

2021

Modified Annual Service Plan



Service Development Department

Ben Franklin Transit

March 2021



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2021 Modified Annual Service Plan Overview

In January 2021, the Ben Franklin Transit (BFT) Board of Directors adopted the Annual Service Plan Policy in order to align service planning and delivery, development and adoption of the annual operating budget, and approval of annual labor requirements. The first full Annual Service Plan will be presented to the Board of Directors in October of 2021 for the 2022 fiscal year. The 2021 Modified Annual Service Plan covers the period of June through December of 2021.

Over the course of the past three years Ben Franklin Transit (BFT) has been making incremental changes to its fixed route network with the goal of providing faster, more frequent, and more reliable service. These actions are intended to complete the implementation of the Comprehensive Service Plan (CSP) that was adopted in 2016. In addition, the Board of Directors adopted a Service Recovery Plan at the November 2018 Special Board meeting to establish services that were lost when a contracted service operator suddenly ceased operations. Finally, the coronavirus pandemic had a major impact on BFT ridership that began in March of 2020 and is expected to last into 2022 and returned to full service in March of 2021 and planning for full ridership recovery in the next 12-18 months.

The 2021 Modified Annual Service Plan seeks to implement the remaining service initiatives from the CSP and the Service Restoration Plan as the key drivers of BFT ridership return to normal operation. These include schools, service-based employment, and basic services used by senior citizens and moderate income residents. In addition, the Sunday service initiative will expand access to service-based jobs while restoring service to churches throughout the BFT service area.

Implementation of the 2021 Modified Annual Service Plan will result in 49 weekday vehicles operated in maximum service (VOMS), a change from 47 in full regular service; 41 Saturday VOMS, a change from 36, and 14 Sunday VOMS. Implementation will result in the loss of four (4) bus stops and the addition of an estimated 10 bus stops. Areas losing bus stops are on Kennewick Avenue and have minimal ridership, but those areas remain within walking distance of existing or new bus stop locations.

Frequent Service Corridors

BFT's Frequent Service Corridor (FSC) concept includes a small number of routes with high ridership that have service every 15 minutes or better throughout the day. These corridors are typically located along

corridors with higher density residential and commercial development, and they also serve regional connections where populations that depend on transit need access to jobs and services.

At present, segments of key arterial corridors already have 15-minute service by way of overlapping routes that have staggered schedules. The 2021 Modified Annual Service Plan establishes FSCs as highly visible, highly accessible frequent service that connects all the major nodes on the major transit corridors in BFT's service area. FSCs consolidate overlapping segments of existing routes to offer consistent service throughout a corridor.

This route consolidation leaves certain areas unserved, and the plan adds one route to maintain current coverage (one minor segment with four bus stops will no longer have service but will be within a short walk of the modified service). In addition, several routes will be improved to operate every 30 minutes on Saturdays to meet demand and be consistent with weekday schedules.

Key goals of the FSC program include reducing travel time, reducing transfers, and reducing passenger wait times. FSC implementation is included in the June service change.

Sunday Service

BFT has been working toward operating Sunday service since November of 2018. BFT has reached the financial capacity in 2022 to operate Sunday services on fixed-route and Dial-A-Ride; Sunday service on CONNECT was budgeted as part of the original contract approved by the Board of Directors in 2019.

Among the challenges of adding Sunday service are the operating and maintenance functions at BFT's Maintenance, Operations, and Administration (MOA) facility which currently operates 24-hours a day, six days a week. Opening the MOA on Sundays requires added coverage in certain Operations and Maintenance functions.

The Sunday service plan includes a limited operation of six (6) routes operating every 30 minutes from 8:00 a.m. to 6:30pm. Most routes will not operate, and that will require most passengers to use CONNECT service to access the fixed-route network. In addition, Dial-A-Ride services will operate throughout BFT's service area, as required by the Americans with Disabilities Act (ADA).

The Sunday service program will be implemented with the August service change.

