



Berkshire Regional Transit Authority REGIONAL TRANSIT PLAN

Service Recommendations

May 2015



Outline

- Introduction
- Study Process
- Service Recommendations
- Public comments
- Questions

The image shows the interior of a bus with blue seats and a blue overlay. The text "Introduction" is centered in the blue overlay.

Introduction



URS Team





Scope of Work

Transportation Finance Bill requires that each RTA prepare a Regional Transit Plan that includes:

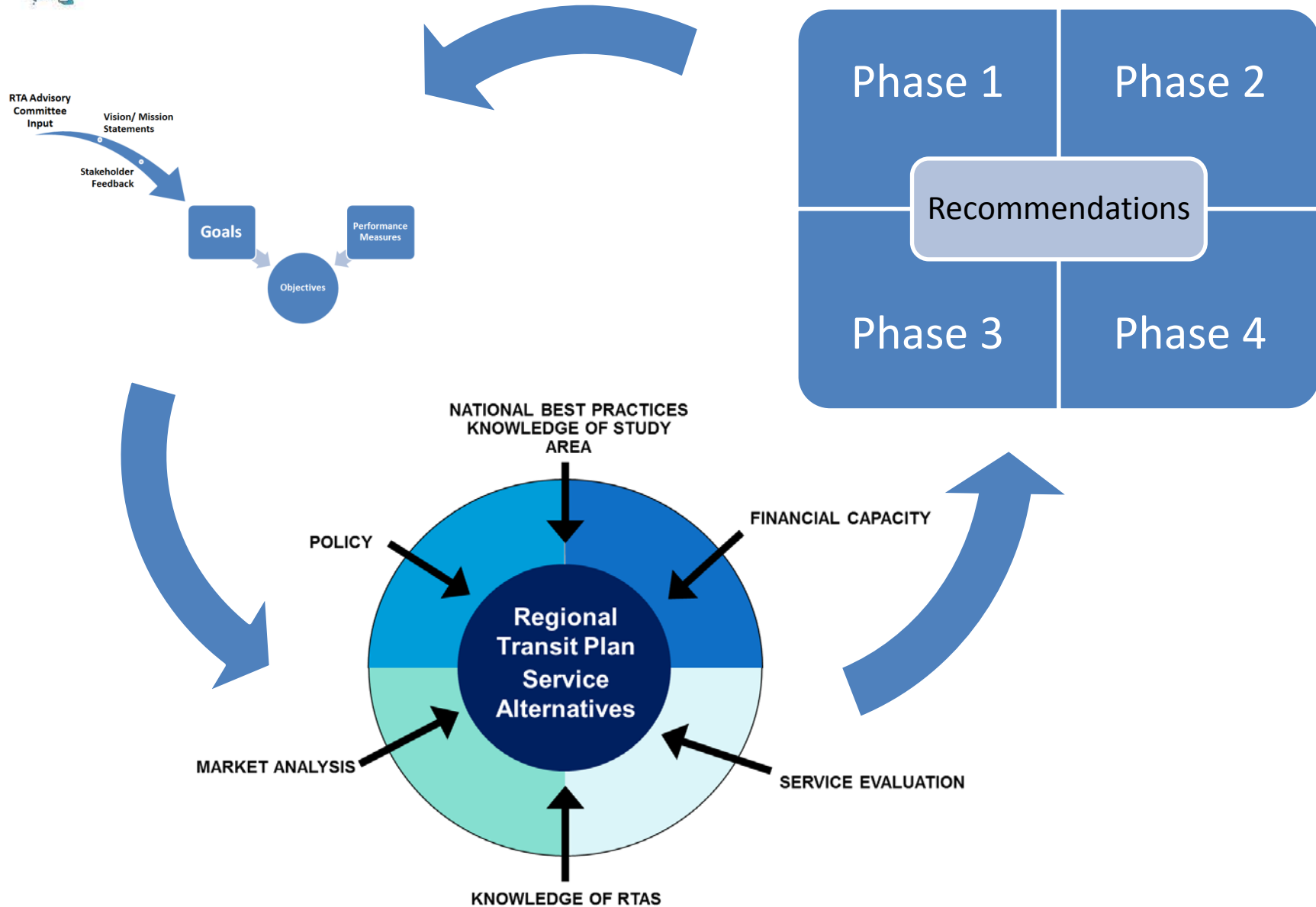
1. Comprehensive assessment of transit services
2. Examination of ridership trends
3. Performance analysis of existing services
4. Develop and evaluate alternative service scenarios
5. Develop recommendations to better align service
6. Commonwealth's environmental policies
7. Fare rates and collection methods
8. Region's job creation goals and employment needs
9. Determination whether RTA's service is deployed in the most effective way to accommodate the transit needs of the region's workforce

The image shows the interior of a bus with blue seats and a blue overlay containing the text "Study Process". The bus interior is visible in the background, showing rows of blue seats and windows. A yellow horizontal line is visible at the top of the image. The text "Study Process" is centered in the blue overlay.

Study Process



Process





Schedule

Site Visit

**Massachusetts Regional Transit Authorities Assistance to Prepare Regional Transit Plans
Proposed Study Schedule - Preliminary**

	2014										2015					
	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March	April	May	June
Project Management	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
Task 1	█	█														
Task 2		█	█	█	█											
Task 3				█	█	█	█									
Task 4							█	█	█	█	█	█				
Task 5											█	█	█	█	█	
Task 6											█	█	█			
Task 7												█	█	█	█	
Task 8			█	█	█											
Task 9						█	█	█								
Develop & Complete Final Plans															█	█

