

# TRANSIT PLAN

## 5.1) OVERVIEW

Transit service, whether fixed-route or demand-responsive, is intricately linked to many other governmental and planning actions. Providing fixed-route transit service relies upon and reacts to the density of development within the city, locations of transportation corridors and activity centers, and the design of developments along the corridors and centers it serves. Travel corridors and activity centers with a mix of uses and a large number of travelers provide the demand that can effectively support higher levels of transit service.

A balanced, multi-modal transportation system sometimes requires shifts in public investment given the historical emphasis on roadways and automobiles. To facilitate a higher level of transit service in the region, new developments and land use patterns should be planned in such a way as to support the non-automobile modes.

Ridership on Red Apple Transit continues to increase each year as the system becomes an integrated part of daily commuting. Due to this growth in the MPO region, the MPO and Red Apple Transit worked with a consultant to conduct a transit needs assessment and evaluation of the current system. The Red Apple Transit Study was completed in January 2011 and provided short and long term recommendations for how transit can expand its services to meet future demand.



### 5.2) EXISTING TRANSIT SERVICES

Red Apple Transit, owned and operated by the City of Farmington, is the primary transit service in the MPO region. Within the city limits of Farmington, two loop routes (Red and Green Routes) operate counter-clockwise and serve several apartment complexes, neighborhoods, and public destinations. A third route (Express Route) operates along the East Main corridor to serve the mall and many of the big box retailers. For all three routes, bus stops are found at specific locations. Buses run from 7am to 6pm Monday through Saturday. All routes are on 30 minute headways.

Red Apple Transit also runs three regional routes that connect Farmington to Aztec, Bloomfield, and the community of

Kirtland. These routes too have specific stops and connect to the Farmington routes at Orchard Plaza as a transfer point. The regional routes only operate three times a day: early morning, mid-day, and late afternoon.

Navajo Transit serves the Farmington area with two routes and provides connections to Shiprock and other places on the Navajo Nation. Navajo Transit has two transfer points with Red Apple Transit at American Plaza in Farmington and in Kirtland.



<b>Red Route Bus Stops</b>	<b>Green Route Bus Stops</b>	<b>Express Route Bus Stops</b>
Orchard Plaza	Orchard Plaza	Orchard Plaza
Conquistador	Library	Museum At Gateway
San Juan Apt.	Apple Ridge	Mall
San Juan Career	Smith's	Grocery Warehouse
San Juan College	Airport	Wal-Mart – Sam's Club
Social Security	Police Department	Plaza Farmington
28 <sup>th</sup> /Crescent	Northgate Apt.	K-Mart
Smith's	Wal-Mart-West	
Mesa Shopping	Safeway-West	
Senior Center	Civic Center	
Civic Center	PMS Clinic	
Mesa Village Apt.	Total (Ojo Court)	
San Juan Energy	San Juan Regional	
MOC	State Building	
Ricketts Park/Aquatic Center	Butler/Murray	
	Scott Ave.	

<b>Aztec Tiger Route Bus Stops</b>
Animas Village Apartments
Aztec Safeway
Westside Plaza
Flora Vista Circle K
Orchard Plaza Transfer Location

<b>Bloomfield Bobcat Route Bus Stops</b>
SJRMCA Ambulance Station
Bloomfield Cultural Center
Pinos Blancos Apartments
McGee Park
SJC Detention Center
Wildflower Drive
Orchard Plaza Transfer Location