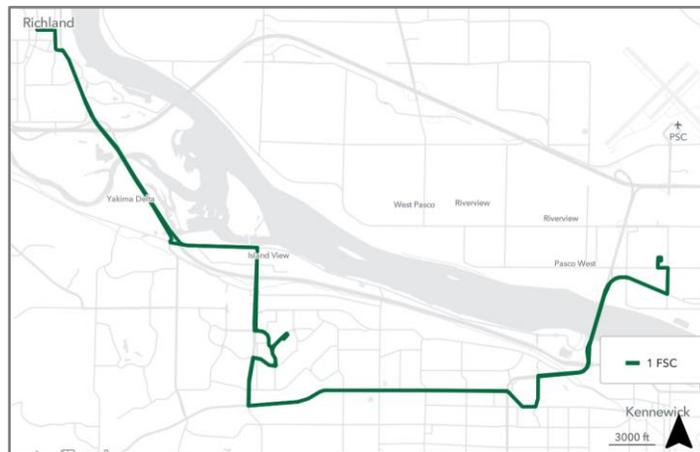
June Service Changes

Frequent Service Corridor Implementation: Phase I

Route 1 – Frequent – Pasco/Kennewick/Richland

Route 1 follows the existing alignment of route 126 between Knight St. and Three Rivers Transit Center, and route 150 between Three Rivers and the future Downtown Pasco Transit Center. Segments of existing routes 120, 126, 150, and 160 will form the new route 1 service. Route 1 will operate every 15 minutes between 22nd Avenue Transit Center, Three Rivers Transit Center, and Knight Street Transit Center.

<i>Route 1</i>	<i>Operating Hours</i>	<i>Headway (Min)</i>	<i>Revenue Miles</i>	<i>Revenue Hours</i>	<i>Vehicles</i>
Weekday	6:00 a.m.-9:30 p.m.	15	1,868	89.6	6
Saturday	7:00 a.m. - 9:30 p.m.	15	1,766	84.7	6



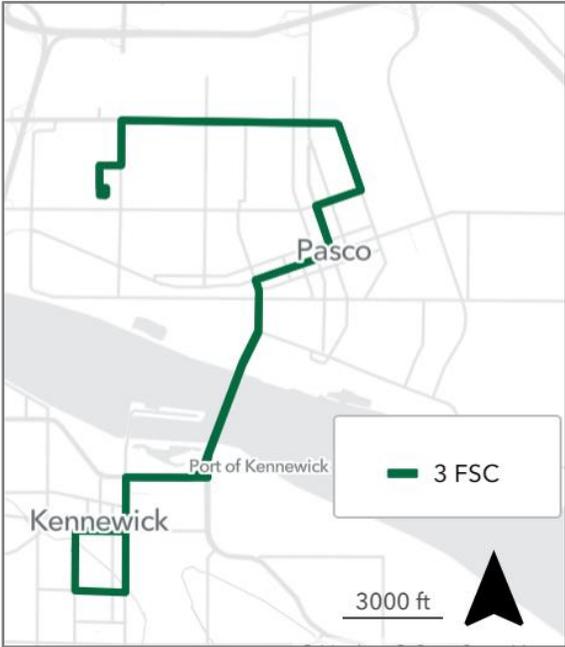
Future Route 2 – Frequent – Pasco/Richland

Route 2 was considered for implementation but is delayed until the completion of the West Pasco Transit Hub (planned for 2024). Future route 2 includes the consolidation of routes 225 and 268 largely on the route 225 alignment with an added route to serve Chiawana High School. Other local routes will be restructured with the addition of the West Pasco Transit Hub. With full restoration of service in March of 2021, shared segments of routes 225 and 268 will operate every 15 minutes.

Route 3 – Frequent – Pasco/Kennewick

Route 3 provides direct service between Dayton Transfer Point and 22nd Ave Transit Center via the Ed Hendler Bridge (Cable Bridge) with service through downtown Pasco and Court St. Route 3 follows the shared route 150 and 160 segments (the portion not being incorporated into route 1 service). Existing and future service will operate every 15 minutes, but this route consolidation eliminates potential confusion related to route direction. Route 3 will also serve the future Downtown Pasco Transit Hub when completed (planned for late 2023). If long-term demand warrants, route 3 will be extended to serve BFT’s Three Rivers Transit Center or a proposed Southridge Transit Hub.