Workshop

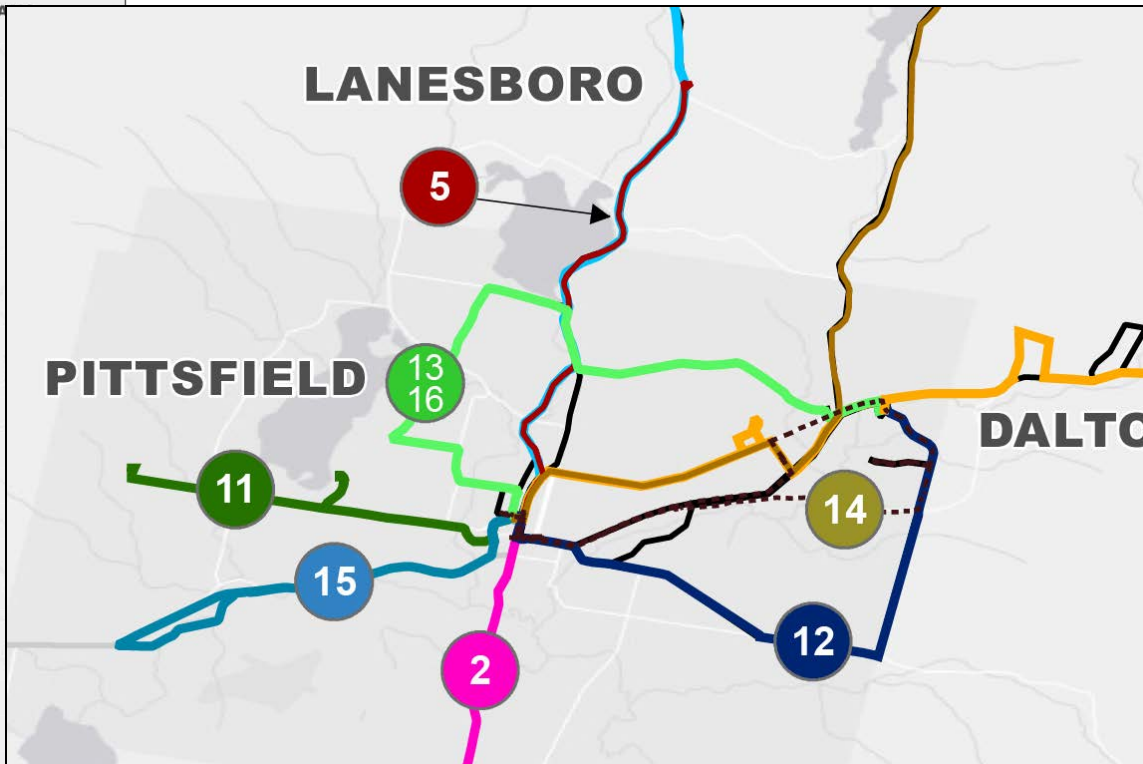
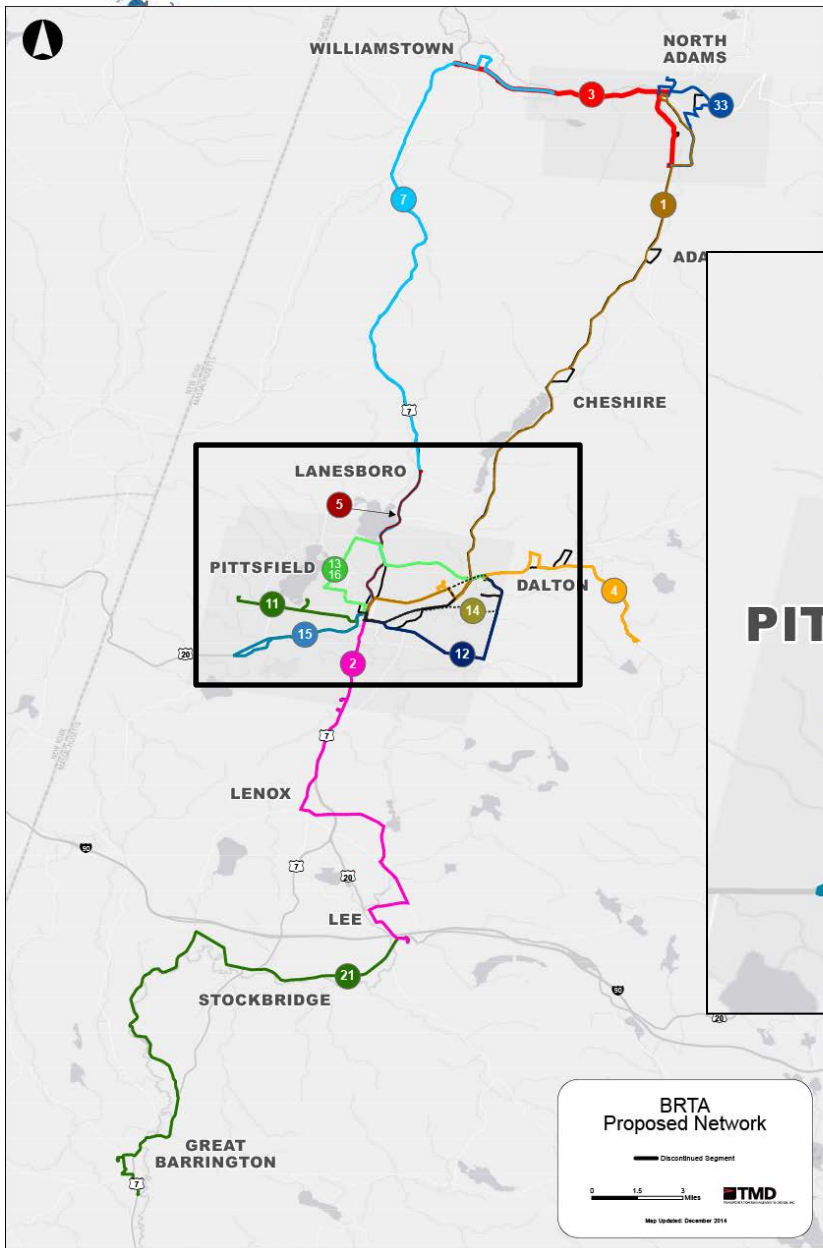
Public Meetings

The image shows the interior of a bus with blue seats and a blue overlay. The text "Recommendations" is centered in the blue overlay.

Recommendations



System Map





Route 1

Phase 1

- Extend weekday hours of service
- Adjust route path

Phase 2

- Sunday service

Phase 3

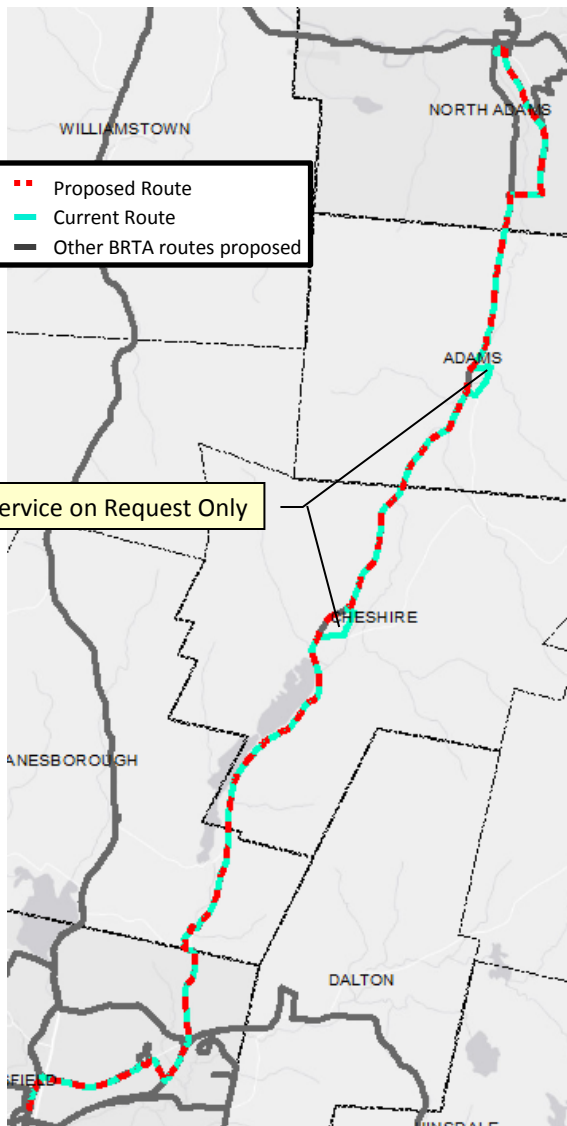
- Improve weekday frequency to 30 minutes

Phase 4

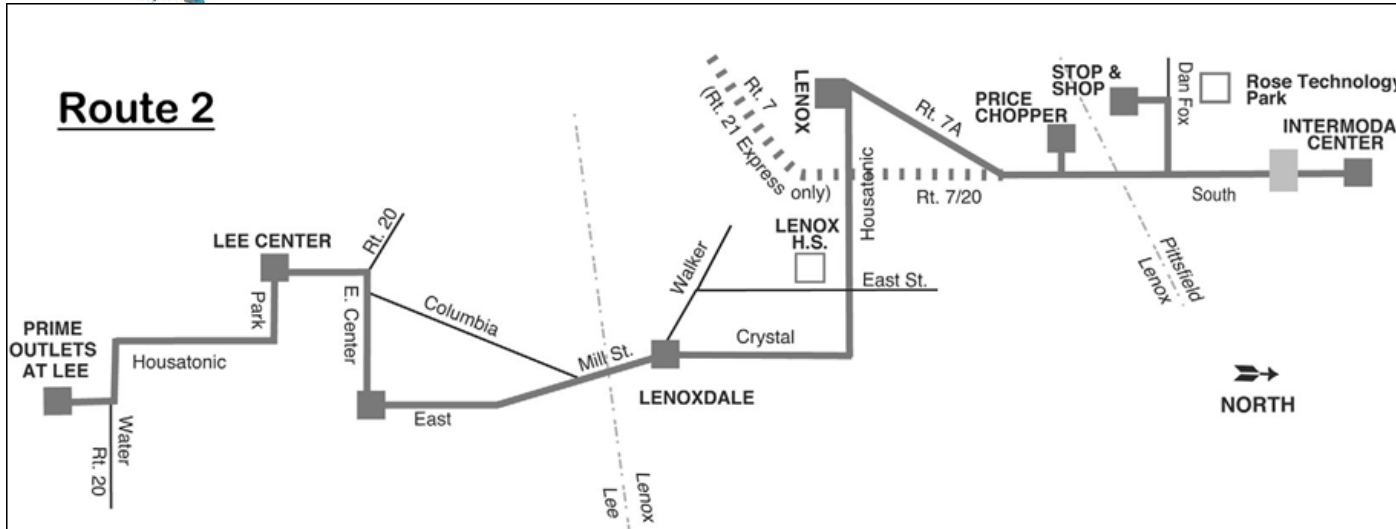
- No changes

Route Path Changes:
 The deviations in Adams to Summer St. and in Cheshire to the Post Office have been converted to on demand.