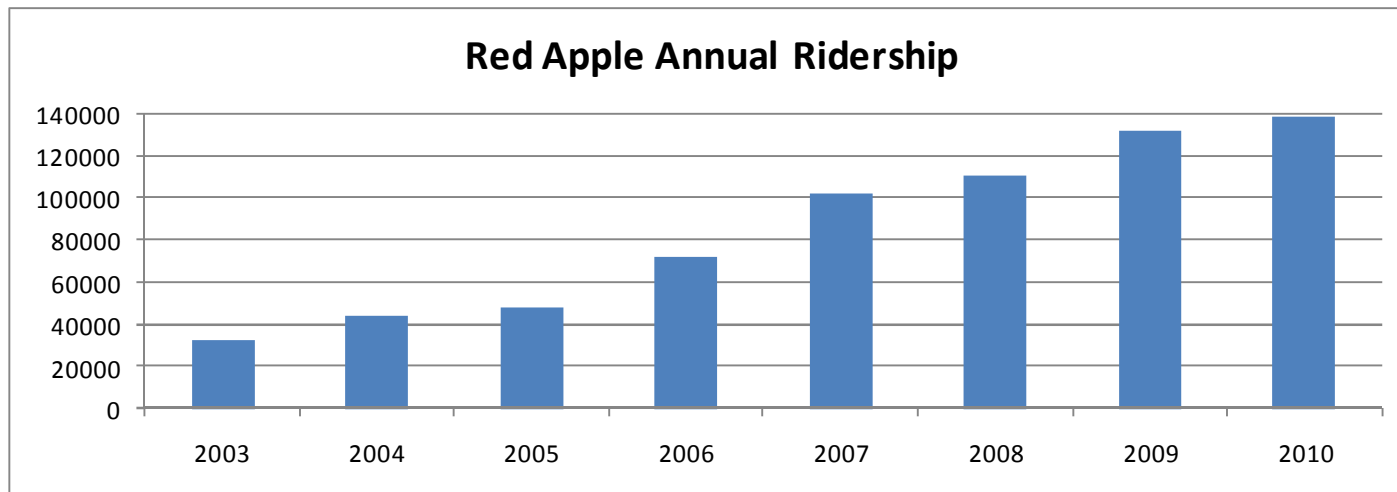
<b>Kirtland Bronco Route Bus Stops</b>
Central Center Kirtland
Mesa Mobile Home Park
Orchard Plaza Transfer Location

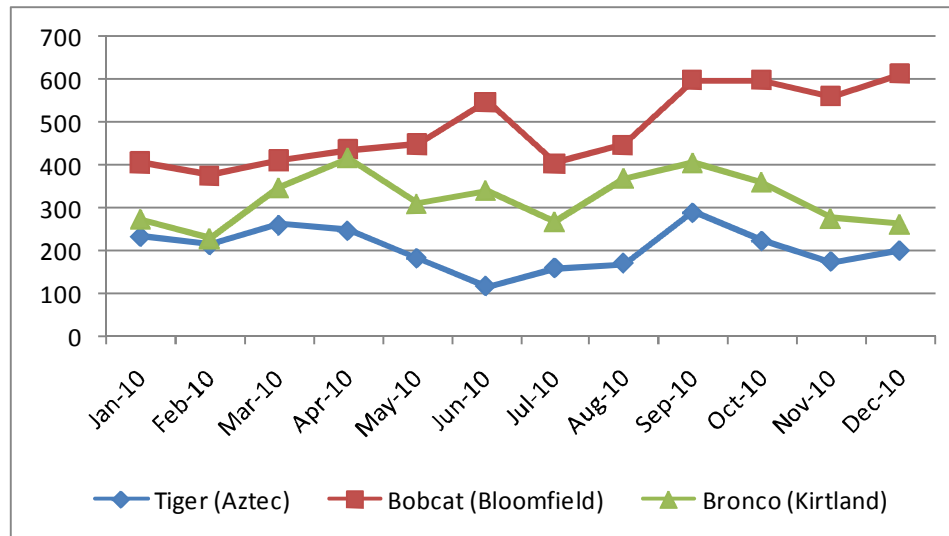
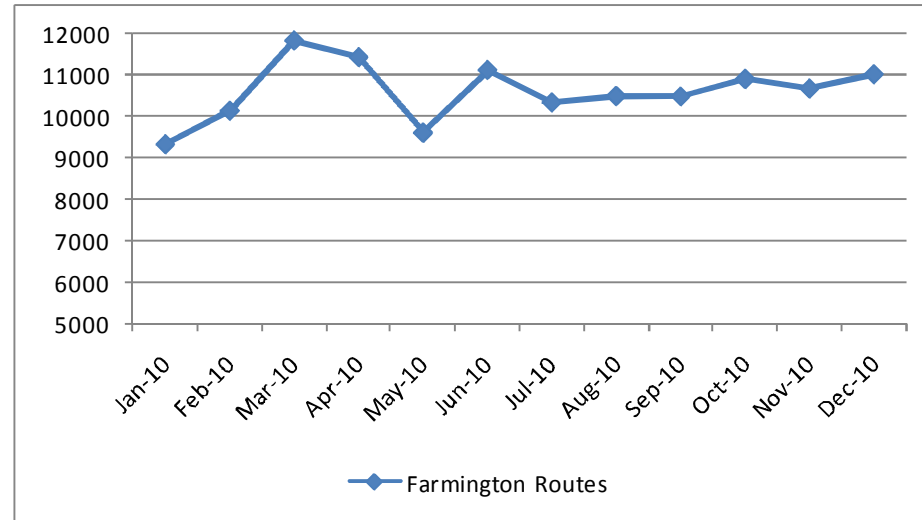
**5.3) CURRENT RED APPLE RIDERSHIP**

Annual ridership for Red Apple has steadily increased since 2003 (Figure 5-1). Monthly ridership reports provided by Red Apple show the change in ridership as the year progresses. There tends to be seasonal trends that affect ridership month to month. In 2010, ridership on the Farmington routes totaled 121,840. Ridership on the Kirtland route was 3,244, the Aztec

route was 2,464, and the Bloomfield route was 4,986. The Aztec and Bloomfield routes witnessed a decline from 2008 to 2009, whether because it has reached its service threshold or economic factors have reduced those who need to take the bus.

