,000
602280	Dalton	Housatonic Street, Reconstruction; Route 8 & 9 to Route 8	2015-2017	$10,498,000
605887	Sheffield – Great Barrington	Route 7, Resurfacing and related work	2015	$6,598,000
606544	Lenox - Pittsfield	Route 7, Resurfacing and related work	2015	$3,498,000
607900	Pittsfield	Traffic Signal and Intersection Improvements at Center St and West Housatonic St,	2016	$2,372,000
605799	Williamstown	Route 43, Reconstruction and related work	2017	$1,743,000
608167	Clarksburg	Route 8, Resurfacing and related work	2017	$3,056,000
607429	North Adams	Intersection improvements at route 2 & Phelps Avenue	2018	$2,055,000
		Subtotal Highway		**$54,302,000**
		BRIDGE PROJECTS		
Project ID	**Community**	**Project Description**	**FFY**	**Construction Contract Value**
605233	Florida - Savoy	Route 2 over the Cold River; Bridge Preservation	2011	$2,594,000
606029	Lanesborough	Miner Rd over Town Brook; Bridge Replacement	2011	$1,639,000
605440	Becket - Chester	Us Route 20 over Cushman Brook & Walker Brook; Bridge Replacements in Becket and Chester (outside MPO area).	2011	$10,889,000
601806	North Adams	Route 8, Hadley Overpass; Bridge Reconstruction	2011 & 2012	$24,883,000
607112	Sandisfield	Clark Rd over the Farmington River; Bridge Replacement	2013	$1,491,000
607241	Sandisfield	Route 8 (South Main St) over Silvernail Brook; Bridge Maintenance	2013	$306,000
605935	Williamstown	Hooper Rd over Green River; Bridge Replacement	2014	$2,805,000
606706	Pittsfield	Woodlawn Ave over CSX Railroad; Bridge Replacement	2014	$4,915,000

607469	Sandisfield	Route 8 (South Main St) over W. Branch of Farmington River; Bridge Maintenance	2014	$704,000
607510	Sandisfield	Route 8 (South Main St) over W. Branch of Farmington River Phase – II; Bridge Maintenance	2015	$648,000
605299	Great Barrington	SR 183 (Park St) over Housatonic River	2015-2016	$3,227,000
607121	Savoy	River Rd over the Westfield River; Bridge Replacement	2015	$970,000
607511	Dalton	Route 8 (Main St) over E. Branch of Housatonic River	2016	$689,000
605314	New Marlborough	Hadsell St over Umpachene River; Superstructure Replacement	2016	$861,000
607116	Florida	South County Rd over the Cold River; Bridge Replacement	2016	$1,253,000
603778	Lanesborough	Narragansett Ave over Pontoosuc Lake	2016	$5,951,000
605350	Washington	Summit Hill Rd over CSX R.R; Superstructure Replacement	2016	$1,312,000
607550	Lee	Chapel St over Greenwater Brook; Superstructure Replacement	2017	$1,295,000
607551	Lee - Lenox	Valley St over Housatonic River; Bridge Replacement	2017	$2,537,000
608125	Sheffield	Route 7A (Ashley Falls Rd) over Housatonic River; Bridge Replacement	2018	$2,567,000
		Subtotal Bridge		**$71,536,000**
BIKE / PEDESTRIAN PROJECTS				
Project ID	**Community**	**Project Description**	**FFY**	**Construction Contract Value**
604552	North Adams	Mohawk Trail, Scenic Byway Historic Preservation	2012	$138,000
607254	North Adams	Mohawk Bike/Pedestrian Trail Phase - II (Planning & Design)	2013	$701,000
606908	Pittsfield	Safe Routes to School (Conte School)	2013	$491,000
608071	Adams	Ashuwillticook Rail Trail Extension	2014	$2,212,000
607570	Lee	Lee – Bikeway (Planning & Design)	2014	$5,064,000
605930	Adams	Mount Greylock Scenic Byways Summit Improvements	2014 & 2015	$850,000

606890	Adams – North Adams	Ashuwillticook Rail Trail Extension to Route 8A (Hodges Cross Rd) – Design	2016	$1,335,000
		Subtotal Bike/ Pedestrian		**$10,791,000**
		Total All Federal Aid Projects		**$136,629,000**

2 PUBLIC PROCESS

Public involvement is a vital aspect of effective transportation planning. Engaging with community residents allows BRPC to keep abreast of changes within the county, particularly those related to ever evolving transportation needs and aspirations. Furthermore, beyond fulfilling legislative and regulatory requirements, public involvement in the planning process is fundamentally a democratic principle whereby residents can debate issues, discuss potential solutions, and ultimately affect final transportation decisions. All county residents should have a voice in how our transportation network is developed, maintained, and expanded. For the purposes of the RTP, and until projects are funded and entering the design stage, public involvement is less about specific projects and more about setting strategic directions and establishing long-range objectives.

MPO 3c Process

As outlined previously, the Berkshire MPO is required to use the federal 3C transportation planning process which stipulates that planning activities must be continuing, coordinated and comprehensive. To these ends, staff maintain a Public Participation Plan (PPP) and regularly engage with MassDOT, transportation service providers like BRTA, advocacy organizations, and municipalities around transportation issues in Berkshires. All planning documents, such as the UPWP, TIP, and RTP are made available for public comment and are discussed and developed at open public meetings.

One area for MPO improvement is in the project identification and development process. Many municipalities in the region do not have a strong knowledge of the yearly TIP development process or the process of federal funding in general. There is a need to conduct greater outreach to ensure all municipalities are knowledgeable and can access the funding process. While individual project needs, particularly for projects identified by municipalities are clear to MPO members, the reasoning behind some projects selected by MassDOT are often not explained in great detail. Additionally, visual aids or schematic diagrams of major project work could go a long way toward ensuring all MPO members and other meeting attendees are on the same page about often complicated roadway projects.

Moreover, while coordination between MassDOT and MPO staff is regular and ongoing, it is often informal. Our organizations should formalize a yearly coordination schedule to take a broader look at countywide needs regardless of jurisdictional boundaries.

While the Berkshires is part of Massachusetts, we are located closer to the Albany and capital district region of New York than our own state capital of Boston. Given our proximity to this relatively large metropolitan area, the MPO and staff should identify potential ways to engage the Capital District Transportation Committee, our MPO counterpart in the region, as well as any other MPO regions in New York which border the Berkshires.

RTP Outreach Activities

Beginning in July 2018, BRPC began updating Berkshire County's long-range Regional Transportation Plan (RTP). Initial work activities included a review of the 2016 RTP to gain context into transportation shortcomings and recommendations identified previously and to work toward developing a survey to probe current transportation challenges and aspirations among Berkshire residents. The 2016 RTP survey helped set the direction for the most recent iteration – the 2020 RTP 'Transportation Needs' survey. As the primary tool used to engage Berkshire residents, this survey sought to glean insight into levels of satisfaction of the region's existing transportation network, general travel and commuting behavior, transportation challenges, support for regional initiatives and alternative transportation funding sources, and overall transportation aspirations.

Upon completing a draft survey, BRPC planning staff from each program area reviewed the document and had the opportunity to suggest transportation questions pertinent to their area of focus. Additionally, the Berkshire Metropolitan Planning Organization (MPO) and the Administrator and Deputy Administrator of the local Regional Transit Authority – the Berkshire Regional Transit Authority – were asked for their input on the draft survey. Upon integrating this input into the survey, it was sent to a professional translator and translated into Spanish. The survey went live online on August 20th, 2018 in both English and Spanish. After the survey was made available to the public, transportation planning staff concentrated on raising awareness about the survey.

Raising awareness about the survey comprised sending emails to individuals and organizations, issuing press releases, hanging flyers and distributing business cards with a URL and QR code linked to the survey, attending local events, and holding public information sessions. Attending local events such as the Lee Founders Day Weekend and Pittsfield's Third Thursday event in the month of September provided an opportunity for BRPC staff to briefly engage and educate residents about the plan, solicit input and to direct folks to the online survey. Articles appearing in BRPC's Common Ground Newsletter and press releases distributed through local news outlets like the Berkshire Edge, iBerkshires, and the Berkshire Record served to communicate the survey. Additionally, survey material was sent to approximately four-thousand two-hundred (4,200) residents via every-door-direct-mail (EDDM) located in state defined environmental justice neighborhoods. For a full list of BRPC's outreach activities, refer to **Table 3A Public Outreach Schedule** located in Appendix A.

Input received through the 'Transportation Needs' survey was then matched against the objectives identified in the 2016 plan. Engaging in this process helps to affirm previously identified objectives and corresponding action steps to ensure planning activities remain consistent and reflective of residents' vision of transportation for the region. Conversely, this exercise can also contradict sentiments contained in the previous plan and may provide justification to modify the current transportation vision.

Transportation Needs Survey Results

Through a combination of outreach strategies and interorganizational collaboration, we received important input from over seven-hundred (700) residents concerning primary challenges and future transportation aspirations. Due to the nature of the survey, the results are not statistically valid based on statistical sampling since it was not a purely random sample. This means that the socio-economic features of survey participants may not evenly represent a statistically significant cross section of the larger Berkshire public. In other words, the survey sample does not represent the Berkshire public in their entirety. Therefore, any conclusions drawn from the survey results should be understood as a good window, and not a full and representative view, into the transportation challenges and aspirations of Berkshire residents. This is an important note to underscore. Though the public outreach process yielded invaluable insight into transportation needs, and undoubtedly assisted in developing the current RTP goals, objectives and overall vision, a conscious effort was made to incorporate the findings of other county specific planning studies and public surveys.

For more detail on the transportation needs survey, including individual responses, see **Appendix B**.

Survey Demographics

Examining the demographics of survey participants uncovers the largest share of respondents fall into the young adult range (30-39 years-old) and the senior adult range (60+ years-old). Sixty-two percent (62%) of participants identified as female, thirty-six percent (36%) as male, and two percent (2%) preferred not to self-identify. Relative to census data for the entire county, survey participants further skewed toward having higher educational attainment along with higher annual household incomes. Roughly seventy percent (70%) of survey participants identified earning a 4-year college degree, graduate degree, or higher degree compared to forty-one percent (41%) countywide. Just seven percent (7%) identified earning a high school diploma as their highest level of attained education (countywide it's closer to thirty percent (30%).

Additionally, seventy percent (70%) of survey participants identified the total yearly income of all adults living in the household as $50,000 or more (thirty-three percent (33%) in the $50,000-$99,999 range and thirty-seven percent (37%) for households making $100,000+ annually). Only seven percent (7%) identified annual household income of under $20,000. Lastly, it is important to note that twenty percent (20%) of survey participants are retired or not currently working.

Travel and Commuting Behavior:

Not surprisingly, a majority of survey participants identified their personal vehicle as the primary travel mode used to get around the county. Seventy-six and a half percent (76.5%) use their personal vehicle to travel to work, and eighty-six percent (86%) use their personal vehicle to travel around the county. Walking and using the BRTA fixed route bus service were the second and third most frequent travel modes used to get to work. BRTA fixed route bus service, relying on friends and family for rides, and walking were the other popular responses for general travel around the county.

Most work schedules seem to fall within 'traditional' work hours, with the largest share of survey respondents identifying 8:00 a.m. as the time they start work (Monday-Friday). 9:00 a.m. and 7:00 a.m. were the second and third most frequent responses for start times. The largest share of survey respondents identified 5:00 p.m. as the time they finish working, followed by 4:00 p.m., followed by 6:00 p.m. Thirty-six percent (36%) of survey participants have a commute of less than 15 minutes.

Transportation Challenges

Looking to transportation challenges, factors such as age, income, and distance to public transit facilities heavily influence access to transportation services. The county is no stranger to transportation shortcomings. Our land settlement pattern is consistent with rural, sprawl type development – with many households located in isolated pockets, often separated from downtown areas by long-distances and/or hilly terrain. Among the challenges that survey participants were asked to rate (condition and availability), the top five in descending order include: (1) sidewalk condition or availability prevent me from walking more; (2) lack of bike paths or bike lanes prevent me from biking more; (3) having my opinion be heard when transportation decisions are made by local leaders; (4) BRTA bus not available when I need it; and (5) BRTA bus not available where I need it. Comments received for this question further underscore the need for reliable transportation options that are easy to understand (availability, routing, customer service for questions, etc.). Other comments express a need for employment based and affordable transportation alternatives.

Desired Changes and New Services

Among the responses we asked participants to choose from, the top five desired changes and/or new services that would make travel easier, and received the largest share of support, (in descending order) include: (1) increased BRTA fixed route bus frequency and include night and weekend service; (2) BRTA bus service in more locations; (3) having more taxis, or Uber or Lyft rideshare vehicles; (4) access to low-cost auto repair and maintenance service; and (5) Having a reduced fare when using Uber, Lyft, local taxis, BRTA bus, etc. Comments received for this section also express a desire for improved interstate access, particularly from north county, and a desire to have more options for transporting residents/tourists to and from cultural venues such as Tanglewood and MASS MoCA.

Support for Alternative Funding Sources for Transportation Improvements

As BRPC continues to assess the feasibility of finding alternative sources to fill the local Chapter 90 funding gap, survey participants were asked to choose from suggested alternative funding sources. These alternative funding sources include, implementing an entertainment tax (tax on ticket sales to local musical and art performances), implementing a slight increase to property taxes, or charging higher user fees (higher bus fares). From the suggested alternative funding sources, the greatest share of respondents, thirty-eight percent (38%), favored a combination of the suggestions. Viewing responses in relation to

socio-economic variables, youth and young adults were more in favor of levying an entertainment tax on ticket sales to local musical and art performances as a way to secure additional transportation improvement funding.

Rating Condition and Availability of Transportation Components in Berkshire County

Survey participants gave high marks to various transportation components throughout the county. Those that scored particularly high include, the condition of major roadways (i.e. Routes 7, 8, 9, and 20), shared-use paths such as the Ashuwillticook Rail Trail, along with intersections, signs, ad traffic lights. Transportation components that scored far lower (rated as fair and poor) included, the condition of smaller residential streets and local roadways, sidewalks, pedestrian crossings, and biking on the road, and Uber or Lyft rideshare service availability. Comments received for this section reiterate multiple choice responses and expand to include a need for more regional connections to places such as Springfield, Boston, Connecticut, and New York City.

Support for Regional Initiatives

BRPC staff further asked about a number of regional initiatives that are currently being assessed. Many survey respondents voiced support for having more passenger train connections between the Berkshires and places such as Springfield, Boston, Albany, and New York City. Residents that support more regional passenger connections often acknowledged that these connections would enable greater access to different employment, educational, and recreational opportunities. The Berkshire Flyer, the proposed weekend train service that would bring tourist from NYC to Pittsfield, received high marks. Other, more general initiatives that received broad support include improving roads to make walking and bicycling safer and easier, expanding and constructing new bike trails, and again, increasing BRTA's fixed route bus frequency and include night and weekend service.

Reasons to use a Bike Share Service

Survey results indicate that most survey respondents would never use a bike share service. The sentiment 'I would never use a bike share service' grew in frequency as annual household income and age increased. Comments received for this question identify using a bike share for recreational purposes. Others mentioned that they would be in support of a bike share if better pedestrian infrastructure (sidewalks/bike paths) were available. Some acknowledged the potential gains that would be derived from the travel and tourism industry if a regional bike share system were established.

Additional Thoughts

To conclude the survey, participants were asked to share any additional thoughts they may have about the region's transportation network. Approximately one-third of participants provided a comment or a series of comments to this question. The largest share of comments centered on improving BRTA's public transportation capacities. Here, comments fell into one of four BRTA-centered categories. The first two categories of responses

focused on expanding service range and hours of operation. Another category centered on reducing BRTA's bus fares. The last category is a catch-all for comments calling for improving BRTA's user-friendliness, including better dissemination of information on BRTA bus routing and headways (and reduced headways), increasing the number of bus shelters, ensuring ADA compliance so that individuals with disabilities can more easily navigate the interior of buses, and creating bus routes that more broadly connect people with employment areas.

Additional comments called for an increase in regional connectivity, connecting the Berkshires to places such as Connecticut, New York, Albany, Metro North in Wassiac, Boston, Springfield, Vermont, along with creating more connections within the county. Here, we see support for improving north/south county access, enabling this through some sort of expressway road, investing more in public transportation to allow greater bus frequency, or through a shuttle service or intra-county high speed passenger rail service. Related to this, a series of comments expressed a desire for improving interstate access, particularly from north/central county.

Continuing forward, two related categories that received a sizeable share of comments fall into improving alternative and affordable transportation services and establishing an employment-based transportation service. For improving alternative and affordable transportation options, fully one-fifth of comments called for increasing the availability of rideshare vehicles such as Uber and Lyft. The other share of comments focused on increasing the number and affordability of nighttime transit services, for college students and those consuming alcohol, along with increasing the types of transportation services available to seniors, not just for medical appointments, but also for other outings such as shopping or social gatherings. Comments calling for an employment-based transportation service acknowledged that the availability of reliable transport often determines who employers hire. Put another way, access to transportation determines access to employment. Increasing the number of transportation options servicing different needs is critical for economic growth and social regeneration and well-being.

The last two categories of comments voice support for improving pedestrian infrastructure and general safety of our roadways along with improving broadband internet access. Comments urging pedestrian infrastructure improvements largely touch on enhancing the condition and availability of sidewalks and bike paths – with some support for implementing a regional bikeshare service. Roadway safety measures such as ensuring plowed roads and painted traffic lines, fixing potholes and repairing old bridges, and implementing traffic calming components to slow the pace of traffic were among the comments that addressed safety. With respect to broadband internet, comments received identified internet access as a potential solution to certain transportation challenges (i.e. telecommuting). The lack of internet access was also attributed to transportation shortcomings, in terms of detracting investment away from the region as many businesses today rely on an internet connection to conduct day to day operations.

Key Findings

In summary, the 'Transportation Needs' survey uncovered a suite of useful information on residents' impressions of the region's transportation network. It helped affirm long-standing transportation hardships, particularly those concerning an expansion of BRTA fixed route bus service hours and service range. It helped confirm that recent efforts to improve pedestrian and bicycling infrastructure, such as those made possible through the Complete Streets funding program, are aligned with the types of improvements county residents envision. Additional desires, such as improving alternative and affordable transportation options, particularly for low-income residents, seniors, and individuals with disabilities, creating more regional connections between the Berkshires and places like New York (City), Albany, Connecticut, Boston, and Springfield, and improving the availability of rideshare vehicles (Uber, Lyft), particularly at night, were also highly favored.

These elements uncovered in the transportation needs survey fed directly into the development of the 2020 RTP goals, objectives and overall vision. As previously mentioned, input from the Berkshire public is extremely important to BRPC's transportation planning staff. This input helps to define needs and guide priorities that result in the eventual implementation of programs and improvement projects. The transportation challenges, desired changes, and favored new services that surfaced as a result of the survey provided the foundation for this plan's vision, goals, objectives and recommended projects. With that said, staff were careful not to accept survey results as emblematic of the whole picture – as the data are not statistically valid. Therefore, in addition to survey results, staff reviewed numerous planning studies (cited throughout this report) conducted at the state and local level to reaffirm, or not, sentiments that came out of the survey. Moreover, staff reviewed federal and state planning studies/guidance reports outlining new transportation trends along with avenues for successfully embracing emerging transportation technology. Taken together, the culmination of this information (past and present survey results, conversations with highway/DPW superintendents/staff and MPO, planning studies conducted by BRPC and other planning or engineering firms, a review of transportation literature) was considered and, where appropriate integrated, in setting the direction for the recommendations contained in this report.

Lastly, Berkshire residents who participated in the survey expressed the sentiment that they do not feel that their opinions are accounted for when transportation-related decisions are made by local leaders – so much so that it made the list of top five transportation challenges when pooling all survey responses. BRPC strives to eliminate all barriers to the active participation and integration of residents' views into the transportation planning process. Moving forward, BRPC will actively explore additional approaches to improve outreach and to ensure that residents feel that their input influences transportation decisions – which it does.

3 PLANNING FRAMEWORK

The planning framework section of the RTP reviews the vision for transportation in the region, the goals identified as well as system performance measures, targets, and project evaluation criteria and weighting.

Fixing Americas Surface Transportation, or the FAST Act[4], is the most recent major federal transportation legislation. The FAST Act requires that states and MPOs support federal transportation goals through project planning and implementation, as well as through the establishment of performance measures and targets.

The project and planning recommendations of this RTP work to support the goals and vision. The RTP is the long-term plan for transportation in the county. More short-term implementation plans that help advance the goals of the RTP include the Berkshire MPO's 4-year Transportation Improvement Program (TIP) and the one-year Unified Planning Work Program (UPWP). Both products are updated yearly. The TIP is a schedule for implementation of larger capital projects that will receive federal funding and the UPWP is a yearly program of planning activities to be conducted by MPO staff.

Vision

The vision statement is a dream for the future. The statement is a concise declaration of goals, hopes, and aspirations intended to guide decision-making for an organization. The vision statement describes the components of an ideal transportation system for the region and outlines the transportation elements the Berkshire MPO aspires to create and bring about in the future.

A network of safe, well-maintained roads for cyclists, pedestrians, and vehicles with zero fatalities

A robust and diverse array of accessible and affordable public transportation services and transportation providers

A countywide shared-use path network connecting Berkshire communities and spanning from Vermont to Connecticut

Vibrant villages, city centers, and neighborhoods where biking, walking, and using public transit is as simple as driving

Convenient passenger rail connections to locations in the Berkshires, NYC, Boston, and beyond

A cost-effective, affordable, and resilient system; sensitive to our rural and historic context, enabling local ecologies, and future-proofed against the effects of climate change

A community of stakeholders working in concert to address the transportation system's nexus to the economy, poverty, environment, health and well-being and responding to the

[4] https://www.fhwa.dot.gov/fastact/summary.cfm

demographic shifts our region is facing by embracing technology, innovation, and cooperation.

Goals, Objectives, and Performance Measures

The goals and objectives of the plan are implemented to support the vision statement. The goal matrix in **Table 3.1** displays how the Berkshire RTP's goals align with the National Performance Goals and the FAST Act Planning Factors. It is important to note that there may be considerable overlap between some goal areas. For example, projects that support congestion reduction may also advance environmental goals and have associated economic benefits.

Table 3.1 – Goal Matrix

Berkshire RTP Goal	National Performance Goals[5]	FAST Act Planning Factor[6]
Maintain infrastructure in a state of good repair	Infrastructure condition	8 - emphasize preservation
Increase the safety and security of the transportation system	Safety	2- safety 3 - security
Support the economic vitality of the Berkshires while remaining sensitive to surrounding context	Freight Movement and Economic Vitality	1-support economic vitality 10 - enhance travel and tourism
Expand transportation options	Congestion reduction	4 - accessibility and mobility
Enhance system reliability, efficiency, and project delivery	Reduce project delivery delays System reliability	6-enhance integration 7-Promote efficient system
Increase resiliency to climate change while protecting and enhancing the natural environment	Environmental sustainability	5 - protect and enhance environment 9-improve resiliency and reliability

Performance Measures

Performance measures use quantitative and objective data to measure the effectiveness of programs and track progress towards a desired outcome.

The Berkshire MPO has formally adopted performance measures and statewide targets related to four major goal areas: safety, pavement and bridge condition, system performance, and transit assets. MPOs are required by FHWA to adopt performance measures in these areas and establish their own targets for improvement or adopt statewide targets established by MassDOT. Transit performance measures are unique in that MassDOT does not set statewide targets for this category. Regional Transit Agencies

[5] https://www.fhwa.dot.gov/tpm/about/goals.cfm
[6] https://www.law.cornell.edu/cfr/text/23/450.306

(RTA) are required to set their own targets based on their Transit Asset Management (TAM) Plan.

Thus far, the Berkshire MPO has adopted statewide targets for all performance measure categories. Once statewide targets are adopted, the MPO's plans must describe how projects in the region will support the statewide targets. MassDOT is responsible for reporting statewide progress on performance measures to FHWA. If significant progress is not made, the state must take corrective action. In the case of progress towards safety, pavement and bridge condition, this may include obligating additional funds towards projects that will advance those goals.

MassDOT Tracker Report

Tracker is MassDOT's report card to stakeholders, including state and local elected officials, DOT administrators, and all who use and rely on MassDOT owned and maintained roadways. The report is meant to track progress toward achieving goals and help identify areas that need additional improvements. Furthermore, developing the *Tracker* report is a useful exercise for MassDOT in the following way: The identification of representative measures and selection of appropriate targets help each operating division isolate key activities and data that are crucial to tracking progress. *Tracker* is organized according to MassDOT's five operational divisions (Highway, Aeronautics, the Registry of Motor Vehicles, Rail & Transit, and the MBTA) and the report discusses the activities of each division in the context of the five performance goals. The five performance goal areas include improving (1) Customer Experience, enhancing (2) System Condition and (3) Safety, investing in (4) Healthy and Sustainable Transportation and maximizing (5) Budget and Capital Performance to stretch capital investments effectively and efficiently. The report notes progress in the Highway Division, Rail & Transit and Aeronautics sections, with moderate success and areas in need of improvement identified in the MBTA and Registry of Motor Vehicles sections.[7]

Table 3.2 – Adopted Performance Measures and Statewide Targets

Safety (PM1)	Applicability	Source	CY18 Target	CY19 Target
Number of Fatalities	all public roads	FARS[8]	352	353
Rate of Fatalities per 100 million VMT[9]	all public roads	FARS	0.61	0.58
Number of Serious Injuries	all public roads	State Data	2896	2801
Rate of Serious Injuries per 100 million VMT	all public roads	State Data	5.01	4.37

[7] Office of Performance Management and Innovation. (2018). Tracker 2018: MassDOT's Annual Performance Report. The Massachusetts Department of Transportation. https://www.mass.gov/files/documents/2019/01/23/dot-2018-tracker-exec-summary.pdf

[8] Fatality Analysis Reporting System

[9] Vehicle Miles Travelled (VMT)

Number of Nonmotorized Fatalities and Serious Injuries	all public roads	FARS, State Data	541	541
Pavement and Bridge Condition (PM2)	**Applicability**	**Source**	**2-year State Target**	**4-year State Target**
Percentage of pavements of the Interstate System in Good condition (PSI)	Interstate	DOT	70%	70%
Percentage of pavements of the Interstate System in Poor condition (PSI)	Interstate	DOT	4%	4%
Percentage of pavements of the non-interstate NHS in Good condition (PSI[10])	Non-Interstate NHS	DOT	30%	30%
Percentage of pavements of the non-interstate NHS in Poor condition (PSI)	Non-Interstate NHS	DOT	30%	30%
Percentage of NHS Bridge deck area Classified as "Good" Condition	NHS	DOT	15%	16%
Percentage of NHS Bridges deck area Classified as "Poor" Condition	NHS	DOT	13%	12%
System Performance (PM3)	**Applicability**	**Source**	**2-year State Target**	**4-year State Target**
Percent of Person-Miles Traveled on the Interstate System that are Reliable (LOTTR[11])	Interstate System	NPMRDS [12]	68%	68%
Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable (LOTTR)	Non-Interstate NHS	NPMRDS	80%	80%
Percent of the Interstate System mileage providing for Reliable Truck Travel times (TTTR[13])	Interstate System	NPMRDS	1.85	1.85
TRANSIT	**Applicability**	**Source**	**BRTA Target**	
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Rolling Stock - All revenue vehicles: fixed route, paratransit and MAP vehicles	BRTA	Marginal rate 20% or less Poor rate of 10% or less	
Age - % of vehicles that have met or exceeded their ULB	Equipment - Non-revenue support systems, stations, systems, and equipment	BRTA	Marginal rate 20% or less Poor rate of 10% or less	
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Facilities - All buildings or structures	BRTA	Marginal rate 20% or less Poor rate of 10% or less Total asset rating	

[10] Pavement Serviceability Index (PSI)
[11] Level of Travel Time Reliability (LOTTR)
[12] National Performance Management Research Dataset
[13] Truck Travel Time Reliability (TTTR)

			above 3 on the TERM scale

Goals and Objectives

The goals and objectives of the plan were developed from previous plans and studies, input from MassDOT and BRTA, as well as public participation. The goals and objectives are intended to address the whole of the transportation system in the Berkshires. Formally adopted performances measures and targets are found in **Table 3.2**. Other performance measures identified below have not been formally adopted by the MPO but could provide useful to the MPO to track progress and guide decision making on project implementation.

Project Evaluation Criteria and Weighting

Transportation Improvement Program (TIP) Evaluation Criteria

Priorities for highway projects that are subject to regional funding targets are calculated on the basis on evaluation criteria developed in 2011 and revised in 2015 to measure road condition, mobility, regional connectivity, goods movement, safety, the environment, GHG emissions and livability factors. Based on the current TIP evaluation criteria, the maximum score a project can receive is eight (8) points. Project evaluation criteria is explained below:

- **Road Condition**: 1 Point (Project will construct new road or will strengthen pavement structure (not only surface) of existing road or will improve sub-standard or poorly functioning drainage).
- **Mobility**: 1 Point (Project will reduce vehicle delay at intersections (LOS C or worse) and/or improve through lane(s) capacity along a corridor).
- **Regional Connectivity**: 1 Point (Improves principal arterial, or minor arterial/collector with no alternative route).
- **Goods Movement**: 1 Point (Project will make geometric improvement at intersection or along a corridor to facilitate truck movement (3 axle ADT greater than 50).
- **Safety**: 1 Point (Improves safety at location where accident rates exceed the state average).
- **Environment**: 1 Point (Project has positive (not neutral) effect on water quality, wildlife, or other natural features).
- **GHG Emissions**: 1 Point (Project has positive (not neutral) effect on GHG emissions reduction/ air quality).
- **Livability**: 1 Point (Meets at least two of these standards: supports economic development, increases use of alternative modes, or benefits defined EJ populations).

Regional Transportation Plan Evaluation Criteria

Staff developed a ranking and weighting methodology to prioritize projects and potential new services based on regional needs criteria identified through the public process, separate from the yearly TIP scoring process. These criteria reflect the priorities of the MassDOT Capital Investment Plan (CIP) Process, emphasizing reliability, modernization, and expansion. Our scoring system seeks to promote maintenance of our existing assets while increasing safety and expanding options for users, such as alternative travel modes, public

transit, and rail.[14] Weights for each goal area were assigned based on a combination of input from highway/DPW superintendents/staff, findings from multiple planning studies that outline regional needs, along with input obtained from residents through the 'transportation needs' survey.

The current project scoring methodology utilized to rank projects for TIP development (outlined above) is holistic and well defined. That said, it might be worth revisiting to ensure it prioritizes projects that reflect the transportation aspirations of residents and current regional needs. The current methodology seems to discriminate against projects that establish new transportation services. Most of the current criteria, aside from environment, GHG emissions and livability, emphasize improvements via enhancing roadway designs or reconfiguring intersection to increase throughput efficiency. Steps in the ranking methodology are as follows:

1. Projects were categorized as either infrastructure (major infrastructural component) or service (minor or no infrastructural component, equipment purchase with operating funds, etc.) Note: all transit related infrastructure projects were classified as service projects
2. Highway projects with only a maintenance and preservation component were excluded and not scored
3. All bridge projects were excluded and not scored
4. All transit maintenance projects were excluded and not scored.

All remaining projects were scored using the framework in **Table 3.3**.

Table 3.3 – Project Evaluation Framework

Infrastructure Scoring Framework		
Goal	**Project Scoring**	**Weight**
Maintenance	0 - Project has no maintenance /preservation component 2 - Project includes a maintenance component	**2.9**
Alternative Modes	0 - Project does not incorporate or address alternative modes (biking, walking, public transit, rail) 1 - Project includes sidewalk or bike lane work 2 - Project includes shared use path work	**2.5**
Equity	0 - Project is not located in a community that has an identified environmental justice neighborhood 1 - Project is located within a municipality that has an environmental justice neighborhood 2 - Project is located within an environmental justice neighborhood	**1.4**

[14] https://www.mass.gov/service-details/capital-investment-plan-cip

Safety	0 – Project does not address safety concerns 1 – Project addresses general traffic safety concerns 2 – Project is located within 500 ft. of HSIP cluster	**2**
Environment	0 – Project has negative or neutral effect on environmental assets such as clean air, water, and wildlife 1 – Project includes infrastructure component/upgrade that has a positive effect (not neutral) on water quality, wildlife, or other natural features 2 – Project has positive effect on GHG emissions reduction/air quality	**1.2**
Service Scoring Framework		
Goal	**Project Scoring**	**Weight**
Age Friendly	1 Point – Project addresses senior transportation in general 1 Point – Project addresses senior transportation for no-medical needs 1 Point – Project provides alternative to personal vehicle use	**3.17**
Equity	1 Point – Expands range and availability of public transit 1 Point – Expected to impact environmental justice area or environmental justice population 1 Point – Expected to provide employment-based transportation	**2.08**
Alternative Modes & Connectivity	1 Point – Expected to improve connectivity within the region 1 Point – Expected to improve connectivity between Berkshires and other regions 1 Point – Supports biking/walking	**4.75**

The following table (**Table 3.4**) represents a list of transportation infrastructure projects that were ranked using the above infrastructure scoring framework rating system. Infrastructure project ranking is as follows:

Table 3.4 – Infrastructure Project Ranking

Project Ranking	Project Location – Project I.D.	Facility	Type of Work
1	Adams – 607328	Route 8	Rehabilitation
2	Pittsfield – 608768	Merrill Road	Resurfacing & Related Work
3	Pittsfield – 606233	BMC Area	Traffic Circulation Improvements
4	Pittsfield – 604003	East Street	Improvement / Widening
5	Pittsfield – 607760	Route 8/9 & Merrill Road	Intersection Improvements
6	Great Barrington – 607756	S. Main Street & Maple Avenue	Intersection Improvements

7	Dalton – 608754	South Street & W. Housatonic Street	Intersection Improvements
8	Pittsfield – 609292	East Street	-
9	North Adams – 609277	Ashland Street	-
10	North Adams – 606890	Ashuwillticook Rail Trail	Extension Construction
11	Lee – 607570	Bikeway (Phase 1)	Construction
12	Great Barrington – 609215	S. Main Street (Route 7)	-
13	Dalton – 608737	Dalton Division Road	Reconstruction
14	Egremont – 608767	Route 23/41	Reconstruction & Related Work
15	Lanesborough / Pittsfield – 606891	Ashuwillticook Rail Trail	Extension

The following table (**Table 3.5**) represents a list of transportation service projects that were ranked using the above service scoring framework rating system. Transportation service project ranking is as follows:

Table 3.5 – Transportation Service Project Ranking

Project Ranking	Facility	Project Location
1	Housatonic Line Passenger Rail Service	Countywide
2	Shared Micromobility Pilot Project	Countywide
3	BRTA Fixed Route Evening & Weekend Service	Countywide
4	BRTA Fixed Route – Reduce Headways to 30 Minutes	Countywide
5	BTRA Regional Circulators	Countywide
6	East-West Passenger Rail Service	Central County
7	Coordinated Senior Transportation Pilot Project	Countywide
8	Satellite Facility – North County	North County
9	Satellite Facility – South County	South County
10	Transit Mini-Hubs	Williamstown, Adams, Pittsfield, Lenox, Lee & Stockbridge
11	Transportation Management Association (TMA) Pilot Project	Countywide
12	Berkshire Flyer Passenger Rail Service	Central County

4 REGIONAL CONTEXT

This chapter examines the current and projected population and economic conditions for the county to better understand the impact they will have on the transportation system and to assess the potential transportation needs that may arise in the future.

MPO Area

The Berkshire MPO area includes the entirety of Berkshire County and its 32 municipalities. The county is also located entirely within the jurisdiction of MassDOT's District 1 office, located in Lenox. District 1 also extends across portions of Franklin, Hampshire, and Hampden Counties. Berkshire County's transit authority is Berkshire Regional Transit Authority (BRTA) which provides fixed route and paratransit service to county residents.

Sociodemographic Profile and Forecast

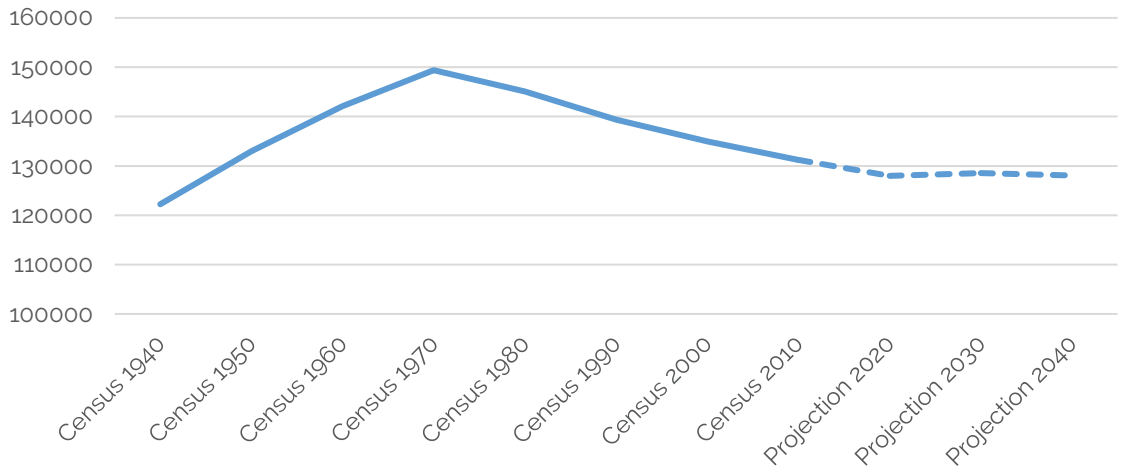
Berkshire County faces several major demographic and economic shifts that are expected to occur over the next 20 years. First, the county's population has been declining and is expected to continue declining in the future, although perhaps at a slower rate than previously anticipated. Secondly, our population is aging. Already, Berkshire residents are the second oldest in Massachusetts, behind Barnstable County (Cape Cod). Lastly, employment (as measured by the number of employed individuals) is expected to decline, primarily as a result of older workers leaving the labor force. However, other trends such as a decline in retail establishments will contribute to this. These trends will impact the transportation system in many ways.

Population Projections

Berkshire County has been steadily losing population since the 1970s, while population in Massachusetts and particularly the eastern half of the state has been and is expected to continue increasing. However, the number of households in our region will continue to grow in the face of overall population loss as average household size will continue to decrease (See **Figure 4.1**). Overall projections indicate that by 2040, the Berkshires could have approximately 3,100 fewer residents, or a loss of about 2.4% from 2010. Only Pittsfield, our largest city, and a handful of smaller communities are expected to continue to gain residents. The remainder will see an overall loss in population. This loss in population can be attributed to our increasingly older population, and the low number of births in the county. Individuals in their 20's and early 30's who are likely to start families and have children, simply do not exist in sufficient numbers in the region to continue to increase the population. Moreover, migration of new residents into the Berkshires is very low. For a map of the county's current population density, refer to **Map 4.1**.

Population decline is typical of many rural areas in the northeast, as jobs and population has gradually shifted toward major urban centers. Manufacturing centers, like the Berkshires, have been hit hard by deindustrialization. The most dramatic evidence of deindustrialization was the loss of General Electric as a major employer in Pittsfield during the 1980's and 1990's. Previously well-benefited employment in manufacturing has been replaced by generally low-wage jobs with few benefits in the broad service industry.

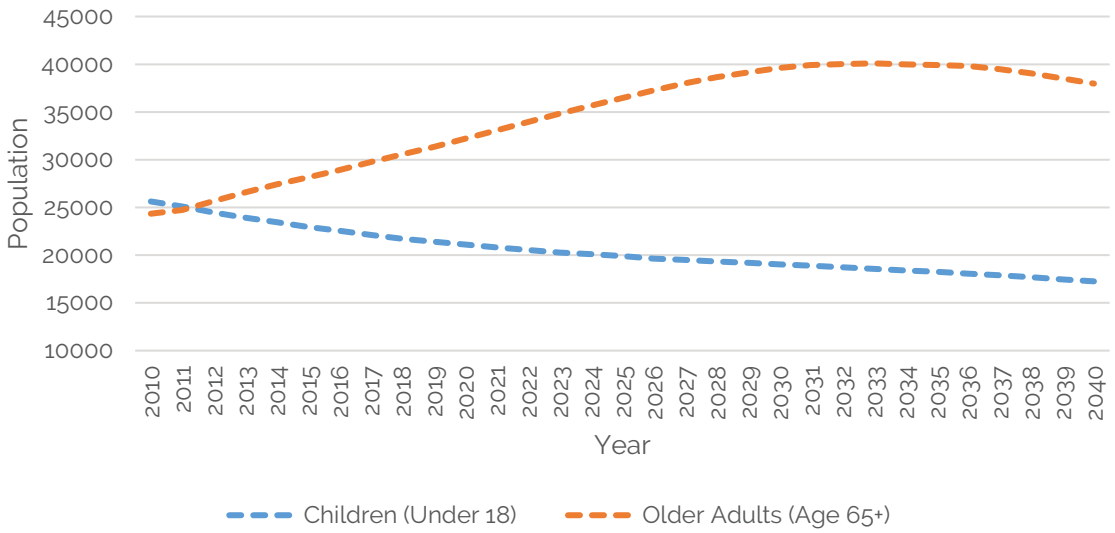
Figure 4.1 – Berkshires County Population Growth and Projections



Age Projections

The United States is currently undergoing an unprecedented aging of the population. Baby boomers began turning 65 in 2011, and every day for the next 20 years 10,000 Americans will celebrate their 65th birthday. Already one in three Americans is aged 50 or older; by 2030, one in five will be over the age of 65. In Berkshire County, this shift is happening sooner and faster than in other parts of the state and the country. By 2030, the United States population over age 65 is expected to overtake the number of those under 18. In Berkshire County, this shift occurred in 2012. This appears to be a permanent change in Berkshire County, with the number of adults over 65 continuing to increase and the percentage of children continuing to decline (See **Figure 4.2**). As our populace ages, we may consider the need for increased public transit as well as other services such as paratransit, van, or shuttle service that can allow older residents to get to where they need to go as they age and eventually stop driving. Providing more opportunities for active transportation, such as biking and walking, could also help to address health needs and provide an alternative for short trips for older individuals.

Figure 4.2 – Berkshire County Population Age and Projections



Employment Projections

To assist with developing employment projections (see **Figure 4.3**) for the region, MassDOT provided BRPC with data on employment grouped into three broad supersectors, which include basic, retail, and service areas. The basic supersector includes employment in resource extraction and agricultural industries as well as utilities, construction, manufacturing, and transportation and warehousing. The retail supersector includes all retail trade. The service sector includes employment related to information, government, finance, real estate, healthcare, education, the arts, and accommodation and food services among others. As seen in **Figure 4.4**, most employed individuals in the region are found the service sector and specifically, its education, healthcare, and food service and accommodation areas. The basic and retail economic sectors employ far fewer individuals; however, the retail sector in our region is expected to see the steepest declines in the number of workers over the next 20 years. While education and healthcare employment areas tend to provide relatively high wages, those employed in the retail and accommodation sectors often have low average wages, irregular schedules, lack of opportunity for full-time employment, and few benefits like retirement or health insurance.

Projections indicate that there could be approximately 2,500 fewer employed individuals in the region in 2040, with the main factor for this decline being the vast number of older workers who will leave the work force in the coming years and decline in retail.

This phenomenon is not unique to the Berkshires. Nationwide there has been a decline in brick-and-mortar retail establishments. There are many factors for this downward trend, including the shift toward online retail, and an "oversupply" of malls[15] – which expanded in

[15] https://www.theatlantic.com/business/archive/2017/04/retail-meltdown-of-2017/522384/

in the 1970's, 80's and 90's at a rate much faster than population growth. Another potential factor for retail employment decline includes a shifting consumer preference toward dining out, travel, and other "experiences" rather than material goods[16] - although much stronger forces are likely at work. The overall decline of the American middle class is also a powerful factor cited in retail closures as consumers simply have less money to spend[17]. The so called "mid-tier" retailers that depend on middle class spending have felt the greatest effects of this "hollowing out", while retailers that cater to lower income consumers (i.e. Wal-Mart, dollar stores, etc.,) and high-end retail have continued to expand.

Figure 4.3 – Number of Individuals Employed in Berkshire Region with Projections

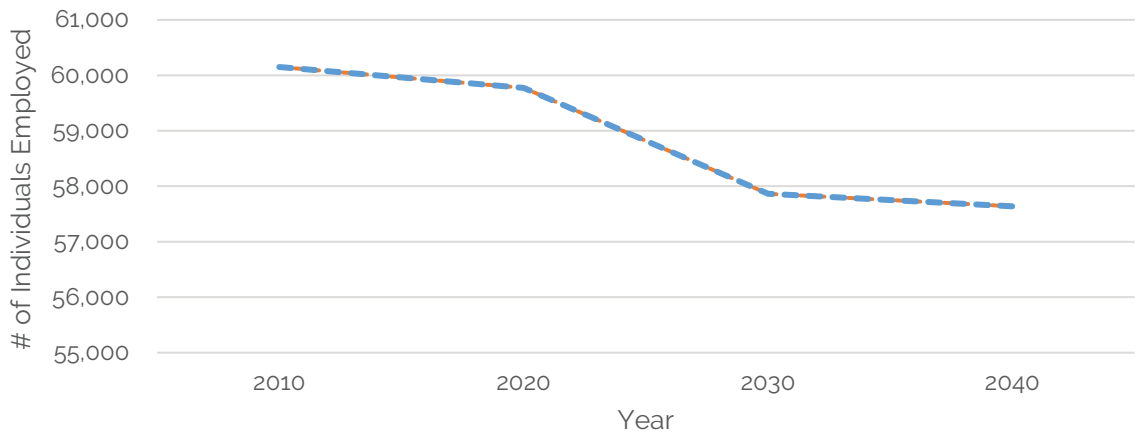
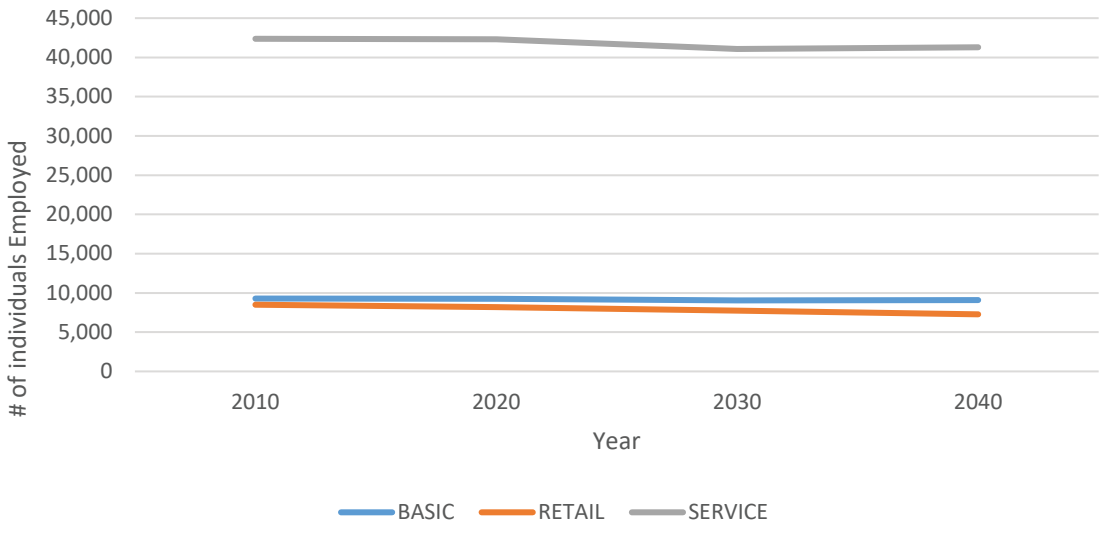


Figure 4.4 Berkshire County – Current Employment and Projections by Supersector



[16] http://fortune.com/2016/09/01/selling-experiences/
[17] https://www.nreionline.com/retail/holding-back-luxe

Income

The Berkshire region is less wealthy than many areas of the state. Already 22 of our 32 communities have a lower median household income than the statewide average. The average Berkshire worker earns about $20,000 less per year than the average Massachusetts resident. This reflects the fact that many workers in the region are employed in low-wage sectors like retail and food service and accommodation that replaced previous manufacturing employment and its associated high wages and benefits. Low-income areas may have an increased need for public transportation services given the expenses associated with owning and maintaining a personal vehicle. Assessing the transportation needs survey for insight reveals that access to affordable transportation options and services, such as having a reduced fare when using public transit or having access to low-cost auto maintenance/care, would help strengthen the network. These responses ranked 3rd and 4th among all suggestions posed to survey respondents for measures to improve the network. Moreover, finding affordable transportation for survey respondents making an annual household income of $20,000 or less was the primary transportation challenge experienced by this cohort.

Approximately 11.1% of all individuals in the region live below the poverty line, compared with 11.3% seen statewide[18]. Poverty thresholds equate to an income level of around $24,000 per year for a family of four or about $12,000 for an individual. Much of this is driven by high levels of poverty in the cities of Pittsfield (15%) and North Adams (17.8%). Additionally, some of the more remote hilltowns such as Mt. Washington (16.4%), Florida (13%), and Tyringham (12.5%) have relatively high rates of poverty.

Low-income residents in the county are the most likely to be dependent on public transportation or not have access to a vehicle. These residents may work 2nd or 3rd shift jobs or have irregular work schedules that may not align with public transportation options. Thus, as we move forward with project implementation, services based around providing dedicated and on-demand commuting options for workers or employment-based transportation services should be examined closely.

Vehicle Ownership

Approximately 5000 households in the Berkshires do not own any vehicles, or 9% of 55,000 total households. Municipalities with a high number of no vehicle households include North Adams (18.4%), Pittsfield (12.3%), and Williamstown (10.3%). Many of these households have no workers, perhaps lessening the need for a vehicle, but given the geography of the Berkshires, can still make travel a challenge.

Of all households with at least one worker, only 1500 lack a vehicle, or about 2.7% of all households. Households without a vehicle are more reliant on public transportation, friends, and family to provide rides. The fact that only 1.4% of workers use public transportation to get to work indicates that there may be unmet demand for this mode.

[18] 2013-2017 US Census American Community Survey (ACS)

Effects on the Transportation System

Key demographic factors like population loss, our aging populace, and fewer anticipated jobs will affect the transportation system. For these reasons, there is little imperative to construct new transportation facilities in our region. Instead, emphasis should be placed on preserving and maintaining existing facilities. An aging population may precipitate an increased need for public transit, or specialized transportation services, given that older residents eventually stop driving.

Indeed, investment in a range of public transportation options, including bus service, on-demand services, paratransit, passenger rail, and employment-based transportation services, could help address our changing demographics. Additionally, investment in active transportation facilities such as sidewalks, bike lanes, and shared use paths could help support our aging population by providing healthy alternatives to automobile use. Other key demographic factors that may drive the need for investment in public transit and active transportation include the roughly 10% of regional households that do not have access to a vehicle, lower than average median incomes in most of our communities, and a higher than average population of individuals with disabilities.

TITLE VI & ENVIRONMENTAL JUSTICE AREAS

Environmental Justice (EJ) is based on the principle that all people have a right to be protected from environmental pollution and to live in and enjoy a clean and healthy environment. The State of Massachusetts defines an environmental justice population as a neighborhood where 25 percent of the households have an annual median household income that is equal to or less than 65 percent of the statewide median or 25 percent of its population is minority or identifies a household that has English isolation. Historically, areas with low income, higher percentages of minority groups, non-English speakers, and foreign-born populations have not been included when major decisions regarding infrastructure are made. Moreover, when hazardous or undesirable land uses, such as landfills or power plants are sited, these areas are often chosen ahead of others. These types of land uses can cause numerous environmental hazards that adversely impact the health of residents living in proximity. The Executive Office of Energy and Environmental Affairs recognizes that many health factors may impact a community's vulnerability to environmental hazards. These are referred to as vulnerable health environmental justice populations, which are defined as neighborhoods that meet one or more of the following health criteria: These neighborhood are in areas with a 5-year average rate of emergency department visits for childhood (ages 5-14 years) asthmas that is greater than or equal to 110 percent of the state rate; or

- The neighborhood resides in an area with a 5-year average prevalence of confirmed elevated childhood blood lead levels (ages 9-47 months) that is greater than or equal to 110 percent of the state prevalence; or
- The neighborhood resides in an area with a 5-year average low birth weight rate that is greater than or equal to 110 percent of the state rate; or

- The neighborhood resides in an area with a 5-year average age-adjusted rate of hospitalizations for myocardial infarction that is greater than or equal to 110 percent of the state rate.[19]

To ensure that all people can fully participate in the planning process and have access to transportation services, the RTP outlines a number of items that support Environmental Justice and Title VI considerations. The Berkshire MPO adopted a Title VI Plan in June of 2014 that provides the framework for how BRPC complies with anti-discrimination laws as part of our transportation planning. Our Title VI plan outlines how the Berkshire MPO meets Title VI requirements stemming from the Civil Rights Act of 1964 and Environmental Justice compliance. Key elements of the Title VI Plan include establishing a Title VI Coordinator for BRPC, increasing opportunities for all individuals to be involved in the BRPC's planning and programming processes, procedures for filing complaints, and augmenting outreach efforts to Title VI and Environmental Justice populations.

Related Plans and Studies

Working Cities Initiative – Berkshire Bridges

In anticipation of MassMoves Commonwealth Conversations on regional transportation, Berkshire Bridges engaged residents and partners to create and circulate a transportation survey in February 2017. Berkshire Bridges – Working Cities Pittsfield Initiative is a resident-driven initiative dedicated to building economic opportunity for all people regardless of their background. The initiative is designed to support journeys from poverty to sustainability by collaboratively building community resources and removing barriers. The 2017 transportation survey was designed to gauge levels of residents' dissatisfaction with the current state of transportation in Berkshire County. Survey questions were developed using information obtained through the MassMoves website along with input from residents and key community leaders. Surveys were distributed online and in paper and a total of ninety-six (96) respondents participated.

Among the major findings of the Berkshire Bridges 2017 transportation survey, ninety-five percent (95%) of participants believe that transportation is a problem in the county and the lack of alternative options depress other aspects of healthy living. Fully eighty-nine percent (89%) strongly agree or agree that a lack of transportation affects participation in education, cultural events, community happenings, and other social and religious activities. Seventy-seven percent (77%) strongly agree or agree that a lack of transportation affects access to health care and eighty-two percent (82%) believe it affects access to jobs and/or employment training. According to survey participants, the top five values that a 21st Century transportation system should embody include: affordable, punctual, safe, frequent, and available. Lastly, survey participants believe that the top five most important approaches to put MA on pathway toward 21st Century transportation system include:

[19] Executive Office of Energy and Environmental Affairs. (2017). Environmental Justice Policy and the Executive Office of Energy and Environmental Affairs: Final Review for Issuance. https://www.mass.gov/files/documents/2017/11/29/2017-environmental-justice-policy_0.pdf

night buses, weekend buses, Amtrak buses, maintaining current roads, and having more funding to invest in our transportation network. The results of the survey were shared at a MassMoves workshop and meeting with Senator Adam Hinds in 2017.

Transportation Needs of Latino's in Pittsfield[20]:
In 2014, as part of UMass Boston's undergraduate student field research course, a small team of undergraduates explored the primary transportation needs among Latino and Latino immigrants in Pittsfield. Through a combination of field work, unstructured interviews with key informants and community members, along with an analysis of 2012 American Community Survey (ACS) data, the undergraduate team developed a list of transportation needs and their implications for policy. The research appeared in UMass Boston Community-Engagement Teaching, Research, and Service series publication.

Based on the perspectives of Latino residents interviewed, the top four transportation needs center around obtaining a driver's license, enhancing public transportation options, having transportation to medical appointments and transportation to social or cultural events. Aside from enhancing public transportation, the inability to obtain a driver's license is emphasized and linked to subsequent transportation barriers such as being unable to get to medical appointments and social or cultural events. For undocumented immigrants who must drive as a result of public transit shortcomings, the prospect of being pulled over without a valid driver's license leads to fear of deportation.

The Title VI Coordinator

The Title VI Coordinator, designated as the Transportation Program Manager, formalizes several responsibilities that BRPC has always carried out. The Title VI Coordinator is specifically charged with carrying out the following tasks:

- Identify, investigate, and work to eliminate discrimination when it is found to exist;
- Process discrimination complaints received by the BRPC and Berkshire MPO;
- Periodically review the Title VI Plan and prepare annual reports that are submitted to MassDOT, FHWA, and FTA;
- Maintain a list of Interpretation Service Providers that assist with translations in the Region;
- Disseminate information on Title VI, Environmental Justice, and other Federal Anti-Discrimination laws;
- Assess communication strategies and address language needs when necessary; and
- Provide education and training on Title VI, Environmental Justice, and other Federal Anti-Discrimination laws.

Planning, Programming, and Analysis

The Berkshire MPO has a responsibility of anti-discrimination both in our public outreach and also in providing benefits to Title VI population communities through our Planning and

[20] Bravo, Daniela; Palencia, Aida; Fields, Chanel; Natal, Luis; Rodriguez, Francisco; Guardado, Patricia; DaCosta, Edna; Ismatul, Zaida; Correa, Melissa; Suarez, July; Alonzo, Joseli; Ornelas, Andrea; Granberry, Phillip; and Torres, María Idalí, "Transportation Needs of Latinos in Pittsfield, MA" (2014). *Gastón Institute Publications*. 192. https://scholarworks.umb.edu/gaston_pubs/192

Programming activities. The three annual MPO certification documents starting with this RTP but also including the TIP and UPWP, should be developed in a nondiscriminatory manner in compliance with all applicable statutory requirements.

All of BRPC's demographic maps discussing Title VI and Environmental Justice analyses use the most current and appropriate statistical information available on race, income, and other pertinent data. These maps identify areas with high minority, low income, and LEP population groups. It is also important that the data thresholds are meaningful and statistically based. BRPC's Title VI coordinator continues to ensure that staff make concerted efforts to involve members of all social, economic, and ethnic groups in the planning process.

Perhaps the most important component of BRPC's and the Berkshire MPO's Title VI compliance efforts is that the Coordinator shares information and conducts necessary nondiscrimination training for BRPC staff and member communities. This activity ensures up-to-date knowledge of Title VI and other nondiscrimination statues.

Limited English Proficiency

Limited English Proficiency is an important metric for Title VI because it helps identify people that are more likely to be discriminated against based on race and/or nationality and therefore should be more closely analyzed to help focus our efforts. Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency (LEP) requires federal agencies to examine the services they provide, identify any need for services to those with limited English proficiency, and develop and implement

a system to provide those services so LEP persons can have meaningful access to them. The MPO, through its federal funding, carries forward this Executive Order through its transportation planning and programming functions. A map depicting the locations of LEP populations is provided at the end of this chapter. Communities with populations of LEP individuals include Williamstown, North Adams, Pittsfield, and Great Barrington (**Map 4.2**).

Identification of Title VI and Environmental Justice Populations

Map 4.3 shows the EJ populations in the Berkshires. The factors and thresholds used to identify these populations include the percentage of residents below poverty (>10%), percentage non-white residents (>10%), and percentage non-English speaking residents (>3%). Currently only portions of Pittsfield meet 2 of the three criteria, while remaining areas only meet 1 of 3. The instances where one or more thresholds have been exceeded includes portions of Williamstown, North Adams, Adams, Pittsfield, Dalton, Lee, Stockbridge, Great Barrington, and Sheffield.

LAND USE

Our region is mostly rural, and indeed 12 out of 32 municipalities in the county (37%) have less than 1000 residents and 75% have less than 5000 residents. As such, about 75% of all land in Berkshire County is forest. However, with that said our region encompasses a variety of land use types, from agriculture, to industrial and residential (See **Table 4.1**). Residential and agricultural land uses cover the most acreage after forest.

Table 4.1 – 2005 Land Use

CATEGORY	ACRES	%
Cropland	24,093.5	4.0%
Pasture	14,461.5	2.4%
Forest	453,601.1	74.9%
Non-Forested Wetland	19,682.1	3.3%
Mining	1,391.6	0.2%
Open Land	8,350.2	1.4%
Participation Recreation	2,550.8	0.4%
Spectator Recreation	48.5	0.0%
Water-Based Recreation	52.3	0.0%
Multi-Family Residential	2,397.7	0.4%
High Density Residential	4,340.2	0.7%
Medium Density Residential	4,360.2	0.7%
Low Density Residential	9,132.8	1.5%
Very Low Density Residential	12,060.3	2.0%
Commercial	2,733.9	0.5%
Industrial	1,631.3	0.3%
Transitional	335.3	0.1%
Transportation	1,570.7	0.3%
Waste Disposal	366.4	0.1%
Water	12,385.7	2.0%
Powerline/Utility	1,895.8	0.3%
Golf Course	1,479.2	0.2%
Marina	1.8	0.0%
Urban Public/Institutional	2,344.2	0.4%
Cemetery	624.0	0.1%
Orchard	328.1	0.1%
Nursery	331.9	0.1%
Forested Wetland	21,129.8	3.5%
Junkyard	84.0	0.0%
Brushland/Successional	1,632.3	0.3%
Total	605,397.2	100.0%
Total Developed	40,655.4	6.7%
Total Undeveloped	564,741.8	93.3%

Developed areas only make up 6.7% of total acreage in the county. With an overall lower density of residential development in the region, services such as public transit may be a challenge to operate – as transit tends to work most effectively in areas where there is a high density of development as well as homes and destinations (jobs, commercial areas, etc.) in close proximity.

Land use and transportation are interlinked. New development typically does not occur unless it can be sited close to existing roadways or relies on the construction of new roadways. Although most land is undeveloped, the Berkshires has a vast amount of permanently protected land, which limits future development. Much of the protected land is in large state holdings, although private land trusts also maintain significant permanently protected acreage.

Growth in the region boomed following World War II and continued into the 1990s. During this time, residential development exploded in the form of new neighborhoods and housing. According to the Sustainable Berkshires Plan, prior to 1950, most residential units

in the Berkshires were built in lots less than 0.25 acres. Between 1950 and 1974 most residential units were built on lots .25-.50 acre. Since 1975 this trend changed significantly with many homes built on lots greater than 5 acres. Since 2000, 33% of the residential units built in Berkshire County have been built on lots greater than 5 acres. Based on zoning, most homes since 1975 have been built in 1-2-acre zoning districts, even though the actual lot size is over 5 acres. Thus, new housing development is increasingly focused on very-low density development at the periphery of higher density city and village centers. However, our region has seen development pressure largely subside since the early 2000's. Nearly all new housing units in the region since the early 2000's have been in the form of single-family large lot homes in rural areas.

Land Use Transect

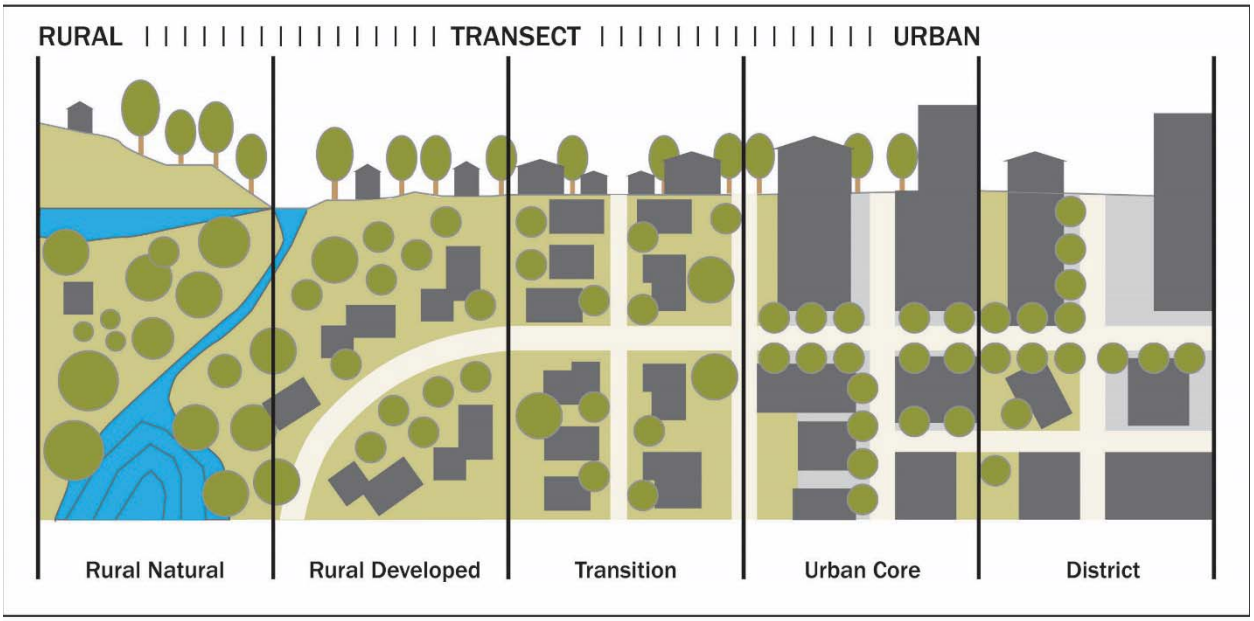
Using the future land use plan from the 2014 Sustainable Berkshires Plan, BRPC created a land use transect that aligns land use categories with five broad classifications along a transect from relatively undeveloped areas (rural natural) to densely settled locations (urban cores) (see **Figure 4.5** and **Map 4.4**). These context zones are loosely based on the Rural to Urban Transect adopted by the Institute for Traffic Engineers[21]. The Transect provides a graphical and intuitive way to understand and describe an area's characteristics and can be linked to appropriate development and land use standards. The land use transect can be an important tool for planning transportation improvements, particularly Complete Streets projects requiring context sensitive solutions.

- **Rural Natural** incorporates the Resource Conservation and Rural Residential future land use categories. Those categories are typically either permanently protected from land development or intended for very sparse residential development across the region;
- **Rural Developed** includes the future land use categories of Outdoor Recreation Neighborhood and Villages. These areas are more developed than the Rural Natural areas. They are focused on traditional developed areas in outlying communities or natural feature attractions like ski areas and lakes.
- **Transition** zones are the generalized residential areas around the more intensely developed core communities in the Berkshires. There are a mixture of uses intended in these zones, but they should be to a scale of neighborhood development. This context zone represents the Residential Neighborhood future land use.
- Downtown Commercial and Highway Commercial future land uses makeup the **Urban Core** transect zone. The Urban Core Zone has the most intense development in the Berkshires and also the widest variety of land uses. The Urban Core has the greatest need for incremental complete streets improvements of all the zones because it is where the most people move around.
- **Districts** represent Industrial and Special Use Areas of our Future Land Use Map. Industrial areas are limited and typically include the region's largest employers.

[21] https://www.ite.org/pub/?id=e1cfb244%2D2354%2Dd714%2D517d%2D2004292b5f99

Special Use Areas have land uses like education, hospitals, airports, and cultural institutions with larger land holdings.

Figure 4.5 – Land Use Transect



Land Use Futures

Connected and autonomous vehicles (CAV) have the potential to dramatically alter the built environment and land use. CAV is often a term of convenience for three simultaneous trends in transportation: automation, electrification, and increased sharing. While CAV do not necessarily have to be electrified or shared, the failure to encourage electrification or vehicle sharing could be damaging. If CAV are widely adopted, but not electrified or shared, we will only end up with more vehicles on the road and continue to contribute to climate change by producing more and more CO_2 emissions. However, if we encourage the development of shared, electric, and autonomous vehicles[22] (the three revolutions scenario), we can take more vehicles off the road and significantly reduce future carbon emissions. Under this ideal scenario, there could be widespread benefits.

Safety improvements enabled by autonomous vehicles could allow for much narrower vehicle lanes, reducing the expense of roadway maintenance, and freeing up crucial space for biking, walking, and transit improvements[23]. If more vehicles are shared, there could be a reduced need for parking lots and on-street parking spaces, which could create more opportunity for urban infill development.[24] This will bring about a greater emphasis on new land use controls and design standards, particularly in more urban areas. Moreover, CAVs hold great potential for assisting individuals to age-in-place. Enhancing personal

[22] https://www.itdp.org/2017/05/03/3rs-in-urban-transport/
[23] https://smartgrowthamerica.org/impact-emerging-technologies-complete-streets-webinar-recap/
[24] https://techcrunch.com/2018/08/02/will-self-driving-cars-kill-parking/

autonomy to go shopping or attend social gatherings are precisely the types of everyday activities that imbue life with a sense of purpose and normalcy, and which might be made possible with advances in driverless technology.

The gradual adoption of electric vehicles will require major investments in our power grid to enable convenient electric vehicle charging. One study estimated that Massachusetts would require 42% more electricity production if all existing vehicles relied on electric power instead of fossil fuels.[25]

Additionally, implementation of 5G networks will likely proceed hand in hand with autonomous vehicle use. The speed of 5G networks will be required to support wireless vehicle-to-vehicle information transfer that is expected to be part of many autonomous vehicles. However, 5G networks have a much shorter range than other wireless communications which will necessitate more towers. Communities should adopt zoning controls for 5G implementation as well as design and form standards that ensure future communications infrastructure will blend in with the surrounding context.

Moreover, it is thought that CAV could contribute to additional development sprawl. Every advance in transportation technology has led to more widely dispersed patterns of human settlement. CAV could reduce congestion in nearby urban areas like New York City or Boston, thus reducing commute times significantly. Reduced commute times, as well as the fact that commuters in autonomous vehicles could spend their time, say, reading, using their phones or performing work tasks, could make the Berkshires a more desirable place to live for those commuting to these urban areas. If development pressure does increase due to CAV, communities should have appropriate land use regulations in place and encourage density and infill, rather than focusing development toward the periphery.

With that said, the future of CAVs remains unknown. The general pace of technological advancement would suggest that this technology might not be as far off as many of us expect. And while more immediate and pressing transportation challenges exist in the Berkshires, such as simply keeping local roadways free of potholes, the potential for CAVs to radically transform the way in which we experience and interact with the transportation network is as significant as the transition from horse and buggy to the Ford Model T.

Adequately preparing the Berkshires for this emerging technology serves two primary purposes. First, proactively planning for CAV adoption means a more seamless introduction and, eventual widescale implementation, of this technology. That means less headaches from municipal officials and residents as the impacts of CAVs on land use, zoning, infrastructure and day to day life become more apparent. Second, it safeguards the Berkshires against falling behind as this emerging transportation landscape takes shape. If the full potential of CAVs are realized, with all their benefits, then embracing such an advance in transportation technology will ripple out across the region, making the Berkshires more appealing to young professionals and families, enabling better access to employment, and providing greater autonomy for seniors and/or individuals with

[25] https://www.citylab.com/transportation/2018/12/americas-power-grid-isnt-ready-electric-cars/577507/

disabilities to travel to medical appointments and social events. It behooves the region to at least begin to grapple with how CAV technology might transform the region's transportation network, current land use and development regulations, and the lives of residents.

Lastly, proactively planning for CAV implementation may, in some instances, allow the Berkshires to leap-frog other forms of transportation services and infrastructure that will gradually be phased out. If CAVs will enable greater personal autonomy among mobility-impaired populations, investments that prioritize the availability of ridesharing vehicles, such as Uber, Lyft, or other local taxis, must be decided in a manner that is congruent, and not at odds, with CAV implementation. CAV experts disagree over the time frame for widescale availability of this technology, however there is agreement that when it is available, the transition will happen quick. Currently 42 states have enacted legislation and/or enacted executive orders that address CAV testing and deployment, including Massachusetts. Roadway features, such as broadcasting Signal Phasing and Timing (SPaT), can be introduced to accommodate CAVs. SPaT is a technology that can communicate information directly from transportation infrastructure to cars. This has major implications for CAVs to improve roadway safety, regardless of their level of autonomy.[26]

TRAVEL AND TOURISM

In recognition of the importance travel and tourism has on supporting local economies throughout the Berkshires – directly employing 6,329 workers and generating $14.9 million in local and $27 million in state tax receipts[27] – BRPC has been collecting information relevant to the industry and it's impacts on an ongoing basis. The specific impacts BRPC aims to identify are those that affect the county's transportation infrastructure. The culmination of these efforts is twofold. First, the information will be used to compliment data collection efforts undertaken by municipalities in the Berkshire's. Second, the information collected will help to identify transportation improvement projects that may eventually be considered for listing on the Transportation Improvement Program (TIP) or for other, more town specific transportation funding programs. In addition, these data collection efforts will help organizations such as 1Berkshire to establish a baseline of information pertinent to gauging the number of visitors the region receives on an annual basis along with gleaning insight into where tourists originate from. That type of information is useful to organizations tasked with advertising and marketing the county as a premier travel destination.

BRPC's travel and tourism efforts comport with Federal legislation entitled Fixing America's Surface Transportation (FAST) Act, CFR 23, Section 450.306 (10) mandating Metropolitan Planning Organizations (MPO's) to develop projects that 'enhance travel and tourism'.[28] This work is further concurrent with Massachusetts's State Senator Adam Hinds' directive calling

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[26] Commission on the Future of Transportation. (2019). Choices for Stewardship: Recommendations to Meet the Transportation Future – Volume I. https://www.mass.gov/files/documents/2019/01/10/FOTCVolume1.pdf

[27] https://1berkshire.com/relocate/blueprint/hospitality-tourism/

[28] https://www.transportation.gov/NACTTI

for the continuation of study efforts assessing the feasibility of establishing the Berkshire Flyer – a proposed weekend passenger rail line connecting New York City to Pittsfield.

Summary of Tourism Data Collected to Date

Berkshire County is well known for its musical and artistic performances. Boston Symphony Orchestra's (BSO) Tanglewood is held as the single largest attraction in the Berkshire's, drawing more than three times the number of visitors to the region than the number of full-time, year-round residents.[29] A special report submitted by Dr. Stephen Sheppard, professor of economics and Director of the Center for Creative Community Development (C3D) at Williams College, attributes Tanglewood's operations to a $103 million increase in economic activity for the Berkshire region. The report further states that Tanglewood creates between 930 to 1,100 jobs resulting in $35 million in labor earnings. These jobs provide on average more than $40,000 per year for each worker and the increased activity has generated $15 million in federal, state, and local tax revenues.

Furthermore, reviewing online ticket-purchases show that 84% of the 350,000 patrons who attend Tanglewood each summer, normally reside outside of Berkshire County and nearly 49% are from outside of Massachusetts (See **Figure 4.6**). An additional 2017 study conducted between Airbnb and BSO Tanglewood[30] showed that top origins for guest arrivals (excluding Berkshire County) include New York, Boston, Cambridge, Arlington, Somerville, San Francisco and Philadelphia. One of the major local hotels in Berkshire County that provided BRPC with guest origin data (Feeder Cities Report) for 2017 affirms New York and Boston as the two predominate suppliers of travelers to the region (excluding Berkshire County). The Feeder Cities Report further identifies Berkshire tourists originating from the Washington D.C. area including Maryland, Virginia, and West Virginia, Rhode Island including Providence, Warwick, and Fall River, and the Philadelphia/New Jersey area. Guest origin data acquired by BRPC for another artistic festival, Jacob's Pillow in Becket, largely agrees with the above origin locations. The high percentage of out-of-county and out-of-state patrons coupled with the average length of time that visitors stay in the Berkshires, have significant implications for the condition of the region's roadways and for the future of transportation countywide.

Survey of Uber and Lyft Availability

Uber and Lyft utilize mobile phone-based software that allows individuals to utilize their vehicle as a taxi for general public use. These organizations are known as Transportation Network Companies (TNC). TNCs are an essential part of travel and tourism as they can provide valuable mobility services for potential visitors to the area, particularly those without a vehicle. As part of data collection efforts, BRPC staff utilized volunteers to assess the availability of Uber and Lyft Transportation Network Company (TNC) vehicles in various parts of the county. Overall there are far more Uber vehicles available countywide than Lyft vehicles. Most TNC vehicles seem to be located in the Pittsfield area. There were few vehicles observed in the Great Barrington and North Adams area.

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[29] http://web.williams.edu/Economics/ArtsEcon/library/pdfs/MASSMoCAEconomicImpacts2017.pdf

[30] https://www.airbnbcitizen.com//wp-content/uploads/sites/56/2017/09/Airbnb-and-the-Tanglewood-Music-Festival-September-2017-1.pdf

Summary of Second Home-Ownership Data

The origin location of travelers to the county would not be complete without an assessment of second home-ownership. Based on second homeownership data collected by BRPC, the number of individuals who both own property in Berkshire County and property outside the county is quite substantial. Many second homeowners have property in New York (3,292), Massachusetts (1,571), Connecticut (996), Florida (835), New Jersey (632) and California (173). Additionally, there are smaller pockets of second homeowners living in Philadelphia (106), Texas (83) and Virginia (69) and South Carolina (42). Approximately ten (10) Berkshire County homeowners also own homes in the United Kingdom, four (4) own homes in Canada, two (2) own homes in Israel, one (1) has property in Germany, one (1) has property in Japan and one (1) has property in Alaska.

The data show that New York contains the highest concentration of individuals who own property in Berkshire County. In New York City, the upper east side and the upper west side of Manhattan hold the densest concentration of second homeowners. The upper west side contains approximately four-hundred and thirty-one (431) second homeowners and the upper east side has approximately two-hundred and eighty-four (284) individual second homeowners.

Lastly, tallying municipalities in Berkshire County that have the highest concentration of residents owning property outside of the County, the data show that Stockbridge, Lenox, Pittsfield, Becket and Otis have the highest concentration of second homeowners. Becket and Otis hold the highest number – Becket has 908 individual second homeowners and Otis has 929. The data seem to indicate that municipalities located in central and south County have higher proportions of second homeowners than north County (See **Figure 4.7**).

Next Steps for Travel and Tourism Study Efforts

Information on travel and tourism in Berkshire County is sparse, and no real effort to date has attempted to acquire hard and fast data that show the number of visitors the region receives each year. These gaps in knowledge hinder planning efforts that seek to promote the county as an attractive travel destination. Furthermore, this lack of data effectively creates a barrier that prevents an in-depth assessment of the larger travel and tourism impacts to the county's transportation infrastructure. Moreover, the region continues to assess the feasibility of launching a weekend passenger rail service line connecting New York City to Pittsfield – known as the Berkshire Flyer – for which BRPC's travel and tourism study efforts will aid progress toward formalizing.

Gaining deeper insight into the origins of visitors (where they travel from) may help bring greater clarity into the transit modes used, the routes traveled, and the distance tourists are willing to conquer to visit Berkshire County. Gleaning travel mode and routes traveled by visitors will assist in identifying the route enhancements and the alternative travel mode options that must be available to facilitate, sustain and continually grow the travel and tourism industry. In the future, it may behoove organizations tasked with promoting the region as an attractive tourist destination, such as 1Berkshires, to initiate a formalized system of gathering such data. Such efforts would likely help with targeted promotional

campaigns and would have the secondary effect of assisting the Planning Commission in adequately planning for travel and tourism. Moving forward, BRPC will aim to finalize a travel and tourism special study that includes:

- The impacts to and implications of travel and tourism on Berkshire County's transportation infrastructure. The economic influence of tourism will also be reviewed.
- Existing transportation infrastructure countywide shall be identified, with special emphasis given to taxi/rideshare transport companies typically associated with tourist travel.
- Existing lodging providers (i.e. hotels/motels) will be identified including a discussion on visitor origin data and/or ability to collect such data.
- Lastly, through raw data collection and public outreach, the report will conclude with recommendations for major transportation improvement projects gleaned through travel and tourism study efforts.

