

Public input on Public Review Draft of 2040 MTP

In person review on 8-19-2015 at MPO Office

Does each project include bike/pedestrian elements beyond vehicle lanes?

Will the projects include considering changes at intersections like roundabouts first?

Connectivity of the bike/ped plan

Inventory the existing bike, ped and transit networks and insert the connections that they need. MRA needs this to show zoning and plans to attract development.

Hook the trails planned around the MRA to each other. 13, 9, 10, 11 need to connect in Downtown and West end of town.

Discussed studying right-of-way for future trail connections as a needed project/effort.

Kirtland Youth Association – 8-25-2015

Notes with representative from Central Consolidated School District

Lighting pathways on Kirtland Schools path

Stoplight at 6575 and US64 at fire station

CCSD has need for sidewalks in around schools in Shiprock, too.

Good involvement with County and CCSD, worked on locations, including Shiprock.

Could benefit from Safety plan projects; also in the district's bus transportation work

Also interested in working in Newcomb at three schools, elementary, mid, high, and mid and high are up for

Kirtland elementary already over capacity, so growth means new elementary schools. A new school would likely be in east part of Kirtland.

Amazed at coverage Red Apple is doing, there are people who need it as only option

Always congestion at elementary schools, we encourage parents to put kids on the bus.

When you build a new school, you get more kids.

The rate of move of kids is 29 percent between Kirtland, Shiprock, Farmington, PV, Aztec, Bloomfield.

Aztec City Commission Chambers – 8-26-2015

The complete streets concepts are beautiful projects, but people won't be able to handle them. They will run over the signs and trees.

Aztec's relief route will hurt the economy. Someone using google to drive through to Durango will punch it in, and google will tell them to go around the downtown.

Photo morphs of the projects should include a night scene.

Spots on many roads that are two lanes need to be three lanes for safety for turning movements.

We need to have medians cleaned and weeds removed, and fines given out, too.

Aztec's sidewalk situation has improved. Farmington has a problem with trash, landscaping not kept up that was done 20 years ago.

People don't respect bike lanes very well.

Bloomfield Senior Citizens Center – 8-26-2015

Don't annex Lee Acres into the City of Farmington.

You're not expected to walk in Bloomfield. You better not. You're looked at funny. If you do, you better cross at one of the 3 stop lights in town.

We need a loop for a bus route between Aztec and Bloomfield.

What will it take to get a "downtown" and a "Main Street" in Bloomfield? [Lengthy discussion on history of growth of Bloomfield] Bloomfield has a street named Main Street. There were commercial properties and residences along it. Many years ago a different alignment was chosen for US 64 and growth occurred along that corridor, but at a time when development was different than the buildings in the other older downtowns in the area. Bloomfield could benefit from bringing more amenities into one place.

The time it took to construct US 64 ruined half of Bloomfield's cars. Now it's great.

Farmington Civic Center – 8-27-2015

Need to maintain the roads to Navajo Dam. There are businesses out there, and those are important roads. People visit the area from all over the world to go fishing there. They stay in hotels, rent cars, buy equipment, and eat in restaurants.

How cool would it be to go from Navajo Dam on my bike into Aztec for a day? But the roads are too narrow. And, not all of them, but the oil and gas guys try to scare me.

Bloomfield City Hall Council Chambers – 9-10-2015

Will the cost of projects like in Downtown Farmington pay back in tax dollars? Will adding a few parking spaces be enough to make those businesses work again? It's more about the store owners.

Hope that the US 64 widening project is finished soon all the way to Farmington. This project has disrupted access for local traffic. Used to turn left out of my business on US 64 to go to the bank. Now I make a right, quickly get into a left turn lane, make a U-turn, and go in to the bank.

We have faced times where we had close to 50 percent of our revenue going to debt service. We worked in Bloomfield to get it lower, like we would need to do if we were a household.