

# Fall River Route 9 – Bedford St: Service Change Proposal

April 2023

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## I. Description

The Fall River Route 9 – Bedford St (FR9) serves the Bedford St and Eastern Ave corridors of central and eastern Fall River. The outbound pattern leaves the SRTA Fall River Terminal, travels east on Pleasant St, north on Thirteenth St, then east on Bedford St. At Oak Grove Ave, the route travels north to Locust St, east on Locust, and south on Eastern Ave. At County St, the route travels southeast to the intersection with Pleasant St, travels northwest on Pleasant St, returns to Eastern Ave and travels south to Father DeValles Blvd. The end of the route is adjacent to 21 Father DeValles Blvd; the outbound pattern is 4.99 miles. The inbound pattern begins at 21 Father DeValles Blvd, travels east to Eastern Ave and travels north to Locust St where it reverses the outbound pattern, remaining on Bedford St to return to the terminal; the inbound pattern is 3.65 miles.

The FR9 operates a weekday span of service from 6:20 AM to 5:41 PM and operates with thirty-minute frequency; the Saturday span of service is from 6:50 AM to 6:11 PM and operates with sixty-minute frequency.

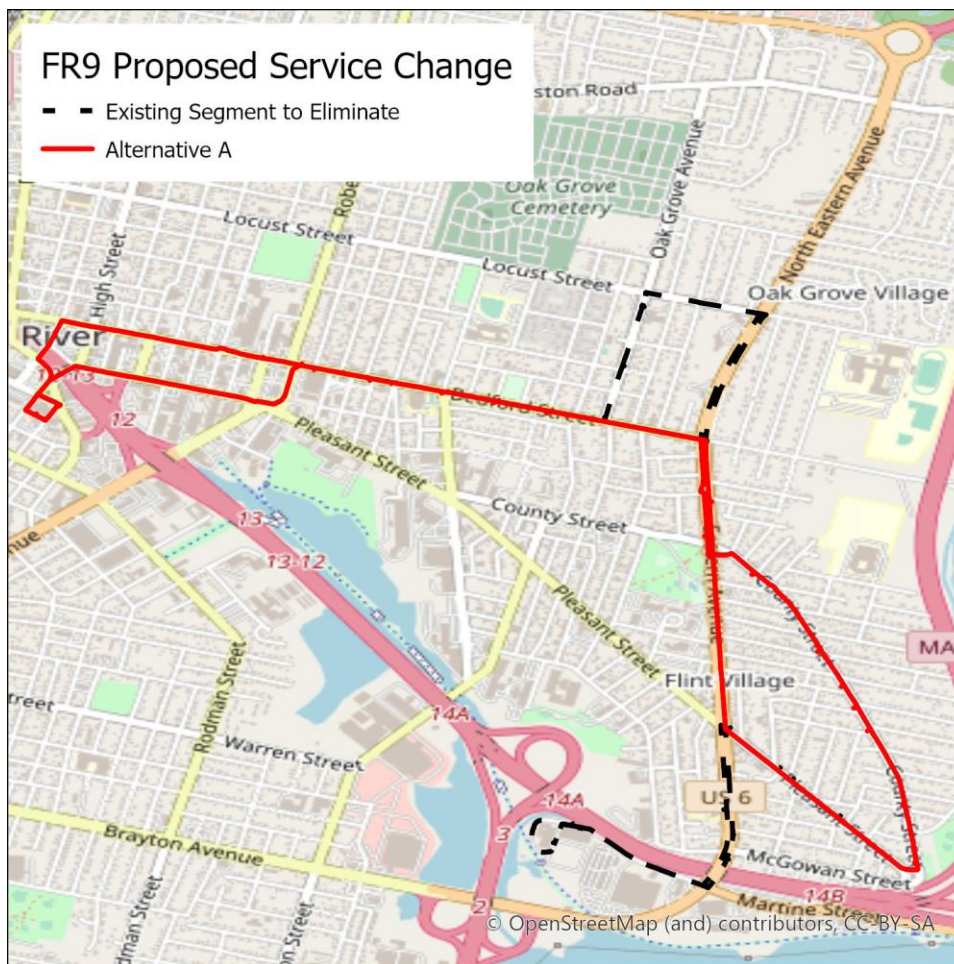
The FR9 is an indirect route which does not share a common alignment between outbound and inbound service. The indirectness and misalignment make trips much longer and confusing for customers. The segment of the route serving Father DeValles Blvd generates very little demand for service and because of the misaligned outbound and inbound patterns, unnecessarily lengthens an inbound trip for customers boarding on County St. The deviation of the route north to Locust St also generates little demand for service but lengthens the trip for customers. The intent with this service change is to simplify the routing and eliminate low ridership segments.