Figure 4.6 – Tanglewood Guest Origins

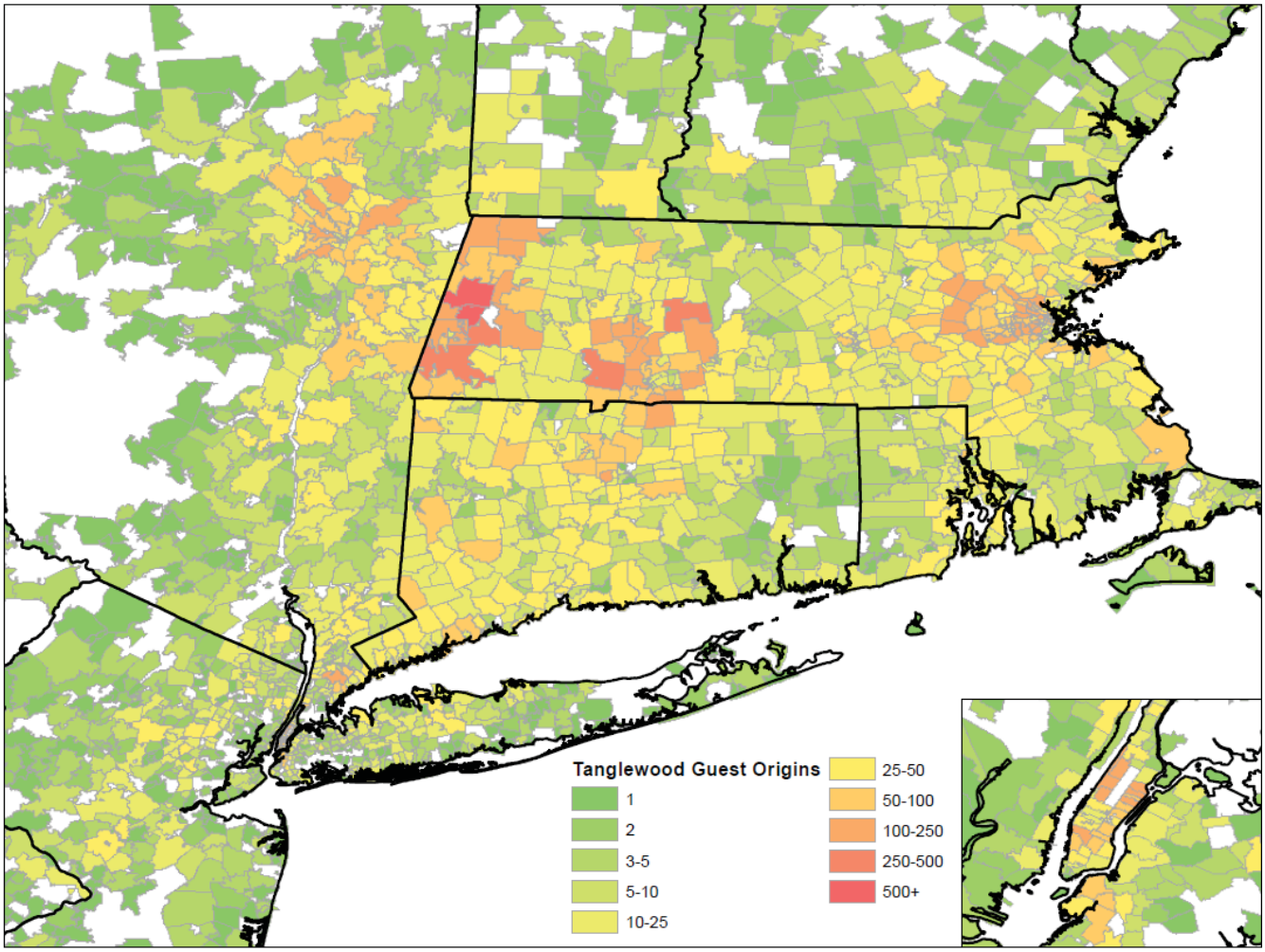
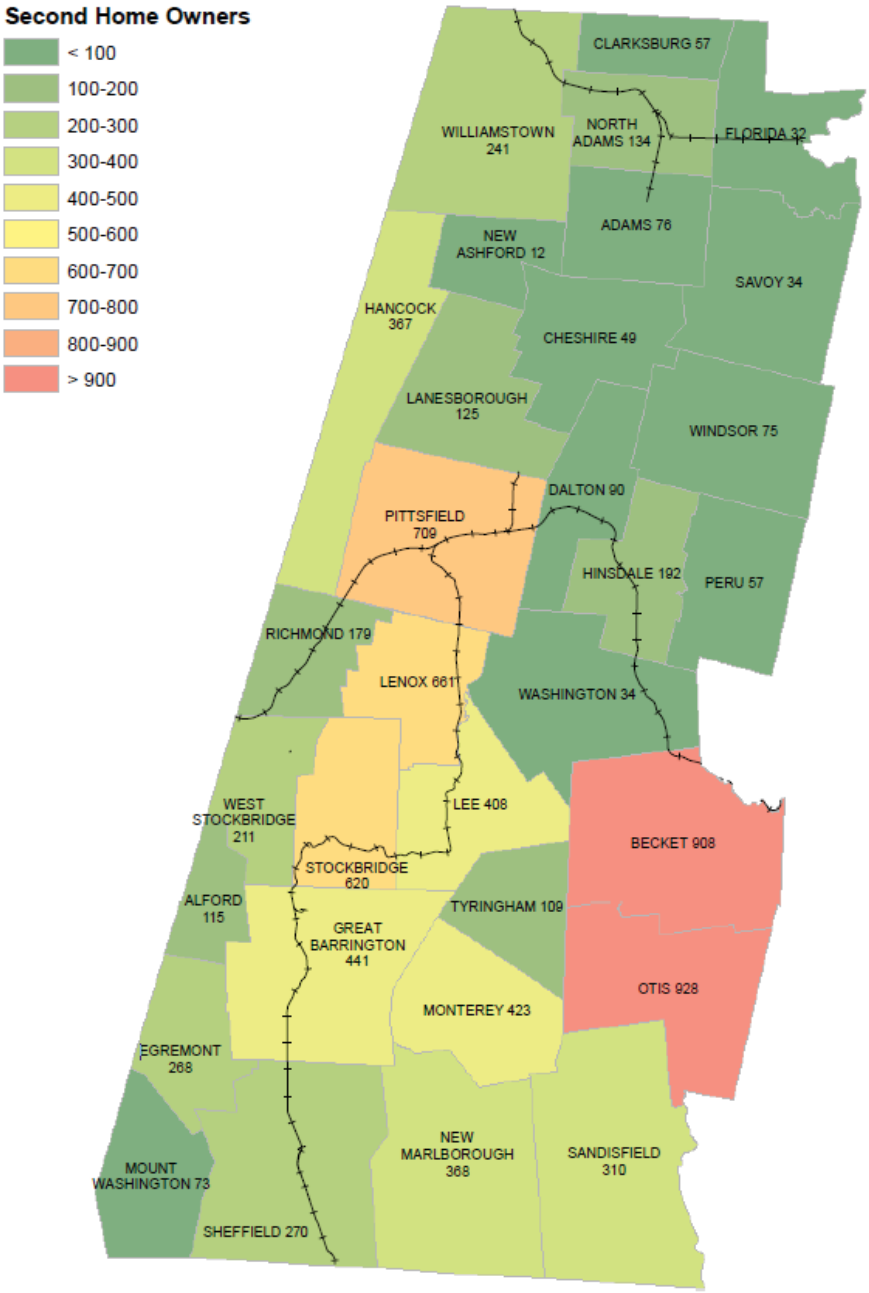
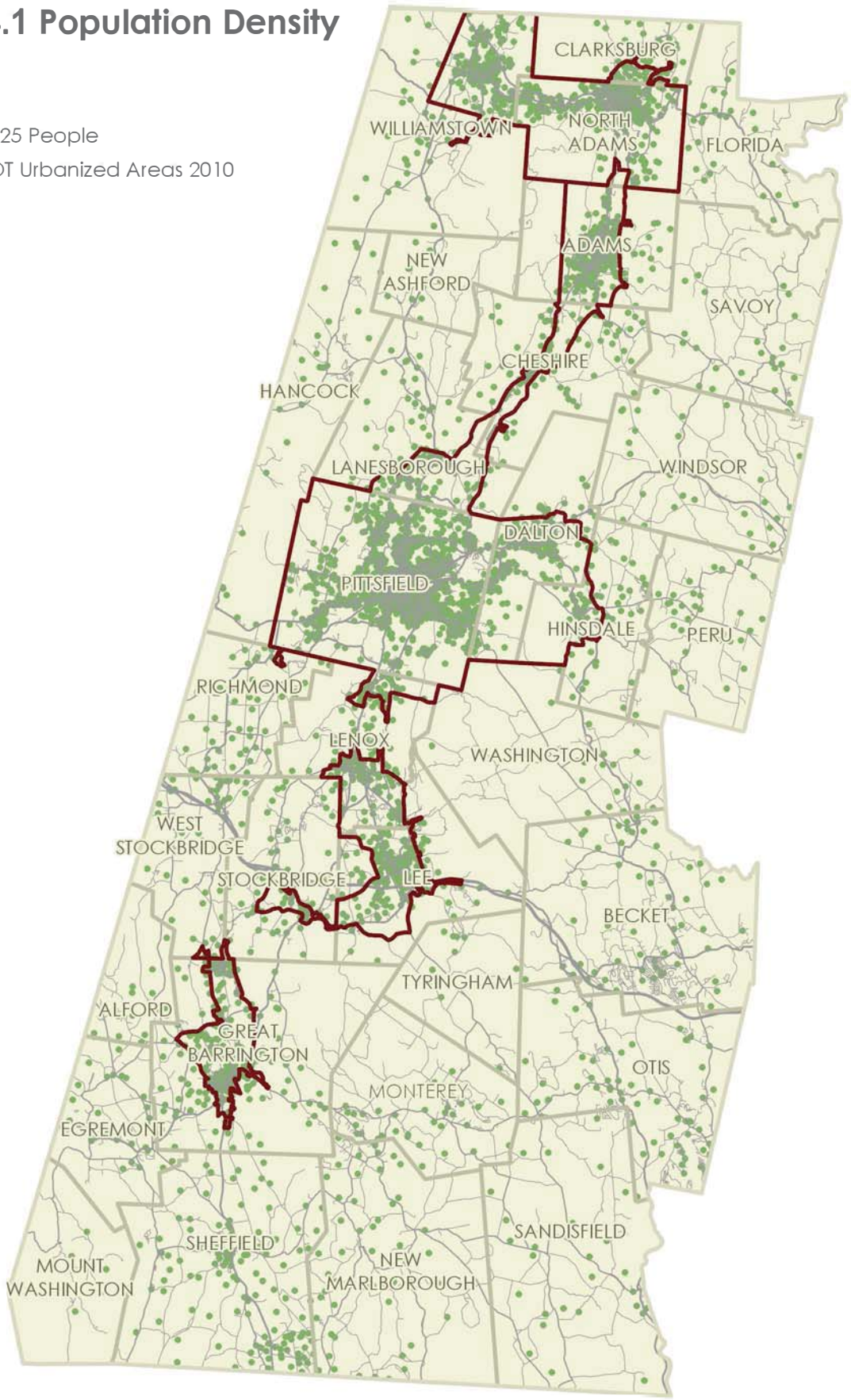


Figure 4.7 - Berkshire Municipalities with Concentration of Second Homeowners



Map 4.1 Population Density

- 1 Dot = 25 People
- MassDOT Urbanized Areas 2010



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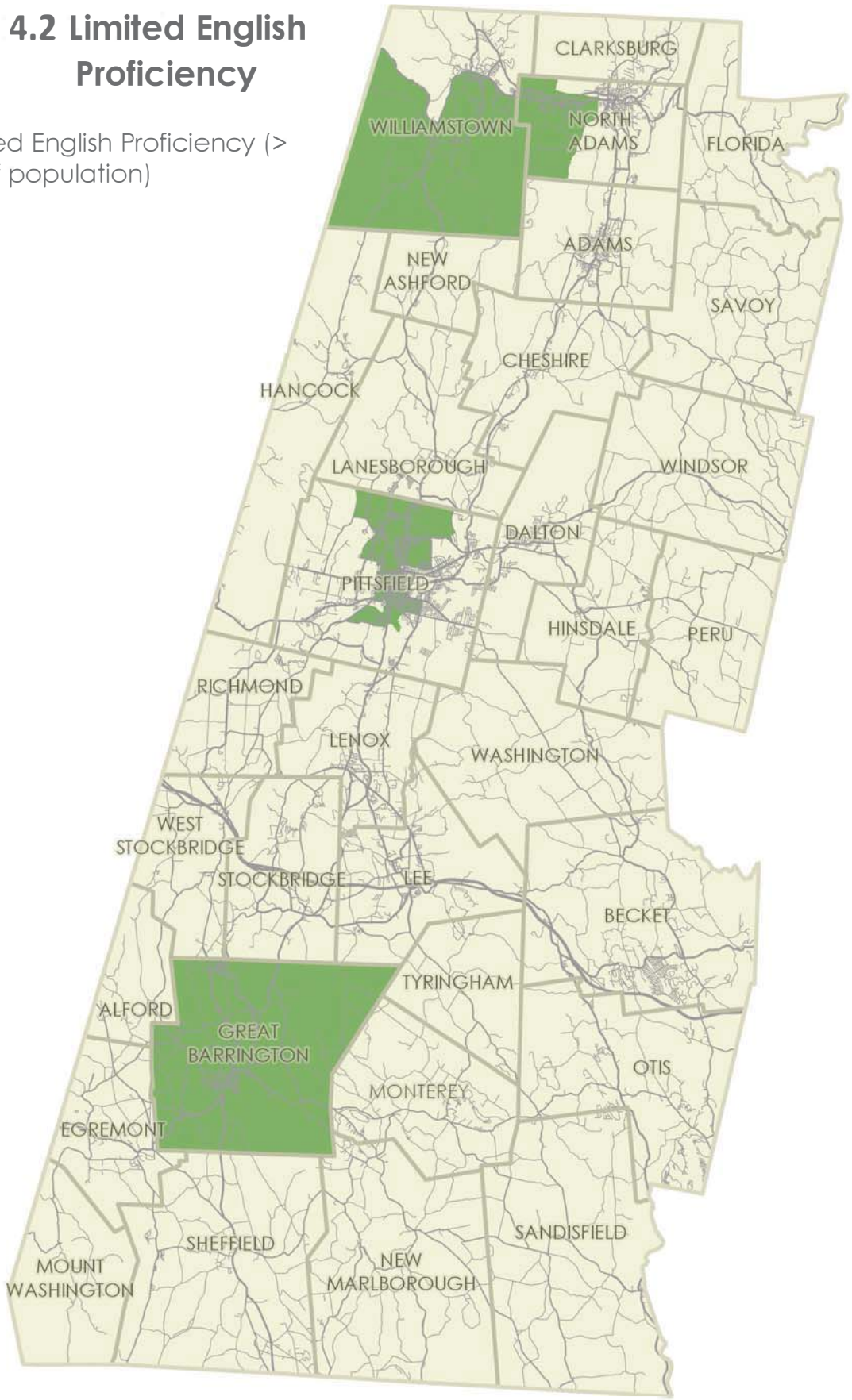
Prepared in cooperation with the Massachusetts Department of Transportation and the U. S. Department of Transportation. The views and opinions of the Berkshire Regional Planning Commission express herein do not necessarily state or reflect those of the Massachusetts Department of Transportation or the U. S. Department of Transportation.

Map 4.2 Limited English Proficiency

Limited English Proficiency (> 3% of population)



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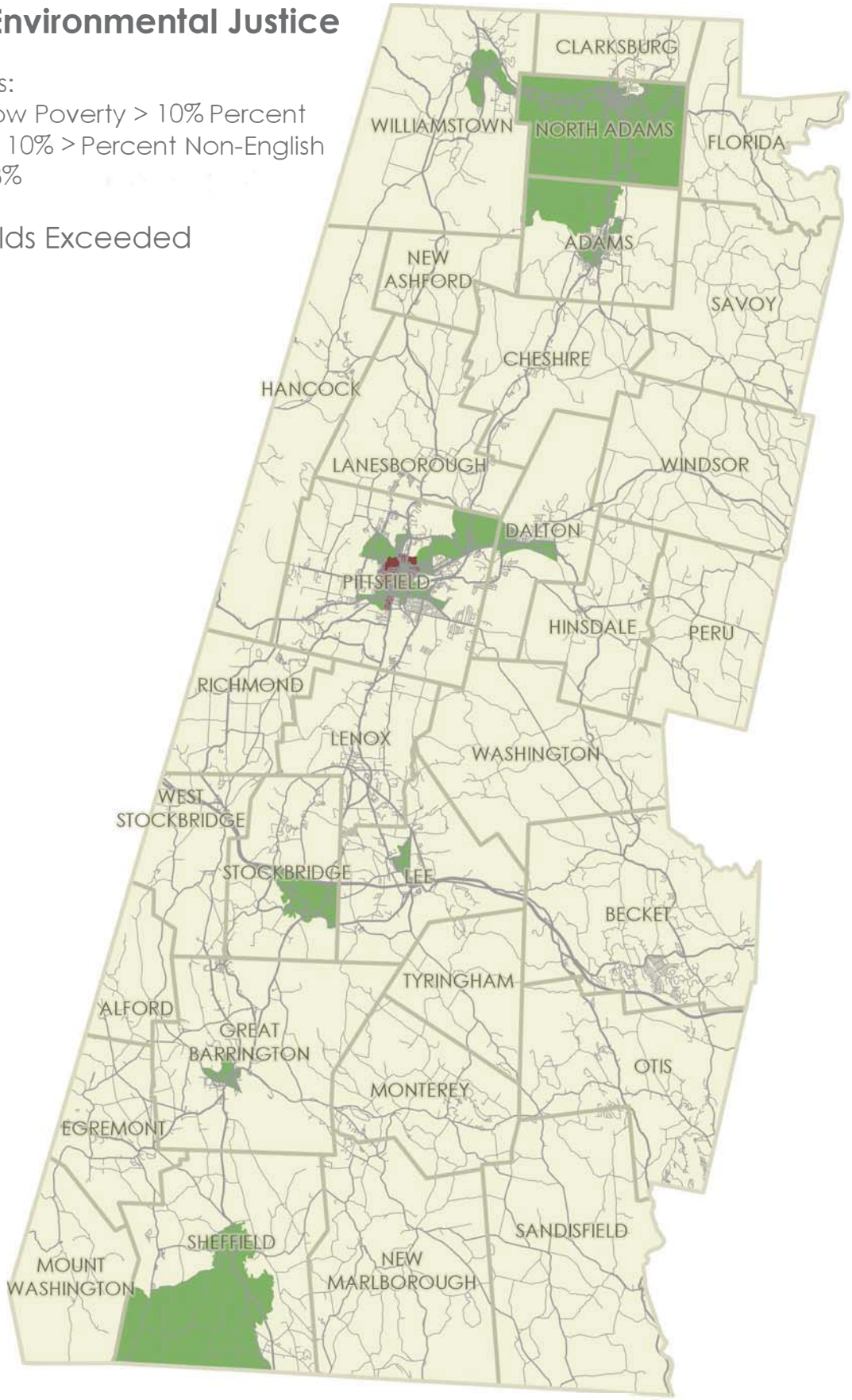
Map 4.3 Environmental Justice

EJ Thresholds:
Percent Below Poverty > 10% Percent Non-white > 10% > Percent Non-English Speaking >3%

EJ Thresholds Exceeded

- 0
- 1
- 2



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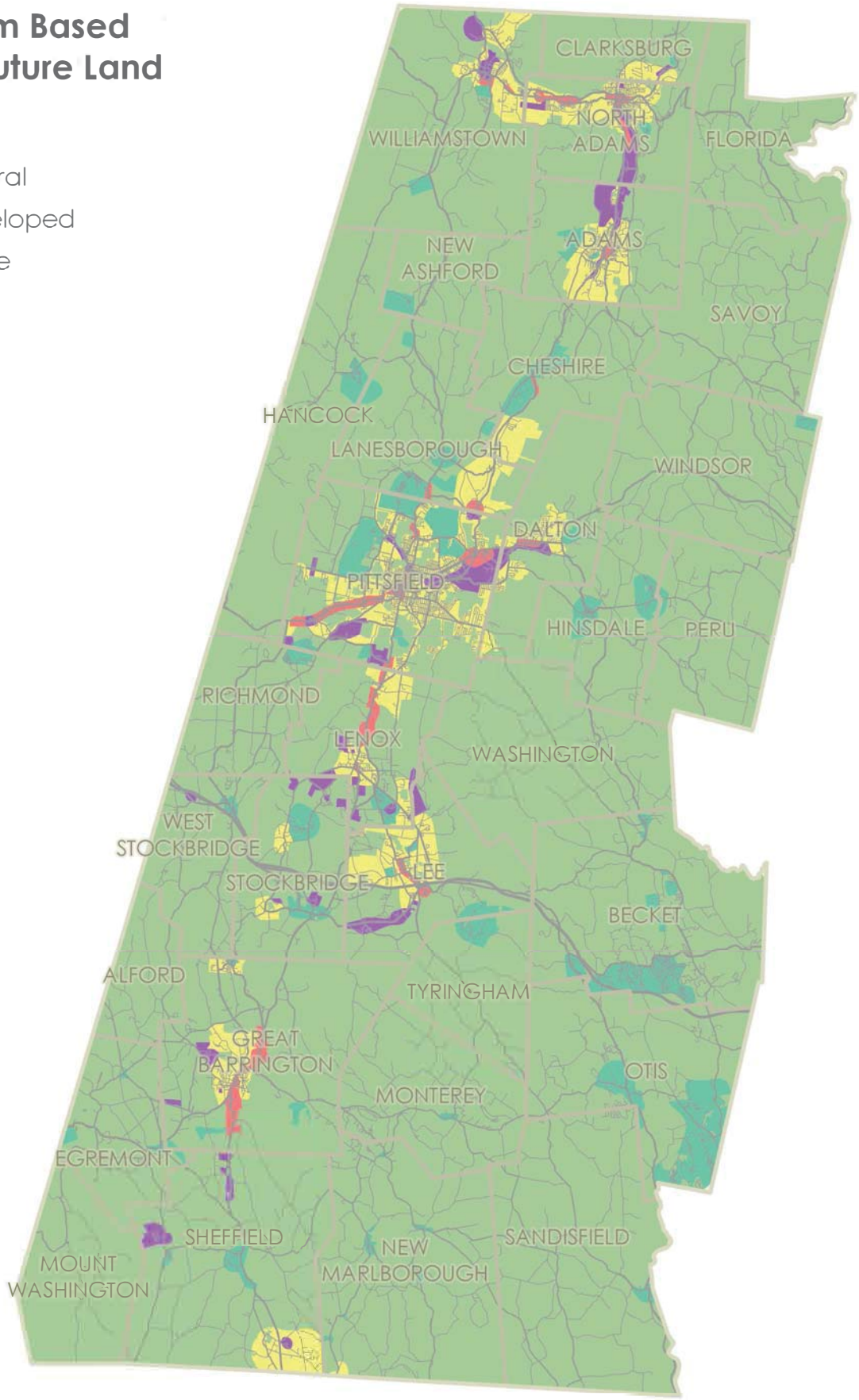
Map 4.4 Form Based (Transect) Future Land Use Plan

- Rural Natural
- Rural Developed
- Urban Core
- Districts



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5 EXISTING CONDITIONS

This section looks at various components and aspects of our transportation system, including roads, bridges, and public transit, among others. This section is intended to provide context to the state and condition of infrastructure as well as the status and needs of projects and planning studies.

ROAD JURISDICTION

Road jurisdiction refers to the entity that controls the road and often refers to maintenance responsibilities as well. In our region, the vast majority of roads are controlled at the local level by our 32 municipalities (see **Table 5.1 and Map 5.1**). After the municipalities, MassDOT controls several hundred miles of roadway. Many of these are the most heavily used in the region, particularly arterial roads that pass between communities. The Massachusetts Department of Conservation and Recreation (DCR) and state institutions such as the County Jail also have jurisdiction over their own roadways. Private roads are typically maintained by homeowner's associations or other private organizations.

There are many roads in the county where jurisdiction is listed as unknown. Often times, these roads are actually privately-owned driveways that are identified as roadways as part of automated mapping processes. Additionally, they may be old logging roads or other "unimproved" roadways that are not passable by automobiles. In many cases they may have never been formally "accepted" by a community.

In Massachusetts, what we typically think of as public roads are legally defined as "public ways," which is a generic term for state and county highways, town ways, and statutory private ways[31]. If a road is "laid out" by a public authority or if it is expressly "accepted" by a municipality it can become the responsibility of the municipality to maintain it free from defects. Unique to Massachusetts is the category of "statutory private way". This type of way is a privately financed road, with a public right of passage, but without town responsibility for maintenance.

Most municipal zoning ordinances require that eligible building lots have frontage along a public way. Additionally, frontage along a public way is required for the "Approval Not Required" (ANR) land subdivision process. Thus, if a public way is created but remains unimproved, new development with frontage along the public way may place pressure on the municipality to maintain and improve the roadway. However, if the roadway is not accepted or laid out as a public way, the municipality can simply deny the building permits or for any landowners with property along the roadway.

Additionally, there is a process of discontinuance, where municipalities can vote to remove the rights associated with a public way. When a road is discontinued, there is no longer any public right of passage, and abutting landowners may lose the ability to develop or subdivide their land. The municipality may or may not continue to maintain the roadway. There is also a separate process known as discontinuance of maintenance whereby

[31] http://cainhibbard.com/wp-content/uploads/2011/03/Streets-Ways-May-2011.pdf

municipalities can absolve themselves of maintenance responsibilities on a road, while still maintaining the public right of passage.

While issues of road jurisdiction and maintenance responsibility are generally resolved quickly in well populated areas where there is greater development pressure, they may linger for decades in rural areas - particularly on unimproved roadways that access few, if any, homes or businesses.

Table 5.1 – Road Miles by Jurisdiction

	MassDOT	Local	Mass DCR	State Institutional	Private	Unknown	Total
Adams	2.24	54.40	4.59	0.00	0.00	13.38	74.62
Alford	0.01	17.40	0.00	0.00	0.00	5.24	22.65
Becket	32.15	56.25	0.52	0.00	1.38	68.59	158.89
Cheshire	7.44	43.70	3.70	0.00	0.00	10.14	64.98
Clarksburg	2.83	15.73	0.80	0.00	0.00	3.79	23.14
Dalton	6.60	39.15	0.00	0.00	0.43	9.64	55.83
Egremont	6.21	35.82	0.00	0.00	0.00	9.01	51.04
Florida	7.08	39.55	1.04	0.00	0.00	1.02	48.69
Great Barrington	13.29	77.72	5.82	0.00	1.86	18.53	117.22
Hancock	11.31	14.59	2.14	0.00	6.63	10.98	45.65
Hinsdale	5.07	38.85	0.00	0.00	5.62	0.94	50.48
Lanesborough	10.69	47.53	2.53	0.00	1.33	8.80	70.89
Lee	28.64	53.13	1.05	0.00	5.24	18.33	106.39
Lenox	15.81	51.86	0.00	0.00	2.96	12.94	83.57
Monterey	0.00	48.20	8.40	0.00	0.00	17.17	73.77
Mount Washington	0.00	17.41	0.00	0.00	0.00	4.85	22.26
New Ashford	3.84	10.53	4.57	0.00	3.05	1.38	23.36
New Marlborough	0.28	83.60	0.44	0.00	0.00	19.42	103.74
North Adams	10.10	70.21	2.58	0.00	0.00	12.41	95.30
Otis	22.60	41.37	1.86	0.00	3.44	32.48	101.75
Peru	0.00	35.20	1.85	0.00	0.42	8.78	46.25
Pittsfield	15.18	198.68	3.07	2.87	5.65	48.08	273.53
Richmond	7.87	38.92	0.00	0.00	0.00	6.81	53.60
Sandisfield	8.79	80.92	2.40	0.00	0.69	7.77	100.57
Savoy	1.84	48.78	4.89	0.00	1.39	14.55	71.46
Sheffield	17.80	81.27	0.00	0.00	1.69	10.17	110.92
Stockbridge	16.83	42.21	0.00	0.00	0.82	15.18	75.04
Tyringham	0.00	25.20	0.00	0.00	0.00	4.09	29.29
Washington	4.43	42.15	2.71	0.00	0.50	11.62	61.41
West Stockbridge	12.08	36.11	0.00	0.00	0.00	5.90	54.08
Williamstown	18.43	51.88	2.78	0.00	0.00	24.49	97.58
Windsor	10.96	62.14	2.74	0.00	0.00	4.57	80.42
Berkshire County	**300.39 (12.3%)**	**1600.45 (65.4%)**	**60.48 (2.4%)**	**2.87 (0.1%)**	**43.10 (1.8%)**	**441.07 (18.0%)**	**2448.36 (100%)**

Functional Classification and Federal-Aid Roadways

Federal-aid eligibility is determined by the functional classification of roadways. Functional classification divides roadways into three types: arterials, collectors, and local roads. Arterial roads typically provide greater mobility, and generally connecting different communities or major areas. Interstates are the highest classification of arterial roads, designed to provide the greatest mobility at high speeds and for long distances. On the other side, local roads provide less mobility and greater access to land. A short neighborhood street lined by homes is good example of a local road. Arterial roads will also have the greatest traffic volume in a given area, while local roads will have much less traffic volume. Collectors provide transportation between these extremes. The mileage and percentage of total mileage of roadway in Berkshire County by functional classification can be seen in **Table 5.2** and on **Map 5.2**.

Table 5.2 – Road Miles by Functional Classification

Functional Classification	Mileage	% of Total
Interstate	48.0	2.0%
Principal Arterial	110.9	4.5%
Urban Principal Arterial	28.0	1.1%
Rural Minor Arterial	81.6	3.3%
Urban Minor Arterial	82.8	3.4%
Rural Major Collector	144.6	5.9%
Urban Collector	91.0	3.7%
Rural Minor Collector	148.3	6.1%
Local	1714.0	70.0%
TOTAL	**2449.2**	**100.0%**

All arterial roadways are eligible for federal funding, while local roadways never are. Communities must utilize Chapter 90 or other sources of funding to maintain these roads. Collectors are divided into two categories, major and minor. Major collectors are eligible for funding, while minor collectors are eligible on a case-by-case basis. Funding for minor collectors can only make up 15% of statewide Surface Transportation Program Block Grant (STPBG) funding. STPBG is a pool of federal funding allocated to individual states that can be used for a wide variety of project types.

Pavement and Road Condition

Maintaining pavement and general roadway condition in the Berkshires is the top priority and challenge for the Berkshire MPO given limited resources and the fact that most travel in the region occurs in private automobiles. There is simply not enough funding at all levels of government to maintain the roadways in our region and significant investment is needed. This fact is not lost on most Berkshire residents, as poor roadway conditions remain an often-cited complaint in the county. The transportation needs survey, the primary tool used to engage residents on updates to this plan, showed that the condition of smaller residential streets and local roadways scored the worst when rating various

transportation components. Ensuring pavement is in a "state of good repair" not only enhances safety and access for all users of the roadway but reduces vehicle maintenance costs, improves fuel efficiency, and coincides with transportation needs expressed by county residents.

Road maintenance is the greatest expense to Berkshire communities after education spending. Our change in seasons takes its toll on roads in the form of frost heaves, potholes, and other road damage. BRPC provides pavement management services to communities in the form of a visual assessment using the Pavement Surface Evaluation and Rating System (PASER), which assigns a segment of roadway a score of one through 10, with 10 being a newly repaved roadway, and one being a roadway in need of full reconstruction. While these reports are helpful for prioritizing future roadway work, our communities should also invest in asset management software and more detailed analysis that can pinpoint specific project needs and help allocate scant funding.

Preventative pavement maintenance is a key way that municipalities can reduce costs and preserve roads throughout their lifecycle. Maintaining the condition of pavement that is already in fairly good condition is always more cost effective than full reconstruction of poor or failed pavement. Municipalities should invest in flexible asphalt crack sealing as soon as cracks appear on a roadway. This ensures that water cannot permeate between pavement layers and wedge them apart due to freeze/thaw action. The use of milling and application of thin asphalt overlays or microsurfacing can also extend pavement life. Full depth reclamation is the most expensive pavement treatment as it rehabilitates both the underlying pavement drainage layer, as well as provides a new asphalt pavement base and top course.

Estimate of State of Good Repair Costs for Federal Aid Eligible Roadways

Using existing pavement condition data, BRPC estimated state of good repair costs for all federal aid eligible roads in the county (see **Table 5.3**). Pavement condition data was combined from two sources. The first is pavement condition measured by the International Roughness Index (IRI) for the National Highway System (NHS) in Berkshire County. IRI uses an electronic sensor on a vehicle to estimate the condition of the road surface beneath. Low IRI readings indicate a relatively smooth surface, where as high readings mean the surface is rougher, and therefore in worse condition. The second source of data comes from BRPC pavement management assessment projects performed for many Berkshire communities. These assessments utilize the PASER rating system, which is visual assessment and classification method. BRPC converted IRI ratings into a PASER equivalent. The number of miles of roadway in each condition classification were then multiplied by an average cost per mile of improvement that would be needed to bring the roadway up to a PASER rating of 8 or more. The average costs are based on recent federal aid funded projects. However, if municipalities were to rehabilitate some of these roadways using other funding sources, costs would be substantially reduced.

Based on this analysis, most federal aid roads in the county are in moderate condition, between PASER rating 5 and 7. These roads generally require preventative maintenance but aren't yet ready to need full depth reclamation. Additionally, state-maintained

roadways are generally in better condition that municipally maintained federal aid eligible roadways. For countywide IRI-PASER readings, refer to **Map 5.3**.

Table 5.3 - Estimated Repair Costs for Federal Aid Roads

PASER	IRI Equivalent - Interstate	IRI Equivalent - all other roads	Avg. cost / mile of improvement	State	Municipal	Estimated Repair Cost (State)	Estimated Repair Cost (Municipal)
10	0-30	0-30	$0	0.15	19.64	0	0
9	31-60	31-60	$2,000	42.92	29.49	$85,840	$58,980
8	61-77	61-77	$15,000	47.13	21.54	$706,950	$323,100
7	78-94	78-94	$75,000	61.51	49.42	$4,613,250	$3,706,500
6	95-107	95-132	$250,000	79.54	90.23	$19,885,000	$22,557,500
5	108-119	133-170	$500,000	37.84	107.73	$18,920,000	$53,865,000
4	120-145	171-195	$1,000,000	12.08	52.71	$12,080,000	$52,710,000
3	146-170	196-220	$2,000,000	4.72	25.58	$9,440,000	$51,160,000
2	171-180	221-410	$3,000,000	4.94	28.04	$14,820,000	$84,120,000
1	181+	410+	$4,000,000	1.83	13.53	$7,320,000	$54,120,000
				Total Miles	**Total Miles**	**State cost to upgrade to 8+ PASER**	**Municipal cost to upgrade to 8+ PASER**
				292.66	**437.91**	**$87,871,040**	**$322,621,080**

Unpaved Roads

Unpaved roads are sometimes referred to as dirt or gravel roads. Unpaved roads in the county can be seen in **Map 5.4**. Unpaved roads are typically much less expensive to maintain than paved roadways, but still require careful yearly maintenance. Unpaved roads must be crowned and properly compacted to ensure how water can quickly leave the road surface and minimize erosion.

Due to potential erosion, unpaved roadways can impact the environment and water quality by releasing sediment to waterways. BRPC released an Unpaved Roads Best Management Practices (BMP) Manual[32] in 2001 to provide guidance to communities on roadway maintenance.

Unpaved roads are often cherished by communities for the character they create. Vehicle speed and traffic volume is often greatly reduced on unpaved roadways as well, leading them to be popular areas for walking and recreation. Bicycling on unpaved roads, known as gravel cycling, is increasingly popular. The region should look at mapping and developing cycling routes on unpaved roads to promote the Berkshires as a destination for this activity.

[32] http://berkshireplanning.org/images/uploads/documents/Dirt_Roads_Manual.pdf

Bridge and Culvert Condition

Bridges are vital points of infrastructure in our transportation network. Maintaining bridges in good condition is a high priority. If bridges are unsafe for vehicle traffic, it can lead to traffic delays, lengthy detours, or impede access by emergency vehicles.

Bridges are typically classified into one of three categories, which can cause a great deal of confusion. Recently developed funding programs meant to replace or preserve culverts and small bridges have necessitated a better understanding of these classifications. Often, there is a great deal of confusion on the difference between culverts, short span (BRI) bridges, and larger (NBI) bridges. Structures with spans of twenty (20') feet or more are classified as National Bridge Inventory (NBI) structures. MassDOT also recognizes crossings with spans between ten (10') to twenty (20') feet as 'BRI', 'short span', or 'small bridge' structures. Lastly, crossings with spans between four (4') and ten (10') feet are classified as culverts ('CUL'). In the past, 'culvert' has often referred to the method of construction (buried structure) rather than its length. However, under FHWA Structure Inventory, Appraisals, and Condition Rating (SI&A) category, pipe and box culverts ('CUL') can fall under any of the bridge classifications above.

There are 633 bridges in the Berkshires. Of these, 414 (65.4%) are listed on the National Bridge Inventory (NBI) database compiled by the Federal Highway Administration (FHWA), and 163 (25.8%) are considered smaller BRI structures as found in MassDOT's bridge inventory. MassDOT uses both Federal and State definitions to classify crossing structures. Of all our bridges, 43 (6.8%) are considered structurally deficient. All of the structurally deficient bridges in the county are larger NBI structures (See **Table 5.4 and Map 5.5**).

Larger NBI structures are eligible for Federal-aid. Depending on their location, they are referred to as either "on-system," or found along Federal-aid eligible roadways or "off-system," meaning they are located on roadways ineligible for federal-aid. Smaller BRI structures are funded at the local level or at the state level through the Municipal Small Bridge Program.

Bridges provide vital links in our transportation network. MassDOT is responsible for achieving compliance with the National Bridge Inspection Standards (NBIS) and ensuring the safe condition of all motor vehicle bridges, regardless of jurisdiction. MassDOT maintains a Bridge Inspection Program and is responsible for the inspection of MassDOT and municipally owned bridges every two years. Berkshire County's bridges average about sixty (60) years in age. The typical service life of bridge structures is fifty (50) years. Unfortunately, bridges require substantial investment to maintain existing conditions, and significantly more investment to improve bridge conditions to non-deficient status. Capital preventative maintenance can extend the service life of a bridge span by twenty (20) or more years.

Table 5.4 – Berkshire County Bridges[33]

		OWNER			CATEGORY			CONDITION
TOWN	**TOTAL**	**DOT**	**MUN.**	**OTHER OWNER**	**NBI**	**BRI**	**OTHER TYPE**	**DEFICIENT**
Adams	34	6	27	1	21	6	7	1
Alford	4	1	3	1	4	0	0	1
Becket	48	28	17	3	26	17	5	1
Cheshire	17	6	11	0	13	4	0	0
Clarksburg	6	1	5	0	6	0	0	0
Dalton	19	5	14	0	12	7	0	0
Egremont	13	3	10	0	9	4	0	0
Florida	4	1	2	1	2	1	1	0
Great Barrington	24	9	11	4	18	6	0	3
Hancock	9	4	5	0	5	4	0	0
Hinsdale	16	5	11	0	10	3	3	0
Lanesborough	17	8	9	0	12	4	1	3
Lee	51	29	22	0	40	6	5	5
Lenox	11	3	8	0	4	6	1	1
Monterey	10	0	10	0	7	3	0	1
Mount Washington	2	0	2	0	1	1	0	0
New Ashford	6	4	2	0	4	2	0	0
New Marlborough	25	0	24	1	21	4	0	6
North Adams	26	15	11	0	20	2	4	2
Otis	21	11	8	2	11	10	0	1
Peru	3	0	3	0	0	2	1	0
Pittsfield	64	20	43	1	37	13	14	7
Richmond	8	5	3	0	0	5	3	0
Sandisfield	28	7	19	2	21	6	1	0
Savoy	15	2	13	0	14	1	0	1
Sheffield	30	9	21	0	19	8	3	4
Stockbridge	25	13	12	0	12	10	3	0
Tyringham	8	0	8	0	6	2	0	3
Washington	13	2	11	0	4	8	1	1
West Stockbridge	26	20	6	0	19	6	1	0
Williamstown	30	15	15	0	22	7	1	2
Windsor	20	5	15	0	14	5	1	0
Totals	***633***	***237 (37.4%)***	***381 (60.2%)***	***16 (2.5%)***	***414 (65.4%)***	***163 (25.8%)***	***56 (8.8%)***	***43 (6.8%)***

Culvert Condition

Scattered throughout Berkshire County are thousands of individual locations where streams and rivers intersect roadways. These points of overlap are referred to as road-

[33] Mass. Dept. of Transportation. District 1 Office. 2018 Bridge Data.

stream crossings, which include both bridges and culverts. With more emphasis placed on minimizing the ecological impacts of the built environment and to enhance resilience, road-stream crossings represent excellent starting points for addressing climate change impacts in Berkshire County. As such, various organizations are engaged in efforts to locate these crossings, identify the physical structure (box or pipe culvert, bridge, etc.), and assess their aquatic organism passage (AOP) score.

AOP determinations are made based on how well the structure allows aquatic organisms to safely and efficiently traverse road-stream crossings (See **Map 5.6**). AOP is only a measure of culvert condition based on its impact to the surrounding ecology but has little to do with the actual physical condition of the infrastructure. A newly installed culvert could be in perfect condition but have a very low AOP score. Little is known about the actual structural condition of culverts as they are generally not included in any existing inventories.

Prior to highlighting the organizations engaged in identification and assessment efforts, it's important to know that the true number of road-stream crossings countywide is unknown. The current rough estimate stands at approximately 5,177 – however this value comes from a combination of data sources and is likely much higher. This estimate was generated through GIS analysis that looked at the intersection of all county waterways and roads. The roughly 5000 stream crossings includes the several hundred bridges in our region, bringing the estimated number of culverts to approximately 4,400. While most locations where roads and waterways intersect will likely be a culvert, there may be some "false positives" identified via the analysis.

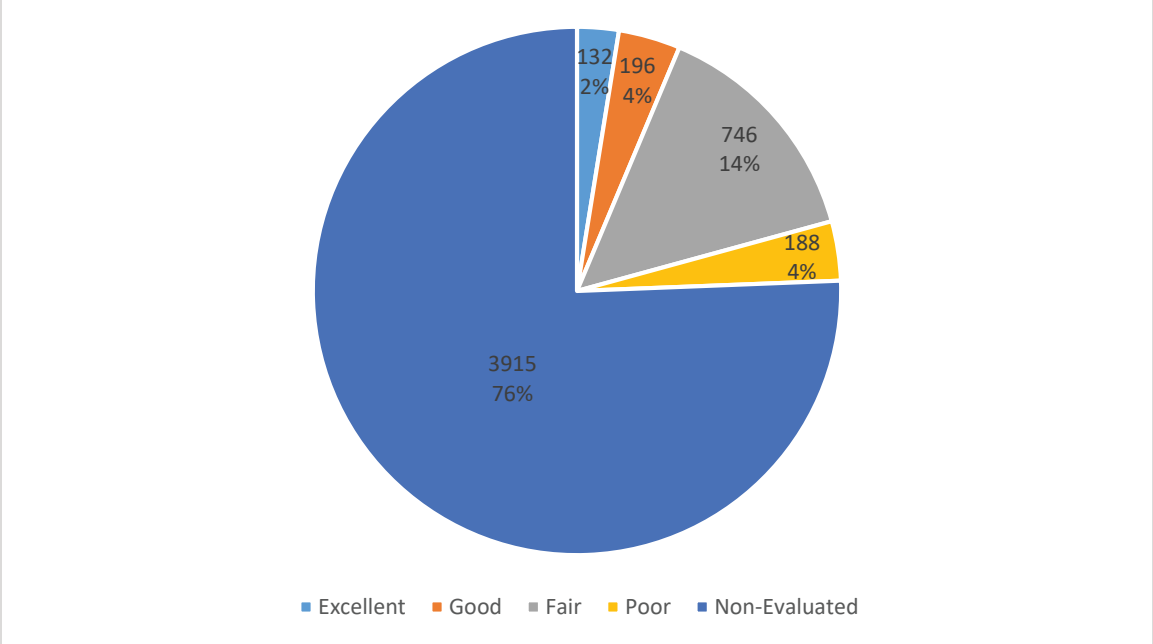
Culverts generally have spans of less than 10' and are more often buried, and therefore easily obscured by tree foliage and understory brush. Culverts can be anything from a simple corrugated metal pipe to a large 3-sided or 4-sided concrete box. In some cases, multiple concrete box culverts are placed side by side and considered one culvert structure. Moreover, MassDOT's classification system for these structures is anything but straightforward and as a result, some culverts are designated in a similar way as small bridges. Aside from the general confusion this causes, it can be important to distinguish between culverts and small bridges, as eligibility for various federal and state funding programs are determined by classification. Fortunately, various organizations are undertaking assessments and MassDOT will be working toward getting a better handle on the existing inventory.

One organization deeply involved in improving aquatic habitat connectivity is known as the North Atlantic Aquatic Connectivity Collaborative (NAACC). With support from the North Atlantic Landscape Conservation Cooperative and DOI Hurricane Sandy Mitigation funds, the University of Massachusetts Amherst, The Nature Conservancy, and expert partners throughout 13 states, the NAACC formed in 2014. Today, the NAACC has grown to encompass a network of individuals from universities, conservation organizations, and

state and federal natural resources and transportation departments focused on improving aquatic habitat connectivity across a 13-state region, from Maine to West Virginia.

The NAACC has established common protocols and trainings for assessing road-stream crossings. Moreover, the group has developed a regional database that allows anyone to glean information on crossings that have been surveyed (AOP assessed) and their score (excellent, good, fair, poor). Environmental organizations such as Berkshire Environmental Action Team (BEAT), the Housatonic Valley Association and the Hoosic River Watershed Association have all aided in local surveying efforts. According to the NAACC, the data should be used to identify high priority bridges and culverts most in need of upgrades and replacements. This detailed road-stream crossing information can assist BRPC and local communities in estimating financial needs and developing prioritization plans. There is still much work ahead, as a majority of the known crossings have yet to be surveyed (See **Figure 5.1**).

Figure 5.1 - Estimated Road-Stream Crossings in Berkshire County & AOP Rating



Relevant State and Regional Planning Efforts and Programs

Accelerated Bridge Program

In 2008, with the Massachusetts Highway Department (now MassDOT) and the Department of Conservation and Recreation (DCR) having 543 structurally deficient bridges between them, and projections of this number climbing to almost 700 by 2016, the Accelerated Bridge Program legislation was passed with a goal of reducing the state's backlog of structurally deficient bridges below 450 by September 2016. The goal of the program was exceeded with the number of structurally deficient bridges overseen by the former MHD and DCR reduced to 432 as of September 30, 2016, a decline of 20%. As of September 1, 2018, the ABP has completed 191 bridge projects, with seven remaining bridge projects in

construction. Over the course of the program, well over 270 bridges across the Commonwealth will be rehabilitated or replaced, with many more improved for safety and preserved for extended lifecycle.

Municipal Small Bridge Program

The National Bridge Inventory (NBI) lists all bridges in the nation with a span of 20' or more. These inventoried bridge structures are also the only type eligible to receive federal construction aid. Bridges with spans between 10' and 20' are known as "small bridges" or BRI structures and are listed in the MassDOT maintained State Bridge Inventory. Since repair or replacement of even these small structures can be extremely costly, particularly for smaller communities, a small bridge grant program was created. Each municipality may qualify for up to $500,000 per year in reimbursable funds. This $50 million program provides reimbursable assistance to cities and towns over a 5-year span. The program will run from fiscal year 2017 through fiscal year 2021.

Municipal Culvert Replacement Program

In an effort to assist with implementation of the new stream crossing standards, the Massachusetts Division of Ecological Restoration (DER) created a grant program known as the Culvert Replacement Municipal Assistance Grant Program. This program provides municipalities with funding to retrofit or replace existing structures to meet the new crossing standards. Funding awards under the program range from $25,000 to $200,000.[34]

Travel and Commuting Patterns

Vehicle Miles Travelled (VMT)

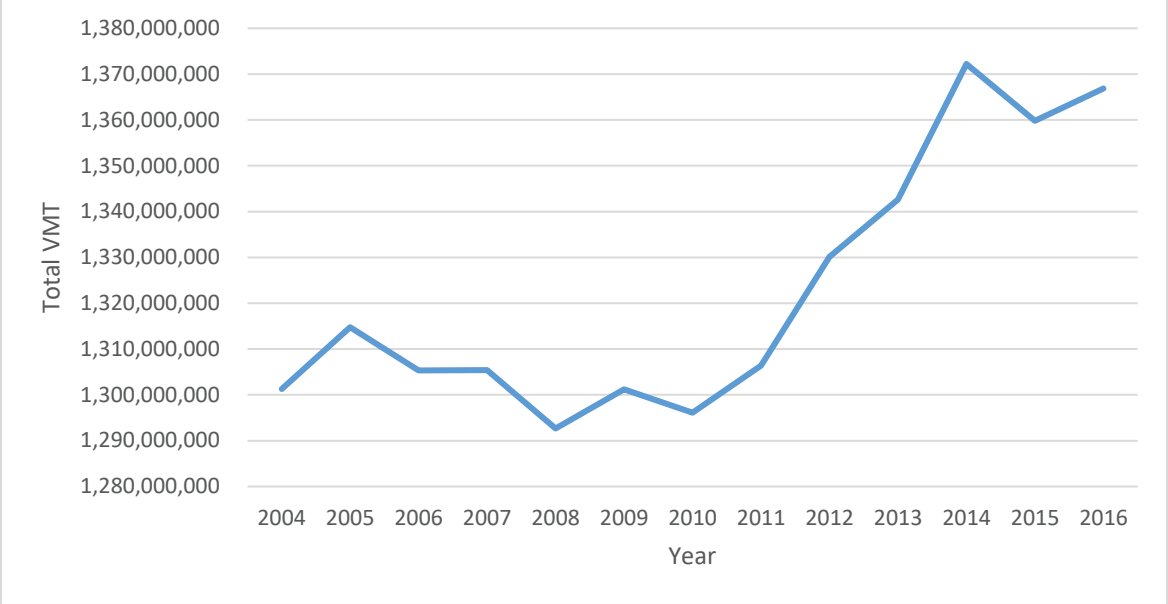
VMT is calculated by summing all the miles driven by all vehicles on all roadways in a region. This general metric helps to indicate travel demand and behavior and is influenced by population, land use patterns, travel modes, roadway capacity, and economic trends. In the U.S., there was continuous growth in VMT until the economic recession beginning in 2008; however, nationwide increases in VMT returned in 2014[35].

In Massachusetts, the VMT of the Berkshire region is one of the lowest in the state, owing primarily to our small population. Only the Franklin County region, Martha's Vineyard, and Nantucket have a lower VMT than the Berkshires. In the Berkshires, VMT began to decline in 2005, reaching a low in 2008. We have seen increases in VMT since 2010 and which began to exceed pre-recession years in 2012 (refer to **Figure 5.2** – Vehicle Miles Traveled).

[34] DER. (2018) Request for Response: Massachusetts Division of Ecological Restoration: Culvert Replacement Municipal Assistance Grant Program. (Link)

[35] https://static.tti.tamu.edu/tti.tamu.edu/documents/PRC-15-40-F.pdf

Figure 5.2 – Vehicle Miles Traveled



CONTINUOUS TRAFFIC COUNT LOCATION TRENDS

BRPC conducts traffic counts at many locations throughout the county. Some of our most heavily trafficked roads are counted regularly. Overall traffic numbers or the number of vehicles on a roadway, is measured in ADT, or the Average Daily Traffic. The ADT figures in **Table 5.5** represent the average of the combined number of vehicles travelling along the roadway during the time of the count.

At six (6) of our 14 continuous count locations, the 12-year trend indicates decreasing traffic volume. However, on a shorter 6-year scale, only four (4) of 16 count locations show decreasing volumes. Only three (3) locations show decreasing volumes for both the long and short term.

Table 5.5 – Continuous Count Location Trends

Location	Municipality	Station ID	Year of last Count	ADT	6-Year trend	12-year Trend
Route 8 at VT State Line	Clarksburg	140	2018	2,389	Increasing	Decreasing
Route 8 at Howland Ave.	Adams	162	2018	15,249	Increasing	Increasing
Route 7 near Bailey Rd.	Lanesborough	1178	2016	5,806	Decreasing	Increasing
Route 116 near Plainfield Town Line	Windsor	125	2016	1,376	Increasing	Increasing
Route 8 south of Lanesborough Town Line	Pittsfield	1	2018	17,094	Decreasing	Decreasing
Route 9 near Savoy Hollow Rd.	Windsor	1182	2017	3,636	Increasing	Increasing
Route 7/20 north of Junction of 7A	Lenox	40	2016	34,393	Increasing	Increasing
Route 7 south of Junction of 7A	Lenox	1179	2016	16,963	Increasing	Increasing
Route 183 near W. Hawthorne Rd.	Stockbridge	189	2018	3,533	Increasing	Increasing

Route 41 near Pixley Hill Rd.	Great Barrington	190	2013	2,305	N/A	Decreasing
Route 20 near Chapel St.	Lee	2	2017	9,223	Increasing	Increasing
Route 23/183 near Monterey Town Line	Monterey	155	2016	3,226	Decreasing	Decreasing
Route 7 south of Great Barrington Town Line	Sheffield	1183	2016	7,382	Decreasing	Decreasing
Route 8 south of Roosterville Rd.	Sandisfield	1181	2016	2,873	Increasing	Decreasing

COMMUTE MODE-SHARE

Commute mode share refers to the means by which individuals travel to work. In our region, most workers use private vehicles to get to their jobs. Overall, public transportation use is much lower than the statewide average. Many towns in south county have relatively high percentages of those who work from home (See **Table 5.6**).

Table 5.6 – Commute Mode by Municipality[36]

	Total Workers	Car, truck, or van	Public Transportation	Walked	Bicycle	Taxicab, motorcycle or other means	Worked at Home	Median Household Income
Adams	4151	92.8%	0.4%	1.2%	0.1%	0.4%	4.2%	$ 49,777
Alford	220	72.3%	5.0%	3.1%	1.4%	1.4%	15.9%	$ 105,625
Becket	1016	93.2%	0.0%	0.9%	0.0%	0.0%	5.9%	$ 75,000
Cheshire	1528	96.8%	0.0%	1.1%	0.0%	0.5%	1.8%	$ 61,512
Clarksburg	859	97.0%	0.0%	0.6%	0.0%	0.7%	1.9%	$ 61,397
Dalton	3369	88.6%	0.6%	1.8%	0.0%	0.0%	9.4%	$ 60,406
Egremont	708	89.1%	0.8%	3.0%	0.0%	0.0%	6.8%	$ 61,927
Florida	391	96.7%	0.0%	1.1%	0.0%	0.0%	2.3%	$ 58,125
Great Barrington	3432	73.7%	1.9%	3.8%	2.7%	0.1%	8.8%	$ 56,124
Hancock	369	90.5%	2.7%	1.7%	0.0%	0.0%	5.4%	$ 71,875
Hinsdale	1076	90.2%	0.4%	2.2%	0.0%	0.5%	6.0%	$ 62,250
Lanesborough	1585	92.1%	0.8%	3.3%	0.0%	1.3%	2.7%	$ 76,016
Lee	2818	89.5%	2.3%	2.9%	0.0%	0.0%	4.2%	$ 66,599
Lenox	2210	79.7%	0.0%	1.5%	1.6%	2.1%	15.0%	$ 68,492
Monterey	377	68.2%	2.4%	5.5%	0.0%	4.2%	15.6%	$ 58,661
Mount Washington	72	73.6%	4.2%	3.3%	0.0%	0.0%	19.4%	$ 66,607
New Ashford	167	93.4%	0.0%	3.9%	0.0%	0.0%	3.6%	$ 84,583
New Marlborough	641	81.4%	2.2%	2.4%	0.0%	1.4%	11.7%	$ 73,750
North Adams	5764	81.2%	1.9%	2.8%	0.3%	1.7%	3.0%	$ 38,774
Otis	839	87.6%	0.8%	4.1%	0.0%	0.0%	11.6%	$ 70,048
Peru	482	98.8%	0.0%	7.0%	0.0%	1.2%	0.0%	$ 68,636
Pittsfield	21118	90.6%	2.2%	0.9%	0.2%	1.2%	2.8%	$ 46,871
Richmond	787	86.0%	0.0%	1.2%	0.4%	1.7%	10.4%	$ 97,917
Sandisfield	403	82.6%	1.0%	1.5%	0.0%	3.7%	11.7%	$ 68,636

[36] US Census American Community Survey 2013-2017

Savoy	396	93.2%	0.0%	1.4%	0.0%	0.0%	5.3%	$ 55,375
Sheffield	1720	83.6%	0.0%	3.7%	0.0%	1.0%	10.1%	$ 73,953
Stockbridge	1010	68.6%	1.7%	3.1%	0.8%	1.9%	21.8%	$ 54,438
Tyringham	205	73.7%	3.4%	8.0%	0.0%	1.0%	16.6%	$ 86,250
Washington	262	86.3%	0.0%	12.5%	0.0%	2.7%	11.1%	$ 86,389
West Stockbridge	648	81.9%	0.2%	2.4%	0.0%	0.0%	15.1%	$ 76,518
Williamstown	3481	54.0%	1.1%	4.1%	0.1%	2.1%	5.5%	$ 77,340
Windsor	495	96.0%	0.0%	6.8%	0.0%	1.2%	2.8%	$ 81,875
Berkshire County	62599	85.7%	1.4%	0.6%	0.3%	1.0%	5.6%	$ 55,190
Massachusetts	3454047	78.1%	10.2%	0.1%	0.8%	1.1%	4.9%	$ 74,167

AirSage Commuting Data

MassDOT provided BRPC with commuting data from AirSage in preparation for the 2016 RTP. AirSage uses anonymized information from mobile phones to track how people move. The data creates a snapshot of commuting flows into and out of the Berkshires. Given the relative remoteness of the Berkshires, 84% of commuting trips are made within the Region. Secondly, the remaining trips are just about split evenly between people that commute from outside the Berkshires to jobs here and people that commute from the Berkshires to jobs in other areas.

Congestion

Our transportation system typically does not experience the type of gridlock or traffic back-ups found in more heavily populated areas of the state. Congestion in the Berkshires is often more a matter of perception than a lack of roadway capacity to carry vehicles. However, with that said, there are some areas in the Berkshires where traffic delays are seen, particularly during the morning and evening commuting hours. Additionally, seasonal attractions and events (e.g. Tanglewood or Jacob's Pillow), particular land uses (e.g. schools or commercial areas), poorly timed traffic lights, limited passing opportunities, and poor roadway geometry can hamper smooth traffic operations.

Upgrading signals in key locations to adaptive "smart" signals is one key way that congestion can be reduced. Smart signals adjust signal timing during hours of the day when traffic volume is increased so that vehicles can move through an area more efficiently. Moreover, intersection improvements, or adding vehicle lanes in certain locations incrementally over time are other solutions to reduce congestion.

Additionally, addressing access management along busy corridors can reduce the potential for crashes and enhance traffic flow. Access management balances access to land with preserving vehicle flow, speed, capacity, and safety. Roadway functional classification is often the best way to prioritize access. Arterial roadways provide greater mobility and less access to land. Therefore, limiting the number of driveways and intersections with other roadways that "access" a major roadway can improve safety and maintain efficient traffic

flow. On the opposite end of functional class, local roads provide greater access to land and less overall mobility, so having many points of access along the roadway is important. Typical access management projects involve consolidating, removing, and maximizing the distance between driveways and intersecting streets along a given stretch of roadway. However, they can be challenging as they often require reconfiguration of existing parking lots.

In the past, the construction of new bypass roads was discussed in many communities as a strategy to reduce congestion and heavy truck traffic. Bypass roads create an alternate and more efficient route for traffic to avoid passing through busy village and city centers. However, bypass roads are extremely expensive and would likely require construction through undeveloped land and the taking of private property through eminent domain. Moreover, they take decades to plan and implement.

Relevant State and Regional Planning Efforts

I-90 Interchange Study

MassDOT has been developing a feasibility study examining the potential for a new interchange located between Exit 2 (Lee) and Exit 3 (Westfield). At roughly 30 miles, the distance between these exits is one of the longest on the entire interstate system.[37] A new interchange or exit has been discussed in the region for roughly 40 years. The cost of a new interchange would be substantial, likely in the hundreds of millions of dollars.

There are many potential benefits and costs associated with this potential project. Both the Lee and Westfield exits experience congestion, and there is a significant amount of truck traffic found at both locations. A new exit could help alleviate congestion at both interchanges, although early study materials indicate that the effect would likely be stronger at Exit 3 in Westfield. Additionally, a new exit could help to improve vehicle and emergency access from I-90 to some of the smaller communities in the area, such as Otis, Chester, Becket and Blandford. The drawbacks of the project include the cost, potential impacts to wetlands or other sensitive habitats, as well as potentially unforeseen impacts to local communities. Residents in the study area have raised questions about the effects of increased vehicle and truck traffic and have questioned the benefits that the area will see given that the communities have thus far gotten along without one.

The study working group has chosen 3 potential locations for an interchange that will receive more detailed analysis. These include Algerie Road in Otis, the Blandford Highway Maintenance Facility, and the Blandford Service Station. The final study report will determine whether any of these alternatives are recommended to move forward, and if so, it will detail both socioeconomic and environmental impacts of the potential interchange.

[37] http://content.usatoday.com/communities/driveon/post/2011/08/longest-distances-between-exits-on-US-freeways-415029/1#.XFiTArhOmUl

US Route 7/20 Corridor Access Management Plan

The 2010 Route 7/20 Corridor Access Management Plan examined the stretch of Route 7 from New Lenox Rd. in Lenox north to Dan Fox Drive in Pittsfield. This area is one of the Berkshires' busiest commercial corridors. The plan makes several broad recommendations such as reducing or eliminating left-turn movements by vehicles through use of a median barrier and modifying intersections to allow vehicles to make U-turns. The plan also recommends a short reverse frontage road between Guidos and the Lenox Inn to reduce the number of driveways opening onto Route 7. One of the larger recommended projects would involve realigning West Mountain Rd. in Lenox to align with New Lenox Rd.

Great Barrington Route 7 Corridor Access Management Plan

This plan looks at access along the Route 7 corridor in Great Barrington from the intersection of Route 183 near the Thornewood Inn south to the intersection with Route 41 at the Brown Bridge. This plan identifies that there are many points of access along Route 7 with extremely close spacing, thus increasing the number of potential vehicle conflict points. The plan makes a broad recommendation to implement a driveway consolidation and relocation program but stops short of specific project recommendations. Additional study is needed to generate a specific list of improvements for this area.

Adams / North Adams Route 8 Corridor Plan

Similar to the Great Barrington study, this plan examines Route 8 between Adams and North Adams. This plan also identifies the need for driveway consolidation and relocation.

Lee Area Traffic Study

The Lee Area Traffic Study examines the issue of traffic congestion in the Lee Downtown. The study recommends the examination of several projects and alternatives, including changes to the Lee downtown, new bypass roadways and a potential new interchange on I-90 located near Bonnie Rigg Hill Rd.

REGIONAL BOTTLENECKS

Regional Bottlenecks are areas identified from public involvement or past studies that are congested now or will be with continued growth and development. FHWA asked the MPO to identify areas for future study and/or that may have low-cost improvements that incrementally improve traffic flow. The regional bottlenecks are reevaluated annually and were first introduced in the 2012 RTP.

BMC Area

ADT: Varies between 15,000 and 18,000 on North, First, and Tyler Streets

Problem Intersection: Tyler St. @ First St.

The Berkshire Medical Center (BMC) generates significant traffic because it provides healthcare services and is the largest employer in Berkshire County. In addition to BMC traffic, First and North Streets are designated US 7 and provides access to Pittsfield from the northwest. Tyler Avenue is a developed commercial arterial that intersects with the BMC area from the east. The Downtown Pittsfield Circulation Study (2006) discusses intersection improvement and street modifications in the BMC area. The City of Pittsfield is

currently examining options to improve this area, possibly through construction of a roundabout.

Downtown Pittsfield US 7 and 9
ADT: Route 9 (East St.) – 25,000. US 7 (South Street and First St.) varies between 15,000 and 20,000

Problem Areas: Park Square, First St. at East St.

Park Square in central downtown Pittsfield serves regional traffic from all directions and is a key intersection for local access to the downtown. The intersection of First Street and East Street is the main truck route (Route 7) through downtown. Vehicles bypassing downtown and North Street use First Street as an alternative. Recent improvements to Park Square addressed substandard geometries of the pre-existing traffic circle and improved safety.

South Street Corridor in Pittsfield
ADT: 24,000

Problem Areas: From Country Club north to Park Square

Route 7/20 is the primary north-south artery to Pittsfield from the south. Traffic congestion in the corridor is exacerbated by poor access management and an uncoordinated signal system. A recently completed project from the 2008 TIP made upgrades to the signalization and intersection geometrics at South Street and Housatonic Street. The 2011/12 South Street project improved several intersections between Housatonic Street and Berkshire Life. Four traffic signals were upgraded to improve safety and ease congestion through the corridor.

Route 9: East St. between Fourth Street and Merrill Rd. in Pittsfield
ADT: 18,000 east of the Fourth Street intersection

Problem Intersections: East @ Fenn, East @ Silver Lake

East Street (Route 8) connects the hart of Pittsfield with the industrial and retail centers to the east. The Merrill Road overpass was expanded to 4 lanes in 2000, creating a bottleneck where East Street drops to 2 lanes. The East Street corridor provides access to large industrial centers including the William Stanley Business Park and General Dynamics. LOS on the corridor will deteriorate if additional industrial development occurs without eliminating the bottleneck. The Fenn Street intersection with East Street operates at a level of service 'F'.

Routes 8 and 9: Coltsville
ADT: 18,000 on Dalton Ave., 20,000 on Merrill Rd. and Cheshire Rd.

Problem Intersection: Dalton/Merrill/Cheshire/Crane

This five-legged confluence is a regional travel destination and had approach volumes similar to Park Square. Uncoordinated signals and driveways complicate traffic operations in the area, particularly with commercial developments to the east on Hubbard Avenue.

MassDOT has planned signal upgrades in this area that should help to alleviate congestion issues.

Hubbard Ave. Corridor: Pittsfield/Dalton
ADT: 20,000 on Dalton Ave.

Problem Intersections: Dalton @ Hubbard, Hubbard @ Berkshire Crossing

BRPC completed the Hubbard Avenue Corridor traffic analysis in 2009. According to the study, Hubbard Avenue needs widening from two lanes to four lanes and the Dalton/Hubbard intersection will continue to worsen if additional development causes increased traffic in the area. The study recommends new arterial streets, particularly a new connection between Merrill Road and Hubbard Avenue, decreasing traffic loads at intersections along Dalton Avenue. Moreover, the CSX viaduct creates a 'choke' point on the corridor that should be addressed by widening this rail overpass.

US 7: Great Barrington
ADT: 15,000 to 17,000 with significant seasonal variation

Problem Intersections: Main @ Maple, Main @ Taconic, Main @ Bridge, Main @ Cottage, Main @ State, State @ Stockbridge

US 7 follows Stockbridge Road, State Road and Main Street through Great Barrington. Interregional traffic conflicts with local traffic, often causing congestion. Poor access management along the Stockbridge Road also contributes to delays. Several semi-actuated traffic signals on Main Street contribute to traffic queuing. A 2013 TIP project coordinated the signals along the corridor and improves overall traffic flow.

US 20: Downtown Lee
ADT: 15,000 to 18,000 with significant seasonal variation

Problem Intersections: Significant side street delay at non-signalized locations

The Lee Area Traffic Study examined traffic in the vicinity of I-90 Exit 2 and on US 20 through downtown Lee. The study notes documented delay for traffic entering US 20 from side streets because of inadequate gaps. US 20 also generally has slow travel speeds, inadequate turning radii for trucks, and intense development that snarls the interregional through traffic (in particular, truck traffic). The BRPC, MassDOT, and the Town are identifying solutions that are technically and financially feasible with minimal community impacts.

Route 8: Adams
ADT: 15,000 to 18,000

Problem Intersection: Commercial Street @ Center Street

Route 8 through downtown Adams has similarities to other congested downtown routes, though it has less truck traffic than downtown Lee and less influx of tourist traffic than Great Barrington. Traffic impact studies for Greylock Glen in Adams and Walmart in North

Adams indicate that increases in peak hour traffic associated with development further degrades LOS at the Commercial Street and Center Street intersection.

Route 8: Cheshire
ADT: 15,000 to 18,000

Problem Intersection: Route 8 and @ Lanesborough Road

Route 8, the Region's busiest north-south connector between the north and central Berkshires, has limited east-west crossings to US 7. Lanesborough Road is the northernmost collector between the two major highways. Often the stop-controlled intersection experiences significant peak period delays for this locally known short cut.

Scenic Byways

The Berkshires has four designated Scenic Byways, created as part of state and federal programs to recognize, protect, and promote America's most outstanding roads (See **Map 5.7**). The four byways are the Mt. Greylock Scenic Byway, the Route 116 Scenic Byway, the Mohawk Trail Scenic Byway and the Jacob's Ladder Trail Scenic Byway. Scenic Byways designations "recognize those roads across the country that exhibit one of more six core intrinsic qualities-- scenic, natural, historic, recreational, archaeological, or cultural-- contributing towards a unique travel experience"[38]. All of our region's scenic byways are recognized at the state level, and only the Connecticut River Scenic Byway, in the nearby Pioneer Valley, has achieved federal designation.

Our Scenic Byways are key routes promoting tourism in the region. They provide opportunity to experience some of the most beautiful areas of the Berkshires, while enabling access to nearby outdoor recreation, historical, and cultural destinations.

In 1991, Congress established the Scenic Byway program under the Intermodal Surface Transportation Efficiency Act (ISTEA), continued it with the passage of the Transportation Equity Act for the 21st Century (TEA-21) in 1998 and again with adoption of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), in 2005. These three major pieces of federal transportation legislation helped enable many projects and planning efforts in our region. However, the Moving Ahead for Progress in the 21st Century (MAP-21) legislation continued the designation of these routes but eliminated funding for the program.

In the Berkshires, the Scenic Byway program led to the development of corridor management plans, grants for improvements along each Byway route, promotional materials, as well as dedicated funding for the design of the Berkshire Bike Path in Lee, Williamstown and North Adams.

[38] http://www.scenic.org/issues/scenic-byways

Additionally, in partnership with Franklin Regional Council of Governments (FRCOG) and Pioneer Valley Planning Commission (PVPC), BRPC helped to develop a branding and promotional effort that created logos for Byway routes and installed signage along them. One such logo can be seen in **Figure 5.3**.

Figure 5.3 - Mohawk Trail Scenic Byway Logo

Scenic Byway Routes

Mohawk Trail Scenic Byway

The Mohawk Trail Scenic Byway follows Route 2, beginning in Athol and working its way westward through the Berkshire communities of Florida, North Adams, and Williamstown.

The federal byway program provided funding for planning and design of Phase I of the Mohawk Bike/Ped Trail, a shared-use path that will eventually become part of the larger Berkshire Bike Path in the region. The proposed path runs roughly parallel to Route 2 in Williamstown and North Adams and is currently programmed in FFY 2020 of our region Transportation Improvement Program (TIP). The path will run from approximately Route 7 / Syndicate Rd. southeast to Route 2.

Mt. Greylock Scenic Byway

The Mt. Greylock Scenic Byway begins in Lanesborough and travels north over the summit of Mt. Greylock to North Adams.

Route 116 Scenic Byway

The Route 116 Scenic Byway begins in Deerfield and travels west to the Town of Adams.

Jacob's Ladder Trail Scenic Byway

Jacob's Ladder Trail Scenic Byway begins in the Town of Russel and travels east to the Town of Lee along Route 20. Route 20, completed in 1910, was one of the first roads in the nation to traverse a mountain range. A small non-profit organization, the Jacob's Ladder Trail Scenic Byway, Inc., was formed to support promotion of the roadway and implement projects along its route. BRPC provides staff support to this organization.

Grant funding through the Byway program helped with initial planning and design of the Lee bikeway, a proposed shared-use path that will eventually become part of the larger Berkshire Bike Path.

Freight and Rail

Ensuring efficient and convenient freight and rail movement is fundamental to stimulating the economy in the Berkshires'. Businesses and consumers rely on freight movement for access to the free flow of goods and materials. Passenger rail service to the Berkshires supports economic development, connects rural areas to urban hubs and other destinations, and helps reduce roadway congestion. Proximity to I-90, which supports freight movement and access, has been identified as a major regional gap, particularly for the northern Berkshires, and Exit 2 in Lee has been identified as a regional freight bottleneck.

As we look to the future, automation could significantly impact both freight and rail. Automation offers the possibility of enhancing both freight and rail safety and efficiency. Freight truck automation could eliminate human error in safety decision making and reduce crashes. Moreover, automated trucks could operate without the need for a driver to rest, thus vastly decreasing the time between stops. However, one major drawback is that automation could put truck drivers and workers in associated industries out of a job.

These are exciting times for the possibility of future passenger rail in the Berkshires. There are three proposed passenger rail services currently under consideration in the County, however all will require significant investment.

Freight Movement

Freight movements are arranged into a hierarchy based on the materials and goods shipped. Bulkier, low-value goods and raw materials are usually transported via slower modes like pipelines, ships, or trains. Generally, finished goods rely on trucks and air freight. As we have no major airports or access to open-water ports in the region, truck and train make up our freight carriers.

There are some specific enterprises in the Berkshire economy that rely on rail services, such as Specialty Minerals. However, rail access to industrial property is limited as some former industrial sites are being converted into higher value commercial properties.

Trucks and railroads are the primary carriers of freight for materials manufacturers. The majority of trucks with unfinished goods are passing through the region although paper mills, plastic injection and molding, and quarrying operations are significant value-added operations. The remainder of pass-through freight represents opportunities for industrial development in the Berkshires. Future planning efforts may identify sites suitable for consolidation and rail access expansion in order to accommodate moderate users in an effort to assist the attraction, expansion, and retention of industry.

Truck traffic primarily consists of goods proceeding to market for consumption within the Berkshires. Truck movements and a lack of effective bypass routes impact our urban downtowns and rural village centers. Pedestrian safety is of particular concern because of the increased braking distance required for truck traffic. BRPC has examined these concerns through several corridor studies, including the 7/20 Access Management Study, the Pittsfield Downtown Circulation Study, and the Lee Area Traffic Study.

There are no official truck stops in the county. A Loves service station is located in Canaan, New York, near the Town of West Stockbridge. Some overnight truck parking occurs at the Lee service station on I-90 and informally at large commercial parking lots in the region. To support freight movement, our region should look at identifying potential truck rest areas and also implementing truck stop electrification to eliminate the need for overnight vehicle idling.

The Town of Lee is one of the communities most impacted by truck freight movement and has been identified as a regional freight bottleneck. The Berkshires only has two interstate exits (Lee and West Stockbridge), and the Lee exit offers the quickest route to Route 7, our

main north-south roadway. This means that most major truck traffic entering or exiting our region often passes through Lee.

Most freight rail travels through the region on CSX Transportation's 33-mile main east-west line through Pittsfield (see active rail lines on **Map 5.8**). Known as the Boston-Albany Main Line, this is the most heavily used line in Massachusetts, serving all freight traffic destined for CSX points in New England, except southwestern Connecticut. The second most heavily used railroad serving the region is the Boston and Maine Pan Am/Norfolk Southern line, which travels 14 miles through Williamstown, North Adams, and Florida and a 5-mile spurs from North Adams to Adams in order to service Specialty Minerals.

The Housatonic Railroad Company (HRRC) operates approximately thirty-eight (38) miles in the Berkshires. The Berkshire Line passes through Pittsfield, Lenox, Lee, Stockbridge, Housatonic, Great Barrington and Sheffield. HRRC serves a paper company, a limestone quarry, a manufacturer of plastic sheeting, a distribution center, a public warehouse, a lumberyard, a concrete manufacturer and a fertilizer receiver (the last three by using a public team track). There are rail-served sites in Massachusetts available for industrial development. Future improvements to the Housatonic line directly benefit freight rail.

Rail lines pass through the center of many communities and have created some challenges for pedestrian movement. In North Adams and Pittsfield, crossing active rail lines is a convenient shortcut for many pedestrians, despite the risk they present, which has led to some deaths[39].

Rail bridges were constructed in the distant past and are now too narrow for vehicle traffic or do not align with roadways that pass beneath them. Additionally, it can be harrowing when vehicles and nonmotorized users attempt to use them at the same time. Some key rail bridges that could benefit from realignment and widening include the Housatonic rail bridge that crosses Route 41 near George Street in Great Barrington. Additionally, Hubbard Avenue in Pittsfield narrows significantly beneath a rail bridge. Finally, in North Adams, both Ashland and Church Street pass beneath active rail, creating narrow conditions and requiring vehicles to turn sharply.

Related State and Regional Planning Efforts

State Freight Plan[40]

The Mass. Freight Plan is the companion to the state Rail Plan. The plan details improvements and issues around the movement of goods via plane, train, truck and ship. Safety, efficiency, support for local communities, and improving economic competitiveness are key principles outlined in the plan. The Plan identifies the Exit 2 at Lee along Interstate 90 as a freight bottleneck. Additionally, planning work identified several critical freight corridors in our region. These can be seen in **Map 5.9**.

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[39] https://www.berkshireeagle.com/stories/authorities-train-strikes-kills-pedestrian-in-pittsfield,548010

[40] https://www.mass.gov/files/documents/2018/06/14/FinalRailPln_Sprng18.pdf

Passenger Rail

Western Massachusetts and the Berkshires has a proud railroad heritage. Construction of the Hoosac rail tunnel through the Hoosac mountain range between North Adams and the Town of Florida in the 1800's was a major engineering feat. Today the tunnel is still one of the longest in North America at nearly five miles in length.

Passenger rail service in the Berkshires is available from the Scelsi Intermodal Center in Pittsfield on Amtrak's Lake Shore Limited line which travels between Boston and Chicago. An eastbound and westbound train each arrive at the station daily. Rail passengers can reach New York City, but must transfer to the Empire Line service in Albany.

It is important to note that many Berkshire residents drive to the Wassaic Metro-North station in New York for passenger rail service to New York City. The station is the northernmost stop on the Metro-North commuter line, with trains departing every two hours. Although using the Wassaic Station requires a roughly one-and-a-half-hour drive from Pittsfield, and less from South County, the frequency of service makes it a popular option.

The Berkshire Scenic Railway offers a seasonal tourist rail excursion from Adams to North Adams and back. However, the service is more of a tourist attraction than a viable means of transportation. The Railway also operates a railroad museum from a former train station in the Town of Lenox.

Three potential passenger rail services are being evaluated in the County and include service to New York City on the Housatonic Line, dedicated East-West service to Boston, and the Berkshire Flyer seasonal service between New York City and Pittsfield. Support for more rail connections to Springfield, Boston, Vermont, Albany, Connecticut, New York City, and other areas, as well as potential service between Berkshire communities was repeatedly expressed by respondents throughout BRPC's transportation needs survey. Sentiments calling for expanding connections, within the county but particularly to areas outside the Berkshires, dominated the 'additional thoughts' portion of the survey. Respondents acknowledged the benefits of establishing more passenger rail connections as they would provide more opportunity to connect to available jobs, particularly for those that lack transportation, explore cultural and entertainment resources, and help to alleviate traffic congestion and environmental burdens associated with personal vehicle trips. Related State and Regional Planning Efforts

State Rail Plan[41]

The 2018 State Rail Plan establishes policies, priorities, and strategies to enhance rail services in the Commonwealth and serves as the basis for Federal and State rail investments within Massachusetts. The State Rail Plan includes both a near-term 5-year plan, in which funding has been identified or will be identified for the upcoming annual State transportation budget process, as well as a 20-year, long-term strategy for State investment in rail. Long-term rail projects are organized into three tiers. Tier 1 includes priority projects for implementation; Tier 2 includes projects that require further study;

[41] https://www.mass.gov/files/documents/2018/06/14/FinalRailPln_Sprng18.pdf

lastly, Tier 3 includes projects where no action is recommended at the time of writing for various reasons. The Plan notes that Tier 3 Projects are some of the most expensive and challenging to implement.

Several projects in the state rail plan are relevant to the Berkshire region and this RTP. Tier 2 of the Plan lists the Berkshire Flyer and Western Massachusetts to Boston Passenger Rail Service Study (East-West Rail Study). Tier 3 of the plan lists Housatonic Line Passenger Rail Service.

Berkshire Flyer Study[42]

The Berkshire Flyer study examined the feasibility of a seasonal rail service between New York City and Pittsfield modelled after the successful "CapeFlyer" service which brings visitors from Boston to Hyannis and the Cape Cod region. The proposed service would be seasonal, operating only during summer and fall. The Flyer would depart New York City on Friday afternoons, arrive in Pittsfield, and then return to the city on Sunday afternoons. This potential service would be relatively inexpensive to implement, as it would not require any new construction. However, the service is primarily a way for New York City residents to visit the Berkshires, rather than allowing Berkshire residents to visit New York City. Though, there are obvious economic benefits from bringing new visitors to our region. Another concern is the lack of "last mile" options (hub to final destination) for Flyer passengers to reach lodging or destinations when they arrive in Pittsfield. BRTA does not operate in the evening, nor does it operate its fixed route service on Sundays, and TNCs or other modes of transportation are limited, particularly if passengers are staying outside of Pittsfield. Implementing the Flyer service would be contingent on a successful pilot project that demonstrates the service is financially viable.

Since the finalization of the initial feasibility study, BRPC staff, along with BRTA, MassDOT, 1Berkshires, and others, have been engaged in a Berkshire Flyer "2.0" planning effort aimed at identifying funding for pilot project implementation and creation of a marketing strategy for potential riders. The feasibility study also sought to address first and last mile transportation needs for visitors arriving via the Berkshire Flyer. If funding can be identified, a pilot service could begin as soon as the spring of 2020.

East-West Rail Study[43]

This study, in progress by MassDOT, is examining the feasibility of passenger rail service between Boston, Springfield, and Pittsfield "with the speed, frequency, and reliability necessary to be a competitive option for travel along this corridor." The study will examine up to six alternative schemes, including high speed rail and the potential for new infill stations.

Northern Tier Rail Study[44]

In the spring of 2019, the Massachusetts legislature approved a bill for the Northern Tier Rail Study. This study will examine the feasibility of passenger rail service between Boston,

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[42] https://www.mass.gov/berkshire-flyer-study

[43] https://www.mass.gov/east-west-passenger-rail-study

[44] https://trainsinthevalley.org/proposed-northern-tier-rail-study/

Greenfield, and North Adams. The legislation states that the study will commence no later than June 1, 2020.

Housatonic Line Passenger Rail Study[45]

This 2014 study examines the possibility of reestablishing passenger service along the Housatonic Rail Line, also known as the Berkshire Line, from Danbury, CT to Pittsfield. The Housatonic Railroad Company (HRCC) proposal would once again make it possible for a passenger boarding the passenger train at Grand Central Station in New York City to reach Pittsfield, Massachusetts by train in about four (4) hours. For the HRRC proposal to become reality, a significant capital investment in Massachusetts, Connecticut and New York will need to be made to upgrade the rail infrastructure along the Berkshire Line. Massachusetts has made an initial commitment to the project by entering into an agreement to acquire the Berkshire Line from HRRC and committing $35 million dollars to upgrade the rail infrastructure. Connecticut has not yet made a commitment, but discussions are underway between the state and HRRC.

Another component of study examined the feasibility of passenger rail stations along the line. The study recommended reestablishing rail stations in Lee and Great Barrington, with the northernmost station at the existing Scelsi Intermodal Center in Pittsfield.

As of early 2019, MassDOT has begun $21 million in "state of good repair" upgrades to the existing track.[46] However, without a significant investment in similar repairs along the track in Connecticut, establishment of rail service to New York City is unlikely to occur. With that said, if sections of track in Massachusetts are fully repaired, the potential for "intra-county" rail service between Great Barrington and Pittsfield does exist, although it will require more detailed study.

Safety

Safety is a top concern of the Berkshire MPO and many projects in the region are completed with the goal of improving safety. Safety can be influenced by many elements, including roadway design, the natural environment, the type and condition of the user and the type and condition of the vehicle being used. In our region most safety improvements take the form of roadway redesign and intersection reconstruction. Based on feedback received from the transportation needs survey, safety concerns voiced by respondents often centered on reducing the speed of vehicles – known as traffic calming, along with ensuring adequately painted lines distinguishing center and breakdown lanes. Other, more general comments touched on roadway assurances, such as keeping roads free of ice, snow, and potholes.