	Current	Proposed
Days Operated	Mon-Sat	Mon-Sun
Weekday Frequency	60 min	30 min
Saturday Frequency	60 min	60 min
Sunday Frequency	N/A	60 min
Hours of Service M-F	5:30 AM—6:15 PM	5:30 AM—9:15 PM
Hours of Service Sat.	7:00 AM—6:15 PM	7:00 AM—6:15 PM
Hours of Service Sun.	N/A	7:00 AM—6:15 PM



Route 2



Phase 1

- Extend weekday hours of service

Phase 2

- Add Sunday service

Phase 3

- No changes

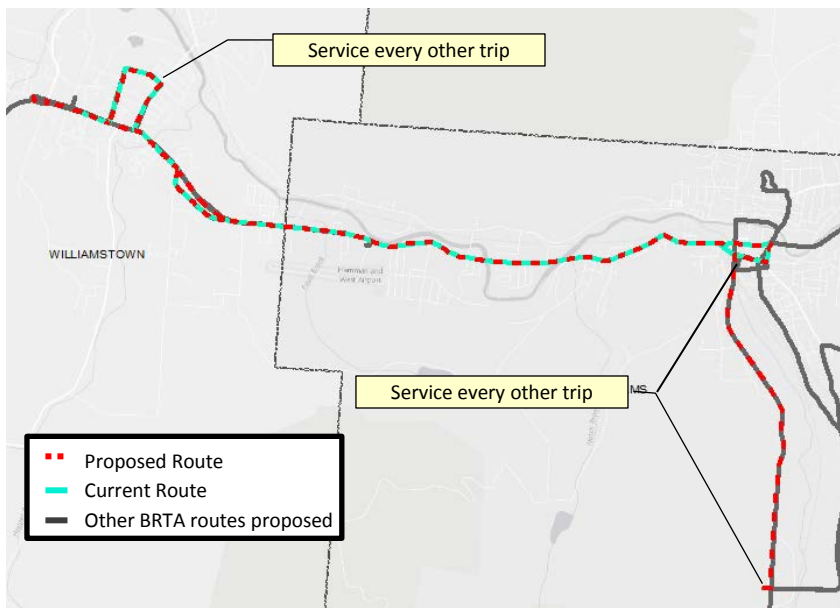
Phase 4

- No changes

	Current	Proposed
Days Operated	Mon-Sat	Mon-Sun
Weekday Frequency	60 min	60 min
Saturday Frequency	60 min	60 min
Sunday Frequency	N/A	60 min
Hours of Service M-F	5:30 AM—6:15 PM	5:30 AM—9:15 PM
Hours of Service Sat.	7:30 AM— 5:30 PM	7:30 AM— 5:30 PM
Hours of Service Sun.	N/A	9:00 AM— 5:00 PM



Route 3



Route Path Changes:

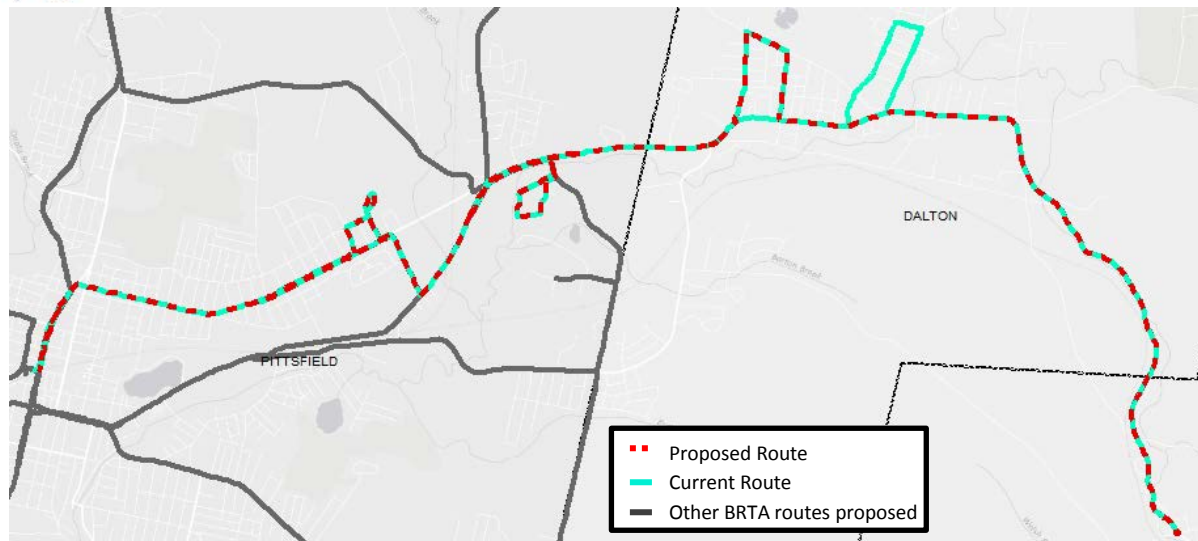
Service to Walmart in North Adams on every other trip. Trips that service Cole Ave will only go as far North Adams center, transfer can be made to the Route 1 or 33 to access Walmart. Service along Adams Rd is in the eastbound direction only.

- | Phase 1 | Phase 2 |
|--------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|
| <ul style="list-style-type: none"> Extend weekday hours of service Adjust route path | <ul style="list-style-type: none"> Add Sunday service |
| Phase 3 | Phase 4 |
| <ul style="list-style-type: none"> Improve weekday frequency to 30 minutes | <ul style="list-style-type: none"> No changes |

	Current	Proposed
Days Operated	Mon-Sat	Mon-Sun
Weekday Frequency	60 min	30 min
Saturday Frequency	60 min	60 min
Sunday Frequency	N/A	60 min
Hours of Service M-F	7:15 AM—5:45 PM	6:30 AM—9:00 PM
Hours of Service Sat.	7:45 AM—6:15 PM	7:45 AM—6:15 PM
Hours of Service Sun.	N/A	7:45 AM—6:15 PM



