

3

Goals & Performance Measures



2016 Regional Transportation Plan

3 Transportation Planning Goals and Performance Measures

The most recent federal transportation legislation, MAP-21, requires the establishment of a performance and outcome-based program at the state and metropolitan planning organization (MPO) level. MAP-21 establishes national performance goals in seven areas and the states and MPOs are required to then establish coordinated performance measures that track their progress in these goal areas with tangible targets.

It is important to note that the goals presented in this chapter are the same goals from previous Franklin County RTPs, which have been identified and validated through extensive public outreach. However, to meet the requirements of MAP-21, they have been slightly reorganized or reworded. Only their format has changed, but the substance of the goals remain. The seven MAP-21 goal areas are shown in Table 3-1 below along with the corresponding Franklin County RTP goal.

The new performance measures have been coordinated with *weMove Massachusetts*, the Commonwealth’s Long Range Transportation Plan that includes state-level performance measures. Some of these measures have been adapted to the data available for Franklin County and to its more unique rural character.

The recommendations found throughout this RTP all work towards the realization of these goals and performance measures. They will be implemented through coordinated regional planning and, in part, specifically through the Franklin County Transportation Planning Organization’s (FCTPO) Transportation Improvement Program (TIP) and its Unified Planning Work Program (UPWP). These shorter-term planning documents reflect the priorities of the Regional Transportation Plan, while guiding how and when projects should be implemented within the financial constraints of anticipated Federal and State Funding.

The Transportation Improvement Program (TIP) is a prioritized, four-year program for the implementation of transportation improvement projects in Franklin County that receive federal

Table 3-1: Relationship between MAP-21 and RTP Goals

MAP-21 Goal Area	Corresponding FC RTP Goal
Safety	Goal 2
Infrastructure condition	Goal 1
Congestion reduction	Goal 3
System reliability	Goal 3
Freight movement & economic vitality	Goal 4
Environmental sustainability	Goal 5
Reduced project delivery delays	N/A

funds. It is updated annually and is adjusted to the changing fiscal environment, but always reflects the RTP’s goals and priorities. Each potential project considered for inclusion in the TIP is scored using the Transportation Evaluation Criteria (TEC). The TEC rates projects in six criteria categories on a scale of -18 to +18. The categories include: Condition, Mobility, Safety, Community Effects, Land Use & Economic Development, and Environmental Effects. A project’s total score relates to the impact it will have in each of the categories. The TEC score, along with project readiness, funding availability, and how well it meets the RTPs goals, are considered in the selection of projects for the TIP in a cooperative process among FRCOG Transportation Planning staff, MassDOT Office of Transportation Planning, and MassDOT Highway Division District 1 and District 2 staff.

The Unified Planning Work Program (UPWP) is also an annual document that describes the work tasks to be conducted during the year by the transportation planning staff of the FRCOG on behalf of the FCTPO. Like the TIP, the UPWP is based upon the priorities that have been identified in the RTP and work towards implementing those goals.



Top priorities for fixed route services compiled from public outreach efforts.

Performance Measures for the Franklin County Regional Transportation Plan

Goal 1: Maintain infrastructure to facilitate the mobility of people and goods traveling to, from, and through Franklin County.

Objective A) Maintain condition of on and off-system bridges

Measure: Reduce the number of bridges that are structurally deficient or functionally obsolete.

Target: Reduce the number of bridges that are structurally deficient or functionally obsolete by 5% over 10 years.

Objective B) Maintain the condition of the region's roadways

Measure: Maintain or improve pavement conditions as measured by FRCOG's Pavement Management System.

Target: Increase percentage of pavement in good or excellent condition by 5% over 10 years.

Objective C) Maintain the region's transit fleet

Measure: Maintain the fixed route and paratransit vehicles in a state of good repair.

Target: Replace vehicles on a FRTA-set replacement schedule.

Goal 2: Improve safety and security of transportation network.

Objective A) Reduce the number of fatal and injury crashes on roadways

Measure: Make safety improvements so that crashes decrease throughout region.

