

GRAND FORKS-EAST GRAND FORKS TRANSIT DEVELOPMENT PLAN



The Grand Forks-East Grand Forks Metropolitan Planning Organization (MPO) and Cities Area Transit (CAT) are updating its Transit Development Plan (TDP), a five-year planning document that provides guidance and leadership into the capital and operational framework for CAT. The goal of the TDP update is to link the future transit system with recently completed and ongoing land use and economic development initiatives occurring both in Grand Forks and East Grand Forks. The Plan will create transportation options that allow for increased mobility, while enhancing the integration and connectivity of the transportation system.

The proposed route structure will address the following:



Strengthen existing ridership patterns



Streamline and modify several existing routes



Better utilize existing resources to provide improved connections



Proposed Route Structure – Future Level of Service Needs

The new route structure for CAT looks to improve system operations and boost ridership. The system is designed to allow for increased headways on routes as system expansion becomes feasible without modifying or adjusting route alignments. The TDP has developed two scenarios for consideration as part of the TDP update. One is Cost Neutral and the second requires a limited level of new investment in the CAT system, shown as Cost +.

COST NEUTRAL

- » Focuses on improved route structure
- » Better cross-town connections north-south (new Route 1) and east-west (new Route 3)
- » Reduction to 60 minute headways on Route 3 and Route 4
- » Maintains 30 minute headways from Downtown to Columbia Mall (Route 5)
- » Improves connections from UND To Columbia Mall (new Route 6)

COST +

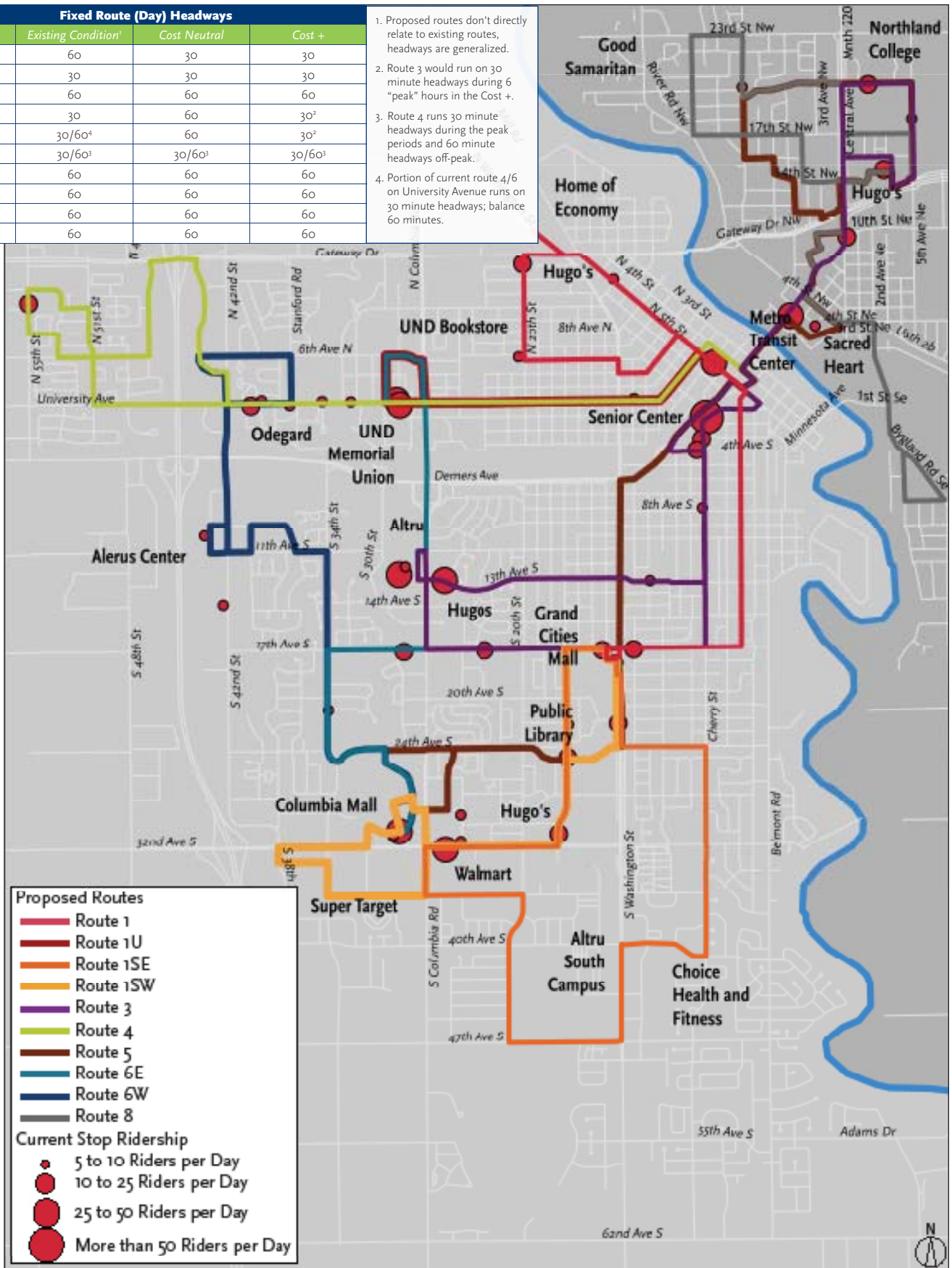
- » Focuses on improved route structure
- » Similar new route alignment features as Cost Neutral Scenario
- » Maintain 30 minutes headways on new Route 3 and Route 4