*FIGURE 5-1 – Annual Ridership on Red Apple Transit*





#### 5.4) GREATEST TRANSIT NEED

Certain population types tend to use transit more often than the choice rider; in other words, those who are transit dependent are more likely to use the system than those who own a personal automobile. Those population types that are typically transit dependent include those younger than 18, the elderly, those with a disability, households that do not own a vehicle, and low-income households. Census 2000 data provides these populations by census tract.

During development of the transit study, this information was collected for analysis to better understand where the focus of transit service should be. The data for these population types was compared to total population of these census tracts to determine a percentage of the total population. These percentages were then ranked within each type. The ranks from all of the population types were scored to establish an overall rank. The highest score indicates the greatest transit need. Greatest transit need was developed for 2010, 2020 and 2035 (Table 5-1 through 5-3). When comparing the three years of data, certain census tracts began to rise to the top because they had large numbers of these population types:

- Areas in central and south Farmington
- The north and west areas of Crouch Mesa
- The northwest and southwest areas of Bloomfield

Using data by Traffic Analysis Zone (TAZ), staff grouped population and employment data to project where the largest areas of growth are expected to occur in 2020 and 2035. The data were developed as a way to gauge locations of high concentrations of population and employment. Besides further growth within the three cities, Crouch Mesa and Kirtland will become the fastest growing areas within the MPO.