Route 4



Phase 1

- Extend weekday hours of service
- Improve Saturday frequency to 60 minutes

Phase 2

- Add Sunday service

Phase 3

- Improve weekday frequency to 45 minutes
- Adjust route path

Phase 4

- No changes

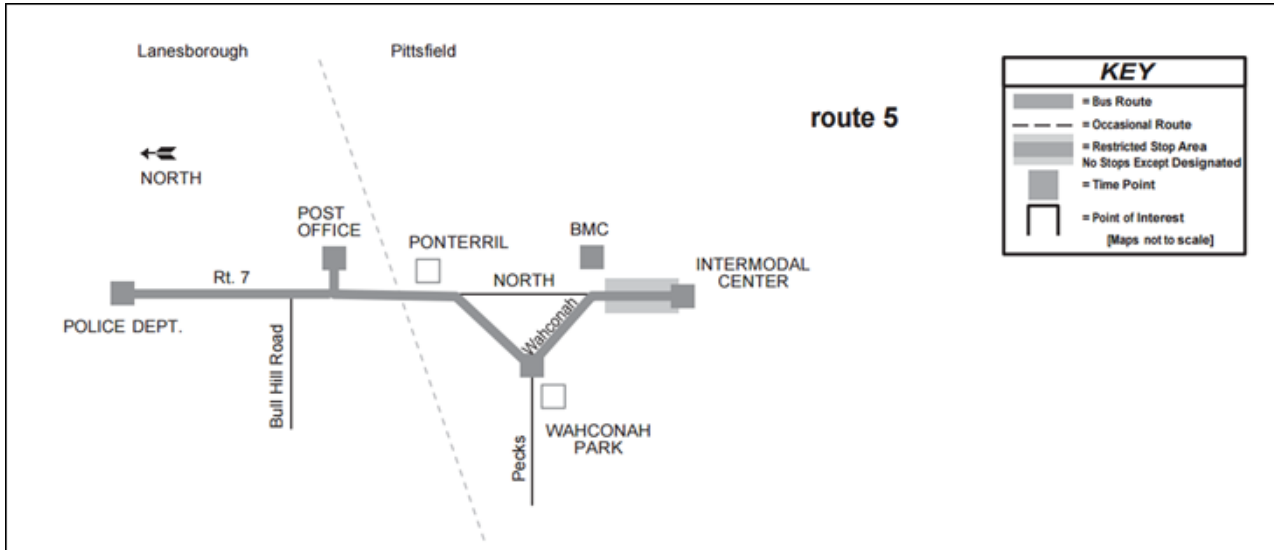
	Current	Proposed
Days Operated	Mon-Sat	Mon-Sun
Weekday Frequency	60 min	45 min
Saturday Frequency	90 min	60 min
Sunday Frequency	N/A	60 min
Hours of Service M-F	6:00 AM—6:00 PM	6:00 AM—9:00 PM
Hours of Service Sat.	8:00 AM—5:00 PM	8:00 AM— 5:00 PM
Hours of Service Sun.	N/A	8:00 AM— 5:00 PM

Route Path Changes:

Service through Dalton has been realigned to be fully bidirectional around High St. Service to Pleasant Street has been discontinued.



Route 5



Phase 1

- Extend weekday hours of service

Phase 2

- No changes

Phase 3

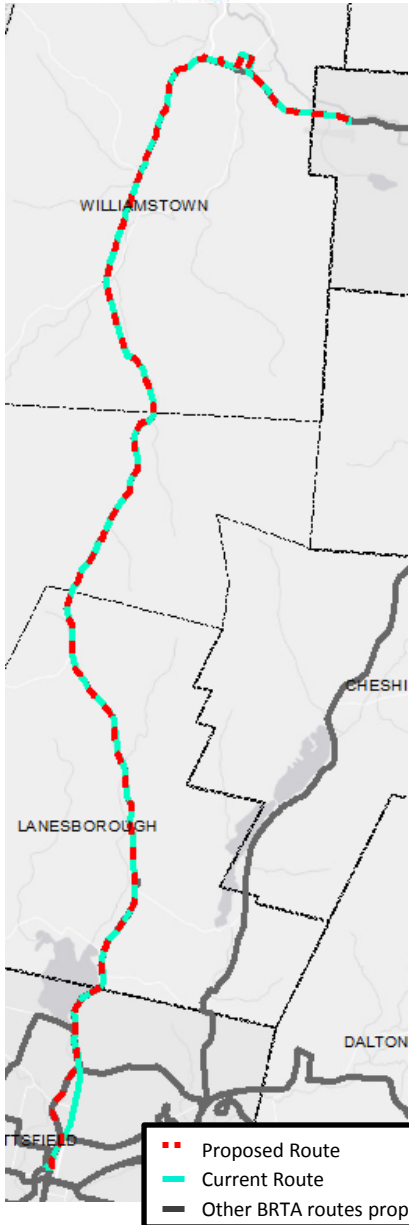
- No changes

Phase 4

- No changes

	Current	Proposed
Days Operated	Mon-Sat	Mon-Sat
Weekday Frequency	60 min	60 min
Saturday Frequency	120 min	120 min
Sunday Frequency	N/A	N/A
Hours of Service M-F	6:30 AM—5:30 PM	6:30 AM—8:45 PM
Hours of Service Sat.	8:30 AM— 4:45 PM	8:30 AM— 4:45 PM
Hours of Service Sun.	N/A	N/A

Route 7



Phase 1

- Peak hour only service
- Adjust route path

Phase 2

- No changes

Phase 3

- No changes

Phase 4

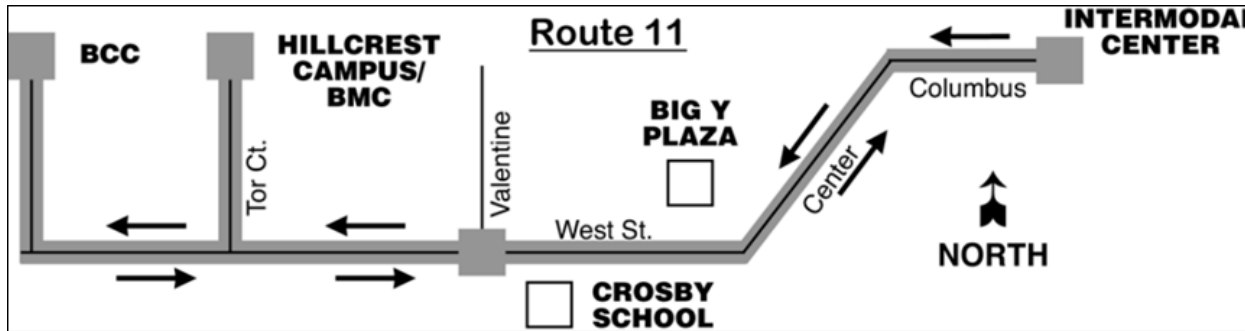
- All day service

Route Path Changes:
 Wahconah Street instead of State Route 7 will be used to get into downtown Pittsfield.

	Current	Proposed
Days Operated	Mon-Fri	Mon-Fri
Weekday Frequency	120 min	60 min
Saturday Frequency	N/A	N/A
Sunday Frequency	N/A	N/A
Hours of Service M-F	6:30 AM—5:30 PM	5:30 AM—9:00 AM, 2:30 PM - 6:00 PM
Hours of Service Sat.	N/A	N/A
Hours of Service Sun.	N/A	N/A



Route 11



Phase 1

- Extend weekday hours of service
- Improve weekday frequency to 45 minutes

Phase 2

- No changes

Phase 3

- Improve weekday frequency to 30 minutes

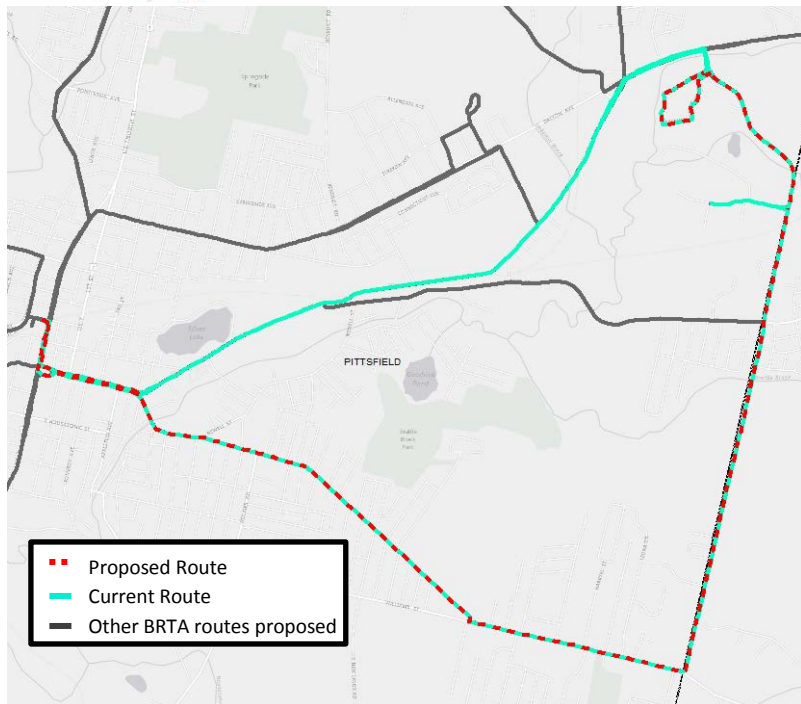
Phase 4

- No changes

	Current	Proposed
Days Operated	Mon-Fri	Mon-Fri
Weekday Frequency	60 min	30 min
Saturday Frequency	N/A	N/A
Sunday Frequency	N/A	N/A
Hours of Service M-F	6:30 AM—5:00 PM	6:30 AM—8:30 PM
Hours of Service Sat.	N/A	N/A
Hours of Service Sun.	N/A	N/A



Route 12



Route Path Changes:

Discontinue loop operation; eliminate Downing Industrial service; operate bi-directional service between downtown Pittsfield and Walmart via Elm, Dalton Division.