Route 3	Operating Hours	Headway (Min)	Revenue Miles	Revenue Hours	Vehicles
Weekday	<i>06:00 a.m.-9:30 p.m.</i>	<i>15</i>	<i>745</i>	<i>60.8</i>	<i>4</i>
Saturday	<i>07:00 a.m. - 9:30 p.m.</i>	<i>15</i>	<i>699</i>	<i>57</i>	<i>4</i>

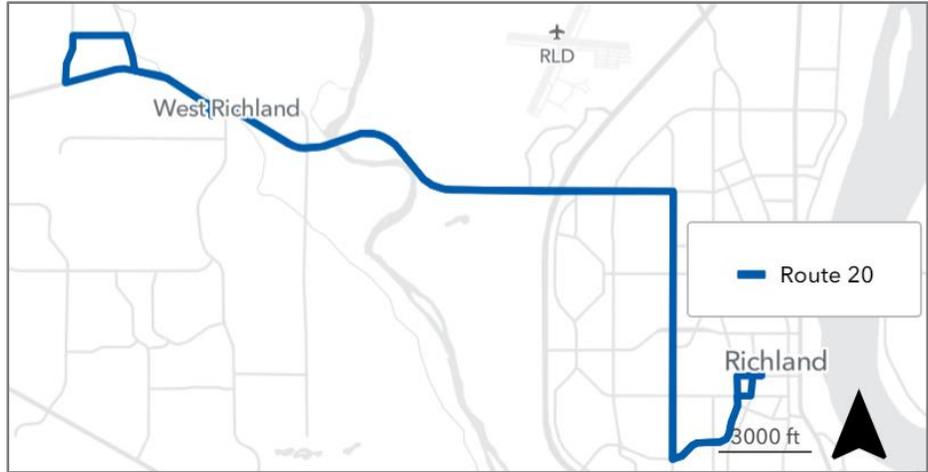


Local Route Implementation and Minor Changes

Route 20 – Local – Richland/West Richland

Route 20 follows the existing alignment of Route 120 between West Richland and Knight St. This route will operate every 30 minutes. The shorter route will allow BFT to extend route 20 service from Knight Street to the future Queensgate Transit Hub and from its terminal in West Richland further west on Van Giesen to serve newly developing neighborhoods in West Richland and Benton City.

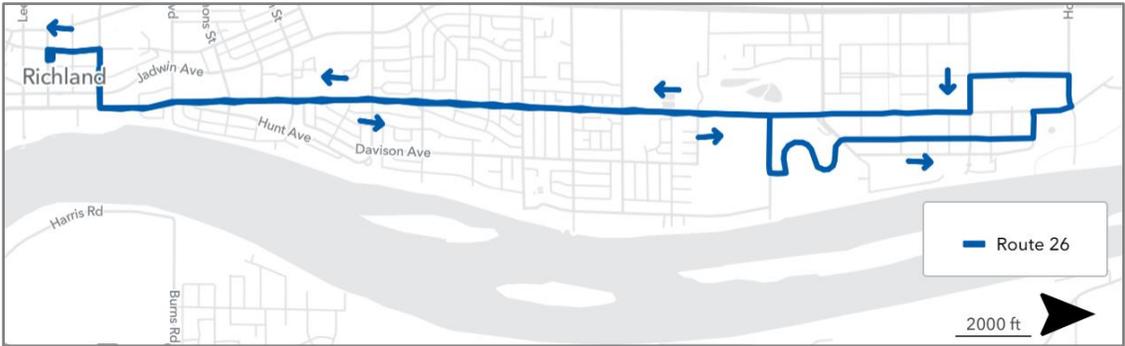
Route 20	Operating Hours	Headway (Min)	Revenue Miles	Revenue Hours	Vehicles
Weekday	<i>6:15 a.m.-9:45 p.m.</i>	<i>30</i>	<i>441</i>	<i>30.9</i>	<i>2</i>
Saturday	<i>7:15 a.m. - 9:45 p.m.</i>	<i>30</i>	<i>414</i>	<i>29.5</i>	<i>2</i>



Route 26 – Local – Richland

Route 26 follows existing route 126 between Knight St and North Richland via George Washington Way. The shorter route will allow adjustments in service span and frequency without affecting the portion of the route that forms the FSC. This route will operate every 30 minutes during most of the day, but selected trips will operate every 20 minutes to meet peak demand and offer a shorter transfer to route 1 frequent service. Route 26 may be extended south to serve the future Queensgate Transit Hub when completed in 2024.