Table 5-1 – 2010 Greatest Transit Need

Census Tract	Census Block Group	Land Area (sq.mi.)	Zero-Vehicle Hhlds			Total # of Hhlds	Total Number of Elderly 60 & over				Mobility-Limited Population			Below-Poverty Population			Overall Score (4-20)	Final (1-5)	Total Population (Persons)
			#	Density	rank		#	#	Density	rank	#	Density	rank	#	Density	rank			
1	1	0.73	0	0	1	89	35	49	2	28	38	3	34	47	2	8	3	248	
1	2	0.94	71	75	5	621	220	234	4	143	152	4	546	581	5	18	5	1,823	
1	3	1.65	32	19	3	455	243	147	3	88	53	3	239	145	3	12	4	1,332	
1	4	2.36	9	4	2	650	140	59	2	171	72	3	631	267	3	10	3	1,833	
1	5	0.36	56	156	5	278	138	383	4	66	183	5	189	526	5	19	5	735	
2.01	1	2.42	17	7	3	454	188	78	3	34	14	2	0	0	1	9	3	1,237	
2.01	2	2.59	6	2	2	869	297	115	3	127	49	3	118	46	2	10	3	2,415	
2.02	1	5.48	0	0	1	800	414	76	3	23	4	1	28	5	1	6	2	2,488	
2.02	2	3.05	9	3	2	495	178	58	2	16	5	1	39	13	2	7	2	1,389	
2.02	3	0.40	0	0	1	272	127	317	4	73	183	5	21	52	2	12	4	705	
2.04	1	0.88	0	0	1	215	139	158	3	0.00	0.00	1	0.00	0.00	1	6	2	653	
2.04	2	1.03	38	37	4	676	239	232	4	123	120	4	397	385	4	16	4	2,000	
2.05	1	0.44	18	42	4	635	220	500	5	89	203	5	278	633	5	19	5	1,585	
2.05	2	0.22	22	100	5	400	53	239	4	109	494	5	74	339	4	18	5	1,158	
2.05	3	0.57	137	240	5	728	155	272	4	38	66	3	643	1,129	5	17	5	1,879	
2.05	4	1.32	83	63	4	1,109	386	292	4	112	85	4	508	385	4	16	4	3,057	
3.01	1	0.31	12	39	4	780	238	768	5	87	280	5	359	1,158	5	19	5	1,767	
3.01	2	0.22	9	39	4	424	259	1,177	5	20	89	4	55	250	3	16	4	1,067	
3.01	3	0.26	7	28	3	347	112	432	4	9	33	3	98	376	4	14	4	1,035	
3.01	4	0.37	137	370	5	867	435	1,175	5	117	317	5	156	422	4	19	5	1,897	
3.02	1	0.23	15	64	4	497	270	1,173	5	60	260	5	160	695	5	19	5	1,291	
3.02	2	0.12	0	0	1	303	187	1,557	5	29	244	5	56	468	4	15	4	737	
3.02	3	0.15	35	236	5	359	99	659	5	6	41	3	154	1,026	5	18	5	780	
3.02	4	0.27	17	63	4	458	179	665	5	87	321	5	271	1,004	5	19	5	1,159	
4.01	1	0.45	0	0	1	508	260	578	5	37	81	4	20	43	2	12	4	1,375	
4.01	2	0.58	15	25	3	614	398	686	5	83	143	4	62	107	3	15	4	1,630	
4.01	3	2.64	103	39	4	811	192	73	3	128	49	3	585	222	3	13	4	2,134	
4.01	4	0.12	13	112	5	324	212	1,770	5	73	611	5	96	804	5	20	5	807	
4.02	4	0.89	79	89	5	725	128	144	3	100	112	4	519	583	5	17	5	1,868	
4.02	5	0.85	74	88	5	703	465	547	5	145	171	4	404	475	4	18	5	1,775	
5.01	1	5.74	40	7	3	839	214	37	2	126	22	2	580	101	3	10	3	2,800	
5.01	2	145.62	28	0	1	814	176	1	1	61	0	1	253	2	1	4	1	2,459	
5.02	1	3.44	10	3	2	633	242	70	2	109	32	3	174	51	2	9	3	1,966	
5.02	2	8.66	13	2	2	1,167	279	32	2	178	21	2	672	78	3	9	3	4,168	
5.02	3	56.49	15	0	1	181	36	1	1	26	0	1	95	2	1	4	1	542	
5.02	4	6.79	31	5	2	584	187	27	2	113	17	2	391	58	2	8	3	1,939	
6.01	1	0.59	44	75	5	614	191	324	4	59	99	4	280	474	4	17	5	1,576	
6.01	2	15.98	15	1	2	589	275	17	1	104	7	1	94	6	1	5	2	1,717	
6.01	3	8.86	67	8	3	896	310	35	2	71	8	1	396	45	2	8	3	2,201	
6.01	5	94.60	8	0	1	494	213	2	1	39	0	1	128	1	1	4	1	1,439	
6.05	1	25.36	7	0	1	1,032	499	20	1	240	9	1	345	14	2	5	2	2,876	
6.05	2	13.86	17	1	2	451	230	17	1	74	5	1	62	4	1	5	2	1,149	
6.05	3	2.00	8	4	2	454	194	97	3	37	19	2	280	140	3	10	3	1,895	
6.05	4	1.91	11	6	3	408	203	106	3	74	39	3	162	85	3	12	4	1,172	
6.06	1	18.27	97	5	2	1,612	477	26	2	285	16	2	532	29	2	8	3	4,634	
6.06	2	17.83	12	1	2	965	267	15	1	98	5	1	388	22	2	6	2	3,332	
6.06	3	1.82	0	0	1	471	236	129	3	70	38	3	495	272	3	10	3	1,274	
7.02	2	107.75	0	0	1	284	124	1	1	64	1	1	14	0	1	4	1	856	
7.03	1	320.63	39	0	1	835	345	1	1	228	1	1	303	1	1	4	1	2,575	
7.03	2	1.99	35	18	3	603	210	106	3	154	77	4	128	64	2	12	4	1,521	
7.03	3	6.15	28	4	2	1,048	371	60	2	105	17	2	479	78	3	9	3	2,873	
7.04	1	20.36	24	1	2	1,213	490	24	2	216	11	2	649	32	2	8	3	3,800	
7.04	2	5.30	31	6	3	1,120	390	74	3	199	38	3	630	119	3	12	4	3,385	
7.04	3	0.84	31	37	4	735	319	379	4	164	195	5	260	310	4	17	5	2,141	
9430	1	186.10	76	0	1	767	200	1	1	257	1	1	1,084	6	1	4	1	3,221	
9432	1	46.90	45	1	2	1,243	313	7	1	185	4	1	460	10	1	5	2	3,749	
			1,156	1,747	2,124	36,515	13,596			5,555			16,073					105,120	

