

TRANSIT STRATEGIES

Strategy: Local Bus (MATBUS) Transit



STRATEGY PURPOSE:

Public transit services such as a local bus service provide low-cost access to services and jobs for the public, and can reduce traffic congestion and air pollution. Local bus service is designed to operate on city streets in mixed flow lanes with other vehicles and users. Potential local bus strategies include:

- Increased hours of service, whether extending more morning, night, or weekend hours.
- Increased frequency of service (for instance, buses arrive every 15 minutes instead of every 30 minutes).
- Extend existing routes or add more routes throughout Fargo / Moorhead.

PROS:

- Flexible transit option that requires limited capital investment beyond the buses themselves.
- Can change routes to respond to market changes or new development.

CONS:

- Due to frequent stops and mixing with other traffic, local bus travel times are typically lower than personal vehicle travel and other transit modes.
- Local bus service does not typically spur the economic development that is sometimes associated with dedicated transit-way modes like bus rapid transit and light rail.

TRANSIT STRATEGIES

Strategy: Express Bus Transit



STRATEGY PURPOSE:

Bus service that is intended to provide commuter-oriented service with faster travel times between major origins and destinations. Express service is typically associated with routes that have limited stops and connect major residential areas and major employment areas.

PROS:

- Typically has faster travel times than local bus.
- Can be combined with a park and ride lot to improve bus access in car-oriented suburban areas.

CONS:

- Limited stops means not all locations along the route can be accessed.
- Express services are often only run during the peak period.

TRANSIT STRATEGIES

Strategy: Rapid Bus Transit (BRT)



STRATEGY PURPOSE:

Typically associated with a high-quality bus service that offers faster travel times, higher reliability, dedicated branding, frequent service and dedicated infrastructure including: bus stops, level boarding, and often its own bus lanes. BRT is typically applied in high transit-usage corridors.

PROS:

- Can provide more efficient service levels than local bus.
- Is sometimes associated with spurring economic development.

CONS:

- Dedicated transitways can sometimes require repurposing vehicle travel lanes into bus lanes, which can lead to reduced travel times in congested corridors.
- Capital costs are higher than local bus service.

TRANSIT STRATEGIES

Strategy: Streetcar



STRATEGY PURPOSE:

Streetcar is a train-based transit on rail service that operates in mixed traffic with other vehicles and users. Streetcars typically operate in relatively dense areas that require frequent stops.

PROS:

- Can carry more ridership than a typical local bus.
- Often associated with spurring economic development.

CONS:

- Significantly more expensive than local bus for similar travel times.

TRANSIT STRATEGIES

Strategy: Light Rail



STRATEGY PURPOSE:

Light rail transit (LRT) is a higher-capacity train-based transit on rail service, typically in its own travelway so trains do not mix with other vehicles. LRT services tend to be in very high transit-usage corridors.

PROS:

- Higher capacity and travel times than bus, and can be faster than personal vehicles in more congested corridors.
- Often associated with spurring economic development around stations.
- Boarded at ground level for improved accessibility.

CONS:

- Costs are very high compared to bus systems.
- High ridership levels are required to support the service.