Proposed Fixed Route – Day

The proposed fixed route day system is comprised of nine routes within the CAT service area. Similar to the current system, some interlining is necessary; however, the proposed route structure aims to better connect critical destinations.

Fixed Route (Day) Headways			
	Existing Condition ¹	Cost Neutral	Cost +
Route 1	60	30	30
Route 1U	30	30	30
Route 1 SE	60	60	60
Route 1 SW	30	60	30 ²
Route 3	30/60 ⁴	60	30 ²
Route 4	30/60 ³	30/60 ³	30/60 ³
Route 5	60	60	60
Route 6W	60	60	60
Route 6E	60	60	60
Route 8	60	60	60

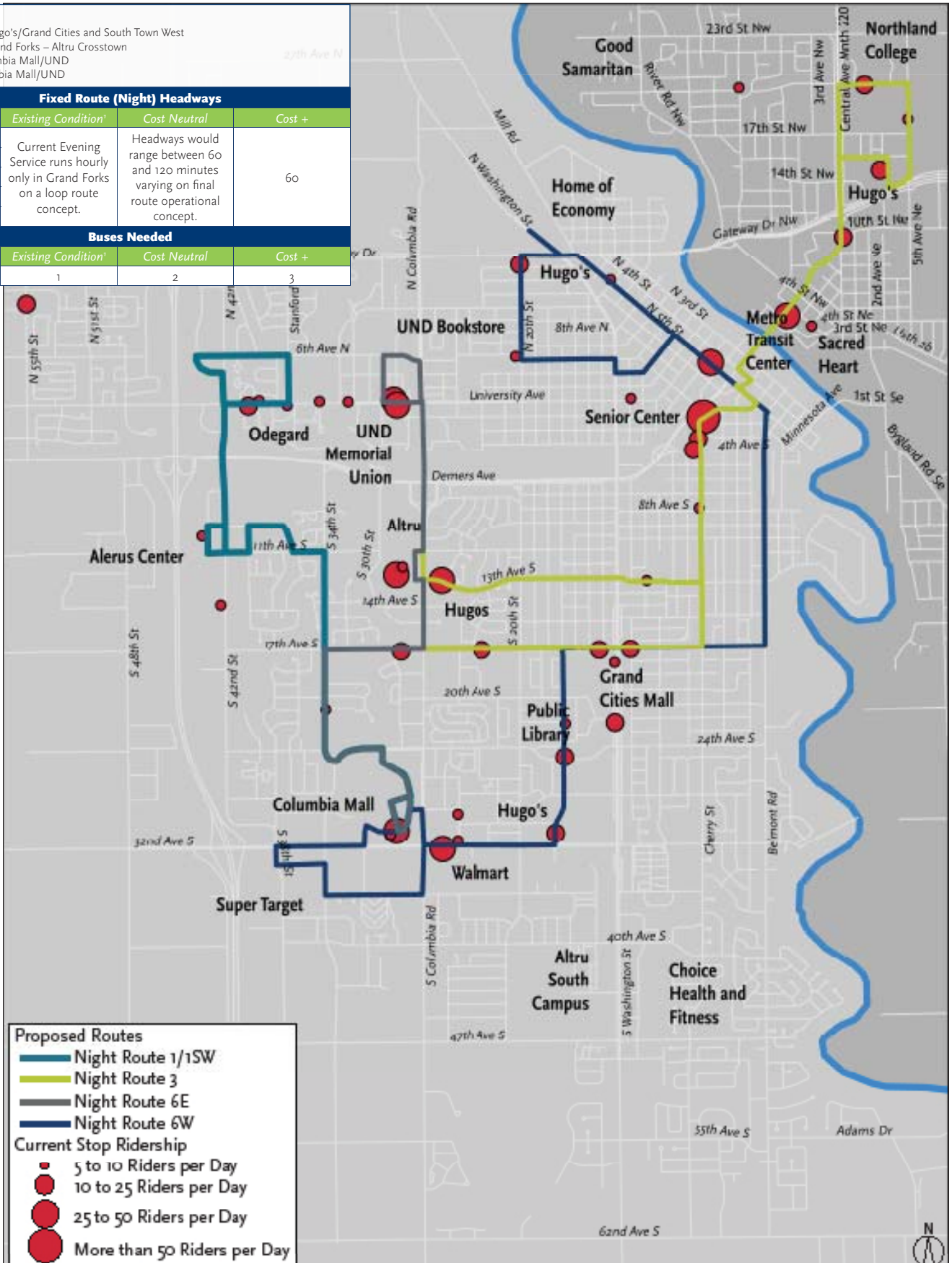
- Proposed routes don't directly relate to existing routes, headways are generalized.
- Route 3 would run on 30 minute headways during 6 "peak" hours in the Cost +.
- Route 4 runs 30 minute headways during the peak periods and 60 minute headways off-peak.
- Portion of current route 4/6 on University Avenue runs on 30 minute headways; balance 60 minutes.