Table 5-2 – 2020 Greatest Transit Need

Census Tract	Census Block Group	Land Area (sq.mi.)	Zero-Vehicle Hhlds			Total # of Hhlds	Total Number of Elderly 60 & over				Mobility-Limited Population			Below-Poverty Population			Overall Score (4-20)	Final (1-5)	Total Population (Persons)
			#	Density	rank		#	#	Density	rank	#	Density	rank	#	Density	rank			
1	1	0.73	0	0	1	105	42	57	2	33	45	3	40	55	2	8	2	292	
1	2	0.94	83	89	5	733	259	276	4	168	179	4	643	684	5	18	4	2,149	
1	3	1.65	37	23	3	537	286	174	4	104	63	3	282	171	3	13	3	1,570	
1	4	2.36	10	4	2	766	166	70	2	201	85	3	744	315	4	11	3	2,160	
1	5	0.36	66	184	5	328	163	452	4	78	216	5	223	620	5	19	5	866	
2.01	1	2.42	20	8	3	535	222	92	3	40	17	2	0	0	1	9	2	1,458	
2.01	2	2.59	7	3	2	1,025	350	135	3	150	58	3	140	54	2	10	2	2,847	
2.02	1	5.48	0	0	1	943	488	89	3	27	5	1	33	6	1	6	1	2,933	
2.02	2	3.05	10	3	2	583	210	69	2	19	6	1	46	15	2	7	1	1,638	
2.02	3	0.40	0	0	1	321	150	374	4	86	216	5	24	61	2	12	3	830	
2.04	1	0.88	0	0	1	253	164	186	4	0	0	1	0	0	1	7	1	770	
2.04	2	1.03	45	43	4	797	282	274	4	145	141	4	468	454	4	16	4	2,357	
2.05	1	0.44	22	49	4	748	259	589	5	105	239	5	328	746	5	19	5	1,868	
2.05	2	0.22	26	118	5	472	62	281	4	128	582	5	88	399	4	18	4	1,364	
2.05	3	0.57	161	283	5	858	183	321	4	45	78	3	758	1,331	5	17	4	2,215	
2.05	4	1.32	98	74	4	1,307	455	345	4	132	100	4	599	454	4	16	4	3,604	
3.01	1	0.31	14	46	4	920	281	905	5	102	330	5	423	1,365	5	19	5	2,083	
3.01	2	0.22	10	46	4	499	305	1,387	5	23	105	4	65	294	4	17	4	1,258	
3.01	3	0.26	9	33	4	409	132	509	5	10	39	3	115	443	4	16	4	1,220	
3.01	4	0.37	161	436	5	1,022	512	1,385	5	138	373	5	184	498	4	19	5	2,237	
3.02	1	0.23	17	75	5	586	318	1,383	5	71	307	5	189	820	5	20	5	1,521	
3.02	2	0.12	0	0	1	357	220	1,835	5	35	288	5	66	552	4	15	3	869	
3.02	3	0.15	42	278	5	423	117	777	5	7	48	3	181	1,209	5	18	4	920	
3.02	4	0.27	20	75	5	540	212	784	5	102	378	5	320	1,183	5	20	5	1,366	
4.01	1	0.45	0	0	1	599	307	681	5	43	96	3	23	51	2	11	3	1,621	
4.01	2	0.58	17	30	4	724	469	809	5	98	169	4	73	127	3	16	4	1,921	
4.01	3	2.64	121	46	4	956	226	86	3	151	57	3	689	261	3	13	3	2,516	
4.01	4	0.12	16	132	5	381	250	2,087	5	86	720	5	114	947	5	20	5	951	
4.02	4	0.89	94	105	5	855	151	170	4	118	133	4	612	687	5	18	4	2,202	
4.02	5	0.85	88	103	5	829	548	645	5	171	201	5	476	560	4	19	5	2,093	
5.01	1	5.74	47	8	3	989	252	44	2	148	26	2	684	119	3	10	2	3,300	
5.01	2	145.62	33	0	1	960	207	1	1	72	0	1	298	2	1	4	1	2,899	
5.02	1	3.44	12	3	2	746	285	83	3	129	37	3	206	60	2	10	2	2,546	
5.02	2	8.66	16	2	2	1,375	329	38	2	210	24	2	792	92	3	9	2	5,397	
5.02	3	56.49	18	0	1	213	43	1	1	31	1	1	112	2	1	4	1	702	
5.02	4	6.79	36	5	2	688	220	32	2	133	20	2	461	68	3	9	2	2,511	
6.01	1	0.59	49	82	5	671	209	354	4	64	108	4	306	518	4	17	4	1,723	
6.01	2	15.98	17	1	2	644	301	19	1	114	7	1	102	6	1	5	1	1,876	
6.01	3	8.86	73	8	3	979	339	38	2	78	9	1	433	49	2	8	2	2,406	
6.01	5	94.60	9	0	1	540	233	2	1	42	0	1	140	1	1	4	1	1,573	
6.05	1	25.36	8	0	1	1,128	545	21	2	262	10	2	378	15	2	7	1	3,143	
6.05	2	13.86	20	1	2	531	271	20	1	88	6	1	73	5	1	5	1	1,354	
6.05	3	2.00	9	4	2	497	212	106	3	41	20	2	306	153	3	10	2	2,071	
6.05	4	1.91	12	6	3	445	221	116	3	81	42	3	177	92	3	12	3	1,281	
6.06	1	18.27	106	6	3	1,762	521	29	2	311	17	2	581	32	2	9	2	5,065	
6.06	2	17.83	13	1	2	1,054	315	18	1	115	6	1	458	26	2	6	1	3,928	
6.06	3	1.82	0	0	1	515	278	153	3	82	45	3	583	320	4	11	3	1,501	
7.02	2	107.75	0	0	1	310	166	2	1	85	1	1	18	0	1	4	1	1,146	
7.03	1	320.63	42	0	1	913	462	1	1	304	1	1	405	1	1	4	1	3,445	
7.03	2	1.99	47	24	3	659	281	141	3	206	103	4	171	86	3	13	3	2,035	
7.03	3	6.15	37	6	3	1,402	497	81	3	140	23	2	641	104	3	11	3	3,843	
7.04	1	20.36	32	2	2	1,622	656	32	2	289	14	2	868	43	2	8	2	5,084	
7.04	2	5.30	42	8	3	1,499	522	98	3	266	50	3	843	159	3	12	3	4,529	
7.04	3	0.84	42	50	4	983	426	508	5	219	261	5	348	414	4	18	4	2,865	
9430	1	186.10	102	1	2	1,026	268	1	1	344	2	1	1,450	8	1	5	1	4,171	
9432	1	46.90	60	1	2	1,662	418	9	1	248	5	1	615	13	2	6	1	5,016	
			1,156	2,075	2,507	43,223	16,263	6,720				19,394							127,110

