

MATBUS 2021-2025 TRANSIT DEVELOPMENT PLAN

EXECUTIVE SUMMARY

PROJECT PURPOSE

To develop a five-year transit plan to guide MATBUS service, with an emphasis on future needs and sustainable growth

EXISTING CONDITIONS

Data driven analysis of current services to identify strengths and weaknesses

- Service summary
- Community + demographic review
- System performance

Key Takeaways from Outreach & Analysis:

- Many people prefer investing resources in building up frequency and/or span as opposed to providing additional coverage.
- Sunday service is seen as VERY desirable.
- Service and/or service improvements desired/mentioned at several specific locations, including the new Amazon distribution center
- Analysis shows strong ridership along key corridors between major activity centers.
 - Some other areas appear to have lower ridership.
- Need for effective pedestrian infrastructure and land use designs amenable to transit use.

SERVICE PLAN RECOMMENDATIONS

FARGO

Focus on the addition of bi-directional, corridor-based services

New Route 8 – Crosstown service providing direct connection to Moorhead

Most significant investment impacts:

Enhancing transit frequency

Development of Sunday service network

Restructuring service in West Fargo

ENGAGEMENT ACTIVITIES

- Community Survey: 760 responses
- 3 Stakeholder Meetings: 20 attendees
- 2 Virtual Open Houses: 16 attendees
- GTC Boards
- Wikimap: 43-point specific comments, 25 routes drawn
- Continued outreach and interviews

Engagement Findings:

Most Common
Trip Purpose:
Work, Shopping

Typical Travel
Time:
<30 Minutes

Prioritize
Frequency
Investments*

Desire for
Sunday Service

Perception of
Reliability Issues

POLICY RECOMMENDATIONS

- Strategic Planning
- Service and Performance Guidelines
- Bus stop GIS Layer
- Metro Consolidated Human Services Transportation Plan (CHSTP)

MOORHEAD

Consolidation and simplification of Routes 1, 2, and 5

Addition of bi-directional, corridor-based services

Adjustment and simplification of Route 4 (North Moorhead/Dilworth Wal-Mart), and Route 6 (Dilworth)

New Route 8 – Crosstown service covering Moorhead and providing direct connection to West Acres

Major investments in frequency and weekend service

Phase	Total Peak Vehicles	Annual Revenue Hours	Annual Operating Cost
Current	33	134,021	\$12,061,845
Phase 1	33	134,021	\$12,061,845
Phase 2A	37	149,580	\$13,462,137
Phase 2B	45	178,998	\$16,109,727
Phase 2C	50	201,422	\$18,127,925
Phase 2D	54	218,912	\$19,702,025
Phase 2E	54	234,123	\$21,071,056

METROCOG
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION



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