Proposed Fixed Route – Evening Service

The proposed fixed route evening service is composed of four routes. The proposed evening system looks to keep the same structure as the day routes. The goal is to provide a consistency system day and night to key destinations.

Night Routes: Route 1/1SW: Hugo's/Grand Cities and South Town West Route 3: East Grand Forks – Altru Crosstown Route 6W: Columbia Mall/UND Route 6E: Columbia Mall/UND			
Fixed Route (Night) Headways			
	Existing Condition'	Cost Neutral	Cost +
Route 1	Current Evening Service runs hourly only in Grand Forks on a loop route concept.	Headways would range between 60 and 120 minutes varying on final route operational concept.	60
Route 1 SW			
Route 3			
Route 6W			
Route 6E			
Buses Needed			
	Existing Condition'	Cost Neutral	Cost +
Buses	1	2	3

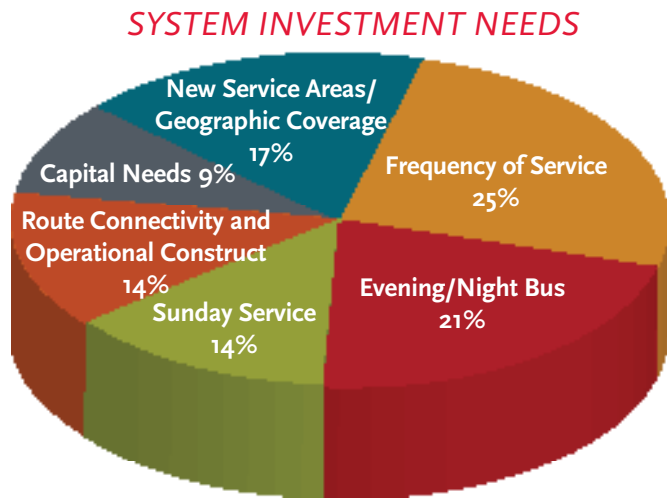


Prioritizing Needs and Issues

As part of developing the TDP update public input and guidance from a project steering committee has been used to assist in determining how best to invest in future public transit service in the Grand Forks-East Grand Forks area.