## II. Proposed Changes

The FR9 proposed change will shorten both the outbound and inbound patterns, better align travel in both directions, and eliminate low performing route segments. The proposed outbound and inbound pattern eliminates the segment of the route on Oak Grove Ave, Locust St and Eastern Ave north of Bedford St; also eliminated is the segment serving Father DeValles Blvd. The proposed outbound pattern will follow the current pattern but remain on Bedford St to the intersection with Eastern Ave where it will resume the current pattern. The outbound pattern will terminate at the intersection of County St and Pleasant St. The proposed outbound pattern is 2.75 miles long.

The inbound pattern will begin at the intersection of County St and Pleasant St, travel west on Pleasant St to Eastern Ave, travel north on Eastern Ave to Bedford St, and travel west on Bedford St to rejoin the current alignment. The proposed inbound pattern is 2.76 miles long.

The span of service and frequency of service will not change with this proposal.



### III. Title VI Equity Analysis

A Title VI Equity Analysis is required by the SRTA Title VI Program whenever a service change will result in a change of more than 25% of the revenue mileage for the route. Both alternatives exceed the 25% threshold and warrant an equity analysis. The parameters for a Title VI equity analysis is described in Chapter 8 to the 2022 SRTA Title VI Program and evaluates two factors: the effects of the change on racial minority groups and the effects of the change on low-income populations. In both measures, the effects are measured against the current conditions by establishing a baseline for racial minorities and low-income populations. If the affected population is more than 60% of the total, the change is determined to have an adverse impact.

#### Disparate Impact Analysis

A disparate impact is one that affects a racial minority population that is more than 60% of the total population for the affected area. The United State Census most recent data for race and population was from the 2020 census; data at the census block level is the smallest geographic representation for the data and is the dataset used to determine disparate impact. The table below shows the results of the analysis.

	<b>Current Condition</b>	<b>% Racial Minority</b>	<b>Alternative A</b>	<b>% Racial Minority</b>	<b>% Affected</b>
<b>Racial Minority</b>	1,785		1,468		-21.59%
<b>Racial Majority</b>	5,898		4,770		-23.65%
<b>Total</b>	<b>7,683</b>	<b>23.23%</b>	<b>6,238</b>	<b>23.53%</b>	<b>-23.16%</b>

In accordance with the SRTA Title VI Disparate Impact Policy no disparate impact results from this service change. Racial minorities will experience less of an effect from this service change compared with the racial majority.

**Disproportionate Burden Analysis**

A disparate burden is one that affects low-income populations more so than non-low-income populations. Low income is defined by the US Department of Health and Human Services as any household with annual income less than \$26,500. Data on low-income is provided by the American Community Survey in table B17001; data for the 2021 5-year estimates. The smallest geographic area for the data is a Census tract, a much larger area than a Census block, and why the population numbers in the table below are larger than in the table for Disparate Impact Analysis.

	<b>Current Condition</b>	<b>% Low Income</b>	<b>Alternative A</b>	<b>% Low Income</b>	<b>% Affected</b>
<b>Low-income</b>	5,737		4,463		-28.55%
<b>Non-low-income</b>	21,937		16,297		-34.61%
<b>Total</b>	<b>27,674</b>	<b>20.73%</b>	<b>20,760</b>	<b>21.50%</b>	<b>-33.30%</b>

In accordance with the SRTA Title VI Disproportionate Burden Policy no disproportionate burden results from this service change. Low-Income populations will experience less of an effect from this service change compared with the non-low-income population.

**IV. Discussion**

The FR9 is a very indirect route with lengthy travel times for customers traveling in both the outbound and inbound directions. The segments of the route proposed for elimination do not serve key destinations and do not generate demand for ridership. The service change was identified as part of the Fall River Bus Service Evaluation. Feedback from the public suggested that this change would benefit customers more than it would inconvenience them.

This change will eliminate unproductive route segments, simplify the route alignment, make the route more direct, and shorten travel times for both outbound and inbound passengers. The span of service and headways should remain under the current condition with this service change.

**V. Recommendation**

This service change proposal is recommended for implementation.