Phase 1

- Extend Saturday and weekday hours of service

Phase 3

- Adjust route path

Phase 2

- Add Sunday service

Phase 4

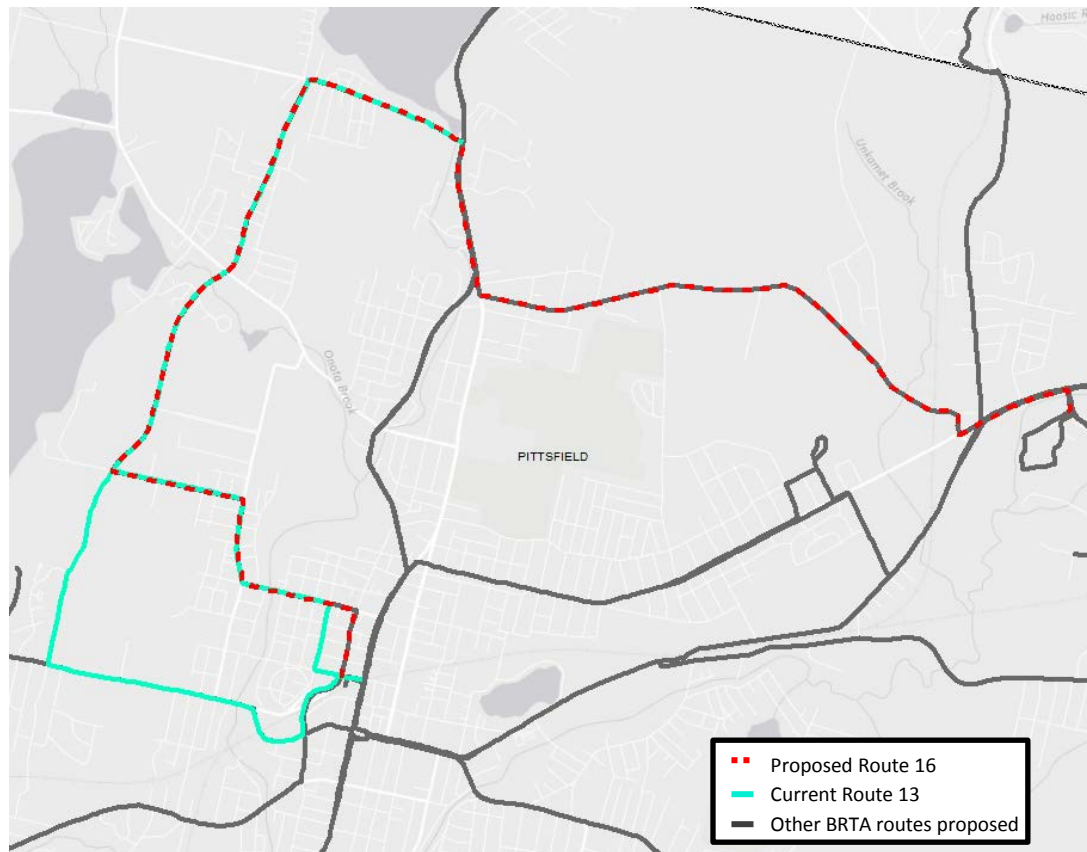
- No changes

	Current	Proposed
Days Operated	Mon-Sat	Mon-Sun
Weekday Frequency	60 min	60 min
Saturday Frequency	60 min	60 min
Sunday Frequency	N/A	60 min
Hours of Service M-F	6:30 AM—5:30 PM	6:30 AM—9:00 PM
Hours of Service Sat.	8:30 AM—3:30 PM	8:30 AM—5:30 PM
Hours of Service Sun.	N/A	8:30 AM—5:30 PM



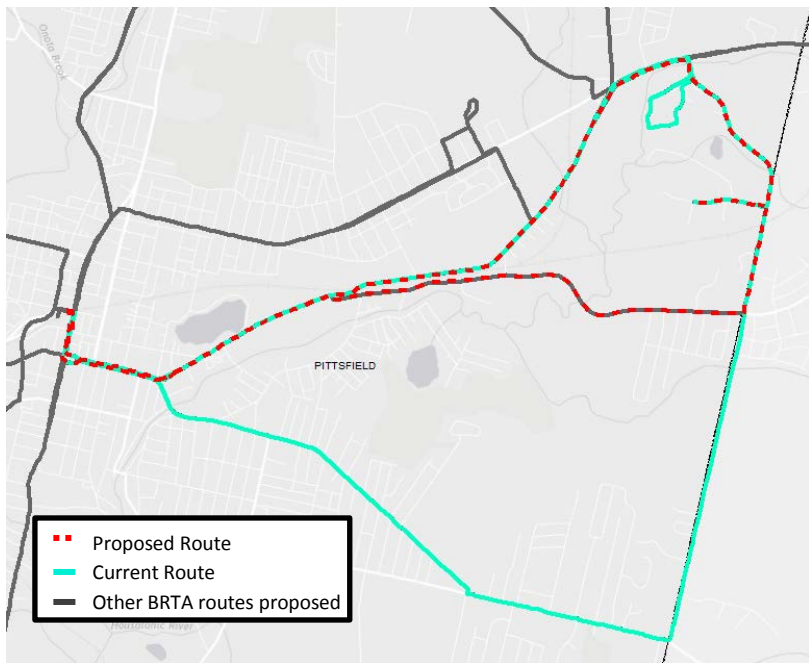
Route 13

- This route has been combined into the new Route 16.





Route 14



Route Path Changes:

Service will be between downtown Pittsfield to Sabic/Plastics Ave, Downing Industrial, East St. Service will run clockwise and operate only during peak hours.

Phase 1

- No changes

Phase 2

- No changes

Phase 3

- Adjust route path
- Peak hour service only

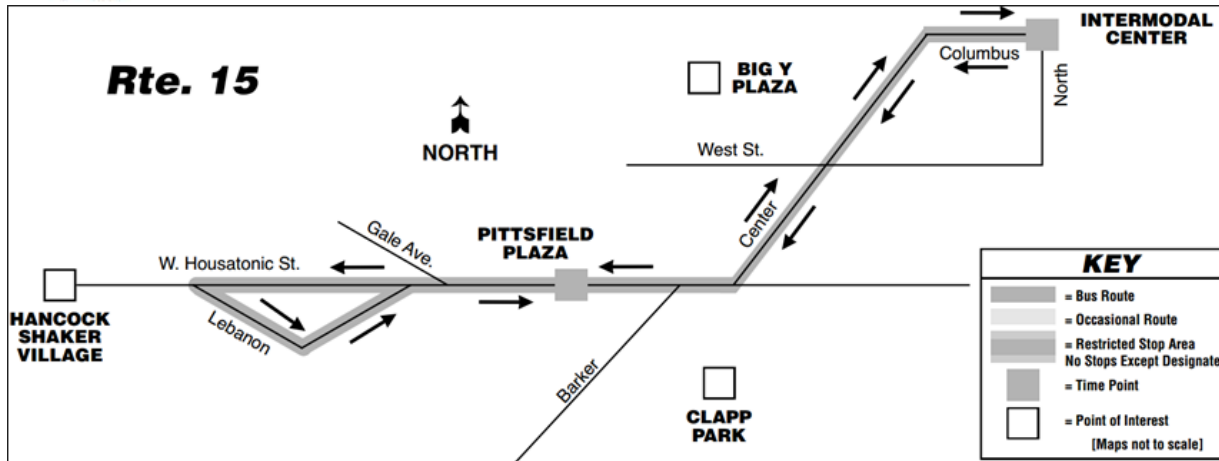
Phase 4

- No changes

	Current	Proposed
Days Operated	Mon-Fri	Mon-Fri
Weekday Frequency	60 min	60 min
Saturday Frequency	N/A	N/A
Sunday Frequency	N/A	N/A
Hours of Service M-F	6:30 AM—5:30 PM	6:30 AM—9:00 AM 2:30 PM— 6:00 PM
Hours of Service Sat.	N/A	N/A
Hours of Service Sun.	N/A	N/A