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[45] http://berkshireplanning.org/images/uploads/documents/Passenger_Rail_Study_2014_-_Complete_Report.pdf

[46] https://www.berkshireeagle.com/stories/21m-berkshire-line-upgrade-to-bolster-ailing-rail-route,554579

Traffic Fatalities

Between 2013 and 2017, there were 53 traffic related fatalities in the Berkshires, or about 10 per year[47]. Typically, half of our yearly traffic fatalities involve a single vehicle, with the other half involving two or more vehicles. Between 2013 and 2017, the region averaged three alcohol-impaired driving related fatalities per year, or about 1/3 of yearly traffic fatalities. Moreover, an average of 1/3 of our yearly traffic fatalities involved unrestrained occupants, or those not using safety belts. Additionally, the Berkshires averaged about 2 pedestrian fatalities per year. Finally, between 2013 and 2017, our region saw one bicycle related fatality.

The Berkshires ranks 10th out of 14 counties in Massachusetts based on the number of traffic fatalities that our region experiences. However, when you consider the rate of fatalities per 100,000 residents, we rank 3rd among Massachusetts counties – behind Franklin and Plymouth counties.

Relevant State and Regional Planning Efforts

Mass. Strategic Highway Safety Plan

MassDOT updated the Commonwealth's *Strategic Highway Safety Plan*[48] (SHSP) in 2018. The Plan identifies key areas to improve traffic safety across the state. The emphasis areas are presented in order of those with the highest annual fatality average (2012-2016) to the lowest.

- Lane Departure Crashes
- Impaired Driving
- Occupant Protection
- Speeding and Aggressive Driving
- Intersection Crashes
- Pedestrians
- Older Drivers
- Motorcycles
- Younger Drivers
- Large Truck-Involved Crashes
- Driver Distraction
- Bicyclists
- Safety of Persons Working on Road
- At-Grade Crossings

Crash Clusters and Dangerous Intersections

Dangerous intersections in the Berkshires are identified yearly based on crash cluster data provided by MassDOT that is ultimately derived from local police reports. Data typically lags by three years and is identified in a three-year rolling period. The most recent crash cluster data is from 2013 to 2015. Crash clusters are mapped using latitude/longitude

[47] National Highway Transportation Safety Administration. 2013-2017 FARS data.
[48] https://www.mass.gov/service-details/strategic-highway-safety-plan

coordinates gathered as part of police accident reports. When two or more crashes occur within 25 meters of each other, the area is identified as a crash cluster.

Clusters are given a score based on the severity of the accidents that occur within them. This measure is called "Equivalent Property Damage Only," or EPDO. When only vehicles or other property are damaged, the crash is assigned a value of one. When an injury occurs, the crash is given a value of five. If a fatality results from the crash, it is given the highest value of ten. Thus, clusters where multiple accidents occur, or where more injuries or fatalities have resulted will have a higher score than others. In this way, clusters can be ranked to determine where the most dangerous intersections within a region occur. Once ranked by EPDO score, the top 5% of crash clusters within a region are eligible for a pool of funding known as HSIP, or the Highway Safety Improvement Program. These HSIP clusters represent the most dangerous intersections within a region based on the severity of the accidents that have occurred near them.

Crash clusters are also identified for bicycle and pedestrian related accidents. Because crashes involving nonmotorized users are much less frequent and more spatially variable, a 100-meter radius is used, and 10 years of crash data is analyzed to identify the clusters. The most recent pedestrian and cyclist crash cluster data for our region is from 2006-2015.

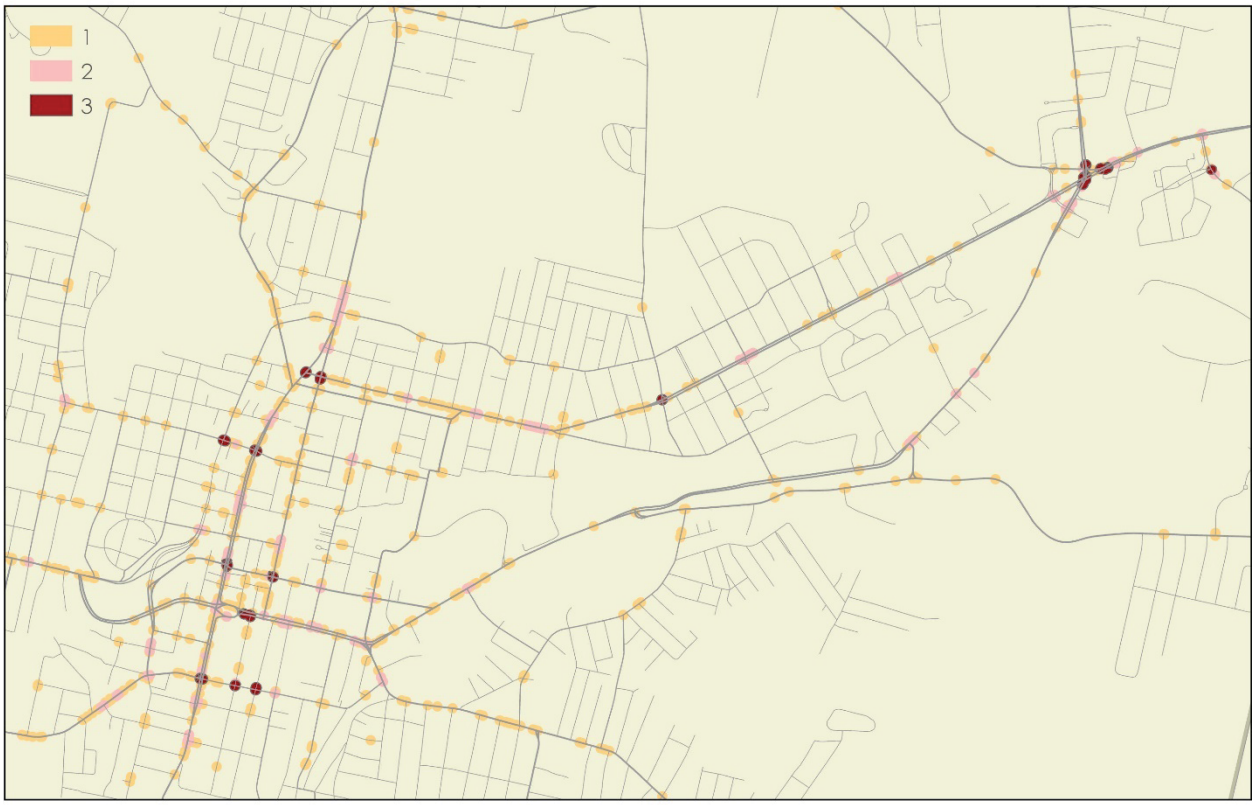
From 2013 to 2015, the most dangerous intersection for vehicles in our region was First Street and Fenn Street in Pittsfield. Over the three-year period, there were 21 total crashes with 11 involving injuries.

Multi-year HSIP Cluster Analysis

To supplement the yearly identification of dangerous intersections in the region, BRPC examined nine non-overlapping years of HSIP cluster locations. Typically, HSIP areas are identified on a yearly basis from a rolling 3-year set of data, which lags by 3 years. Staff identified HSIP cluster locations that appeared in either two or three non-overlapping releases of data (2007-2009, 2010-2012 & 2013-2015), indicating dangerous intersections or areas that appeared consistently in the data over roughly a decade. Locations that only appeared in one of the nonoverlapping datasets were not recorded. The majority of these locations are found in Pittsfield (see **Figure 5.4 and Table 5.7**). For locations identified outside of Pittsfield, see **Map 5.10**. Some of the areas identified have already been identified for safety improvements or have already been reconstructed. Due to the fact that HSIP data lags by three years, more time is needed to see if physical improvements have led to safety benefits in these locations.

Figure 5.4 – Multiyear HSIP Analysis – Pittsfield Area

HSIP Eligible Crash Clusters (2007-2009, 2010-2012, 2013-2015)



This map was created by the Berkshire Regional Planning Commission and is intended for general planning purposes only. This map shall not be used for engineering, survey, legal, or regulatory purposes. MassGIS, MassDOT, BRPC or the municipality may have supplied portions of this data.

Prepared in cooperation with the Massachusetts Department of Transportation and the U. S. Department of Transportation. The views and opinions of the Berkshire Regional Planning Commission express herein do not necessarily state or reflect those of the Massachusetts Department of Transportation or the U. S. Department of Transportation.

Table 5.7 – 2007 through 2015 Multiyear HSIP Locations

Street 1	Street 2	Municipality	HSIP Count
Division Street	*North Plain Road*	Great Barrington	3
Holmes Road	*Lenox Pittsfield State Road*	Lenox	3
Main Street	*Hadley Overpass*	North Adams	3
River Street	*Houghton Street*	North Adams	3
Bartlett Avenue	*East Housatonic Street*	Pittsfield	3
Cheshire Road	*Crane Avenue*	Pittsfield	3
Dalton Avenue	*Benedict Road*	Pittsfield	3
Dalton Avenue	*Cheshire Road*	Pittsfield	3
Dalton Avenue	*Merrill Road*	Pittsfield	3
East Housatonic Street	*Wendell Avenue*	Pittsfield	3
East Street	*Wendell Avenue*	Pittsfield	3
Fenn Street	*First Street*	Pittsfield	3
Hubbard Avenue	*Berkshire Crossings*	Pittsfield	3

Linden Street	*Center Street*	Pittsfield	3
North Street	*Depot Street*	Pittsfield	3
North Street	*Linden Street*	Pittsfield	3
North Street	*Tyler Street*	Pittsfield	3
South Street	*Crofut Street*	Pittsfield	3
South Street	*West Housatonic Street*	Pittsfield	3
Tyler Street	*First Street*	Pittsfield	3
Columbia Street	*Cook Street*	Adams	2
Columbia Street	*Friend Street*	Adams	2
Park Street	*Commercial Street*	Adams	2
Main Street	*Daly Avenue*	Dalton	2
Main Street	*South Street*	Dalton	2
Main Street	*West Housatonic Street*	Dalton	2
Division Road	*South Street*	Dalton, Pittsfield	2
Main Street	*Bridge Street*	Great Barrington	2
Main Street	*Railroad Street*	Great Barrington	2
Stockbridge Road	*Rts 7 Sb/7a Sb Rest Area Entrance (North)*	Great Barrington	2
Kemble Street	*West Road*	Lee, Stockbridge	2
Holmes Road	*Lenox Pittsfield State Road*	Lenox	2
Veterans Memorial Highway	*Hubbard Street*	Lenox	2
Veterans Memorial Highway	*Stockbridge Road*	Lenox, Stockbridge	2
Eagle Street	*River Street*	North Adams	2
Eagle Street	*Veterans Memorial Drive*	North Adams	2
Main Street	*Holden Street*	North Adams	2
Main Street	*State Street*	North Adams	2
Veterans Memorial Drive	*Holden Street*	North Adams	2
Bank Row	*South Street*	Pittsfield	2
Center Street	*Columbus Avenue*	Pittsfield	2
Center Street	*South Church Street*	Pittsfield	2
Crane Avenue Connector	*Dalton Avenue*	Pittsfield	2
Dalton Avenue	*Hubbard Avenue*	Pittsfield	2
Dalton Avenue	*Meadowview Drive*	Pittsfield	2
Dalton Avenue	*Plastics Avenue*	Pittsfield	2
Dalton Avenue	*Ridgeway Avenue*	Pittsfield	2
East Street	*Copley Terrace*	Pittsfield	2
East Street	*First Street*	Pittsfield	2
East Street	*Lyman Street*	Pittsfield	2
East Street	*Pomeroy Avenue*	Pittsfield	2

East Street	*Second Street*	Pittsfield	2
Elm Street	*Deming Street*	Pittsfield	2
Elm Street	*East Street*	Pittsfield	2
Fenn Street	*Fourth Street*	Pittsfield	2
Fenn Street	*Second Street*	Pittsfield	2
First Street	*Eagle Street*	Pittsfield	2
First Street	*Fenn Street*	Pittsfield	2
First Street	*Tyler Street*	Pittsfield	2
Holmes Road	*Chapman Road*	Pittsfield	2
Merrill Road	*Crane Avenue Connector*	Pittsfield	2
Merrill Road	*Dalton Avenue*	Pittsfield	2
Merrill Road	*Junction Road*	Pittsfield	2
Merrill Road	*Plastics Avenue*	Pittsfield	2
North Street	*First Street*	Pittsfield	2
North Street	*Springside Avenue*	Pittsfield	2
North Street	*Union Street*	Pittsfield	2
North Street	*White Terrace*	Pittsfield	2
Onota Street	*Linden Street*	Pittsfield	2
Park Place	*Bank Row*	Pittsfield	2
Pecks Road	*Valentine Road*	Pittsfield	2
Pomeroy Avenue	*East Housatonic Street*	Pittsfield	2
Second Street	*Lincoln Street*	Pittsfield	2
South Street	*Bay State Road*	Pittsfield	2
South Street	*Broad Street*	Pittsfield	2
South Street	*Taconic Street*	Pittsfield	2
Tyler Street	*Brown Street*	Pittsfield	2
Tyler Street	*Cherry Street*	Pittsfield	2
Tyler Street	*Curtis Terrace*	Pittsfield	2
Wendell Avenue	*East Housatonic Street*	Pittsfield	2
West Housatonic Street	*Center Street*	Pittsfield	2
West Housatonic Street	*Gale Avenue*	Pittsfield	2
West Housatonic Street	*Henry Avenue*	Pittsfield	2
West Street	*Onota Street*	Pittsfield	2
Williams Street	*Holmes Road*	Pittsfield	2
East Street	*East Main Street*	Stockbridge	2
Main Street	*South Street*	Stockbridge	2

Road Safety Audits

A Road Safety Audit (RSA) is required for a project to be eligible for and to receive HSIP funding. These audits include an examination of roadway conditions and analysis of crash data intended to identify potential safety improvements. RSA are generally conducted by MassDOT, BRPC, and municipal officials, and develop a range of potential options around a high crash area. If construction is pursued, there are follow-up assessments that help gauge the success and effectiveness of any improvements that were implemented.

Lane Departure Crashes

Lane departures are a "crash which occurs after a vehicle crosses an edge line or a center line, or otherwise leaves the traveled way."[49] Roughly half of all U.S. traffic fatalities, and those in the Berkshires, involve a lane departure. These types of crashes are difficult to address, as they may have a variety of causes, including speeding, roadway conditions, road design, and driver behavior.

Map 5.11 displays lane departure crashes in the Berkshires. They are widespread geographically, which makes it difficult to prioritize potential roadway improvements. The overall strategy and guidance to address lane departures is:

- Keep vehicles on the roadway
- Provide for safe recovery
- Minimize crash severity

Countermeasures intended to keep vehicles on the roadway include more high friction pavements, enhanced lighting and more reflective signs and pavement markings. The use of rumble strips also helps to reduce lane departures.

Many lane departure crashes result from a driver "over-correcting" after the vehicle's wheels leave the pavement. The driver turns sharply back towards the roadway, which can cause the vehicle to fishtail or roll over. Safety edge involves the use of material placed at the edge of pavements to eliminate a "lip" or grade separation between the pavement and shoulder. This can help drivers recover from a potential departure more easily. Providing clear zones free of vegetation can also help drivers to recover.

Finally, utilizing guardrails and other barriers, as well as improved sign supports can help to minimize the damage from these types of crashes. New sign supports are designed to shear off or crumple when impacted by a vehicle, thus reducing the potential of harming the driver.

Security

Transportation security in our region is primarily focused around emergency preparedness planning. These efforts take the form of identifying and mitigating potential threats and hazards to our transportation system and taking it into account when planning for emergency response, such as during a potential large-scale evacuation. Our local police

[49] https://safety.fhwa.dot.gov/roadway_dept/

and fire personnel are the leaders when it comes to emergency preparedness efforts in the region. BRPC Public Health staff also help to coordinate regional emergency preparedness planning through work with regional entities and local municipalities.

Roads and bridges are the focus on planning for transportation security in our region. This infrastructure is vulnerable to more damaging storms anticipated with climate change. Recent storm events like Hurricane Irene served as a wake-up call for the region. This storm destroyed roads and bridges across the county, causing an estimated $40 million in damages. The loss of a single bridge in our region can necessitate a detour of several miles, leave residents stranded, and cut off emergency vehicle access. Our region must ensure that our infrastructure is "future-proofed" against expected storm damage.

Western Region Homeland Security Advisory Council (WRHSAC)

WRHSAC was formed in 2004 to improve our region's ability to respond to major disasters and other emergencies. The Council "provides a regular forum for first responders from a variety of disciplines and fields across Western Massachusetts to work together and address public safety issues."[50] WHRSAC is one of five emergency planning councils in Massachusetts and includes the 101 municipalities in Berkshire, Franklin, Hampden and Hampshire counties. Many similar advisory councils can be found across the nation, and the formation of them was one of the outcomes of planning in the wake of 9/11, which recommended enhanced coordination between many public agencies with overlapping missions. WRHSAC voting members include representatives from law enforcement, fire, corrections, emergency management, public works, hospitals, and public health. Staff from BRPC, Pioneer Valley Planning Commission (PVPC), and Franklin Regional Council of Governments (FRCOG) attend WHRSAC meetings and are involved in its initiatives.

Berkshire Subregional Emergency Planning Committees

Berkshire County hosts three subregional Emergency Planning Committees (REPC) in northern, central, and the southern Berkshires. These committees meet regularly to discuss emergency management issues and coordinate trainings and exercises intended to test emergency response and preparedness.

Related Regional Planning Efforts

Hazard Mitigation Planning

BRPC has worked with many communities to develop local and regional Hazard Mitigation Plans. A major effort in 2012 involved 19 communities and was prepared in accordance with requirements from the Federal Emergency Management Agency (FEMA) and the Massachusetts, Emergency Management Agency (MEMA), its state counterpart. These plans include an assessment and inventory of natural hazards as well as a risk assessment based on the location of critical infrastructure and facilities (See **Map 5.12**). Finally, these plans develop a list of actions and projects intended to minimize future risk and make communities eligible to receive federal hazard mitigation funding. Roadway "problem areas" identified as part of hazard mitigation planning can be seen in **Map 5.13**.

[50] http://wrhsac.org

Municipal Vulnerability Preparedness Planning

The Municipal Vulnerability Preparedness Grant Program (MVP) is designed to provide support to Massachusetts cities and towns interested in planning for climate change resiliency and implementing priority projects. The grant program awards communities with state funding to complete vulnerability assessments and develop action-oriented resiliency plans. Among other outcomes, the program helps communities to define extreme weather and natural and climate related hazards, understand how their community may be impacted by climate change, identify existing and future vulnerabilities/strengths, develop and prioritize actions to reduce risk and build resilience, and implement key actions borne from the planning process.

To date, four Berkshire communities have received MVP designation. These communities include Adams, Lanesborough, Monterey and Williamstown. Five Berkshire communities are currently participating in the program and hope to eventually attain MVP designation. These communities include Dalton, North Adams, Pittsfield, Sandisfield and Sheffield. After a community completes the MVP program, it is designated as a certified MVP community and is eligible for MVP Action grant funding and other opportunities.

Active Transportation

Active transportation refers to any "human-powered" mode of transportation, such as biking and walking. Active transportation modes contribute to health by encouraging physical activity. Although most trips in the Berkshires utilize an automobile, many shorter trips could be replaced by biking and walking. Generally, trips of one mile or less are seen as a walkable distance and trips of three miles or less could be replaced by bicycling. However, infrastructure such as sidewalks, bike lanes and shared-use paths must be in place to facilitate these trips, making the choice to bike or walk an easy and convenient one. No one enjoys biking or walking along dangerous roads or where traffic volumes and speeds are so high that these modes feel uncomfortable or unsafe. Thus, providing dedicated on and off-road biking and walking facilities is one way we can encourage active transportation in our region. On-road facilities typically include features like sidewalks or bike lanes. Off-road facilities are typically shared-use paths, which provide an area for cyclists and pedestrians. In our most rural areas, providing a wide shoulder (especially on roadways with heavier traffic) can help accommodate both pedestrians and cyclists on roadways. Our region's active transportation gem is the Ashuwillticook Rail Trail, a shared-use path which runs from Lanesborough to Adams through Cheshire.

Biking and walking improvements were a top concern of the 708 respondents to the transportation needs survey that helped to inform this plan. Access to pedestrian infrastructure and particularly, the condition and availability of sidewalks, was a major detractor to more outdoor walking. In fact, when ranking transportation challenges among all survey respondents, the top two challenges included the condition and availability of sidewalks and a lack of bike paths/lanes, steering folks away from choosing a bicycle as a travel mode. Aside from general support to improve the condition and availability of pedestrian paths, other comments from the survey call for increasing the number of pedestrian connections to activities and services along with providing more access points to the Ashuwillticook Rail Trail.

The transportation needs survey also contained a question that asked respondents to choose three reasons identifying why they might use a regional bike share service. The response, 'I would never use a bike share service,' received the highest number of votes (N=295). However, this response grew in frequency as age and annual household income increased. The response 'Exercise/Health' came in second (N=288) for reasons to use a regional bike share service. Other responses such as 'Personal use, such as for running errands, the supermarket, a friend's house, etc.' (N=204) and 'To support environmental causes' (N=198) also ranked high. A majority of comments received for this question expressed positive sentiments toward the prospect of a regional bike share service and acknowledged the broad sweeping benefits of having additional travel modes available. Other comments voiced preconditional support for a bike share service, meaning the idea is well received but, to work, supporting infrastructure such as adequate bike paths/lanes must be available and safe.

Related State and Regional Planning Efforts and Programs

MassDOT Healthy Transportation Policy Directive

MassDOT's healthy transportation policy directive helps ensure all MassDOT projects are designed and implemented in a way that enables access to safe, comfortable and healthy transportation options. Healthy Transportation modes are defined as walking, bicycling and taking transit. The directive outlines a review and design development process to implement and create more robust nonmotorized transportation and transit options across the state. The policy also helps implement context sensitive design measures, ensuring transportation facilities respond appropriately to surrounding land uses and site context.

MassDOT Complete Streets Program

In 2014, Massachusetts approved a transportation bond bill that provided funding for a new Complete Streets funding and technical assistance program. The program is intended to incentivize the development of nonmotorized transportation projects at the local level and acts much like a grant of Chapter 90 funds, our state transportation aid program. To participate, municipalities are required to adopt a local Complete Streets policy which affirms the community's commitment to incorporating accommodations for nonmotorized users into future transportation projects, or at the least given consideration in the project development process. After adoption of the local policy, communities must prepare a prioritized list of at least 15 eligible projects for funding consideration. From this list, municipalities could then apply for up to $400,000 in construction funding.

In our region, the Complete Streets program generated considerable interest. As of the time of this writing, BRPC has provided technical assistance to 12 of our 32 municipalities to participate in the Complete Streets program. Applications to the Complete Streets Program have resulted in approximately $2 million in project funding to Berkshire municipalities. Completed municipal projects include sidewalk replacement and extension, crossing improvements, new bike racks and bike repair stations, shoulder widening and new bike lanes.

State Bicycle Plan

The Massachusetts Bicycle Plan was completed in 2019. This plan is organized around several strategic initiatives, including:

- Build connected bicycle and trail networks with local, regional, and state partners and close critical gaps.
- Integrate and promote the safety, comfort, and convenience of people biking in transportation and development processes.
- Promote roadway safety through education and programs for people driving, people bicycling, and potential for everyday bicyclists.
- Increase the convenience of biking as an everyday travel option for people of all ages and abilities.
- Launch the development of a year-round maintenance and operations plan for MassDOT-owned bikeways and support municipalities to do the same.
- Invest in data collection and evaluation to inform and track the progress of initiatives.

State Pedestrian Plan

The Massachusetts Pedestrian Plan was completed in 2018 and developed concurrently with the Bike Plan. This plan is organized around several strategic initiatives, including:

- Promote pedestrian safety, accessibility, and connectivity in investment decision-making and project development processes.
- Establish a set of prioritized pedestrian projects on MassDOT-owned roadways and bridges that address safety, equity, accessibility and critical gaps in connectivity.
- Slow vehicle speeds and improve visibility of people walking.
- Improve pedestrian accessible paths of travel to transit.
- Launch a year-round maintenance and operations plan for MassDOT-owned pedestrian facilities and support municipalities to do the same.
- Invest in data collection to inform and track progress initiatives.

2009 Berkshire Bike Path Implementation Plan

The 2009 Bike Path Implementation Plan includes a commitment from leadership in each of the communities along the proposed path spine to advance plans for a bike path. The plan identifies both on and off-road routes to complete the spine of the bike path.

Ongoing Shared Micromobility Feasibility Study

As more and more cities around the U.S. formulate solutions to bridge first and last mile connections, the prevalence of bike-shares and scooter-shares popping up around the country are hard to ignore. The latest city planning nomenclature references these efforts as enhancing shared micromobility. Shared micromobility is the new term used to refer to any small, human or electric-powered transportation solution. This includes bikes, e-bikes,

e-scooters or any other small and lightweight vehicle that is being used as a shared resource between multiple users.[51]

Companies such as Citi Bike, Bird, Lime, Jump, and even Uber have all delved into the shared micromobility landscape, providing urban areas with e-bicycles and e-scooters that are meant for short trips. A combination of new technology, pedestrian focused transportation planning and efforts to combat traffic congestion have, in-part, led to an explosion of micromobility providers. As with any new solution, some models have worked better than others and forethought is required to ensure that an entirely different set of problems aren't created by these 'micro' solutions.

Recently, Springfield, Holyoke, Northampton, South Hadley, Amherst, and portions of the UMass, Amherst campus have all joined in the ValleyBike Share program – comprising a network of e-bicycles with reciprocal docking stations scattered around Hampden and Hampshire County. As of the writing of this plan, the ValleyBike Share program is gearing up for a second season launch. Initial statistics show that the program has served nearly 50,000 trips covering just shy of 100,000 miles.[52]

BRPC staff have been working toward developing a shared-micromobility feasibility study to assess the applicability and benefits of introducing a similar program in Berkshire County. Even though most of our region is considered rural, and density is favorable to the success of such a program – specific municipalities along with particular venues (Lee/Lenox/Stockbridge and Tanglewood or North Adams and Mass MoCA for example) may be ideal for introducing micromobility devices. Moreover, results from the transportation needs survey in addition to projects that seek to enhance passenger rail connections to the region further support establishing micromobility solutions.

Sidewalk Condition and Americans with Disabilities Act (ADA) Accessibility

Our two city centers of North Adams and Pittsfield are well served by existing sidewalk networks. As well, the Town and Village centers of Williamstown, Adams, Cheshire, Dalton, Hinsdale, Lenox, Lee, Stockbridge, West Stockbridge, Housatonic and Great Barrington, all have small sidewalk networks. South Egremont, Lanesborough, North Becket, Otis, and Sheffield are generally served by a single length of sidewalk found along the main road through the village center, with few if any connecting side streets providing sidewalk access. Williamstown and North Adams are the only Berkshire communities connected via a continuous sidewalk (along Route 2) (See **Map 5.14**).

The Americans with Disabilities Act (ADA) sets standards for sidewalk and streetscape design to enable safe passage for all people, regardless of ability. When sidewalks heave and when curb ramps are too steep or non-existent, it can severely limit the mobility of the elderly or people who rely on wheelchairs. Many of our local sidewalk networks are aging, and there has been little investment to maintain their condition. This issue is also increasingly important considering our region's aging population, underscored by the fact

[51] Transportation for America. (2019). Shared Micromobility Playbook. https://playbook.t4america.org/
[52] https://www.valleybike.org/

that there are a higher percentage of individuals with disabilities in the Berkshires than statewide. Greater emphasis is needed at all levels on maintaining our existing sidewalk and curb ramp networks and making strategic connections to close network gaps or extend sidewalks to new destinations.

Bicycle Accommodations

Cycling, or biking, is an increasingly popular recreation activity as well as a mode of transportation. Cyclists ride on the existing road shoulder, or when available, bike lanes and other dedicated facilities, like shared-use paths. In the Berkshires, we have few dedicated cycling facilities. The gem of our regional cycling accommodations is the Ashuwillticook Rail Trail, which runs from Lanesborough to Adams. There are plans to extend this trail both north and south through the county. Major road projects, particularly federally funded projects, typically create new bike lanes along roadways.

While not a formal "accommodation" our region is also home to US Bike Route 7, known as the Western New England Greenway. This is a long-distance cycling route stretching from Montreal to New York City and roughly parallels U.S. highway 7 through Vermont, Massachusetts, and Connecticut.

Existing On-Road Cycling Facilities

Existing on-road cycling facilities can be seen in **Map 5.15**. These facilities consist of bicycle lanes. Bicycle lanes utilize road shoulder to provide space for cyclists to safely use the roadway and maintain some separation from vehicle traffic. Typically, they are marked with signage, striping, and painted lane symbols to differentiate them from vehicle lanes or unmarked road shoulders. When existing road shoulder (typically 4-5') is available, constructing new bike lanes is relatively inexpensive. When no shoulder is available, widening is needed, which can substantially increase project costs.

As mentioned previously, our larger federally or state funded road reconstruction and repaving projects generally establish new bike lanes if none are available. Our two cities, Pittsfield and North Adams, have been working to integrate bike lanes into their road networks. More work is needed with smaller communities to ensure that opportunities to inexpensively add bike lanes are not missed. However, with that said, bike lanes cannot be added to many of our rural roadways without substantial widening. Priority should be placed in establishing bike facilities on our collector and arterial roadways, as well as roadways through city and village centers.

North Adams, Pittsfield, and Great Barrington have implemented shared-lane markings [53]or sharrows along roadways where it is otherwise not feasible to create bike lanes. Sharrows do not create a dedicated biking facility, but rather warn drivers that they are in an area where they might encounter cyclists. Moreover, they offer guidance to cyclists on how to position themselves within the lane. This can be helpful in situations with on-street parking, where cyclists should avoid vehicle door zones. Sharrows work best when implemented along low-speed and low-volume roadways. Generally, they are not

[53] https://nacto.org/publication/urban-bikeway-design-guide/bikeway-signing-marking/shared-lane-markings/

recommended where speed limits exceed 35 MPH or where ADT is greater than 3000. More outreach is needed to communities to identify potential locations for implementing sharrows. Many of our small villages could benefit from implementing sharrows, particularly on well-traveled cycling routes where widening for bike lanes is not practical. Additionally, when used in combination with other traffic calming measures, sharrows can help establish bike boulevards. Bike boulevards may be popular options for our larger villages and two cities to better accommodate cycling when it is desired along low-speed neighborhood streets.

Advisory shoulders,[54] or advisory bike lanes, are the next frontier in accommodating cyclists (and pedestrians) particularly on low-speed low-volume roadways. Advisory shoulders use inexpensive striping to create a single narrowed two-direction vehicle lane and dashed shoulders along both sides of the roadway. Advisory shoulders can be implemented along already narrow roadways without the need for widening. However, they can only be implemented where visibility is excellent, such as along lengthy, straight stretches of road. In some cases, the center vehicle lane can be narrowed to between 10-13.5' depending on conditions.

When oncoming vehicles meet each other, they can enter onto some of the dashed shoulder to pass each other. When a cyclist or pedestrian is present, the dashed lane provides guidance on how the driver should position themselves to pass. Drivers may need to queue behind the nonmotorized user if there is oncoming traffic and if the center vehicle lane is narrow enough.

US Bike Route 7 and Western New England Greenway

US Bike Route 7(USBR7),[55] or the Western New England Greenway (WNEG), is a long-distance cycling route from Montreal to New York City. It roughly parallels US Highway 7 as it travels through Vermont, Massachusetts, and Connecticut. The US Bike Route system is intended to mirror the US Highway system and promote long-distance bike travel.

USBR 7 is located almost entirely on-road. However, it takes advantage of shared-use paths along its route to get users off-road when possible. In the Berkshires, USBR7 utilizes the length of the Ashuwillticook Rail Trail to provide a comfortable ride for users (See **Map 5.16**). On-road portions of the trail attempt to avoid the most heavily trafficked roadways to give riders a scenic and comfortable ride where feasible.

As there are plans to expand the Ashuwillticook Rail Trail both north and south, the dream remains that one day the entirety of USBR7 in Massachusetts be off-road. As new segments of shared-use path are constructed, USBR7 will be rerouted to run along them.

The agency most responsible for coordinating and promoting USBR7 is the Upper Housatonic Valley National Heritage Area (UHVNHA), based out of Salisbury, CT. UHVNHA has been a leader in promoting USBR7 as a regional attraction and in realizing the importance of bicycle tourism as a potential economic development activity. The agency

[54] http://ruraldesignguide.com/mixed-traffic/advisory-shoulder
[55] http://wnegreenway.org/

organizes yearly summer rides spanning the entire route and holds a conference focused on USBR7 in Bennington, VT every November.

MassDOT, along with UHVNHA and BRPC helped lead a successful effort to encourage Berkshire municipalities to designate the route in 2016. Municipal approvals were integral to preparing an application to the American Association of State Highway Transportation Officials (AASHTO), which approves US Bike Route designations. There were simultaneous efforts in Vermont and Connecticut.

Although the route has been established, there is still much work ahead. Other than directions on a map, there is no way to navigate USBR7 as there is no wayfinding or directional signage along the route. BRPC and UHVNHA submitted an application to the Massachusetts Recreational Trails grant program to fund signage along the Massachusetts portion of the route. Unfortunately, the application was not chosen for funding. BRPC is exploring other avenues to install signage along the route. These include crowdsourcing, seeking federal funding through the TIP, or working with local communities and the MassDOT District 1 office to fund the project.

Berkshire Bike Path

It has long been a dream to construct a countywide north-south shared-use path from Vermont to Connecticut. The Berkshire Bike Path is envisioned to begin in Williamstown at the Vermont border and continue east to North Adams before heading south through Adams, Cheshire and Lanesborough along the existing Ashuwillticook Rail Trail. The Berkshire Bike Path would then continue south through Pittsfield, Lenox, Lee, Stockbridge, Great Barrington and Sheffield, where it would meet the Connecticut border. This primary north-south route will serve as the central spine to which future trails, or spurs, can attach. It is envisioned that the Berkshire Bike Path will connect residents and tourists with diverse destinations, including schools, businesses, community centers, transportation links, recreational opportunities and other points of interest.

The creation of a bicycle and pedestrian trail that extends the entire length of Berkshire County and connects with Vermont and Connecticut would be a terrific asset to the county. Such a trail would not only enhance the quality of life for residents and provide healthy recreational opportunities, but it would also create an alternative mode of transportation to alleviate congestion, improve air quality, and reduce vehicular accidents. The Berkshire Bike Path would also have a positive impact on the local economy by promoting tourism and encouraging users to frequent local businesses.

The 11.2-mile Ashuwillticook Rail Trail is currently the anchor of this proposed Berkshire Bike Path. An extension of the Ashuwillticook Trail opened in the Town of Adams in 2017 which extended the path approximately 1.2 miles. It was the first bike path project constructed in the region since the Ashuwillticook Trail was completed in the early 2000's.

The concept of a Connecticut to Vermont shared-use trail has been included as a recommendation in every Regional Transportation Plan since the late 1990's. As funding has become available, various segments have been constructed, designed or studied. The funding that has been available through transportation authorization bill earmarks or

through small state grants, such as the DCR Trails and Greenways program, have been used to advance this project from concept to reality and is continuing to be used for that purpose.

Adams is planning a second northerly extension of the trail to Hodges Cross Road, with a terminus near the McCann Technical School in North Adams. Williamstown and North Adams are also planning for another segment of path that would begin along Syndicate Road in North Adams and travel west to Route 2. A second phase of this project would extend the path to the Harriman and West Airport. The project is known as the Mohawk Trail Bike/Ped Path. These projects, once complete, will place two segments of bike path at North Adams' doorstep. The challenge will be to bring the bike path through the center of the city; however, it will be a major asset to the City once complete and will create truly one-of-a-kind experiences. The Massachusetts Museum of Contemporary Art (MoCA), located in the North Adams downtown is planning for the bike path to traverse its campus and pass through a tunnel located in its newly renovated Building 6.

At the southern end of the Ashuwillticook Trail, the City of Pittsfield has two planned path extensions that will ultimately connect the path to Merrill Road. The City has also allocated a large sum for planning of a future segment of bike path between Merrill Road and Williams Street.

South of Pittsfield, the only other active project is located in Lee. Phase 1 of the proposed Lee Bikeway will extend from the Big Y / Pleasant Street north to West Park Street. Two other proposed phases will bring the path to Lenox, although these projects are still being planned. The four projects mentioned in Williamstown, North Adams, Pittsfield, and Lee are all listed in the regional TIP and should be constructed within 5 years. Additionally, MassDOT is planning to repave the entire Ashuwillticook Trail.

Two other projects in Great Barrington and Lenox are in the early planning stages. Great Barrington completed a feasibility study for bike path from Housatonic Village to the Great Barrington downtown in 2016. The study looked at both on and off-road routes. Lenox previously had plans for a bike path as recently as 2009 and the project was listed in the TIP at that time. However, the Town chose not to pursue the project due to complaints from landowners. The Town of Lenox is currently applying for funding to reactivate its plans for a path from Lee to Pittsfield. The path will likely run along the eastern side of town near the Housatonic River.

At this time, major gaps in regional bike path planning include:

- alignment through the North Adams city center
- path route south of Merrill Road in Pittsfield
- Stockbridge – no active planning or projects
- Sheffield – no active planning or projects

Berkshire Bike Path Council (BBPC)

The Berkshire Bike Path Council (BBPC) is the county's cycling and bike path advocacy organization. The organization was created in the late 1990's to advance plans for bike

path through Pittsfield; however, over the years its mission has expanded outward to advocate for a regional bike path as well as bicycle amenities and facilities in general. One of the great strengths of the organization is in mobilizing members to attend MassDOT project design hearings as well as involvement and comment on municipal bike path and general nonmotorized infrastructure planning.

BRPC provides a meeting space and staff support for BBPC activities. The group meets in BRPC's large conference room quarterly and acts as fiscal agent for the organization. Meetings are typically attended by BRPC staff, staff from MassDOT District 1, municipal representatives, and cycling enthusiasts in general.

Recently, BRPC staff assisted members in drafting a new strategic plan. The plan focuses on developing a series of yearly activities to build public support for, coordinate, and advance regional bike path development. While the organization has had many successes over the years, the plan acknowledges that much work remains and there is a need to refocus efforts to eventually complete the Berkshire Bike Path. Another critical item identified is the organization's need to "pass the torch" to a new generation of local bike path leaders.

Recently BRPC worked with BBPC leadership to transfer information about the BBPC website and Constant Contact email messaging system so that BRPC could assist with website updates and provide more consistent distribution of information to BBPC members and contacts.

Transferring leadership responsibilities from BBPC senior members to BRPC staff is one task that could ensure the longevity of the organization and could have lasting benefits. BRPC, as well as MassDOT, could utilize the organization to conduct public outreach, gain feedback about potential projects, as well as review recently completed transportation projects in the region. The organization could also assist with efforts to market the Berkshires as a destination for cyclists. As previously stated, BBPC's mission has broadened significantly over the years. With minor changes to the formatting of meetings, the BBPC could function as a sort of regional bike / walk council. There is precedence for this, most notably the City of Burlington[56] and Addison County[57] in Vermont. These areas host similar organizations and these models could be applied to the Berkshire region.

Public Transportation

The Berkshire Regional Transportation Authority (BRTA) is the principal community transportation provider in Berkshire County. It was created in 1974 by seven communities, under MGL §161 B as one of the first eight Regional Transit Authorities granted exclusive rights to administer public transportation services in member communities; today BRTA provides fixed route, demand response, and other public transportation services in twenty-six-member communities (See **Map 5.18**).

[56] https://burlingtonwalkbike.org/
[57] https://www.walkbikeaddison.org/

There are many other public transportation providers in the county, including Council-on-Aging vans operated by municipalities for seniors, and the Southern Berkshire Elderly Transportation Corporation (SBETC), a non-profit that provides senior transportation for several towns in south county.

Public transportation was a central concern identified in the transportation needs survey used to develop this plan. Support for expanded public transportation into evening hours and on weekends topped the list of changes or new services that would best improve the transportation network. This finding remained consistent, even among respondents who said they did not use public transportation services. The inadequacy of reliable, convenient public transportation services came up again and again, whether in comments or through multiple choice answers, throughout the survey. Beyond calling for an expanded service area and increased hours of operation, survey respondents desire better clarification on scheduling and routing (when and where buses are available) and reduced headways.

Improving public transportation and identifying new opportunities for services is a key pathway to enhance overall transportation in the county given our aging population and fact that our region has some of the lowest income levels seen in the state.

Related Regional Planning Efforts

BRTA Shared Ride Access to Work Study[58]

BRTA conducted a shared ride access to work study focused on the transportation needs of low wage workers and recognizing that current BRTA service does not meet the needs of those who work on the weekends, work 2nd or 3rd shift hours, or those who live or work far from the BRTA fixed route. The plan recommends a short-term pilot project that would provide evening and Sunday shared ride service using existing BRTA paratransit vehicles and human service transportation providers. The pilot could be funded by partnering with businesses, with employees that need rides and using a fare based on the number of towns travelled through. The plan also recommends for the long-term, developing a Transportation Management Association (TMA) that partners with employers and institutions to provide services to address transportation to employment.

BRTA is currently in phase II of the study and is refining options for fares along with identifying priority locations for a pilot program.

Ongoing Transportation Management Association (TMA) Planning and Implementation

Based on the BRTA's Access to Work study recommendation to implement a TMA, regional leaders convened to examine the potential new organization and services in greater detail. Additionally, the need for a potential TMA service in the Berkshires was identified through the many employers and workers in the food service and lodging industries that have expressed concerns about employees having reliable transportation to and from work.

A TMA is "a membership-based, public-private partnership of businesses, institutions and municipalities that join together to provide transportation alternatives to single occupancy

[58] https://www.berkshirerta.com/PDF/Shared%20Ride%20to%20Work%20Public%20meeting%20presentation.pdf

vehicle use to work."[59] TMAs operate using many different organization models. Most are organized around large employers or major corridors to provide dedicated transportation for workers. Additional work continues to determine the best TMA model for the Berkshires.

Using the Massachusetts College of Liberal Arts (MCLA) design lab in North Adams, staff from BRPC, BRTA and Senator Hinds' office met to outline formation of a TMA in the area. The group developed draft articles of incorporation and bylaws, a potential membership structure, and researched potential fees and dues that would sustain the organization.

Since this initial work, 1Berkshire has taken the lead on next steps for TMA implementation, including approaching local employers for sponsorship and financial support for the proposed TMA organization. As of early 2019, this effort is still ongoing.

Berkshire Regional Coordinating Council (BRCC)

BRCC is one of 17 regional coordinating councils on community transportation. These organizations are "voluntary advisory bodies, providing a forum for open discussion, information exchange, and articulation of local and regional transportation priorities." [60] The BRCC helps to identify unmet transportation needs, and coordinate service at the local level to serve more people and increase service sustainability. BRPC and BRTA staff provide support to the BRCC. BRCC also serves as the "domain working group" related to transportation that advises the Age Friendly Berkshires initiative.

Coordinating COA Van Service - National Aging and Disability Transportation Center: Innovations in Accessible Mobility Grant

BRPC, in partnership with Age Friendly Berkshires, was awarded one of six national *Innovations in Accessible Mobility* grants funded by the National Aging and Disability Transportation Center (NADTC) and jointly administered by Easter Seals and the National Association of Area Agencies on Aging (n4a). The one year, $49,000 grant funded a pilot program that allowed Councils on Aging (COA) and other social service agencies to transport older adults and those with disabilities who reside outside their usual jurisdiction boundaries to pre-arranged medical appointments. This means that individuals living in adjacent municipalities will have access to transportation that usually stops at the town line. In addition, the pilot program facilitated the centralization of a dispatcher so that individuals need only call one number, regardless of where they reside, to schedule a trip.

Berkshire Regional Coordinated Public Transit Human Services Transportation Plan

In April 2018, the Berkshire MPO adopted the updated Berkshire Regional Coordinated Public Transit Human Services Transportation Plan (CHST). The CHST plan focuses on the transportation needs of persons with disabilities, older adults, and persons with low income and identifies strategies to improve the quality and availability of transportation services for these three demographic groups. The plan was updated to retain the region's

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[59] Ibid

[60] https://www.mass.gov/service-details/regional-coordinating-councils-for-community-transportation

eligibility to receive federal funding and to address the growing needs of human services transportation users. This plan also fulfills the federal transit law requirements as amended by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation (FAST) Act.

Federal transit law requires that projects selected for funding under the Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) Program be "included in a locally developed, coordinated public transit – human services transportation plan" and that the plan be "developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of public" utilizing transportation services. Federal Transit Authority (FTA) maintains flexibility in how projects appear in the coordinated plan. Projects may be identified as strategies, activities, and/or specific projects addressing an identified service gap or transportation coordination objective articulated and prioritized within the plan.

Bus Service

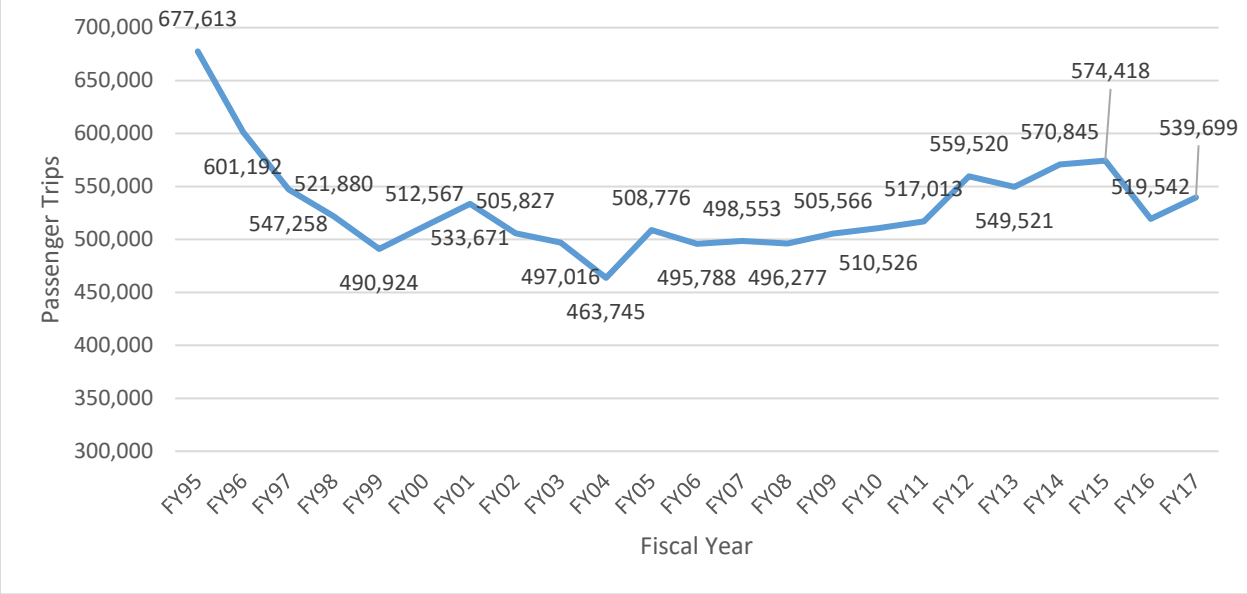
BRTA provides fourteen fixed route bus services in thirteen-member communities spanning Berkshire County from Williamstown in the north to Great Barrington in the south. Six routes are operated solely in Pittsfield. Five additional routes originate in Pittsfield and travel to Lanesborough (on Route 7); North Adams via Route 8 through Lanesborough, Cheshire, and Adams; Hinsdale (on Route 8) through Dalton; Lee through Lenox along the Route 7/20 corridor, and an express route along the Route 7 corridor between Pittsfield and Williamstown connecting to North Adams via Route 2. Another three routes operate within the City of North Adams and one links North Adams and Williamstown. An additional route links Great Barrington and Lee via Stockbridge, Glendale, and Housatonic along Routes 20, 102, 183 and 7.

Of the fourteen fixed route bus services operated by BRTA, all 14 run on weekdays and only 12 run on Saturdays. Bus services are generally operated from 6:00 a.m. to 6:30 p.m., Monday through Saturday. BRTA does not provide fixed route service on Sundays or major holidays. The fixed route services operate at one-hour headways on weekdays. These factors limit the attractiveness of using the regular bus service.

Annual ridership on fixed routes in fiscal year 2017 was 539,699 one-way person trips.

Figure 5.5 shows the BRTA annual ridership beginning in fiscal year 1995. Overall, ridership has generally been increasing since FY 04. However, rides dropped 9.5 percent between FY 2015 and 2016, but increased again four percent between FY 2016 and 2017.

Figure 5.5 – BRTA Annual Passenger Trips



The total cost of providing the fixed route services was $5,055,427 in fiscal year 2017. **Figure 5.6** shows the BRTA fixed route operating costs beginning in fiscal year 2010.

Figure 5.6 BRTA Fixed Route Operating Costs

Figure 5.7 shows BRTA annual cost per passenger, cost per revenue hour, and passenger per revenue miles since fiscal year 2010. In fiscal year 2017 the annual cost per passenger and cost per revenue hour decreased by 6.8 percent and 8.2 percent respectively. Annual passenger per revenue miles has been decreasing gradually since fiscal year 2012, there was 13.8 percent decrease in fiscal year 2016 and remained stable in 2017 (See **Figure 5.8**)

Figure 5.7 BRTA Cost Per Revenue Hour

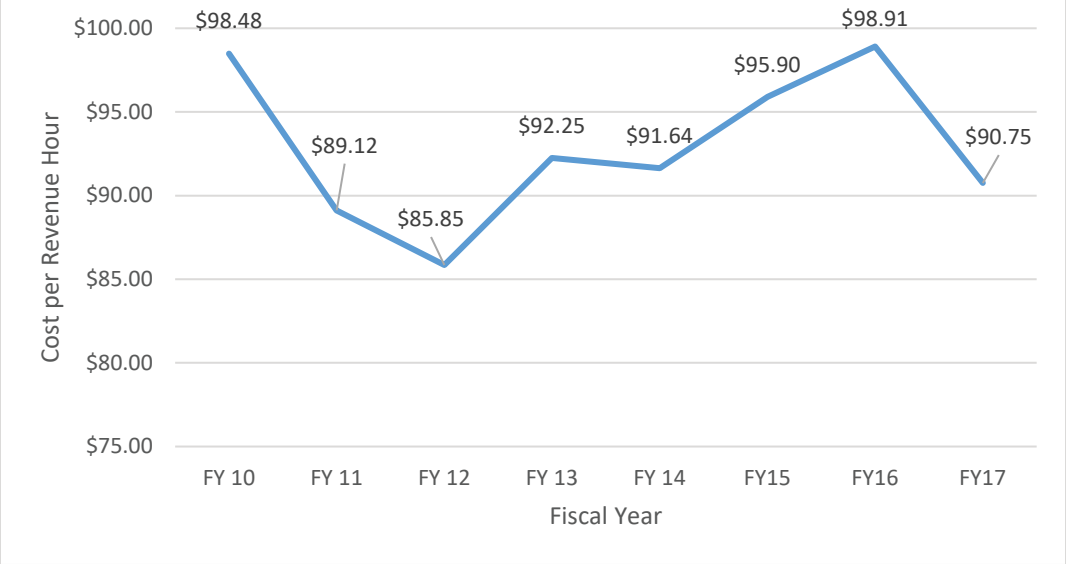
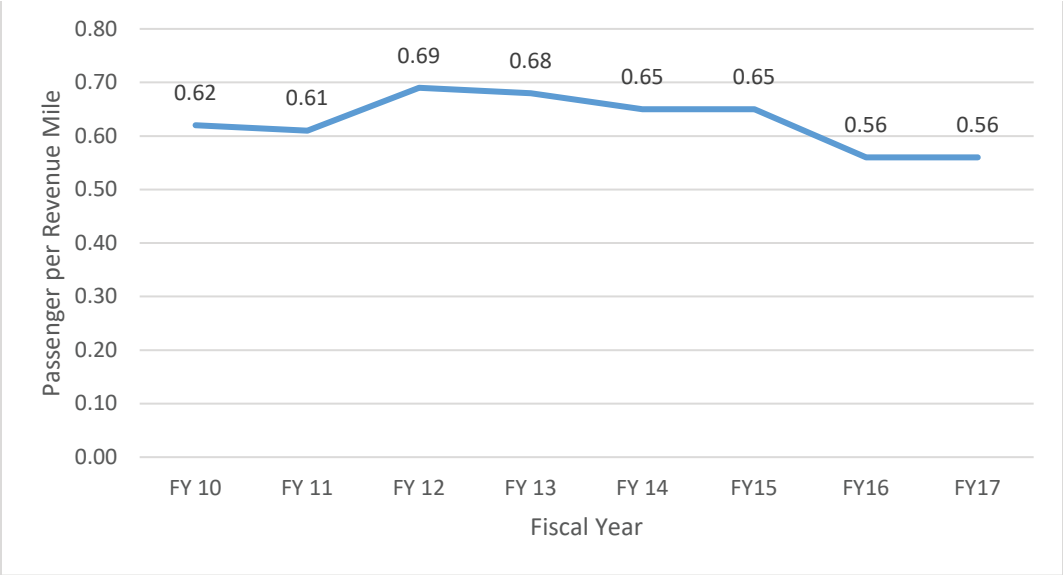


Figure 5.8 BRTA Passengers Per Revenue Mile



Demand Response Paratransit Services

Demand response paratransit services typically utilize small buses or vans on flexible routes, often serving people who cannot easily use fixed route service. The BRTA either provides or contracts for delivery the following paratransit services to elderly and to people with disabilities:

- Provides complementary paratransit transportation for seniors and people with disabilities as required under the Americans with Disabilities Act (ADA);

- In addition to complementary ADA paratransit services, the BRTA also provides to the same population a door-to-door chair-car service that is not connected with the fixed route bus system. This specialized service has a higher user-fee than the traditional ADA service, and is restricted to BRTA member communities;
- Provides discounted taxi trips for elderly or disabled;
- Provides vans to non-profit agencies like the Councils on Aging (COA), Soldier On etc. for the BRTA member communities to serve elderly or disabled persons within those communities. The agencies then have use of the vehicle when not delivering services on behalf of the BRTA;
- BRTA serves as a broker for Human Service Transportation under contracts with the Executive Office of Health and Human Services (EOHHS) for transportation originating within Berkshire County, but spanning the length of the Commonwealth with common destinations in Springfield, Worcester, and Boston.

BRTA Revenue and Expenditures

The pie charts below show the revenue and the expenditures for BRTA for fiscal year 2017. The largest share of revenue comes from the State Government (44%), followed by a slightly smaller share of Federal funding (32%) (See **Figure 5.9**). The next largest contributions come from fixed route fares and BRTA member agencies (local governments). The farebox recovery ratio of fixed route expense is approximately 14%. **Figure 5.10** shows BRTA expenditures.

Figure 5.9 – BRTA Revenue

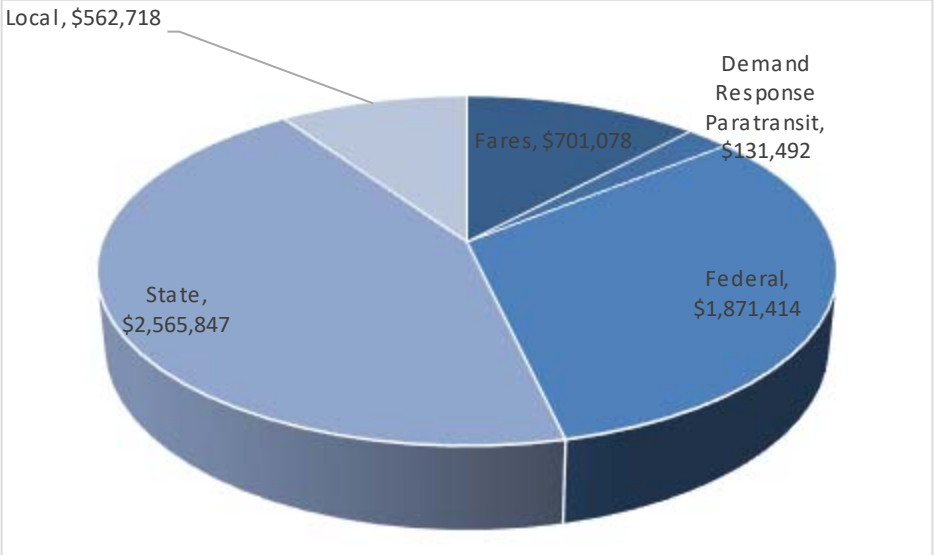
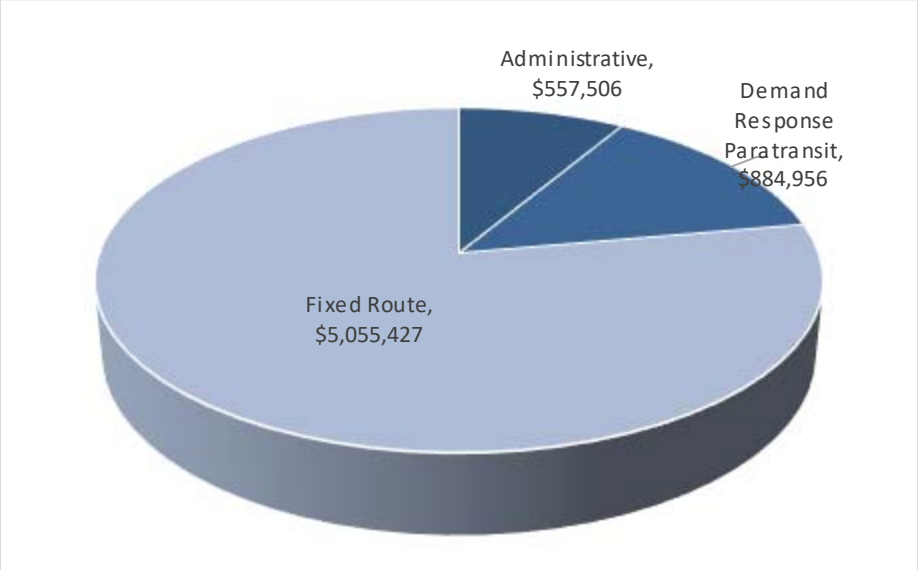


Figure 5.10 – BRTA Expenditures



Other Public Transportation Providers and Services

There are several other sources of public transportation in Berkshire County. The inventory of Transportation Providers in Berkshire County can be found at: http://www.berkshireplanning.org/reports-and-documents/berkshire-county-transportation-guide/

The Berkshire County Transportation Guide is a comprehensive list of transportation providers in Berkshire County. This transportation guide is intended to help everyone get around in Berkshire County and to encourage efficient use of existing resources. These services include:

- Services provided by Councils on Aging (COA) in Adams, Cheshire, Clarksburg, Dalton, Great Barrington, Lanesborough, Lee, Lenox, North Adams, Pittsfield, Savoy, Stockbridge, Tyringham, Washington, West Stockbridge, Williamstown, and Windsor;
- Public paratransit services provided by the Southern Berkshire Elderly Transportation Council (SBETC). SBETC is a non-profit agency based in Great Barrington which operates with vehicles provided by the BRTA and provides transportation services to elderly residents and persons with disability in nine southern Berkshire towns. SBETC receives operational funds from the BRTA for ADA trips provided in their respective communities.
- Intercity bus service to larger towns and cities, provided by Peter Pan/Greyhound Bus Lines;
- Taxi and limousine services;
- Chaircar services for people in need by private transportation service providers;
- Transportation for targeted populations provided by community and state agencies;
- On demand ride-sharing services provided by transportation network companies like Uber and Lyft.

Assessment of General Public Transportation Needs

In the process of updating the CHST plan an assessment of transportation service gaps in Berkshire County was performed for three demographic groups; seniors, persons with disabilities, and persons with low income. An assessment of transportation service gaps was done based on:

- available transportation services in Berkshire County;
- Berkshire County demographics;
- Social and economic characteristics of Berkshire County Communities.

As illustrated in **Map 5.19** seniors living in eight Berkshire County Communities; Becket, Clarksburg, Florida, Hancock, Mount Washington, Peru, Tyringham and Windsor don't have access to any public or human services transportation. There are significant transportation gaps for the seniors living in these eight communities. Seniors in these communities depend on their family members and friends to go to medical appointments or pay higher costs for transportation services provided by private taxis and ambulance services which are not subsidized.

Map 5.20 shows the transportation services available for persons with disabilities living in Berkshire County Communities. Persons with disabilities have access to transportation through BRTA paratransit services, and other public, private, and non-profit human services transportation. Every municipality has access to at least two providers.

Map 5.21 shows the transportation services available for persons with low income living in Berkshire County Communities. There are significant transportation service gaps for this demographic group in Berkshire County. As illustrated in **Map 5.21** persons with low income living in nineteen Berkshire County Communities (not served by BRTA fixed route service) do not have access to any public transportation. This demographic group tend to have reliance on public transportation as they don't own personal automobiles and cannot afford to pay higher cost for transportation services provided by private taxis.

Collectively, the series of figures on the preceding pages along with the data tables serve to illustrate the transportation service gaps within Berkshire County.

Table 1 lists statistics documenting Berkshire County's employment base and mobility by way of vehicle ownership per households.

Households with no vehicles depend highly on public transportation or friends that have a vehicle to get to employment or put in a day's work. This is a very important population group which we need to consider while developing a coordinated public transit plan.

In Berkshire County, 67.7% of households have one or more person working. Of this 67.7% households with one or more person working, 2.7% do not own any vehicle. North Adams

has the highest percentage, 5.2% of households with one or more person working, with no vehicle followed by Mount Washington (4.9%), and Florida (4.1%).

Four Berkshire County communities: North Adams, Pittsfield, Adams, and Stockbridge are below the county average median household income of $55,190. North Adams has the lowest median household income of $38,774 in Berkshire County. Twenty-two Berkshire County communities are below the Massachusetts state average median household income of $74,167.

Public Transportation Coordination Needs

Coordination of public transportation services in the region can help reach more individuals and improve service efficiency and sustainability. We know that there is unmet need for transportation, particularly in providing services for seniors and disabled individuals. Many of these individuals likely do not know about service offerings or are unaware of how to use them. Our service providers must place an emphasis on education, promotion, and reaching potential new users. Additionally, due to our aging population, it would be prudent to find ways to improve efficiency as potential demand for these services increases. Some potential coordination efforts that should be evaluated include:

- Centralized vehicle dispatch and call center
- Computerized route identification and optimization
- Explore coordination of transportation services with hospital scheduling
- Explore use of TNC service (Uber, Lyft, etc.) for medical appointments or other senior transportation needs, as well as potential subsidy thereof
- Develop a draft memorandum of understanding (MOU) between communities on transportation issues

Berkshire County Transit Priorities

The transit priorities for Berkshire County, identified in the CHST Plan are as follows:

- Modify/expand fixed route service to major employment centers similar to the circulator routes 12/14 in Pittsfield;
- Promote use of transit by workers with both traditional and non-traditional work schedules through provision of late night & weekend public transit services, provide travel training to increase access to existing transportation services;
- Improve fixed route service by partially reducing headways during peak periods, offering weekend hours and Sunday service;
- Expand service in underserved communities in Berkshire County and consider discounted fare cards for life sustaining medical treatment and those who do not qualify for MassHealth transportation;
- Expand services for seniors, disabled population, and veterans (assist nonprofit organizations with accessing operating costs to expand transportation services, provide travel trainings to increase access to existing transportation services);
- Reduce quantity and size of gaps in the transit needs: availability ratio (encourage smaller communities to join BRTA);

- Encourage recipients of customers to provide transportation subsidy, with special attention given to health care providers;
- Help coordinate social service public transportation providers (e.g. encourage COAs in smaller communities to share vehicles and resources, and regionalizing transportation system);
- Help public, private and nonprofit human services transportation providers to acquire and operate accessible taxis;
- Creating a resource for social service agencies to create affordable transportation for special events;
- Provide Spanish language translation and hearing/vision impaired resources for transportation services County-wide;
- Leverage Transportation Network Company (TNC's) to increase on-demand mobility (e.g. Uber and Lyft);
- Explore funding for Transportation Management Association (TMA);
- Explore the possibility of bike share kiosks and other alternate modes of transportation.

BRTA priorities

The priorities for BRTA as documented in the CHST plan are as follows:

- Local regional circulator loops served by minibuses with 30-minute headways (reduced from hourly service) within the three distinct areas of Berkshire County: North – centered around North Adams, Central- centered around Pittsfield, and South- centered around Great Barrington. The North and South regional areas would be interconnected via larger fixed route express buses to Pittsfield. Deviated service would be offered to reduce paratransit costs.
- Expand later evening service hours on Saturdays, implement service hours on Sundays, and expand later evening service hours during the workweek tied to increased state and federal funding levels.
- Transportation composed of three elements: a "spinal" fixed route service extending from Williamstown southward into Great Barrington; creation of micro transit hubs in each of eight municipalities along the route - Williamstown, North Adams, Adams, Pittsfield, Lenox, Lee, Stockbridge, and Great Barrington; and a unique first/last mile provision centered on public/private partnerships and digital on-demand reservation system.
- Creating the Berkshire County TMA will comprise stakeholders representing a broad base of constituencies throughout the county and will be tasked with furthering the concept for first/last mile provision toward execution.
- Small electric cutaway buses with the capacity to run for most of the day without a charge and satellite facilities in both North and South Berkshire County with a charging station for the electric small cutaway buses.

- Install solar collection panels at the Maintenance Facility on Downing Parkway to reduce BRTA's energy costs.

AIRPORTS

The Federal Aviation Administration (FAA), the agency responsible for regulating and overseeing civil aeronautics, provides airports with federal funding through the Airport Improvement Program (AIP). AIP grant projects fund improvements related to safety, capacity, security, and environmental concerns, and are at or associated with individual public-use airports. In order to receive funding through the AIP, an airport must meet the following criteria:

Publicly owned, or privately owned by designated by the FAA as a reliever, or privately owned but having scheduled service and as least 2,500 annual enplanements.

The Berkshire's has two publicly owned general aviation airports, the Pittsfield Municipal Airport (airport code PSF) in Pittsfield and the Harriman-and-West Airport (airport code AQW) in North Adams. The largest privately-owned airport in the Berkshires is the Walter J. Koladza Airport (airport code GBR) in Great Barrington (See **Map 5.22**).

For Berkshire County residents seeking international or domestic commercial air travel, the nearest major airports are located in Albany, Boston, or Hartford.

Pittsfield Municipal Airport

Existing Conditions

The Pittsfield Municipal Airport (PSF) is a general aviation airport owned and operated by the City of Pittsfield. Located in the southwestern portion of Pittsfield, the airport is mostly surrounded by forest and residential land. It was constructed in 1986 and currently provides business and causal travel access to the region via private and chartered flights. The airport has approximately 44 aircraft based on-site. It has two (2) runways (primary and secondary), each with an asphalt surface and both are over five-thousand (5,000) feet in length. Each runway has a 'Fair' condition rating and the only runway eligible for AIP funding is the primary runway. There are nine (9) hangars on the property. Two (2) are T-hangars – typically constructed for private aircraft at general aviation airports to maximize airplane storage space – and seven (7) are conventional hangars.[61] Pittsfield's latest Capital Improvement Plan (CIP)[62] identifies a number of improvement projects planned for the airport (listed in **Table 5.8**) over the next 5-years. The cumulative cost for these improvement projects is approximately $12,750,000.

Harriman-and-West Airport

Existing Conditions

The Harriman-and-West Airport (AQW), located in the western portion of North Adams off Route 2, is the only other public, general aviation airport in the county. The airport is

[61] MassDOT, Aeronautics Division. (2010). Massachusetts Statewide Airport System Plan: Technical Report. Massachusetts Department of Transportation: Aeronautics Division. (Link)
[62] Tyer, Linda. (2018). City of Pittsfield: Capital Improvement Plan FY19-FY23. (Link)

owned and operated by the City of North Adams. Two privately-owned businesses, one specializing in aerial photography and the other providing airplane mechanical and service maintenance, operate on the property. Thirty-one (31) aircraft are based at Harriman-and-West; three (3) are multi-engine planes, one (1) is a jet (which is also multi-engine), and the rest are single engine aircraft. The airport has seen approximately $30 million in investment over the last two decades, in-part resulting in entirely new pavement for the runway, taxiway, and aprons. The runway, runway 11-29, at Harriman-and-West is four-thousand three-hundred (4,300) feet long. The airport has seven (7) hangar buildings, one of which is the maintenance hangar for the maintenance company, for a maximum airplane storage capacity of twenty-eight (28) aircraft. At present, the airport's new administration building is under construction. A number of other projects are in the exploration phase, including a new restaurant (to be located in the administration building) and a 160,000 square foot art gallery and fine art storage project may eventually be developed on another section of the airport's grounds.

Walter J. Koladza Airport:

Existing Conditions

The Walter J. Koladza Airport (GBR) is located in the southwest portion of Great Barrington, directly off Egremont Plain Road (Route 71). The facility is privately owned, meaning it is not eligible to receive federal funding for improvements through the AIP. The airport functions primarily as a flight school, training prospective pilots for both private and commercial airline companies. There are currently fifty-seven (57) aircraft based on the grounds. Recent improvements include plans to install three (3) new, prefabricated metal hangars, expanding the airports capacity to house additional aircraft.

Table 5.8 – Regional Airport Improvement Projects

Airport	*Expansion/Improvement Projects*	*Estimated Cost ($)*
Pittsfield Municipal Airport (PSF) Pittsfield, MA	Environmental Assessment	$120,000
	New Terminal	$4,250,000
	Reconstruct Aircraft Parking Apron	$1,650,000
	Reconstruct Taxiway A	$5,500,000
	Airport Approach Lighting System	$600,000
	Snow Removal Equipment	$600,000
Harriman-and-West Airport (AQW) North Adams, MA	Combination airport administration and restaurant building design and construction	$3,500,000
Walter J. Koladza Airport (GBR) Great Barrington, MA	Hangar design & construction including improvements to new access road	$1,400,000
TOTAL		$17,620,000

Environmental Sustainability

The natural landscape and ecological diversity within Berkshire County set the region apart from other areas in the state. Approximately seventy-eight percent (78%) of the county, or

about 474,730 acres, is blanketed in forest, including many large contiguous areas. Of the county's 946 square miles, 342 square miles are protected lands, both working and preserved. As one of the most ecologically diverse and intact natural landscapes in the state, Berkshire County is home to more than 150 state-listed endangered, threatened, or species of special concern. Conservation efforts have aided natural land protection in the county and particular conservation emphasis has been placed on preserving several key functional uses and values present in open lands including; drinking water protection, habitat protection, recreational opportunities and agriculture.

Resilience to Climate Change & Environmental Sustainability

Apart from its environmental significance, the regions windfall in natural resources helps fuel the local travel and tourism economy and sustain local industries that develop natural resources from mining, agriculture, and forestry operations. The transportation system has a reciprocal relationship with the natural environmental as it both impacts and is impacted by the surrounding landscape and climate. The natural surroundings and bucolic character define the Berkshires' sense of place and the importance of these features cannot be overstated as a part of our economic sustainability.

The following section will outline specific areas of environmental consideration within the Berkshires as they overlap with the transportation network. These include reducing greenhouse gas (GHG) emissions, implementing sustainable stormwater management, reducing wildlife-vehicle collisions, and upgrading road-stream crossings to meet the Massachusetts River and Stream Crossing Standards in order to minimize ecological impacts and enhance resilience to climate change. The following analysis will attempt to relate environmental considerations to capital projects and/or plan implementation policies that move the Berkshires closer to attaining sustainability and climate change resilience objectives.

Linking Transportation and Climate Change

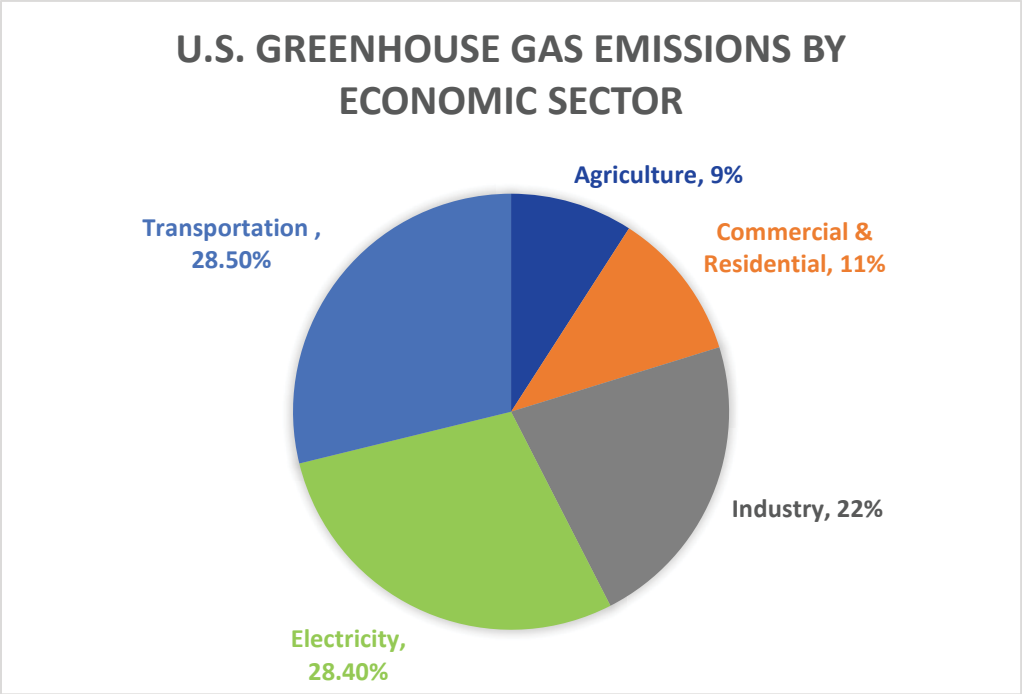
The transportation sector exerts enormous influence on the natural environment and is a major contributor to climate change. As the single largest source of greenhouse gas (GHG) emissions nationwide,[63] promoting energy efficiency and alternative fuel sources, diversifying transportation modes, and steering away from sprawl-type development are critical to preserving the natural environment on regional and national scales. Moreover, the long-term ability of the transportation system to deliver access to goods and services, and to positively coexist with the natural environment, will be determined by how well our roadway infrastructure accounts for ecological health and projected climate change impacts.

To establish context, climate refers to the measure of the long-term regional or global average temperature, humidity, and rainfall patterns throughout the year and over various timescales. Climate change refers to a long-term shift in these averages and the current shift is trending toward more warming. The primary drivers of change are attributable to human activities that result in the production of GHG's including carbon dioxide (CO_2),

[63] EPA. (2016) Sources of Greenhouse Gas Emissions. (Link)

nitrous oxide (N_2O), methane (CH_4), and fluorinated gases including chlorofluorocarbons and hydrofluorocarbons. The U.S. transportation sector recently overtook electricity production as the largest contributor to GHG emissions, accounting for 28.5% of the country's total GHG emissions in 2016 (See **Figure 5.11**).[64] Over 90% of the fuel used for transportation is petroleum based, including gasoline and diesel, commonly used to power our cars, trucks, ships, trains, and planes. Within the sector, light-duty vehicles including passenger cars and light-duty trucks account for 60% of all GHG emissions (the largest), trailed by medium- and heavy-duty trucks, accounting for 23% of GHG emissions.[65] In the Berkshires, an inventory of GHG emissions reveals that driving habits are the single greatest source of emissions (totaling 39%), followed by electricity (totaling 28%). Fossil fuels used to power vehicles in the Berkshires emit 0.75 million tons of CO_2 equivalents into the atmosphere each year. Broken down by fuel source, 93% of these emissions come from gasoline powered vehicles and the remaining 7% comes from diesel powered vehicles.[66]

Figure 5.11 – U.S. Greenhouse Gas Emissions by Economic Sector



Climate change is expected to usher in stronger and more frequent natural weather events, resulting in hotter heat waves, drier droughts, bigger storm surges, and wetter rain storms. Impacts of climate change projected for the Berkshires include warmer temperatures, less snow pack and ice retention, and cycles of subsequent drought and

[64] https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions
[65] https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100USI5.pdf
[66] Sustainable Berkshires: Executive Summary. (2014). Berkshire Regional Planning Commission. (Link)

flooding. As a result, storm severity is projected to increase along with the frequency and severity of heat waves. These changes have further implications, shifting and altering the distribution of natural plant and animal habitats. As previously mentioned, the transportation network plays a fundamental role in driving environmental changes brought about by climate change.

Metropolitan Planning Organizations and the Global Warming Solutions Act

In August 2008, the Massachusetts legislature signed into law the Global Warming Solutions Act (GWSA), making the Commonwealth among the first in the nation to push ahead with a comprehensive regulatory program to address climate change. The GWSA requires statewide GHG emissions reductions using 1990 levels as a baseline. The act calls for a reduction of GHG emissions by 25% by 2020 and an 80% reduction by 2050 based on 1990 levels. The GWSA further requires the Office of Energy and Environmental Affairs (EEA) to produce a plan for achieving the 2020 and 2050 targets. The plan, known as the Clean Energy and Climate Plan, is updated once every 5-years and outlines specific actions undertaken by the state to ensure a reasonable likelihood of meeting reduction targets.

Across the Commonwealth, thirteen metropolitan planning organizations (MPOs) are working to achieve the GHG emissions reductions mandated under the GWSA. The MPOs work collaboratively with MassDOT and other agencies to develop common transportation goals, policies, and projects that will help to reduce GHG emissions levels statewide. For example, one of the programs in the CECP is MassDOT's sustainability initiative known as GreenDOT. GreenDOT policy goals were developed in accordance with the GWSA, and calls for the following:

- Reduced greenhouse gas (GHG) emissions;
- Promote the healthy transportation modes of walking, bicycling, and public transit;
- Support smart growth development.
- The Berkshire MPO shares in these goals and is working to meet the specific requirements of the
  GWSA regulation – GWSA requirements for the transportation sector and MassDOT (310 CMR 60.05). The purpose of this regulation is to assist the Commonwealth in achieving their adopted GHG emissions reduction goals by:
- Requiring MassDOT to demonstrate that its GHG reduction targets are achieved;
- Requiring each MPO to evaluate and track the GHG emissions and impacts of its RTP and TIP; and
- Requiring each MPO, in consultation with MassDOT, to develop and utilize procedures to prioritize and select projects in its RTP and TIP based on factors that include GHG emissions.

Meeting the requirements of this regulation are achieved through the transportation goals and policies contained in the 2020 Regional Transportation Plan, the major projects planned in the RTP, and the mix of new transportation projects that are programmed and implemented through the Transportation Improvement Program (TIP). The GHG tracking

and evaluation processes enable MPO's to identify the anticipated emissions of planned and programmed projects, and also use GHG impacts as criterion in prioritizing transportation projects. This approach by the MPO is consistent with the greenhouse gas reduction policies of promoting healthy transportation modes through prioritizing and programming an appropriate balance of roadway, transit, bicycle and pedestrian investments; as well as supporting smart growth development patterns through the creation of a balanced multi-modal transportation system. All of the MPOs and MassDOT are working toward reducing greenhouse gases with plans, actions, and strategies that include:

- Reducing emissions from construction and operations;
- Using more fuel-efficient fleets;
- Implementing and expanding travel demand management programs;
- Encouraging eco-driving;
- Providing mitigation for development projects;
- Improving pedestrian, bicycle, and public transit infrastructure and operations (healthy transportation); and
- Investing in higher density, mixed use, and transit-oriented developments (smart growth).

Regional GHG Tracking & Evaluation in RTP's:

Working together, MassDOT and the MPOs have attained the following milestones:

- Modeling and long-range statewide projections for GHG emissions resulting from the transportation sector for use before final RTP endorsement. Using the statewide travel demand model for the non-Boston portion of the state, GHG emissions will be projected for 2020 no-build and build conditions, and for 2040 no-build and build conditions. The results of this modeling will be available before the endorsement of this RTP and the MPO staff will present on the results to the MPO membership before a vote on endorsement.
- The Berkshire MPO includes GHG emission reduction projections in the RTP, along with a discussion of climate change and a statement of MPO support for reducing GHG emissions as a regional goal.

MassDOT, using its statewide travel demand model, will provide the Berkshire MPO with statewide estimates of CO_2 emissions resulting from the collective list of all recommended projects in all the Massachusetts RTP's combined (and supplemented by CO_2 emission reduction results for smaller, "off-model" projects supplied by the MPO). Emissions are estimated using the 2014 MOVES model and incorporate the latest planning assumptions including updated socioeconomic projections for the Commonwealth. The project mix from this RTP modeled for both 2020 and 2040 using an Action (Build) vs. Baseline (No-Build) analysis to determine the CO_2 emissions attributed to the MPO's mix of projects and smart-growth land use assumptions is expected to show a neutral shift toward meeting the

statewide greenhouse gas emissions reduction goal of 25 percent below 1990 levels by the year 2020, and 80 percent below 1990 levels by 2050. The reason for the anticipated neutral shift is that early indicators have shown that major infrastructure projects do not significantly change GHG emission levels. Working closely with MassDOT, the Berkshire MPO continues to make efforts toward progress through planning activities to meet the GHG reductions targets and complying with the requirements of the GWSA. As part of this activity, the MPO will provide further public information on the topic and will continue to advocate for steps needed to accomplish the MPO's and Commonwealth's goals for greenhouse gas reductions.

Reducing Greenhouse Gas Emissions

In the Berkshires, rural terrain, long distances between municipal centers, and the overall limited access to convenient public transportation has many of us driving in our own vehicles to access jobs, education, goods and services. Driving habits in the Berkshires contribute 39% of the county's total share of CO_2 emissions. Refer to **Figure 5.2** to see that annual vehicle miles travel (VMT) by Berkshire residents has increased over the past two decades, even as the total number of residents continues to decline.

The calculation to determine CO_2 emissions from transportation activities is straightforward. In order to calculate the CO_2 emissions value, divide the total number of vehicle miles traveled for each type of fuel (gasoline or diesel) vehicle by their corresponding average fuel efficiencies to derive the total number of gallons of each fuel used annually in the region. The number of gallons is then multiplied by the CO_2 emissions factors for each fuel type to yield the total emissions from travel in the Berkshires. Transportation emissions reductions can be achieved through a combination of investing in non-auto transportation options to reduce VMT and continuing to raise the average miles-per-gallon (mpg) of vehicles in the fleet.