Table 5-3 – 2035 Greatest Transit Need

Census Tract	Census Block Group	Land Area (sq.mi.)	Zero-Vehicle HHs			Total # of HHs	Total Number of Elderly 60 & over			Mobility-Limited Population			Below-Poverty Population			Overall Score (4-20)	Final (1-5)	Total Population (Persons)
			#	Density	rank		#	Density	rank	#	Density	rank	#	Density	rank			
1	1	0.73	0	0	1	116	46	63	2	37	50	3	45	61	2	8	323	
1	2	0.94	92	98	5	810	287	305	4	186	198	4	712	757	5	18	2,377	
1	3	1.65	41	25	4	594	317	192	4	115	69	3	312	189	3	14	1,737	
1	4	2.36	11	5	2	847	183	78	3	223	94	3	823	349	4	12	2,390	
1	5	0.36	73	203	5	363	180	500	4	86	239	5	247	686	5	19	958	
2.01	1	2.42	22	9	3	592	245	101	3	45	18	2	0	0	1	9	1,613	
2.01	2	2.59	8	3	2	1,134	387	149	3	166	64	3	154	60	2	10	3,149	
2.02	1	5.48	0	0	1	1,043	540	98	3	30	6	1	37	7	1	6	3,245	
2.02	2	3.05	11	4	2	645	232	76	3	21	7	1	51	17	2	8	1,812	
2.02	3	0.40	0	0	1	355	166	414	4	96	239	5	27	68	3	13	919	
2.04	1	0.88	0	0	1	280	182	206	4	0	0	1	0	0	1	7	852	
2.04	2	1.03	49	48	4	882	312	303	4	161	156	4	517	502	4	16	2,608	
2.05	1	0.44	24	54	4	828	287	651	5	116	264	5	363	825	5	19	2,067	
2.05	2	0.22	29	130	5	522	68	311	4	142	644	5	97	441	4	18	1,509	
2.05	3	0.57	178	313	5	949	202	355	4	49	87	3	839	1,472	5	17	2,450	
2.05	4	1.32	108	82	5	1,446	503	381	4	146	111	4	662	502	4	17	3,987	
3.01	1	0.31	16	51	4	1,017	310	1,002	5	113	365	5	468	1,510	5	19	2,304	
3.01	2	0.22	11	51	4	552	338	1,534	5	25	116	4	72	326	4	17	1,392	
3.01	3	0.26	10	37	4	452	146	563	5	11	43	2	127	490	4	15	1,350	
3.01	4	0.37	178	482	5	1,130	567	1,532	5	153	413	5	204	551	4	19	2,474	
3.02	1	0.23	19	83	5	648	352	1,530	5	78	339	5	209	907	5	20	1,683	
3.02	2	0.12	0	0	1	395	244	2,030	5	38	318	5	73	610	5	16	962	
3.02	3	0.15	46	308	5	468	129	860	5	8	53	3	201	1,337	5	18	1,017	
3.02	4	0.27	22	83	5	597	234	867	5	113	419	5	353	1,309	5	20	1,511	
4.01	1	0.45	0	0	1	662	339	754	5	48	106	4	25	57	2	12	1,793	
4.01	2	0.58	19	33	4	801	519	895	5	108	187	4	81	140	3	16	2,126	
4.01	3	2.64	134	51	4	1,057	250	95	3	167	63	3	763	289	4	14	2,783	
4.01	4	0.12	18	146	5	422	277	2,309	5	96	796	5	126	1,048	5	20	1,052	
4.02	4	0.89	103	116	5	946	167	188	4	131	147	4	677	760	5	18	2,436	
4.02	5	0.85	97	114	5	917	607	714	5	189	223	5	527	620	5	20	2,315	
5.01	1	5.74	53	9	3	1,094	279	49	2	164	29	2	756	132	3	10	3,651	