Route 15



Phase 1

- Extend weekday hours of service
- Improve weekday frequency to 45 minutes

Phase 2

- No changes

Phase 3

- No changes

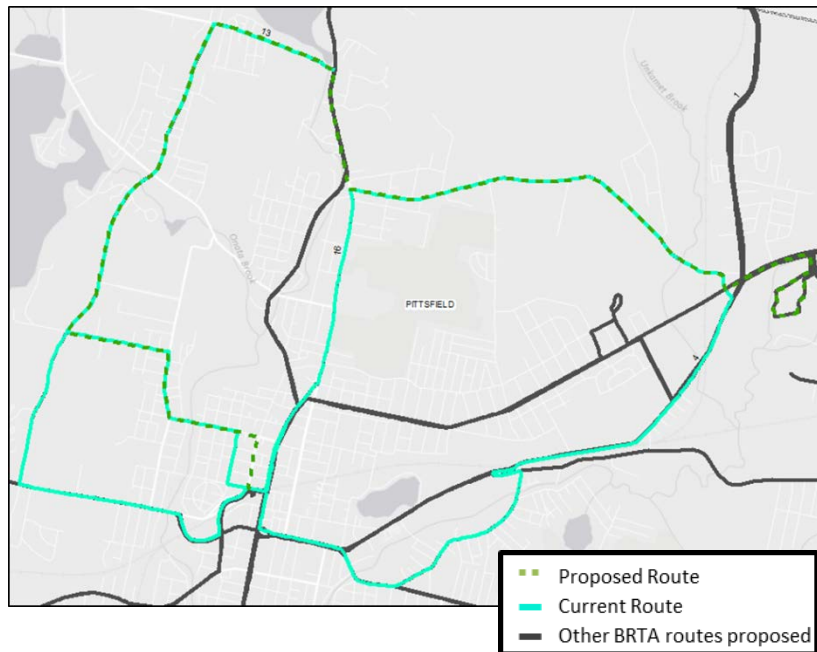
Phase 4

- No changes

	Current	Proposed
Days Operated	Mon-Sat	Mon-Sat
Weekday Frequency	60 min	45 min
Saturday Frequency	120 min	120 min
Sunday Frequency	N/A	N/A
Hours of Service M-F	6:00 AM—5:15 PM	6:00 AM—8:45 PM
Hours of Service Sat.	9:00 AM—5:15 PM	9:00 AM—5:15 PM
Hours of Service Sun.	N/A	N/A



Route 16



Route Path Changes:

Consolidated Route 13/Route 16 alignment and extends to Walmart.

Phase 1

- Extend weekday hours of service

Phase 2

- No changes

Phase 3

- Adjust route path

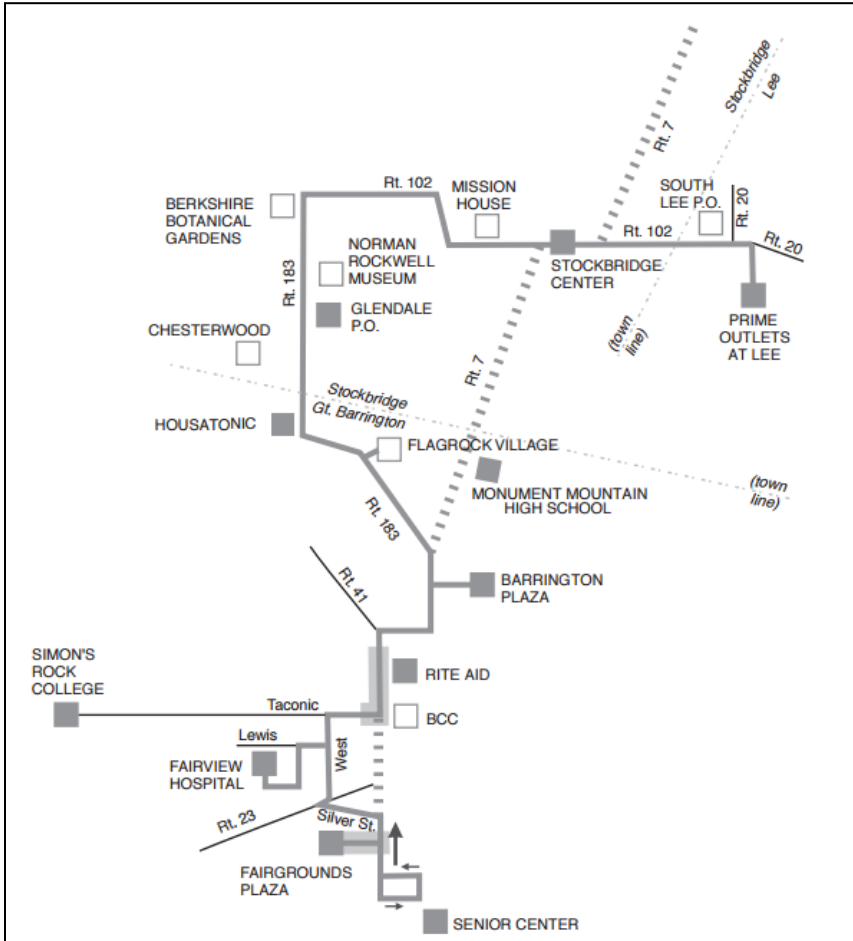
Phase 4

- No changes

	Current	Proposed
Days Operated	Mon-Sat	Mon-Sat
Weekday Frequency	60 min	60 min
Saturday Frequency	120 min	120 min
Sunday Frequency	N/A	N/A
Hours of Service M-F	6:30 AM—4:45 PM	6:30 AM—8:45 PM
Hours of Service Sat.	7:45 AM—5:30 PM	7:45 AM—5:30 PM
Hours of Service Sun.	N/A	N/A