Acknowledging the ambitious goals outlined by the Massachusetts Global Warming Solutions Act (GWSA), along with the reality that the transportation sector statewide emits more GHG emissions than any other sector, underscores the importance of taking steps to decarbonize the transportation sector. To further reduce GHG emissions and advance sustainable transportation technology, Massachusetts joined the multi-state Zero-Emission Vehicle (ZEV) Task Force. The multi-state ZEV Program Implementation Task Force formed in 2013 when the governors of eight states (California, Connecticut, Maryland, Massachusetts, New York, Oregon, Rhode Island, and Vermont) signed a Memorandum of Understanding (MOU) committing to coordinated action to support successful implementation of state ZEV programs. Originally aspiring to implement a plan to deploy 3.3 million zero-emission vehicles across the U.S. by 2025, a recent 2018 update to the Multi-State ZEV Action Plan calls for implementing five million ZEVs by 2030.[67]

[67] Zero Emission Vehicle Task Force. (2018). Multi-State ZEV Action Plan: Accelerating the Adoption of Zero Emission Vehicles, 2018-2021. ZEV Implementation Task Force. https://www.mass.gov/files/documents/2018/06/21/zevplan18_0.pdf

Climate Change Adaptation and Natural Hazard Mitigation

Equally as important as reducing GHG emissions are taking steps to prepare for and accommodate the impacts of climate change. The former refers to building resilience while the latter refers to enhancing adaptative capacities. These terms have become integral to the nomenclature among academics and climate scientists working to solve climate related impacts. As such, the definitions of the terms vary slightly depending on the perspective of the organization or institution employing them.

A working definition of resilience, in the context of climate change, is the "capacity of social, economic, or environmental systems to cope with a hazardous event or trend or disturbance, responding or reorganizing in ways that maintain their essential function, identify, and structure, while also maintaining the capacity for adaptation, learning, and transformation," (IPCC, 5: 2014). Climate adaptation refers to the "The process of adjustment to actual or expected climate and its effects. In human systems, adaptation seeks to moderate or avoid harm or exploit beneficial opportunities," (IPCC, 5: 2014).[68] Often, the approaches taken to achieve resilience or adaptation are complimentary and, in some cases, particular actions can achieve both outcomes.

Massachusetts has been engaged in a variety of efforts to prepare the Commonwealth for climate impacts to the region. The Commonwealth recently published a 2018 State Hazard Mitigation and Climate Adaptation Plan (SHMCAP) – an innovative first-of-its-kind statewide plan that fully integrates a traditional hazard mitigation plan with a climate change adaptation plan. The 2018 SHMCAP expands on previous planning efforts and accounts for projected changes in precipitation, temperature, sea level rise, and extreme weather events to position the region to successfully reduce the risks associated with natural hazards and effects of climate change. The plan further evaluates the Commonwealth's existing capabilities to implement hazard mitigation and climate adaptation activities on a statewide level, and present agency-specific analyses of State's capacity to adapt to changing hazards and climate conditions over time. The plan puts forth a strategy to tackle risks and vulnerabilities exposed by natural hazards and climate change impacts in five key sectors – population, governments, built environment, natural resources and environment, and economy – and incorporates the best scientific data available to more accurately and comprehensively assess these natural hazard and climate change threats.

Stormwater Management

Another less obvious way the transportation system impacts the natural environment relates to the conveyance of stormwater and non-point source pollution. The impervious surfaces comprising our roads prevents stormwater from naturally percolating into the ground where it falls. Therefore, it must be channeled into storm drains that ultimately connect to outfalls where the water is discharged into rivers and streams. As stormwater flows across impervious roads, it picks up sediment, oil and grease, road deicers (salt and sand), metals, herbicides, and litter. These can be thought of as non-point source

[68] IPCC Working Group II. (2014). Climate Change 2014: Impacts, Adaptation, and Vulnerability – Part A: Global & Sectoral Aspects. Intergovernmental Panel on Climate Change. Fifth Assessment Report. https://www.ipcc.ch/site/assets/uploads/2018/02/WGIIAR5-PartA_FINAL.pdf

pollutants, as their source cannot be immediately pointed to and identified. In the Berkshires, the vast majority of roads have been designed to shed water as quickly as possible.

The EPA, under the authority of the federal Clean Water Act (CWA), established rules and regulations that apply to census defined urban areas to limit the adverse impact of stormwater/run-off pollution. Communities that fall within the Pittsfield Urbanized Area as defined by the 2010 Census are subject to MS4 small community permitting requirements (See **Map 5.23**). The upcoming 2020 Census may slightly alter which Berkshire communities are subject to the MS4 requirements, however this will not happen before the expiration of current permits.

An MS4 is a conveyance or system of conveyances that is:

- Owned by a state, city, town, village, or other public entity that discharges to waters of the U.S.,
- Designed or used to collect or convey stormwater (i.e., storm drains, pipes, ditches),
- Not a combined sewer, and
- Not part of a sewage treatment plan, or publicly owned treatment works (POTW)[69]

The National Pollution Discharge Elimination System (NPDES) permit program regulates the discharge of stormwater from each community to improve the quality of stormwater runoff. Overall the last several decades, phases of the Clean Water Act have been enacted to assure the continuation of efforts to preserve clean water and prevent harmful pollutants from entering our waterways. The NPDES permits and requirements have evolved since the first phase of regulations were promulgated in 1990. Phase I requires medium and large cities or certain counties with a population of 100,000 or more to obtain NPDES permit coverage for their stormwater discharges. The NPDES Phase II, issued in 1999, requires regulated MS4s in urbanized areas, along with small MS4s outside of the urbanized areas that are designated by the permitting authority, to obtain NPDES permit coverage for their stormwater discharges. Phase II further requires MS4 communities to develop and implement Best Management Practices (BMP's) that satisfy the following six minimum control measures:

- Public education and outreach
- Public involvement
- Illicit discharge detection and elimination
- Construction site runoff control
- Post construction runoff control
- Pollution prevention/good housekeeping

[69] Environmental Protection Agency. (2018). National Pollutant Discharge Elimination System (NPDES): Stormwater Discharges from Municipal Sources. EPA. https://www.epa.gov/npdes/stormwater-discharges-municipal-sources

Berkshire communities subject to the MS4 requirements include Adams, Cheshire, Lanesborough, Dalton, and Pittsfield. Those that are exempt from the requirements include Hinsdale, Lenox, North Adams, and Richmond. Successfully implementing these BMP's requires detailed knowledge of the location, function, and condition of municipal storm drainage infrastructure – storm drains, manholes, catch basins, and outfall pipes – as well as the receiving waters.

Since the MS4 program is required under NPDES for small communities in urbanized areas, municipalities in the Berkshires subject to the requirements should explore sharing equipment and services that facilitate implementation of BMPs.

MS4 Municipal Assistance Grant Program

In 2018, BRPC received a $50,000 grant from the Massachusetts Department of Environmental Protection targeted toward expanding efforts of eligible entities to meet MS4 requirements and reduce stormwater pollution through coordinated partnerships that emphasize resource sharing. The project employed a regional approach toward meeting Illicit Discharge Detection and Elimination requirements. BRPC partnered with the Housatonic Valley Association, Berkshire Environmental Action Team (BEAT), and the Hoosic River Watershed Association (HooWRA) to provide assistance to all five regulated communities in the Berkshires. The project approach employed the regional watershed associations in recruiting and training volunteers to collect outfall data using an ArcCollector app in the field and generate NPDES compliant maps that are readily accessible to multiple municipal departments via an online transfer. The project approach focused on streamlining efforts, utilizing cost effective measures, and creating accessible products.

After collecting, digitizing, and organizing the data into a common format, the data was posted online in ArcGIS and shared with BEAT to use within the stormwater outfall field collection app. A version of ArcCollector for ArcGIS developed by BEAT was used to swiftly and accurately collect stormwater outfall data. This smartphone app, available for both iPhone and Android, expedites the traditional paper and GPS data collection method. Data collected in the field is wirelessly transmitted to an ArcOnline cloud account in real-time. The data fields included in the app are unique ID, latitude, longitude, flow, material, condition, color of flow, smell of outfall, turbidity, floatable, vegetation type, animal or fish, and description. These data fields originated after consultation with the City of Pittsfield and reviewing similar projects for best management practices. Maps were created in a manner which allows for the integration of new data layers and for updating data as new information becomes available.

BRPC then created "municipally owned/official" in which all the data collected in the field display as an interactive map on an AcrOnline account. Maps were then shared with municipalities, allowing officials, among other things, to click on any of the point features to bring up the attribute table and a photo of the outfall. Municipalities that desire can elect to restrict access to the online format by requiring a municipal password to login and view the maps. This allows the appropriate municipal departments to view and use the data without requiring specific software or technical expertise. The result is a user-friendly tool

that can be used by municipalities to identify, track, and monitor stormwater infrastructure assets.

This approach could be utilized by other communities, watershed associations and regional planning commissions. In the absence of grant funding, municipalities could enter into a joint contract with a watershed association/regional planning commission. This method provides cost savings through increased efficiency, fewer mobilizations, and a wider distribution for recruitment of volunteers.

The Berkshire Wildlife Linkage

The Berkshire Wildlife Linkage of western Massachusetts connects the vast forests of the Green Mountains in Vermont to the rolling Hudson Highlands in New York. In Massachusetts, ninety (90) miles of the Appalachian Trail pass through seven (7) large parks where people and wildlife traverse the landscape. Within the Berkshire Wildlife Linkage, The Nature Conservancy and the Critical Linkages Project are operating to preserve and restore connections between land fragmented by roads and development. Our state's portion of the Appalachian Trial crosses more than forty (40) roads alone.[70] The Critical Linkages project is based on the Conservation Assessment and Prioritization System (CAPS) which produces an ecosystem based 'coarse-filter' assessment of ecological integrity for all ecological communities across the landscape. CAPS can be used to prioritize biodiverse areas for conservation and holistically considers ecological systems rather than prioritizing a focal species. Critical Linkages varies slightly from CAPS by prioritizing connectivity and analyzing it from two different vantages – local and regional connectivity.[71]

Just as people depend on connected roads, sidewalks, and bike trails that allow easy, convenient access from origin to destination, wildlife also depend on connected pathways for migration and reproduction. Connectivity can be viewed from multiple scales and is significant both locally and regionally. At a local scale, animals must be able to move around within their home ranges in order to access resources and disperse to new, untapped areas. Regionally, connectivity is important because it allows animals to shift or expand their ranges over multiple generations. This is especially pertinent as climate change is likely to turn formerly suitable landscapes into unsuitable territory for many native species. Based on the Critical Linkages data, wildlife passage structures should be considered at priority linkages (See **Map 5.24**).

Maintaining Culvert Conditions

Updated Massachusetts River & Stream Crossing Standards

In 2000, a small startup grant from the Massachusetts Watershed Initiative helped establish the River and Stream Continuity Project – an effort by a group of dedicated individuals from different agencies and organizations to address the impact of road-stream crossings on fish and other aquatic organism movement. These efforts have greatly expanded information about fish and wildlife passage requirements and, among other milestones,

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[70] The Nature Conservancy. The Berkshire Wildlife Linkage: A Corridor for Wildlife and People. (Link)

[71] McGarigal, K., *et al*. (2013) *Critical Linkages Phase II: A Strategic Assessment of Increasing Regional Connectivity in Massachusetts Via the Installation of Wildlife Passage Structures*. Landscape Ecology Lab, Department of Environmental Conservation, University of Massachusetts, Amherst. (Link)

led to the development of the Massachusetts River and Stream Crossing Standards. These standards are intended to supplement sound engineering design of bridges and culverts, integrating an ecological component into project designs.

Technical guidance on the River and Stream Crossing Standards was published in 2004, and the Army Corps adopted the standards in 2005 for Programmatic General Permits. In 2008, MassDEP amended the Water Quality Certification Regulations to require new subdivision projects to meet the Stream Crossing Standards. Further, the Wetlands Protection Act (310 CMR 10.00, June 2014) requires new crossings to meet the standards and all replacement crossings to meet the standards to the maximum extent practical.[72] These standards enumerate key river and stream crossing characteristics that reduce impediments to the movement of fish and other wildlife that require near or instream passage.

The crossing standards are based on six important variables including, type of crossing, embedment, crossing span, openness, substrate, and water depth and velocity. The standards provide general guidance and optimum guidance for three (3) of the six (6) variables. The guidance is as follows:

Type of Crossing:

General: Spans (bridges, 3-sided box culverts, open-bottom culverts or arches) are strongly preferred.

Optimum: Use a bridge.

Embedment:

All culverts should be embedded (sunk into stream) a minimum of 2 feet, and round pipe culverts at least 25%.

If pipe culverts cannot be embedded this deep, then they should not be used.

When embedment material includes elements >15 inches in diameter, embedment depths should be at least twice the D84 (particle width larger than 84% of particles) of the embedment material.

Crossing Span:

General: Spans channel width (a minimum of 1.2 times the bankfull width of the stream)

Optimum: Spans the streambed and banks (at least 1.2 times bankfull width) with sufficient headroom to provide dry passage for wildlife.

Openness:

[72] Massachusetts Department of Ecological Restoration. 2012. Massachusetts Stream Crossings Handbook

General: Openness ration (cross-sectional area/crossing length) of at least 0.82 feet (0.25 meters) The crossing should be high and wide relative to its length.

Optimum: Openness ratio of at least 1.64 feet (0.5 meters) and minimum height of 6 feet. If conditions significantly reduce wildlife passage near a crossing (e.g., steep embankments, high traffic volumes, and physical barriers), maintain a minimum height of 8 feet (2.4 meters) and openness ratio of 2.46 feet (0.75 meters)

Substrate:

Natural bottom substrate should be used within the crossing and it should match the upstream and downstream substrates. The substrate and design should resist displacement during floods and maintain an appropriate bottom during normal flows.

Water Depth and Velocity:

Water depths and velocities are comparable to those found in the natural channel at a variety of flows.

It should be noted that while the updated crossing standards account for ecological health and ensure infrastructural resilience and adaptability to climate change, they are costly to implement. Culvert structures are often much more simplistic than engineered spans (bridges). However, the new design standards promulgated by the crossing standards inherently require more material, planning, and regulatory approval. This places enormous financial burden on most municipalities hoping to replace existing culverts to meet the updated standards.

In recognition of these additional cost, the Division of Ecological Restoration created the Culvert Replacement Municipal Assistance Grant Program, which has a total pool of funding amounting to $750,000, with typical award amounts ranging from $25,000 to $200,000 per project. Unfortunately, this amount of funding typically covers only a portion of the project, leaving municipalities to cover the rest. Other, less costly options are available in order to preserve existing structures, such as the technique of slip lining. This technique, often characterized by inserting a new, smaller piece of pipe into the larger piece, may extend the life of the asset but does little to enhance ecological or adaptive properties. It’s a band-aid solution. Naturally, this plan advocates for additional funding through the culvert replacement grant, especially as both state and regional environmental priorities emphasize habitat connectivity and planning for climate change.

Map 5.1 Road Jurisdiction

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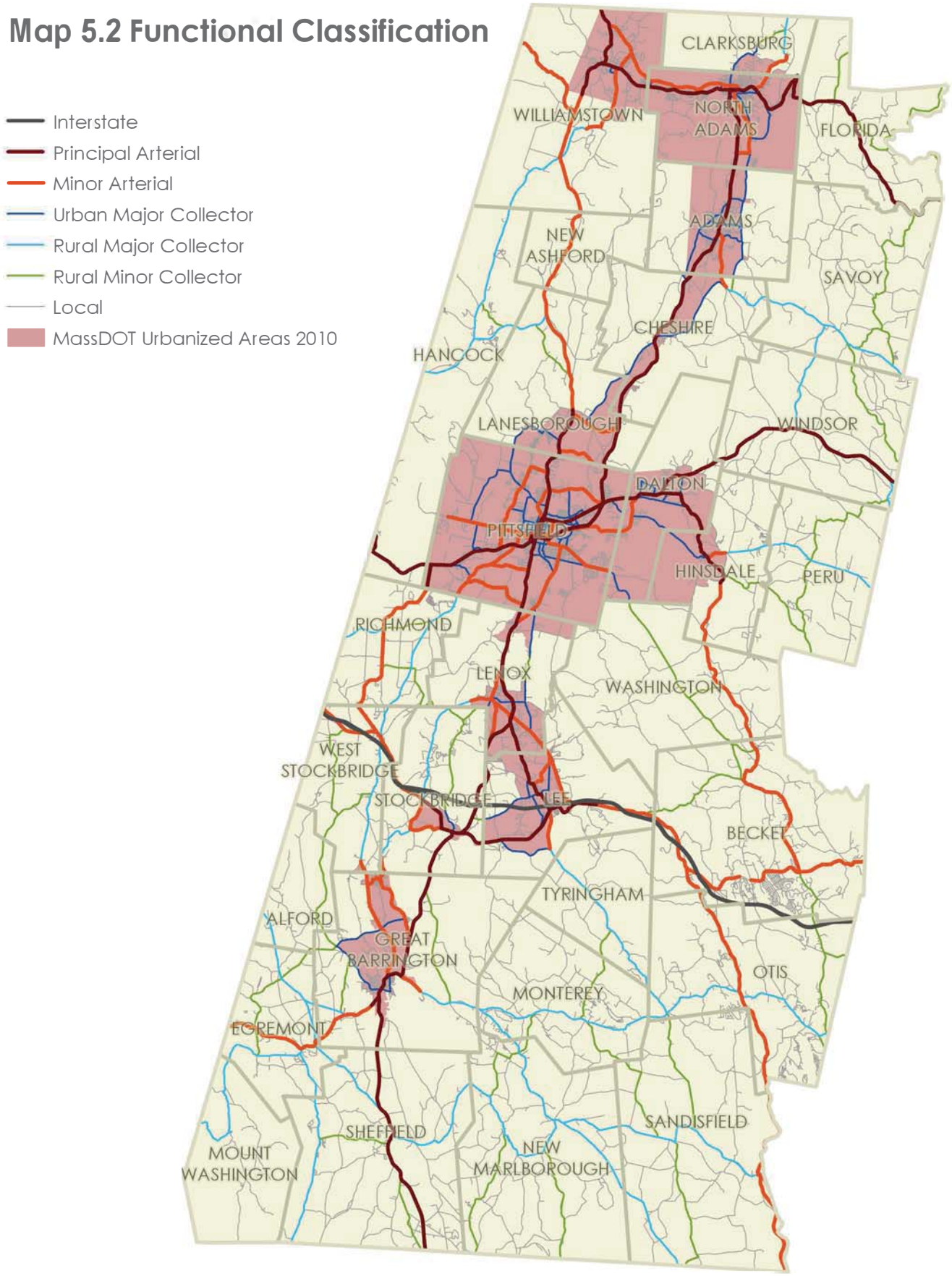
Map 5.2 Functional Classification



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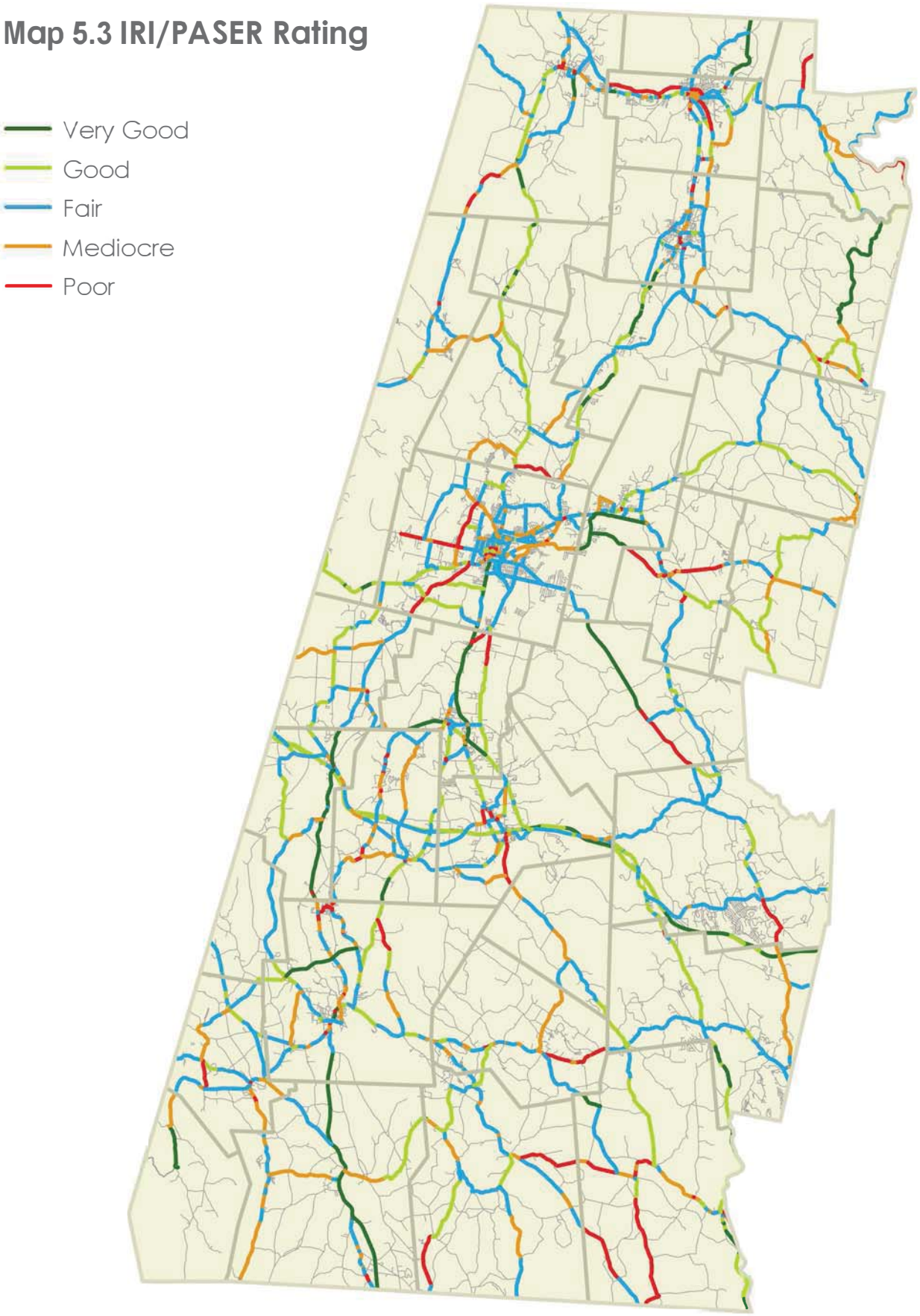
Map 5.3 IRI/PASER Rating



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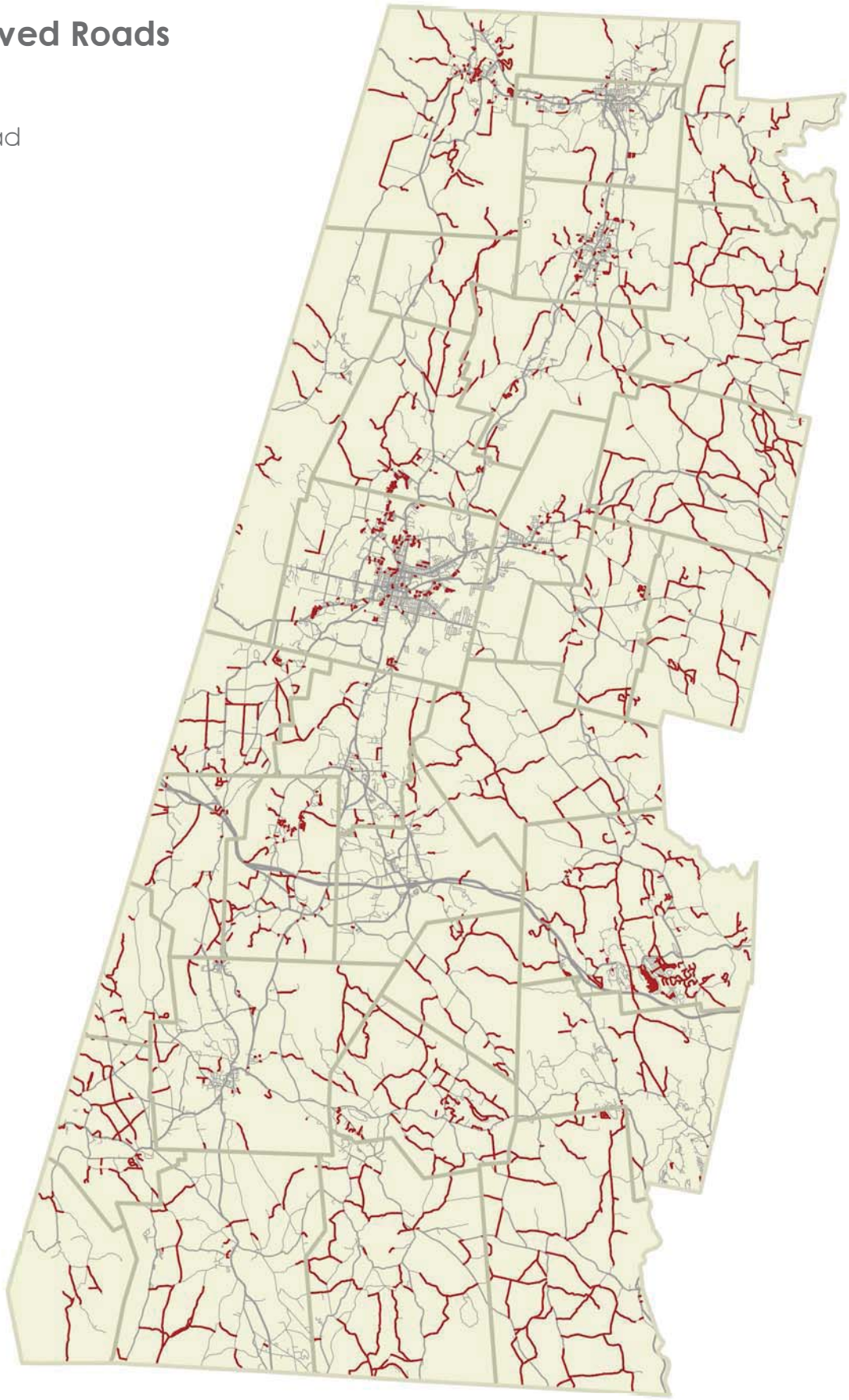
Map 5.4 Unpaved Roads

Unpaved Road



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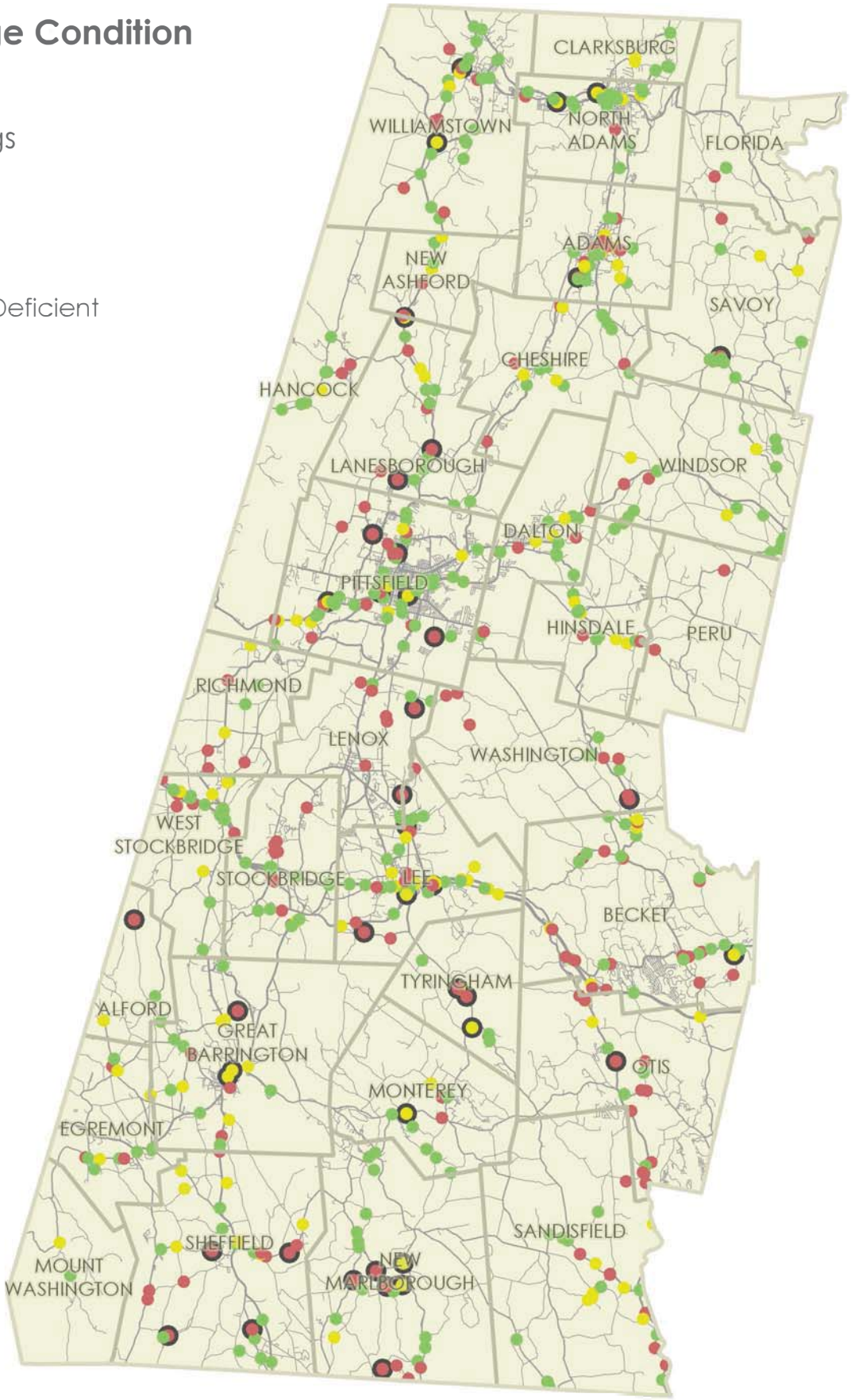
Map 5.5 Bridge Condition

AASHTO Ratings

- ≤50
- 51-75
- 75+
- Structurally Deficient



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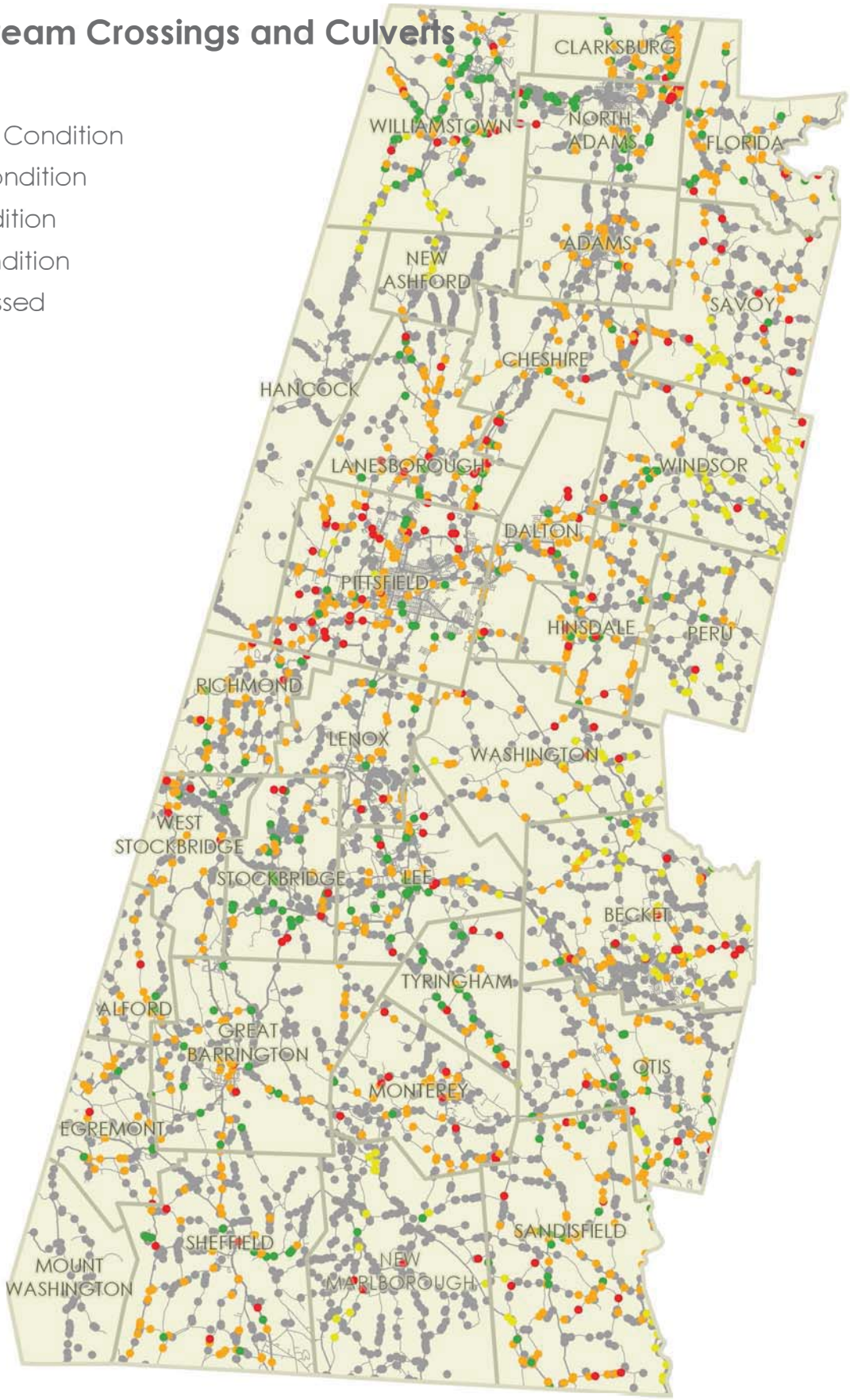
Map 5.6 Stream Crossings and Culverts

- Excellent Condition
- Good Condition
- Fair Condition
- Poor Condition
- Not Assessed



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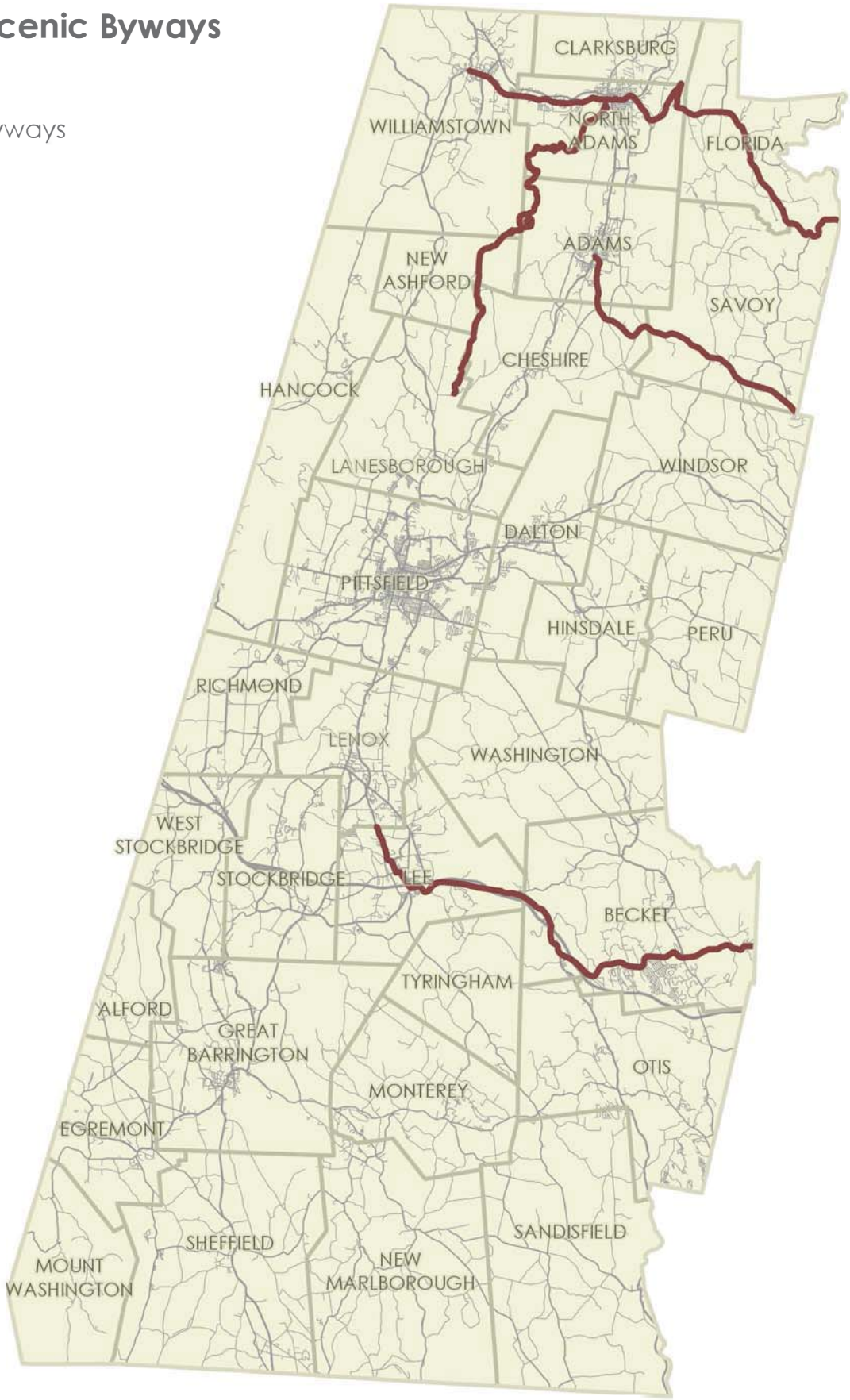
Map 5.7 Scenic Byways

Scenic Byways



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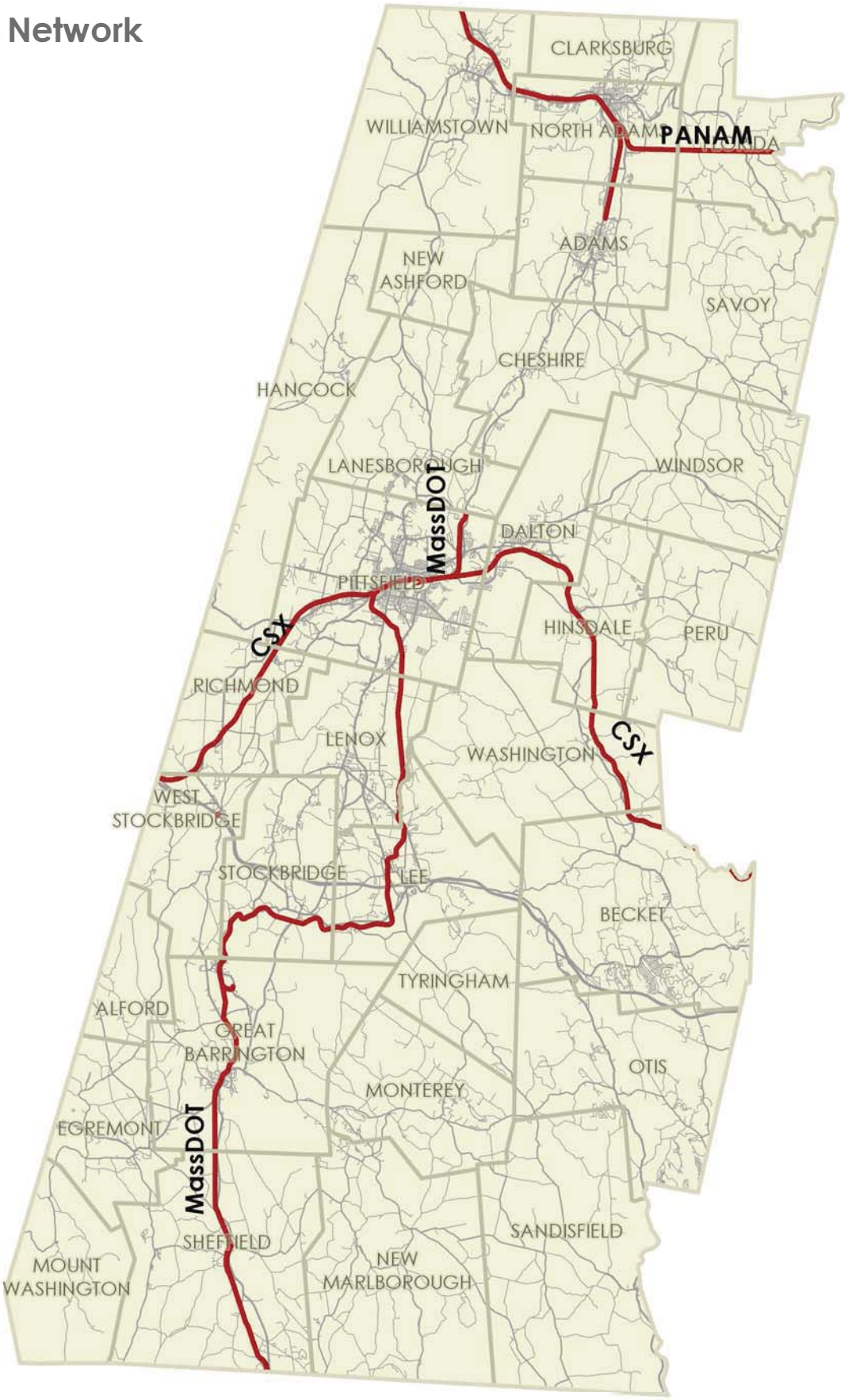
Map 5.8 Rail Network

Railroad



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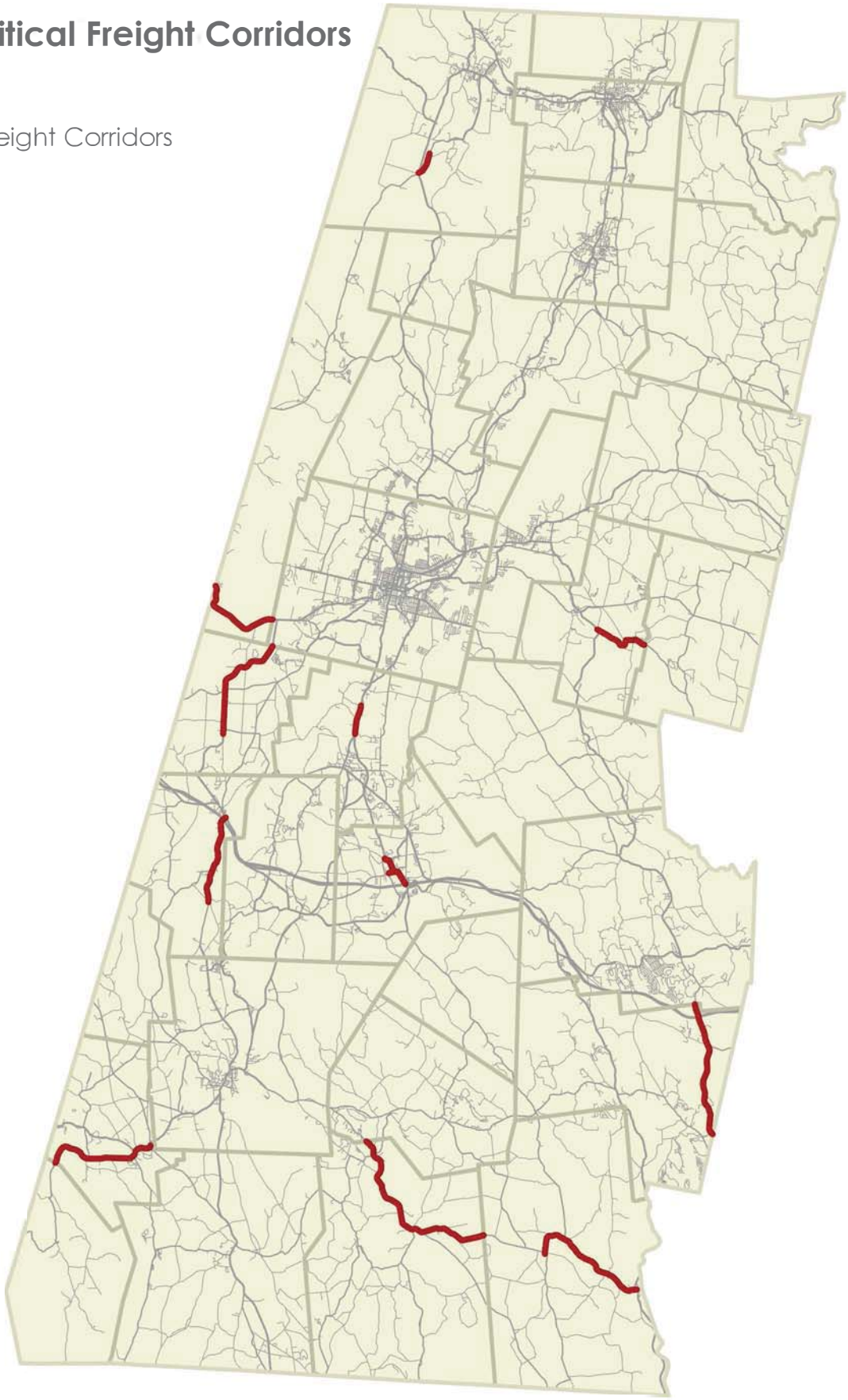
Map 5.9 Critical Freight Corridors



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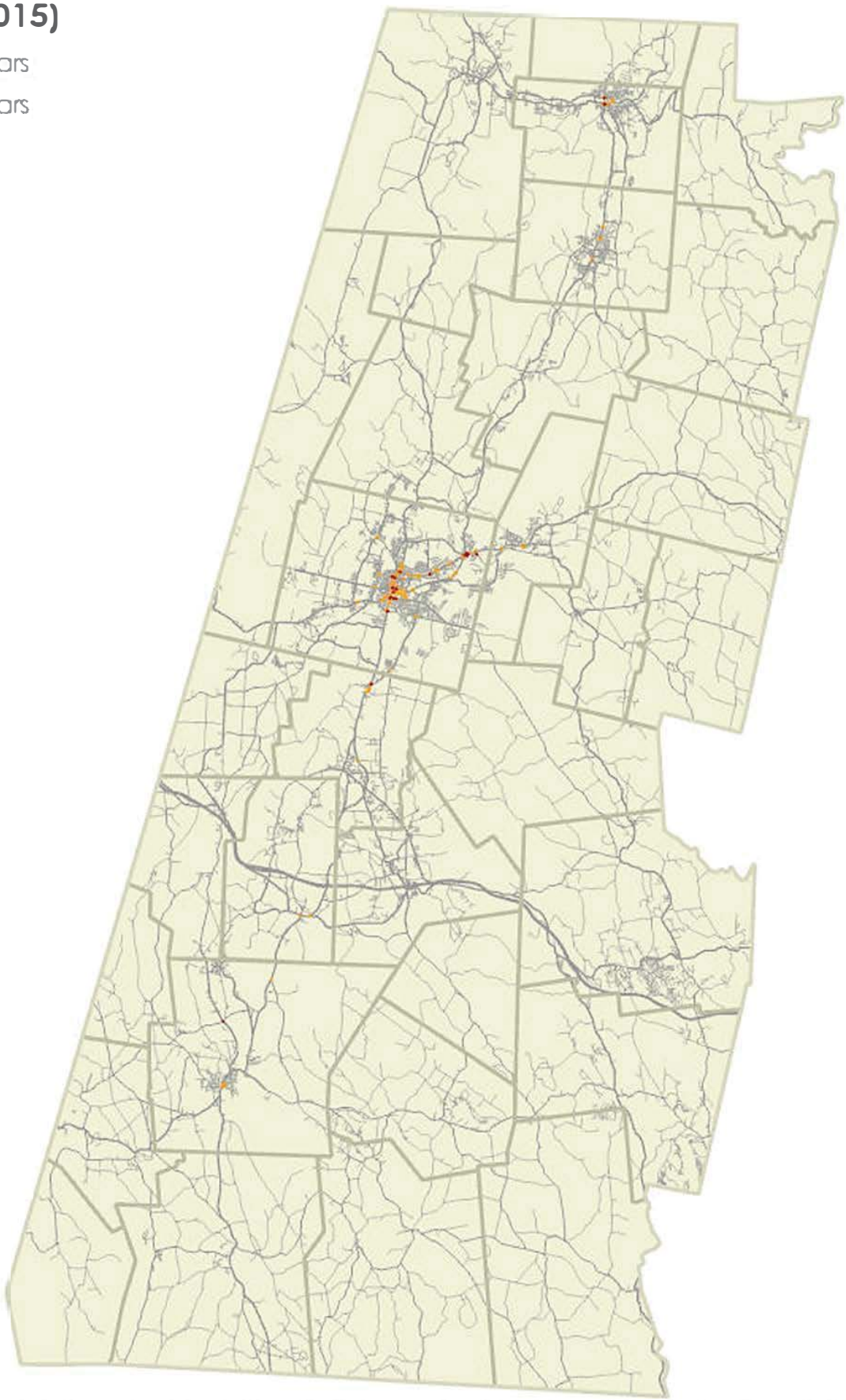
Map 5.10 HSIP Eligible Crash Clusters (2007-2009, 2010-2012, 2013-2015)

2 years

3 years



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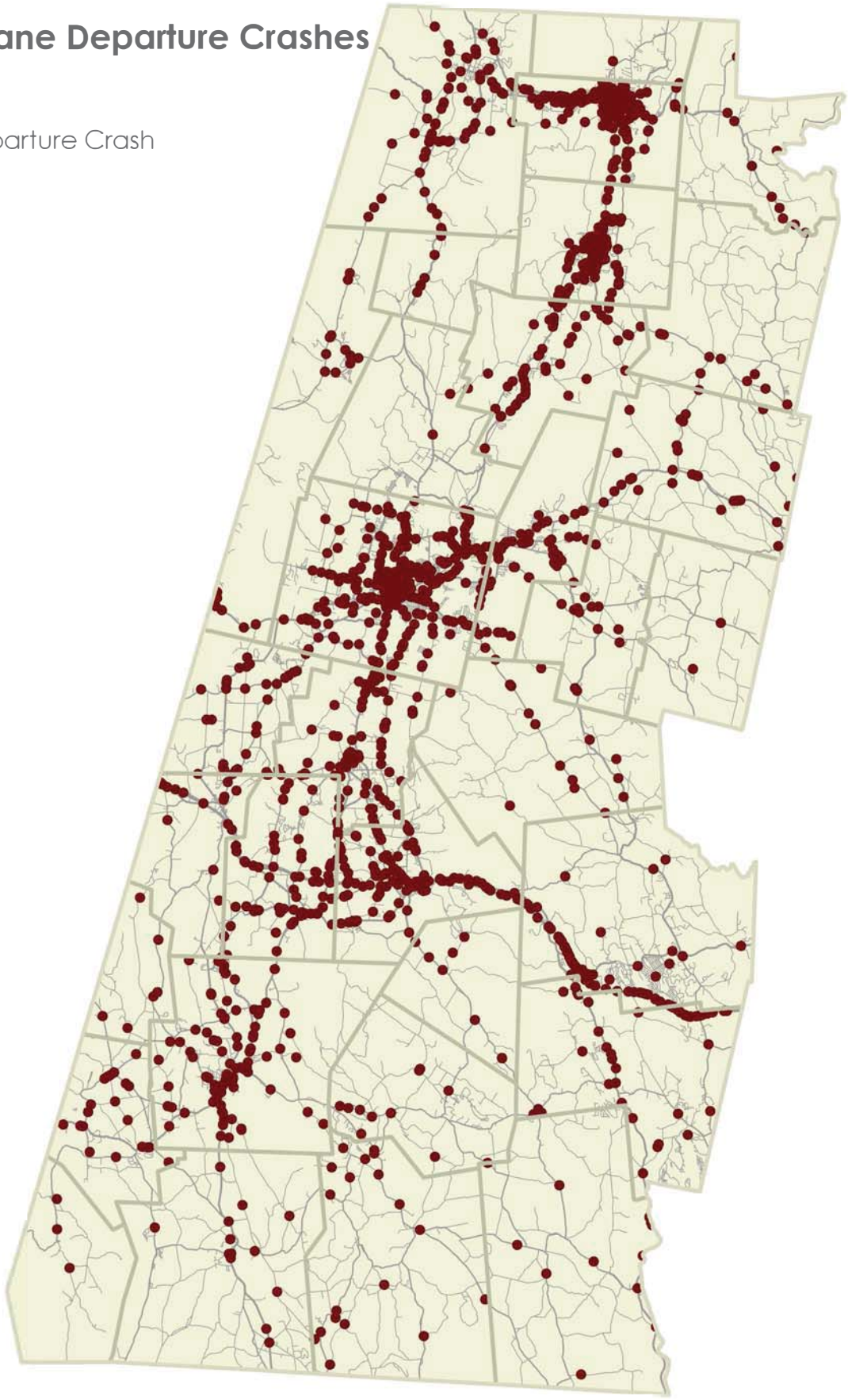
Map 5.11 Lane Departure Crashes

- Lane Departure Crash



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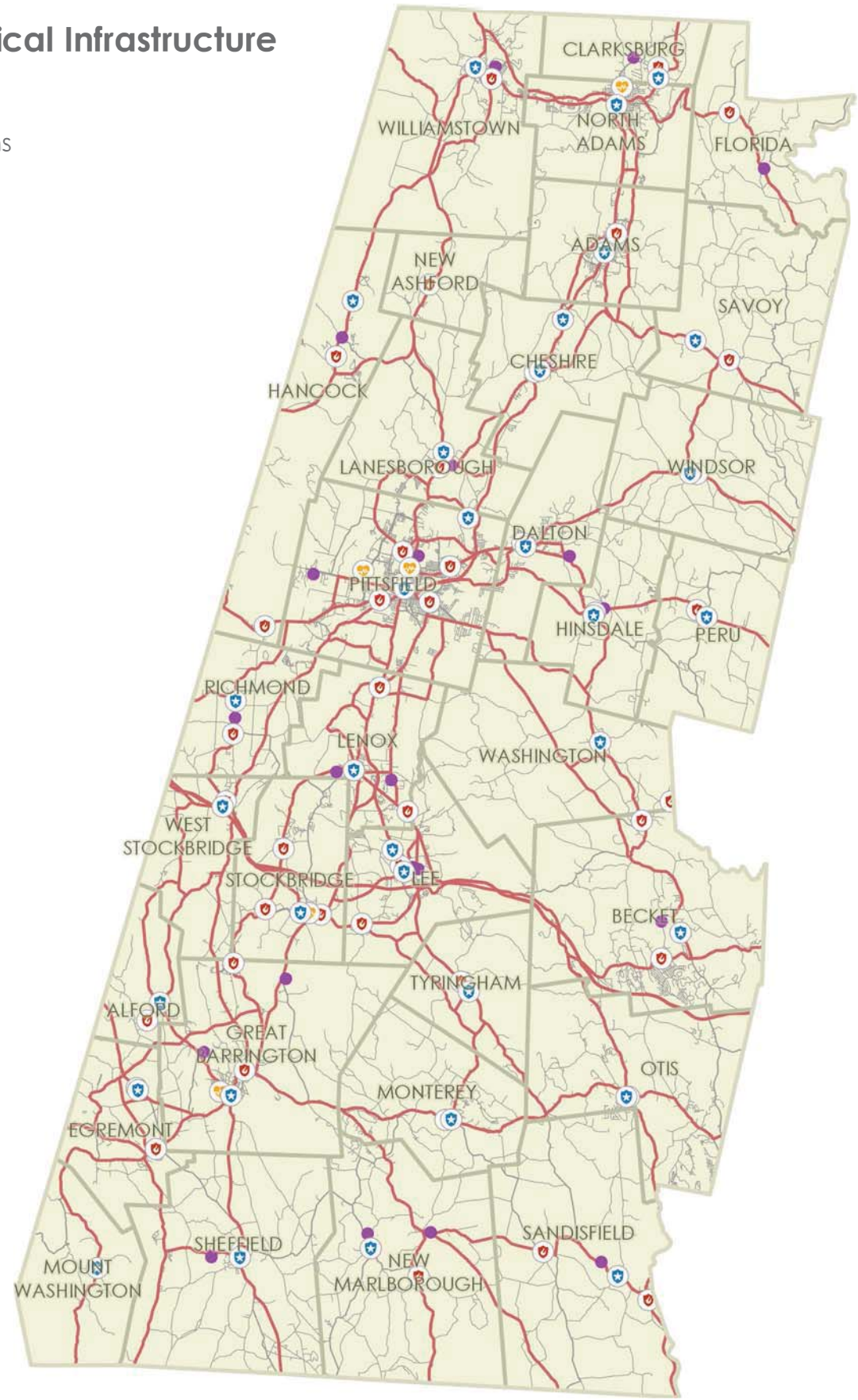
Map 5.12 Critical Infrastructure

- PoliceStations
- Hospitals
- FireStations
- Shelters



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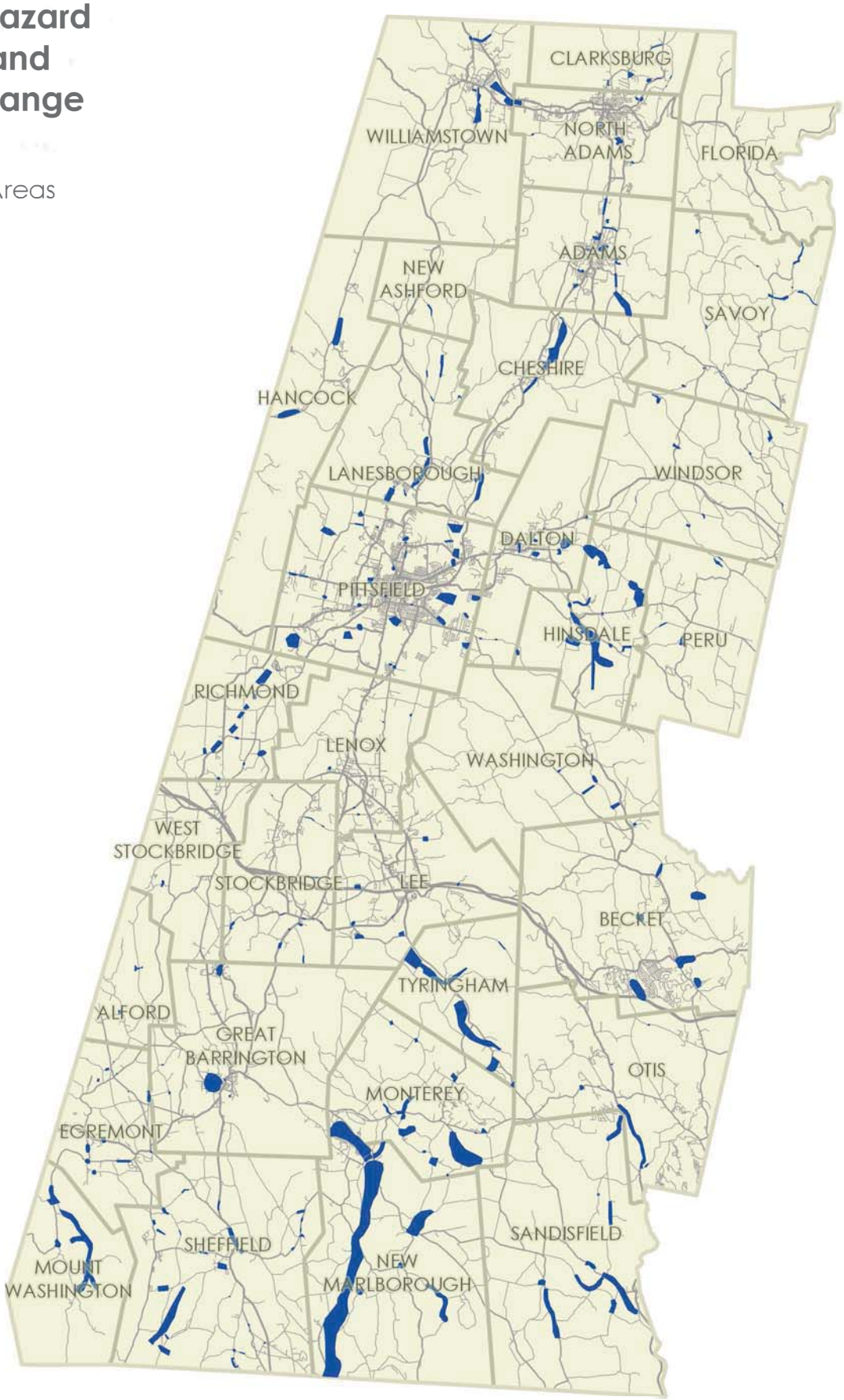
Map 5.13 Hazard Mitigation and Climate Change

Problem Areas



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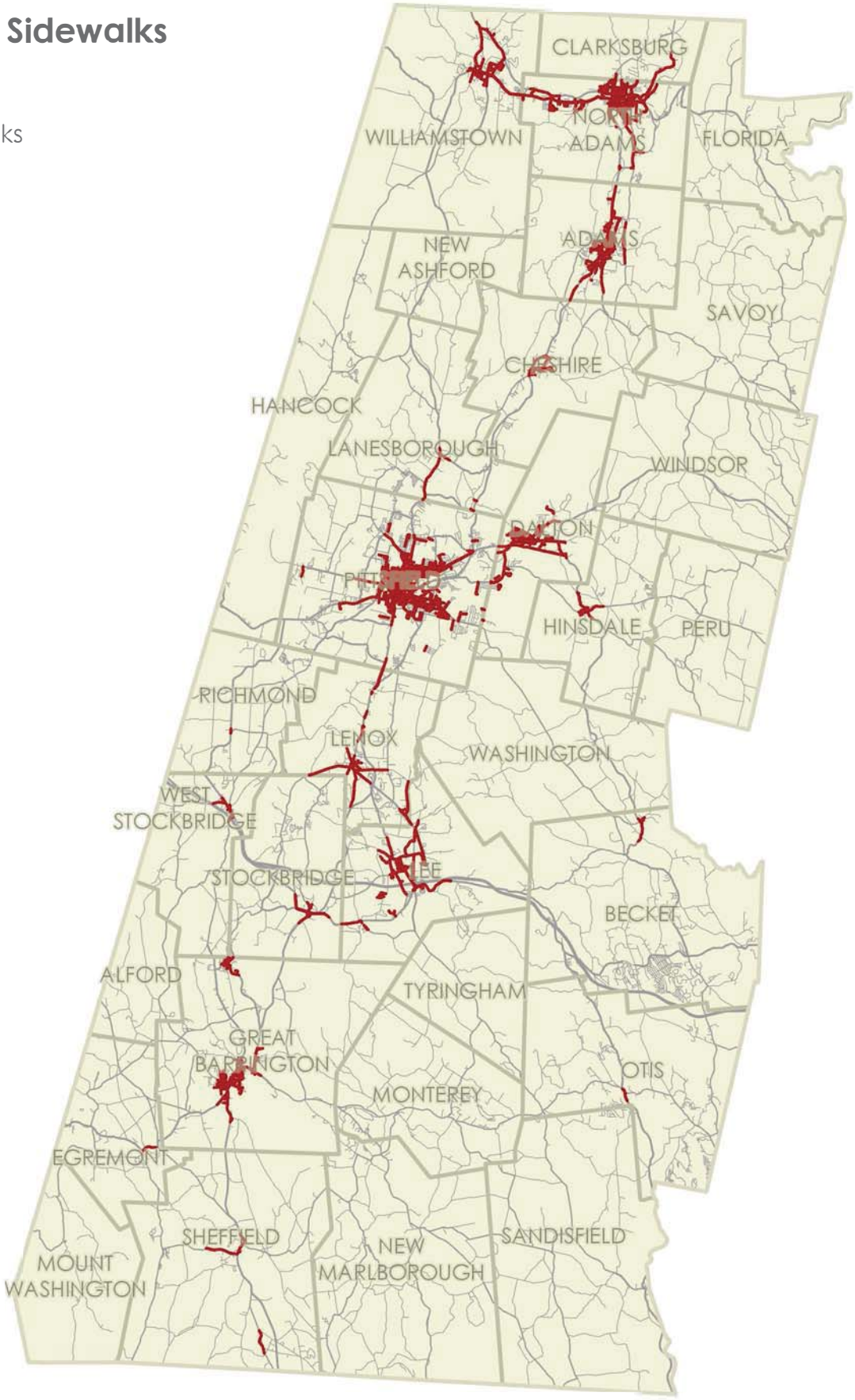
Map 5.14 Sidewalks

Sidewalks



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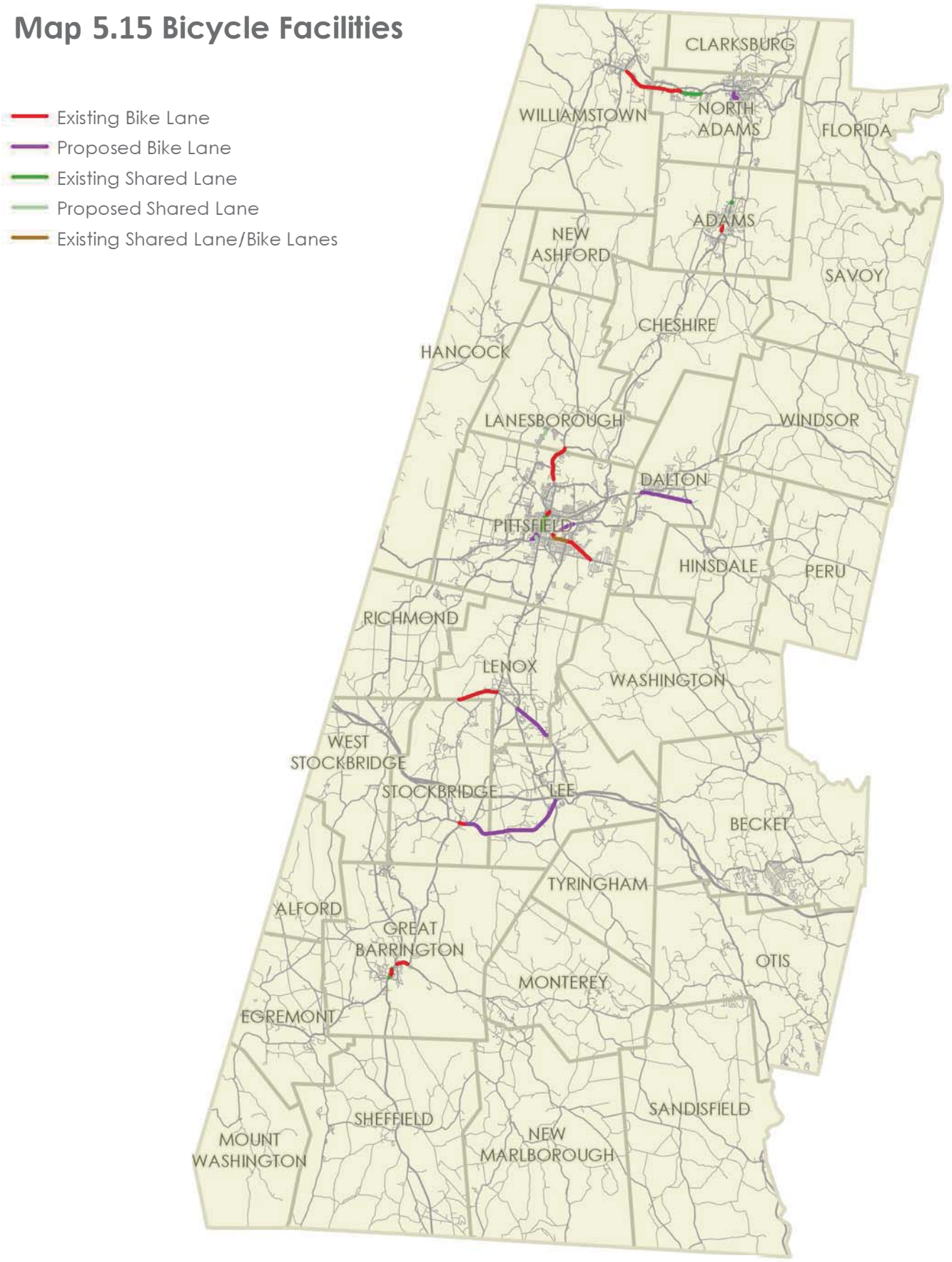
Map 5.15 Bicycle Facilities



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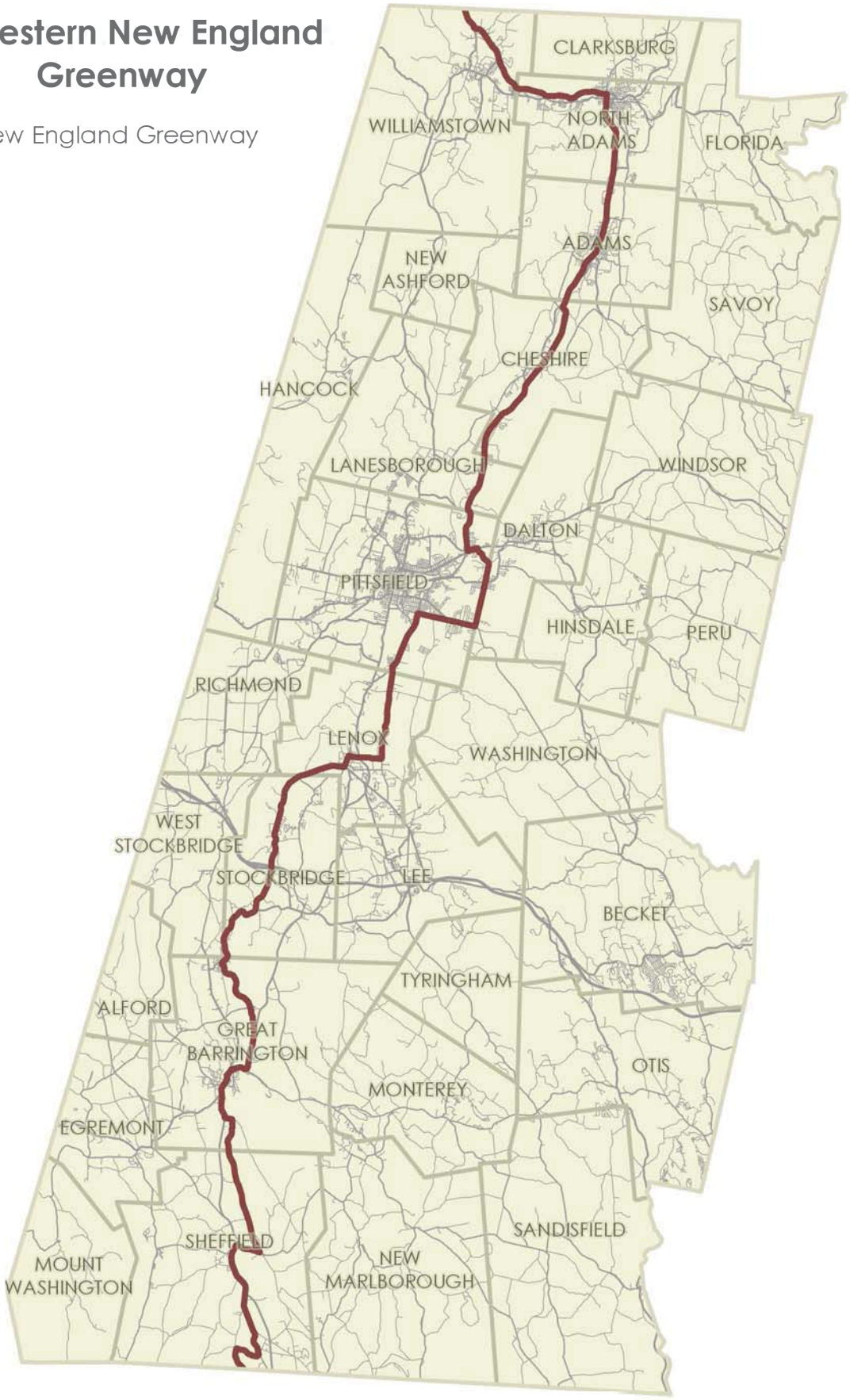
Map 5.16 Western New England Greenway

Western New England Greenway



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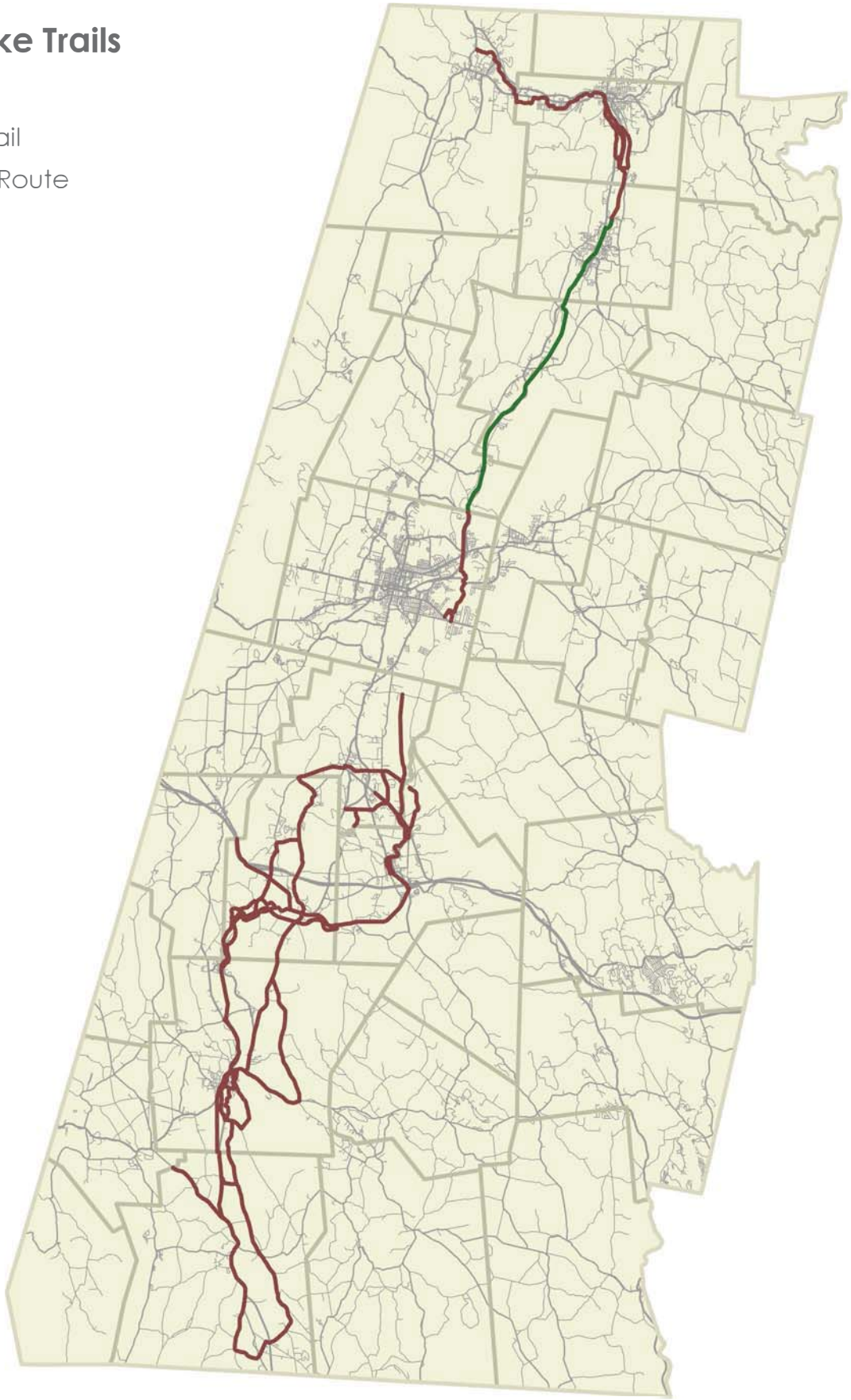
Map 5.17 Bike Trails



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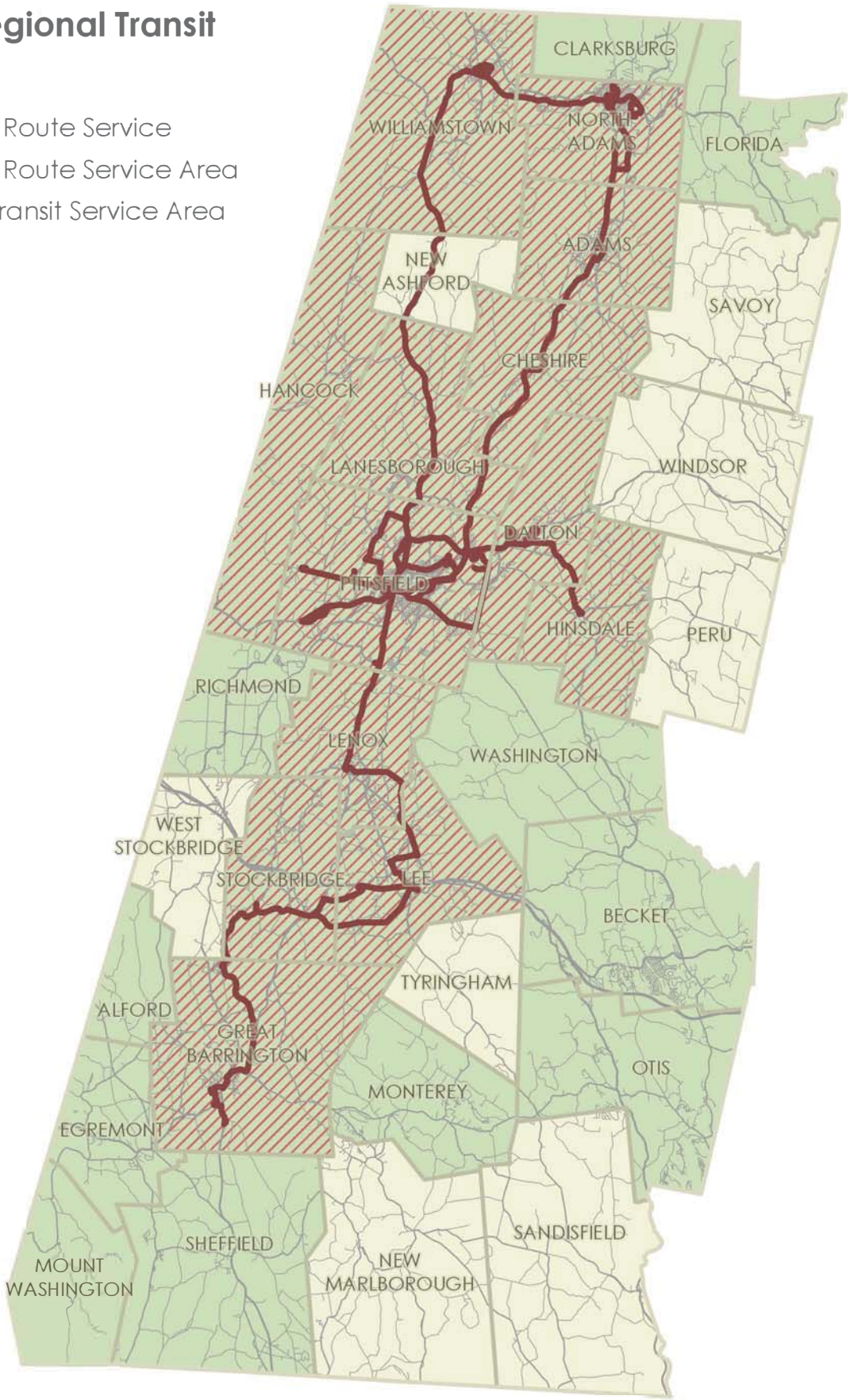
Map 5.18 Regional Transit

BRTA Fixed Route Service

BRTA Fixed Route Service Area

BRTA Paratransit Service Area



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Map 5.19 Transportation Services for Seniors

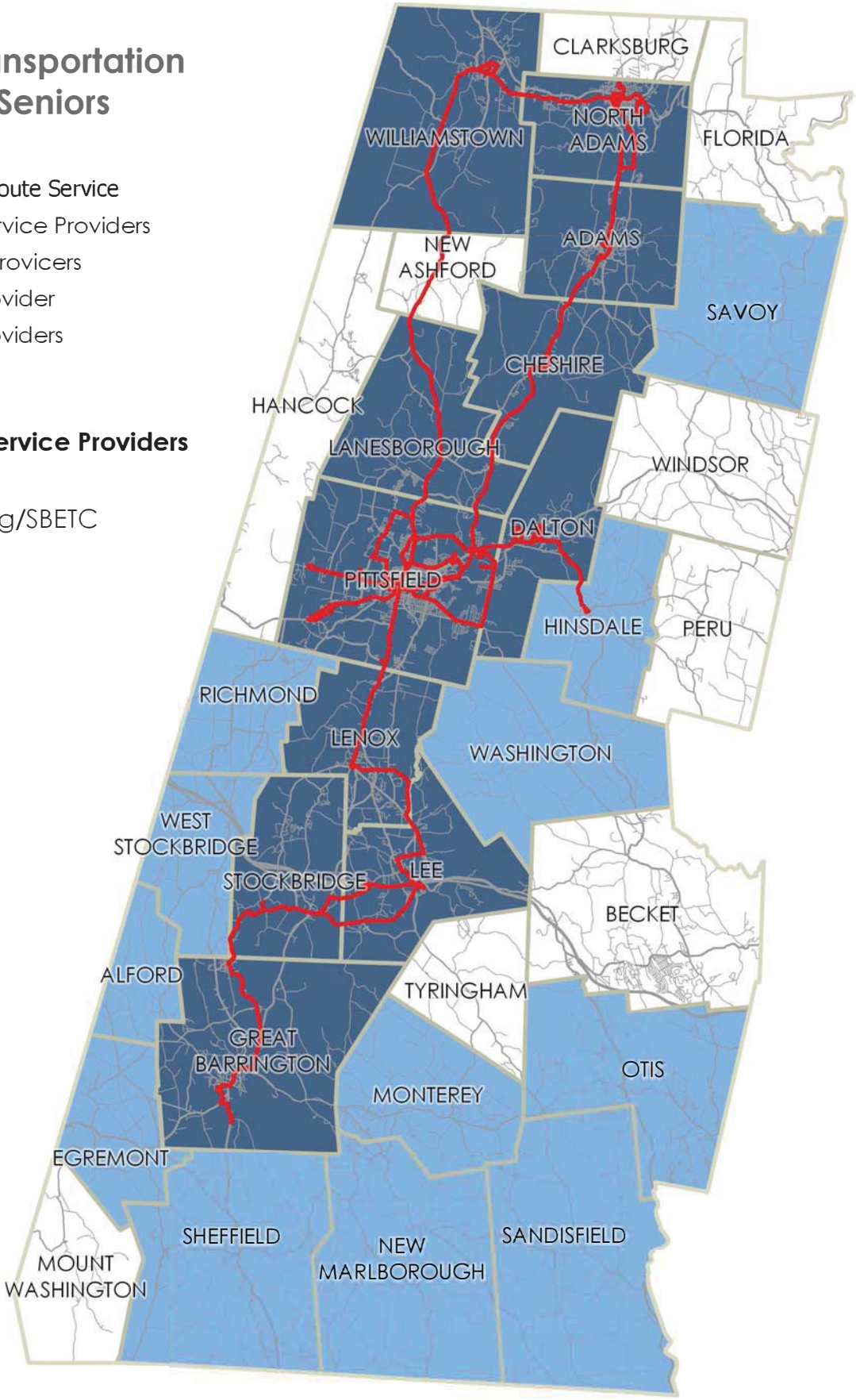
BRTA Fixed Route Service

Transportation Service Providers

- No Service Provicers
- 1 Service Provider
- 2 Service Providers

Transportation Service Providers

BRTA
Council on Aging/SBETC



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Map 5.20 Transportation Services for Disabled