Target: (1) Reduce number of crashes in region by 10% over 10 years.

(2) Reduce proportion of injury & fatal crashes to total crashes by 5% over 10 years.

Objective B) Expand emergency preparedness and training

Measure: Identify transportation infrastructure vulnerabilities and plan for natural disaster and other emergencies.

Target: Continue involvement with the Regional Emergency Preparedness Committee and the Western Regional Homeland Security Advisory Committee.

Objective C) Identify dangerous locations for pedestrians and bicyclists and improve the safety for all users

Measure: Identify potentially dangerous locations and conduct complete streets assessments with safety recommendations.

Target: Conduct 10 complete street site assessments with recommendations by 2020.

Goal 3: Increase transportation options and reduce vehicle emissions.

Objective A) Expand the transit system

Measure: Increase the frequency of fixed routes, expand the hours of service, and increase fixed transit routes.

Target: (1) Increase the frequency of routes to at least average 30 minute headways on Route 21; 60 minute headways on Route 31 & 32; 120 minute headways on Routes 23 & 41.

(2) Add weekend and evening service.

(3) Add routes to currently unserved areas.

Objective B) Expand bicycling and walking network

Measure: Increase the number and safety of bicycling and walking facilities.

Target: Increase share of walkers and bicyclists to 8% in 10 years.

Objective C) Provide alternatives to driving alone

Measure: Increase the use of the park and rides throughout the region and promote the use of ridesharing.

Target: (1) Increase the utilization rates of the park and ride lots by 50% over 10 years.

(2) Increase the share of workers commuting by carpool to 10% in 10 years.

Objective D) Minimize congestion on roadways

Measure: Identify congested roadways and implement improvements.

Target: (1) Meet volume-to-capacity ratio of less than 1.0 ($v/c < 1.0$) on major corridors in 5 years.

(2) Improve level of service (LOS) on major corridors to LOS D or better within 10 years.

Objective E) Increase passenger rail options to serve commuter purposes.

Measure: Establish a passenger rail system between Greenfield and Springfield.

Target: Establish a passenger rail system between Greenfield and Springfield that runs at least 4 times a day.

Goal 4: Promote economic development of the region while maintaining its rural character.

Objective A) Encourage regional tourism

Measure: (1) Promote motorist and bicycling touring in the region.

(2) Preserve natural, scenic, cultural, and historic resources.

(3) Increase access to regional recreational resources.

Target: (1) Launch a bicycle promotional campaign for western Massachusetts by 2020.

(2) Preserve natural, scenic, cultural, & historically significant land along the region's byways.

(3) Identify gaps in access to important regional recreational resources and recommend corrective measures.

Objective B) Ensure that freight movement is efficient and effective

Measure: Improve safety and decrease delay along freight routes.

Target: Improve level of service (LOS) on major freight corridors to LOS D or better within 10 years.

Objective C) Improve transit system to advance workforce development in the region

Measure: Increase the frequency of fixed routes, expand the hours of service, and increase fixed transit routes.

Target: See targets for 2A

Goal 5: Promote sustainable transportation, reduce greenhouse gas emissions, and prepare for climate change.

Objective A) Ensure roadways accommodate all non-motorist users

Measure: Promote adoption and implementation of Complete Streets policies.

Target: 20% of Franklin County towns have adopted Complete Streets policies over next 5 years.

Objective B) Improve transit system

Measure: Increase the frequency of fixed routes, expand the hours of service, and increase fixed transit routes.

Target: See targets for 2A

Objective C) Support sustainable development land use patterns

Measure: Identify transportation projects that support sustainable development.

Target: Add criteria to the TIP Evaluation Criteria that supports sustainable development-friendly projects in 3 years.

Objective D) Minimize potential negative impacts on transportation infrastructure from climate change

Measure: Identify vulnerable roadways/culverts and other transportation infrastructure susceptible to climate change.

Target: Create a list of prioritized projects with improvement schedule in 3 years.