Route 21



Phase 1

- Extend weekday hours of service

Phase 2

- Sunday service

Phase 3

- No changes

Phase 4

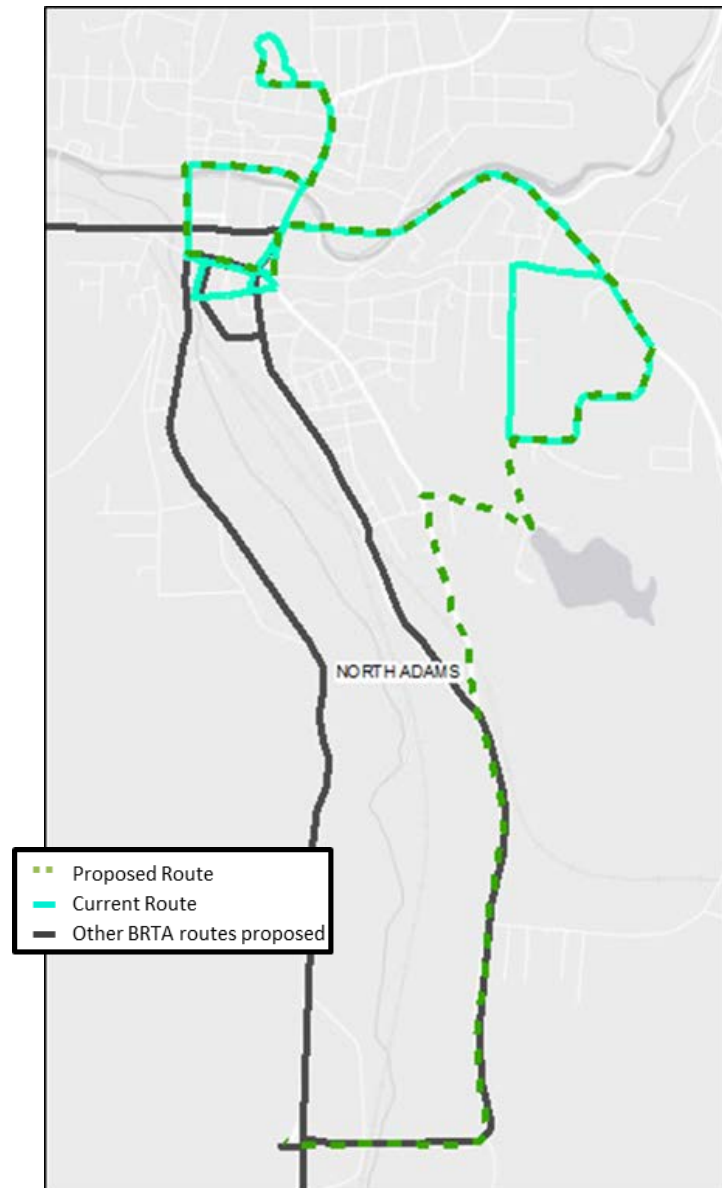
- No changes

	Current	Proposed
Days Operated	Mon-Sat	Mon-Sun
Weekday Frequency	60 min	60 min
Saturday Frequency	60 min	60 min
Sunday Frequency	N/A	120 min
Hours of Service M-F	6:00 AM—5:30 PM	5:30 AM—8:30 PM
Hours of Service Sat.	7:45 AM—5:30 PM	7:45 AM—5:30 PM
Hours of Service Sun.	N/A	8:30 AM – 4:30 PM



Route 31

- This route has been combined into the new Route 33.



Route 33

Phase 1

- Extend weekday hours of service
- Adjust route path

Phase 2

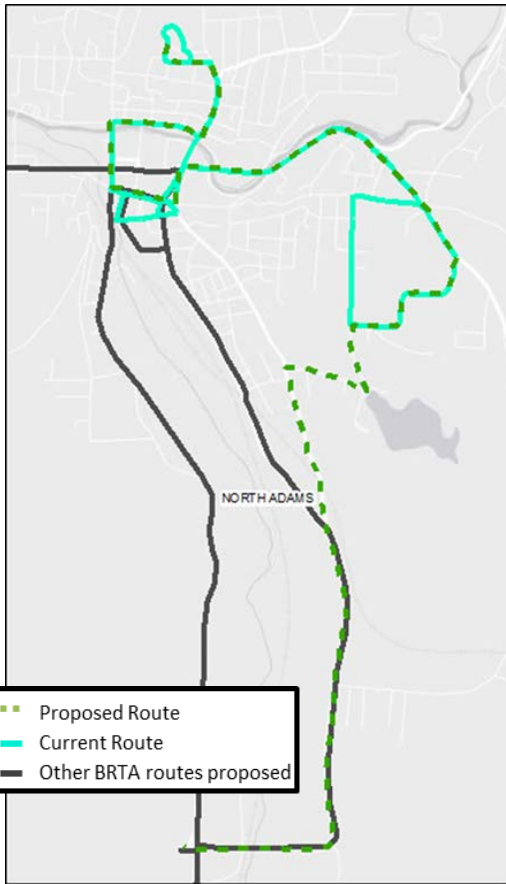
- No changes

Phase 3

- No changes

Phase 4

- No changes



Route Path Changes:

Operate bidirectional between North Adams Hospital and Walmart via: Eagle, River, Marshall, Main, Mohawk Trail, Mohawk Forest, Kemp, Bradley, and Church.

	Current	Proposed
Days Operated	Mon-Sat	Mon-Sat
Weekday Frequency	60 min	60 min
Saturday Frequency	60 min	60 min
Sunday Frequency	N/A	N/A
Hours of Service M-F	7:00 AM—5:00 PM	7:00 AM—6:00 PM
Hours of Service Sat.	8:00 AM—6:00 PM	8:00 AM—6:00 PM
Hours of Service Sun.	N/A	N/A

The image shows the interior of a bus with blue seats and a blue overlay. The text "Public Comments" is centered in the blue overlay.

Public Comments



Recommendations Overview

Route	Phase 1	Phase 2	Phase 3	Phase 4
1	✓	✓	✓	✓
2	X	X	✓	✓
3	X	✓	✓	✓
4	✓	✓	✓	✓
5	✓	✓	✓	✓
7	✓	✓	✓	✓
11	X	✓	✓	✓
12	X	✓	✓	✓
13	✓	✓	✓	✓
14	X	✓	✓	✓
15	✓	✓	✓	✓
16	✓	✓	✓	✓
21	✓	X	✓	✓
31	✓	✓	✓	✓
33	✓	✓	✓	✓

✓ = Recommendation accepted/no comments to warrant changing it

X = Comment received warrants reevaluating recommendation



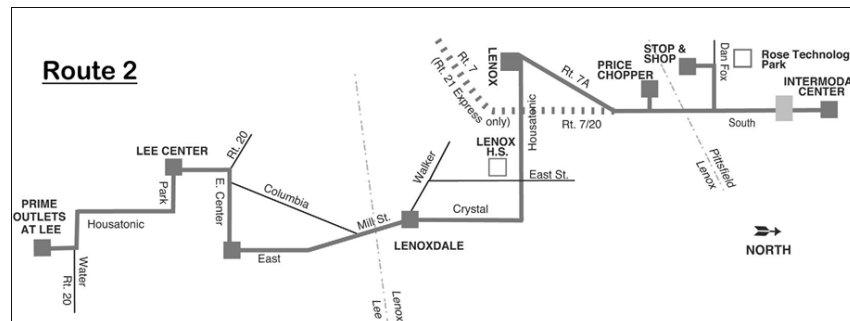
Route 2

Comment

- The Lee Premium outlets do not open until 10 AM on Sundays, service does not need to start at 7:30 AM
- Why does Route 2 only go to 7:30 and others 9PM?

Response

- The times can be adjusted so that the first trip leaves the ITC at 9 AM.
- 7:30 is the last trip inbound from the outlets and would arrive at ITC ~ 8:30. Can look into 1 additional trip.

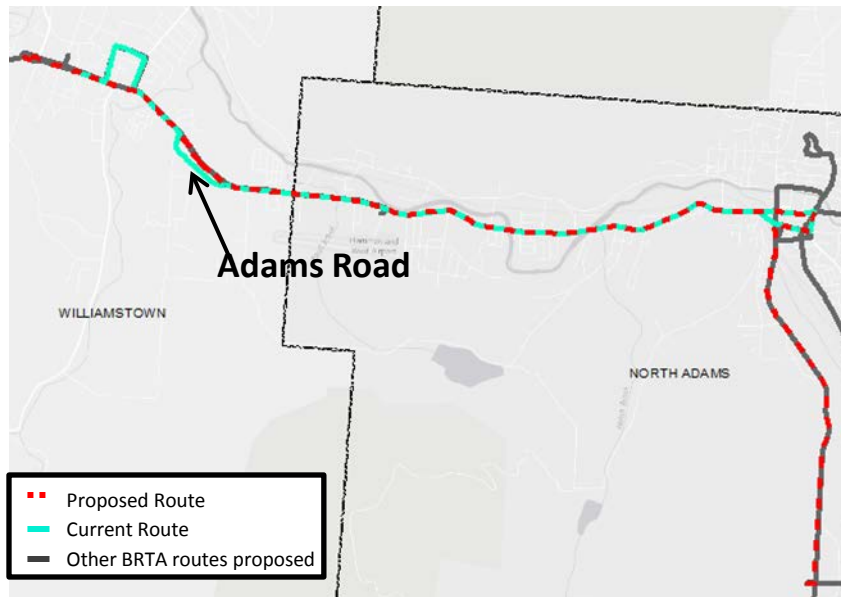




Route 3

Comment

- Adams Road cannot be eliminated, there are medical facilities along it.