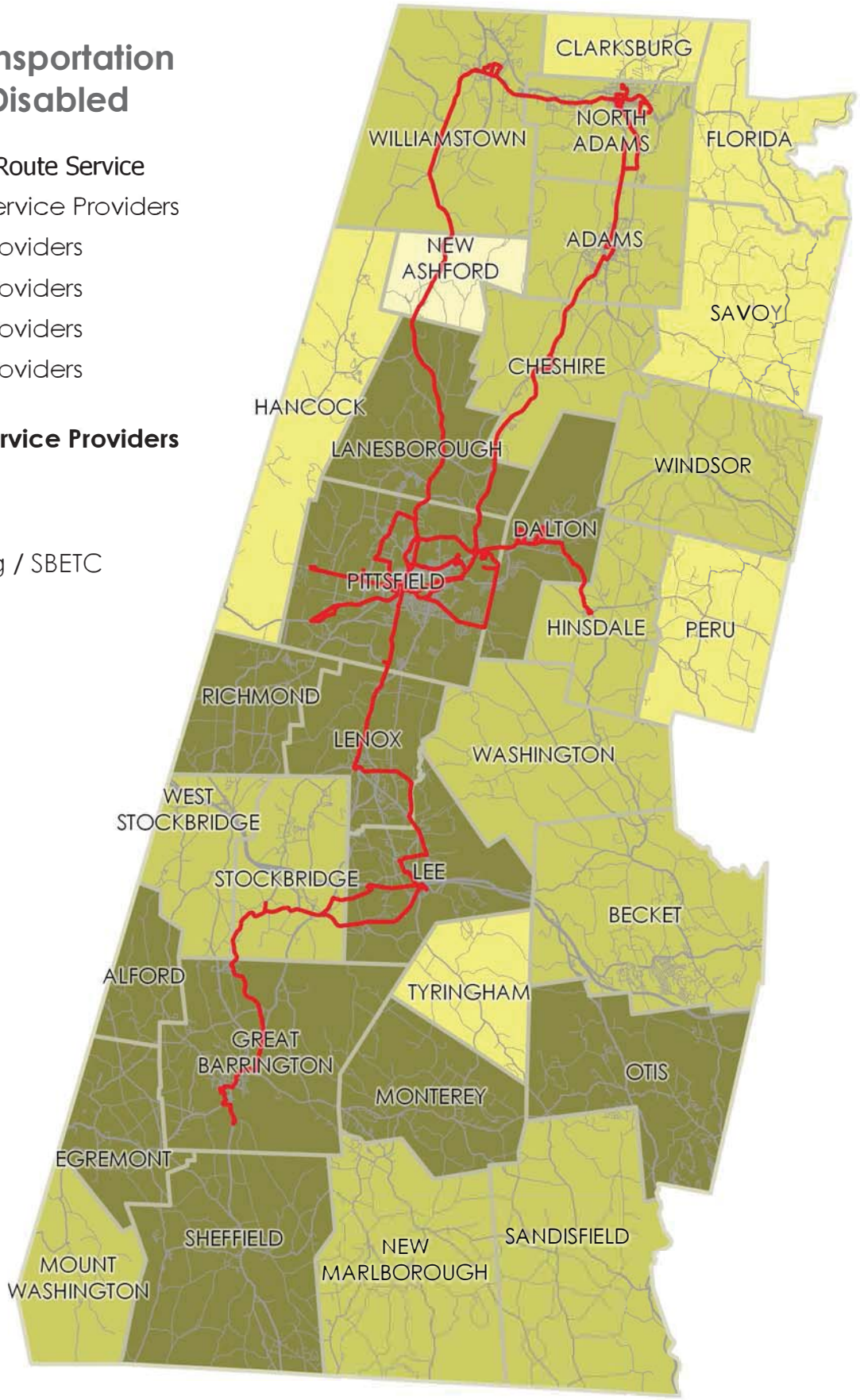
BRTA Fixed Route Service

Transportation Service Providers

- 2 Service Providers
- 3 Service Providers
- 4 Service Providers
- 5 Service Providers

Transportation Service Providers

Ad-Lib
BRTA
BC-ARC
Council on Aging / SBETC
MRC



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Map 5.21 Transportation Services for Disabled

BRTA Fixed Route Service

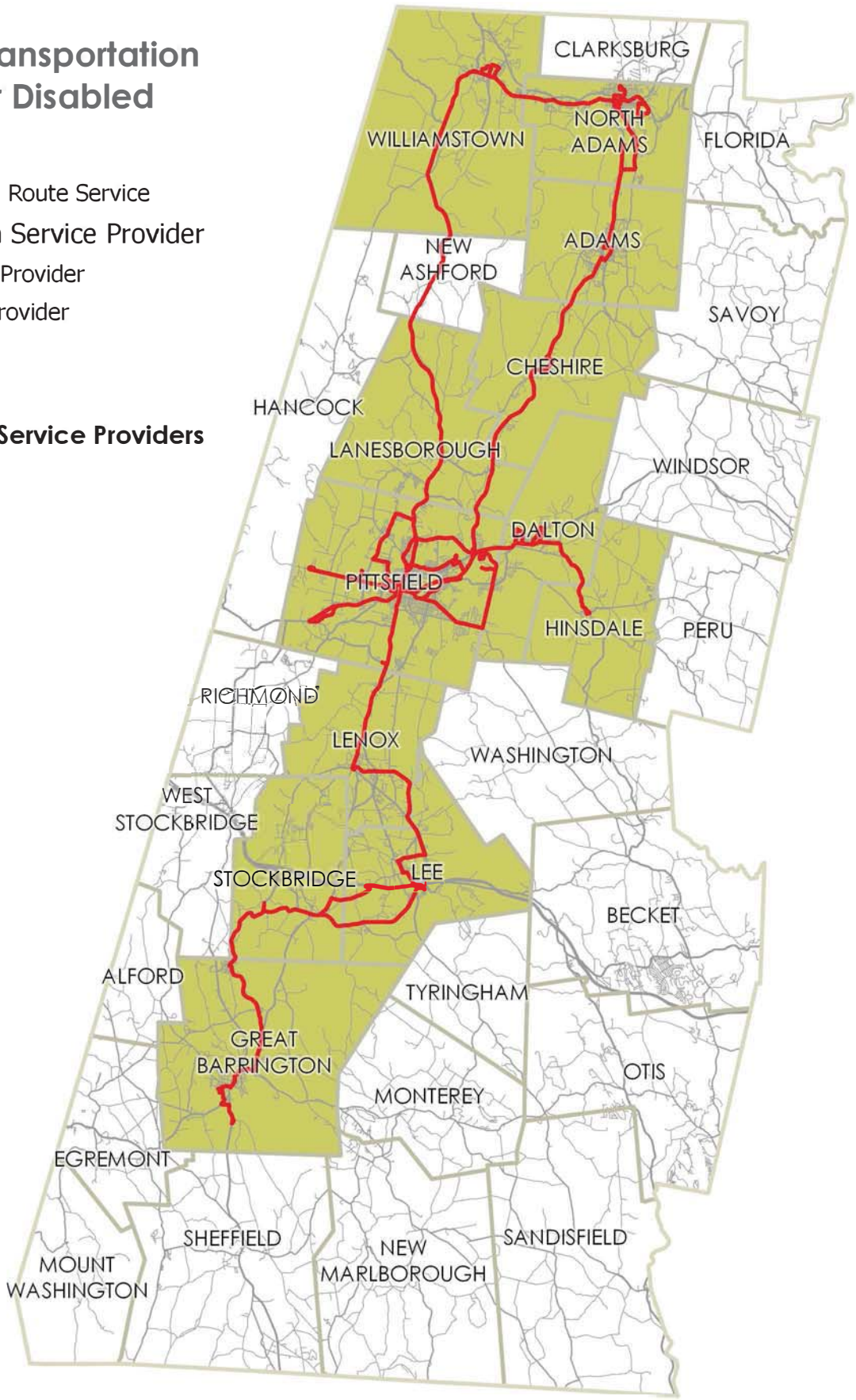
Transportation Service Provider

No Service Provider

1 Service Provider

Transportation Service Providers

BRTA



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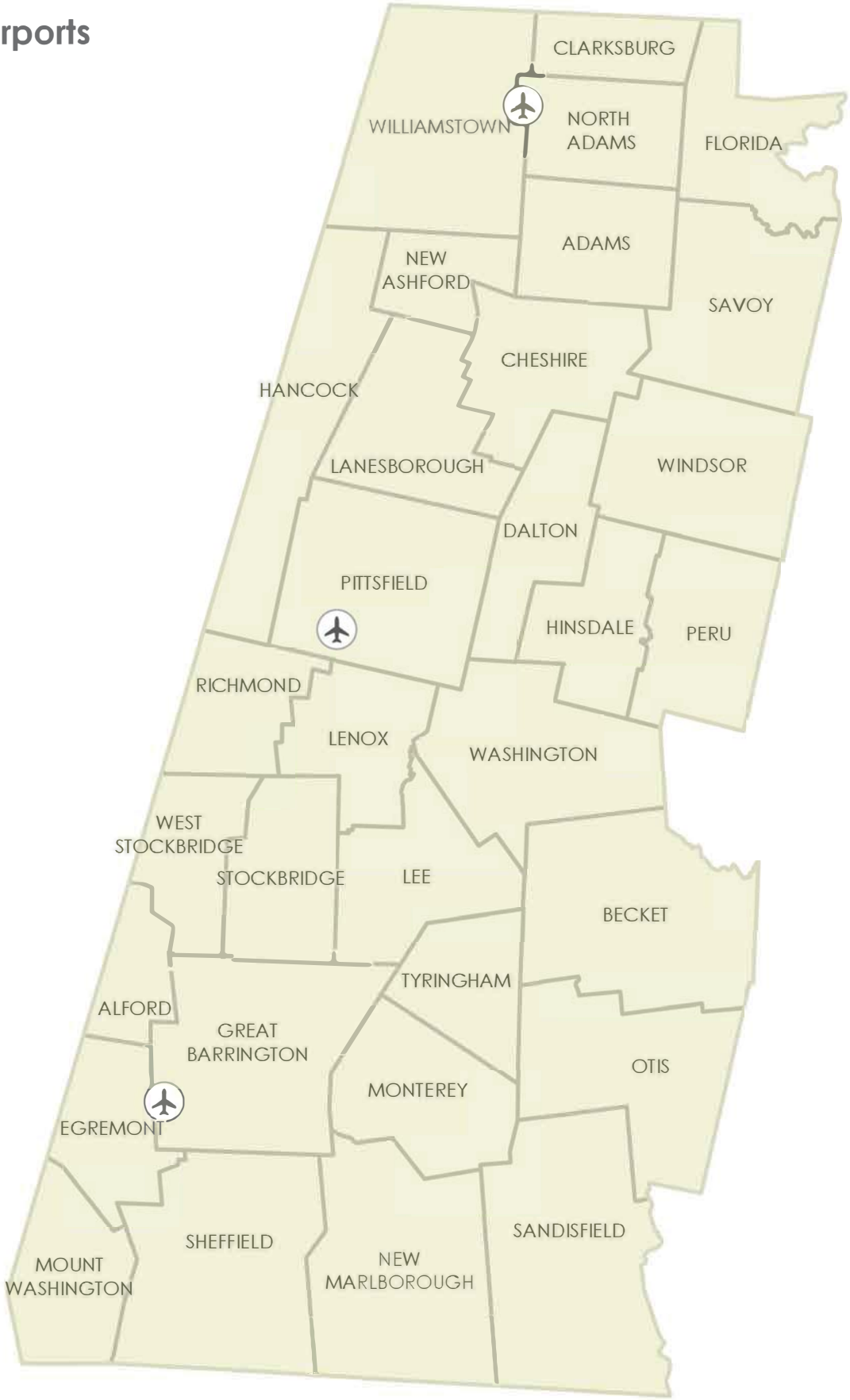
Map 5.22 Airports

Airports



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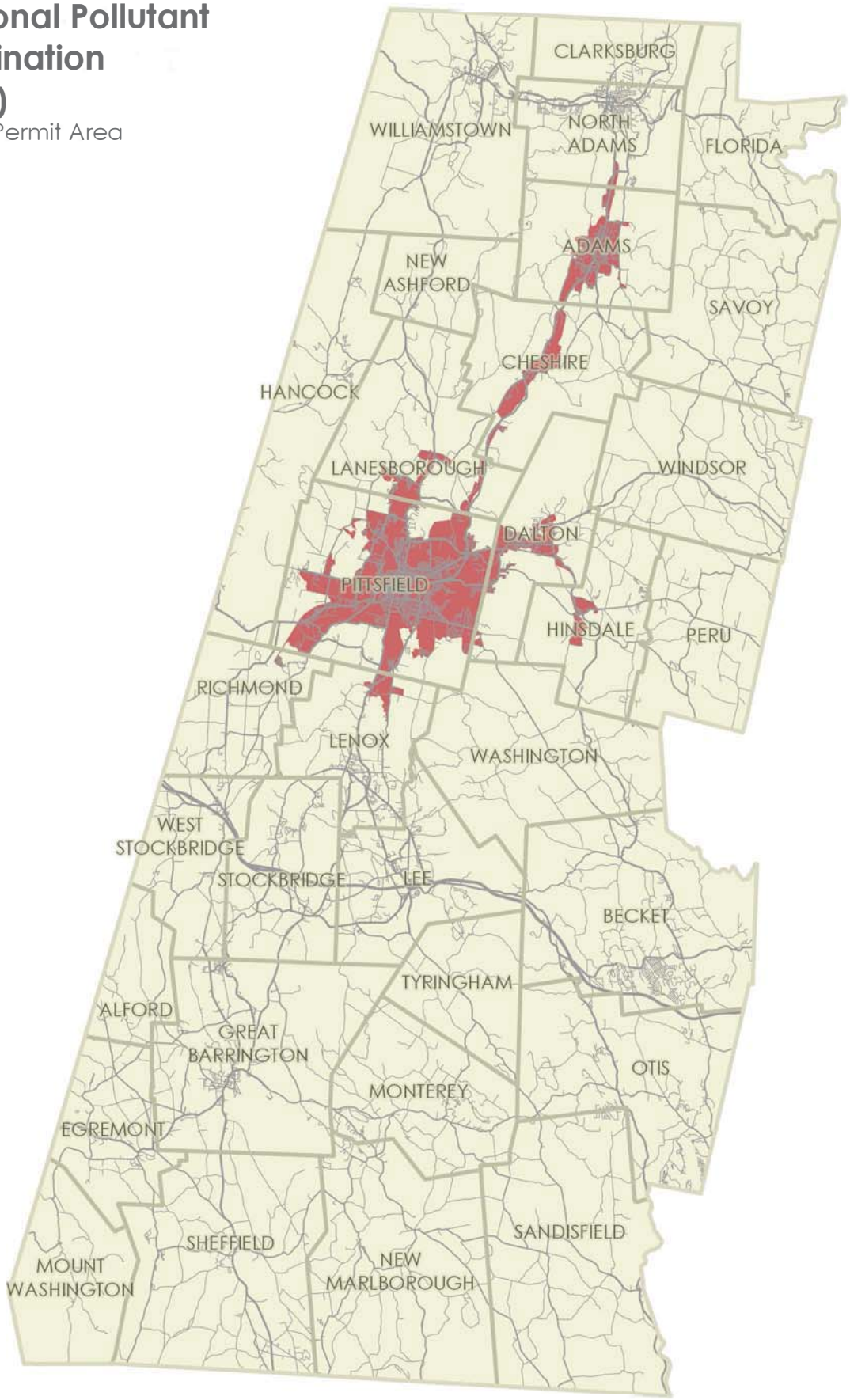
Map 5.23 National Pollutant Discharge Elimination System (NPDES)

NPDES Phase II Permit Area



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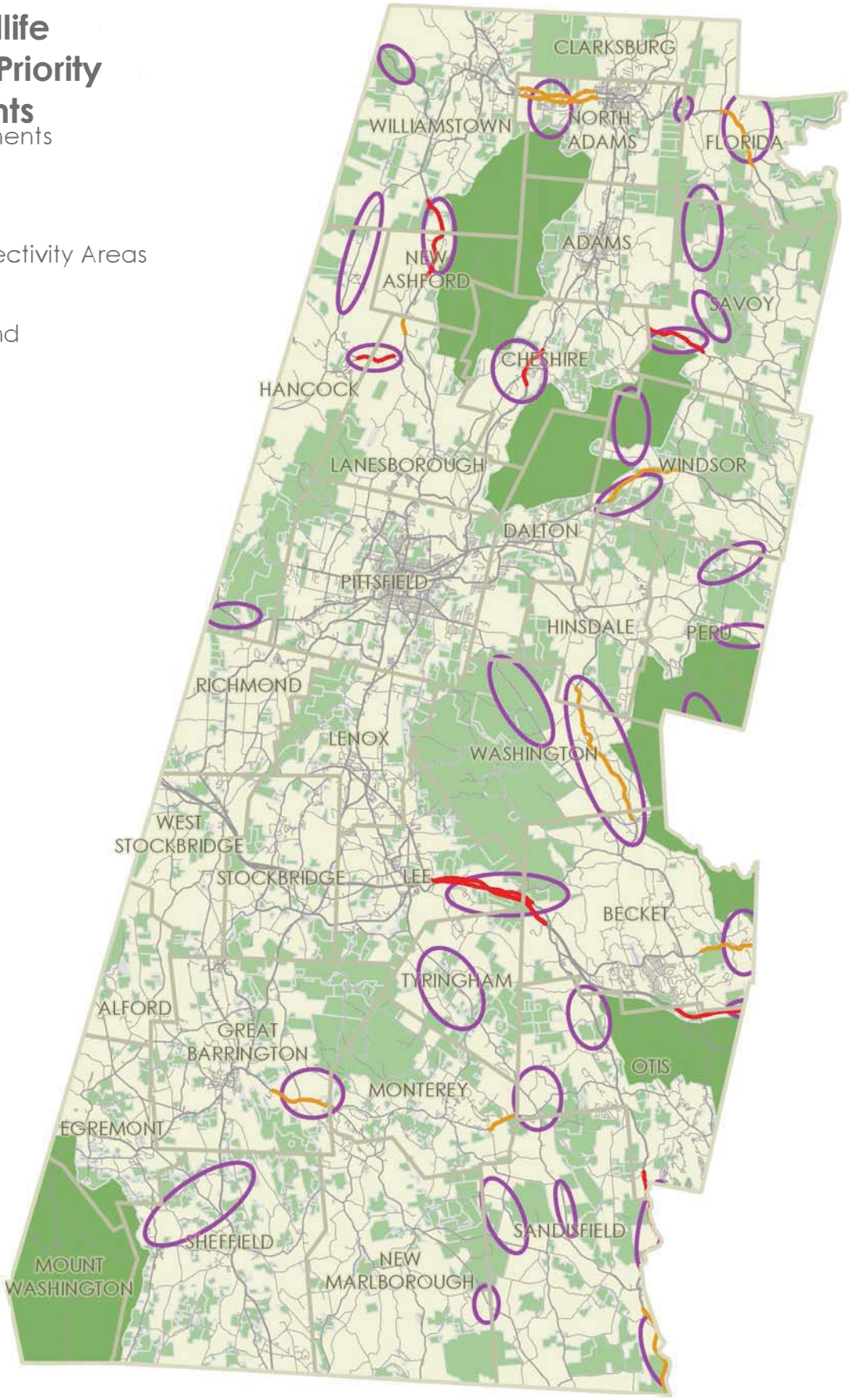
Map 5.24 Wildlife Connectivity Priority Road Segments

Priority Road Segments

- Tier 1
- Tier 2
- Priority Connectivity Areas
- Forest Cores
- Protected land



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6 RECOMMENDATIONS

The recommendations section of the RTP expands upon and provides detail to the vision and planning framework goals outlined in **Section 3**. This section identifies specific objectives intended to support and work toward the implementation of each goal. Each objective includes performance measures that should be tracked by the MPO. Performance measures and statewide targets that have been officially adopted by the MPO can be found in the planning framework section and are also noted below. Other performance measures identified in this section are for MPO consideration only.

Each objective includes supporting planning activities that can be integrated into the Unified Planning Work Program (UPWP). Additionally, recommended infrastructure and other projects are also identified for each objective. In many cases, specific infrastructure projects may help support several objectives. Projects have been categorized here based on the objectives they best exemplify.

Please note that only projects that list the TIP fiscal year are programmed in this RTP. Other projects mentioned are recommended for implementation, but have not been programmed.

GOAL: MAINTAIN INFRASTRUCTURE IN A STATE OF GOOD REPAIR

Maintaining the region's infrastructure is a top priority of the Berkshire MPO. In order to better position Massachusetts for the transportation system it needs in the next years and decades, as called for in the Governor's Commission on the Future of Transportation (Volume I) report, hundreds of millions in additional funding is needed at all levels of government to repair and maintain our infrastructure in a state of good repair. While other sections of the RTP will help identify pathways to address funding shortfalls, this goal area outlines actions to monitor pavement, bridge, and transit infrastructure condition and recommends specific projects to address basic maintenance issues.

Objective: Improve Bridge Condition

Measure: Number of Structurally Deficient Bridges
Target: Reduce structurally deficient bridges by 30% over 10 years

Measure: Bridge Condition (% of deck area in poor condition)
Target: Improving
Note: Performance Measures and statewide targets adopted by MPO in 2018.

UPWP Activities:

- Report yearly to MPO on changes in bridge condition
- Assist communities in obtaining up to date bridge data

Recommended Projects:

(See **Table 7.5** Fiscal Constraint Analysis 2020-2024 and **Table 7.7** Unfunded Bridge Project List).

Objective: Improve Regional Pavement Condition

Measure: IRI or PASER
Target: Reduce poor condition pavement miles by 10% over the next 10 years
Note: Performance Measures and statewide targets adopted by MPO in 2018.

UPWP Activities:

- Report yearly to MPO and TAC on changes in pavement condition from BRPC activities or monitoring by MassDOT and costs associated with maintaining a state of good repair.
- Develop data collection plan and Monitor pavement condition on federal-aid eligible roadways
- Study potential for acquiring a regional pavement monitoring vehicle system
- Assist communities in assessment of condition of local roadways through the BRPC pavement management system and in developing asset management plans and tools
- Work with MassDOT District 1 to collect data on municipal Chapter 90 funded projects to track improvements in pavement condition and infrastructure maintenance
- Continue to assist municipalities in resolving road jurisdiction issues
- Update MassDOT Road Inventory data for the Berkshire Region into the Pavement Management System.
- Compare MassDOT data with regional PMS data
- Explain the PMS program and coordination activities to elected officials, highway superintendents, and/or public works directors from local communities; provide related assistance
- Participate in Pavement Management System training
- Prepare the 2020-2024 Transportation Improvement Program. Solicit the submittal of transportation improvement projects
- Provide technical assistance to municipalities and other applicants in identifying, submitting projects for consideration and in implementing TIP projects including advancing recommendations resulting from the project need form and project initiation form phases of the project development
- Monitor the status of projects in the TIP. Prepare amendments and adjustments as necessary

Recommended Projects (only projects with TIP fiscal year listed are programmed in this RTP):

- Williamstown – Resurfacing and related work on Route 43 (608486). Project Cost: $3,093,750. (TIP – FFY 2020)
- Florida – Resurfacing and related work on Route 2 (608812). Project Cost: $6,872,320. (TIP – FFY 2020)
- Pittsfield/Lanesborough – Resurfacing and related work on Route 8 (608485). Project Cost: $4,241,203. (TIP – FFY 2021)
- Lee - Resurfacing and related work on route 20 (609104) Project Cost: $1,937,500. (TIP – FFY 2020)
- North Adams/Florida – Resurfacing and related work on Route 2 (609103). Project Cost: $5,941,253. (TIP – FFY 2022)
- Lanesborough – Resurfacing and related work on Route 7 (608813). Project Cost: $2,033,942. (TIP – FFY 2022)
- Windsor – Pavement preservation and related work on Route 9 (609105). Project Cost: $9,420,365. (TIP – FFY 2023)
- Adams/Cheshire – Pavement preservation and related work on Route 8 (609394). Project Cost: $10,348,128. (TIP – FFY 2024)
- Hinsdale/Peru – Reconstruction of Skyline Trail (Middlefield Road) (606406). Project Cost: $6,031,901. (TIP – FFY 2021)
- Pittsfield – Resurfacing and related work on Merrill Road, from Junction Road to East Street (608768). Project Cost: $1,820,000. (TIP – FFY 2021)
- Dalton – Reconstruction of Dalton Division Road (608737). Project Cost: $11,074,560. (TIP – FFY 2023)
- Williamstown – Reconstruction of Route 43 (608486). Project Cost: $3,093,750. (TIP – FFY 2020)
- Lee – Rehabilitation of Stockbridge Road (TBD). Project Cost: $3,500,000.
- Hancock – Rehabilitation of Route 20 (604994). Project Cost: $4,258,000.
- Egremont – Rehabilitation and reconstruction of Mount Washington Road (608547). Project Cost: $8,320,000.
- Hinsdale – Reconstruction and rehabilitation of Route 143 (607500). Project Cost: $4,200,000.
- Lanesborough – Rehabilitation of Summer Street (XXX14B). Project Cost: $1,600,000.
- Sandisfield – Resurfacing of Route 57 (XXX17C). Project Cost: $5,000,000.
- West Stockbridge – Rehabilitation and widening of Route 41/102, Main Street (XXX07A). Project Cost: $1,250,000.
- Lee – Reconstruction of Main Street, West Center Street and West Park Street (XXX99A). Project Cost: $5,000,000.
- Pittsfield – Resurfacing, widening and drainage improvements along East Street (XXX05J). Project Cost: $750,000.
- Adams/Cheshire/Savoy – Resurfacing of Route 116. Project Cost: $6,000,000.

Objective: Improve our Regional Transit Facilities and Fleet

Measure: Condition from TAM Plan
Target: See BRTA TAM Plan targets listed in **Table 3.2**
Note: Performance Measures and targets adopted by MPO in 2018.

UPWP Activities:

- Continue regional transit planning and attend and participate in transit-related meetings such as the BRTA Board, BRTA Human Service Transportation (HST), BRTA Advisory Committee on Disability, and the Berkshire Regional Coordinating Council on Transportation (BRCC)
- Provide planning assistance to BRTA for fixed route and para-transit operations including partnering and coordination of planning efforts

Recommended Projects (only projects with TIP fiscal year listed are programmed in this RTP):

- See **Table 7.4** Fiscal Constraint Analysis 2020-2024 and **Table 7.8** Unfunded Transit Project List for Transit fleet maintenance projects
- Expand BRTA electric vehicle fleet by acquiring electric bus fleet upgrades for an estimated cost of $15,000,000.
- New parking area, new buses, ADA fleet and paratransit upgrades for an estimated cost of $1,740,000.
- Establish BRTA satellite facility in North County for an estimated project cost of $1,150,000.
- Establish BRTA satellite facility in South County for an estimated project cost of $1,150,000.

GOAL: INCREASE THE SAFETY AND SECURITY OF THE TRANSPORTATION SYSTEM

It is critically important to the Berkshire MPO to ensure the safety for all users of the transportation network. Data show that while we experience a relatively low number of traffic fatalities per year, our region has a higher fatality rate than statewide. This section identifies specific improvements and planning work to address safety concerns that ultimately seek to reduce traffic accidents and fatalities on our roadways. Additionally, this area outlines planning efforts that will facilitate transforming our roadway infrastructure to be more robust and resilient to withstand natural disasters and other hazards amplified by climate change. These efforts fit neatly within the State's climate change recommendations contained in the Transportation Future (Volume I) report.

Objective: Reduce traffic fatalities and injuries

Measure: Number and rate of fatalities and serious injuries
Target: Reduce

Note: Performance Measures and statewide targets adopted by MPO in 2018.

UPWP Activities:

- Report yearly to MPO on changes in regional crash cluster and HSIP data
- Assist communities in assessing dangerous road locations
- Obtain and report to MPO on Place of Last Drink (POLD) data
- Coordinate with communities and MassDOT on implementation of State Highway Safety Plan (SHSP)
- Assist communities in developing low-cost solutions for traffic calming and in performing speed studies
- Assist communities in implementing statutory speed limit changes in "thickly settled" areas authorized under the 2016 Mass. Municipal Modernization Act.
- Develop and implement bylaws and design guidelines which promote effective access management which communities can adopt to preserve the operational effectiveness and safety of higher volume roadways
- Coordinate with Berkshire communities to identify HSIP eligible projects
- Coordinate with MassDOT on RSA (Road Safety Audit) to be conducted in the region
- Prioritize future year HSIP projects
- Identification of other potential safety improvements
- Evaluate and revise safety database

Recommended Projects (only projects with TIP fiscal year listed are programmed in this RTP):

- Countywide Intersection Safety Improvements. Project Cost $61,000,000 .
- Allocate $15,000,000 for countywide lane departure countermeasures.
- Countywide Sign Retroreflectivity Replacement Program. Project Cost: $5,000,000.
- Regional reflective striping and guardrail replacement program
- Lenox – Rehabilitation, pavement markings, signage and curbing along Holmes Road (XXX98C). Project Cost: $ 2,410,000.
- Great Barrington – Intersection and signal improvements on US 7 (South Main Street) at SR 23 and SR 41 (Maple Avenue) (607756). Project Cost: #1,463,774. (TIP – FFY 2020)

Objective: Continue Regional Emergency Preparedness Planning

Measure: Qualitative
Target: Qualitative

UPWP Activities:

- Work closely with Emergency Preparedness professionals to identify system vulnerabilities
- Continue regional natural disaster and hazard mitigation planning
- Work with MassDOT and municipalities to identify vulnerable assets and prioritize projects as part of its climate vulnerability assessment

Recommended Projects: None

GOAL: SUPPORT THE ECONOMIC VITALITY OF THE BERKSHIRES WHILE REMAINING SENSITIVE TO SURROUNDING CONTEXT

Transportation and the economy are intricately linked. A well planned, robust, and convenient transportation system that provides employees access to jobs, connects individuals to services, and ensures the free flow of goods across our region and beyond. This section identifies pathways to enhance travel and tourism, increase access to priority development areas, and improve transportation around busy commercial areas.

Objective: Enhance Travel and Tourism

Measure: Visitor numbers, regional event and attraction attendance
Target: Increase

UPWP Activities:

- Work with local municipalities to identify transportation issues associated with venues and large seasonal events
- Study potential for regional seasonal shuttle service to serve events and venues
- Work with BBPC, Bike Berkshire North and others to update promotional materials focused around popular bike routes.
- Develop promotional materials around biking on unpaved roadways.
- Assist communities in resolving wayfinding issues and errors with GPS navigation
- Research/analysis to enhance travel and tourism in the Berkshires; integration with transportation planning
- Advocate for additional federal Scenic Byway funding
- Continue to provide support to Jacob's Ladder Trail Scenic Byway Inc. and other Scenic Byway and corridor focused organizations

Recommended Projects (only projects with TIP fiscal year listed are programmed in this RTP):

- USBR 7 Wayfinding Signage installation along entire length of Western New England Greenway for an estimated cost of $200,000.
- NewI-90 Interchange between Exit 2 & 3 (likely Becket or Otis). Project Cost: $40 million.

Objective: Enhance Access to Regional Development Sites

Measure: Number of Projects within ½ mile of a regional development site identified in the Berkshire Comprehensive Economic Development Strategy (CEDS)
Target: Increase

UPWP Activities:

- Work with CEDS Committee to identify specific improvements for PDA sites
- Incorporate a measure promoting projects that improve access to PDA sites into the TIP scoring process
- Continue analysis of regional data and development trends

Recommended Projects (only projects with TIP fiscal year listed are programmed in this RTP):

- Pittsfield – East St. Reconstruction (604003) - This project will widen East Street to 3 or 4 lanes from the intersection of East Street and Lyman Street to the intersection of East Street with Merrill Road. The design will also recognize the area as a "Gateway" corridor to downtown Pittsfield and add features such as landscaping and pedestrian amenities that will establish that character. Project Cost: $6,171,438. (TIP – FFY 2023)
- Pittsfield - East St. Reconstruction (609292) from Lyman Street to Whipple Street. Project Cost: $3,400,000.
- Pittsfield – Hubbard Ave. Bridge Replacement and Safety Improvements (XXX17A) – Replacement of CSX overpass. Project Cost: $8,000,000.
- Adams – Pavement Rehabilitation along Route 8 (607328) – This project would rehabilitate approximately 4 miles of Route 8 by pavement milling and resurfacing. Also included will be sidewalk reconstruction (where warranted), wheelchair ramp upgrades, resetting of curbing, and some drainage improvements (new inlet structures) to address surface run-off. Additional sections of sidewalk may be necessary in some areas to achieve continuity for pedestrians. Project Cost: $5,794,014. (TIP – FFY 2020)

Objective: Enhance Safety and Manage Access along Commercial and Freight Corridors

Measure: Number of federal aid road construction projects on major arterials
Target: Increase

Measure: Number of federal aid road construction projects on identified critical freight corridor
Target: Increase

Measure: Index of Travel Time Reliability (ITTR), Index of Truck Travel Time Reliability (ITTTR)
Target: Improving
Note: Performance Measures and statewide targets adopted by MPO in 2018.

UPWP Activities:

- Conduct Access Management studies focused around the Coltsville/Allendale area in Pittsfield and Stockbridge Rd. area of Great Barrington, as well as other areas as identified
- Work with interested communities to inform and educate on the benefits of driveway and access management bylaws
- Continue to develop and promote access management and shared driveway bylaws
- Report yearly on safety issues in regional commercial corridors
- Continue to study needs for rural freight corridors and regional freight bottleneck at I-90 Interchange in Lee.
- Study potential for electrification at truck rest areas to reduce the need for vehicle idling, such as the turnpike rest area in Lee.

Recommended Projects (only projects with TIP fiscal year listed are programmed in this RTP):

- Great Barrington - Reconstruction of South Main Street (Route 7) (609215). Project Cost: $6,931,990.
- Dalton – Intersection Improvements at Routes 8 & 9 at South St. and West Housatonic St. (608754). Project Cost: $1,568,000. (TIP – FFY 2023)
- 7/20 Access Management Implementation. Project Cost $10 million
- Lee Main St. / Route 20 Improvements (609104). Project Cost: $1,937,500. (TIP – FFY 2020)

GOAL: EXPAND TRANSPORTATION OPTIONS

Our transportation system is primarily designed for and dominated by the automobile. Acknowledging regional economic disparities coupled with years of surveys and public outreach show a clear desire to expand available transportation options. Expanding available transportation options will likely bolster our regional economy and enhance public health. This goal area summarizes strategic investments in freight and passenger rail and public transit that may unlock latent demand as we connect the Berkshires to New York City, Boston, and beyond. Moreover, it recommends new innovative organizations and other services, such as a Transportation Management Association (TMA), that provide reliable transportation for workers. Planning activities to remain abreast of technological advances that currently enable new shared and autonomous transportation modes are also recommended. Finally, this goal area recommends a regional approach to Complete Streets projects to foster more convenient options

for bicycling, walking, and transit and advocates for completing our planned countywide bike path. Each of the objectives contained under this goal area support numerous Statewide priorities and planning efforts, from supporting alternative travel modes in the Transportation Future (Volume I) report, to enhancing freight and passenger rail capabilities called for in the State Rail Plan.

Objective: Expand Passenger Rail Service

Measure: Ridership / Trips
Target: Increase

UPWP Activities:

- Provide support to ongoing Berkshire Flyer, East-West Passenger Rail, and Greenfield to North Adams Passenger Rail studies
- Continue to study options to expand first and last mile services and connections for rail passengers
- Continue work to support future passenger rail service on Berkshire (Housatonic) Line
- Continue to study transportation system, land use, and economic impacts associated with expanded passenger rail service
- Participate in regional, statewide, and multi-state efforts that address passenger rail including the State Rail Plan
- Engage local decision-makers and stakeholders in the planning for passenger rail planning

Recommended Projects (only projects with TIP fiscal year listed are programmed in this RTP):

- Implement recommendations of Berkshire Flyer Study. Implement Berkshire Flyer passenger rail service pilot program for 2 years at a projected cost of $664,122.
- Implement recommendations of East-West Passenger Rail Study. Establish East-West passenger rail service for a project cost of $100,000,000.
- Implement passenger rail service along Berkshire (Housatonic) Line for a project cost of $60,000,000.
- Implement passenger rail service between Greenfield and North Adams for a project cost of $40,000,000.

Objective: Expand and Enhance Transit Options in the Region. *This objective directly aligns with thematic category IV, recommendation 16 from the Governor's Commission on the Future of Transportation (Volume I) report.*

Measure: Ridership / Trips
Target: Increase

UPWP Activities:

- Encourage communities to join BRTA to eliminate service gaps
- Assist local organizations in acquiring and operating accessible taxis
- Assist BRTA on ridership campaigns
- Study potential for TNCs to supplement existing transit service and initiate pilot projects partnering with RTAs and TNCs. Plans may include subsidies or vouchers.

Recommended Projects (only projects with TIP fiscal year listed are programmed in this RTP):

- Creation of microtransit hubs in Williamstown, Adams, Pittsfield, Lenox, Lee, and Stockbridge for an estimated project cost of $15,000,000.
- Create a unique last mile provision centered on public/private partnerships and digital on-demand reservation system
- Expand service headways on BRTA routes to 30 minutes for an estimated project cost of $20,000,000.
- Expand service to include regional circulator loops served by minibuses with 30-minute headways centered around North Adams, Pittsfield, and Great Barrington for an estimated project cost of $5,000,000.
- Expand evening and weekend service hours for an estimated project cost of $15,000,000.
- Acquire small electric cutaway buses to supplement existing fixed route service for an estimated project cost of $5,000,000.
- Replace and/or upgrade and expand BRTA's existing maintenance facility for new technology and service growth and including solar panels to reduce energy costs. Estimated Cost: $20 million dollars.

Objective: Explore and Implement Innovative Transportation Services in our Region.
This objective also aligns with thematic category I, recommendation 2 and thematic category IV, recommendation 16 in the Governor's Commission on the Future of Transportation (Volume I) report.

Measure: Ridership / Trips
Target: Increase

UPWP Activities:

- Coordinate with Transportation Network Companies (TNC) on marketing to increase the number of rideshare drivers
- Monitor and report on rideshare fee distributions to communities

- Continue to study potential for coordinated ride dispatch and cooperation and pooling of all local transportation resources, including RTA fleet, school busses, Council on Aging vehicles and private transportation providers
- Comprehensively review financial and operational aspects of school bus transportation and evaluate alternative funding formulae to better address the inefficiencies of transporting small numbers of students over long distances in rural areas
- Study feasibility of Transportation Management Association (TMA) service or pilot project in our region
- Employment based transportation needs analysis and transportation service pilot program implementation
- Participate in activities which further address first/last mile employment-based transportation needs
- Continue to promote existing ride sharing tools
- Continue to support organizations and municipalities in developing volunteer driver programs
- Study and advocate for equitable deployment of Connected and Autonomous Vehicles (CAV) to rural areas
- Study impacts of C/AV adoption on rural areas and land use
- Host a CAV demonstration day

Recommended Projects (only projects with TIP fiscal year listed are programmed in this RTP):

- TMA Pilot for a project cost of $1,000,000.
- Coordinated Senior Transportation Pilot for a project cost of $250,000.

Objective: Expand and Improve Nonmotorized (biking and walking) Facilities. *This objective supports general GHG emissions reduction goals, recommendation 2 under thematic category I and recommendation 16 under thematic category IV in the Governor's Commission on the Future of Transportation (Volume I) report.*

Measure: Miles of New Sidewalk
Target: Increase

Measure: Miles of New Bike Lane
Target: Increase

Measure: Commute Mode Share
Target: Increase share of bike, walk, and transit commuters

UPWP Activities:

- Continue to provide support to communities on general Complete Streets planning and implementation, including sidewalk inventories, and walkability and bikeability assessments
- Coordinate with MassDOT and municipalities on implementation of state Pedestrian and Bike Plans
- Maintain and report on inventory of bicycle facilities in the region
- Work with communities to better understand and implement low-cost bicycle accommodation options, including bike lanes, sharrows, advisory shoulders, and bike boulevards
- Host a workshop on the Safe Routes to School funding program

Recommended Projects (only projects with TIP fiscal year listed are programmed in this RTP):

- North Adams- Reconstruction of Ashland Street (609277). Project Cost: $5,792,500.
- Egremont – Reconstruction of Route 23/41 in South Egremont Village (608767). Project Cost: $2,264,260. (TIP – FFY 2022)
- Williamstown – Complete Streets Improvements on Route 43 (608472)
- Lanesborough – Resurfacing and sidewalk construction along Route 7 (609256). Project Cost: $3,400,000.

Objective: Complete the Berkshire Bike Path. *Objective aligns with thematic category I, recommendation 2 in the Governor's Commission on the Future of Transportation (Volume I) report.*

Measure: Miles of New Shared-Use Path
Target: Increase

UPWP Activities:

- Continue to provide support to communities on Berkshire Bike Path implementation and coordination
- Continue to provide technical support to Berkshire Bike Path Council (BBPC) and North Bike Berkshires, including the provision of GIS related services
- Examine formation of a county bike/walk council
- Advocate for dedicated funding for a regional bike path coordinator position and planning, design, and construction of bike path segments
- Identify gaps in bicycle networks and develop a quality of service/bikeability index
- Coordination with MassDOT on US Bike Route 7 signage

- Continue identifying priority areas for on road cycling improvements and pedestrian enhancements including best practices based on land use context (urban, suburban, rural) including identifying critical sidewalk gaps.
- Identify areas of concern for bicycle and pedestrian safety, walkability, and ADA compliance; promote countermeasures and safety enhancements
- Participation in Bay State Bike Week, Bay State Greenway and Western New England Greenway bikeway initiatives

Recommended Projects (only projects with TIP fiscal year listed are programmed in this RTP):

- Adams / North Adams- Ashuwilliticook Rail Trail Extension to Route 8A (Hodges Cross Rd) (606890). Project Cost: $6,677,100. (TIP – FFY 2022)
- Pittsfield – Ashuwilliticook Rail Trail Extension to Crane Ave (606891). Project Cost: $2,704,236. (TIP – FFY 2020)
- Pittsfield – Ashuwillticook Rail Trail Extension from Crane Ave to Merrill Rd. (609289). Project Cost: $2,088,000. (TIP – FFY 2024)
- North Adams / Williamstown – Mohawk Bicycle/Pedestrian Trail (607254). Project Cost: 8,460,000. (TIP – FFY 2020)
- Lee – Bikeway construction from Stockbridge Town Line to West Park St. (Phase 1) (607570). Project Cost: $5,267,069. (TIP – FFY 2021)
- Great Barrington – Housatonic Bike Path – Design and construction (XXX16D). Project Cost: $4,500,000.
- North Adams – Construction of bicycle and pedestrian underpass (607906). Project Cost: $2,970,000.

Objective: Expand Shared Micromobility Services (shared bikes, scooters, or other small vehicles) in the Region. *Objective supports thematic category I, recommendation 2, thematic category II, recommendation 5, and thematic category IV, recommendation 16 in the Governor's Commission on the Future of Transportation (Volume I) report.*

Measure: Qualitative
Target: Qualitative

UPWP Activities:

- Study options for shared micromobility transportation services in the region
- Establish a county working group to guide planning and implementation
- Develop a template shared micromobility MOU and RFP for municipal use
- Host a shared micromobility demonstration day

Recommended Projects (only projects with TIP fiscal year listed are programmed in this RTP):

- Shared Micromobility Pilot - Estimated Cost: $3,500,000

GOAL: ENHANCE SYSTEM RELIABILITY, EFFICIENCY, AND PROJECT DELIVERY

Transportation in our region should be reliable and efficient and transportation projects should be delivered in a reasonable time period while minimizing costs. Though our region does not experience major delays, bottlenecks, or other reliability issues, there is always room for improvement. Moreover, the process by which transportation projects are identified and implemented is complicated, time consuming, and expensive. This section recommends improving system reliability and reducing project delivery delays. Additionally, it identifies potential avenues for our region to make better use of existing revenue sources while securing new revenue sources.

Objective: Increase System Reliability

Measure: Index of Travel Time Reliability (ITTR), Index of Truck Travel Time Reliability (ITTTR)
Target: Improving
Note: Performance Measures and statewide targets adopted by MPO in 2018.

UPWP Activities:

- Continue to monitor, study, and identify regional bottlenecks
- Administer fiscal year Traffic Count Program
- Retain a traffic counting firm to undertake data collection
- Prepare and report on regional traffic counts
- Assist with assessment of traffic signals for future smart signal implementation
- Provide traffic data to local communities upon request. Update BRPC website with traffic count data
- Coordinate with MassDOT on data collection activities
- Perform data collection activities in support of program activities
- Incorporate 2020 Census and ACS data in Regional Travel Demand Model Calibration
- Coordinate with MassDOT on Travel Demand Modeling issues
- Identification of additional model enhancements

Recommended Projects (only projects with TIP fiscal year listed are programmed in this RTP):

- Pittsfield – Intersection and Signal Improvements at First St. and North St. near BMC (606233). Project Cost: $5,404,320. (TIP – FFY 2022)
- Implement recommendations of 1-90 Interchange study with new Interchange in Otis or Becket area. Project Cost: $40 million

- New Marlborough/Sandisfield – Rehabilitation and capacity improvement along Route 57 (XXX08B). Project Cost: $8,000,000.
- Lenox/Pittsfield – Access management, potential road diet and rehabilitation of Route 7/Pittsfield Road (N/A). Project Cost: $ 10,000,000.
- Regional bottleneck improvements for an estimated project cost of $30,000,000.

Objective: Promote Efficient Project Delivery

Measure: Number of federal-aid projects completed per year, number of state-aid projects completed per year
Target: Increase

UPWP Activities:

- Study potential for changes to design standards and construction requirements, prevailing wage law, and use of prequalified contractors to extend existing funding
- Study potential for standardization of specifications for projects such as bridges to reduce design and engineering costs
- Study county group purchase program to help reduce municipal project costs
- Examine potential to combine multiple municipal paving bids into a single bid package

Recommended Projects: N/A

Objective: Increase Funding for Regional Transportation Projects via New and Existing Sources

Measure: Number of federal-aid projects completed per year, number of state-aid projects completed per year
Target: Increase

Measure: Project time to completion
Target: decrease

UPWP Activities:

- Study and advocate for additional statewide revenue sources, such as additional or revised local option taxes (room tax, sales tax, car rental fee, etc.) or regional ballot initiative specifically to fund rural transportation needs
- Study potential for redirecting FTA administrative and capital funds to fund transit operational costs

- Study use of economic development and workforce training funds to fund employment related transportation needs
- Study and advocate for additional grant funds for feasibility studies, project start-up and initial subsidy of innovative programs in rural areas, such as Transportation Management Associations (TMA)
- Advocate for use of Volkswagen settlement funds to assist in the introduction of alternative fuel and electric vehicles into rural vehicle fleets
- Study and advocate for changes to and increased funding through the Chapter 90 local roads program to ensure funds are adequate, timely and predictable. Study potential to tie Chapter 90 funding to inflation
- Study potential for increasing funding to the Municipal Small Bridge Program

Recommended Projects: N/A

Objective: Promote Efficient and Meaningful Public Engagement and Use of the 3C (Continuing, Coordinated, and Comprehensive) Planning Process

Measure: Qualitative
Target: Qualitative

UPWP Activities:

- Apply the Public Participation Process to transportation program activities and tasks; prepare for and attend public meetings; and continue to update Public Participation Plan (PPP) and Title VI Plan
- Coordinate with MassDOT and municipalities on needed outreach
- Study options to modernize and enhance engagement strategies to increase public participation and ensure the process contains no barriers to participation by EJ and Title VI population groups
- Explore alternative outlets to reach Limited English Proficiency populations
- Develop promotional materials on Federal-aid process to engage general public and our municipal officials
- Prepare transportation articles for "Common Ground" and perform regular updates to the agency's site
- Regular updates of email addresses for public participation, EJ and Title VI activities
- Translate BRPC materials for distribution in other languages as needed
- Evaluate projects for environmental justice impacts as part of the RTP/TIP project evaluation processes
- Update and expand demographic and economic database, such as employment data, land use, population and household statistics

- Collect data and coordinate transportation data needs with Berkshire Benchmarks
- Reach out to Albany area MPO (CDTCMPO) and other adjacent MPO's in New York state to discuss project coordination and regional priorities

Recommended Projects: N/A

GOAL: INCREASE RESILIENCY TO CLIMATE CHANGE WHILE PROTECTING AND ENHANCING THE NATURAL ENVIRONMENT

Our network of roads and bridges and our reliance on fossil-fuel, combustion engine powered vehicles has a direct impact on the environment locally and globally. This section outlines ways to minimize the transportation system's impact on the environment, including improving stormwater management and reducing greenhouse gas emissions. Moreover, recent regulatory changes have altered the process to improve and replace road-stream crossings. Proposed are a suite of activities to support the identification and replacement of municipal culverts to better prepare roadway assets to accommodate wildlife movement and climate change impacts such as increased precipitation. Additionally, this work will help to prioritize culverts for replacement.

Objective: Reduce Animal Involved Crashes

Measure: Number of crashes involving animals
Target: decrease

UPWP Activities:

- Report yearly to MPO on crashes involving animals
- Study opportunities for wildlife crossings across the region
- Promote use of crowdsourced data on wildlife collisions to supplement existing crash data

Recommended Projects (only projects with TIP fiscal year listed are programmed in this RTP):

- Construct a dedicated wildlife crossing overpass near Appalachian Trail bridge across I-90 in Lee. Project Cost: 15,000,000.

Objective: Reduce Transportation Related Impacts of Stormwater

Measure: Number of new projects involving stormwater mitigation
Target: Increasing

UPWP Activities:

- Continue ongoing work to support implementation of MS4 Stormwater regulations
- Develop template municipal stormwater management bylaw

Recommended Projects:

- N/A

Objective: Reduce Greenhouse Gas Emissions. *This objective supports thematic category II, recommendation 8, thematic category III, recommendation 12 and thematic category IV, recommendation 13 contained in the Governor's Commission on the Future of Transportation (Volume I) report.*

Measure: Regional Emissions
Target: Reduction

Measure: Number of new electric vehicles purchased, number of electric busses in BRTA Fleet
Target: Increase

UPWP Activities:

- Coordinate with communities on siting of public electric vehicle charging stations
- Participate in statewide GHG emission regulatory efforts, perform GHG emissions analysis/calculations for projects included in the TIP consistent with the Massachusetts Global Warming Solutions Act (GWSA) and promote alternative fuel vehicles
- Continue to develop principles and planning tools that Berkshire communities can use for 'Smart Growth' and Sustainable Development. Review and evaluate existing or proposed land use policies, plans, or laws/regulations in selected communities to determine their effects on transportation
- Implement recommendations and actions identified in Sustainable Berkshires regional sustainability plan and participate in activities which support smart growth initiatives
- Work with Regional Issues Committees as a forum for discussing regional land use and its significance to the regional transportation network

Recommended Projects (only projects with TIP fiscal year listed are programmed in this RTP):

- Allocate $3 million for 10 public electric vehicle charging stations
- Acquire electric busses as part of BRTA fleet replacement

Objective: Maintain Culvert Condition while Minimizing Ecological Impacts and Enhancing Climate Change Resiliency in All Projects. *This objective directly relates to thematic category III, recommendation 11 contained in the Governor's Commission on the Future of Transportation (Volume I) report.*

Measure: Culvert condition, Aquatic Organism Passage (AOP) score, number of assessed culverts
Target: improving conditions and AOP scores, increasing number of assessed culverts

UPWP Activities:

- Report yearly to MPO on culvert condition
- Assist communities with location and prioritization of culvert replacement
- Monitor and support the Massachusetts Transportation and Climate Initiative (TCI)
- Assist communities in seeking funding for culvert study and replacement
- Assist in efforts to implement Massachusetts River and Stream Crossing Standards
- Coordinate with recommendations developed through the Hazard Mitigation Plan process and other related activities
- Convene a "stream crossing working group" to study potential changes to stream crossing standards to incorporate a more reasonable and balanced implementation approach
- Host a bridge and culvert tour to show off local examples of updated stream crossing infrastructure
- Develop informational materials around street tree species selection that anticipates climate change
- Assist communities to gain access to Municipal Vulnerability Preparedness (MVP) funding and participate in efforts to improve efficiency and reduce costs of culverts and bridges
- Conduct an inventory of stream crossing facilities subject to damage due to increased flooding events associated with climate change

Recommended Projects:

- N/A

7 FISCAL CONSTRAINT AND OTHER FUNDING CONSIDERATIONS

The FAST act requires that the projects recommended in the RTP are fiscally constrained. Fiscal constraint means that the anticipated cost of planned projects will not reasonably exceed expected revenue. It is crucial to provide a fiscal context for transportation planning as it adds much needed realism to the process. Additionally, it is an extremely valuable consideration in project prioritization among other factors and the anticipated benefits that implemented projects are expected to achieve. This plan is fiscally constrained based on the financial projections provided by MassDOT for the years 2020 to 2040.

Highway and Bridge Funding

MassDOT Office of Transportation Planning provided anticipated funding levels for the 20 years of the RTP and are found in **Table 7.1**. These estimates are predicated on the assumption that federal and state match funding for the period of 2020-2040 reflect current allocations and are inflated 2.2% annually from 2021 to 2040. The complete base amount of federal funds available for the statewide road and bridge program includes the required match and represents totals for each 5-year period.

Local aid funding sources such as Chapter 90, town expenditures, and state grant programs like MassWorks are not included in these funding projections.

Based on these funding projections, a total of $647 million is anticipated for Berkshire County for highway, bridge, and other projects. This funding is prioritized annually through the Berkshire MPO's Transportation Improvement Program.

Table 7.1 – Estimated Highway Funding

	Highway	Non-Interstate DOT Pavement	Remaining Statewide Programs	Non-Federal Aid (NFA) Preservation *(highway or bridge projects)*	Totals
MARPA formula (% of total funding to Berkshire Region)	**3.5596%**	**5.7079%**	**3.5596%**	**3.5596%**	
2020	$ 8,489,822	$4,650,953	$ 6,549,352	$3,559,600	$23,249,727
2021	$ 8,661,660	$3,855,432	$ 8,554,307	$3,559,600	$24,630,999
2022	$ 8,838,033	$3,649,090	$ 8,491,800	$3,559,600	$24,538,523
2023	$ 9,031,063	$4,025,152	$ 8,245,657	$3,559,600	$24,861,472
2024	$ 9,149,430	$4,433,405	$ 8,112,462	$3,559,600	$25,254,897
1st five years	**$ 44,170,008**	**$20,614,033**	**$ 39,953,578**	**$17,798,000**	**$122,535,619**

2025	$ 9,295,572	$4,504,219	$ 8,242,041	$3,637,911	$25,679,743
2026	$ 9,442,910	$4,575,613	$ 8,372,680	$3,637,911	$26,029,114
2027	$ 9,990,770	$4,841,081	$ 8,858,447	$3,637,911	$27,328,209
2028	$ 10,221,967	$4,953,108	$ 9,063,441	$3,637,911	$27,876,427
2029	$ 11,690,162	$5,664,530	$ 10,365,235	$3,637,911	$31,357,838
2nd five years	**$ 50,641,381**	**$24,538,551**	**$ 44,901,843**	**$18,189,556**	**$138,271,331**
2030	$ 11,931,644	$5,781,542	$ 10,579,348	$3,717,945	$32,010,479
2031	$ 12,178,438	$5,901,127	$ 10,798,171	$3,717,945	$32,595,681
2032	$ 12,430,662	$6,023,343	$ 11,021,809	$3,717,945	$33,193,759
2033	$ 12,688,435	$6,148,249	$ 11,250,367	$3,717,945	$33,804,996
2034	$ 12,951,878	$6,275,902	$ 11,483,953	$3,717,945	$34,429,678
3rd five years	**$ 62,181,056**	**$30,130,162**	**$ 55,133,648**	**$18,589,726**	**$166,034,592**
2035	$ 13,221,118	$6,406,363	$ 11,722,677	$3,799,740	$35,149,898
2036	$ 13,496,281	$6,539,695	$ 11,966,654	$3,799,740	$35,802,370
2037	$ 13,777,497	$6,675,960	$ 12,215,998	$3,799,740	$36,469,195
2038	$ 14,064,900	$6,815,222	$ 12,470,828	$3,799,740	$37,150,690
2039	$ 14,358,626	$6,957,549	$ 12,731,264	$3,799,740	$37,847,179
4th five years	**$ 68,918,422**	**$33,394,789**	**$ 61,107,421**	**$18,998,700**	**$182,419,332**
2040	$ 14,658,814	$7,103,007	$ 12,997,429	$3,883,334	$38,642,584
5th five years	$ 14,658,814	$7,103,007	$ 12,997,429	$3,883,334	$38,642,584
Totals	**$ 240,569,681**	**$115,780,541**	**$ 214,093,919**	**$77,459,317**	**$647,903,458**

Bridge Funding

Table 7.2 displays funding levels for the statewide bridge program. Please note that funding for the statewide bridge program includes funding for the entire state. It is anticipated that portions of this funding will be available for bridges in our region. Moreover, NFA preservation funds identified in **Table 7.1** can be used for bridge projects.

Table 7.2 – Estimated Bridge Funding

	Statewide Bridge Program *(funding available to ALL MPOs)*
MARPA formula	No fixed amount to region
2020	$ 197,709,931
2021	$ 179,809,931
2022	$ 197,709,931
2023	$ 207,515,202
2024	$ 202,492,700

1st five years	**$**	**985,237,695**
2025	$	205,727,070
2026	$	208,987,915
2027	$	221,112,988
2028	$	226,229,781
2029	$	258,723,475
2nd five years	**$**	**1,120,781,228**
2030	$	264,067,883
2031	$	269,529,868
2032	$	275,112,018
2033	$	280,816,974
2034	$	286,647,439
3rd five years	**$**	**1,376,174,182**
2035	$	292,606,175
2036	$	298,696,003
2037	$	304,919,807
2038	$	311,280,535
2039	$	317,781,198
4th five years	**$**	**1,525,283,718**
2040	$	324,424,877
5th five years	$	324,424,877
Totals	**$**	**5,331,901,700**

Transit Funding

MassDOT provided transit program Federal revenue over the life of this plan for the 5307 Urbanized Area Funding Resources and 5311 Formula Grants in other than Urbanized Areas. 5307 eligible activities include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments including rolling stock, overhaul and rebuilding of vehicles, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are capital costs.

BRTA can use 5311 funding for capital, operating, and administrative expenses for public transportation projects that meet the needs of rural communities. Examples of eligible activities include: capital projects; operating costs of equipment and facilities for use in public transportation; and the acquisition of public transportation services, including service agreements with private providers of public transportation services.

BRTA uses 5307 funds to upgrade capital assets like vehicles, maintenance, and transit facilities. BRTA uses 5311 funding to offset operating costs in the Berkshires' rural areas. We do not anticipate the manner in that they use their funding to change from how they used it in the past. MassDOT indicates that BRTA, has $48.7 million in 5307 funding to continue with capital projects and $7.5 million in 5311 rural service operating and capital funding over the life of this RTP. Financial information for transit and operating revenue is presented in **Table 7.3**.

Table 7.3 – Projected Federal Revenue for Transit

Year	Section 5307	Section 5311
2020	$1,873,138	$289,986
2021	$1,912,099	$296,046
2022	$1,951,871	$302,234
2023	$1,992,470	$308,550
2024	$2,033,913	$314,999
1st five years	**$9,763,491**	**$1,511,815**
2025	$2,076,219	$321,583
2026	$2,119,404	$328,304
2027	$2,163,488	$335,165
2028	$2,208,488	$342,170
2029	$2,254,425	$349,322
2nd five years	**$10,822,024**	**$1,676,544**
2030	$2,301,317	$356,622
2031	$2,349,184	$364,076
2032	$2,398,047	$371,685
2033	$2,447,927	$379,453
2034	$2,498,843	$387,384
3rd five years	**$11,995,318**	**$1,859,220**
2035	$2,550,819	$395,480
2036	$2,603,876	$403,746
2037	$2,658,037	$412,184
2038	$2,713,324	$420,799
2039	$2,769,761	$429,593
4th five years	**$13,295,817**	**$2,061,802**
2040	$2,827,372	$438,572
5th five years	$2,827,372	$438,572
Total	**$48,704,022**	**$7,547,953**

Fiscal Constraint Analysis

For financial planning purposes and to comply with 23 CFR Part 450, Regional Transportation Plans are required to show that sufficient funding is projected to cover the costs of anticipated projects planned for construction over the horizon of the plan.

The financial analysis presented above has addressed the revenue sources reasonably expected to be available from both federal and state sources and the cost associated with operations and maintenance needs of the existing transportation system. According to MassDOT projections, it is estimated that $647,900,000 in funds will be available for highway projects. Federal transit funding is estimated at $56 million. As expenditures do not exceed the projected available funds, the plan meets financial constraint requirements.

The fiscal constraint analysis presented for 2020-2024 is consistent with our regional TIP document (see **Table 7.4A & B**). All other potential projects mentioned in this document have not been programmed. The fiscal constraint analysis for 2025-2040 does not program specific projects (see **Table 7.5**), but the unfunded highway (see **Table 7.6**), bridge (see **Table 7.7**), and transit project (see **Table 7.8**) lists could be considered for programming in these years. A list of unprogrammed highway and transit projects can be found on **Table 7.9**.

Table 7.4A – Bridge and Highway Fiscal Constraint Analysis 2020-2024

Note: This table is a listing of projects programmed in our FFY 2020-2024 TIP. No specific projects have been programmed for RTP years 2025-2040.

STIP Program	MassDOT Project ID	Municipality Name	MassDOT Project Description	Related Performance Measures	Funding Source	Total Programmed Funds	TIP Year
Bridge Program	608645	New Marlborough	NEW MARLBOROUGH- BRIDGE REPLACEMENT, N-08-006, CAMPBELL FALLS ROAD OVER WHITING RIVER	PM2	STBG-BR-OFF	$ 787,317	2020
Bridge Program	608646	Tyringham	TYRINGHAM- BRIDGE REPLACEMENT, T-10-007, MONTEREY ROAD OVER HOP BROOK	PM2	STBG-BR-OFF	$ 1,441,165	2020
Bridge Program	609161	Adams	ADAMS- SYSTEMATIC BRIDGE MAINTENANCE, A-04-001, ROUTE 8 (GROVE ST) OVER ASHUWILLTICOOK RAIL-TRAIL AND HOOSIC RIVER	PM2	NHPP-Off	$ 522,200	2020
Bridge Program	608636	Lenox	LENOX- BRIDGE REPLACEMENT, L-07-006, ROARING BROOK ROAD OVER ROARING BROOK	PM2	STBG-BR-OFF	$ 1,122,880	2021

Bridge Program	608647	Savoy	SAVOY- BRIDGE SUPERSTRUCTURE REPLACEMENT, S-06-003, CENTER ROAD OVER CENTER BROOK	PM2	STBG-BR-OFF	$ 813,740	2021
Bridge Program	608642	New Marlborough	NEW MARLBOROUGH- SUPERSTRUCURE REPLACEMENT, N-08-001, NORFOLK ROAD OVER UMPACHENE BROOK	PM2	STBG-BR-OFF	$ 5,461,456	2021
Bridge Program	609080	New Marlborough	NEW MARLBOROUGH- SUPERSTRUCTURE REPLACEMENT, N-08-018, CANAAN-SOUTHFIELD ROAD OVER UMPACHENE RIVER	PM2	STBG-BR-OFF	$ 1,064,448	2021
Bridge Program	609081	New Marlborough	NEW MARLBOROUGH- SUPERSTRUCTURE REPLACEMENT, N-08-017, LUMBERT CROSS ROAD OVER UMPACHENE RIVER	PM2	STBG-BR-OFF	$ 2,278,848	2021
Bridge Program	608854	Pittsfield	PITTSFIELD- BRIDGE REPLACEMENT, P-10-034, MILL STREET OVER W. BRANCH OF HOUSATONIC RIVER	PM2	STBG-BR-OFF	$ 1,776,772	2021
Bridge Program	608856	Otis	OTIS- BRIDGE REPLACEMENT, O-05-007, TANNERY ROAD OVER W. BRANCH OF FARMINGTON RIVER	PM2	STBG-BR-OFF	$ 821,280	2022
Bridge Program	608860	Pittsfield	PITTSFIELD- BRIDGE REPLACEMENT, P-10-055, EAST NEW LENOX ROAD OVER SACKETT BROOK	PM2	STBG-BR-OFF	$ 573,504	2022
Bridge Program	609162	Williamstown	WILLIAMSTOWN- SYSTEMATIC BRIDGE MAINTENANCE, W-37-013, ROUTE 7 (MOODY BRIDGE) OVER HOOSIC RIVER & PAN-AM RR	PM2	NHPP-Off	$ 522,200	2022
Bridge Program	609070	Alford	ALFORD- BRIDGE REPLACEMENT, A-06-004, WEST ROAD OVER SCRIBNER BROOK	PM2	STP-BR-OFF	$ 1,809,024	2023
Bridge Program	609078	New Marlborough	NEW MARLBOROUGH- BRIDGE REPLACEMENT, N-08-020, KEYES HILL ROAD OVER UMPACHENE RIVER	PM2	STP-BR-OFF	$ 2,802,900	2023
Bridge Program	609072	Williamstown	WILLIAMSTOWN- BRIDGE REPLACEMENT, W-37-010, MAIN STREET OVER HEMLOCK BROOK	PM2	STP-BR-OFF	$ 2,612,784	2023

Bridge Program	609074	Monterey	MONTEREY- BRIDGE REPLACEMENT, M-29-001, CURTIS ROAD OVER KONKAPOT RIVER	PM2	STP-BR-OFF	$ 1,212,288	2023
Bridge Program	608857	Cheshire	CHESHIRE- BRIDGE REPLACEMENT, C-10-002, SAND MILL ROAD OVER DRY BROOK	PM2	STP-BR-OFF	$ 2,462,448	2023
Bridge Program	605843	North Adams	NORTH ADAMS- BRIDGE REPLACEMENT, N-14-016, ROUTE 2 OVER THE HOOSIC RIVER	PM2	NHPP-On	$ 18,315,704	2023
Bridge Program	609164	North Adams	BRIDGE MAINTENANCE (N-14-017) ROUTE 2 OVER HOOSIC RIVER	PM2	NHPP-Off	$ 522,200	2023
Bridge Program	609068	Sheffield	SHEFFIELD- BRIDGE REPLACEMENT, S-10-015, KELSEY ROAD OVER SCHENOB BROOK,	PM2	STBG-BR-OFF	$ 1,805,424	2024
Bridge Program	609069	Becket	BECKET- BRIDGE REPLACEMENT, B-03-045, QUARRY ROAD OVER CUSHMAN BROOK	PM2	STBG-BR-OFF	$ 2,040,672	2024
Bridge Program	609076	Great Barrington	GREAT BARRINGTON- BRIDGE REPLACEMENT, G-11-006, COTTAGE STREET OVER HOUSATONIC RIVER	PM2	STBG-BR-OFF	$ 5,143,440	2024
Bridge Program	608859	Tyringham	TYRINGHAM- BRIDGE REPLACEMENT, T-10-003, JERUSALEM ROAD OVER HOP BROOK	PM2	STBG-BR-OFF	$ 2,679,600	2024
Bridge Program	609428	Lanesborough	LANESBOROUGH- BRIDGE REPLACEMENT, L-03-010, BRIDGE STREET OVER TOWN BROOK	PM2	STBG-BR-OFF	$ 1,176,240	2024
					Total of recommended bridge projects	**$ 59,768,535**	
					Total estimated bridge revenue	**$ 59,768,535**	
					Difference	**$ -**	
STIP Program	**MassDOT Project ID**	**Municipality Name**	**MassDOT Project Description**	**Related Performance Measures**	**Funding Source**	**Total Programmed Funds**	**TIP Year**
Roadway Reconstruction	607328	Adams	ADAMS- PAVEMENT REHABILITATION & RELATED WORK ON ROUTE 8	PM2	STBG & CMAQ	$ 5,794,014	2020
Roadway Reconstruction	606406	Hinsdale	HINSDALE- PERU- RECONSTRUCTION OF SKYLINE TRAIL (MIDDLEFIELD ROAD)	PM2	STBG	$ 6,031,901	2021
Roadway Reconstruction	608768	Pittsfield	PITTSFIELD- RESURFACING AND RELATED WORK ON MERRILL ROAD, FROM JUNCTION	PM2	STBG	$ 1,820,000	2021

			ROAD TO EAST STREET				
Roadway Reconstruction	608767	Egremont	EGREMONT- RECONSTRUCTION AND RELATED WORK ON ROUTE 23/41, FROM CREAMERY ROAD TO NORTH UNDERMOUNTAIN ROAD	PM2	STBG	$ 3,122,388	2022
Roadway Reconstruction	606233	Pittsfield	PITTSFIELD- INTERSECTION & SIGNAL IMPROVEMENTS AT FIRST STREET & NORTH STREET (NEAR BERKSHIRE MEDICAL CENTER)	PM1, PM3	STBG & CMAQ	$ 5,404,320	2022
Roadway Reconstruction	604003	Pittsfield	PITTSFIELD- RECONSTRUCTION OF EAST STREET (ROUTE 9)	PM2	STBG & CMAQ	$ 6,654,197	2023
Roadway Improvements	608737	Dalton	DALTON- RECONSTRUCTION OF DALTON DIVISION ROAD	PM2	STBG	$ 11,074,560	2023
Bicycles and Pedestrians	606891	Lanesborough	LANESBOROUGH- PITTSFIELD- ASHUWILLTICOOK RAIL TRAIL EXTENSION TO CRANE AVENUE	PM3	CMAQ	$ 2,704,236	2020
Bicycles and Pedestrians	607254	Multiple	NORTH ADAMS- WILLIAMSTOWN- MOHAWK BICYCLE/PEDESTRIAN TRAIL	PM3	CMAQ	$ 8,460,000	2020
Bicycles and Pedestrians	607570	Lee	LEE- BIKEWAY CONSTRUCTION, FROM STOCKBRIDGE T.L. TO WEST PARK STREET (PHASE 1)	PM3	CMAQ	$ 5,267,069	2021
Bicycles and Pedestrians	606890	Multiple	ADAMS- NORTH ADAMS- ASHUWILLTICOOK RAIL TRAIL EXTENSION TO ROUTE 8A (HODGES CROSS ROAD)	PM3	CMAQ	$ 6,677,100	2022
Bicycles and Pedestrians	609289	Pittsfield	PITTSFIELD- ASHUWILLTICOOK BIKE TRAIL EXTENSION, CRANE AVENUE TO MERRILL ROAD	PM3	CMAQ	$ 2,088,000	2024
Non-Interstate Pavement	608486	Williamstown	WILLIAMSTOWN - RESURFACING AND RELATED WORK ON ROUTE 43	PM2	NHPP	$ 3,093,750	2020
Non-Interstate Pavement	608812	Florida	FLORIDA - RESURFACING AND RELATED WORK ON ROUTE 2	PM2	NHPP	$ 6,872,320	2020
Non-Interstate Pavement	609104	Lee	LEE - RESURFACING AND RELATED WORK ON ROUTE 20	PM2	NHPP	$ 1,937,500	2020

Intersection Improvements	607756	Great Barrington	GREAT BARRINGTON- INTERSECTION & SIGNAL IMPROVEMENTS ON US 7 (SOUTH MAIN STREET) AT SR 23 & SR 41 (MAPLE AVENUE)	PM1, PM3	HSIP	$ 1,463,774	2020
Non-Interstate Pavement	608485	Multiple	PITTSFIELD- LANESBOROUGH RESURFACING AND RELATED WORK ON ROUTE 8	PM2	NHPP	$ 4,241,203	2021
Non-Interstate Pavement	609103	Multiple	NORTH ADAMS - FLORIDA RESURFACING AND RELATED WORK ON ROUTE 2	PM2	NHPP	$ 5,941,253	2022
Non-Interstate Pavement	608813	Lanesborough	LANESBOROUGH - RESURFACING AND RELATED WORK ON ROUTE 7	PM2	NHPP	$ 2,033,942	2022
Non-Interstate Pavement	609105	Windsor	WINDSOR - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 9	PM2	NHPP	$ 9,420,365	2023
Intersection Improvements	608754	Dalton	DALTON- INTERSECTION IMPROVEMENTS AT ROUTES 8 & 9 (MAIN ST) AT SOUTH ST & WEST HOUSATONIC ST	PM1, PM3	HSIP	$ 1,568,000	2023
Non-Interstate Pavement	609394	Multiple	CHESHIRE - ADAMS - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 8	PM2	NHPP	$ 10,348,128	2024
			Total of recommended highway and bike/ped projects			**$ 113,509,456**	
			Total Estimated Revenue (Highway, Non-interstate DOT Pavement, Remaining SW programs)			**$ 113,509,456**	
			Difference			**$ -**	

MPO Discretionary Target Funds 2020-2024

Most federal funding to the area is distributed at the discretion of MassDOT and BRTA. However, a small portion of funding is distributed by the MPO. Based on the most recently adopted FFY 2020-2024 TIP document, $44.17 million in discretionary target funds will come to the Berkshire region during the five TIP fiscal years. The TIP shows that $38.196 million of these funds have been programmed, leaving $5.97 million unprogrammed. If left unprogrammed, these funds return to the federal government. To make efficient use of the limited transportation funding that comes to the region, BRPC, MassDOT, BRTA, and other agencies should seek to identify viable projects which will allocate and program these scant dollars.

Table 7.4B – Transit Fiscal Constraint Analysis 2020-2024

Note: This table is a listing of transit projects programmed in our FFY 2020-2024 TIP. No specific projects have been programmed for RTP years 2025-2040.

Program	Project ID	Municipality Name	Project Description	Related performance measures	Funding Source	Total Programmed Funds	TIP Year
Transit	BCG0007499	Countywide	PREVENTIVE MAINTENANCE	TAM	5307	$ 150,000	2020
Transit	BCG0007503	Countywide	BUY REPLACEMENT <30 FT BUS (2) fixed route	TAM	5307	$ 192,248	2020
Transit	BCG0007511	Countywide	Mid-Life Fare Collection System upgrade	TAM	5307	$ 500,000	2020
Transit	BCG0007502	Countywide	BUY 2 REPLACEMENT 35-FT BUSES	TAM	5339	$ 825,901	2020
Transit	BCG0007500	Countywide	PREVENTIVE MAINTENANCE	TAM	5307	$ 150,000	2021
Transit	BCG0007501	Countywide	REHAB/RENOVATE - ADMIN/MAINT FACILITY-BUS DECK	TAM	5307	$ 150,000	2021
Transit	BCG0007505	Countywide	REHAB/RENOVATE - SHOP EQUIPMENT	TAM	5307	$ 25,000	2021
Transit	BCG0007509	Countywide	BUY REPLACEMENT 30-FT BUS (1) Fixed Route (5339)	TAM	5339	$ 436,914	2021
Transit	BCG0007510	Countywide	BUY REPLACEMENT <30 FT BUS (2) Fixed Route (5339)	TAM	5339	$ 192,248	2021
Transit	BCG0007506	Countywide	PREVENTIVE MAINTENANCE	TAM	5307	$ 150,000	2022
Transit	BCG0007507	Countywide	ACQUIRE - SHOP EQUIPMENT	TAM	5307	$ 25,000	2022
Transit	BCG0007508	Countywide	SECURITY	TAM	5307	$ 25,000	2022
Transit	BCG0008111	Countywide	REHAB/RENOVATE - BUS STATION-BUS DECK	TAM	5307	$ 150,000	2022
Transit	BCG0007512	Countywide	PREVENTIVE MAINTENANCE	TAM	5307	$ 150,000	2023
Transit	BCG0007513	Countywide	SUPPORT VEHICLES plow truck	TAM	5307	$ 65,000	2023
Transit	BCG0007514	Countywide	BUY REPLACEMENT <30 FT BUS 3 Fixed Route Mini Buses	TAM	5307	$ 288,373	2023
Transit	BCG0008125	Countywide	BUY REPLACEMENT <30 FT BUS (3) FIXED ROUTE	TAM	5307	$ 288,373	2024
Transit	BCG0008126	Countywide	PREVENTIVE MAINTENANCE	TAM	5307	$ 150,000	2024
Transit	BCG0008127	Countywide	ACQUIRE - MISC SUPPORT EQUIPMENT- Purchase (2) Electric Chargers	TAM	5307	$ 100,000	2024
			Total of recommended 5307 projects			**$ 2,558,993**	

			Recommended Total 5307 Investment (FY20-24)	**$ 9,763,491**	
			Total of recommended 5339 projects	**$ 1,455,063**	
			Total Estimated Revenue (5307)	**$9,763,491**	
			Assumed Contribution from 5339	**$ 1,455,063**	
			Difference	**$ -**	

Table 7.5 – Fiscal Constraint Analysis 2025-2040

Note: This RTP programs no projects beyond those in FFY 2020-2024, which is consistent with our FFY 2020-2024 TIP. No specific projects have been programmed for RTP years 2025-2040. This table only provides guidance for a recommended level of investment based on financial targets provided by MassDOT and infrastructure needs.

Anticipated Revenue and Investment	2025-2029	2030-2034	2035-2040	Total
BRIDGE				
Anticipated Bridge Revenue Source	**2025-2029**	**2030-2034**	**2035-2040**	**Total**
Anticipated Statewide Bridge Revenue	$50,00,000	$50,00,000	$50,00,000	$150,000,000
Subtotal	$50,00,000	$50,00,000	$50,00,000	$150,000,000
Recommended Bridge Investment (see unfunded project list for potential projects	$50,00,000	$50,00,000	$50,00,000	$150,000,000
Difference	$0	$0	$0	$0
HIGHWAY				
Anticipated Highway Revenue Source	**2025-2029**	**2030-2034**	**2035-2040**	**Total**
Highway	$50,641,381	$62,181,056	$83,577,236	$196,399,673
Non-Interstate Pavement	$24,538,551	$30,130,162	$40,497,795	$ 95,166,509
Remaining SW Programs	$ 44,901,843	$55,133,648	$ 74,104,851	$ 174,140,342
NFA Preservation	$18,189,556	$18,589,726	$22,882,034	$ 77,459,316
Subtotal	$137,879,775	$166,034,593	$221,061,916	$543,165,840

Recommended Highway Investment (see unfunded project list for potential projects)	$137,879,775	$ 165,634,423	$221,061,916	$ 543,165,840
Difference	$0	$0	$0	$0
TRANSIT				
Anticipated Transit Revenue Source	**2025-2029**	**2030-2034**	**2035-2040**	**Total**
Section 5307	$10,822,024	$11,995,318	$16,123,189	$38,940,531
Section 5311	$1,676,544	$1,859,220	$2,500,374	$6,036,138
Subtotal	$12,498,568	$13,854,538	$18,623,563	$44,976,669
Recommended Transit Investment	$12,498,568	$13,854,538	$18,623,563	$44,976,669
Difference	$0	$0	$0	$0

Unfunded and Unprogrammed Highway and Transit projects

The unfunded project list is a pool of potential projects awaiting a funding source. Projects in the unfunded project list in **Table 7.6** can be programmed into the TIP in years 2025-2040. The unprogrammed project list includes projects that may require additional funding beyond the yearly targets for the region as well as projects at the conceptual stage that have not been thoroughly developed. This list also contains many "regionally significant" projects with a cost beyond $20 million.

