

Route 108 - BCC: Service Change Proposal

April 2024

I. Description

Route 108 – BCC serves the northeast region of the City of Fall River. The route originates at the SRTA Fall River Terminal and terminates at the Bristol Community College (BCC). The route operates from 6:35 AM to 8:40 PM with thirty-minute headways on weekdays and from 7:20 to 5:50 PM with sixty-minute headways on Saturday, Sunday, and Holidays.

The route originates at the Fall River SRTA Terminal and travels north on High St to Highland Ave and on to New Boston Road to the rotary, exiting on to President Ave, then turns north on Elsbree St to terminate at BCC campus. The inbound follows the same pattern to Highland Ave, where it turns south on Hanover St, to Prospect St, to Linden St, to Seabury St and returning to the terminal via Bedford St. The primary trip generators on the route are the BCC campus, Charlton Memorial Hospital, and Durfee High School.

II. Proposed Changes

The proposed change for Route 108 realigns service from New Boston Road to President Ave between Elsbree St and Hanover St. The proposed change is paired with the proposal for Route 104 – Robeson St to maintain service to the Truesdale Clinic.

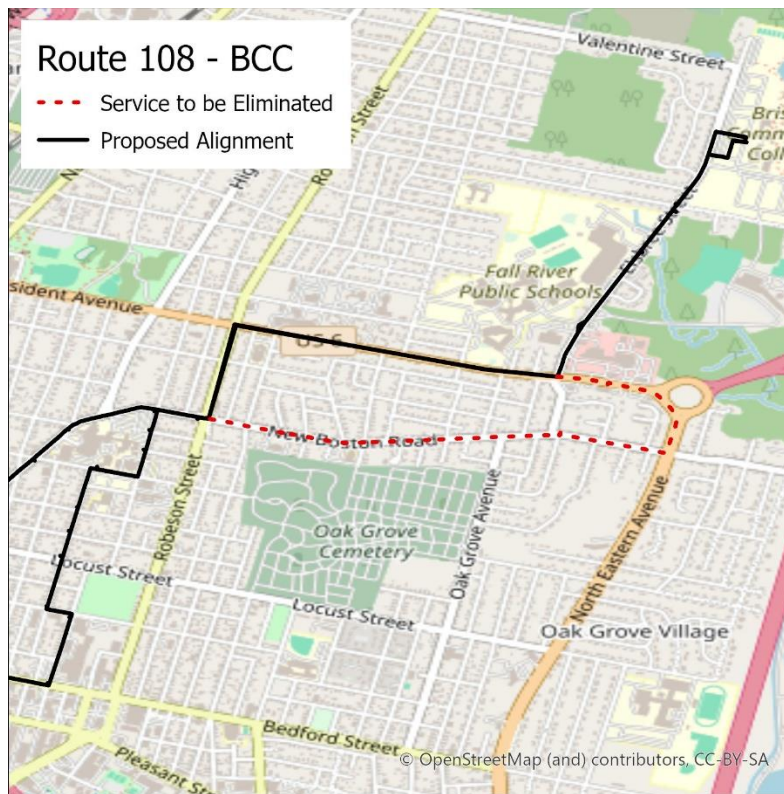


Figure 1: Route 108 Proposed Service Change

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.

	Current Condition	% Racial Minority	Proposed Change	% Racial Minority	% Affected
Racial Minority	979		931		-5.16%
Racial Majority	3,959		3,190		-24.11%
Total	4,938	19.83%	4,121	22.59%	-19.83%

There service change will affect a relatively small number of people along the route, with only one block exceeding a racial minority population greater than 60% of the total; this block is unaffected by the service change. The affected area does not exceed the 60% racial minority threshold and therefore no disparate impact is likely resulting from this change. It is important to note that the realignment is generally within ¼ mile of the existing alignment, a distance considered within an acceptable service area for fixed route service, further mitigating any potential impacts of this realignment.

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.

	Current Condition	% Low Income	Proposed Change	% Low Income	% Affected
Low-income	2,928		2,928		0.00%
Non-low-income	20,852		20,852		0.00%
Total	23,780	12.31%	23,780	12.31%	0.00%

The service change is fully contained within the same Census tract, which explains why there is no difference between the current condition and the proposed change. No census tract served by the route exceeds 60% low-income and therefore no disproportionate burden is likely resulting from this change. It is important to note that the realignment is generally within ¼ mile of the existing alignment, a distance considered within an acceptable service area for fixed route service, further mitigating any potential burden of this realignment.

IV. Discussion

The proposed change is paired with the proposal for Route 104 and was recommended in the 2023 Fall River Comprehensive Operations Analysis. The analysis reviewed all service in Fall River to improve the quality of service by eliminating inefficient route deviations. In this case, the alignment on New Boston Road garners a relatively small amount of ridership for Route 108. Realigning the route from New Boston Road to President Ave will have a minimal impact on travel time for the Route 108 and will maintain service to Truesdale Clinic, which facilitates the realignment on the Route 104, which will have a time saving for the route.

The proposed change for Route 108 is independent of the change on Route 104, however the change on Route 104 is dependent on implementation of this service change. The Truesdale Clinic is an important destination and should retain service, regardless of which route provides the service.

V. Public Input

VI. Recommendation