5.01	2	145.62	37	0	1	1,062	229	2	1	80	1	1	330	2	1	4	3,207	
5.02	1	3.44	13	4	2	825	315	92	3	143	41	2	227	66	3	10	2,810	
5.02	2	8.66	17	2	2	1,522	364	42	2	232	27	2	877	101	3	9	5,956	
5.02	3	56.49	20	0	1	236	48	1	1	35	1	1	124	2	1	4	775	
5.02	4	6.79	40	6	3	762	243	36	2	147	22	2	510	75	3	10	2,770	
6.01	1	0.59	54	91	5	741	231	391	4	71	120	4	338	573	5	18	1,904	
6.01	2	15.98	18	1	2	712	332	21	2	126	8	1	113	7	1	6	2,074	
6.01	3	8.86	81	9	3	1,082	375	42	2	86	10	2	478	54	2	9	2,659	
6.01	5	94.60	10	0	1	597	257	3	1	47	0	1	154	2	1	4	1,739	
6.05	1	25.36	8	0	1	1,246	603	24	2	290	11	2	417	16	2	7	3,474	
6.05	2	13.86	22	2	2	588	299	22	2	97	7	1	81	6	1	6	1,498	
6.05	3	2.00	10	5	2	549	235	117	3	45	23	2	338	169	3	10	2,289	
6.05	4	1.91	13	7	3	492	245	128	3	89	47	2	195	102	3	11	1,416	
6.06	1	18.27	117	6	3	1,948	576	32	2	344	19	2	642	35	2	9	5,597	
6.06	2	17.83	16	1	2	1,258	349	20	1	127	7	1	506	28	2	6	4,345	
6.06	3	1.82	0	0	1	615	307	169	3	91	50	3	645	354	4	11	1,661	
7.02	2	107.75	0	0	1	421	184	2	1	95	1	1	20	0	1	4	1,271	
7.03	1	320.63	58	0	1	1,239	512	2	1	338	1	1	449	1	1	4	3,821	
7.03	2	1.99	52	26	4	894	312	157	3	228	115	4	189	95	3	14	2,258	
7.03	3	6.15	41	7	3	1,554	551	90	3	156	25	2	710	116	3	11	4,263	
7.04	1	20.36	35	2	2	1,799	727	36	2	321	16	2	963	47	2	8	5,639	
7.04	2	5.30	46	9	3	1,662	579	109	3	295	56	3	935	176	3	12	5,023	
7.04	3	0.84	46	55	4	1,091	473	563	5	243	289	5	386	459	4	18	3,178	
9430	1	186.10	108	1	2	1,089	284	2	1	365	2	1	1,539	8	1	5	4,603	
9432	1	46.90	67	1	2	1,844	464	10	1	275	6	1	683	15	2	6	5,563	
			1,156	2,303	2,773	48,393	17,987			7,423			21,399				140,637	

### **5.5) TRANSIT STUDY RECOMMENDATIONS**

The Red Apple Transit Study identified several recommendations for modifying the existing system to meet future need. The recommendations needing minimal to no funding increases would occur within the next five years. Others that require additional funding could be completed within ten years. Please see the Red Apple Transit Final Report for full details on these recommendations.

A simple, but effective change includes adding in new bus stops to the current routes to reduce the service gaps. These new stop locations would create reasonable walking distances for residents in nearby neighborhoods. Additionally, these stops could have shelters built when funding allows.