Response

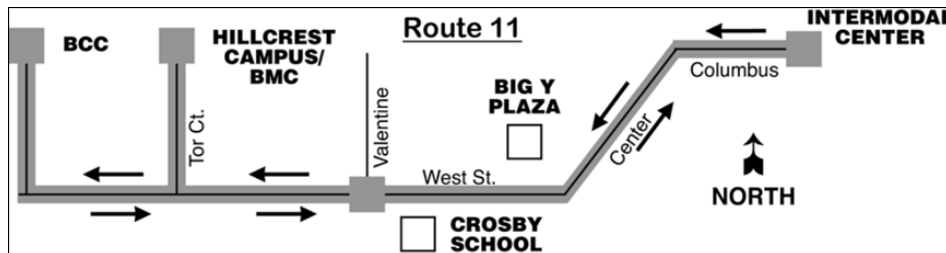
- The route could be adjusted to serve Adams Road on request only when heading east from Williamstown to North Adams. Due to traffic and road configuration servicing it westbound is not advised.



Route 11

Comment

- Why is there no Saturday Service?
- Can service run later?



Response

- The demand for service is primarily BCC and there are no weekend classes
- Service was extended based on when the majority of the classes end (by 7 PM), talks with BCC indicate all classes are done by 8:30. Can extend last trip to leave BCC at 8:50.



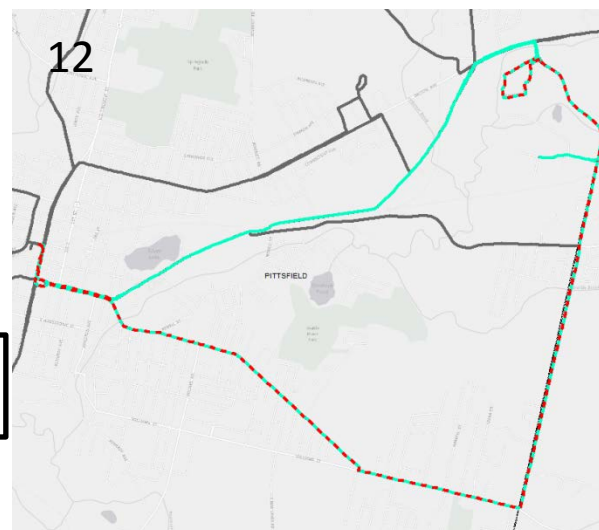
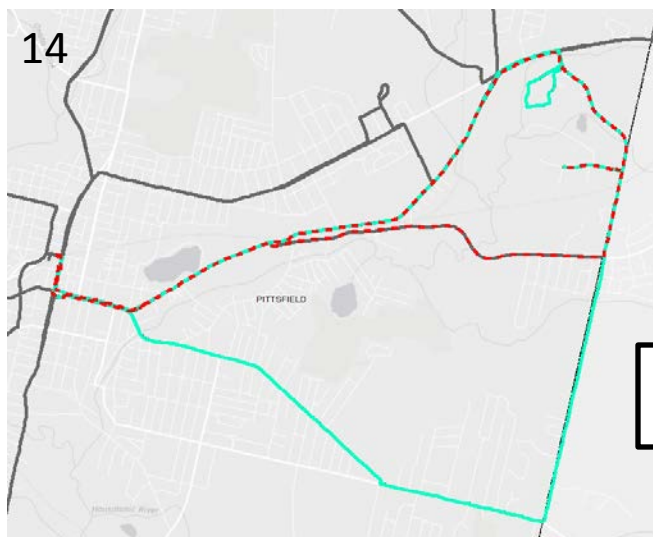
Route 12/14

Comment

- Eliminating the loops means people who live off of Elm or Williams Street have to transfer now at the ITC to get to the Stop and Shop Plaza; this increases the travel time.

Response

- It may be possible to facilitate a timed transfer with the Route 4 at Walmart, else a transfer at the ITC would be required.





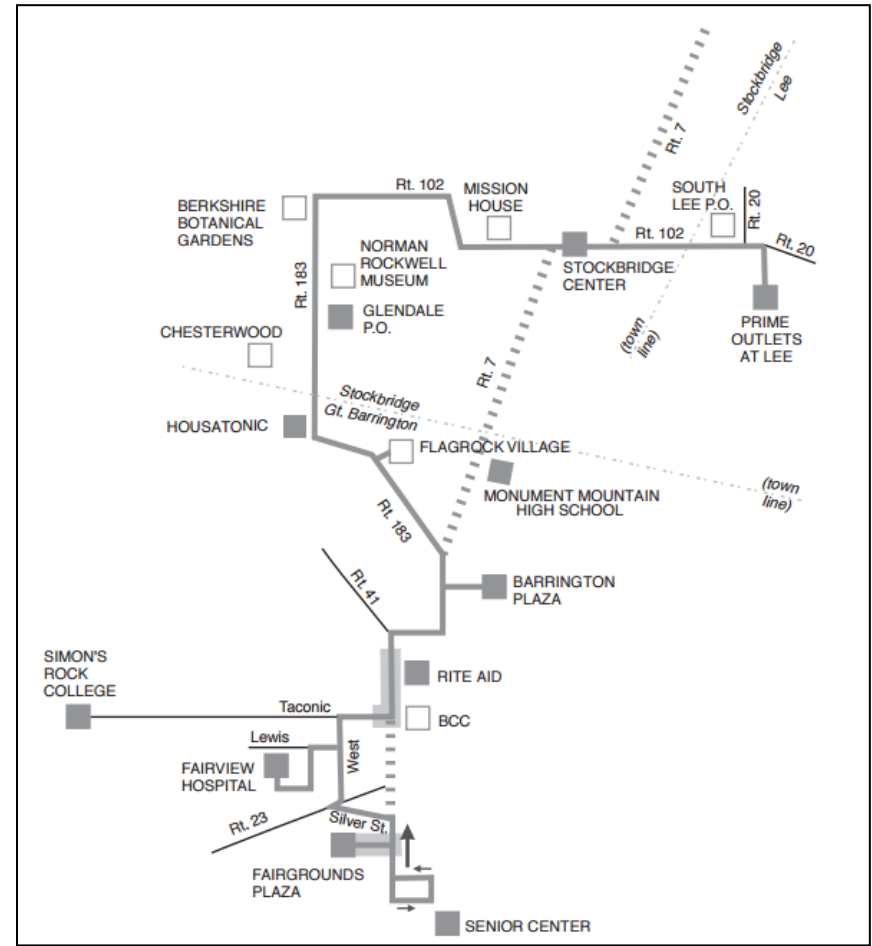
Route 21

Comment

- There is proposed Sunday service on the Route 2, why not the Route 21?

Response

- The Route 21 had low ridership on Saturday and did not warrant Sunday service





Other Recommendation Comments

- Can Walmart in Pittsfield be used as a transfer point?
- Why does Route 7 not have year round service?
- What is the Impact on ADA service?
- Can you retime the new Route 8 to better serve the senior center?



Non-Recommendation Comments

- Better communication is needed between BRTA and the community
- Can you put full size buses on Route 1?
- The public and drivers need to be educated on deviations/on demand locations
- Social media (e.g. Twitter, Facebook) would be beneficial
- Better marketing of services to youth



Questions?

info@berkshirerta.com

Written questions before 7/13/15