

Route 105 – Stafford Road: Service Change Proposal

April 2024

I. Description

Route 105 – Stafford Road serves the southeast area of the City of Fall River. The route originates at the Fall River SRTA Terminal and terminates at the South Coast Marketplace at the bus shelter on the east side of the plaza. The route operates mostly on Stafford Road with service on Plymouth Ave, Warren St, and Cambridge St. The inbound pattern extends south of the South Coast Marketplace and travels to the Rhode Island state line to the intersection with Stafford Rd, then turns north. There are two deviations from the mainline of the route: service to the Tiverton Casino (only on weekdays), and also into the Seabra Market plaza on all outbound and inbound trips.

The weekday span of service begins at 6:10 AM and ends at 8:19 PM; the Saturday, Sunday, and Holiday span of service begins at 6:45 AM and ends at 5:57 PM. The route operates thirty-minute headways for all service.

II. Proposed Changes

There are three proposed changes to Route 105: eliminate service to Tiverton Casino and relocate service from the interior of the Seabra Market plaza to Stafford Road. The Tiverton Casino service was extended when the casino opened in 2018. Service was limited to two trips intended to coincide with shift change times for casino workers. The stop generates very little ridership, and adds two minutes to the inbound travel time. The service is proposed for elimination.

The second proposal is to relocate service from the interior and storefront stop at the Seabra Market on Stafford Rd to a roadside stop on Stafford Rd. The plaza is served in both directions and increases travel times for the route. The distance from the road to the storefront is less than three-hundred feet and is accessible via sidewalks.

The third proposal relocates the outbound alignment to Hartwell St and Plymouth Ave. The current alignment of the outbound direction on Fourth St and the inbound direction on Plymouth Ave is suboptimal since the preference is for both directions of travel to share a common alignment where possible. Realigning the outbound alignment to Plymouth Ave will place both route directions on the same corridor for as much of the route as possible.



Figure 1: Proposed change for Route 105 - Stafford Rd

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. The proposed changes represent less than 1% of the revenue mileage and therefore a Title VI equity analysis is not required.

IV. Discussion

The proposed changes for the Route 105 will improve the service reliability of the route by removing time consuming deviations. In the case of the Tiverton Casino, few passengers use the stop, but all passengers boarding the bus at South Coast Marketplace traveling inbound have to endure a longer ride because of the deviation; the stop generated approximately 2 boardings per week in FY23. Service to the casino will remain available, albeit with a longer walk from Stafford Rd as opposed to stopping directly in front of the casino.

The second proposal to relocate service from the storefront of the Seabra Market to Stafford Rd was identified in the 2023 Fall River Comprehensive Operations Assessment as a way to improve route reliability. Storefront service is convenient for customers but introduces variability in the travel time caused by vehicular and pedestrian traffic in the plaza parking lot. There is a safe path of travel from Stafford Rd to the storefront. The change will improve service reliability and reduce the likelihood of a collision between a vehicle and the bus in the plaza parking lot.

The third proposal to realign outbound alignments on Hartwell St and Plymouth Ave will benefit operations by placing service on a main road with wider travel lanes and fewer obstructions caused by on-street parking. The proposal is consistent with SRTA route design principles that seek to maintain common alignments for outbound and inbound travel directions. The proposal deviates the outbound from the inbound at Rodman St and instead remains on Hartwell St to the intersection of Plymouth Ave. This is a minor deviation and is intended to reduce travel times that could be increased due to regular congestion at the intersection of Rodman St and Plymouth Ave.

The third proposal will abandon two stops: 5586 – Fourth St and Branch St; and 5138 – Fourth St and Morgan St. Both stops are relatively low use with most of the stop activity attributed to the peak hour service that serves Durfee High School. A mitigation measure to support the existing demand at these locations is to locate a stop at the intersection of Hartwell St and Morgan St. Locating new stops in Fall River requires approval by City Council, which can be initiated if the service change is approved by the SRTA Advisory Board.

V. Public Input

VI. Recommendation