Table 7.6 – Unfunded Highway Project List

Facility	Type Of Work	Location	Id#	Fund	Tip Score	Cost
East Street	Improvement/ Widening	Pittsfield	609292	UNDET	5	$3,400,000
Route 43	Complete Streets Improvements	Williamstown	608472	UNDET	4	$5,000,000
Ashland Street	Reconstruction	North Adams	609277	UNDET	4	$5,792,500
Route 7/ South Main Street	Reconstruction	Great Barrington	609215	UNDET	3	$6,931,990
Route 20	Rehabilitation	Hancock	604994	UNDET	2	$4,258,000
Mount Washington Rd	Rehabilitation, Reconstruction	Egremont	608547	UNDET	2	$8,320,000
Route 143	Reconstruction, Rehabilitation	Hinsdale	607500	UNDET	1	$4,200,000
Route 7	Resurfacing & Sidewalk Construction	Lanesborough	609256	UNDET	1	$3,400,000
Summer Street	Rehabilitation	Lanesborough	XXX14B	UNDET		$1,600,000
Route 57	Resurfacing	Sandisfield	XXX17C	UNDET		$5,000,000

Housatonic Bike Path	Construction	Great Barrington	XXX16D	UNDET		$4,500,000
Route 41/102, Main St	Rehabilitation, Widening	West Stockbridge	XXX07A	UNDET		$1,250,000
Bike/Ped Underpass	Construction	North Adams	607906	UNDET		$2,970,000
Route 57	Rehabilitation, Capacity Improvement	New Marlborough / Sandisfield	XXX08B	UNDET		$8,000,000
Hubbard Ave	Bridge Replacement/ Safety Improvements	Pittsfield	XXX17A	UNDET		$8,000,000
Holmes Road	Rehabilitation, Pavement Markings, Signage, Curbing	Lenox	XXX98C	UNDET		$2,410,000
Main/ W.Center/ W.Park St	Reconstruction	Lee	XXX99A	UNDET		$5,000,000
East Street	Resurfacing, Widening, Drainage Improvements	Pittsfield	XXX05J	UNDET		$750,000
Route 116	Resurfacing	Cheshire/Adams/Savoy				$6,000,000
Route 7 / 20 / Pittsfield Rd	Access Mgmt, Potential Road Diet, Rehabilitation	Lenox/Pittsfield				$10,000,000
Route 7 / Stockbridge Rd	Access Mgmt, Potential Road Diet, Rehabilitation, Bike Path	Great Barrington				$10,000,000
	TOTAL					**$106,782,490**

Table 7.7 – Unfunded Bridge Project List

ID	Description	Project Type	Status	Estimated Cost
603560	Pittsfield- Bridge Replacement, P-10-026, Elm Street Over the East Branch of Housatonic River	Bridge Reconstruction/Rehab	DESIGN	$2,335,822
604806	Pittsfield- Bridge Replacement, P-10-058, Hungerford Road Over West Branch of the Housatonic River	Bridge Replacement	DESIGN	$1,828,200
604831	North Adams- Bridge Reconstruction, N-14-032, St Route 2 (West Main Street) Over B&M Railroad	Bridge Reconstruction/Rehab	DESIGN	$6,325,000
605316	North Adams- Bridge Rehabilitation, N-14-017, Sr 2 (State Road) Over the Hoosic River	Bridge Reconstruction/Rehab	DESIGN	$21,063,059
605356	Williamstown- Bridge Rehabilitation, W-37-015, Main Street (Sr 2) Over the Green River	Bridge Reconstruction/Rehab	DESIGN	$4,897,922
606154	Sheffield- Bridge Replacement, S-10-022, Sr 41 @ Sta 231 Over Stream Brook	Bridge Replacement	DESIGN	$1,006,250

606155	Otis- Bridge Replacement, O-05-009, St 8 @ Sta 48 Over Thomas Brook & O-05-010, St 8 @ Sta 50 Over Thomas Brook	Bridge Replacement	DESIGN	$2,348,760
606195	Otis- Bridge Replacement, (O-05-014) Tolland Road Over Otis Reservoir Dam (Dcr P10-2654-C1a)	Bridge Replacement	DESIGN	Unknown
607210	Becket- Chester- Middlefield- Rehabilitation Of B-03-017=M-19-017 & B-03-018=M-19-018, Old "Western Railroad" Keystone Arch Bridges Over the Western Branch of Westfield River	Bridge Reconstruction/Rehab	DESIGN	$1,339,415
607677	Lee- Bridge Replacement, L-05-013, Mill Street Over Washington Mountain Brook	Bridge Replacement	DESIGN	$1,192,550
607679	North Adams- Bridge Rehabilitation, N-14-007, Brown Street Over the Hoosic River	Bridge Reconstruction/Rehab	DESIGN	$5,645,062
607686	Pittsfield- Bridge Rehabilitation, P-10-032, Us 20/Us 7/South Over West Branch of The Housatonic River	Bridge Reconstruction/Rehab	DESIGN	$2,332,440
608648	Williamstown- Deck Preservation, W-37-015, Route 2 Over the Green River	Bridge Maintenance - Deck Repairs	DESIGN	$396,428
609162	Williamstown- Systematic Bridge Maintenance, W-37-013, Route 7 (Moody Bridge) Over Hoosic River & Pan-Am Rr	Bridge Maintenance	DESIGN	$466,250
	Total			**$48,841,336**

Table 7.8 – Unfunded Transit Project List

ID#	LOCATION	FACILITY	TYPE OF WORK	MODE	LEAD	FUND	COST
RTA17U	BRTA	Transit	Satellite Facility North County	T	BRTA	UNDET	1,150,000.00
RTA19J	BRTA	Transit	Purchase 9 Expansion Vans Hybird	T	BRTA	UNDET	1,234,200.00
RTA18V	BRTA	Transit	Purchase 3 Expansion Vans Hybrid	T	BRTA	UNDET	416,250.00
RTA18U	BRTA	Transit	Satellite Facility South County	T	BRTA	UNDET	1,150,000.00
RTA15U	BRTA	Transit	New Parking Area New Buses & Ada Fleet & Paratransit	T	BRTA	UNDET	1,740,000.00
RTA16U	BRTA	Transit	Purchase 2 Trolleys And 2 Expansion Fleet Hybrid	T	BRTA	UNDET	2,800,000.00
RTA19I	BRTA	Transit	Buy 30 Ft Bus For Expansion	T	BRTA	UNDET	416,250.00
RTA19H	BRTA	Transit	Buy Vans For Service Expansion	T	BRTA	UNDET	573,200.00
		RAIL	Berkshire Flyer Passenger Rail service (2-year pilot)	R	UNKN	UNDET	$664,122
			TOTAL				**$10,144,022**

Table 7.9 – Unprogrammed Highway and Transit Project List

LOCATION	FACILITY	TYPE OF WORK	COST
Countywide		Sign Retroreflectivity Replacement Program	$5,000,000
Countywide		Regional Bottlenecks Improvements	$30,000,000
Countywide		Lane Departure Countermeasures	$15,000,000
Countywide		Intersection Safety Improvements	$61,000,000
Countywide		Electric Vehicle Charging Stations	$3,000,000
Lee	near existing Appalachian Trail Crossing	I-90 Wildlife Crossing	$15,000,000
Otis or Becket	I-90	I-90 Interchange btwn Exit 2&3	$40,000,000
Countywide		USBR 7 Wayfinding Signage	$200,000
LOCATION	**LEAD**	**TYPE OF WORK**	**COST**
County	UNKN	East-West Passenger Rail Service	$100,000,000
County	UNKN	Housatonic Line Passenger Rail Service	$60,000,000
County	UNKN	Greenfield – North Adams Passenger Rail Service	$40,000,000
County	BRTA	Transit Minihubs (Williamstown, Adams, Pittsfield, Lenox, Lee, Stockbridge)	$15,000,000
County	UNKN	TMA Pilot	$1,000,000
County	UNKN	Coordinated Senior Transportation Pilot	$250,000
County	UNKN	Shared Micromobility Pilot	$3,500,000
County	BRTA	BRTA Evening and Weekend Service	$15,000,000
County	BRTA	BRTA Reduce Headways to 30 min for fixed routes	$20,000,000
County	BRTA	BRTA regional circulator routes	$5,000,000
County	BRTA	BRTA - electric cutaway busses	$5,000,000
County	BRTA	BRTA - electric bus fleet upgrades	$15,000,000
County	BRTA	BRTA Maintenance Facility Upgrades w/ solar power	$20,000,000
		TOTAL	**$468,950,000**

Other funding considerations

Federal funds are only one source of transportation funding. Massachusetts contributes hundreds of millions of dollars annually to communities through the Chapter 90 program, and municipalities fund transportation projects using their own revenue. This section outlines considerations for funding beyond federal sources and issues recommendations to both stretch existing funding streams and identify possible new sources of funding.

One of the biggest challenges for the Berkshires is aligning maintenance and improvement projects with available transportation funding allocated to the region. Put another way, the

amount of money the region receives is incommensurate with the resources necessary to bring roadway infrastructure up to 'a state of good repair.' Add on top of this identifying improvement projects that update roadway components, such as replacing culverts to meet the updated road-stream crossing standards along with attempting to effectuate residents' future vision of the region's transportation network. The deficiency soon becomes highly apparent. In an effort to rectify some of these funding shortcomings, BRPC assessed the feasibility of looking to other solutions to bridge this gap. Prior to exploring alternative routes for transportation improvement funding, it is useful to briefly review the existing apportionment structure and why Berkshire municipalities struggle to fund roadway projects.

Chapter 90 Local Aid Program

In Massachusetts, the Chapter 90 funding program is the primary statewide reimbursement program providing municipalities with financial assistance for roadway construction, maintenance, and repair. The program is a vital funding source for Massachusetts municipalities as approximately 30,000 miles, roughly 90% of all roadways in the state, are managed by local governments. The program is bond-funded, essentially meaning that the state takes out a loan to fund the program. Chapter 90 is formula driven and the amount of funding to Massachusetts municipalities relies on:

- Road miles, representing the total mileage of town/city accepted roads (determines 58.33% of funding);
- Total population (determines 20.83% of funding); and
- Employment within municipal borders (determines 20.83% of funding)

Chapter 90 is one of our most flexible sources of funding. There are few design standards attached with spending of Chapter 90 dollars, so communities are free to use their best judgement in developing their own projects. Chapter 90 can be used for road, bridge, and culvert repairs, equipment purchase, as well as design and engineering. Thus, communities can leverage Chapter 90 dollars to advance designs for future federal-aid projects listed on the TIP or for grant funding, such as MassWORKS

A study conducted by the Massachusetts Municipal Association in 2012 found that the $200 million a year funding the Chapter 90 program only funded 36% of the actual need across the Commonwealth. This means that an additional $362 million is needed to bring local roadways up to 'a state of good repair.'[73]

Each year, Berkshire County municipalities receive approximately $8 million in Chapter 90 funds. Assuming that funding remains level, we anticipate our municipalities will receive approximately $160 million in Chapter 90 funding over the next 20 years.

Over the years, there have been many suggested ways to improve the Chapter 90 program. Currently, Chapter 90 funding is largely secured through state bonds. Continually borrowing vast sums of money to pay for yearly transportation aid to communities is likely

[73] Massachusetts Municipal Association. (2012). MMA Study: Cities and Towns Need a Dramatic Increase in Chapter 90 Funding to Repair Local Roads. MMA.

unsustainable and identifying dedicated revenue streams is more desirable for the long-term financial health of the Commonwealth.

Additionally, the Chapter 90 funding formulas' emphasis on population levels puts our region at a disadvantage due to our low (and declining) population. Recently, State Representative William "Smitty" Pignatelli filed legislation to alter the Chapter 90 funding formula to increase the weight of road miles in the formula from 58% to 69%. Information released by Representatives' office estimated that smaller communities might be able to increase their yearly funding by 17-18% with this change.[74]

Relevant State and Local Planning Efforts

Chapter 90 Funding Study

In 2017 and 2018, BRPC received detailed data from MassDOT on Chapter 90 spending in the Berkshire region over a 5-year period from FY12-FY16. The study was organized around three basic questions: what types of projects do communities use Chapter 90 for, what is the level of funding and saving, and when is funding used? The data revealed that communities are increasingly spending Chapter 90 on road reconstruction as opposed to simple resurfacing projects. Overall, there was a high level of saving of Chapter 90 funding over the 5-years of available data, as communities are not obligated to spend their allocation every year. The data also showed that communities that receive less funding tend to have a higher level of saving, thus helping to confirm what many municipalities have stated over the years – the need to save their Chapter 90 allocation for many years to spend in a meaningful way. Finally, the study helped to confirm that spending of Chapter 90 likely lags by at least one fiscal year. The study recommends increasing Chapter 90 funding as well advocating for consistent multi-year releases of funds so that municipalities can engage in more long-term infrastructure planning. Furthermore, the study recommends that key project data and metrics be gathered as part of the Chapter 90 funding process. This data could be used to help track pavement condition, guardrail and culvert replacement, as well as be used to compare projects across communities.

Alternative Sources of Transportation Improvement Funding

Beyond drastically revamping the Chapter 90 program to ensure adequate funding, an issue that has been advocated for time and time again, other alternative funding sources should be explored and assessed for their feasibility. Specific recommendations as to how to improve Chapter 90 can be found in BRPC's special Chapter 90 study. Recommendations for alternative funding sources that might be tapped and earmarked for transportation improvements are suggested below.

Potential Recreation and Entertainment Tax

Travel and tourism play a big role in sustaining local economies in the Berkshires. The natural, serene setting of the Berkshires along with the its rich artistic and cultural venues draw visitors to the region year-round. During the summer, fall, and spring visitors partake in a variety of outdoor land- and water-based recreational activities including wildlife

[74] https://www.iberkshires.com/story/59401/Pignatelli-Files-Bill-on-Changing-Chapter-90-Formula.html

viewing, hiking and walking along any of the trails nested within state, municipal, and non-profit conserved lands, mountain biking, hunting, boating, fishing, swimming, and so forth. During the winter, visitors and residents enjoy downhill and cross-country skiing, snowshoeing, snowmobiling, and ice-fishing among other activities. Various artistic and cultural venues that hold annual events such as Boston Symphony Orchestra's (BSO) Tanglewood in Lenox and Stockbridge and Jacob's Pillow in Becket help fuel the travel and tourism economy in the region. Additionally, the region boasts permanent fixtures such as the Massachusetts Museum of Contemporary Art (MASS MoCA) in North Adams, The Clark Art Institute in Williamstown, Kripalu and the Norman Rockwell Museum in Stockbridge to name a few.

In recognition of the importance travel and tourism plays in sustaining local economies along with the abundance of opportunities for hiking, bicycling, skiing, boating and overall reconnecting with nature in the Berkshires, the region is uniquely positioned to capitalize on its natural, cultural, and artistic heritage.

One option that has emerged as a possible way to address the shortfalls in transportation funding is some sort of new local option tax or regional ballot initiative[75] (should these eventually be approved by the legislature). There is a sentiment in the region that tax dollars are given to the Boston region, but that they do not return the Berkshires. A potential tax on recreation and entertainment would create a local source of funding that stays in the Berkshires and gives the region control over its application.

The Town of Charlemont, located in Franklin County and directly next to the Berkshire Town of Florida, recently approved a 3% recreational sales tax which will be applied to ticket sales for activities such as skiing, zip lining, whitewater rafting, kayaking, river tubing, mountain coaster rides, mountain biking and guided fish trips.[76] The legislative proposal was a home rule petition, meaning that it originated with the Charlemont Select Board and was filed on their behalf by State Senator Adam Hinds and State Representative Paul Mark (D-Peru). The town had been working since 2015 on the proposal and won a majority of support among residents during a town meeting in 2016. The three recreational companies in Charlemont – Berkshire East, Zoar Outdoor, and Crabapple Whitewater – all support the bill. The revenue will help the town keep pace with fees for basic emergency services – like paying for ambulances – and for costs associated with maintaining infrastructure including along their roadways.

Table 7.10 outlines potential businesses, institutions and events that could be taxed to generate additional transportation funding. Annual attendance was identified from available sources or estimated by staff from parking lot size in the case of ski areas. Ticket sales were estimated conservatively based on lowest available ticket price and annual attendance. Based on this exercise, we estimate a 3% tax on all ticket sales would generate approximately $2 million in new transportation funding to the region. A potential $1 surcharge on all ticket sales would generate roughly $1.6 million. Even by high estimates,

[75] https://www.masslive.com/politics/index.ssf/2018/07/senate_approves_regional_ballo.html
[76] https://www.masslive.com/politics/index.ssf/2018/03/first_recreational_tax_in_mass.html

the potential revenue generated from this potential tax would be considered a small construction project on our regional TIP. Therefore, these potential dollars would likely be better spent to enhance existing services, implement innovative new services, or match and extend existing funds.

Table 7.10 – Potential Recreation and Entertainment Tax Revenue

Venue/ Event	Ticket Sales Estimated based on Assumptions (Low & High)		3% Sales Tax (Low & High)		$1 Tax (Low & High)	
Music Festivals	$26,458,800	$38,023,800	$793,764	$1,140,714	$26,458,800	$38,023,800
Ski Areas	$30,460,307	$53,250,997	$913,809	$1,597,530	$30,460,307	$53,250,998
Museums/ Performing Arts/ Cultural Institutions	$15,054,250	$21,901,325	$451,627	$657,039	$15,054,250	$21,901,325
Golf Ranges/ Country Clubs	$2,243,068	$3,738,445	$67,287	$112,153	$2,243,068	$3,738,459
Total	$74,216,425	$116,914,567	$2,226,487	$3,507,436	$74,216,425	$116,914,582

Local Option or County Gas Tax

Another avenue to secure additional funding for transportation improvements is to implement a local option gas and diesel fuel excise tax that will keep pace with inflation and advances in fuel efficiency. Allowing a local option gas tax will give Berkshire municipalities an additional tool to generate revenues that augment existing transportation funding allocated by the State. However, these new revenues must be studied in context with other goals and trends, such as increasing electric vehicle use.

For some context, the federal gasoline tax was created in the United States with the enactment of the Revenue Act of 1932. This act raised tax rates across the board, hiking-up estate and personal income taxes among others. The statute also contained an oil tariff amendment which placed a 1¢ per gallon tax on all imported and non-imported gasoline and fuel oil.[77] Coming on the heels of the Great Depression, the act was meant to put the nation on-track toward balancing the national budget.

The year 1956 saw the creation of the Highway Trust Fund (HTF) which was established to provide a more dependable and secure source of funding for the construction of the

[77] Federal Highway Administration. (2017). Highway History: When did the Federal Government begin collection the gas tax? U.S. Department of Transportation Federal Highway Administration. https://www.fhwa.dot.gov/infrastructure/gastax.cfm

interstate highway system. The HTF receives a vast percentage of its revenue from excise taxes on motor fuel – referred to as the "gas tax." The HTF is made up of two sub-funds including The Highway Account – devoted to the construction and maintenance of highways and bridges; and The Mass Transit Account – used to make capital expenditures on buses, rail, subways, ferries, and other modes of public transit.[78] Federal fuel taxes are not indexed to inflation and have not been increased since 1993, remaining steady at 18.4¢ per gallon for gasoline and 24.4¢ per gallon for diesel. As a result, the purchasing power of the revenue has diminished over time as construction and material costs have increased. This means the amount of transportation money states receive from the Federal Government is far lower than the actual need to maintain the condition of federal aid eligible roadways and bridges. These are projects that receive funding through the Transportation Improvement Program (TIP).

In addition to the federal gas tax, each state has its own motor fuel tax. The tax rate each state places on a gallon of gasoline and a gallon of diesel varies drastically across the U.S. Just like the federal gas tax, in all but a few states, the gas tax does not automatically adjust for inflation. In Massachusetts, policymakers increased the gas tax rate by 3¢ in 2013, pushing the tax on a gallon of gas and diesel to 24¢ each. This was the first time that the State had raised the tax since 1991. The move coincided with an attempt by policymakers to index the tax rate to inflation. However, in 2014 Massachusetts voters repealed indexing with a ballot measure.[79] Thus, any changes to this rate will have to be made by the State legislature. The money secured through the tax goes into the Commonwealth Transportation Fund (CTF) – where it used for road and bridge operations, maintenance, and oversight. These revenues are insufficient to fund all transportation needs throughout Massachusetts. That results in bond funding to support local roadway maintenance and improvement projects, made possible through Chapter 90 and other programs.

In 2016, Representative William "Smitty" Pignatelli pushed for the establishment of a local option gas and diesel excise tax. That bill would have allowed towns to impose a 3-cent per gallon surtax on gas and diesel to be collected by the gas station and remitted to the state. The state would then distribute the money from the surtax to the town to be used to maintain roads and bridges and make repairs when necessary. The bill (H.2592) has since been referred to the Massachusetts Joint Committee on Revenue and is pending review.

Information containing the number of states in the U.S. that have implemented a local option motor fuel excise tax is elusive. Much of the information readily accessible online couples implementing a local option gas tax with other efforts, such as simply raising the

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[78] Peter G. Peterson Foundation. (2018). The Highway Trust Fund Explained. Peter G. Peterson Foundation. https://www.pgpf.org/budget-basics/budget-explainer-highway-trust-fund

[79] Auxier, Richard. (2014). Reforming State Gas Taxes: How States Are (and Are Not) Addressing an Eroding Tax Base. Urban Institute. https://www.urban.org/sites/default/files/publication/49811/413286-Reforming-State-Gas-Taxes.PDF

motor fuel excise tax rate or indexing the rate to inflation. Therefore, the number of states (and their municipalities/counties) that have implemented such a local option remains unknown. One state that has definitively authorized county governments to impose such taxes is Florida. In Florida, county governments can levy up to 12 cents of local option fuel taxes in three separate levies on fuel sold within a county:

- A ninth-cent tax of 1 cent on every net gallon of motor and diesel fuel sold within a county.
- A tax of 1 to 6 cents on every net gallon of motor and diesel fuel sold within a county.
- A tax of 1 to 5 cents on every net gallon of motor fuel sold within a county, Diesel fuel is not subject to this tax. Funds may also be used to meet the requirements of the capital improvements element of an adopted local government comprehensive plan.[80]

It must be noted that while authorizing municipalities to implement a local option gas tax represents a feasible alternative to augment existing funding, it is likely not a sustainable, long-term solution. As Massachusetts pursues ambitious GHG emission reduction goals, and as electric vehicle technologies mature and become more accessible, consumption of gasoline will likely decrease along with any potential gas tax revenues. Thus, any local gas tax should likely taper or decrease as electric or other alternative fuel vehicles are adopted and eventually be surpassed by a tax on electric vehicles or mileage-based taxes and fees.

Table 7.11 Potential Revenues from Implementing Local Option Motor Fuel Excise Tax

	Average Price of Gasoline	***Average Price of Diesel***	***Berkshire County VMT (Total 2015)***
	$2.35 per gallon	$3.07 per gallon	1,359,819,680
	Gasoline	***Diesel***	
Gallons of Fuel Source Used in Berkshire County (2015)	36,194,399	12,691,650	
	Potential Revenue from Local Option Tax on Gasoline	***Potential Revenue from Local Option Tax on Diesel***	***Potential Revenue from Local Option Tax on Gasoline and Diesel (cumulative)***

[80] Florida Department of Revenue. (1029). General Tax: Local Option Taxes. http://floridarevenue.com/taxes/taxesfees/Pages/local_option.aspx

2-Cent Local Option Gas Tax	$723,887.98	$253,833.00	$977,720.98
3-Cent Local Option Gas Tax	$1,085,831.97	$380,749.50	$1,466,581.47
4-Cent Local Option Gas Tax	$1,447,775.96	$507,666.00	$1,955,441.96
5-Cent Local Option Gas Tax	$1,809,719.95	$634,582.50	$2,444,302.45

8 AIR QUALITY CONFORMITY DETERMINATION

Berkshire MPO FFY 2020-2024 Transportation Improvement Program and 2020-2040 Regional Transportation Plan

This section documents the latest air quality conformity determination for the 1997 ozone National Ambient Air Quality Standards (NAAQS) in the Berkshire region. It covers the applicable conformity requirements according to the latest regulations, regional designations status, legal considerations, and federal guidance. Further details and background information are provided below:

The 1990 Clean Air Act Amendments (CAAA) require metropolitan planning organizations with nonattainment and maintenance areas to perform air quality conformity determinations prior to the approval of Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs), and at such other times as required by regulation. Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones (42 U.S.C. 7506(c)(1)). EPA's transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP (40 CFR Parts 51.390 and 93).

A nonattainment area is one that the U.S. Environmental Protection Agency (EPA) has designated as not meeting certain air quality standards. A maintenance area is a nonattainment area that now meets the standards and has been re-designated as maintaining the standard. A conformity determination is a demonstration that plans, programs, and projects are consistent with the State Implementation Plan (SIP) for attaining the air quality standards. The CAAA requirement to perform a conformity determination ensures that federal approval and funding go to transportation activities that are consistent with air quality goals.

Legislative and Regulatory Background

The entire Commonwealth of Massachusetts was previously classified as nonattainment for ozone and was divided into two nonattainment areas. The Eastern Massachusetts ozone nonattainment area included Barnstable, Bristol, Dukes, Essex, Middlesex, Nantucket, Norfolk, Plymouth, Suffolk, and Worcester counties. Berkshire, Franklin, Hampden, and Hampshire counties comprised the Western Massachusetts ozone nonattainment area. With these classifications, the 1990 Clean Air Act Amendments (CAAA) required the Commonwealth to reduce its emissions of volatile organic compounds (VOCs) and nitrogen oxides (NOx), the two major precursors to ozone formation to achieve attainment of the ozone standard.

The 1970 Clean Air Act defined a one-hour national ambient air quality standard (NAAQS) for ground-level ozone. The 1990 CAAA further classified degrees of nonattainment of the one-hour standard based on the severity of the monitored levels of the pollutant. The entire commonwealth of Massachusetts was classified as being in serious nonattainment for the one-hour ozone standard, with a required attainment date of 1999.The attainment date was later extended, first to 2003 and a second time to 2007.

In 1997, the EPA proposed a new, eight-hour ozone standard that replaced the one- hour standard, effective June 15, 2005. Scientific information had shown that ozone could affect human health at lower levels, and over longer exposure times than one hour. The new standard was challenged in court, and after a lengthy legal battle, the courts upheld it. It was finalized in June 2004.The eight-hour standard is 0.08 parts per million, averaged over eight hours and not to be exceeded more than once per year. Nonattainment areas were again further classified based on the severity of the eight-hour values. Massachusetts as a whole was classified as being in moderate nonattainment for the eight-hour standard and was separated into two nonattainment areas—Eastern Massachusetts and Western Massachusetts.

In March 2008, EPA published revisions to the eight-hour ozone NAAQS establishing a level of 0.075 ppm, (March 27, 2008; 73 FR 16483). In 2009, EPA announced it would reconsider this standard because it fell outside of the range recommended by the Clean Air Scientific Advisory Committee. However, EPA did not take final action on the reconsideration so the standard would remain at 0.075 ppm.

After reviewing data from Massachusetts monitoring stations, EPA sent a letter on December 16, 2011 proposing that only Dukes County would be designated as nonattainment for the new proposed 0.075 ozone standard. Massachusetts concurred with these findings.

On May 21, 2012, (77 FR 30088), the final rule was published in the Federal Register, defining the 2008 NAAQS at 0.075 ppm, the standard that was promulgated in March 2008. A second rule published on May 21, 2012 (77 FR 30160), revoked the 1997 ozone NAAQS to occur one year after the July 20, 2012 effective date of the 2008 NAAQS.

Also, on May 21, 2012, the air quality designations areas for the 2008 NAAQS were published in the Federal Register. In this Federal Register, the only area in Massachusetts that was designated as nonattainment is Dukes County. All other Massachusetts counties were designated as attainment/unclassified for the 2008 standard. On March 6, 2015, (80 FR 12264, effective April 6, 2015) EPA published the Final Rulemaking, "Implementation of the 2008 National Ambient Air Quality Standards (NAAQS) for Ozone: State Implementation Plan Requirements; Final Rule." This rulemaking confirmed the removal of transportation conformity to the 1997 Ozone NAAQS.

However, on February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("*South Coast II*," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS and attainment for the

2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. On November 29, 2018, EPA issued *Transportation Conformity Guidance for the South Coast II Court Decision* (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas. According to the guidance, both Eastern and Western Massachusetts, along with several other areas across the country, are now defined as "orphan nonattainment areas" – areas that were designated as nonattainment for the 1997 ozone NAAQS at the time of its revocation (80 FR 12264, March 6, 2015) and were designated attainment for the 2008 ozone NAAQS in EPA's original designations rule for this NAAQS (77 FR 30160, May 21, 2012).

Current Conformity Determination

After 2/16/19, as a result of the court ruling and the subsequent federal guidance, transportation conformity for the 1997 NAAQS – intended as an "anti-backsliding" measure – now applies to both of Massachusetts' orphan areas. Therefore, this conformity determination is being made for the 1997 ozone NAAQS on the Berkshire MPO FFY 2020-2024 Transportation Improvement Program and 2020-2040 Regional Transportation Plan.

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for TIPs and RTPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for TIPs and RTPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the Berkshire MPO FFY 2020-2024 Transportation Improvement Program and 2020-2040 Regional Transportation Plan can be demonstrated by showing that remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal Constraint (93.108)
- *Latest Planning Assumptions:*

Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP (See following section on Timely Implementation of TCMs).

Consultation

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted with FHWA, FTA, US EPA Region 1, MassDEP, and the other Massachusetts MPOs, with the most recent conformity consultation meeting held on March 6, 2019 (this most recent meeting focused on understanding the latest conformity-related court rulings and resulting federal guidance). This ongoing consultation is conducted in accordance with the following:

- Massachusetts' Air Pollution Control Regulations 310 CMR 60.03 "Conformity to the State Implementation Plan of Transportation Plans, Programs, and Projects Developed, Funded or Approved Under Title 23 USC or the Federal Transit Act"
- The Commonwealth of Massachusetts Memorandum of Understanding by and between Massachusetts Department of Environmental Protection, Massachusetts Executive Office of Transportation and Construction, Massachusetts Metropolitan Planning Organizations concerning the conduct of transportation-air quality planning in the development and implementation of the state implementation plan" (note: this MOU is currently being updated)

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. The 2020-2024 Berkshire MPO TIP was released for public comment on April 24, with comments due by May 16, 2019. The RTP was developed with a robust public involvement process described in Section 2. A formal public comment period was open from May 29 to June 18, 2019. To review the Berkshire MPO Public Participation Plan (PPP), please contact the BRPC office using contact information at the beginning of this document.

Title 23 CFR Section 450.324 and 310 CMR 60.03(6)(h) requires that the development of the TIP, RTP, and related certification documents provide an adequate opportunity for public review and comment. Section 450.316(b) also establishes the outline for MPO public participation programs. The Berkshire MPO's Public Participation Plan (available at: http://berkshireplanning.org/images/uploads/initiatives/BRPC_2016_PPP_wAmend1.pdf) was formally adopted in 2016. The Public Participation Plan ensures that the public will have access to the RTP and all supporting documentation, provides for public notification of the availability of the RTP and the public's right to review the document and comment thereon, and provides a 30-day public review and comment period prior to the adoption of the RTP and related certification documents.

The public comment period for this conformity determination commenced on May 29, 2019. During the 21-day public comment period, any comments received were incorporated into this Plan. This allowed ample opportunity for public comment and MPO review of the draft document. The public comment period will close on June 18, 2019 and subsequently, the Berkshire MPO is expected to endorse this air quality conformity determination before July 23, 2019. These procedures comply with the associated federal requirements.

Timely Implementation of Transportation Control Measures

Transportation Control Measures (TCMs) have been required in the SIP in revisions submitted to EPA in 1979 and 1982. All SIP TCMs have been accomplished through construction or through implementation of ongoing programs. All of the projects have been included in the Region's Transportation Plan (present or past) as recommended projects or projects requiring further study.

DEP submitted to EPA its strategy of programs to show Reasonable Further Progress of a 15% reduction of VOCs in 1996 and the further 9% reduction of NOx toward attainment of the National Ambient Air Quality Standards (NAAQS) for ozone in 1999. Within that strategy there are no specific TCM projects. The strategy does call for traffic flow improvements to reduce congestion and, therefore, improve air quality. Other transportation-related projects that have been included in the SIP control strategy are listed below:

- *Enhanced Inspection and Maintenance Program*
- *California Low Emission Vehicle Program*
- *Reformulated Gasoline for On- and Off-Road Vehicles*
- *Stage II Vapor Recovery at Gasoline Refueling Stations*
- *Tier I Federal Vehicle Standards*

Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that TIPs and transportation plans and must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The Berkshire MPO 2020-2024 Transportation Improvement Program and 2020-2040 Regional Transportation Plan are fiscally constrained, as demonstrated in Section 7 of this RTP document.

In summary and based upon the entire process described above, the Berkshire MPO has prepared this conformity determination for the 1997 Ozone NAAQS in accordance with EPA's and Massachusetts' latest conformity regulations and guidance. This conformity determination process demonstrates that the FFY 2020-2024 Transportation Improvement Program and the 2020-2040 Regional Transportation Plan meet the Clean Air Act and Transportation Conformity Rule requirements for the 1997 Ozone NAAQS, and have been prepared following all the guidelines and requirements of these rules during this time period.

Therefore, the implementation of the Berkshire MPO's FFY 2020-2024 Transportation Improvement Program and the 2020-2040 Regional Transportation Plan are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan.

Evaluation and Reporting of Statewide Greenhouse Gas Reductions in Transportation

Massachusetts Department of Transportation (MassDOT)
and the Metropolitan Planning Organizations (MPOs)

July 2019

This section documents recent progress made by MassDOT and the MPOs in working to help achieve greenhouse gas (GHG) reduction goals as outlined in state regulations applicable to Massachusetts. This "progress report" estimates future carbon dioxide (CO_2) emissions from the transportation sector as part of meeting the GHG reduction goals established through the Commonwealth's Global Warming Solutions Act (GWSA).

GWSA Transportation Status: Future Carbon Dioxide Emissions Reductions

The Global Warming Solutions Act of 2008 requires statewide reductions in greenhouse gas (CO2) emissions of 25 percent below 1990 levels by the year 2020, and 80 percent below 1990 levels by 2050.

The Commonwealth's thirteen metropolitan planning organizations (MPOs) are involved in helping to achieve greenhouse gas reductions mandated under the GWSA. The MPOs work closely with the Massachusetts Department of Transportation (MassDOT) and other involved agencies to develop common transportation goals, policies, and projects that would help to reduce GHG emission levels statewide, and meet the specific requirements of the GWSA regulation – *Global Warming Solutions Act Requirements for the Transportation Sector and the Massachusetts Department of Transportation (310 CMR 60.05).* The purpose of this regulation is to assist the Commonwealth in achieving their adopted GHG emission reduction goals by:

- Requiring each MPO to evaluate and report the aggregate GHG emissions and impacts of both its Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).
- Requiring each MPO, in consultation with MassDOT, to develop and utilize procedures to prioritize and select projects in its RTP and TIP based on factors that include GHG emissions and impacts.

Meeting the requirements of this regulation is being achieved through the transportation goals and policies contained in the 2020 RTPs, the major projects planned in the RTPs, and

the mix of new transportation projects that are programmed and implemented through the TIPs.

The GHG evaluation and reporting processes enable the MPOs and MassDOT to identify the anticipated GHG impacts of the planned and programmed projects, and also to use GHG impacts as a criterion in prioritizing transportation projects. This approach is consistent with the greenhouse gas reduction policies of promoting healthy transportation modes through prioritizing and programming an appropriate balance of roadway, transit, bicycle and pedestrian investments; as well as supporting smart growth development patterns through the creation of a balanced multi-modal transportation system. All of the MPOs and MassDOT are working toward reducing greenhouse gases with "sustainable" transportation plans, actions, and strategies that include (but are not limited to):

- Reducing emissions from construction and operations
- Using more fuel-efficient fleets
- Implementing and expanding travel demand management programs
- Encouraging eco-driving
- Providing mitigation for development projects
- Improving pedestrian, bicycle, and public transit infrastructure and operations (healthy transportation)
- Investing in higher density, mixed use, and transit-oriented developments (smart growth)

Regional GHG Evaluation and Reporting in RTPs

MassDOT coordinated with MPOs and regional planning agency (RPA) staffs on the implementation of GHG evaluation and reporting in development of each MPO's 2012 and 2016 RTPs. This collaboration has continued for the MPOs' 2020 RTPs and 2020-24 TIPs. Working together, MassDOT and the MPOs have attained the following milestones:

- Modeling and long-range statewide projections for GHG emissions resulting from the transportation sector, as a supplement to the 2020 RTPs. Using the newly updated statewide travel demand model, GHG emissions have been projected for 2020 no-build (base) and build (action) conditions, and for 2040 no-build (base) and build (action) conditions (see the chart in this section for the results of this modeling).

- All of the MPOs have addressed GHG emission reduction projections in their RTPs (including the statewide estimates in the chart that follows), along with a discussion of climate change and a statement of MPO support for reducing GHG emissions from transportation as a regional goal.

MassDOT's statewide estimates of CO_2 emissions resulting from the collective list of all recommended projects in all of the Massachusetts RTPs combined are presented in the table below. Emissions estimates incorporate the latest planning assumptions including updated socio-economic projections consistent with the 2020 RTPs:

Massachusetts Statewide Aggregate CO_2 Estimated Emissions Impacts from Transportation

(all emissions in tons per summer day)

Year	CO_2 Action Emissions	CO_2 Base Emissions	Difference (Action – Base)
2016	86,035.6	86,035.6	n/a
2020	75,675.6	75,865.9	-190.3
2040	54,484.2	54,702.2	-218.0

This analysis includes only those larger, regionally significant projects that are included in the statewide travel demand model. Many other types of projects that cannot be accounted for in the model (such as bicycle and pedestrian facilities, shuttle services, intersection improvements, etc.), are covered in each MPO region's RTP with either "qualitative" assessments of likely CO_2 change, or actual quantitative estimates listed for each project.

As shown above, collectively, all the projects in the RTPs in the 2020 Action scenario provide a statewide reduction of over 190 tons of CO_2 per day compared to the base case. The 2040 Action scenario estimates a reduction of 218 tons per day of CO_2 emissions compared to the base case.

These results demonstrate that the transportation sector is expected to continue making positive progress in contributing to the achievement of GHG reduction targets consistent with the requirements of the GWSA. MassDOT and the MPOs will continue to advocate for steps needed to accomplish the Commonwealth's long-term goals for greenhouse gas reductions.

9 APPENDIX A: TABLES

Table 2A - Selected Socioeconomic Characteristics

	2017 Population	Households	Total Households			Total HHs with one or more Workers	Total HHs with One or more Workers			% of Total HHs with one or more workers	% of Total HHs with one or more workers with no vehicle	Median Household Income	Households < $50K	% of Households < $50K
			No Vehicle	1 Vehicle	2 or more Vehicle		No Vehicle	1 Vehicle	2 or more Vehicles					
Adams	8,211	3,768	280	1,655	1,833	2,654	97	1,017	1,540	70.4%	2.6%	$ 49,777	1,894	50.3%
Alford	411	192	7	45	140	132	5	32	95	68.8%	2.6%	$ 105,625	49	25.5%
Becket	1,852	796	13	224	559	608	-	124	484	76.4%	0.0%	$ 75,000	258	32.4%
Cheshire	3,169	1,404	36	437	931	939	-	219	720	66.9%	0.0%	$ 61,512	536	38.2%
Clarksburg	1,722	696	16	212	468	494	3	109	382	71.0%	0.4%	$ 61,397	268	38.5%
Dalton	6,657	2,921	87	1,111	1,723	2,106	15	612	1,479	72.1%	0.5%	$ 60,406	1,252	42.9%
Egremont	1,255	593	4	238	351	427	-	161	266	72.0%	0.0%	$ 61,927	206	34.7%
Florida	816	338	23	98	217	244	14	52	178	72.2%	4.1%	$ 58,125	141	41.7%
Great Barrington	6,915	2,666	187	1,353	1,126	1,929	64	895	970	72.4%	2.4%	$ 56,124	1,151	43.2%
Hancock	639	250	14	44	192	204	7	32	165	81.6%	2.8%	$ 71,875	66	26.4%
Hinsdale	1,970	871	26	296	549	635	11	176	448	72.9%	1.3%	$ 62,250	316	36.3%
Lanesborough	3,004	1,184	29	364	791	906	20	232	654	76.5%	1.7%	$ 76,016	371	31.3%
Lee	5,796	2,263	223	751	1,289	1,585	75	429	1,081	70.0%	3.3%	$ 66,599	828	36.6%
Lenox	4,994	2,390	201	954	1,235	1,420	36	493	891	59.4%	1.5%	$ 68,492	859	35.9%
Monterey	729	365	3	146	216	233	3	88	142	63.8%	0.8%	$ 58,661	161	44.1%
Mount Washington	140	81	5	24	52	48	4	12	32	59.3%	4.9%	$ 66,607	32	39.5%
New Ashford	334	122	3	24	95	88	1	12	75	72.1%	0.8%	$ 84,583	35	28.7%
New Marlborough	1,370	622	9	173	440	412	2	89	321	66.2%	0.3%	$ 73,750	211	33.9%
North Adams	13,211	5,839	1,073	2,469	2,297	3,389	304	1,220	1,865	58.0%	5.2%	$ 38,774	3,562	61.0%
Otis	1,577	739	17	180	542	522	3	74	445	70.6%	0.4%	$ 70,048	252	34.1%
Peru	811	350	11	70	269	284	3	45	236	81.1%	0.9%	$ 68,636	126	36.0%
Pittsfield	43,289	19,309	2,383	8,445	8,481	12,977	700	5,117	7,160	67.2%	3.6%	$ 46,871	10,145	52.5%

Richmond	1,521	711	12	171	528	511	3	108	400	71.9%	0.4%	$ 97,917	197	27.7%
Sandisfield	859	326	11	82	233	238	-	53	185	73.0%	0.0%	$ 68,636	97	29.8%
Savoy	764	321	7	90	224	241	-	65	176	75.1%	0.0%	$ 55,375	151	47.0%
Sheffield	3,190	1,454	57	554	843	973	9	215	749	66.9%	0.6%	$ 73,953	595	40.9%
Stockbridge	1,980	919	50	451	418	584	8	251	325	63.5%	0.9%	$ 54,438	430	46.8%
Tyringham	439	176	3	58	115	121	3	33	85	68.8%	1.7%	$ 86,250	45	25.6%
Washington	499	232	9	72	151	167	2	49	116	72.0%	0.9%	$ 86,389	57	24.6%
West Stockbridge	1,095	479	34	162	283	353	13	95	245	73.7%	2.7%	$ 76,518	156	32.6%
Williamstown	7,623	2,308	237	883	1,188	1,578	84	533	961	68.4%	3.6%	$ 77,340	745	32.3%
Windsor	909	378	3	81	294	278	3	41	234	73.5%	0.8%	$ 81,875	104	27.5%
Berkshire County	127,751	55,063	5,073	21,917	28,073	37,280	1,492	12,683	23,105	67.7%	2.7%	$ 55,190	25,296	45.9%
Massachusetts	6,789,319	2,585,715	320,661	922,203	1,342,851	1,936,549	135,122	607,450	1,193,977	74.9%	5.2%	$ 74,167	915,370	35.4%

Location	Cultural Institution /Special Event	Annual Attendance	Ticket Sales/Annual Revenue	Ticket Price Range	Assumptions (Low & High)		Ticket Sales generated based on Assumptions (Low & High)		3% Sales Tax (Low & High)		$3 Tax (Low & High)		$1 Tax (Low & High)	
Adams	Forest Park Country Club	-	$345,500	-	1/3 of Annual Revenue comes from Ticket Sales	1/2 of Annual Revenue comes from Ticket Sales	$103,650	$172,750	$3,109	$5,182	$310,950	$518,250	$103,650	$172,759
Becket	Jacob's Pillow	108,000	$846,997	$25 - $78	108,000 tickets sold at $25	80% paid $25 20% paid $78	$2,700,000	$3,844,800	$81,000	$115,344	$8,100,000	$11,534,400	$2,700,000	$3,844,800
Dalton	Wahconah Country Club	-	$846,997		1/3 of Annual Revenues (Ticket/Sales Revenues)	1/2 of annual revenues come from ticket sales	$254,099	$423,498	$7,622	$12,705	$762,297	$1,270,496	$254,099	$423,499
Great Barrington	Butternut	120,000 (winter) 50,000 (spring/summer)		1-Day Lift Ticket (Weekend): $25 (Child - 6 & Under) / $50 (Junior 7-13 / Seniors 70+) / $45 (College) / $60 (Adult-14+) 2-Day Lift Ticket (Weekend): $40 (Child) / $90 (Juniors & Seniors)	175,000 tickets sold at $25	65% are 1-Day lift tickets: -->5% sold for $25 (child) -->*% sold for $50 (Junior) -->25% sold at $45 (college) -->50% sold for $60 -->12% sold for $50 (Senior) 35% are 2-Day lift tickets: -->5% sold for $25 (child) -->8% sold for $50 (Juniors)	$4,375,000	$8,085,000	$131,250	$242,550	$13,125,000	$24,255,000	$4,375,000	$8,085,000

				/ $80 (College) / $110 (Adult)		-->25% sold for $ (Adult) -->12% sold for $ (Senior)								
Great Barrington	Mahaiwe		$990,000 (45% of $2.2 million)		$990,000 came directly from ticket sales	$990,000 came directly from ticket sales	$990,000	$990,000	$29,700	$29,700	$2,970,000	$2,970,000	$990,000	$990,000
Great Barrington	Egremont Country Club		$1,006,331		1/3 of Annual Revenues (Ticket/Sales Revenues)	1/2 of Annual Revenue comes from Ticket Sales	$301,899	$503,165	$9,056	$15,095	$905,698	$1,509,497	$301,899	$503,166
Hancock	Jiminy Peak Ski Resort	250,000		8-hour Lyft Ticket: $58 (Young Adult-13yrs-18yrs) / $78 (Adult) 2 Day Lyft Ticket: $111 (Young Adult-13yrs-18yrs) / $151 (Adult) 3 Day Lyft Ticket: $194 (Young Adult-13yrs-18yrs) / $209 (Adult)	250,000 tickets sold at $58	30% are 8-hour lift tickets: -->20% sold for $58 (Young Adult) -->80% sold for $78 (Adult) 60% are 2-Day lift tickets: -->35% tickets sold at $111 (YA) -->65% tickets sold at $151 (Adult) 10% are 3-Day lift tickets: -->35% tickets sold at $194 (YA) -->65% tickets	$14,500,000	$31,193,750	$435,000	$935,813	$43,500,000	$93,581,250	$14,500,000	$31,193,750

						sold at $209 (Adult)								
Hinsdale	Bass Ridge Ski Resort		$384,355		1/3 of Annual Revenues (Ticket/Sales Revenues)	1/2 of Annual Revenue comes from Ticket Sales	$115,307	$192,177	$3,459	$5,765	$345,920	$576,533	$115,307	$192,178
Lanesborough	Skyline Country Club		$950,000		1/3 of Annual Revenues (Ticket/Sales Revenues)	1/2 of Annual Revenue comes from Ticket Sales	$285,000	$475,000	$8,550	$14,250	$855,000	$1,425,000	$285,000	$475,000
Lenox & Stockbridge	Tanglewood	356,000		$62 - $643	356,000 tickets sold at $62	99.5% paid $62 0.5% paid $643	$22,072,000	$32,413,800	$662,160	$972,414	$66,216,000	$97,241,400	$22,072,000	$32,413,800
North Adams	Mass MoCA	242,200		Kids (6-16): $8 Students with ID: $20 Seniors / Veterans: $18 Adults: $20 (Gallery Admission)	242,000 tickets sold at $8	10% of tickets sold at $8 (Kids) 20% of tickets sold at $20 (College Students) 30% of tickets sold at $18 (Seniors and Veterans) 40% of tickets sold at $20 (Adults)	$1,936,000	$4,408,040	$58,080	$132,241	$5,808,000	$13,224,120	$1,936,000	$4,408,040
North Adams	Fresh Grass Festival	6,000		$95 - $105	6,000 tickets sold at $95	90% paid $95 10% paid $105	$570,000	$576,000	$17,100	$17,280	$1,710,000	$1,728,000	$570,000	$576,000

North Adams	Solid Sound	8,000 (per day over 3 days - ticket sale indicate most attend for 3 days)		3-Day Early Bird Weekend Pass: $149 3-Day Regular Weekend Pass: $179 3-Day Kids Pass (6-10yrs): $55 Kids Under 6: Free	90% of tickets sold for $149 (Early Bird Weekend Pass) 10% of tickets sold for $55 (3-Day Kids Pass)	30% paid $149 (Early bird weekend pass) 55% paid $179 (3-Day Reg. Weekend Pass) 10% paid $55 (Kids 6-10) 5% got in for FREE (Kids under 6)	$1,116,800	$1,189,200	$33,504	$35,676	$3,350,400	$3,567,600	$1,116,800	$1,189,200
Pittsfield	Bousquet Ski Area	100,000		Weekday Ticket: $25 Weekend Day Ticket: $47 Senior Weekend (65+yrs): $40	100,000 weekday tickets sold at $25	80% are weekend tickets: -->87% sold for $47 -->10% sold for $40 (65+yrs) -->3% sold for $30 (4yrs/younger) 20% are weekday tickets: -->97% sold for $25 -->3% sold for $20 (4yrs/Younger)	$2,500,000	$4,160,200	$75,000	$124,806	$7,500,000	$12,480,600	$2,500,000	$4,160,200
Pittsfield	Country Club of Pittsfield		$2,857,269		1/3 of Annual Revenues (Ticket/Sales Revenues)	1/2 of Annual Revenue comes from Ticket Sales	$857,181	$1,428,634	$25,715	$42,859	$2,571,542	$4,285,904	$857,181	$1,428,635

Pittsfield	Berkshire Hills Country Club		$397,554		1/3 of Annual Revenues (Ticket/Sales Revenues)	1/2 of Annual Revenue comes from Ticket Sales	$119,266	$198,777	$3,577	$5,963	$357,799	$596,331	$119,266	$198,777
South Egremont + Hillsdale, NY	Catamount Ski Resort	130,000		1-Day lift Ticket (Weekend): $30 (3-6yrs) / $58 (7-13yrs) / $69 (14-69yrs) / $58 (70-79yrs) 2-Day lift Ticket (Weekend): $55 (3-6yrs) / $105 (7-13yrs) / $125 (14-69yrs) / $105 (70-79yrs)	130,000 tickets sold at $69	65% are 1-Day lift tickets: -->5% sold for $30 (3-6yrs) -->8% sold for $58 (7-13yrs) -->78% sold for $69 (14-69yrs) -->10% sold for $58 (70-79yrs) 35% are 2-Day lift Tickets: -->5% sold for $55 (3-6 yrs) -->8% sold for $105 (7-13 yrs) -->78% sold for $125 (14-69yrs) -->10% sold for $105 (70-79yrs)	$8,970,000	$9,619,870	$269,100	$288,596	$26,910,000	$28,859,610	$8,970,000	$9,619,870
Stockbridge	Naumkeg	11,000		(Admission to property, includes tour) Trustee Members: Free Nonmembers: $20	95% General Admission tickets: 50% were sold at $20 (Nonmembers) 5%	90% are General Admission Tickets: -->10% are FREE (Trustee Member) -->55% sold for $20 (Nonmem	$118,250	$263,285	$3,547	$7,898	$354,750	$789,855	$118,250	$263,285

				Seniors and Students 15 and up: $15 Children 6-14: $5 Children under 6yrs: Free Private Group Tours (Groups of 5-10): Nonmember: $25 each Trustee Member: $15 each	Private Group Tours 100% sold at $15	bers) -->25% sold for $15 (Seniors/Students) -->8% sold for $5 (Children 6-14) -->2% are FREE (Children under 6) 10% Private Group Tours (Groups of 5-10): -->80% sold for $25 each (Group of 5) -->20% sold for $15 each (Group of 5)								
Stockbridge	Stockbridge Golf Center		$274,366		1/3 of Annual Revenues (Ticket/Sales Revenues)	1/2 of Annual Revenue comes from Ticket Sales	$82,310	$137,183	$2,469	$4,115	$246,929	$411,549	$82,310	$137,183
Stockbridge	Kripalu	30,000		$309 per person $389 per person $399 per person $1,074 per person	30,000 tickets sold at 309 per person	40% tickets sold at $309 35% tickets sold at $389 20% of tickets sold at $399 5% of tickets sold at $1,074	$9,270,000	$11,797,500	$278,100	$353,925	$27,810,000	$35,392,500	$9,270,000	$11,797,500

Stockbridge	Norman Rockwell Museum	130,000		Adult: $20 Senior: $18 Veteran: $17 College Students (ID): $10	130,000 tickets sold at $18	20% tickets sold at $10 (College) 30% tickets sold at $18 (Seniors) 45% tickets sold at $20 (Adult) 5% tickets sold at $17 (Veteran)	$1,040,000	$2,242,500	$31,200	$67,275	$3,120,000	$6,727,500	$1,040,000	$2,242,500
Williamstown	The Clark Art Institute	170,000		$20 (Admission - Members, Seniors, & under 18yrs are free)	85,000 tickets sold at $20 (membership = free - not clear if annual attendence excludes members)	110,000 tickets sold at $20	$1,700,000	$2,200,000	$51,000	$66,000	$5,100,000	$6,600,000	$1,700,000	$2,200,000
Williamstown	Donnybrook Country Club		$124,377		1/3 of Annual Revenues (Ticket/Sales Revenues)	1/2 of Annual Revenue comes from Ticket Sales	$37,313	$62,188	$1,119	$1,866	$111,939	$186,566	$37,313	$62,189
Williamstown	Waubeeka Golf Links		$674,501		1/3 of Annual Revenues (Ticket/Sales Revenues)	1/2 of Annual Revenue comes from Ticket Sales	$202,350	$337,250	$6,070	$10,118	$607,051	$1,011,752	$202,350	$337,251
TOTAL							**$74,216,425**	**$116,914,567**	**$2,226,487**	**$3,507,436**	**$222,649,275**	**$350,743,713**	**$74,216,425**	**$116,914,582**

Table 3A RTP Public Outreach Schedule

Date	Regional Transportation Plan (RTP) Outreach Efforts
August 2018	
August 20th	• Launch of RTP Public 'Transportation Needs' Survey in English and Spanish
August 29th	• Outreach via email to the following organizations for survey distribution: ➢ Berkshire Bridges Working Cities ➢ Northern Berkshire Community Coalition • September – October Common Ground Newsletter – Promoting RTP public input
August 30th	• BRPC Facebook announcement advertising link to transportation survey.
September 2018	
September 6th	• Visited Berkshire Immigrant Center to discuss RTP outreach and drop-off RTP flyers and business cards – promoting survey • Outreach via email to Berkshire Environmental Action Team (BEAT) for survey distribution among constituents • RTP Press Release sent to local news outlets including Berkshire Edge, iBerkshires, and Berkshire Record
September 7th	• Outreach via email to the following organizations for survey distribution: ➢ Multicultural BRIDGE ➢ NAACP Berkshire Chapter ➢ Berkshire Interfaith Organizing
September 10th	• RTP flyers/business cards promoting survey sent out to Town Clerks for distribution to town residents
September 13th	• RTP Flyers/business cards distributed at BRTA Intermodal Center (IMC)
September 11th	• RTP announcement sent to Pittsfield TV (PCTV)
September 15th	• Attended Lee's Founders Weekend for RTP survey promotion
September 17th	• RTP flyers/business cards hung in Town Halls, Post Offices, Public Libraries, and select establishments (coffee shops, markets) in MA EJ designated communities in South County
September 18th	• TIP workshop schedule (RTP component incorporated) sent out via email to all Town Clerks, DPW staff, and MPO delegates and alternates

September 19th	• RTP survey promotion distribution sent out through Every-Door-Direct-Mail (EDDM) to roughly 4,200 addresses located in MA EJ designated communities • RTP flyers/business cards hung in Town Halls, Post Offices, Public Libraries and select establishments (coffee shops, markets) in MA EJ designated communities in North County
September 20th	• Attend Pittsfield's Third Thursday Event to promote RTP update efforts and survey
September 22nd	• Attend Lenox's Apple Squeeze Festival for RTP survey outreach
September 25th – September 27th	• An advertisement for the 'Transportation Needs' survey went live on 1Berkshires website – ad remained on site for 1 month • Outreach via email to the following organizations for survey distribution: ➢ Manos Unidas ➢ Berkshire Showing Up for Racial Justice ➢ Working Cities Pittsfield Initiative ➢ Berkshire Community College President
October 2018	
October 1st	• Outreach via email to the following organizations for survey distribution: • Berkshire Community Action Council • Northern Berkshire United Way • Pittsfield YMCA • Soldier On • Berkshire Stonewall Community Coalition • Monument Valley Regional Middle School
October 2nd	• Outreach via email to the following organizations for survey distribution: • Berkshire Family and Individual Resources • Berkshire South Regional Community Center • Elder Services of Berkshire County
October 4th	• Outreach via email to the following organizations for survey distribution: ➢ Berkshire Housing Development Corporation ➢ Berkshire County Regional Employment Board • RTP Flyers and Business Cards dropped off at following locations: ➢ First Methodist Church in Pittsfield, MA ➢ Christian Center in Pittsfield, MA
October 9th	• Outreach via email to the following organizations for survey distribution: ➢ Pittsfield Housing Authority ➢ North Adams Housing Authority

	➢ Dalton Housing Authority ➢ Adams Housing Authority ➢ Great Barrington Housing Authority ➢ Lee Housing Authority ➢ Stockbridge Housing Authority ➢ Williamstown Housing Authority ➢ Community Development Corporation of South Berkshire ➢ Hilltown Community Development Corporation
October 10th	• BRPC Facebook announcement encouraging attendance at upcoming RTP public information session. • Outreach via email to the following organizations for survey distribution: ➢ Richmond Public Library ➢ Hinsdale Public Library ➢ West Stockbridge Public Library ➢ Stockbridge Public Library ➢ Tyringham Public Library ➢ Otis Public Library ➢ Monterey Public Library ➢ New Marlborough Public Library ➢ Peru Public Library
October 11th	• RTP public information session announcement appeared in Northern Berkshire Community Coalition weekly e-'Zine Newsletter • Emailed RTP survey links to key individuals associated with Berkshire Immigrant Stories Project to boost outreach among TVI populations – RTP survey links and public information session promoted through: ➢ Berkshire Immigrant Stories Project Facebook page ➢ Berkshire Advocacy and Support for the Immigrant Community e-mail list ➢ Pittsfield Moves! email list • Conducted follow-up outreach to Manos Unidas for transportation needs input among Berkshire Latino population
October 17th	• RTP Public Information Session at the Berkshire Athenaeum, Pittsfield's Public Library
October 26th	• TIP Workshop with RTP inclusion
December 2018	
December 6th	• Green Drinks (Environmental Group) Social Hour in Great Barrington – RTP presentation
January 2019	

January 22nd	• 'Transportation Needs' Survey Results Presentation to MPO. • 2020 RTP Goals, Objectives, & Vision Statement Presentation to MPO
January 24th	• 'Transportation Needs' Survey Results presentation to 'Networking before Nine' audience in Sheffield, MA
February 2019	
February 1st	• RTP Meeting with BRTA to discuss needs, new services, & future vision for region. • "Transportation Needs' Survey Results article published in February 2019 edition of Berkshire Trade and Commerce
February 19th	• 'Transportation Needs' Survey Results Presentation to TAC. • 2020 RTP Goals, Objectives, & Vision Statement Presentation to TAC
February 26th	• RTP Overview/Status Report Presentation to MPO members
February 27th	• RTP meeting in Lee, MA • RTP meeting in Great Barrington, MA
March 2019	
March 7th	• 'Transportation Needs' Survey and RTP development status presentation to BRRCOT
March 18th	• RTP collaboration meeting with BRPC and MassDOT District 1
March 19th	• Presentation and Discussion given to TAC on Updates to 2020 RTP
March 21st	• BRPC Full Commission Meeting – Presentation and Discussion on 2020 RTP
March 26th	• Update and Discussion on 2020 RTP given at MPO meeting
April 2019	
April 9rd	• Update and Discussion on 2020 RTP given at TAC meeting
April 23rd	• Update and Discussion on 2020 RTP – Fiscal Constraint Analysis given at MPO meeting
May 2019	
May 16th	• RTP Presentation and Discussion given at Berkshire Regional Planning Commissions' Full Commission meeting
May 21st	• Update and Discussion on 2020 RTP, recommend MPO initiate a 21-day public comment period on the draft plan
May 28th	• Update and Discussion on 2020 RTP, MPO authorize 21-day public comment period on draft plan
	• Initiate 21-day public comment period on draft RTP

June 2019	
June 12th	• Public Information session on draft 2020 RTP
June 18th	• June TAC Meeting – Discussion on 2020 RTP. TAC recommend MPO endorse/approve the RTP
	July 2019
July 23rd	• July MPO Meeting – Approval of RTP by MPO

10 APPENDIX B: PUBLIC COMMENTS AND NOTICES

Wednesday, May 29, 2019 — The Berkshire Eagle

Classifieds

To place y
call 1-800-2

Public Notices

MAIN & FARD STREET RAPID FLASHING BEACONS AT PEDESTRIAN CROSSINGS PROJECT 2019" and will be publicly opened, forthwith at the Town Offices, 31 North Street, Williamstown, MA.

Bid Forms and Contract Documents (a.k.a. "Official Proposals"), may be picked up and/or viewed at:
Guntlow & Associates, Inc.
55 North Street
Williamstown, MA 01267
(413) 458-2198

after 10:00 a.m., on Wednesday, May 29, 2019. Contract Documents may also be examined at the Town of Williamstown, Department of Public Works, 675 Simonds Road, Williamstown, MA, between 7:30am-3:30pm, Monday through Friday. Bidders must be Qualified from MassDOT to be eligible to bid. Contractors will be reviewed to confirm they are on the pre-qualification list at time of pick up, or request of mailing, of "Official Proposals". Each bidder may obtain one set of the contract documents by payment of a refundable deposit of $85 per set, in the form of a certified, treasurer's or cashier's check, payable to the Town of Williamstown. This deposit will be refunded upon return of the sets in good condition within thirty calendar days after the closing date for general bids. Additional sets may be purchased for $85 per set (non-refundable). Bidders requesting Contract Documents by mail shall include an additional non-refundable check made payable to Guntlow & Associates, Inc. in the amount of $25 per set to cover the direct costs of shipping and handling. Digital sets of the documents can be obtained for free via email, please contact Guntlow & Associates, Inc. if a digital copy is desired.

The Town of Williamstown reserves the right to waive irregularities and to reject any or all bids if it is in the public interest to do so. The preceding sentence shall not be construed to limit the Town of Williamstown's rights to accept or reject bids in accordance with Massachusetts Law.

Mr. Tim Kaiser, Director DPW
05/29/19

Public Notices

Berkshire Metropolitan Planning Organization

PUBLIC REVIEW AND COMMENT

The Berkshire MPO is seeking public comment on the following documents:

2020 Unified Planning Work Program (UPWP) - The 2020 UPWP is a list, budget and description of all federally funded transportation planning work to be performed between October 1, 2019 and September 30, 2020, mostly by staff of the Berkshire Regional Planning Commission (BRPC) and consultants working for BRPC, under the auspices of the Berkshire Metropolitan Planning Organization.

2020 Regional Transportation Plan (RTP) - The 2020 RTP update is a long range (25 year) comprehensive document to that provides the basis for future transportation investment and planning in the region. The RTP establishes a regional priority, reviews existing infrastructure in the region and makes recommendations for future projects.

Copies of these documents can be obtained by:

1. Phone: Berkshire Regional Planning Commission (BRPC), 413-442-1521, ext. 20;

2. BRPC web site: www.berkshireplanning.org

3. Walk-in: BRPC, 1 Fenn Street, Suite 201, Pittsfield MA 01201.

Comments are due by June 18, 2019, addressed to the Berkshire Metropolitan Planning Organization/BRPC, 1 Fenn Street, Suite 201, Pittsfield MA 01201or via email to info@berkshireplanning.org The Berkshire MPO is scheduled to approve these documents at their meeting scheduled for June 25, 2020 at 4 PM at the BRPC offices.
05/29/19

City of Pittsfield
Conservation Commission
Wetlands Protection Act
Public Hearing

Public Notices

Being all the same premises conveyed to the mortgagor herein by deed of James Lamanno and Barbara Lamanno dated April 3, 1987 and recorded in the Southern Berkshire Registry of Deeds immediately prior hereto.

TAKE NOTICE, if you intend to make any defense, that on **July 30, 2019**, which is the return day of this notice, or within such further time as the law allows, you must cause your written appearance to be entered and your answer or other pleading to be filed in the office of the Clerk of said Court at Pittsfield, in said County first above-named; and further that you must defend against said suit according to law, if you intend to make any defense.

Hereof fail not, at your peril, as otherwise said suit may be adjudged, and orders and decrees entered therein, in your absence.

WITNESS, JUDITH FABRICANT, Esquire, Chief Justice of your Superior Court at Pittsfield, the **7th of May**, in the year of our Lord, two thousand nineteen.

Deborah S. Capeless, Clerk

Jeffrey R. Lynch, Esq.
Lynch Scrimo Attorneys
PO Box 1787
68 Main Street
Lenox, MA 01240
413-637-1300
05/15/19, 05/22/19, 05/29/19

IMPORTANT INFORMATION ABOUT YOUR SPECTRUM CHANNEL LINEUP

Communities Served: Cities of North Adams, Pittsfield; Towns of Adams, Cheshire, Clarksburg, Dalton, Great Barrington, Lee, Lenox, Richmond, Sheffield, Stockbridge and Williamstown, MA

Effective on or after July 15th, 2019, Movies On Demand preview channel will no longer be available on your Spectrum lineup.

For a current channel lineup, visit www.Spectrum.com/channels
To view this notice online, visit www.Spectrum.net/programmingnotices
05/29/19

Legal Notice - Public Auction

Public Notices

of record, if any, insofar as the same are now in force and applicable. In the event of any typographical error set forth herein in the legal description of the premises, the description as set forth and contained in the mortgage shall control by reference. Together with all the improvements now or hereafter erected on the property and all easements, rights, appurtenances, rents, royalties, mineral, oil and gas rights and profits, water rights and stock and all fixtures now or hereafter a part of the property. All replacements and additions shall also be covered by this sale. Terms of Sale: Said premises will be sold subject to any and all unpaid taxes and assessments, tax sales, tax titles and other municipal liens and water or sewer liens and State or County transfer fees, if any, there are, and TEN THOUSAND DOLLARS ($10,000.00) in cashier's or certified check will be required to be paid by the purchaser at the time and place of the sale as a deposit and the balance in cashier's or certified check will be due in thirty (30) days, at the offices of Doonan, Graves & Longoria, LLC ("DG&L"), time being of the essence. The Mortgagee reserves the right to postpone the sale to a later date by public proclamation at the time and date appointed for the sale and to further postpone at any adjourned sale-date by public proclamation at the time and date appointed for the adjourned sale date. The premises is to be sold subject to and with the benefit of all easements, restrictions, leases, tenancies, and rights of possession, building and zoning laws, encumbrances, condominium liens, if any and all other claim in the nature of liens, if any there be. In the event that the successful bidder at the foreclosure sale shall default in purchasing the within described property according to the terms of this Notice of Sale and/or the terms of the Memorandum of Sale executed at the time of foreclosure, the Mortgagee reserves the right to sell the property by foreclosure deed to the second highest bidder, providing that said second highest bidder shall deposit with the Mortgagee's attorneys, the amount of the required deposit as set forth herein. If the second highest bidder

Public Not

Parcel One

Being two pe and included conveyance fro Hiram C. Lan Lambert, said February 20, with the Berk Registry of Massachusetts 527, said lots numbered thre and three hund of Edison Terra Waterman, C. and recorded Registry of D Page 640 to plan and to the reference is to particulars.

Parcel Two

Being Lot Thr shown on a p Madison Terra owned by H. Surveyed and Waterman, C. 100 ft. per i recorded in t District of Regi 337, Page 640.

Being the s conveyed to th by deed of eve simultaneously

The descript contained in control in typographical publication.

For Mortgag dated Octob recorded in th (Middle District Book 1690, Pa

TERMS OF S will be sold and all liens, end taxes, tax titles assessments, precedence ov above describe

FIVE THOU Dollars of the be paid in ca bank treasurer

Berkshire Regional Transportation Plan Draft FFY 2020
Comments received for Berkshire 2020 RTP

DATE RECEIVED	NAME	EMAIL/ADDRESS	COMMENT/CONCERN
6/3/19	George Forsen	Geforsen88@gmail.com	As a summer resident of Williamstown, urge BRPC to consider those traveling longer distances to and from Pittsfield. Would like to see better public transportation to and from Pittsfield.
6/11/19	Jim Stark	Ljstark44@gmail.com	Writing to voice opposition to Housatonic's rail plan to arrive via CT. In favor of connecting metro North by bus to arrive in NYC in under 4 hours. Housatonic's annual spraying of glyphosate and other hazardous chemicals should be curtailed. Heavy dump trucks are too heavy for local roads. Route 183 is popular with bicyclists but very dangerous to cycle along, in part due to limited shoulder and guardrails preventing cyclists from getting further onto the side of the road.
6/13/19	Noah Pott	Npott99@gmail.com	In support of establishing passenger rail across Berkshire County. Passenger service on the Housatonic Line between NYC and Pittsfield along with an East/West passenger rail option from Boston to Pittsfield would be beneficial to residents and tourist alike. Investments should be made in electrifying passenger and freight rail, especially on the Housatonic line and potential East/West line, along with investing in vehicle charging infrastructure that is powered from renewable sources.
6/14/19	Peter Traub	phtraub@nycap.rr.com	Writing to voice concern that there was not listing of all possible projects with ratings on how proposed projects were selected. Poses several questions: Who selected the projects to be included? Should the list of projects be made public and have the public vote on

			priorities? The Unified Planning Work Program (UPWP) Activities does not specify who is responsible to do the activities. Who is responsible? There are many targets that are stated as "increase", "reduction", or qualitative. How can these objectives be qualitatively evaluated?
6/19/19	Susan Sarlin	Sas1229@gmail.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County.
6/19/19	Michael Preihs	mpreihs@aol.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County.
6/19/19	Pat Hollenbeck	patorch@msn.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County.
6/18/19	Gabriel London	gabriel@foundobjectfilms.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County.
6/18/19	Erika Allison	Erika.allison@gmail.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County.
6/18/19	Mike Cutler	Marguerite0469@yahoo.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County.
6/18/19	Joanna London	Jlondon10@msn.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County.
6/18/19	Sharon True	Sharolee6@gmail.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County.
6/18/19	Lisa Gerson	Lisa.gerson@gmail.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County.
6/18/19	Deb Sarlin	debsarlin@gmail.com	Writing to support Rail service - The lack of public transportation connecting New York City and Pittsfield, or Boston and Pittsfield means that I am no longer able to live on the New York/Massachusetts border. I have moved to Buffalo where there are more opportunities. I was unable to continue to make a living in the

			area where the limited options for transportation in the Berkshires impacted my ability to remain in an area I love.
6/18/19	Nick Peck	Nickpeck20@yahoo.com	Writing to support - Please work to re-establish passenger service between NYC and Pittsfield. It would be wise to plan on having space for bicycles on board. This will help the line gain many customers. New York is populated by non car owning people who increasingly ride bikes there. Such thoughtfulness will help gain loyal and grateful customers for the line.
6/18/19	Paul Chesloff	pchesloff@gmail.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County.
6/18/19	Lenore Newman	Ln1120@aol.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County.
6/18/19	James Lipa	jdlipa@verizon.net	Support - My family and I live in North Adams. We have a daughter that lives in Manhattan. We also have a Saturday New York Yankees partial season ticket plan. As a whole, our family takes the MetroNorth Harlem line trains over 20 times per year. We'd love to drive to only Pittsfield than Wassaic or further south to the Southeast Station. It would be the most environmentally sound way for us to travel. The Housatonic Line would open all kinds of revenue streams for the Berkshires. Please prioritize it!
6/18/19	PS	jmetac@yahoo.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Wallace Lehman	conehill@me.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Carolyn Wells	wellzini@gmail.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County

6/18/19	Pat Frik	patfrik@gmail.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Walter McTeigue	walter@mc2jewels.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Dan Brook	drdanb@outlook.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Lisa Mears	whistlersinn@hotmail.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Fred Merritt	fmerritt@outlook.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Ricki Gardner	Rickilg7@gmail.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Daniel Kasper	danielmkasper@gmail.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Pala Stern	pstern@sterngroup.biz	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Rachel Christensen	rachel@berkshirepublishing.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Bill Brown	bgrahambrown@gmail.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	David Guenette	David.guenette@gmail.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Alice Halsted	ebhalsted@yahoo.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County. At the moment, access to New York City requires driving to Wassaic in Dutchess County and then catching the Metro North train, often having to transfer in Southeast. The trip runs about four hours. Reviving service through Great Barrington would be immensely beneficial to businesses in South County

			as well as being so much more convenient for residents of the area.
6/18/19	Betty F	Bettyaf1979@gmail.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Ed Valentine	edvalentinenyc@gmail.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Gerri Holt	Gerriholt48@gmail.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Peggy Daniel	Pcdaniel522@gmail.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	George Forsen	Geforsen88@gmail.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Wendy Vittori	wdvittori@vittoriconsulting.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Karen Christensen	karen@berkshirepublishing.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Ashley B	a.d.bushey@gmail.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/1819	Stephen Rudy	steverudy@me.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Bob Vacca	Tympanist917@yahoo.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Clark Wallace	clarkwal@gmail.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Jeff Nathan	jeff@jnld.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Gary Flood	Mgosi1@earthlink.net	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County

6/18/19	John Myers	johnmyers@mac.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Jessica Oakley	jessicaloakley@gmail.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Tim Newman	Tdnew555@gmail.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County. AND Berkshire County economic development is closely connected to robust transportation modalities to the NY Metro area. Direct rail service from Grand Central Station to the southern Berkshires, terminating in Pittsfield, would be transformative. In addition to bringing ubiquitous 21st century broad in all our towns, direct rail service to Berkshire county is the other major economic stimulus that public policy can impact. Please work proactively to make this a reality.
6/18/19	Robin Koval	Robin.koval1@gmail.com	Writing in support - A 12-year second homeowner in Otis, Ma and a resident of NYC. My husband and I love the Berkshires. We are advocates for the area with all our friends, many of whom visit us in the Berkshires and love it as well. None have them have bought homes, however. Why? The answer is they opted for other areas with alternatives to being exclusively dependent on driving to get to their homes.
6/18/19	Stephen White	jerichovalley@gmail.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Linda Skipper	linda@studio-etc.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County

6/18/19	Rhea Werner	shellysandybeach@gmail.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Andrew Schneider	andrew@mps.media	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Matthew King	matthewrking@gmail.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Elizabeth Winthrop	Elizabeth.winthrop@gmail.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Joe Finnegan	Jfin481@gmail.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Tyler Swanson	Tswans1234@gmail.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/18/19	Kenneth Motuzick	Q39150@yahoo.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/19/19	Frank Potash	ftjpotash@aol.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/19/19	Tom Ulmschneider	Tomjd318@icloud.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/19/19	Rita Gazarik	gazarik@icloud.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County
6/20/19	Myrna Hammerling	myrnahammerling@gmail.com	Writing to agree that restored passenger service on the Housatonic Line is a top priority for Berkshire County

Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO

massDOT
Massachusetts Department of Transportation

July 3, 2019

Thomas Matuszko, Executive Director
Berkshire Regional Planning Commission
1 Fenn Street - Suite 201
Pittsfield, MA 01201

Dear Mr. Matuszko:

The Massachusetts Department of Transportation (MassDOT) Office of Transportation Planning (OTP) has reviewed the draft Federal Fiscal Year (FFY) 2020 Regional Transportation Plan (RTP) released by the Berkshire Metropolitan Planning Organization (MPO) on May 28, 2019. The following MassDOT comments include both general guidance and specific comments on the MPO's 3C planning process related to the content of this document as released for public review.

Please note the following comments specific to the information contained in the MPO's draft FFY 2020 RTP.

- Page 15: Please more thoroughly describe how the findings of the survey were incorporated into the RTP goals, objectives, and overall vision. Additionally, please describe whether and to what extent the transportation challenges, desired changes, and new services reported by the public influenced and/or relate to the RTP's funding considerations and recommendations.
- Page 25: Please provide a brief explanation of how weights were assigned within Table 3.3, "RTP Project Evaluation Framework."
- Page 61: Please revise the third sentence in the last paragraph about the I-90 Interchange Study to the following, per the MassDOT Project Manager's suggestion: "The final study report will determine whether any of these alternatives are recommended to move forward, and, if so, it will detail both socioeconomic and environmental impacts of any potential interchange."
- Page 64: In the section on the Mohawk Trail Scenic Byway, please note that the Mohawk Bicycle and Pedestrian Trail is currently programmed for funding within the FFY 2020 element of the Transportation Improvement Program (TIP).
- Page 113: Please revise the cost of project 608485 to $4,241,203. Additionally, please include project 609104 (LEE - RESURFACING AND RELATED WORK ON ROUTE 20) within the project listing.
- Pages 111 – 129: Within the "Recommendations" section, please revise the phrasing of "recommended projects" throughout the chapter to make it clear that projects that are listed but not programmed are ones of interest to the MPO but that are not currently programmed in the fiscally constrained RTP.
- Page 113 and page 138: Please update the project number for CHESHIRE - ADAMS - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 8 to 609394.

Ten Park Plaza, Suite 4160, Boston, MA 02116
Tel: 857-368-4636, TTY: 857-368-0655
www.mass.gov/massdot

- Page 114: Please specify the Berkshire Regional Transit Authority's (BRTA) Transit Asset Management (TAM) targets or refer to page 23 of the RTP, where they are listed.
- Page 131: Within table 7.2, please revise the title of the second column to reflect that this funding covers non-federal aid pavement preservation in addition to bridge preservation. Please revise the title of the table to reflect this as well.
- Pages 134 – 136: Please revise the State Transportation Improvement Program (STIP) program and project ID columns within the fiscal constraint analysis, where necessary, to reflect highlighted changes in the spreadsheet provided by OTP.
- Page 138: Within the fiscal constraint analysis, please factor in the amount of regional target funding as an element of the sources available for funding, and note the amount that is available to the region between FFY 2020 and 2024 after this has been incorporated.
- Page 139: Please revise the title of Table 7.5 to "Fiscal Constraint Analysis 2025 – 2040."
- Pages 139 – 140: Within Table 7.5, please revise the amount of projected funding for both statewide bridge revenue and Non-Federal Aid (NFA) Preservation to match the RTP financial guidance that was distributed by the Office of Transportation Planning (OTP) in January 2019.
- Page 161: Please provide a title for the table that is on this page, and format so that the text is more readable.

Please contact me at (857) 368-8865 or Derek Krevat at (857) 368-8868 if you have any questions.

Sincerely,

David Mohler
Executive Director
Office of Transportation Planning

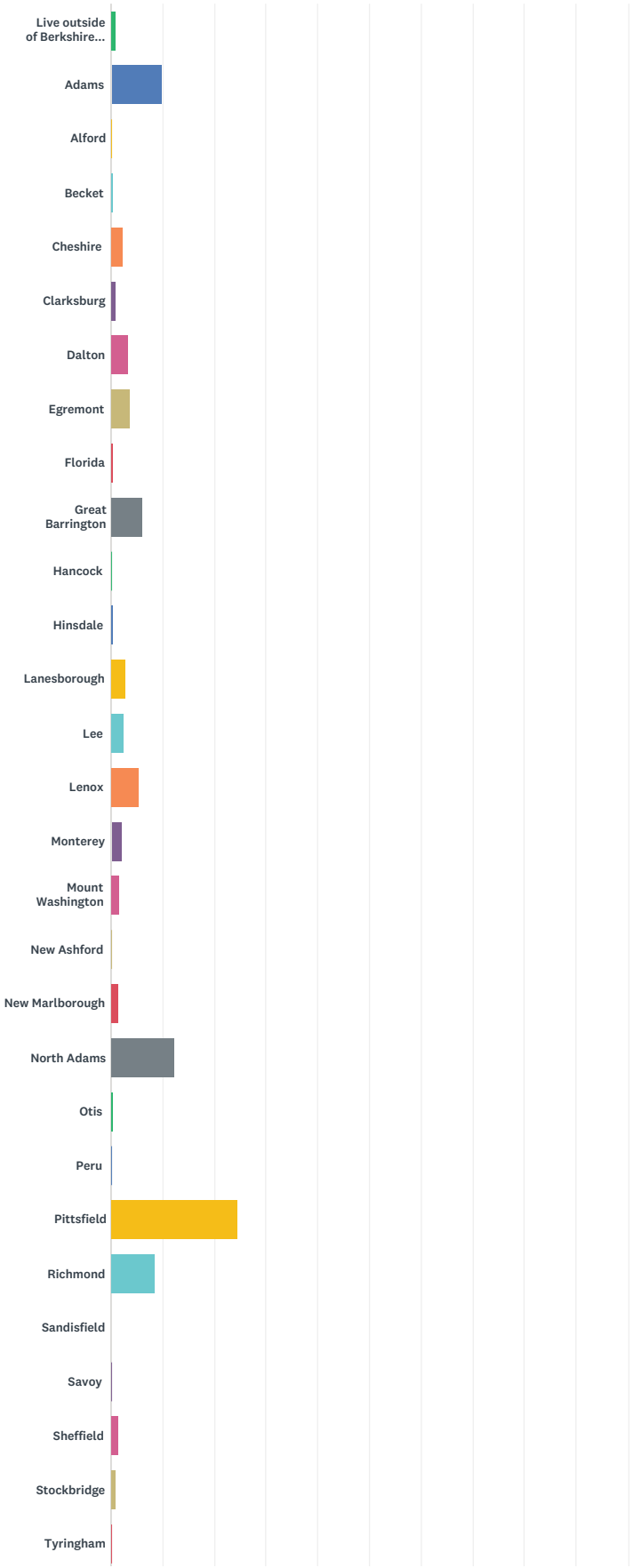
Cc: Jeffrey McEwen, Division Administrator, Federal Highway Administration
Peter Butler, Acting Regional Administrator, Federal Transit Administration
Francisca Heming, District 1 Highway Director
Astrid Glynn, Rail and Transit Division Administrator

11 APPENDIX C: SURVEY RESULTS

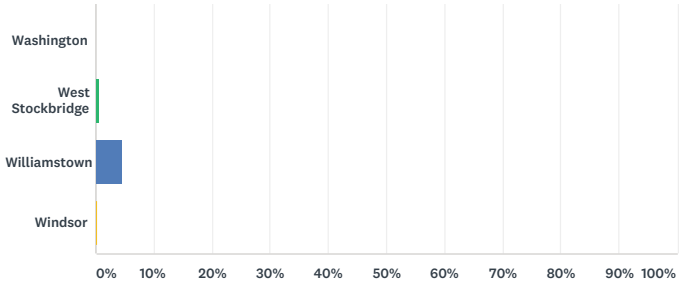
2020 Regional Transportation Plan (RTP) Survey

Q1 Please enter the town or city where you LIVE:

Answered: 708 Skipped: 0



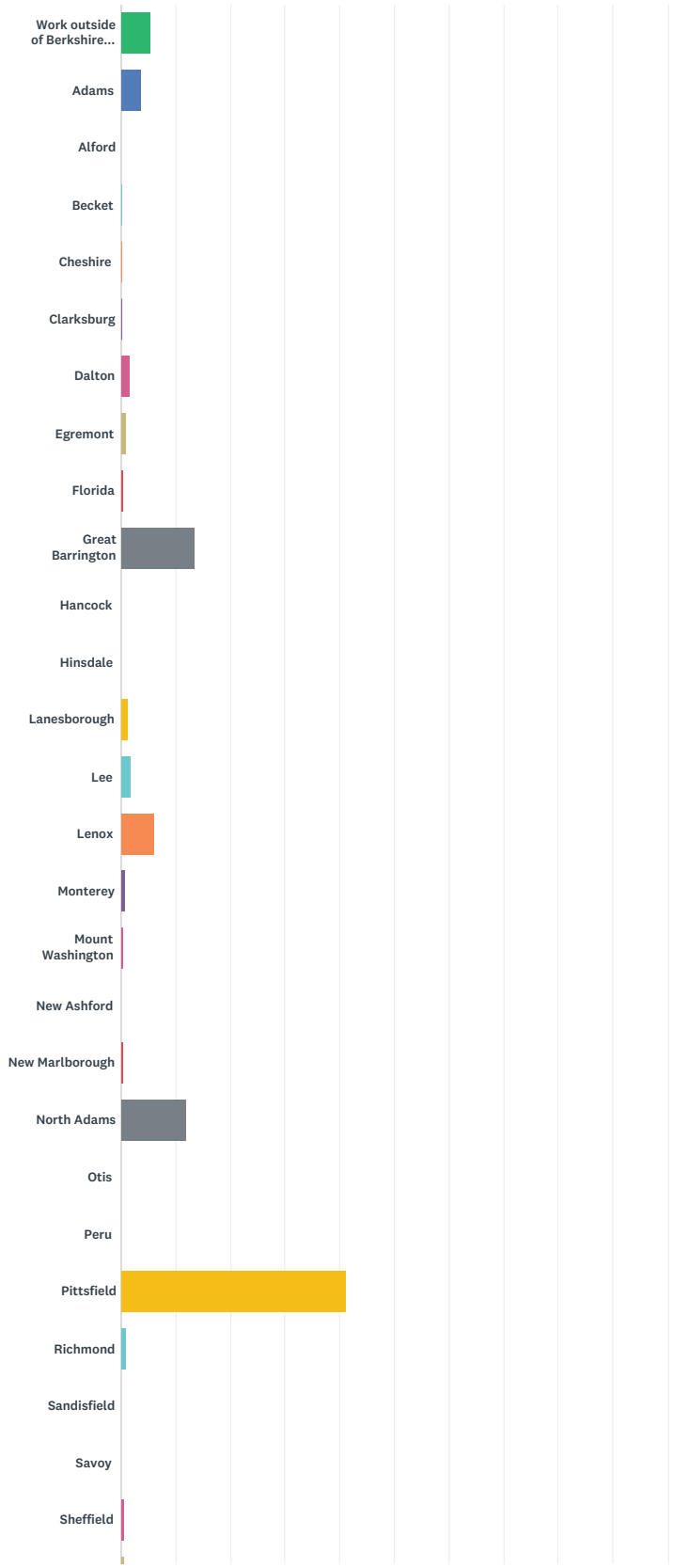
2020 Regional Transportation Plan (RTP) Survey



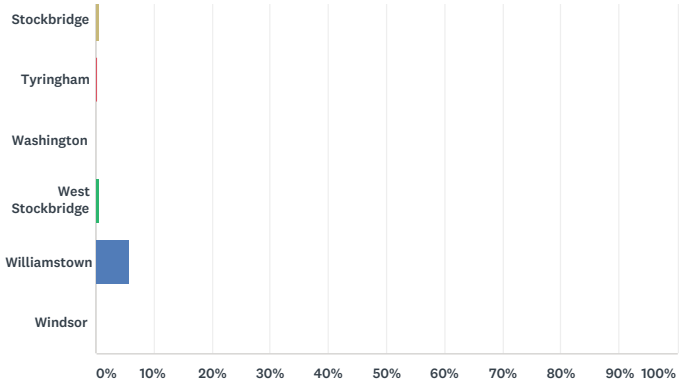
ANSWER CHOICES	RESPONSES	
Live outside of Berkshire County	1.13%	8
Adams	9.89%	70
Alford	0.28%	2
Becket	0.42%	3
Cheshire	2.26%	16
Clarksburg	1.13%	8
Dalton	3.39%	24
Egremont	3.81%	27
Florida	0.42%	3
Great Barrington	6.07%	43
Hancock	0.14%	1
Hinsdale	0.42%	3
Lanesborough	2.82%	20
Lee	2.54%	18
Lenox	5.51%	39
Monterey	2.12%	15
Mount Washington	1.69%	12
New Ashford	0.14%	1
New Marlborough	1.55%	11
North Adams	12.29%	87
Otis	0.42%	3
Peru	0.28%	2
Pittsfield	24.44%	173
Richmond	8.47%	60
Sandisfield	0.00%	0
Savoy	0.28%	2
Sheffield	1.55%	11
Stockbridge	0.99%	7
Tyringham	0.28%	2
Washington	0.00%	0
West Stockbridge	0.56%	4
Williamstown	4.52%	32
Windsor	0.14%	1
TOTAL		708

Q2 Please enter the town or city where you WORK. If you are unemployed or retired, please enter the town or city you travel to most often for services. If you work in multiple locations, select the town or city where you work most of the time.