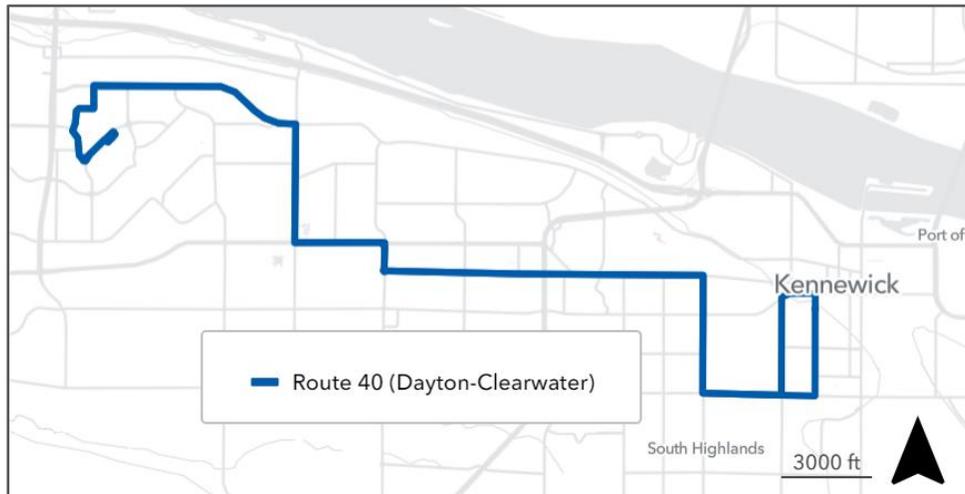
<i>Route 26</i>	<i>Operating Hours</i>	<i>Headway (Min)</i>	<i>Revenue Miles</i>	<i>Revenue Hours</i>	<i>Vehicles</i>
Weekday	6:00 a.m.-9:30 p.m.	20-30	388	22.3	2
Saturday	7:00 a.m. - 9:30 p.m.	20-30	363	19.9	2



Route 40 – Local – Kennewick

Route 40 is designed to serve part of the corridor currently served by route 160 that will be eliminated with the creation of route 1. Route 40 will operate between Three Rivers Transit Center and Dayton Street Transfer Point to retain Clearwater Avenue east of US 395. Route 40 provides new service along Olympia Avenue, a location of higher density, moderate income and senior housing that does is not currently served. Route 40 will operate every 30 minutes.

<i>Route 40</i>	<i>Operating Hours</i>	<i>Headway (Min)</i>	<i>Revenue Miles</i>	<i>Revenue Hours</i>	<i>Vehicles</i>
Weekday	6:15 a.m. - 7:45 p.m.	30	440	26.2	2
Saturday	7:15 a.m. - 7:45 p.m.	30	408	24.2	2



Route 42 – Local – Kennewick

Service will be improved on Saturdays from every 60 minutes to 30 minutes. No route alignment changes are proposed.

Route 47 – Local – Kennewick

Service will be improved on Saturdays from every 60 minutes to 30 minutes. No route alignment changes are proposed.

Route 110 – Intercity – West Richland/Richland/Kennewick

The schedule will be adjusted to coordinate transfers at West Richland Transit Center, allowing timed transfers between routes 110 and 20 for better service to the Queensgate/Duportail retail area. The revised service will operate from 05:45 a.m. to 7:25 p.m. on weekdays and 06:45 a.m. to 7:25 p.m. on Saturdays.

Route Eliminations:

Route 120 This route is incorporated into new routes 1 and 20.

Route 126 This route is incorporated into new routes 1 and 26.