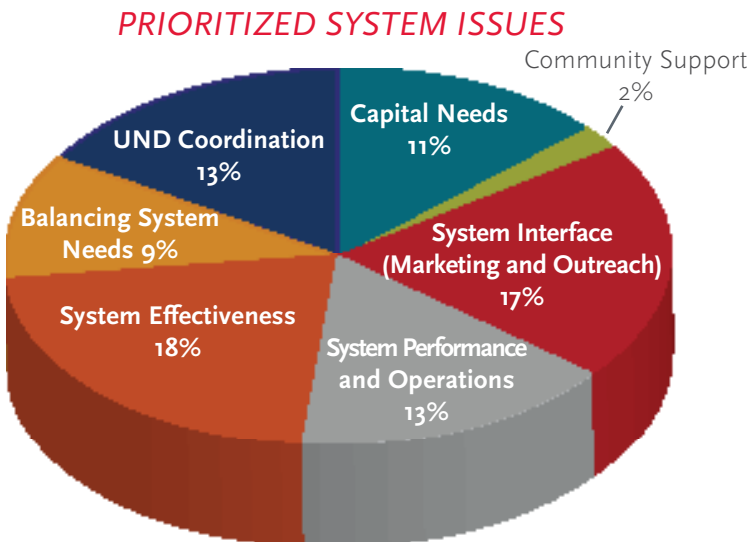
SYSTEM INVESTMENT NEEDS

Based on input from the public and the project steering committee, the TDP update is focusing its efforts on a range of possible investment areas. The chart below shows system investment priorities for the TDP update.



PRIORITIZED SYSTEM ISSUES

The issues in the chart below were identified through the early stages of the TDP update. As the service strategies are developed, these issues were prioritized to assist in guiding future investment into the CAT system.

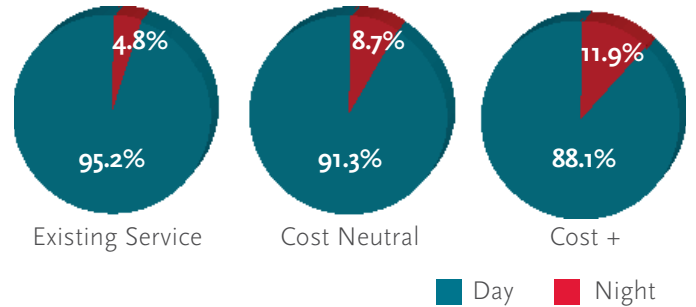


Projected Investments – Fixed Route Service

As part of measuring the general fluctuation in investments in the CAT Fixed Route System, proposed new service alternatives are compared against the existing condition.

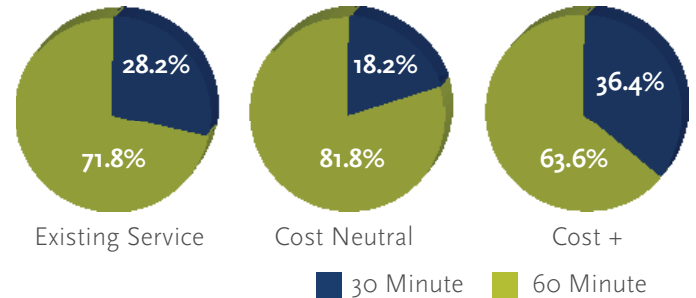
DAY SERVICES VERSUS EVENING SERVICE

The figure below measures the change in the percent of hours dedicated to daytime versus night time fixed route bus service.



FREQUENCY OF SERVICE

The figure below measures the change in the percent of service hours dedicated to 30 minute and 60 minute headways on the CAT system.



Contact Information

More information is available at <https://theforksmo.wordpress.com/the-forks-mpo/transit-development-plan-update/>. Comments on the TDP update will be accepted until May 12, 2017. Comments can be provided by email to teri.kouba@theforksmo.com, or by mail at 600 DeMers Avenue, East Grand Forks, MN, 56721.

To request language interpretation, an auxiliary aid or service contact Earl Haugen of GF-EGFMPO at 701 746 2660 about an individual's needs five days prior to the meeting. TTY users may use Relay North Dakota 711 or 1 800 366 6888. Also, materials can be provided in alternative formats: large print, Braille, cassette tape or on computer disk for people with disabilities or with LEP.