Answered: 708 Skipped: 0



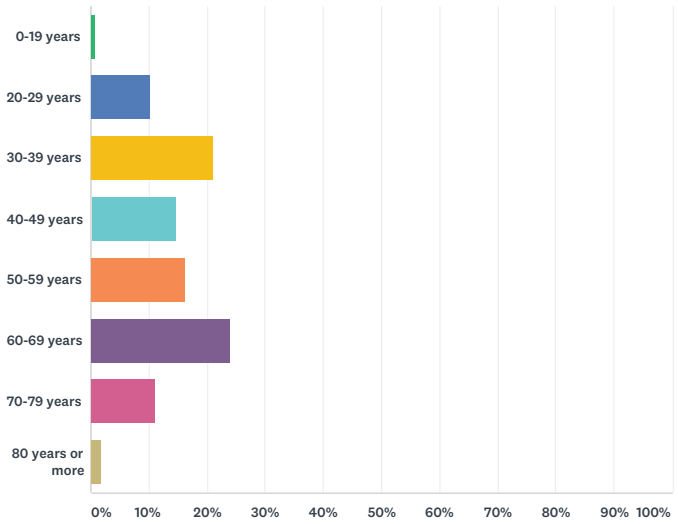
2020 Regional Transportation Plan (RTP) Survey



ANSWER CHOICES	RESPONSES	
Work outside of Berkshire County	5.37%	38
Adams	3.67%	26
Alford	0.00%	0
Becket	0.28%	2
Cheshire	0.14%	1
Clarksburg	0.14%	1
Dalton	1.69%	12
Egremont	1.13%	8
Florida	0.42%	3
Great Barrington	13.70%	97
Hancock	0.00%	0
Hinsdale	0.00%	0
Lanesborough	1.27%	9
Lee	1.98%	14
Lenox	6.07%	43
Monterey	0.85%	6
Mount Washington	0.42%	3
New Ashford	0.00%	0
New Marlborough	0.42%	3
North Adams	12.01%	85
Otis	0.00%	0
Peru	0.00%	0
Pittsfield	41.24%	292
Richmond	1.13%	8
Sandisfield	0.00%	0
Savoy	0.00%	0
Sheffield	0.71%	5
Stockbridge	0.71%	5
Tyringham	0.14%	1
Washington	0.00%	0
West Stockbridge	0.56%	4
Williamstown	5.93%	42
Windsor	0.00%	0
TOTAL		708

Q3 What is your age? Please select the most applicable range:

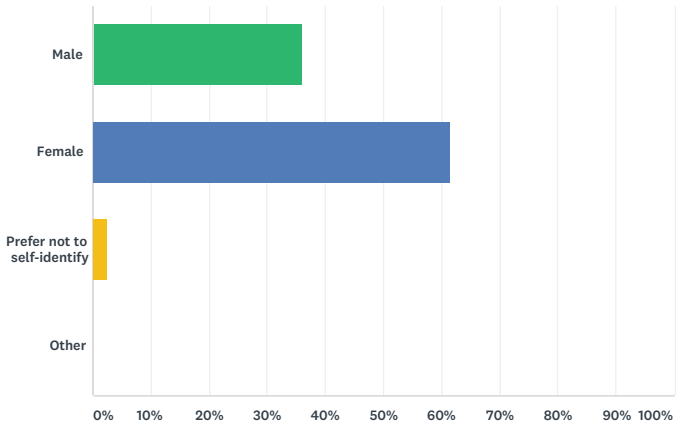
Answered: 708 Skipped: 0



ANSWER CHOICES	RESPONSES	
0-19 years	0.85%	6
20-29 years	10.31%	73
30-39 years	21.05%	149
40-49 years	14.55%	103
50-59 years	16.24%	115
60-69 years	24.15%	171
70-79 years	11.02%	78
80 years or more	1.84%	13
TOTAL		708

Q4 How do you self-identify? Please select one:

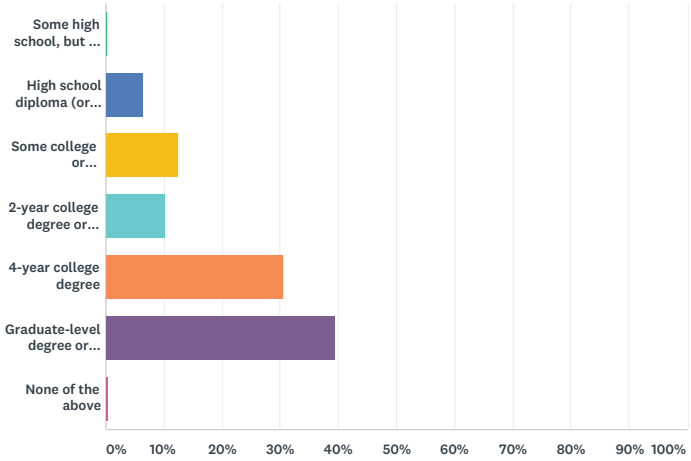
Answered: 705 Skipped: 3



ANSWER CHOICES	RESPONSES	
Male	35.89%	253
Female	61.56%	434
Prefer not to self-identify	2.55%	18
Other	0.00%	0
TOTAL		705

Q5 What is the highest level of education you have completed? Please select one:

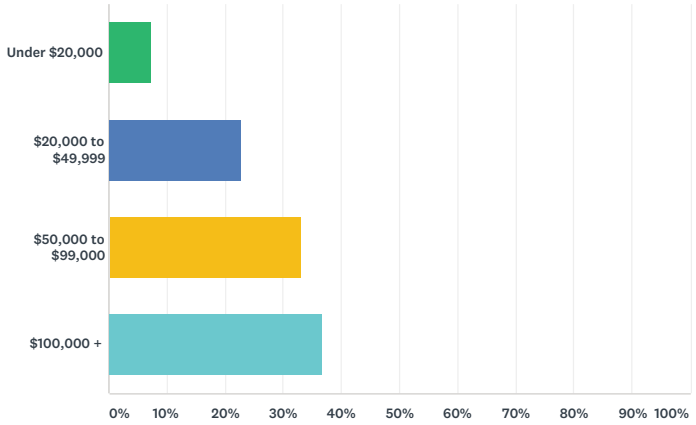
Answered: 699 Skipped: 9



ANSWER CHOICES	RESPONSES	
Some high school, but no diploma	0.29%	2
High school diploma (or GED)	6.58%	46
Some college or vocational/technical training, but did not complete	12.59%	88
2-year college degree or completed vocational/technical training	10.16%	71
4-year college degree	30.47%	213
Graduate-level degree or higher	39.48%	276
None of the above	0.43%	3
TOTAL		699

Q6 What is the total yearly income of all adults living in your household?

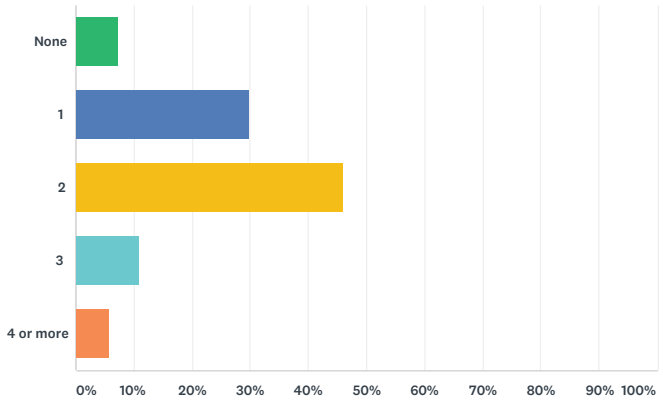
Answered: 669 Skipped: 39



ANSWER CHOICES	RESPONSES	
Under $20,000	7.32%	49
$20,000 to $49,999	22.87%	153
$50,000 to $99,000	33.03%	221
$100,000 +	36.77%	246
TOTAL		669

Q7 How many registered motor vehicles (cars, trucks, SUV's, motorcycles) does your household own? Please select one:

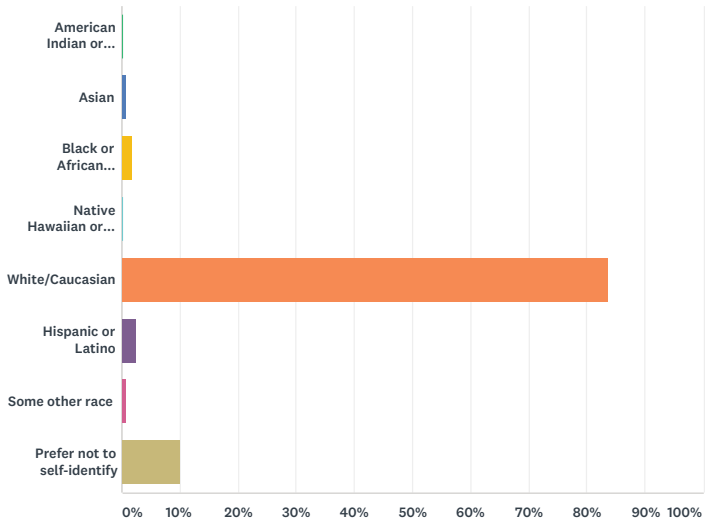
Answered: 701 Skipped: 7



ANSWER CHOICES	RESPONSES	
None	7.42%	52
1	29.96%	210
2	45.93%	322
3	10.84%	76
4 or more	5.85%	41
TOTAL		701

Q8 Which of the following best describes your race? Please select one:

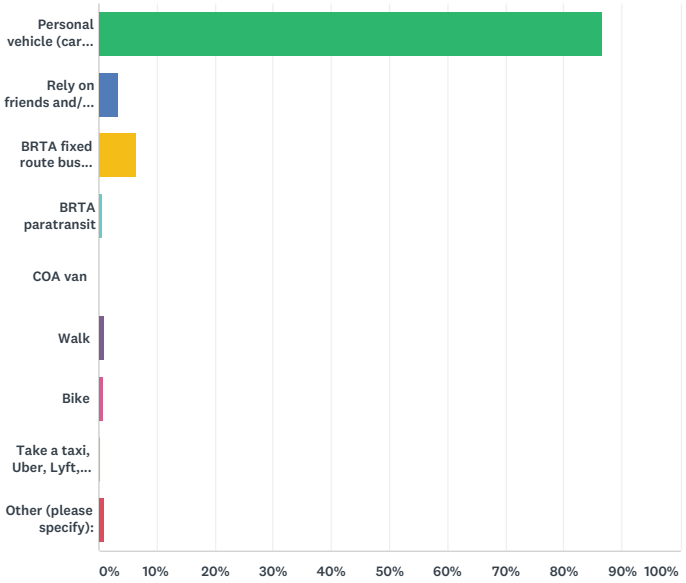
Answered: 703 Skipped: 5



ANSWER CHOICES	RESPONSES	
American Indian or Alaskan Native	0.28%	2
Asian	0.85%	6
Black or African American	1.85%	13
Native Hawaiian or Pacific Islander	0.14%	1
White/Caucasian	83.64%	588
Hispanic or Latino	2.42%	17
Some other race	0.85%	6
Prefer not to self-identify	9.96%	70
TOTAL		703

Q9 In general, how do you primarily travel around the county? Please select one:

Answered: 705 Skipped: 3



ANSWER CHOICES	RESPONSES	
Personal vehicle (car, truck, SUV, motorcycle)	86.52%	610
Rely on friends and/or family for rides	3.26%	23
BRTA fixed route bus service	6.38%	45
BRTA paratransit	0.57%	4
COA van	0.00%	0
Walk	1.13%	8
Bike	0.85%	6
Take a taxi, Uber, Lyft, etc.	0.28%	2
Other (please specify):	0.99%	7
TOTAL		705

Question #9: In general, how do you primarily travel around the county?

After dark, bad weather, further than 1 hour away: Rely on others.
10/6/2018 5:11 PMAdd tags -View respondent's answers

Walk within Williamstown and drive car outside, except for recreational road biking.
10/5/2018 10:21 AMAdd tags -View respondent's answers

Borrow a car
9/26/2018 5:53 PMAdd tags -View respondent's answers

Depends on the time of day
9/26/2018 5:23 PMAdd tags -View respondent's answers

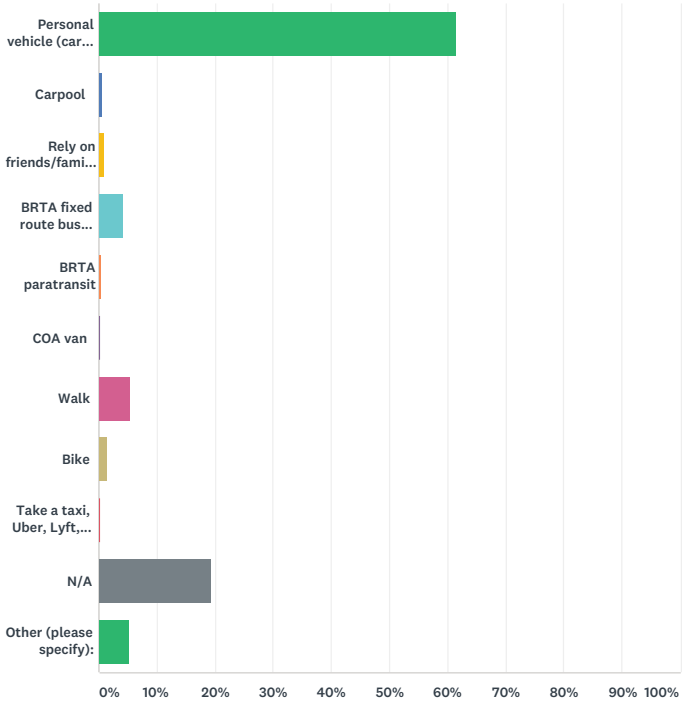
Honestly, I'd see it's equal parts driving, walking, and biking
9/15/2018 10:44 AMAdd tags -View respondent's answers

Walk locally; personal vehicle to go outside of NA
9/12/2018 12:08 PMAdd tags -View respondent's answers

Bicycle AND take BRTA
9/10/2018 5:43 PMAdd tags -

Q10 How do you primarily travel to work? Please select one and if you are unemployed, please select N/A:

Answered: 708 Skipped: 0



ANSWER CHOICES	RESPONSES	
Personal vehicle (car, truck, SUV, motorcycle)	61.58%	436
Carpool	0.56%	4
Rely on friends/family for rides	1.13%	8
BRTA fixed route bus service	4.24%	30
BRTA paratransit	0.42%	3
COA van	0.14%	1
Walk	5.37%	38
Bike	1.55%	11
Take a taxi, Uber, Lyft, etc.	0.28%	2
N/A	19.49%	138
Other (please specify):	5.23%	37
TOTAL		708

Question #10: How do you primarily travel to work?

old parents
11/5/2018 2:23 PMAdd tags -View respondent's answers

Retired but travel by personal vehicle
10/23/2018 10:05 AMAdd tags -View respondent's answers

Retired
10/20/2018 8:40 AMAdd tags -View respondent's answers

Home based, incidental consultancies
10/15/2018 8:02 AMAdd tags -View respondent's answers

retired
10/14/2018 5:09 PMAdd tags -View respondent's answers

Work truck
10/11/2018 4:51 PMAdd tags -View respondent's answers

Drive, Walk or BRTA
10/11/2018 1:24 PMAdd tags -View respondent's answers

Walk or hitch, I am rural. Just to get to the Lanesboro bus stop is an issue
10/5/2018 10:13 PMAdd tags -View respondent's answers

M
10/4/2018 1:57 PMAdd tags -View respondent's answers

Work from home
10/2/2018 10:33 AMAdd tags -View respondent's answers

I get picked up
9/27/2018 10:29 AMAdd tags -View respondent's answers

Borrow a car
9/26/2018 5:53 PMAdd tags -View respondent's answers

I am disabled and do not work.
9/26/2018 2:47 PMAdd tags -View respondent's answers

work in home office
9/24/2018 2:26 PMAdd tags -View respondent's answers

Work From Home
9/24/2018 11:09 AMAdd tags -View respondent's answers

work at home

9/23/2018 10:23 PMAdd tags -View respondent's answers

Work from home
9/22/2018 8:36 AMAdd tags -View respondent's answers

sometimes need to travel to NYC via MetroNorth
9/21/2018 1:20 PMAdd tags -View respondent's answers

NYC Subway
9/19/2018 9:45 PMAdd tags -View respondent's answers

Work at home
9/19/2018 6:30 PMAdd tags -View respondent's answers

Work from home
9/19/2018 6:13 PMAdd tags -View respondent's answers

retired
9/19/2018 10:14 AMAdd tags -View respondent's answers

Work at home
9/19/2018 9:24 AMAdd tags -View respondent's answers

Great Barrington is a second home
9/18/2018 8:13 PMAdd tags -View respondent's answers

I commute between North Adams and Great Barrington once per week. I try to alternate between driving one week, and biking the next week.
9/13/2018 1:37 PMAdd tags -View respondent's answers

office in my house
9/12/2018 6:19 PMAdd tags -View respondent's answers

Retired use private car
9/12/2018 10:47 AMAdd tags -View respondent's answers

Y
9/11/2018 10:07 PMAdd tags -View respondent's answers

Live in NYC
9/11/2018 5:29 PMAdd tags -View respondent's answers

I work from home.
9/11/2018 3:04 PMAdd tags -View respondent's answers

air travel
9/11/2018 8:32 AMAdd tags -View respondent's answers

work from home
9/11/2018 12:06 AMAdd tags -View respondent's answers

Carpool, bicycle and BRTA
9/10/2018 5:43 PMAdd tags -View respondent's answers

Work at home
9/10/2018 11:59 AMAdd tags -View respondent's answers

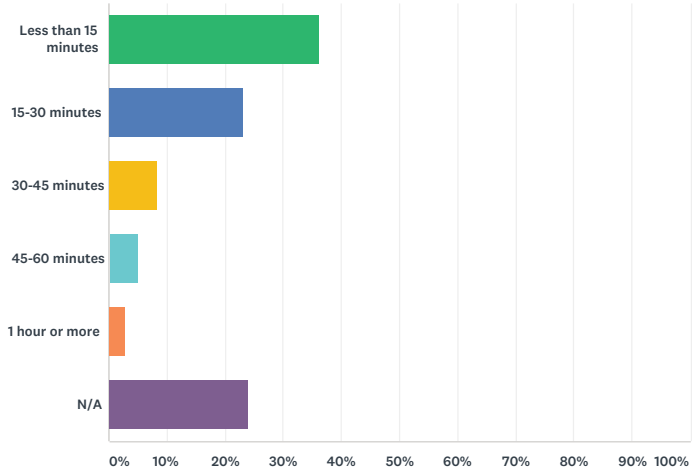
work from home as consultant
9/10/2018 11:27 AMAdd tags -View respondent's answers

Work from home
9/10/2018 11:21 AMAdd tags -View respondent's answers

Home office
9/5/2018 6:03 AMAdd tags -

Q11 How long does it take you to travel to work? Please give your closest guess. If you are unemployed or retired, please select N/A:

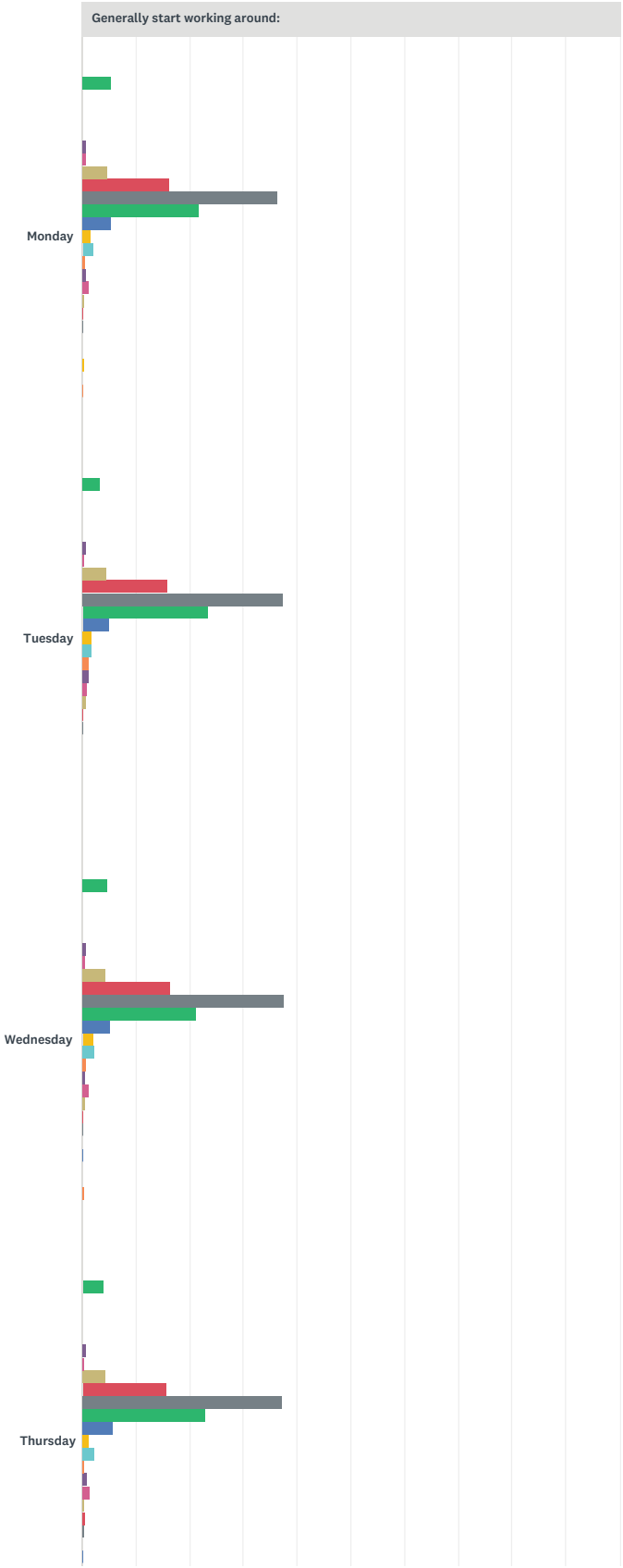
Answered: 700 Skipped: 8



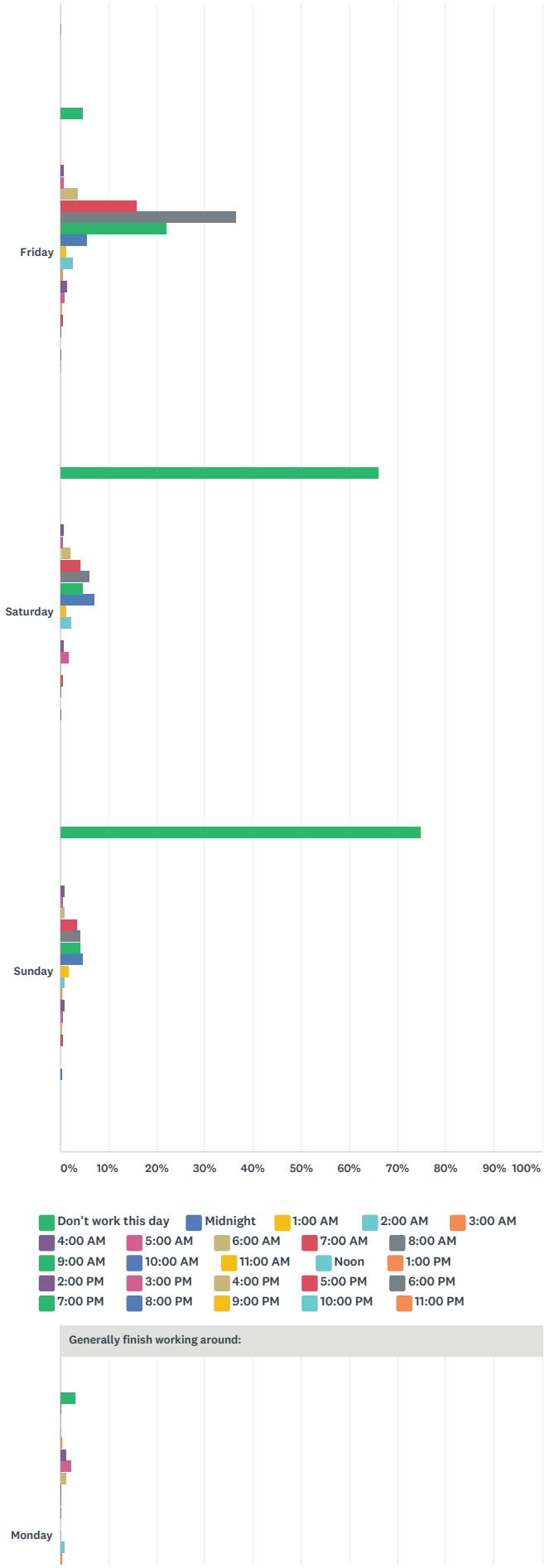
ANSWER CHOICES	RESPONSES	
Less than 15 minutes	36.14%	253
15-30 minutes	23.29%	163
30-45 minutes	8.43%	59
45-60 minutes	5.00%	35
1 hour or more	3.00%	21
N/A	24.14%	169
TOTAL		700

Q12 What time of day do you typically work? Please indicate the most applicable days and times you work from the options below. If you are unemployed or retired, please skip this question.

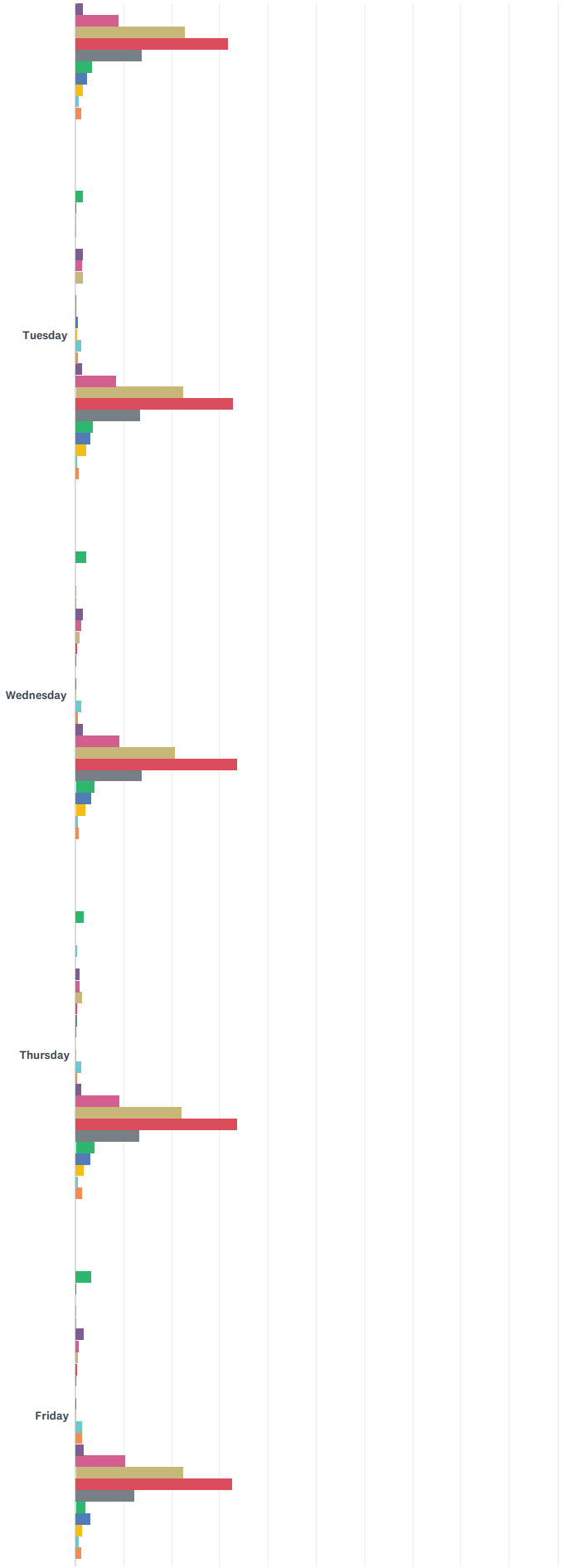
Answered: 515 Skipped: 193



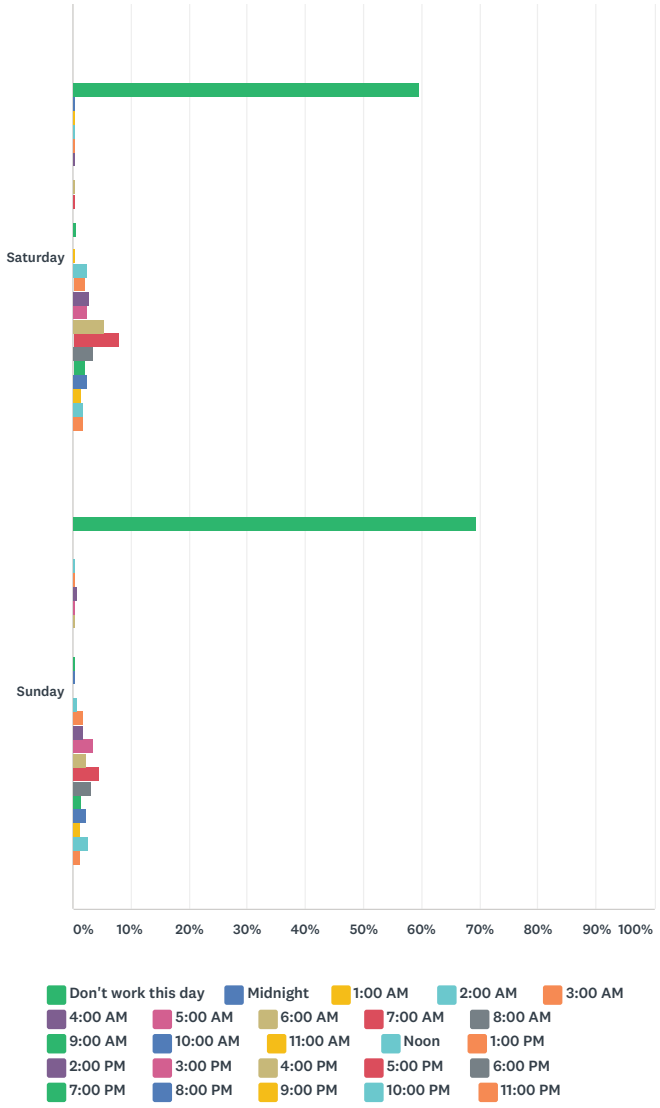
2020 Regional Transportation Plan (RTP) Survey



2020 Regional Transportation Plan (RTP) Survey



2020 Regional Transportation Plan (RTP) Survey



Generally start working around:

	DON'T WORK THIS DAY	MIDNIGHT	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	NOON	1:00 PM	2:00 PM
Monday	5.40% 27	0.00% 0	0.00% 0	0.00% 0	0.20% 1	0.80% 4	0.80% 4	4.80% 24	16.40% 82	36.40% 182	21.80% 109	5.40% 27	1.60% 8	2.00% 10	0.60% 3	0.80
Tuesday	3.27% 16	0.00% 0	0.00% 0	0.00% 0	0.20% 1	0.82% 4	0.41% 2	4.69% 23	15.92% 78	37.35% 183	23.47% 115	5.10% 25	1.84% 9	1.84% 9	1.22% 6	1.22
Wednesday	4.72% 23	0.00% 0	0.00% 0	0.00% 0	0.21% 1	0.82% 4	0.62% 3	4.31% 21	16.43% 80	37.58% 183	21.36% 104	5.13% 25	2.05% 10	2.26% 11	0.82% 4	0.62
Thursday	3.92% 19	0.00% 0	0.00% 0	0.00% 0	0.21% 1	0.82% 4	0.41% 2	4.33% 21	15.67% 76	37.32% 181	23.09% 112	5.77% 28	1.24% 6	2.27% 11	0.41% 2	1.03
Friday	4.83% 23	0.00% 0	0.00% 0	0.00% 0	0.21% 1	0.84% 4	0.84% 4	3.78% 18	15.97% 76	36.55% 174	22.27% 106	5.67% 27	1.26% 6	2.73% 13	0.63% 3	1.47
Saturday	66.17% 221	0.00% 0	0.00% 0	0.00% 0	0.30% 1	0.90% 3	0.60% 2	2.10% 7	4.19% 14	5.99% 20	4.79% 16	7.19% 24	1.20% 4	2.40% 8	0.00% 0	0.90
Sunday	75.00% 237	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.95% 3	0.63% 2	0.95% 3	3.48% 11	4.11% 13	4.11% 13	4.75% 15	1.90% 6	0.95% 3	0.32% 1	0.95

Generally finish working around:

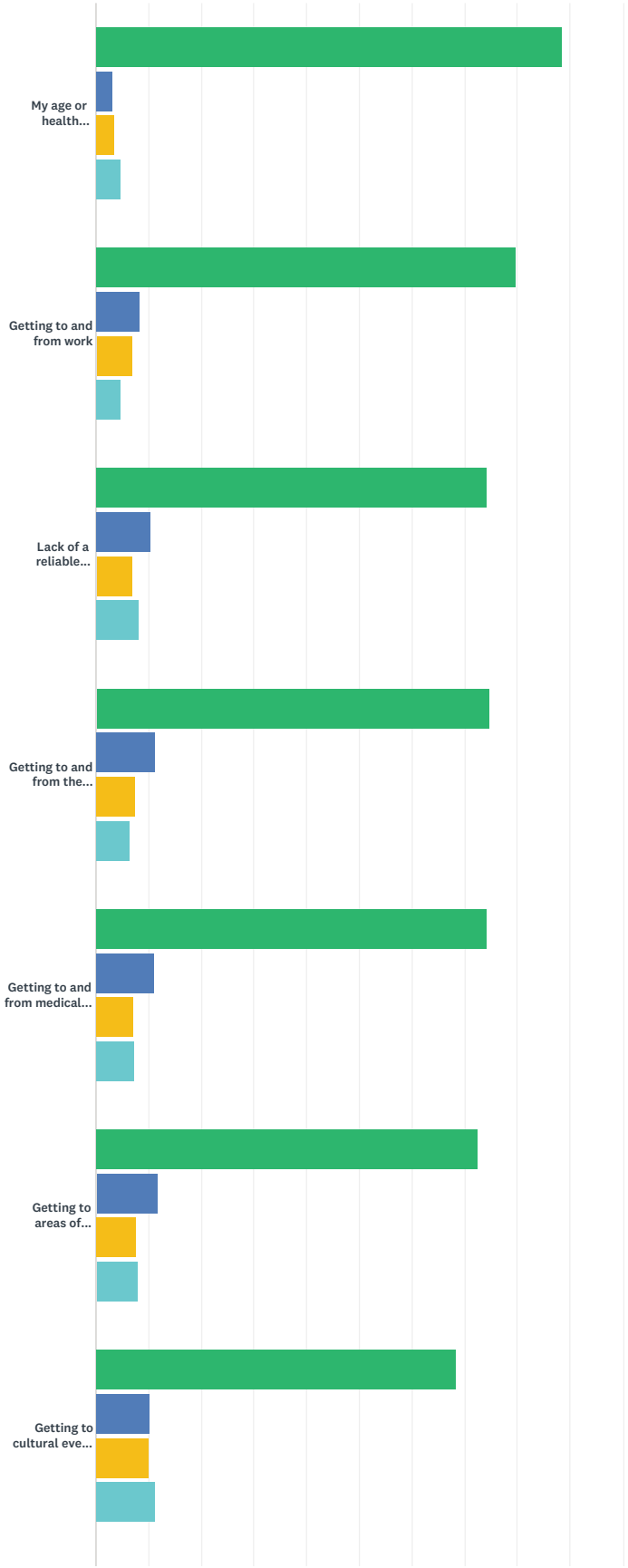
	DON'T WORK THIS DAY	MIDNIGHT	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	NOON	1:00 PM	2:00 PM
Monday	3.13% 15	0.21% 1	0.21% 1	0.21% 1	0.42% 2	1.25% 6	2.30% 11	1.25% 6	0.21% 1	0.21% 1	0.21% 1	0.00% 0	0.21% 1	1.04% 5	0.42% 2	1.67% 8
Tuesday	1.69% 8	0.21% 1	0.21% 1	0.21% 1	0.00% 0	1.69% 8	1.48% 7	1.69% 8	0.00% 0	0.21% 1	0.21% 1	0.63% 3	0.42% 2	1.27% 6	0.63% 3	1.48% 7
Wednesday	2.36% 11	0.00% 0	0.00% 0	0.21% 1	0.21% 1	1.71% 8	1.28% 6	1.07% 5	0.43% 2	0.21% 1	0.00% 0	0.21% 1	0.21% 1	1.28% 6	0.64% 3	1.71% 8

2020 Regional Transportation Plan (RTP) Survey

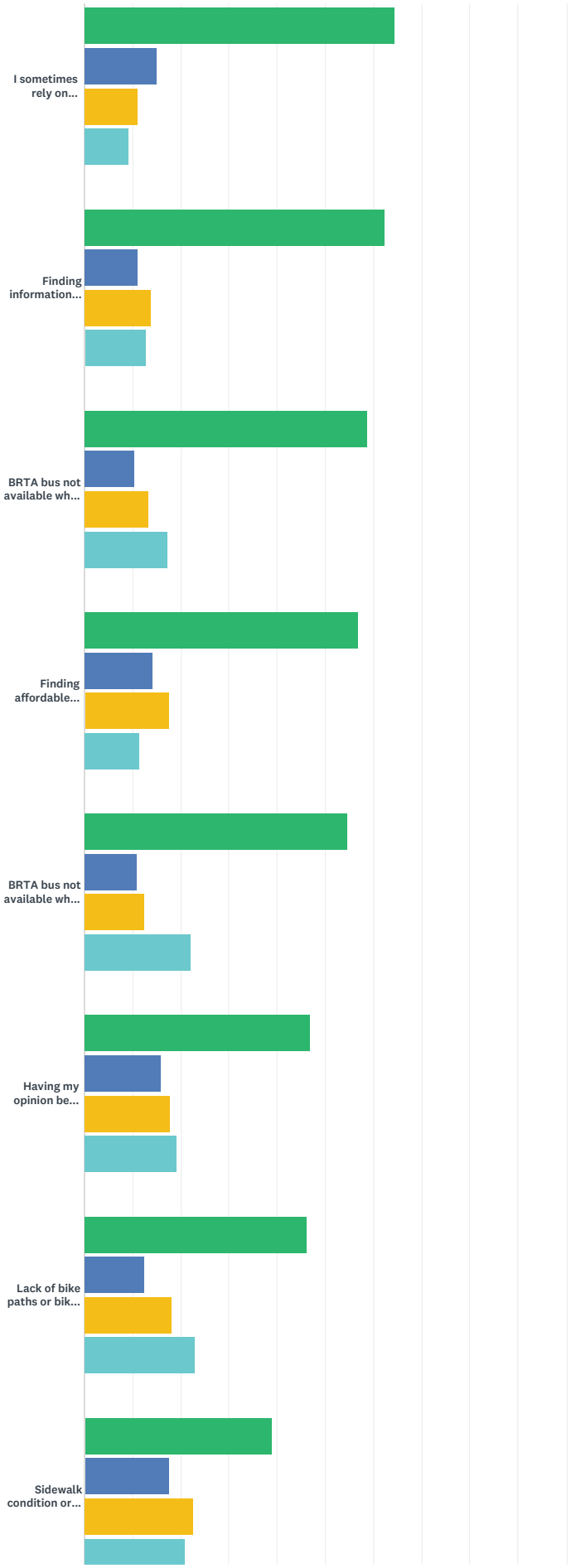
Thursday	1.93% 9	0.00% 0	0.00% 0	0.43% 2	0.00% 0	1.07% 5	1.07% 5	1.50% 7	0.43% 2	0.43% 2	0.21% 1	0.00% 0	0.21% 1	1.29% 6	0.43% 2	1.29% 6
Friday	3.25% 15	0.22% 1	0.00% 0	0.22% 1	0.22% 1	1.95% 9	0.87% 4	0.65% 3	0.43% 2	0.22% 1	0.00% 0	0.22% 1	0.22% 1	1.52% 7	1.52% 7	1.95% 9
Saturday	59.57% 165	0.36% 1	0.36% 1	0.36% 1	0.36% 1	0.36% 1	0.00% 0	0.36% 1	0.36% 1	0.00% 0	0.72% 2	0.00% 0	0.36% 1	2.53% 7	2.17% 6	2.89% 8
Sunday	69.41% 177	0.00% 0	0.00% 0	0.39% 1	0.39% 1	0.78% 2	0.39% 1	0.39% 1	0.00% 0	0.00% 0	0.39% 1	0.39% 1	0.00% 0	0.78% 2	1.96% 5	1.96% 5

Q13 Transportation challenges are common in Berkshire County. Please rate the significance of each of the following transportation challenges:

Answered: 702 Skipped: 6



2020 Regional Transportation Plan (RTP) Survey



2020 Regional Transportation Plan (RTP) Survey

I don't experience this challenge
Minor challenge
Somewhat of a challenge
Major challenge

	I DON'T EXPERIENCE THIS CHALLENGE	MINOR CHALLENGE	SOMEWHAT OF A CHALLENGE	MAJOR CHALLENGE	TOTAL
My age or health conditions make it difficult or prevent me from driving my own vehicle	88.52% 609	3.05% 21	3.63% 25	4.80% 33	688
Getting to and from work	79.79% 537	8.47% 57	6.98% 47	4.75% 32	673
Lack of a reliable personal vehicle	74.35% 513	10.43% 72	6.96% 48	8.26% 57	690
Getting to and from the supermarket, Post Office, etc.	74.78% 513	11.22% 77	7.58% 52	6.41% 44	686
Getting to and from medical appointments, doctor's office, etc.	74.35% 513	11.16% 77	7.10% 49	7.39% 51	690
Getting to areas of recreational open space or parks - for hiking, boating, relaxation, etc.	72.53% 499	11.77% 81	7.70% 53	7.99% 55	688
Getting to cultural event venues, such as Tanglewood, Jacob's Pillow, Mass. MoCA, etc.	68.31% 470	10.32% 71	10.03% 69	11.34% 78	688
I sometimes rely on friends/family for transportation, but wish I had other options	64.53% 444	15.12% 104	11.19% 77	9.16% 63	688
Finding information about transportation options for seniors or disabled individuals	62.37% 431	11.14% 77	13.75% 95	12.74% 88	691
BRTA bus not available where I need it	58.76% 399	10.46% 71	13.40% 91	17.38% 118	679
Finding affordable transportation	56.81% 392	14.20% 98	17.54% 121	11.45% 79	690
BRTA bus not available when I need it	54.51% 369	10.78% 73	12.56% 85	22.16% 150	677
Having my opinion be heard when transportation decisions are made by local leaders	46.95% 323	15.84% 109	17.88% 123	19.33% 133	688
Lack of bike paths or bike lanes prevent me from biking more	46.23% 319	12.46% 86	18.26% 126	23.04% 159	690
Sidewalk condition or availability prevent me from walking more	38.93% 269	17.51% 121	22.58% 156	20.98% 145	691

Question #13: Transportation challenges are common in Berkshire County. Please rate the significance of each of the following transportation challenges:

I need to first be able to get to work regularly, reliably , i am not worried if i can get to JACOBS PILLOW. if i cant get to work i loose my job and have no money for JACOBS PILLOW. my first concern is transportation to work, paying my bills so I do not end up homeless and slowly and tediously saving for a personal vehicle. GETTING TO JACOBS PILLOW is the least of my concern.
11/5/2018 2:23 PMAdd tags -View respondent's answers

There are many poor working folks/folks wanting to work that can't because of no transport to job sites, specifically manufacturing job sites.
10/23/2018 1:06 PMAdd tags -View respondent's answers

On Saturday's, when BCC doesn't have classes, we need the bus no matter what because people live on West Street that need the bus.
10/22/2018 2:37 PMAdd tags -View respondent's answers

Expansion of services not seniors, not just for medical appointments.
10/18/2018 12:16 PMAdd tags -View respondent's answers

I would use public transportation more if it was offered in a reliable manner in Sheffield.
10/16/2018 11:01 AMAdd tags -View respondent's answers

It's a challenge for me to travel to Pittsfield for my Doctor's appointments.
10/15/2018 11:34 AMAdd tags -View respondent's answers

Home is here. I come and go internationally as consultant so have to rent vehicle when I am here because there is no reliable public transport where I am
10/15/2018 8:02 AMAdd tags -View respondent's answers

Anticipate increased major challenges due to age and health within next few years.
10/14/2018 10:29 AMAdd tags -View respondent's answers

Lack of a north county S. County Connector Rd. and lack of Highway access in N. County
10/11/2018 4:51 PMAdd tags -View respondent's answers

Finding information about transportation for students
10/10/2018 6:04 PMAdd tags -View respondent's answers

I want to use alternative transportation more (we would like to reduce to one car permanently) but I find it a challenge to get around the county on the bus schedule.
10/9/2018 2:43 PMAdd tags -View respondent's answers

I live closer to the Hancock/NewAshford line. I have no transportation. It is so hard.
10/5/2018 10:13 PMAdd tags -View respondent's answers

Will not have vehicle after February 2019 so will need transportation services.
10/5/2018 7:37 AMAdd tags -View respondent's answers

I serve on the Board of Trustees at BART Charter Public School, where seniors are required to take a college course on a college campus and complete an 80-hour internship in order to graduate. Transportation is a MAJOR obstacle in completing these requirements.
10/2/2018 7:45 PMAdd tags -View respondent's answers

Certain Bus Routes (like having to get to walmart to get out to pittsfield) can be an inconvience- and the lack of quick/small transportation like taxi's (outside of the two services that aren't often reliable or available) makes getting anywhere not on the bus schedule a pain and hassle.
9/30/2018 1:01 PMAdd tags -View respondent's answers

Can't use the Charley Card other than the set times given. I rode the bus with the old card but stopped when the new system went into effect. Now if you purchase 7 bus rides, you have to use it 7 days in a row. I don't need to ride the bus 7 days in a row. With the old system, I bought 20 rides and then I was able to use them once or twice a week. There's no option like that now.
9/27/2018 8:44 PMAdd tags -View respondent's answers

I wouldn't use my car at all in the summer if the bus schedule or sidewalks were more conducive to my situation.
9/26/2018 5:23 PMAdd tags -View respondent's answers

The bus schedule documents are terrible and the website is unhelpful
9/26/2018 12:46 AMAdd tags -View respondent's answers

Travel times are ridiculous. I travel within the county durning the work day. My average distance is 15 miles it can take 40-45 minutes .
9/25/2018 5:17 PMAdd tags -View respondent's answers

My children attend a school in Stockbridge. we live is Housatonic. They rely on the BRTA bus to get home from school but cannot get to school in the mornings without our help because the bus schedule does not comply. They would also take the bus to Great Barrington for a movie or dinner out with friends more often if it came back to Housatonic later in the day.
9/25/2018 4:56 PMAdd tags -View respondent's answers

MASS DOT puts cars/vehicles over people generally speaking and they have had a bad impact on our local roads. Cars/trucks at higher speeds make our roads less pleasant and more dangerous for all who use them.
9/25/2018 4:32 PMAdd tags -View respondent's answers

i cannot believe that west stockbridge does not have ANY transportation that is ridiculous
9/24/2018 8:02 PMAdd tags -View respondent's answers

The Intermodal Transportation Center is so full of cigarette smoke (outside) that I dread having to take the bus, but I have to to get to Walmart and other places where I can afford to shop. More importantly, walking through downtown Pittsfield, one is required to inhale second-hand smoke. Every other person you meet is smoking! I am really afraid to inhale second-hand marijuana smoke in the next few weeks. The sidewalks are very often quite dirty. I have spoken to the mayor's secretary about the litter, dog feces, spittle and even vomit that I can encounter on any given day, and nothing has changed. I realize younger people may never have been taught not to litter, but someone from the sheriff's dept. told me that if Mayor Tyer asked the sheriff to send a work crew from the Berkshire County House of Correction to routinely clean sidewalks, he would do it. Everyone lauds the beautiful downtown, but if you walk it routinely I do, it's pretty disgusting.

9/24/2018 5:43 PMAdd tags -View respondent's answers

Public transportation not available in my community.
9/23/2018 6:40 PMAdd tags -View respondent's answers

Education of drivers on using equipment I. e. Walkers
9/22/2018 7:15 PMAdd tags -View respondent's answers

we need prompt affordable options for millenial and xyz gen agers who wish to spend time in Berks but do not own carscar share bike share company would work well for lower economic scale as wellas serve the tourists without personal autos
9/22/2018 10:15 AMAdd tags -View respondent's answers

I work with people with developmental disabilities that experience unique challenges in public transportation, such as being physically capable of riding the bus but intellectually unable to follow bus routes
9/22/2018 8:37 AMAdd tags -View respondent's answers

would love to have reliable transportation to Wassaic MetroNorth and to more rapid transit to Boston instead of Peter Pan bus
9/21/2018 1:20 PMAdd tags -View respondent's answers

Have to drive to Pittsfield to rent a car
9/20/2018 1:14 PMAdd tags -View respondent's answers

Understanding the bus routes and times as presented in brochures and online. Understanding where and how to hail a bus.
9/20/2018 10:59 AMAdd tags -View respondent's answers

While I don't face transportation challenges myself. I'm aware that a significant number of people do.
9/20/2018 9:20 AMAdd tags -View respondent's answers

Adams has no bus shelter despite trying to get BRTA to install one for the last 3 years!
9/20/2018 9:09 AMAdd tags -View respondent's answers

I would ride my bike more if the roads felt safer -- bike lane
9/20/2018 8:56 AMAdd tags -View respondent's answers

H
9/20/2018 7:58 AMAdd tags -View respondent's answers

Would love train transportation between Berkshires and New York City
9/19/2018 9:45 PMAdd tags -View respondent's answers

I would like to be able to get on a train to go to NYC or Boston without having to travel an hour to get to the train.
9/19/2018 5:28 PMAdd tags -View respondent's answers

Wish there were more bike trails and biking/E-biking options for both recreation and routine transportation.
9/19/2018 4:26 PMAdd tags -View respondent's answers

we need rail transportation for longer distance destinations
9/19/2018 3:33 PMAdd tags -View respondent's answers

NO REGULAR RELIABLE TRANSPORT TO BOSTON OR ALBANY
9/19/2018 3:20 PMAdd tags -View respondent's answers

Concerned about not being able to drive as I get older
9/19/2018 3:13 PMAdd tags -View respondent's answers

Never use public transportation
9/19/2018 3:10 PMAdd tags -View respondent's answers

Biggest challenge - no options other than driving when going to Boston for municipal business; as such we are left out out the decison making loop unless we wish to spend a lot of time driving; same for attending state conferences and meetings.
9/19/2018 10:14 AMAdd tags -View respondent's answers

i would love to walk and bike more but it's not very friendly place for walkers/bikers
9/19/2018 10:01 AMAdd tags -View respondent's answers

I want a direct rail line to NYC!!!!!!
9/15/2018 10:44 AMAdd tags -View respondent's answers

Need better public transportation between North Adams and Great Barrington, between North Adams and Albany, North Adams and Boston
9/13/2018 1:52 PMAdd tags -View respondent's answers

I would like to see public transportation (BRTA Bus) travel through West Stockbridge!
9/13/2018 6:45 AMAdd tags -View respondent's answers

family members who don't drive experience all these challenges. public transport options are poor and getting poorer
9/13/2018 5:50 AMAdd tags -View respondent's answers

I don’t personally experience problems but I know we need more affordable options in the Berkshires for many residents.
9/12/2018 9:33 PMAdd tags -View respondent's answers

I hope that trains with a morning and evening run will someday be available to and from our small Western Mass towns to Pittsfield and Springfield.
9/12/2018 9:22 PMAdd tags -View respondent's answers

?
9/12/2018 8:31 PMAdd tags -View respondent's answers

More and better sidewalks and bike lanes; I know public transportation is inadequate although I don't have to rely on it.
9/12/2018 6:19 PMAdd tags -View respondent's answers

One cannot travel into or out of the Berkshires easily by public transit
9/12/2018 4:47 PMAdd tags -View respondent's answers

none
9/12/2018 4:03 PMAdd tags -View respondent's answers

lack of transportation options when out late night at events with drinking involved
9/12/2018 10:13 AMAdd tags -View respondent's answers

Increased opportunities for bike facilities and bike infrastructure
9/12/2018 9:51 AMAdd tags -View respondent's answers

Availability of public parking in downtown Pittsfield and other downtown areas like Great Barrington
9/12/2018 9:34 AMAdd tags -View respondent's answers

We need a county wide bike trail including paths on the road.
9/12/2018 8:11 AMAdd tags -View respondent's answers

Have a tall boat with 2 vhf antenna, 1 gps antenna, and a radar, over head trees wipe them out, can't get anyone to cut.
9/12/2018 7:38 AMAdd tags -View respondent's answers

My Mother is older and relys on what rides she can find. Not able to walk far.
9/11/2018 10:59 PMAdd tags -View respondent's answers

I would like to see some form of public transportation available for others who may need it.
9/11/2018 8:36 PMAdd tags -View respondent's answers

I only work once a week because I'm in school for my MSW. Affordable and reliable vehicles are hard to find and if I didn't have family that helped me financially I would be screwed.
9/11/2018 8:31 PMAdd tags -View respondent's answers

Getting past detours that have been there for YEARS.
9/11/2018 5:29 PMAdd tags -View respondent's answers

This area is very tricky for someone in my position to answer. I wish there was an N/A answer - I don't use BRTA. My wife used to when she was in nursing school at BCC and it was very challenging. But it's been years.
9/11/2018 3:23 PMAdd tags -View respondent's answers

Finding info on the BRTA website is somewhat confusing (minor challenge). Not being able to buy bus passes online is a MAJOR CHALLENGE.
9/11/2018 2:43 PMAdd tags -View respondent's answers

Although my typical work hours are 10-6pm, a few times a month I need to work evenings or Sundays, when there is not public bus service. This is a problem!
9/11/2018 1:52 PMAdd tags -View respondent's answers

Lack of public transportation to where the jobs are (Albany/Troy).
9/11/2018 9:57 AMAdd tags -View respondent's answers

With a personal vehicle, I don't have transportation challenges other than cost.
9/11/2018 4:40 AMAdd tags -View respondent's answers

Transportation for the poor people is seriously lacking in much of South County.
9/10/2018 6:16 PMAdd tags -View respondent's answers

It is not safe to walk in So Egremont. The crosswalks are insufficient in number poorly signposted and not well marked. We have insufficient sidewalks and the sidewalks we have are not maintained. Overhanging trees and weeds force people into the street.
9/10/2018 4:50 PMAdd tags -View respondent's answers

Tried to find a bus close to where we live. It's been removed. Walking is hazardous & out of the question!
9/10/2018 4:34 PMAdd tags -View respondent's answers

A major challenge is having transportation for my middle/high school aged children who don't drive and need to get to work or activities.
9/10/2018 2:54 PMAdd tags -View respondent's answers

Right now I am able to provide my own transportation but worry about as aging or if I'll. Would love more bike lanes
9/10/2018 11:59 AMAdd tags -View respondent's answers

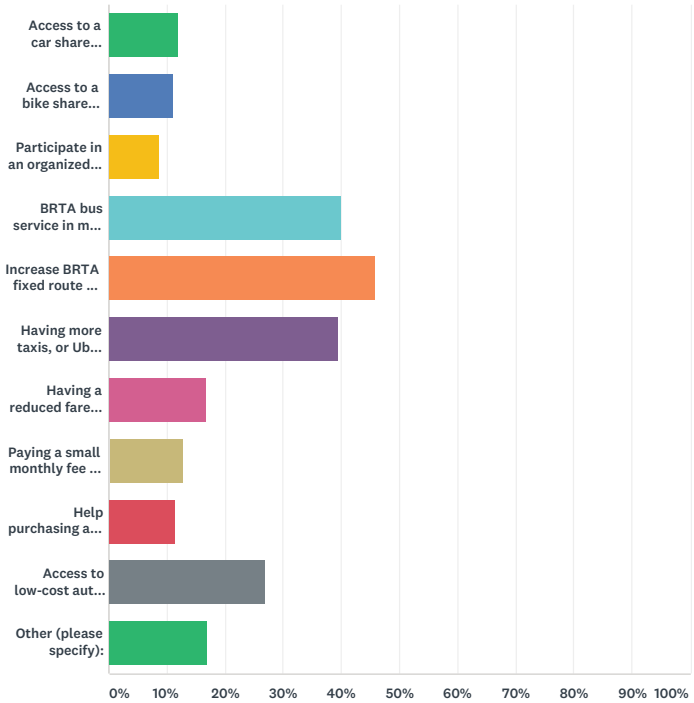
The challenges are road conditions and travel outside the county
9/10/2018 11:17 AMAdd tags -View respondent's answers

Lack of uber/rideshare services
9/10/2018 10:49 AMAdd tags -View respondent's answers

Safe rides home from nighttime events, bars, concerts etc.
9/5/2018 11:09 AMAdd tags -

Q14 What changes to the transportation system or new services would help you travel to work or around the county more easily? Please pick the top three (3) responses that would be most beneficial to you:

Answered: 708 Skipped: 0



ANSWER CHOICES	RESPONSES	
Access to a car share service	12.01%	85
Access to a bike share service for short trips	11.16%	79
Participate in an organized carpooling group, such as MassRides	8.76%	62
BRTA bus service in more locations	39.97%	283
Increase BRTA fixed route bus frequency and include night and weekend service	45.76%	324
Having more taxis, or Uber and Lyft rideshare vehicles	39.55%	280
Having a reduced fare when using Uber, Lyft, local taxis, BRTA bus, etc.	16.81%	119
Paying a small monthly fee for shuttle transportation service to and from work	12.85%	91
Help purchasing a personal vehicle at an affordable price	11.44%	81
Access to low-cost auto repair and maintenance services	26.98%	191
Other (please specify):	16.95%	120
Total Respondents: 708		

Question #14: What changes to the transportation system or new services would help you travel to work or around the county more easily? Please pick the top three (3) responses that would be most beneficial to you:

jobs in berkshire county in which if you work 40 hours a week you are no longer indigent or marginally indigent. therefore not having to be on food stamps, fuel assistance, head start or needing ACCESS to "low cost auto repair". Employment where a person no longer needs government hand outs.
11/5/2018 2:23 PMAdd tags -View respondent's answers

A highway leading from North County to I-90.
10/30/2018 9:43 AMAdd tags -View respondent's answers

Need more frequent and better access to Pittsfield from the south. Pittsfield needs to then be the Hub and getting to other places in the county
10/29/2018 12:26 PMAdd tags -View respondent's answers

Need easier transportation to New York and Boston.
10/29/2018 8:19 AMAdd tags -View respondent's answers

nothing
10/25/2018 9:17 AMAdd tags -View respondent's answers

Easier route to I-90 east. (Build an Exit at Rt. 8 south of Becket?)
10/23/2018 12:12 PMAdd tags -View respondent's answers

Commuter rail or expanded highways to allow for a quicker commute and travel times throughout the county and to larger urban areas around cities such as Albany and Springfield
10/20/2018 3:19 PMAdd tags -View respondent's answers

Access to Pittsfield via taxi or van service.
10/15/2018 11:34 AMAdd tags -View respondent's answers

Housatonic Rail through the County
10/12/2018 5:26 PMAdd tags -View respondent's answers

Highway access
10/11/2018 4:51 PMAdd tags -View respondent's answers

Buses in the tunnel brook area
10/11/2018 10:00 AMAdd tags -View respondent's answers

A north and south 4 lane highway would help
10/10/2018 11:47 AMAdd tags -View respondent's answers

more bike paths
10/9/2018 8:16 PMAdd tags -View respondent's answers

These don’t apply for me but to the residents at NAHA.
10/9/2018 9:00 AMAdd tags -View respondent's answers

Train within county and to New York City on Housatonic Line
10/8/2018 5:21 PMAdd tags -View respondent's answers

more biking lanes
10/5/2018 9:11 PMAdd tags -View respondent's answers

Train service
10/5/2018 7:54 PMAdd tags -View respondent's answers

None
10/5/2018 3:55 PMAdd tags -View respondent's answers

Affordable public transportation like a lite rail system seem in other areas
10/2/2018 8:23 PMAdd tags -View respondent's answers

Safe bike routes and lanes for getting to work / shopping.
10/2/2018 6:03 PMAdd tags -View respondent's answers

Transportation to cultural events in Berkshire County. Sat/Sun
10/2/2018 5:40 PMAdd tags -View respondent's answers

lower cost of vehicle insurance & every thing else
9/30/2018 10:01 AMAdd tags -View respondent's answers

Reduced tolls for commuters on Pike....which the bond was paid off YEARS ago.
9/30/2018 7:54 AMAdd tags -View respondent's answers

Better roads in the winter time.
9/29/2018 11:30 PMAdd tags -View respondent's answers

I'd prefer to see intelligently designed roads that accommodate cyclists and pedestrians
9/29/2018 7:25 AMAdd tags -View respondent's answers

I get around fine and have no opinion here
9/27/2018 9:37 AMAdd tags -View respondent's answers

senior center doing bus trips to other towns and cities
9/26/2018 8:30 PMAdd tags -View respondent's answers

More bust stops on all current routes.
9/26/2018 3:16 PMAdd tags -View respondent's answers

I do not have challenges however increased BRTA availability, access to Uber, Lyft etc , affordible good vehicles and low cost repair services would help many other people
9/26/2018 2:47 PMAdd tags -View respondent's answers

More transportation for Elderly.

9/26/2018 11:09 AMAdd tags -View respondent's answers

I have my own vehicle
9/26/2018 10:32 AMAdd tags -View respondent's answers

Improve roads
9/26/2018 8:58 AMAdd tags -View respondent's answers

Interstate Highway system to connect Central and North Berkshire to I-90, I-91, I-87
9/25/2018 8:43 PMAdd tags -View respondent's answers

Better maintained roads
9/25/2018 7:59 PMAdd tags -View respondent's answers

more 4 lane roads
9/25/2018 5:17 PMAdd tags -View respondent's answers

Not sure what the solution is, the population here does not seem to support mass transportation.
9/25/2018 4:32 PMAdd tags -View respondent's answers

HAVING BRTA WORK ON A SYSTEM SO THAT FOR CERTIAN EVENTS AT TANGLEWOOD HAVE SHUTTLES FROM THE ITC TO AND FROM EVENTS.WILL HAVE SOME NAY SAYERS BUT IT WILL WORK AND I WOULD LOVE TO BE ON A COMMITTEE TO MANAGE THIS.THANK YOU. EDWARD J CARMEL PSKJ077@GMAIL.COM
9/25/2018 3:34 PMAdd tags -View respondent's answers

make public transport more accessible and more frequent
9/25/2018 10:57 AMAdd tags -View respondent's answers

more bike paths please!
9/24/2018 2:09 PMAdd tags -View respondent's answers

Train service with Boston and NYC
9/24/2018 1:32 PMAdd tags -View respondent's answers

better bike routes on main street, and going from MCLA to MassMOCA; traffic intersections are dangerous for bicyclists.
9/24/2018 11:49 AMAdd tags -View respondent's answers

More bike paths along major roads
9/23/2018 8:57 AMAdd tags -View respondent's answers

An BRTA app for mobile phones that gives you an ETA of a bus on a route.
9/22/2018 1:08 PMAdd tags -View respondent's answers

Train extension from NYC!! More bike paths connecting to Dalton
9/22/2018 12:42 PMAdd tags -View respondent's answers

share services for rural drivers equiped with GPS a must for out of town visitors
9/22/2018 10:15 AMAdd tags -View respondent's answers

Better access to rail service
9/21/2018 1:20 PMAdd tags -View respondent's answers

none of the above listed
9/21/2018 11:52 AMAdd tags -View respondent's answers

None of the above apply to me.
9/21/2018 11:13 AMAdd tags -View respondent's answers

Widen/rebuild the roadways leading to Pittsfield Airport.
9/20/2018 11:37 PMAdd tags -View respondent's answers

Sunday service by BRTA
9/20/2018 8:58 PMAdd tags -View respondent's answers

A southy county rent a car place
9/20/2018 1:14 PMAdd tags -View respondent's answers

visitors from NYC and Boston who don't have a personal vehicle find transportation to the berkshires difficult
9/20/2018 9:56 AMAdd tags -View respondent's answers

Sidewalks in Richmond.
9/20/2018 9:51 AMAdd tags -View respondent's answers

Having more bike lanes or wider existing ones
9/20/2018 8:37 AMAdd tags -View respondent's answers

there are not three choices that I find beneficial
9/20/2018 7:13 AMAdd tags -View respondent's answers

Only use a personal vehicle and wouldn't use anything else
9/20/2018 12:17 AMAdd tags -View respondent's answers

Train service to outside cities
9/19/2018 9:45 PMAdd tags -View respondent's answers

None of above
9/19/2018 9:15 PMAdd tags -View respondent's answers

More on-ramps and exits to Mass Pike. With automatic toll takng, there should be multiple connections. Exit 1 should go both ways.
9/19/2018 8:24 PMAdd tags -View respondent's answers

better roads

9/19/2018 7:03 PMAdd tags -View respondent's answers

none of the above
9/19/2018 6:48 PMAdd tags -View respondent's answers

More/better sidewalks, bike lanes, bike paths.
9/19/2018 5:39 PMAdd tags -View respondent's answers

Regional train service to larger metro areas
9/19/2018 5:28 PMAdd tags -View respondent's answers

Not a problem for me.
9/19/2018 5:20 PMAdd tags -View respondent's answers

More bike lanes and bike awareness/acceptance by motorists.
9/19/2018 4:26 PMAdd tags -View respondent's answers

N/a
9/19/2018 3:49 PMAdd tags -View respondent's answers

Local Zipcar hub. Closest one is in Williamstown, so I need a ride in order to pick up and return a car.
9/19/2018 3:28 PMAdd tags -View respondent's answers

unlikely to use other than personal transport
9/19/2018 3:18 PMAdd tags -View respondent's answers

Only something like uber would work in Richmond
9/19/2018 3:10 PMAdd tags -View respondent's answers

Bike paths from Pittsfield to Stockbridge
9/19/2018 2:51 PMAdd tags -View respondent's answers

dependable, affordable, timely rail service to Worchester and boston
9/19/2018 10:14 AMAdd tags -View respondent's answers

BRTA service to farther points for biking (e.g. beyond the Hairpin Turn)
9/19/2018 9:24 AMAdd tags -View respondent's answers

I don't work in the county. Having public transportation options to Amherst (where I work) would be beneficial
9/18/2018 10:02 PMAdd tags -View respondent's answers

More extensive bike path network
9/16/2018 9:40 PMAdd tags -View respondent's answers

n/a
9/14/2018 4:09 PMAdd tags -View respondent's answers

There needs to be a bike route between downtown Pittsfield and the head of the Ashuwillticook Rail Trail. That route is heavily traveled by bicycles and is perhaps the worst such route in the Berkshires due to traffic and road conditions.
9/13/2018 1:37 PMAdd tags -View respondent's answers

More cycle paths and lanes
9/13/2018 7:23 AMAdd tags -View respondent's answers

Improved policing of those who speed and pass in no passing zones, often driving too close to others.
9/13/2018 6:45 AMAdd tags -View respondent's answers

this is not a personal problem it is a social issue
9/13/2018 5:50 AMAdd tags -View respondent's answers

Train travel
9/12/2018 9:22 PMAdd tags -View respondent's answers

?
9/12/2018 8:31 PMAdd tags -View respondent's answers

More biking with better bike lanes on local roads.
9/12/2018 5:58 PMAdd tags -View respondent's answers

Better marketing on public transport
9/12/2018 1:15 PMAdd tags -View respondent's answers

sidewalks proximate to parking areas. Nighttime transportation opportunities.
9/12/2018 10:25 AMAdd tags -View respondent's answers

Increased bike parking and bike path
9/12/2018 9:51 AMAdd tags -View respondent's answers

Better bike paths and bike lanes
9/12/2018 9:35 AMAdd tags -View respondent's answers

better marked bike lanes between NA and Williamstown
9/12/2018 9:20 AMAdd tags -View respondent's answers

Keeypin the roads in better shape via paving and clear lines and bike lanes.
9/12/2018 9:17 AMAdd tags -View respondent's answers

More bike paths and designated bike lanes
9/12/2018 9:15 AMAdd tags -View respondent's answers

Safe and continuous bike paths would be huge. I used to bike to work but I have a son now and won't risk biking on the roads (especially with no shoulder) with him.
9/12/2018 8:57 AMAdd tags -View respondent's answers

Taxis which have better screening and safety should be separate from Uber or Lyft type services which are not as well screened or bonded. Taxis are also don’t require comfort with technology beyond a regular telephone.
9/12/2018 8:32 AMAdd tags -View respondent's answers

cut the trees
9/12/2018 7:38 AMAdd tags -View respondent's answers

I work outside the county. I would like express train to Boston.
9/11/2018 9:22 PMAdd tags -View respondent's answers

I don’t plan on ever using mass transit services to navigate the county
9/11/2018 6:16 PMAdd tags -View respondent's answers

More sidewalks and better maintenance of them in winter.
9/11/2018 5:39 PMAdd tags -View respondent's answers

train travel to NYC from South County. NOT through Albany!
9/11/2018 5:30 PMAdd tags -View respondent's answers

Fix the roads
9/11/2018 5:29 PMAdd tags -View respondent's answers

Don’t know
9/11/2018 5:27 PMAdd tags -View respondent's answers

Train service to NYC from Gt Barrington
9/11/2018 4:29 PMAdd tags -View respondent's answers

bike paths!
9/11/2018 4:18 PMAdd tags -View respondent's answers

Path to BRTA stop in front of Williams Inn: It would be nice if a longer stretch of Cold Spring Rd. had a sidewalk. Dangerous! I would also ride my bike more often if bike lanes were improved.
9/11/2018 2:43 PMAdd tags -View respondent's answers

More train service to Boston/NYC
9/11/2018 1:59 PMAdd tags -View respondent's answers

Bike friendly streets
9/11/2018 1:52 PMAdd tags -View respondent's answers

safer roads to bike on
9/11/2018 1:51 PMAdd tags -View respondent's answers

None
9/11/2018 1:51 PMAdd tags -View respondent's answers

More train service
9/11/2018 1:49 PMAdd tags -View respondent's answers

i don't need help traveling to work, but this question requires an answer
9/11/2018 1:05 PMAdd tags -View respondent's answers

Shuttle rail service between Greenfield & Troy
9/11/2018 9:57 AMAdd tags -View respondent's answers

Transportation to NYC
9/10/2018 6:41 PMAdd tags -View respondent's answers

Inter-county train.
9/10/2018 6:27 PMAdd tags -View respondent's answers

availability of safe driverless cars
9/10/2018 4:48 PMAdd tags -View respondent's answers

Public Airport Transportation
9/10/2018 4:22 PMAdd tags -View respondent's answers

Housatonic Line passenger rail
9/10/2018 2:52 PMAdd tags -View respondent's answers

bike lanes/paths
9/10/2018 2:27 PMAdd tags -View respondent's answers

Some fixed route service to Becket
9/10/2018 1:19 PMAdd tags -View respondent's answers

Has os ridiculous no parking
9/10/2018 1:07 PMAdd tags -View respondent's answers

nothing else
9/6/2018 12:14 PMAdd tags -View respondent's answers

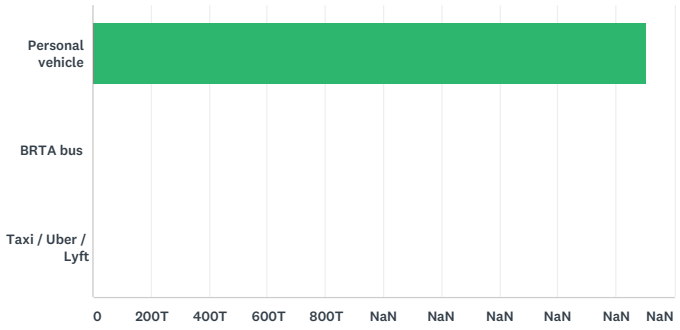
Access to trains
9/4/2018 9:22 PMAdd tags -View respondent's answers

Safe pedestrian travel - Sidewalks
9/2/2018 7:40 PMAdd tags -View respondent's answers

roads in better condition
9/2/2018 7:25 PMAdd tags -

Q15 How much do you typically spend on transportation related expenditures on a monthly basis? If you primarily use a personal vehicle, please include in your average monthly estimate costs incurred from gas, insurance, and maintenance. If you primarily use taxi service, BRTA fixed route bus service, or any other local transportation provider, please approximate your monthly expenditures on taxi/bus fares:Please enter your response as NUMBERS ONLY. Decimals, percentages, and non-numeric characters are not accepted.

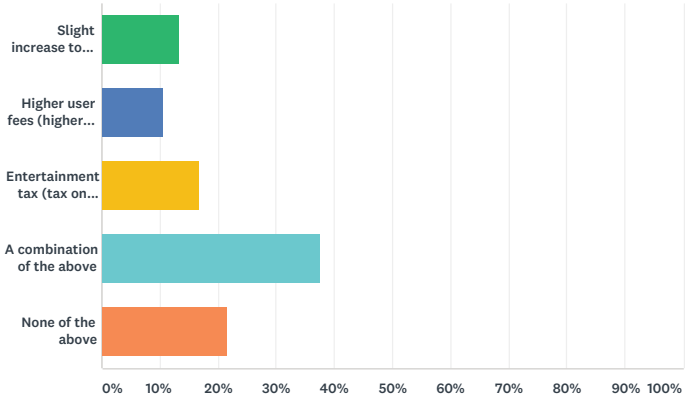
Answered: 616 Skipped: 92



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
Personal vehicle	1,902,587,519,026,400	1,111,111,111,111,417,500	584
BRTA bus	13	3,475	270
Taxi / Uber / Lyft	17	4,324	260
Total Respondents: 616			

Q16 Which of the following would you support for improved public transit service? Please select one:

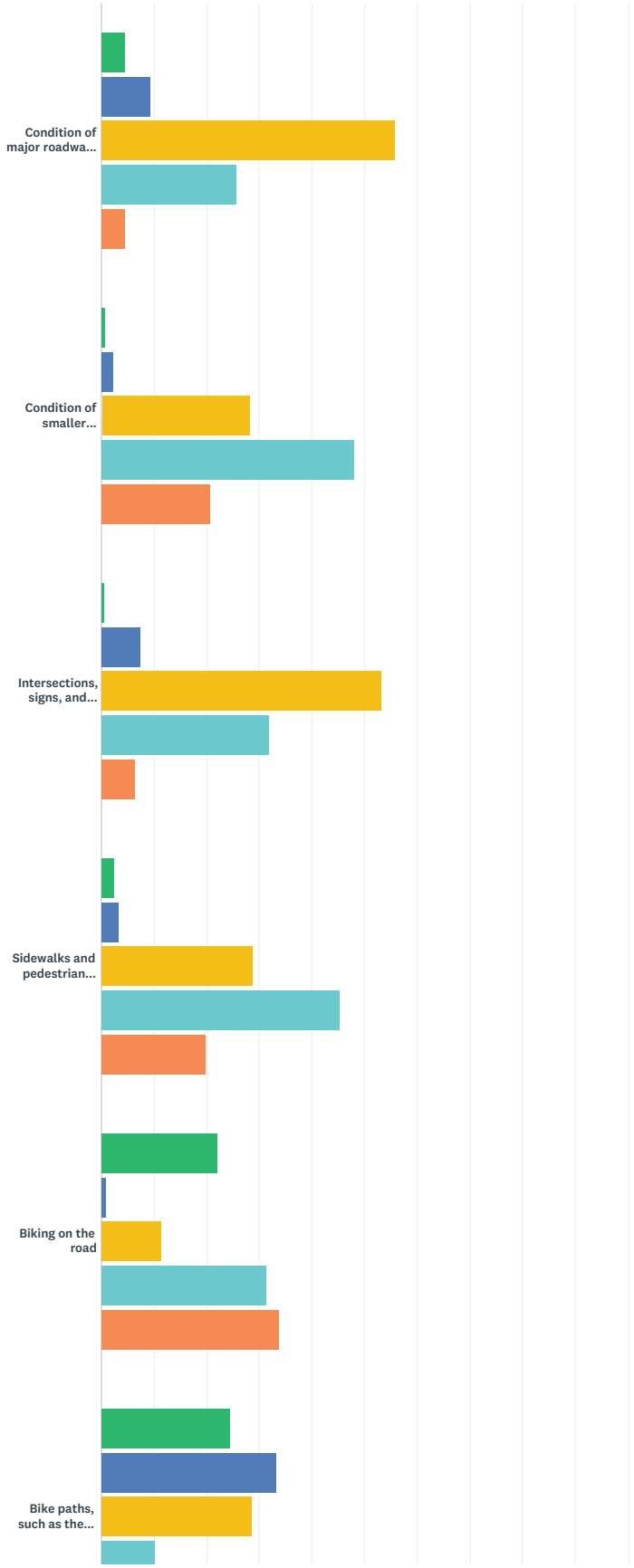
Answered: 708 Skipped: 0



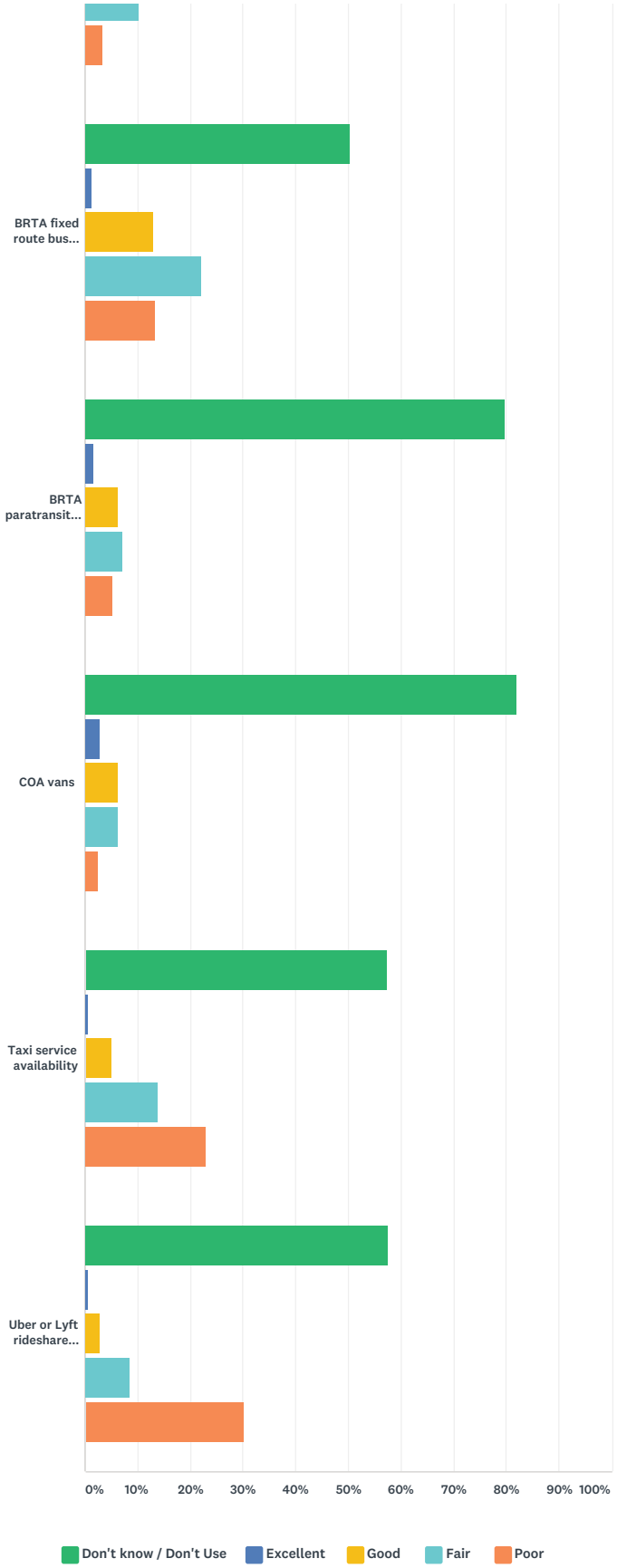
ANSWER CHOICES	RESPONSES	
Slight increase to property taxes	13.42%	95
Higher user fees (higher bus fares)	10.59%	75
Entertainment tax (tax on ticket sales to local musical and art performances)	16.81%	119
A combination of the above	37.71%	267
None of the above	21.47%	152
Total Respondents: 708		

Q17 How would you rate the condition or availability of the following transportation components in the Berkshire region?