Route 150 This route is incorporated into new routes 1 and 3.

Route 160 This route is incorporated into new routes 1, 3, and 40.

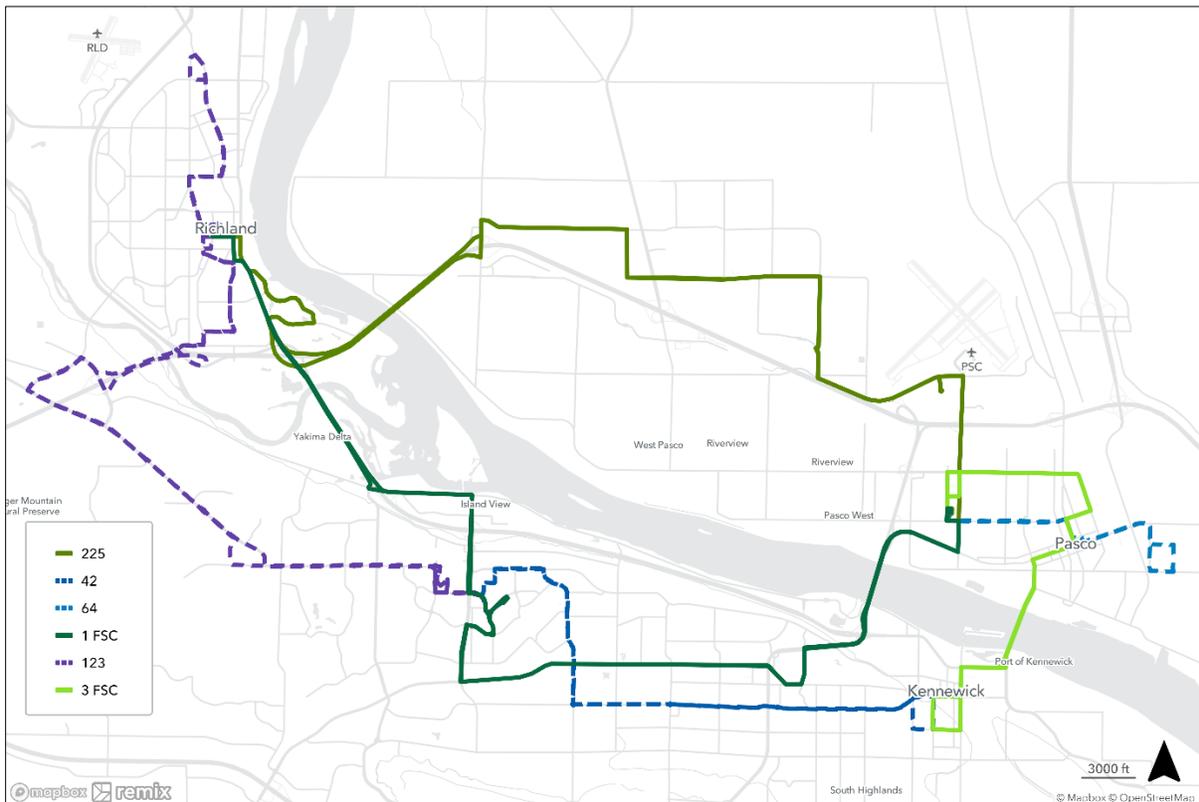
August Service Changes

Sunday Service

Sunday service will begin with a limited set of fixed routes, full Dial-A-Ride service, and full CONNECT service. All Sunday services will operate with a reduced fixed-route service frequency (every 30 minutes), and all services will operate between 8:00 a.m. and 6:30 p.m.

Six routes will operate every 30 minutes on Sundays:

- Route 1– Pasco/Kennewick/Richland
- Route 3 – Pasco/Kennewick
- Route 42 – Local – Kennewick
- Route 64 – Local – Pasco
- Route 123 – Intercity – Richland/Kennewick
- Route 225 – Intercity – Pasco/Richland



Operation of Sunday fixed-route services will require 14 vehicles traveling a total of 2,500 revenue service miles over 145 revenue service hours.

Areas not served by fixed routes, including West Richland, will access the fixed-route network using CONNECT.