

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

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

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:



POLICY RECOMMENDATIONS

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

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

Cass County, ND

Clay County, MN

