

Public Comments received during the Red Apple Transit Study Public Meeting July 29, 2010

David Krutsinger with LSC opened the meeting with a presentation on population and growth trends. He concluded with an explanation of system concepts that could be used to modify, change, and expand the Red Apple system.

General Comments

- What can be done with the bus fleet and service that we currently have?
- There should be a mid-morning and mid-afternoon bus run for the three regional routes
- As a time-saving measure, consider not serving some of the stops during the day (i.e. only serve the airport when it coincides with arrivals/departures)

Group Exercise Comments

Participants were divided into groups and each was given an area of focus. Using the system concept ideas, the groups were asked to determine which concepts could apply to the existing routes.

- Kirtland Bronco Route:
 - First step would be to connect the route to some of the current Green Route stops, such as at Northgate Apartments, Walmart, the State Building, or the Civic Center. This would help improve transfers.
 - Second step would be to create a local feeder route through Kirtland that connects to the stop at the Central Center
 - The Kirtland Feeder could serve San Juan College West Campus, Kirtland Central High School, and the neighborhoods around CR 6500/CR 6480, along CR 6200, and along CR 6100
 - Extend the Bronco Route to the San Juan College West Campus
 - Possibly implement a park-n-ride service from Kirtland to the two power plants
- Aztec Tiger Route:
 - Add new stops along the current route at NM 516/Oliver (County Complex), the grocery store at NM 516/CR 350, and at NM 516/Foothills
 - Add a stop at the San Juan College East Campus
 - The route will need an extension of hours both earlier in the morning and later in the evening
 - New medical facilities are being built in Aztec that should have bus service
 - Create feeder loops that connect to the regional route
 - The City of Aztec is considering issuing a transit study to gauge transit interest of its citizens
 - Have a route connecting Aztec to Bloomfield

- Consider a rural route that loops along NM 574 and NM 170 (LaPlata) and connects back to Farmington and Aztec
- Farmington Routes:
 - Consider making 20th Street the core route and having directional loops work off of 20th
 - To that effect, the Express route could detour onto 20th Street and terminate at Smiths and the Green and Red routes would be split into two semi- or half loops.
 - If the Express route were detoured, then the Kmart and Museum stops could be picked up under the Red route.
 - The medical facilities at 30th/Farmington need a stop
 - Stop needed at or closer to the Sycamore Center.
 - A stop is needed at Piedra Vista High School
 - Could some stops, such as the Airport, become Dial-a-Ride stops or on-demand stop?
 - Consider an internal circular route that just serves the three transfer points at Smiths, Civic Center, and Orchard Plaza
- Bloomfield Bobcat Route:
 - Need stops around Wild Horse Valley, Lee Acres, and at CR350/CR390
 - West Hammond (south and west of Bloomfield) is a growing area that will need service
 - Connect Bloomfield to the new medical facilities being built in Aztec
 - The extension of Pinon Hills Blvd would alter the Bloomfield Route and help improve out-of-direction travel
 - New stops will be needed along CR 350 and CR3950