Answered: 708 Skipped: 0



2020 Regional Transportation Plan (RTP) Survey



	DON'T KNOW / DON'T USE	EXCELLENT	GOOD	FAIR	POOR	TOTAL
Condition of major roadways such as Routes 7, 8, 9, and 20	4.53% 32	9.35% 66	55.81% 394	25.78% 182	4.53% 32	706

2020 Regional Transportation Plan (RTP) Survey

Condition of smaller residential streets and local roadways	0.85% 6	2.27% 16	28.19% 199	48.02% 339	20.68% 146	706
Intersections, signs, and traffic lights	0.57% 4	7.56% 53	53.35% 374	31.95% 224	6.56% 46	701
Sidewalks and pedestrian crosswalks	2.58% 18	3.29% 23	28.90% 202	45.35% 317	19.89% 139	699
Biking on the road	22.24% 155	1.15% 8	11.48% 80	31.28% 218	33.86% 236	697
Bike paths, such as the Ashuwillticook Rail Trail	24.43% 170	33.33% 232	28.59% 199	10.20% 71	3.45% 24	696
BRTA fixed route bus service	50.36% 348	1.30% 9	12.88% 89	22.14% 153	13.31% 92	691
BRTA paratransit services	79.71% 542	1.62% 11	6.32% 43	7.21% 49	5.15% 35	680
COA vans	82.03% 557	2.95% 20	6.33% 43	6.19% 42	2.50% 17	679
Taxi service availability	57.37% 393	0.73% 5	5.11% 35	13.87% 95	22.92% 157	685
Uber or Lyft rideshare service availability	57.58% 395	0.73% 5	2.92% 20	8.60% 59	30.17% 207	686

Question #17: How would you rate the condition or availability of the following transportation components in the Berkshire region?

Almost impossible to get taxi in evening in Lenox, no sidewalks walker st east of hwy 20
11/4/2018 2:37 PMAdd tags -View respondent's answers

Biking outside central Williamstown is dangerous! Anything going north, west, or south is non existent.
10/29/2018 8:19 AMAdd tags -View respondent's answers

Ashuwillticook trail needs some major repair by causeway, been like that for last five years
10/20/2018 9:06 AMAdd tags -View respondent's answers

Because I come and go as consultant there many facilities I don't know about but improvement in public transport to facilitate things for seniors would be good
10/15/2018 8:02 AMAdd tags -View respondent's answers

True commuter service to NYC-Boston-springfield or in my case Windsor Ct not avail
10/5/2018 7:54 PMAdd tags -View respondent's answers

Don’t know
10/5/2018 7:37 AMAdd tags -View respondent's answers

bike share and car share options - need improvement
10/2/2018 6:03 PMAdd tags -View respondent's answers

I beleive this information is already known because all BRTAservice end at 5or 7 people go &out of work at 11 PM please
10/2/2018 7:35 AMAdd tags -View respondent's answers

I also use private drivers
10/2/2018 7:23 AMAdd tags -View respondent's answers

I think there's literally one uber in the area and I've never seen a lyft around here
9/30/2018 1:01 PMAdd tags -View respondent's answers

By "Excellent" through "good" I mean that they get the job done, which is all I ask for.
9/29/2018 7:25 AMAdd tags -View respondent's answers

local taxi service in north adams is a front for drug traffickers, facilitated by corrupt police director
9/28/2018 1:27 AMAdd tags -View respondent's answers

We need an Interstate Highway system to connect Central and North Berkshire to I-90, I-91, I-87
9/25/2018 8:43 PMAdd tags -View respondent's answers

Suggest slowing traffic down generally speaking, making our roadways function less like highways, the center turn lanes on rt 7 are not business friendly.
9/25/2018 4:32 PMAdd tags -View respondent's answers

Ashuwillticook condition is great but we need a lot more safe bike paths... so wasn't really sure how to answer this one.
9/24/2018 2:09 PMAdd tags -View respondent's answers

Train service with Boston and NYC
9/24/2018 1:32 PMAdd tags -View respondent's answers

Generally so hard to see painted road markings at night. Very unsettling and dangerous. Love those center line reflectors wherever they occur!
9/22/2018 6:59 AMAdd tags -View respondent's answers

M
9/21/2018 1:20 PMAdd tags -View respondent's answers

Uber and Lyft are scabs
9/20/2018 8:58 PMAdd tags -View respondent's answers

Some paved roads in the small towns of New Marlborough and Sandisfield are in very poor condition
9/20/2018 1:14 PMAdd tags -View respondent's answers

would like to know more about Uber Lyft services in the Berkshires
9/19/2018 8:26 PMAdd tags -View respondent's answers

No regional train service in Berkshire County--Boo!
9/19/2018 5:28 PMAdd tags -View respondent's answers

Unavailable
9/19/2018 5:03 PMAdd tags -View respondent's answers

rail service
9/19/2018 10:14 AMAdd tags -View respondent's answers

My only complaint about road conditions is that they are not bicycle-friendly: space, road grit, etc.
9/19/2018 9:24 AMAdd tags -View respondent's answers

Give me a train to NYC!! Do you know how much more tourism you would get?
9/15/2018 10:44 AMAdd tags -View respondent's answers

The Ashuwillticook Rail Trail is fantastic for bicycling. But there is no reasonable bicycle route between the trail and downtown Pittsfield. Why not?
9/13/2018 1:37 PMAdd tags -View respondent's answers

Rose & Cole Transport Co-op is a good local option instead of Uber or Lyft.
9/13/2018 9:18 AMAdd tags -View respondent's answers

Train option needed
9/12/2018 9:22 PMAdd tags -View respondent's answers

Very difficult to get transportation for visiting relative who needed to get from north Pittsfield to Lenox for several weeks. Had to hire a private driver.
9/12/2018 6:19 PMAdd tags -View respondent's answers

Connectivity to regional bus service - i.e. to get to Springfield or Boston, is poor
9/12/2018 4:47 PMAdd tags -View respondent's answers

I cycle many miles each spring/summer/fall including to and from work; side roads are fair; main roads generally good. Driver behavior toward cyclists is becoming increasingly more concerning; close calls due to driver impatience, speed, texting, etc. Tourists definitely contribute to these issue. Additional bike trails (and road signage) would prove helpful as well as attempts to educate residents regarding safety, and attempts to create a culture in central county which educates the general public and fosters interests in cycling among youth and others such as the Northern Berkshire Community Coalition is doing in north county. Other US cities I've traveled to have much more focused attempts to promote cycling as a means of commuting to work. Yes, Berkshire County is rural in many areas and hilly which can be challenging but by implementing bike lanes in our towns (Pittsfield being a prime example) might make locals and surrounding communities feel safer and more apt to ride to work. E-bikes may know make that reality even more possible. As far as commuting I would much prefer to use public transportation than drive; direct routes and more frequent trips would encourage me to do so. I've signed up for ride share programs (MassRides but never once been contacted by an interested party to do so.
9/12/2018 10:28 AMAdd tags -View respondent's answers

The rural parts of the county are left out of the BRTA system.
9/12/2018 9:54 AMAdd tags -View respondent's answers

rail connectivity is poor
9/12/2018 9:45 AMAdd tags -View respondent's answers

We need a north/south connector road in Berkshire County.
9/12/2018 8:11 AMAdd tags -View respondent's answers

cut the trees
9/12/2018 7:38 AMAdd tags -View respondent's answers

Since I am able to drive I don't know much about these services, but most are not available in Monterey.
9/11/2018 8:36 PMAdd tags -View respondent's answers

Much does not apply to Mt Washington
9/11/2018 7:31 PMAdd tags -View respondent's answers

RT57 in bad shape
9/11/2018 5:37 PMAdd tags -View respondent's answers

Need train service to NYC
9/11/2018 4:29 PMAdd tags -View respondent's answers

Not available in North county
9/11/2018 2:00 PMAdd tags -View respondent's answers

Rail trail condition is fine. Would like to see MORE bike paths, especially connecting people to activities and services.
9/11/2018 1:57 PMAdd tags -View respondent's answers

I drive for uber but barely anyone uses the app
9/11/2018 1:53 PMAdd tags -View respondent's answers

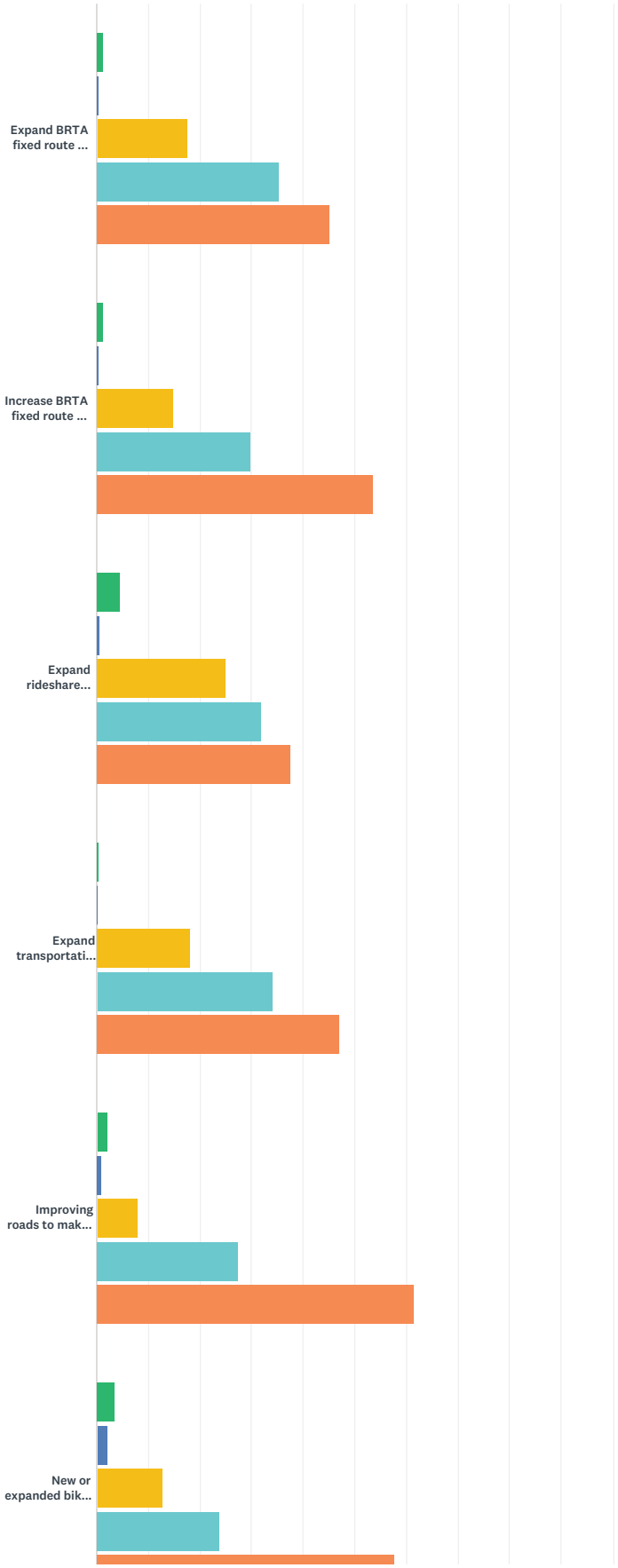
Responses are for conditions in and around Egremont
9/10/2018 4:50 PMAdd tags -View respondent's answers

Ashuwillticook Rail Trail is great - but I marked "fair" above because of the lack of access in other areas of the county
9/10/2018 10:49 AMAdd tags -View respondent's answers

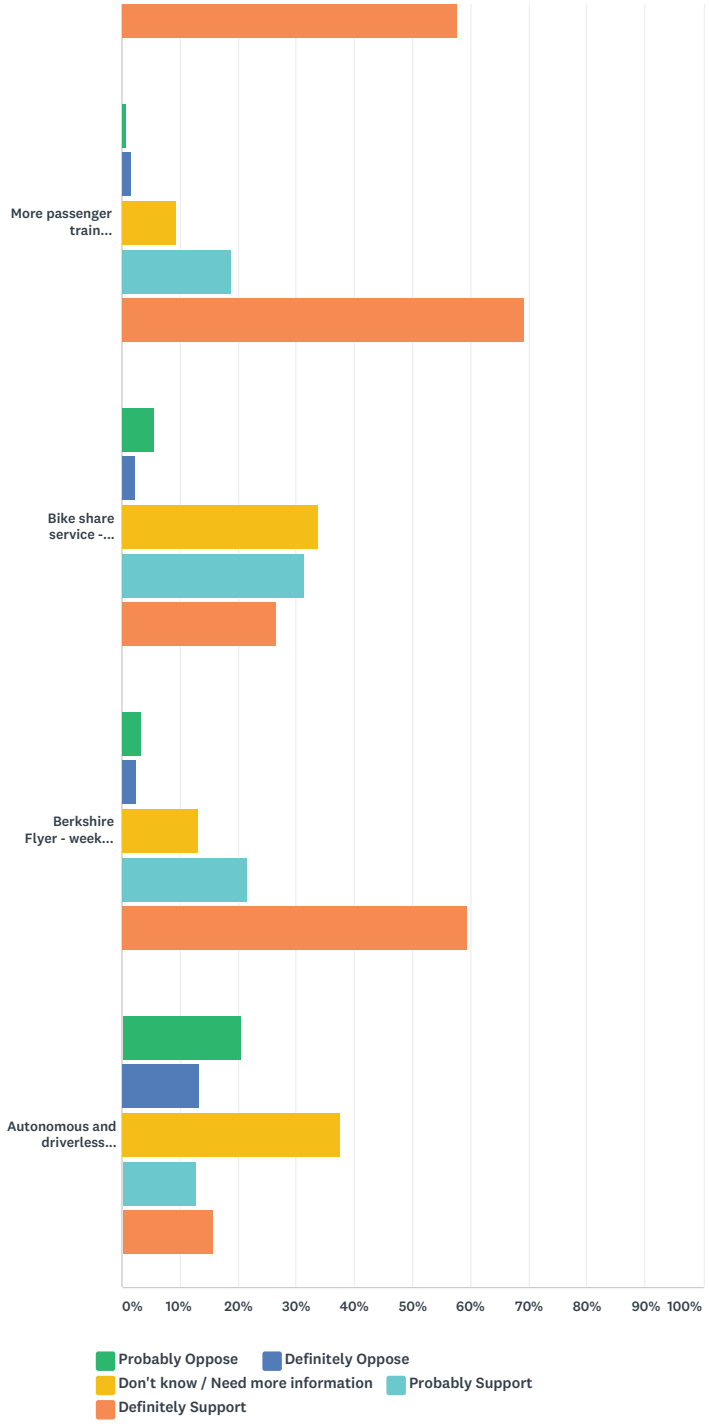
Passenger train service is poor.
9/4/2018 10:39 AMAdd tags -

Q18 Please indicate your support for the following regional initiatives:

Answered: 703 Skipped: 5



2020 Regional Transportation Plan (RTP) Survey



	PROBABLY OPPOSE	DEFINITELY OPPOSE	DON'T KNOW / NEED MORE INFORMATION	PROBABLY SUPPORT	DEFINITELY SUPPORT	TOTAL
Expand BRTA fixed route bus service to more locations	1.31% 9	0.44% 3	17.61% 121	35.37% 243	45.27% 311	687
Increase BRTA fixed route bus frequency and include night and weekend service	1.31% 9	0.44% 3	14.80% 102	29.90% 206	53.56% 369	689
Expand rideshare options like Uber and Lyft	4.66% 32	0.58% 4	25.18% 173	32.02% 220	37.55% 258	687
Expand transportation services and programs to access work and jobs	0.44% 3	0.29% 2	18.25% 125	34.01% 233	47.01% 322	685
Improving roads to make walking and bicycling easier	2.15% 15	1.00% 7	8.02% 56	27.36% 191	61.46% 429	698
New or expanded bike paths, like the Ashuwillticook Rail Trail	3.60% 25	2.02% 14	12.68% 88	23.92% 166	57.78% 401	694

More passenger train connections between the Berkshires and Springfield or Boston	0.86% 6	1.58% 11	9.31% 65	18.91% 132	69.34% 484	698
Bike share service - access to bicycles for short trips	5.74% 39	2.35% 16	33.97% 231	31.32% 213	26.62% 181	680
Berkshire Flyer - weekend train service that would bring tourists/visitors from NYC to Pittsfield	3.31% 23	2.59% 18	13.11% 91	21.47% 149	59.51% 413	694
Autonomous and driverless vehicles becoming more available to consumers	20.52% 141	13.39% 92	37.70% 259	12.66% 87	15.72% 108	687

Question #18: Please indicate your support for the following regional initiatives:

Bike options only are use full in summer months. Our springs are rainy, our fall is rainy, our winter is cold, snowy and of course our summers are more rain than sun.
11/5/2018 2:23 PMAdd tags -View respondent's answers

When you did the train station feasibility study a few yrs ago for Housatonic RR, a private company, were you using public funds?
10/15/2018 11:36 AMAdd tags -View respondent's answers

love to have high-speed rail to boston or nyc
10/14/2018 1:08 PMAdd tags -View respondent's answers

MetroNorth Service to NYC from Pittsfield through Canaan, CT and Danbury, CT
10/12/2018 5:26 PMAdd tags -View respondent's answers

An easier way to connect with routes from the Green Mountain Express
10/11/2018 10:42 AMAdd tags -View respondent's answers

Not interested in Berkshire Flyer but would like to see Housatonic Line passenger service.
10/8/2018 5:21 PMAdd tags -View respondent's answers

When you live where I live, cannot get internet, are poor -- it is sooo hard. I can't ride a bike in winter.
10/5/2018 10:13 PMAdd tags -View respondent's answers

None
9/26/2018 3:16 PMAdd tags -View respondent's answers

Re: Berkshire Flyer. Going through Albany to get to Pittsfield is ridiculous. I love the train and would use it often if available locally and with better service to Pittsfield, but going through Albany is an extra leg that I would not support. Train service from New York should come in on an extended line from CT or downstate NY.
9/26/2018 9:55 AMAdd tags -View respondent's answers

Increase in the availability of the mini buses
9/26/2018 9:13 AMAdd tags -View respondent's answers

I support small, nimble van service instead of buses. Example: A van line on rural roads where elderly live to get them to stores for shopping. Bus service to Wassaic for NYC access as the population ebbs and flows annually (if you need to add trains cars to the metro north line, do that)
9/25/2018 4:32 PMAdd tags -View respondent's answers

Driverless vehicles are a terrible idea!
9/24/2018 1:32 PMAdd tags -View respondent's answers

As an alternative to the imo boondoggle Berkshire Flyer initiative: weekend/holidays (luxury and private) bus service from Wassaic and/or Hudson to the Berkshires. I know it has been tried from Wassaic and failed, which also should tell you something about the need for the so-called Flyer.
9/24/2018 9:28 AMAdd tags -View respondent's answers

More passenger daily train connections between Pittsfield and Albany, as well. Not only for weekend tourist service, but also for general commuting, shopping, entertainment, airport, etc. (This would also allow easier access to NYC and elsewhere.)
9/22/2018 6:59 AMAdd tags -View respondent's answers

Increased public transportation from outside the area will result in more undesirable people finding their way here. Rutland, VT experienced a significant increase in the number of vagrants after Amtrak service began. That city still hasn't recovered.
9/20/2018 8:58 PMAdd tags -View respondent's answers

the Berkshire Flyer doesn't help local transportation. Need rail service east for residents
9/19/2018 10:14 AMAdd tags -View respondent's answers

Concentrate on public transportation for people who live here. Investigate busses, rather than trains, to Boston and New York areas -- they would support short business trips to cities. It really isn't ONLY about the tourists ...
9/12/2018 6:19 PMAdd tags -View respondent's answers

Berkshire Flyer isn't just in one direction, also brings Berkshire County Residents to NYC, misleading question that may be skewed by opinion of tourists
9/12/2018 9:18 AMAdd tags -View respondent's answers

cut the trees
9/12/2018 7:38 AMAdd tags -View respondent's answers

Would love to have easier public transit options for trips to Boston, NYC, Albany.
9/11/2018 8:36 PMAdd tags -View respondent's answers

Pittsfield-Great Barrington-NYC train service on a daily basis. NOT THE FLYER - it will not help So.County!
9/11/2018 5:30 PMAdd tags -View respondent's answers

Need the fastest and most cost effective train service. Berkshire Flyer to Pittsfield does NOT help GB. Would rather go to Wassaic.
9/11/2018 4:29 PMAdd tags -View respondent's answers

Passenger train connections to CT/NY/NYC, Housatonic line.
9/11/2018 1:49 PMAdd tags -View respondent's answers

Shuttle rail service btw Greenfield, Charlemont,N Adams,Bennington & Troy
9/11/2018 9:57 AMAdd tags -View respondent's answers

Better trains service from NYC to the Berkshires
9/10/2018 7:56 PMAdd tags -View respondent's answers

Wouldn't support B Flyer at the expense of CT/MA transit corridor.
9/10/2018 6:27 PMAdd tags -View respondent's answers

This survey ignores the business needs of getting to major cities and airports
9/10/2018 4:22 PMAdd tags -View respondent's answers

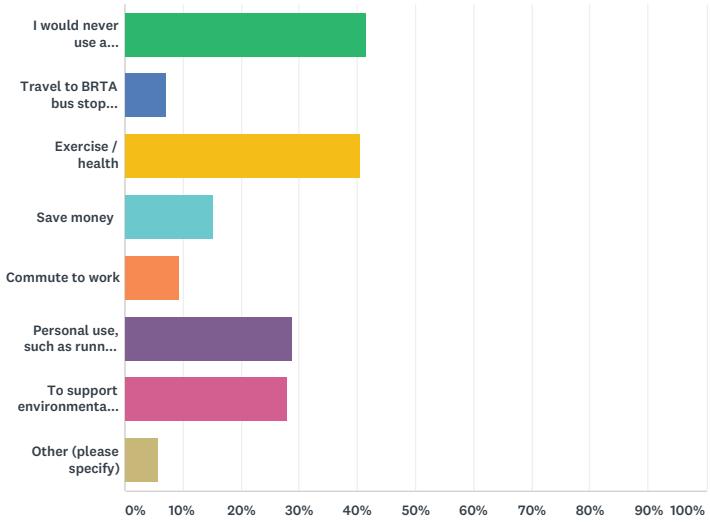
I strongly support train access from/to NYC but not to Pittsfield need south county option. Takes almost as long to get to pittsfield as Wassaic metro north, and Wassaic is in the right direction
9/10/2018 11:59 AMAdd tags -View respondent's answers

Rail service between Great Barrington and New York City
9/10/2018 11:19 AMAdd tags -View respondent's answers

More train service from/to NYC, not just the flyer
9/3/2018 9:14 PMAdd tags -

Q19 For what reasons would you use a potential Bike share service in Berkshire County? Bike share service generally consists of bicycles that users can pick up and return at their convenience within a defined service area. They are typically used for short trips and available for a small fee. Select a maximum of three (3) reasons:

Answered: 708 Skipped: 0



ANSWER CHOICES	RESPONSES	
I would never use a bike-share service	41.67%	295
Travel to BRTA bus stop quicker or more easily	7.20%	51
Exercise / health	40.68%	288
Save money	15.25%	108
Commute to work	9.46%	67
Personal use, such as running errands, the supermarket, a friend's house, etc.	28.81%	204
To support environmental causes	27.97%	198
Other (please specify)	5.93%	42
Total Respondents: 708		

Question #19: For what reasons would you use a potential bike share service in Berkshire County? Bike share service generally consists of bicycles that users can pick up and return at their convenience within a defined service area. They are typically used for short trips and available for a small fee. Select a maximum of three (3) reasons:

Use a wheelchair
11/6/2018 6:28 PMAdd tags -View respondent's answers

I support this for others use
10/25/2018 12:04 PMAdd tags -View respondent's answers

my guests (airbnb) from foreign countries (without an auto) would find it very good to get around the town/county
10/14/2018 1:08 PMAdd tags -View respondent's answers

Would probably not use were we are presently located out in the country.
10/13/2018 8:15 PMAdd tags -View respondent's answers

UNABLE TO RIDE A BIKE BECAUSE OF DISABILITY
10/9/2018 12:51 PMAdd tags -View respondent's answers

I could see bike share being useful in areas such as great barrington in the summer when traffic is bad. Put parking with bike access outside of down town and then people can bike into town to relieve car congestion.
10/8/2018 11:03 PMAdd tags -View respondent's answers

No longer ride. When I did I commuted to work, shopped, etc.
10/6/2018 5:11 PMAdd tags -View respondent's answers

To be able to get places that are not on the bus route
10/1/2018 2:34 PMAdd tags -View respondent's answers

for fun
9/27/2018 9:54 AMAdd tags -View respondent's answers

Use on the bike trails and other rec spaces
9/26/2018 3:00 PMAdd tags -View respondent's answers

I own my own bike, it is dangerous to tide without bike lanes
9/26/2018 12:46 AMAdd tags -View respondent's answers

The Berkshires are pretty hilly! Would need electric component/booster for me to use.
9/25/2018 4:32 PMAdd tags -View respondent's answers

provide options for those who don't have bikes; one way rides to events at MassMOCA
9/24/2018 11:49 AMAdd tags -View respondent's answers

I can imagine using it for group rides with visiting friends
9/24/2018 9:28 AMAdd tags -View respondent's answers

We have our own bikes so might use for a visitor
9/22/2018 9:34 PMAdd tags -View respondent's answers

fun
9/22/2018 10:15 AMAdd tags -View respondent's answers

Probably wouldn’t use much, but love the idea. Would seem impractical in Berkshires, even in Pittsfield.
9/22/2018 6:59 AMAdd tags -View respondent's answers

I have a bike
9/19/2018 6:30 PMAdd tags -View respondent's answers

I have my own recreational bike.
9/19/2018 5:03 PMAdd tags -View respondent's answers

N/a
9/19/2018 3:49 PMAdd tags -View respondent's answers

Wouldn't use it because I already own a bike. Also, public bikes tend to be very heavy and difficult to ride.
9/19/2018 3:28 PMAdd tags -View respondent's answers

Too dangerous to ride a bike with drivers texting and narrow road shoulders
9/19/2018 3:13 PMAdd tags -View respondent's answers

Richmond is proably too remote for bike share
9/19/2018 3:10 PMAdd tags -View respondent's answers

cant use due to ankle injury; please remember the older population in Berkshire County when making some of these decisions
9/19/2018 10:14 AMAdd tags -View respondent's answers

I don't know. I own my own bike and would hesitate to use a bike share program unless helmets wer provided.
9/18/2018 10:02 PMAdd tags -View respondent's answers

Day out in another town
9/13/2018 10:43 AMAdd tags -View respondent's answers

Travel FROM the Intermodel to destination, and then back again.
9/13/2018 9:18 AMAdd tags -View respondent's answers

I would support this for other residents, but I have my own bicycle so I would not need to do this.
9/12/2018 5:58 PMAdd tags -View respondent's answers

For fun to bike around town without having to bring my own bike into GB or Pittsfield
9/12/2018 11:37 AMAdd tags -View respondent's answers

I have 2 bikes of my own.
9/12/2018 9:17 AMAdd tags -View respondent's answers

There would need to be better bicycle infrastructure (paths and/or *safe* bike lanes) before a bike share would make sense. It's scary enough as a local - I can't imagine tourists from NYC riding bikes on Route 2, for example. That's asking for disaster.
9/12/2018 8:57 AMAdd tags -View respondent's answers

great idea for younger generations
9/12/2018 6:29 AMAdd tags -View respondent's answers

Maybe for travel to bus stops if they were ebikes, but winter poses a problem.
9/11/2018 10:38 PMAdd tags -View respondent's answers

I own several bikes, so don't need bike share.
9/11/2018 10:15 PMAdd tags -View respondent's answers

Good idea for younger people perhaps, but not something I'd use.
9/11/2018 8:36 PMAdd tags -View respondent's answers

I can’t bring my son to school in Lenox on a bike
9/11/2018 8:31 PMAdd tags -View respondent's answers

Fun
9/11/2018 5:00 PMAdd tags -View respondent's answers

I wouldn’t, I have a bike, but many others have NO vehicle at all
9/11/2018 1:55 PMAdd tags -View respondent's answers

perhaps lunch or town appointments. Sharing must include helmets.
9/10/2018 6:27 PMAdd tags -View respondent's answers

Would love to use but not viable in monterey and can walk around great barrington
9/10/2018 11:59 AMAdd tags -View respondent's answers

I own a bicycle and would not use a shared service.
9/4/2018 2:01 PMAdd tags -View respondent's answers

I own my own bicycle, so probably wouldn't use a bike share service unless it was for fun. However, in some of our communities, we have recreational and cultural assets that would benefit from having easy access to and from the downtown or village centers. It would be wonderful if somebody could park or take the bus to downtown Lenox and then use a bike share system to bike to Tanglewood, The Mount, Shakespeare and Co, Ventfort Hall, Laurel Lake, etc. Or if expanded passenger rail service becomes a reality, it would be nice to have a bike share system for folks getting off the train.
8/31/2018 3:29 PMAdd tags -

Q20 Please provide your email address if you would like to receive the results of this study or be kept informed of ongoing regional planning efforts:

Answered: 292 Skipped: 416

Q21 Please share with us any additional thoughts you have about the transportation system in Berkshire County:

Answered: 218 Skipped: 490

Question #21: Please share with us any additional thoughts you have about the transportation system in Berkshire County:

It is quite difficult in the rural areas to get rides to anything other than medical appoints (w/MAHealth).
11/7/2018 5:58 PMAdd tags -View respondent's answers

No stops in Clarsburg. Why?
11/6/2018 6:28 PMAdd tags -View respondent's answers

What is the point of the Hancock rd route. The maps included with the schedule are confusing and not user friendly.
11/5/2018 2:23 PMAdd tags -View respondent's answers

Need sidewalk on walker street east of hwy 20
11/4/2018 2:37 PMAdd tags -View respondent's answers

There is no high speed way to travel from North County to any highway system. This effectively adds an hour or more to transit times to almost any destination.
10/30/2018 9:43 AMAdd tags -View respondent's answers

My work involves traveling to New York and Boston. Peter Pan is a not a viable option for commuting. A train from Pittsfield would be wonderful but if it goes to Albany, taking the same amount of time or slower makes it not a very appealing option.
10/29/2018 8:19 AMAdd tags -View respondent's answers

Snow plowing???
10/26/2018 2:44 PMAdd tags -View respondent's answers

I am fortunate that I don't personally experience hardship regarding transportation, but I know so many people's lives would improve if they had reliable transportation to/from a job. ALSO, please consider the input you're missing from folks who do not have access to internet/this survey because they are perhaps the folks who are in most need of stable and affordable transportation options...
10/25/2018 4:21 PMAdd tags -View respondent's answers

I used the BRTA every day while I was living in North Adams and commuting to Williams. When I had an evening class, i was required to use a taxi service to get home, which tends to be expensive in this area. Biking Route 2 was difficult and dangerous in certain areas along the way. There were definitely a few times I missed the last bus into North Adams b/c of drivers being ahead of schedule, but the limited availability of the bus schedule was annoying at time. I mean, I was able to commute reliably because of BRTA, but it could have been better.
10/23/2018 3:14 PMAdd tags -View respondent's answers

BRTA is good. But it doesn't really serve workers well, and the fees are high for members of the public on SS, SSI, SSDI, etc.
10/23/2018 1:06 PMAdd tags -View respondent's answers

BRTA should have enough money to provide service during the weekend. People still work during the weekend.
10/22/2018 2:37 PMAdd tags -View respondent's answers

The focus very well should be on maintaining and improving the transportation infrastructure that we currently have in the county, as those who use personal vehicles and also those who use public transportation and private services such as Uber and Lyft all have one thing in common, and it is that they use public roadways in Berkshire County. That should be the first level, as it reaches and affects the most amount of people - almost all. The BRTA service to the county is understandably decreasing, and has been for some time, as budgets are tightened and costs rise, much like our public education cost issues in Berkshire County. While I would love expanded service, this must not be done with an expanded state budget funded by increases in revenue from taxes. I firmly believe two reasons that many have left the Berkshires over the past 30 years, other than a decrease and lack of tech and manufacturing jobs, is the cost of living+taxes and the lack of a quality transportation network and accessibility to larger urban areas. Taxes and the cost of living in the Berkshires has caused families to move out, with a lower rate of those moving in. If they move out of state, they tend to move to states south and west, with lower taxes and a cost of living that is much more manageable. In the Berkshires, those elites moving in can much more easily pay the taxes and deal with the cost of living while those in the lower class pay a lower tax percentage but struggle with the cost of living and do not have the means to move. This leaves the county with more and more at the top and many at the bottom. This issue will only get worse over time. Back to transportation, accessibility to larger urban areas such as Albany and Springfield are essential to the quality of life of Berkshire County residents. As the cultural venues and shopping selection here in the Berkshires are just fine for some, many feel the need for different experiences and a different taste. Daily commuter rail is one way that residents may be able to travel cheaper, quicker, and easier to cities outside Berkshire County. Another option may be easier and faster access to the Massachusetts Turnpike. No, this is not a new idea, as it was suggested for years starting in the late 1960s and early 1970s. But travel times could be could tremendously if a spur was built from the current Mass Pike around Lee north to Central and possibly Northern Berkshire County. I strongly believe the county lost when this proposal was nixed. It possibly might have even been the nail in the coffin for what could have been a stronger economic and business friendly Berkshire future. Good luck with the 2020 Regional Transportation Plan. Thank you.
10/20/2018 3:19 PMAdd tags -View respondent's answers

Too expensive for the taxpayers end it
10/20/2018 8:40 AMAdd tags -View respondent's answers

Have you studied the damage to roads caused by heavy trucks? Have you considered the Ma. Dept of Ed. funding formula that considers value of average single family residence in a town, along with average of median income? What do you think would be the effect of this on the average taxpayer in Gt. Barrington compared to a comparable town without a significant second home component, such as East Longmeadow?
10/15/2018 11:36 AMAdd tags -View respondent's answers

With life expectancy increasing and this being attractive area -- culture, environment etc - for seniors, town and regional planning probably needs to give continuing and creative thought to support and services - public and pay for service options - to increase transport options for seniors. Thanks for carrying out this survey.
10/15/2018 8:02 AMAdd tags -View respondent's answers

If improved and access to and from north county and south county could be streamedlined it would recreate berkshire countu as a whole and allow for better connection, interaction, and diversity without out communities. if extension or availability to cities like boston could be made affordable and easy than there would be a huge connection from east to west and vice versa. boot pan am and bring back the passenger rail (haha) good luck, thanks for the survey one of the most important factors to the berkshires and its future IS and WILL be transportation
10/12/2018 7:44 PMAdd tags -View respondent's answers

Once a week train to NYC is not sufficient. We need expansion of MetroNorth to and from Grand Central. If we need federal help to create dual bike/train railtrails, we should be working on it.
10/12/2018 5:26 PMAdd tags -View respondent's answers

The buses should run at night. So many families have a hardship because of working later hours with no affordable transportation. Haddad dealerships monopolize berkshire county and they swindle people into buying vehicles that are "bandaged" and end up costing hundreds if not thousands to repair. And the pot holes that destroy cars cost just as much to repair and the city says the roads are drive at your own risk. No one can get ahead in this county because we are getting taxed to death while the upper class roads get repaved first.
10/12/2018 11:54 AMAdd tags -View respondent's answers

We need a bus to stop closer to Richmond Shores in Richmond. We need an affordable train to nyc.
10/12/2018 11:41 AMAdd tags -View respondent's answers

I am lucky enough that I do not need to use public transportation in the Berkshires, but if we had a decent system with frequent rounds - especially at night when I might want to go to a party in Great Barrington, or somewhere else outside of walking distance - I would be interested in using it. Right now I would never choose BRTA over my own vehicle because of the inconvenience of it.
10/12/2018 9:21 AMAdd tags -View respondent's answers

There needs to be some active bus routes on Sundays even if it's every two hour arrival/departure times
10/12/2018 8:35 AMAdd tags -View respondent's answers

I currently have a fairly reliable vehicle, however at when I did not and struggled, options were so limited. I had to buy a double stroller and walk everywhere. As you can imagine, I was greatly limited in where I could go. Even though my answers my not reflect an issue for me, I see the lack public transportation options being a huge problem for so many. Whether getting to school at BCC or individuals not being able to reliable get to their jobs everyday. Transportation issues greatly impacts the quality of like in Pittsfield and the surrounding towns. Thank you for the survey.
10/12/2018 6:53 AMAdd tags -View respondent's answers

Though unlikely from an infrastructure standpoint, some kind of continual service like a subway or other rail transportation that is a quick "hop-on hop-off" option would be good. Buses typically aren't as frequent and there aren't regular stops throughout residential areas, meaning someone has to travel to get to the station they are traveling from, many times farther than a reasonable difference. As an example, the only stops I can think of around my home are at least a mile or two away.
10/11/2018 5:08 PMAdd tags -View respondent's answers

Improve highway access for those working outside Berkshire County at such as the Albany area. This will also help businesses and expand into Berkshire County with better access. Right now we have a beautiful area but outside of the mass pike Atlee it is hard to get here without going up and over Windee roads into mountainous areas.
10/11/2018 4:51 PMAdd tags -View respondent's answers

I see a lot of the people who use the bus are young people on ssi. I don’t think it’s fair to raise our taxes to help people who should be working.
10/11/2018 3:47 PMAdd tags -View respondent's answers

Transportation is one of the major challenges for job growth in the Berkshires. The lack of reliable bus service, taxis, and other options are obstacles to people's participation in many services and events. Thank you for your work on this important issue!
10/11/2018 2:25 PMAdd tags -View respondent's answers

All of the above areas need significant improvement, and I would like to see significant focus on ADA compliance and universal design.
10/11/2018 2:09 PMAdd tags -View respondent's answers

My husband and I pastor a church in North Adams. We regularly work with people to help them get jobs. Having weekend service improved would be huge! I would also love to see a bus route looped up into Clarksburg, including Franklin Street. Not only would it make utilizing the bus easier for my family, it would help all the folks who live in the project housing off Franklin Street and would allow transportation to those working at the North Adams Commons.
10/11/2018 10:42 AMAdd tags -View respondent's answers

We have no bus service at Tunnel brook apts or west shaft road areas, we must walk miles to get to a bus stop & when your disabled, it’s impossible
10/11/2018 10:00 AMAdd tags -View respondent's answers

Getting home from work at 11 pm is hard.. I use to use Berkshire rides but they stopped running
10/11/2018 1:58 AMAdd tags -View respondent's answers

Busses running later and on sundays would help so much.
10/10/2018 11:25 PMAdd tags -View respondent's answers

Nighttime transportation options for evening students at BCC
10/10/2018 6:04 PMAdd tags -View respondent's answers

Definitely would support a uber/lyft/cheaper taxi service for people to go to places, like Lanesborough, Pittsfield, North Adams, etc. I would also support an extended bus service system to get to these places (e.g. be able to go to Pittsfield without having to go to north Adams from Williamstown, having night or more weekend services, better bike paths and walking signs)
10/10/2018 1:06 PMAdd tags -View respondent's answers

Expand transportation options to bennington
10/9/2018 8:16 PMAdd tags -View respondent's answers

I'd love to see more alternative options to cars become more readily available. Especially between towns and to places of employment.
10/9/2018 2:43 PMAdd tags -View respondent's answers

Low income residents certainly struggle with transportation . Lower fare and more fare schedule options would be helpful.
10/9/2018 9:00 AMAdd tags -View respondent's answers

I would LOVE to have BRTA transportation between Richmond and Stockbridge!
10/7/2018 1:25 PMAdd tags -View respondent's answers

Would want bus and train to extend to Williamstown where it could connect to Vermont bus and train up to Canada. Would like to see express or limited stops to NYC. (Same to Boston). Prefer train to bus. (Get nauseated on bus trips.)
10/6/2018 5:11 PMAdd tags -View respondent's answers

If there was a commuter train Pittsfield to Manhattan, we could find work there. I would gladly leave at 4am and come back late -- so I could work
10/5/2018 10:13 PMAdd tags -View respondent's answers

While I have more resources at this time in my career, I worry about lack of services for low wage workers
10/5/2018 7:54 PMAdd tags -View respondent's answers

It should be extended to back road areas and the smaller mountain towns.
10/4/2018 9:08 PMAdd tags -View respondent's answers

The new bike lanes are going to get someone killed. Have bikes pay a fee to maintain the roads that they use, like fuel burning cars and trucks.
10/3/2018 6:29 PMAdd tags -View respondent's answers

The lack of buses in the evenings prevents some people from getting jobs due to restricted hours...
10/3/2018 3:26 PMAdd tags -View respondent's answers

Concerns I have overheard: need for covered bus stops to keep passengers out of the weather such as rain and snow. Consistent arrival and departure times. Late evening and weekend transportation, and inexpensive rides for late nights to reduce drinking and driving in the area - it’s an acceptable way of life here like.ridiculous.
10/2/2018 9:55 PMAdd tags -View respondent's answers

I would love to use it to beable to keep my household single-car for financial and environmental reasons. The current state doesn'tmake that feasible.
10/2/2018 9:48 PMAdd tags -View respondent's answers

Limited public transportation options is a major obstacle for BART Charter Public School to meet requirements that graduates complete a college course on a college campus and do an 80-hour internship to graduate. For example, there is no bus service that would get a student home after an evening BCC course held in Pittsfield or at McCann. And getting from Adams to an internship in Pittsfield before the end of the Pittsfield work day is nearly impossible, even though seniors get early release for classes and internships.
10/2/2018 7:45 PMAdd tags -View respondent's answers

Most every body drives a car. Maybe access to smaller towns several times a day
10/2/2018 7:32 PMAdd tags -View respondent's answers

I would gladly pay higher taxes to improve public transportation so local jobs can be filled by willing workers. Let's improve our local economy.
10/2/2018 6:03 PMAdd tags -View respondent's answers

As you can see I do not use public transportation that much.However I am not the majority. I see students suffering at BCC I know people who loss their job because they do not have transportation on weekend. T he Taxi fair is more than what they make.Please help!

10/2/2018 7:35 AMAdd tags -View respondent's answers

Need train service from Pittsfield to NYC!!!

9/30/2018 10:09 PMAdd tags -View respondent's answers

Please note that my thoughts/comments are all in relation to North Adams BUT if I had better access to other towns, I feel like myself (and others) would be more inclined to spend time and money in them, instead of the small space we're restricted to by our walking distance.

9/30/2018 1:01 PMAdd tags -View respondent's answers

Possible employee sponsored short distant shuttles from existing bus stops to employer's address.

9/30/2018 7:54 AMAdd tags -View respondent's answers

Sick and tired of lawmakers who want to penalize long distance commuters because there is a lack of high paying professional jobs in this county. Lawmakers answer of taxing mileage and gas penalizes those of us with a job in yet again gives free those who do not work.

9/30/2018 7:54 AMAdd tags -View respondent's answers

We need commuter discounts for the Mass Pike like they have by Boston

9/30/2018 7:31 AMAdd tags -View respondent's answers

I would like the roads to be better during the winter.

9/29/2018 11:30 PMAdd tags -View respondent's answers

We are lucky in that we have personal transportation. I don't think everyone has that luxury. Expansion of bus services, taxi service and Uber/Lyft would be helpful to many people.

9/29/2018 11:09 PMAdd tags -View respondent's answers

I take the train from Pittsfield occasionally. There is no announcement or sign in the lobby to signal that the train is arriving.

9/29/2018 2:20 PMAdd tags -View respondent's answers

We need major road systems to get into Berkshire County from the eastern part of the state!

9/29/2018 7:40 AMAdd tags -View respondent's answers

New roads in Berk. Co. are designed by people in cars for people in cars. Before upgrade they get people from A to B just fine; after upgrade they get cars from A to B at the cost of pedestrians and bikers and the environment. Aesthetics are destroyed by lights, signs, guardrails; the environment is nicked by wider roads (impervious surfaces), increased mowing, and faster rates of travel; and walkers/bikers are hurt by rumble strips, faster travel, and guardrails. Sidewalks don't help: cyclists can't use them, they're super-expensive, and they increase all the negative aesthetic and environmental issues noted above. The Berks are known for quiet, scenic country roads. Keep our home quiet and scenic by keeping highway engineers and planners far from our home.

9/29/2018 7:25 AMAdd tags -View respondent's answers

I work at the Brien Center and many of the people we support cannot afford the bus, even at the discounted prices provided.

9/28/2018 6:39 PMAdd tags -View respondent's answers

Thank you! :)

9/28/2018 4:20 PMAdd tags -View respondent's answers

Would love for their to be more buses to/from Albany Airport to Williamstown/North Adams

9/28/2018 4:16 AMAdd tags -View respondent's answers

They just need to work on the timings to the bus stops. A lot of us depend on the bus to get back and forth to work.

9/27/2018 2:13 PMAdd tags -View respondent's answers

Affordable transportation is a huge obstacle in the area, along with availability of services and times services are available. 3nd and 3rd shift workers have no public transportation options at all.

9/26/2018 5:21 PMAdd tags -View respondent's answers

Berkshire County's transportation infrastructure is definitely in need of improvement. Transportation in the Berkshires is a complex issue, and there will not be a simple one size fits all answer. Residents need, and deserve, affordable, user-friendly access to education services, employment opportunities, recreational activities, health care and, yes, even shopping. I was without a car for a 7 month span in 2009-10. Everyone ought to try public transportation for at least a week.

9/26/2018 3:49 PMAdd tags -View respondent's answers

Already has been stated before, but it would be nice to have easier access to the towns and streets that aren't located on main streets or highways.

9/26/2018 3:18 PMAdd tags -View respondent's answers

The BRTA needs to stop cutting routes and then charging customers MORE money!! If you expand routes THEN charge more money.

9/26/2018 3:16 PMAdd tags -View respondent's answers

I do not currently use the transportation system because I have a personal vehicle, but it also does not run to suit my needs and time schedule. It takes more time for me to walk from my house to the bus, then from the nearest stop to my destination, than it would be to just drive. Given some minor changes I could see myself using the bus more, but I am far more interested in the prospect of a train that would take me to Boston than I am a bus that could take me to work instead of my car. Thank you for holding this survey.

9/26/2018 3:00 PMAdd tags -View respondent's answers

Let's advocate in larger numbers to keep a greater portion of the 31 million dollars, clipped from Berkshire sales tax and currently going to the MBTA, back here in the Berkshires.

9/26/2018 2:47 PMAdd tags -View respondent's answers

bus to mall from Dalton to shop use bike trail and easier transfer to north Adams please

9/26/2018 1:00 PMAdd tags -View respondent's answers

I would also like to see more affordable options for the elderly to get to various places; doctors, shopping, city hall, etc. Many of the services only go to one or two towns.

9/26/2018 11:09 AMAdd tags -View respondent's answers

This affects my students more than me, although I also use BRTA. I have options, whereas many of my students do not. Increased service at reasonable cost would greatly improve the accessibility of opportunity for my students.

9/26/2018 11:07 AMAdd tags -View respondent's answers

I think it is impressive and if and when the time comes that I can't drive, it is comforting to know it is available.
9/26/2018 10:32 AMAdd tags -View respondent's answers

Will Flyer service also take tourists/visitors to NYC? I People arriving without transportation would need to be able to get to cultural events such as Tanglewood. Imagine the wait if two or three bus loads went down and needing to return at 11pm. To increase the the frequency of the routes would largely be a waste of money in fuel as many times the big buses are running with only 2-3 passengers.
9/26/2018 9:13 AMAdd tags -View respondent's answers

Rural area requires roads. More focus should be placed on road and bridge repair.
9/26/2018 8:58 AMAdd tags -View respondent's answers

Weekend and Night Service to Berkshire Community College is of the utmost importance
9/26/2018 8:30 AMAdd tags -View respondent's answers

BRTA needs to be more flexible
9/26/2018 8:12 AMAdd tags -View respondent's answers

Instead of investing in physical transportation, the county needs to do a better job of getting high quality broadband. This would have a bigger impact in attracting what the county really needs, employers. People could now work from home and tele-commute vs having to get in a vehicle.
9/26/2018 7:56 AMAdd tags -View respondent's answers

Combination of Bryan and last mile sliding scale car service could help for employment
9/26/2018 12:46 AMAdd tags -View respondent's answers

I would love to see a train that connects north and south counties. Similarly, a train should also go from Pittsfield to Boston and Pittsfield to Albany, in addition to transit from NYC to Pittsfield.
9/25/2018 8:53 PMAdd tags -View respondent's answers

We need an Interstate Highway system to connect Central and North Berkshire to I-90, I-91, I-87. The area is losing population and business due to isolation and the inability to easily access the area
9/25/2018 8:43 PMAdd tags -View respondent's answers

I have across many folks who have had limited access to jobs due to the lack of longer and more available rides through the public bus. It is a challenge In this are because there’s not much within walking distance. There is room for growth with public transportation in my opinion. I also feel there are many roads that could use some TLC and I would like to add that some roadways would also benefit from added police presence due to speeding. There are roads I won’t walk on with my child because of how fast cars go up and down them. Which is why I would support a bike path extension so families could have a safer place to excercise.
9/25/2018 7:59 PMAdd tags -View respondent's answers

It must be easier to travel from the Mass Pike to North County. I have trucks that lose 2-3 hours a day due to poor access on that route as well as other parts of the County.
9/25/2018 5:17 PMAdd tags -View respondent's answers

Sidewalks are Too Dirty (incl. Animal Droppings.) or Too Much Smoking at Bus Stops and ITC.

9/25/2018 5:02 PMAdd tags -View respondent's answers

Housatonic should be listed as its own location. Even though we are part of the town of Great Barrington, we are our own village, with residents that live and work here, take the BRTA bus to and from our village and should be recognized as such in this survey.

9/25/2018 4:56 PMAdd tags -View respondent's answers

Consider road calming design. I would like to see MASS DOT have a more human sensibility and get away from the Robert Moses outlook. I have never once seen the chair of the TAC attend BRPC commission meetings. There is a disconnect there. Shouldn't our roadways be part of planning?

9/25/2018 4:32 PMAdd tags -View respondent's answers

By the state supporting more bus infrastructure Pittsfield and surrounding towns would benefit from more tourist $$$$$$$$$$.

9/25/2018 3:34 PMAdd tags -View respondent's answers

Bring back the car pool service for workers. Since they shut down the need a ride car pool program finding a good job is nearly impossible for people who can't drive. I lost a good job due to transportation issues when the car pool closed. Taxi is too expensive to take a taxi to and from work 5-6 days a week

9/25/2018 3:22 PMAdd tags -View respondent's answers

there are a lot of people who would and could use this if it were offered. in WEST STOCKBRIDGE

9/24/2018 8:02 PMAdd tags -View respondent's answers

Parent of handicapped adult. Often have to provide auto transport for her because of tremendously long bus route & multiple transfers as well as expense to travel between Pittsfield & GB. I feel this is unsafe & too expensive for her. She does take a CRT bus to a local day program 3 days/week - this service is excellent!

9/24/2018 8:01 PMAdd tags -View respondent's answers

Pay more attention to traffic signals and walk lights. The light at the intersection of West Street and Center Street is programmed so that when one has the walk light to cross from Greylock Federal to the Big Y, the traffic in the parallel lane also has the green light and has the right to turn right, right into the pedestrian. I haven't been down that way for a few weeks, so maybe it has been changed, but if not, this is an accident waiting to happen.

9/24/2018 5:43 PMAdd tags -View respondent's answers

Train service with Boston and NYC would make it easier for tourists to access the area. Better internet coverage throughout Berkshire county would make it easier for people to move and live here with telecommuting.

9/24/2018 1:32 PMAdd tags -View respondent's answers

North Adams needs Uber/ Lyft. Would prefer safer bike routes from MCLA side of city to MassMOCA side of city (main street, route 2, and marshall street are diffuclt for bicyclists). Run the Ashuwillticook Rail Trail into North Adam s and Williamstown.

9/24/2018 11:49 AMAdd tags -View respondent's answers

as an uber /lyft driver become more involved in help understand and planning from a Drivers perspective

9/24/2018 11:38 AMAdd tags -View respondent's answers

Rail service in the berkshires and to boston/nyc would be great
9/24/2018 11:09 AMAdd tags - View respondent's answers

To emphasize my conviction that the Berkshire Flyer initiative, projected to carry a mere 130 users a week, will not fly, I'll repeat my above comment: As an alternative I could see visitors from NYC making use of a weekend/holidays (luxury and private) bus service from Wassaic and/or Hudson to the Berkshires. I know it has been tried from Wassaic and failed, which also should tell you something about the need for the so-called Flyer... In addittion: if the money earmarked for this Flyer-project does in any way hamper the expansion of regular transportation options for Berkshire residents who actually need better public transportation, than this whole Flyer thing really should be dropped immediately
9/24/2018 9:28 AMAdd tags - View respondent's answers

Inadquit
9/23/2018 3:07 PMAdd tags - View respondent's answers

would love to see more emphasis put on bike transportation, recreational bike paths and pubic education on benefits of biking to work
9/23/2018 8:57 AMAdd tags - View respondent's answers

Service to and from Williamstown is non-existent. To go from Adams to Williamstown can take hours - 11 miles. Then there are only 2 drop off areas and only in town center.
9/22/2018 7:15 PMAdd tags - View respondent's answers

More dependable bus service for lower income folks to get to employment centers is a critical need.
9/22/2018 6:35 PMAdd tags - View respondent's answers

Bring in a competitive bus service
9/22/2018 5:32 PMAdd tags - View respondent's answers

People pay enough taxes in this area to the point of people losing homes to foreclosure. If ideas are to be made about the transportation issues, money can NOT be taken out of raised taxes or this area will become ghost like and we won't need this topic assessed.
9/22/2018 5:03 PMAdd tags - View respondent's answers

I really need an early bus service and weekend bus service for my work.
9/22/2018 1:26 PMAdd tags - View respondent's answers

I understand we are primarily a rual area but bridges and roadways in general need some work
9/22/2018 1:23 PMAdd tags - View respondent's answers

I think this survey needs to be sent to the people experiencing these problems. How many are on this mailing list? Are you asking people, for instance, at The Christian Center in Pittsfield? Or the ones at BerkshireWorks, or can't get jobs because they can't get there? This survey is really sort of worthless if you don't narrow the focus to those EXPERIENCING the problem
9/22/2018 8:36 AMAdd tags - View respondent's answers

1. I hope you get tons of state money to support improvements for all. 2. I think transportation issues are related to other quality of life and convenience issues (like internet connection) in this low population area—in terms of attracting new jobs and residents. 3. I mostly use my car now, but will have need for more options as I age.

9/22/2018 6:59 AMAdd tags -View respondent's answers

Anything that improves access to rail travel will be a plus. Not sure how much I'd use buses, but if they were stopping within a half mile of my house, I might.

9/21/2018 1:20 PMAdd tags -View respondent's answers

Support BNRC High Road trail system!!

9/21/2018 11:28 AMAdd tags -View respondent's answers

High speed rail service from Boston would be a big improvement. There are many trains from NYC to Albany, the problem is how can visitors travel around the county if they come here. A Uber from Pittsfield to Tanglewood would not be able to provide the level of service required.

9/21/2018 8:39 AMAdd tags -View respondent's answers

The Demographics in the Berkshires show an aging population. To prevent their isolation, to provide access to all cultural events year round and keep the economy bustling, and for safety reasons and peace of mind it is critical we look to bringing public transportation in Berkshire County into the 21st century. What are other rural areas doing?

9/21/2018 8:14 AMAdd tags -View respondent's answers

Please, please don't introduce train service.

9/20/2018 8:58 PMAdd tags -View respondent's answers

My one part-time employee is limited as to work-related events she can attend because there is only one car in her family.

9/20/2018 1:14 PMAdd tags -View respondent's answers

I would support a Bike Share Service if roads had a bike lane or other save lane. Otherwise, biking around towns in the Berkshires is too dangerous; roads are too winding and shoulders are too narrow.

9/20/2018 12:17 AMAdd tags -View respondent's answers

Need train service to surrounding cities (eg NYC)

9/19/2018 9:45 PMAdd tags -View respondent's answers

A better transportation system is essential for the future of the Berkshires. We need to have better public transportation to major cities such as New York and Boston.

9/19/2018 7:02 PMAdd tags -View respondent's answers

Affordable train service to airports and Albany, the city, should be considered.

9/19/2018 6:58 PMAdd tags -View respondent's answers

Need train service from NYC or direct bus like “Hampton Jitney”

9/19/2018 6:19 PMAdd tags -View respondent's answers

In order to improve the economy, create growth and innovation we need significant improvements to transportation.

9/19/2018 6:13 PMAdd tags -View respondent's answers

love more bike paths

9/19/2018 6:01 PMAdd tags -View respondent's answers

Richmond MA has no bus service.

9/19/2018 5:03 PMAdd tags -View respondent's answers

High speed rail between Berkshires and Boston would result in more middle class job growth especially technical than flyer connection to NY which already has 4 highway & primary road connections (Taconic, Northway, Rt 22 & Rt7. High speed rail would also provide efficient sports and cultural transportation to Boston / Massachusetts area teams & atractions.

9/19/2018 4:42 PMAdd tags -View respondent's answers

Public transportation in the U.S. is generally inadequate. That applies to The Berkshires, as well. Sadly, use of public transportation in much of the U.S. is stigmatized.

9/19/2018 4:26 PMAdd tags -View respondent's answers

While I love the Berkshires, I will eventually move to a more contained urban environment where I can walk and/or take public transportation to restaurants, galleries, the library and performances.

9/19/2018 2:51 PMAdd tags -View respondent's answers

Are the transportation needs of the county the same? I don't believe they are; nor are the needs of all age cohorts the same. Please consider this and income levels when planning.

9/19/2018 10:14 AMAdd tags -View respondent's answers

1) If we had a bike path, I would almost never drive locally. 2) If we had decent rail service to New York City (or Hudson or Wassaic), I might not even need a car at all. I know from experience it would also encourage more visitors from NYC. 3) I'm happy to talk at greater length on any of this, participate in focus groups, etc.

9/19/2018 9:24 AMAdd tags -View respondent's answers

I had to use BRTA to get to work (Pittsfield) from North Adams for several weeks due to car problems. While the service itself is good, frequency and location were issues. Pricing wasn't bad compared to car expenses but I can see how it would be difficult for someone who doesn't make a lot of money. Travel time was about double compared to using my personal vehicle.

9/18/2018 1:49 PMAdd tags -View respondent's answers

More express buses, not fewer. Better sidewalks and more sidewalks away from "downtown" areas to encourage walking and make it safer. For example, rt 183 in Housatonic. Make bicyclists register like cars and pay excise tax to use our roads - current system is unsafe and unfair.

9/17/2018 2:10 PMAdd tags -View respondent's answers

Later bus hours and more extensive and efficient bus routes and bike paths are the options which would most significantly improve my situation. Easier/more reliable access to bus route maps would make the BRTA better for student and visitor use. Thanks for this survey!

9/16/2018 9:40 PMAdd tags -View respondent's answers

Again, train to NYC is what is dire here!!

9/15/2018 10:44 AMAdd tags -View respondent's answers

West Stockbridge should be included in the bus route

9/15/2018 8:08 AMAdd tags -View respondent's answers

I would support increased income tax to provide better transportation. Need to get this type of information statewide and convince the legislature to allocate more funds for transportation.
9/14/2018 6:18 PMAdd tags -View respondent's answers

Thank you for initiating this study. I do not worry about personal mobility for myself, but I hear frequently of challenges faced by many in the area in accessing reliable transportation. There could be other factors related to this in addition to what was discussed in the survey. For instance, with BRTA, lack of understanding on how the bus routes, scheduling and fare structure work could be holding back some from using the service. Low-hanging fruit like an update to the schedule, fare and route graphics online and at stops/stations could be a good start in re-imagining the bus system. Maybe a good program to think about could be a "transit-friendly" employers list: businesses that are located within a 5-minute walk of a bus service line and have business hours during BRTA operating hours.
9/14/2018 5:01 PMAdd tags -View respondent's answers

If we expect Berkshire Community College to thrive and prosper we need to seriously consider getting more transportation to the College. It is a shame we have individuals who want to attend at night but just don't because they lack the reliability of transportation. This county has known about this issue for years and has failed to really do anything about it. I would love to be able to give up my car and rely on dependable public transportation.
9/13/2018 2:00 PMAdd tags -View respondent's answers

I would love it if Ashuwillticook Rail Trail (bike route) was extended south through downtown Pittsfield, as well as North to North Adams. My partner and I share a car, and one of us works an hour away. It would be wonderful if Uber and Lyft were more consistently available around North Adams. Would also be wonderful if the bus service ran later and also ran on Sundays.
9/13/2018 1:52 PMAdd tags -View respondent's answers

Please connect the Ashuwillticook Rail Trail with downtown Pittsfield in a bike friendly manner. Currently bicyclists taking this route must travel through intersection at Dalton, Merrill, and Cheshire, which is horrendous. I have been hit by a car at that intersection while bicycling already one time, and suspect that it will happen again. For me this is a serious livability issue.
9/13/2018 1:37 PMAdd tags -View respondent's answers

Expanded ashuwilloticook path to North Adams and Williamstown would make travel by bicycle more accessible, especially for families.
9/13/2018 9:26 AMAdd tags -View respondent's answers

I think this should be funded at the state/county/city level, and it should be paid by everyone, not just homeowners. Maybe an increase in state sales tax and/or state income tax.
9/13/2018 9:18 AMAdd tags -View respondent's answers

Route 183 really isn't wide enough to accommodate bicycles and cars together. There is no shoulder and it's a risky area to be dodging bicycles when one is driving a car along the windy river. The road should really have a minimum width before being accepted as a common bike route in the county.
9/13/2018 8:23 AMAdd tags -View respondent's answers

I'd be in favor of shared pedestrian and bike paths on the European model. Safer than cycling on the road with vehicles.
9/13/2018 7:23 AMAdd tags -View respondent's answers

Dreaming here....but sidewalks along route 7, north of Stockbridge, up to Devon Road. The more sidewalks we have, the more we can safely walk. Bonus: exercise and less pollution! Increased patrolling of erratic drivers - speeding, texting, cell phone using, passing in no passing zone. This happens often on Rt. 41 between Great Barrington and West Stockbridge. Also, more folks learning how to safely use the crosswalks. Thanks!
9/13/2018 6:45 AMAdd tags - View respondent's answers

I support expanded bus/train service and bike lanes that are separate from the car lanes (the ones in town are confusing currently and don't really protect the cyclist.)
9/13/2018 5:50 AMAdd tags - View respondent's answers

Thank you for asking for input
9/12/2018 9:22 PMAdd tags - View respondent's answers

Transportation is economic development. Make it possible for people to move around the country, especially for work, without driving their own car. Improve transportation to Boston and NYC and their suburbs for people who live here but need to travel for meetings and other work. Do this by small bus, not big train. Also improve transportation to Albany and Springfield areas. Jobs there, but no way to get their unless you drive. Complicated stuff ...
9/12/2018 6:19 PMAdd tags - View respondent's answers

I generally feel it is safe but many roads that certainly could be better with more and wider bike lanes on both sides of the roads.
9/12/2018 5:58 PMAdd tags - View respondent's answers

I drive to work from outside the county, but would take a bus or carpool if more readily available
9/12/2018 4:47 PMAdd tags - View respondent's answers

I support bike paths for so many reasons. The roads here are terrible for biking.
9/12/2018 3:39 PMAdd tags - View respondent's answers

Don’t know much about it
9/12/2018 1:15 PMAdd tags - View respondent's answers

As director of a nonprofit, transportation is a huge issue even though I'm lucky enough that my personal needs and the needs of my household are covered. It is difficult to get youth and families to our programs when they don't have their own vehicle and the bus service is unreliable. It's hard to create after school job opportunities for youth when their parents work and can't drive them to a program. It's hard to think about shared services between schools when there isn't an after school activity bus to take them to shared enrichment experiences or to provide transportation back home. Also, some town supervisors understand the desirability of including bike lanes and trails in their planning and others don't even though the state has made funds available for this type of road work. It also varies town by town how roads are maintained during the winter.
9/12/2018 11:37 AMAdd tags - View respondent's answers

All increases in modes of transportation must be tempered with traffic calming devices. The lack of respect for posted speeds through Egremont on state road 23, and local side roads used as alternative routes, has made walking and biking in Egremont more hazardous in the last several years, even with newly introduced electronically read speed machines. This will not abate until more serious calming measures are brought forward. thank you.
9/12/2018 10:25 AMAdd tags - View respondent's answers

shuttles or buses that can accommodate more of the working hours of people who don't have cars would be a huge help.
9/12/2018 10:13 AMAdd tags -View respondent's answers

All main roads should have the little reflectors along with the center line. For older drivers like me, they make all the difference, especially on rainy nights.
9/12/2018 9:54 AMAdd tags -View respondent's answers

Allendale, Hubbard Ave bridge, and Berkshire Crossing are very difficult and dangerous for pedestrians and bikes to navigate.
9/12/2018 9:45 AMAdd tags -View respondent's answers

Need free parking for AMTRAK use. We used to have spaces; but somehow they were simply taken away so other people could use them.
9/12/2018 9:17 AMAdd tags -View respondent's answers

Protected bike lanes on county road especiallt route 43 in williamstown. Bike path from williamstown to North Adams.
9/12/2018 9:15 AMAdd tags -View respondent's answers

Generally opposed to more roads. We need to protect the rural landscape. Improve existing roads only as needed.
9/12/2018 7:45 AMAdd tags -View respondent's answers

Cut the overhead trees!
9/12/2018 7:38 AMAdd tags -View respondent's answers

I live on East st in Great Barrington. We desperately need speed tables along the street. Please consider promoting that strongly.
9/12/2018 6:16 AMAdd tags -View respondent's answers

Berkshire County desperately needs a north/south expressway road like I-90 or I-91. Such a road would greatly reduce travel time between North Adams, Pittsfield, and Great Barrington. I hate being stuck behind slow moving vehicles on 2 lane country roads with limited or no passing that make north/south drives time consuming. In addition, an expressway would help to spur economic growth in the region.
9/11/2018 11:46 PMAdd tags -View respondent's answers

Hard to answer these Qs accurately b/c I can drive during the day. Due to extreme reflection from corneal transplants, I cannot drivevat night/in the dark. My responses mainly reflect my day time driving.
9/11/2018 11:02 PMAdd tags -View respondent's answers

Side streets in need of repair. Sewer work done for many homes resulting in patches, potholes. Pittsfield City app relatively useless
9/11/2018 11:01 PMAdd tags -View respondent's answers

Many of my employees rely totally on the bus. When they cant get or use the bus, they can't get to work. They also make smaller wages and some cant afford their own vehicles.
9/11/2018 10:59 PMAdd tags -View respondent's answers

Get rid of the terrible Rainbow taxi service. Why don't we have competition? The city shouldn't be allowing a monopoly especially one with such obvious poor quality! Would YOU ride in one of those nasty taxis? Not me! Taxis are disgusting, drivers are scary looking, and the dispatch is rude. I wouldn't ever let anyone I love use one! Scary!! They have a bad reputation for good reason. BRTA is a monopoly, middle man, and waste of taxpayers dollars. They don't provide a useful service as the buses are so few and far between. Useless for anyone who actually has to use it, I feel terrible for the people who need to use the bus. On top of people having to wait so long for a bus they're are no shelters for people that use them! People stand out in the open for a very long time in our extremely cold weather. Especially elderly people! Disgraceful! No wonder no one wants to ride the bus anymore. A ride that would take you 15 minutes by car will take almost 2 hours by bus! What are they doing with the money? Waste of tax dollars. Useless.
9/11/2018 10:38 PMAdd tags - View respondent's answers

I currently use a family member's car to get around, but don't always have gas money. This only works as I'm unemployed and can give them a ride to work. I believe that we need better transportation options to Boston/Springfield in order to open up a larger job market for people struggling to find work locally.
9/11/2018 10:23 PMAdd tags - View respondent's answers

I drive myself and disabled neighbors, but as I get older I might have to depend on many of these options. They are beneficial to elderly & low income people.
9/11/2018 10:15 PMAdd tags - View respondent's answers

There seems to be complaining about lack of bus service. But of there is low ridership during second or third shift there isn't the justification to keep transit running. Pittsfield seems to allow their roads to get close to being beyond repair, so it's costing more money just to barely keep up.
9/11/2018 10:13 PMAdd tags - View respondent's answers

The lines on most roads need to be painted--they can hardly be seen
9/11/2018 10:11 PMAdd tags - View respondent's answers

Keep ICE off the public transportation
9/11/2018 9:38 PMAdd tags - View respondent's answers

High speed rail to boston and NYC is a must.
9/11/2018 9:29 PMAdd tags - View respondent's answers

Greatly support recreational bike paths as well as rail transportation to/from larger cities. We need rail or possibly commercial flights to bring tourists to western mass.
9/11/2018 9:29 PMAdd tags - View respondent's answers

Would like to see more public transit options for our growing population of seniors. Although I am still very able to drive, etc., many others would be helped by easier access to transportation.
9/11/2018 8:36 PMAdd tags - View respondent's answers

We need more access to affordable and reliable vehicles and cars and mechanics. Additionally, we need to expand bus routes and options for people, especially since Berkshire County has such a high service workforce population.
9/11/2018 8:31 PMAdd tags - View respondent's answers

Make it better

9/11/2018 7:31 PMAdd tags -View respondent's answers

I previously worked with low income families in Berkshire County and transportation was always a challenge for them- cost and hours of public transportation mainly.

9/11/2018 7:21 PMAdd tags -View respondent's answers

put sidewalks in village area to make it safer to walk

9/11/2018 5:37 PMAdd tags -View respondent's answers

Regular daily train service between Berkshire communities and on to both Boston and New York, PLEASE. If other countries can do it, so can we.

9/11/2018 5:30 PMAdd tags -View respondent's answers

I'm a single Mom with three kids. I have to have a vehicle. I never know when someone might get sick and have to go home from school.

9/11/2018 5:27 PMAdd tags -View respondent's answers

DIRECT TRAIN FROM NYC TO GB.

9/11/2018 4:29 PMAdd tags -View respondent's answers

Just more pedestrian friendly zones and bike lanes. And slower speeds for cars. And maybe some kind of laws regarding excessive truck or motorcycle noise. It's really car speed and noise that is unpleasant. Thanks!

9/11/2018 4:18 PMAdd tags -View respondent's answers

Owning a personal vehicle is a necessity to me, the time it takes to get anywhere by bus is not acceptable in my life. However, I have minimum wage staff that can not afford personal vehicles & depend on the BRTA to get to work. It takes them all an hour each way for commute.

9/11/2018 2:48 PMAdd tags -View respondent's answers

I take the bus pretty often when one of our cars is out of commission. The service is nice, but it's frustrating that my child is leaving for school at 8:15, and if I take the 8:45 bus from Williamstown to N. Adams, I don't get to work until 9:15. I wish there were a bus leaving Williamstown at 8:30.

9/11/2018 2:43 PMAdd tags -View respondent's answers

Public transportation is very poor throughout the Berkshires. More express buses that connect South, North and Central Berkshires are needed. More times, more stops, parking areas at bus stops, etc.

9/11/2018 2:30 PMAdd tags -View respondent's answers

As the population in my town continues to age there will be more & more of us that might make use of these services.

9/11/2018 2:25 PMAdd tags -View respondent's answers

Create more convenient bus system. Wish there was an easy to use morning and evening shuttle system so that I didn't have to use my own vehicle for commute. Wish Uber and Taxi was more widely available outside of Pittsfield

9/11/2018 2:24 PMAdd tags -View respondent's answers

I don't understand why the Berkshire Flyer can't simultaneously service tourists from Pittsfield to NYC. It does me little good as a Berkshire resident, and it doesn't seem like there would be that many added costs since it's already making the trip.
9/11/2018 1:59 PMAdd tags -View respondent's answers

The transportation system focuses on low-income areas and offers zero support to people who work full time and have to be at work earlier than 9am on a week day. There aren't any safe ways to walk from my home in Adams downtown where the bus actually goes.
9/11/2018 1:55 PMAdd tags -View respondent's answers

More public transport would be ideal, especially with how now regulations have been relaxed and global warming is going to increase. The more that is available to use, the more it WILL be used. I'm sure if that!!
9/11/2018 1:55 PMAdd tags -View respondent's answers

Support biking communities!!!
9/11/2018 1:52 PMAdd tags -View respondent's answers

The train is key to Boston, NY and etc. Better roads from the Mass Pike to Berkshire County/S Vermont
9/11/2018 11:06 AMAdd tags -View respondent's answers

Trying to hook the Berkshires cart to Bostons horse is a futile effort. We should focus on westward rail service to get folks to where the jobs are, and not soooo far away.
9/11/2018 9:57 AMAdd tags -View respondent's answers

Rail travel to Springfield and other cities critical in the future
9/11/2018 8:32 AMAdd tags -View respondent's answers

Public transportation available to entertainment venues such as Tanglewood, Shakespeare & Co, Berkshire Theatre Festival and other venues between Egremont, Great Barrington, Lenox and Pittsfield and the ski areas in the winter seasons would be a real benefit to the area
9/10/2018 7:56 PMAdd tags -View respondent's answers

It is so hard when to get to the nearst bus is 9 miles away to get to the bus from there, 15 miles away, to get to the medical center and officials in Springfield, 40 some miles away
9/10/2018 5:43 PMAdd tags -View respondent's answers

It would be wonderful to have transportation service available to the train station in Wassaic. People here in Egremont are always looking to get a ride.
9/10/2018 4:50 PMAdd tags -View respondent's answers

Bike sharing seems silly, unneeded. If you want to bike, buy one - not one of those hugely expensive ones, but a simple old bike.
9/10/2018 4:48 PMAdd tags -View respondent's answers

Sheffield-Egremont Road in South Egremont is REALLY DANGEROUS - cars speeding 50, 60+ MPH - we need a speed bump or two on this road! It's a beautiful road with good neighbors and children living on this road, and it's too dangerous to even walk on the road. Wish we had more enforced speed limits in South Egremont Village (Main Street and also Creamery Road).
9/10/2018 4:35 PMAdd tags -View respondent's answers

Business needs public transportation to cities and airports
9/10/2018 4:22 PMAdd tags -View respondent's answers

There are so many drivers that speed through the village of Egremont and on Sheffield Road (esp in the early am and end of work day) that it is very dangerous to walk there. The trades drive their large trucks at very high speeds every morning and evening.
9/10/2018 4:03 PMAdd tags -View respondent's answers

You haven't included the restoration of the Housatonic Line for passenger travel! This is the most important project for the immediate future.
9/10/2018 2:52 PMAdd tags -View respondent's answers

I think if everything wasn't so expensive more people would be able to survive. Everything is expensive here and there are no jobs to help support those of us born and raised here. So paying more taxes so people can ride a bus is a bad idea
9/10/2018 1:07 PMAdd tags -View respondent's answers

County needs central govt. and eliminate all individual govt. It will save money and lower taxes by eliminating duplication of purchases.
9/10/2018 12:50 PMAdd tags -View respondent's answers

Though I don't need it, think there is need for more public transportation and other options if one can't drive. Support more bike paths. Support nyc train service with south county stop and also south county to Boston
9/10/2018 11:59 AMAdd tags -View respondent's answers

Most people are more concerned with transportation in and out of the county
9/10/2018 11:17 AMAdd tags -View respondent's answers

Lack of public transportation options to NYC, Boston and Hartford is a big deficit for the area.
9/10/2018 11:15 AMAdd tags -View respondent's answers

Unable to get to my home from railroad stations I.e. Hudson, wassaic. Unable to get to my home from bus stop in great barrington
9/10/2018 10:56 AMAdd tags -View respondent's answers

I love the idea of increasing access to public transportation although I would not be able to use it as I live far outside of any town! But other people should have it!
9/10/2018 10:47 AMAdd tags -View respondent's answers

A comprehensive frequent(every 20 min during peak hours) and reliable public transport is a must along routes 8 and 2.
9/6/2018 2:30 PMAdd tags -View respondent's answers

Our taxes are already some of the highest in the state and the fares for the buses are already too high to be affodable for such poor service in this area. I would need to walk to the center of town (over 30 min) to get to the closest bus stop and then ride for an hour and do one transfer to get to work; it takes me about 7 min to drive there. Bus service in the Berkshires has always been a joke. When i have had to rely on it durring car repairs it has always been a huge inconvenience as it takes hours to get anywhere, you need to plan the entire day around how poor the schedule is and how the bus only comes once an hour and

most importantly, how if one bus is early or late, they may leave without you causing you to have to wait another hour for the next bus, if there is a next bus!
9/5/2018 2:22 PMAdd tags -View respondent's answers

The Berkshire Rides program is surely missed. The ability to get or take a ride anywhere for $5 or $10 is essential, especially for North County.
9/5/2018 1:17 PMAdd tags -View respondent's answers

Night time transportation would reduce drinking and driving, help support local businesses and help stem population loss by serving the younger professional community.
9/5/2018 11:09 AMAdd tags -View respondent's answers

Housatonic Line passenger service should be a priority and should be added to this survey, not only because of the support it has from BRPC, BCSA, GreenBerkshires, etc, but because a $30-million upgrade of the line is currently underway, making passenger service within the county feasible in the near term, in addition to future service to CT and NY.
9/5/2018 6:03 AMAdd tags -View respondent's answers

Support rail link to Grand Central voa the Housatonic line.
9/4/2018 9:22 PMAdd tags -View respondent's answers

No money for the Berkshire Flyer until local transportation needs are met at a cost affordable to the median income of $27,000
9/4/2018 9:08 AMAdd tags -View respondent's answers

Increased transportation services for social activities for the elderly is needed.
9/3/2018 8:55 PMAdd tags -View respondent's answers

all buses stop service to early everyday
9/3/2018 5:04 AMAdd tags -View respondent's answers

More bus availability. Need a lot more concern for pedestrian safety in Pittsfield. More and better walk signals on Center/Seymour St. Also find asphalt sidewalks to be too uneven and sometimes rather dangerous. Very poor maintenance of neighborhood streets during winter. Often very dangerous walking conditions. The lack of care for pedestrians in Pittsfield is a disgrace! Drivers are very careless on Center/Seymour street. I have witnessed way too many accidents at the intersections of Seymour/Madison and Center/Bradford.
9/2/2018 11:48 PMAdd tags -View respondent's answers

Very few walkable areas in Pittsfield. I am actively looking for a more pedestrian friendly area to live. Traffic enforcement is non-existent.
9/2/2018 7:40 PMAdd tags -View respondent's answers

I don't take use the bus system, but I hear from large employers in Lenox and Stockbridge that the bus system's schedule makes it difficult for potential employees to use it, which in turn makes it difficult for employees to accept a job or keep it. We have many jobs in the Berkshires that don't always pay enough for a household to have two or even one car. The jobs don't always pay enough for folks to live within walking distance or biking distance of their work. Plus, our winters and topography make bike commuting a challenge for those not super into biking or perhaps unable to afford the equipment that would make year-round bike commuting more comfortable and feasible. Service on Sundays and after 6 p.m. seems an important piece in connecting workers to jobs, and also to promoting regional equity. As somebody

who does love walking and biking in the Berkshires, we have some very good pedestrian and bike facilities. We also have roadways that are scary to walk or bike on, yet people are encouraged to or attracted to using these roadways because they are so scenic. If we want to promote the Berkshires as a recreation destination, I think more should be done to improve the built environment across the county to encourage walking and biking, and make walkers and cyclists feel welcome and safe. In some instances, there are local roads in really poor conditions--making them unsafe for all users. I would be curious to see how localities can build capacity to do pavement management plans and be more pro-active in really fixing streets and roads.

8/31/2018 3:29 PMAdd tags -View respondent's answers

Great survey! Thanks for doing this.

8/31/2018 11:11 AMAdd tags -