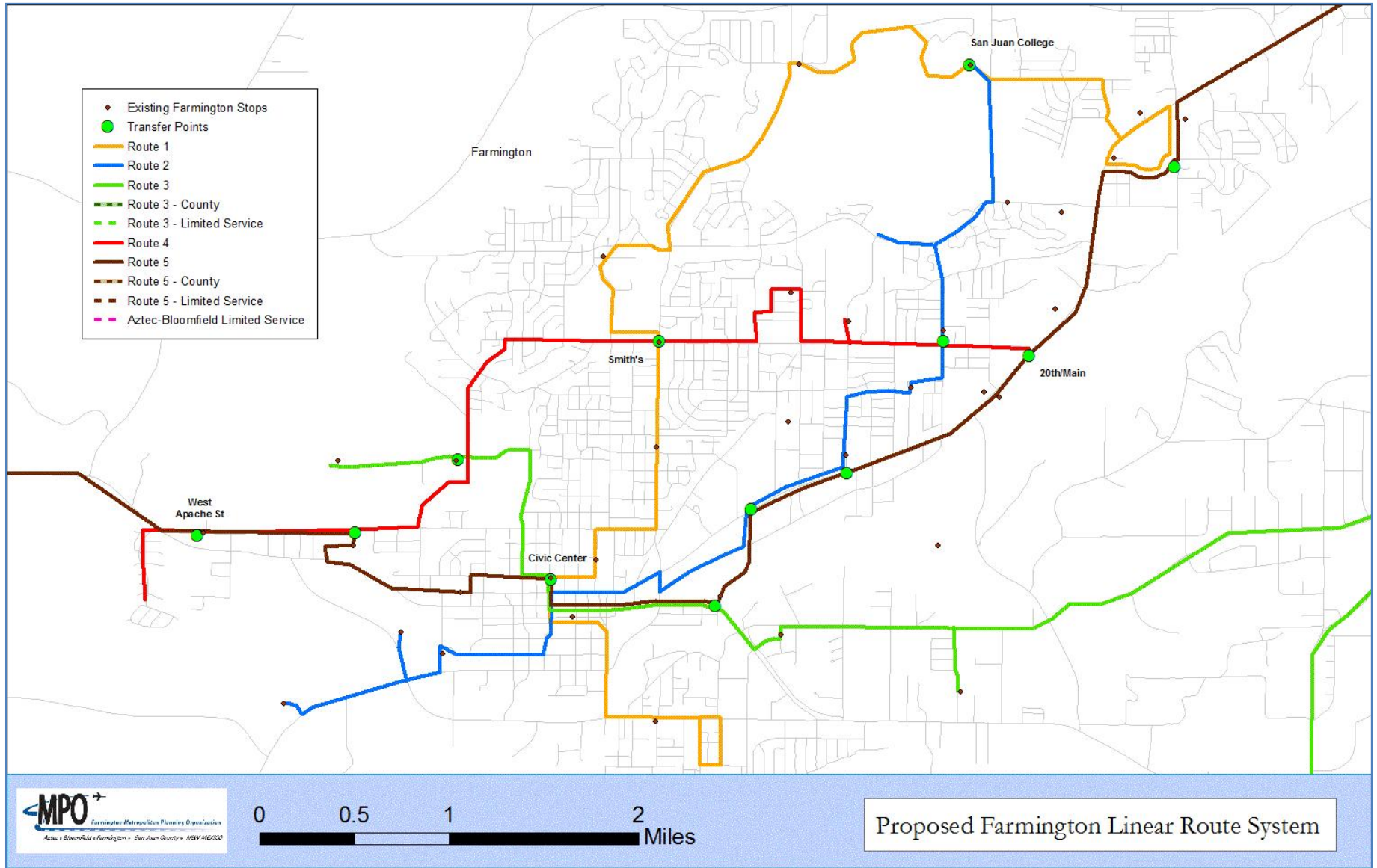
In Farmington, any future transit expansion will require the conversion of the one directional loop system into a two-directional line route system. In the Transit Study, a linear system has been proposed that would run along many of the city's arterial streets and link popular public destinations from all parts of the city. The line routes would also create several more transfer points. All-day service would run from McGee Park to the Four Corners Regional Airport and from Flora Vista to west side of Farmington (Map 5-1).

On the regional side, the existing routes should seek funding to provide additional runs each day to close the operational gaps. An additional run during the mid-morning and the mid-afternoon has been recommended. Aztec and Bloomfield should also consider creating a new route between the cities (Map 5-2).

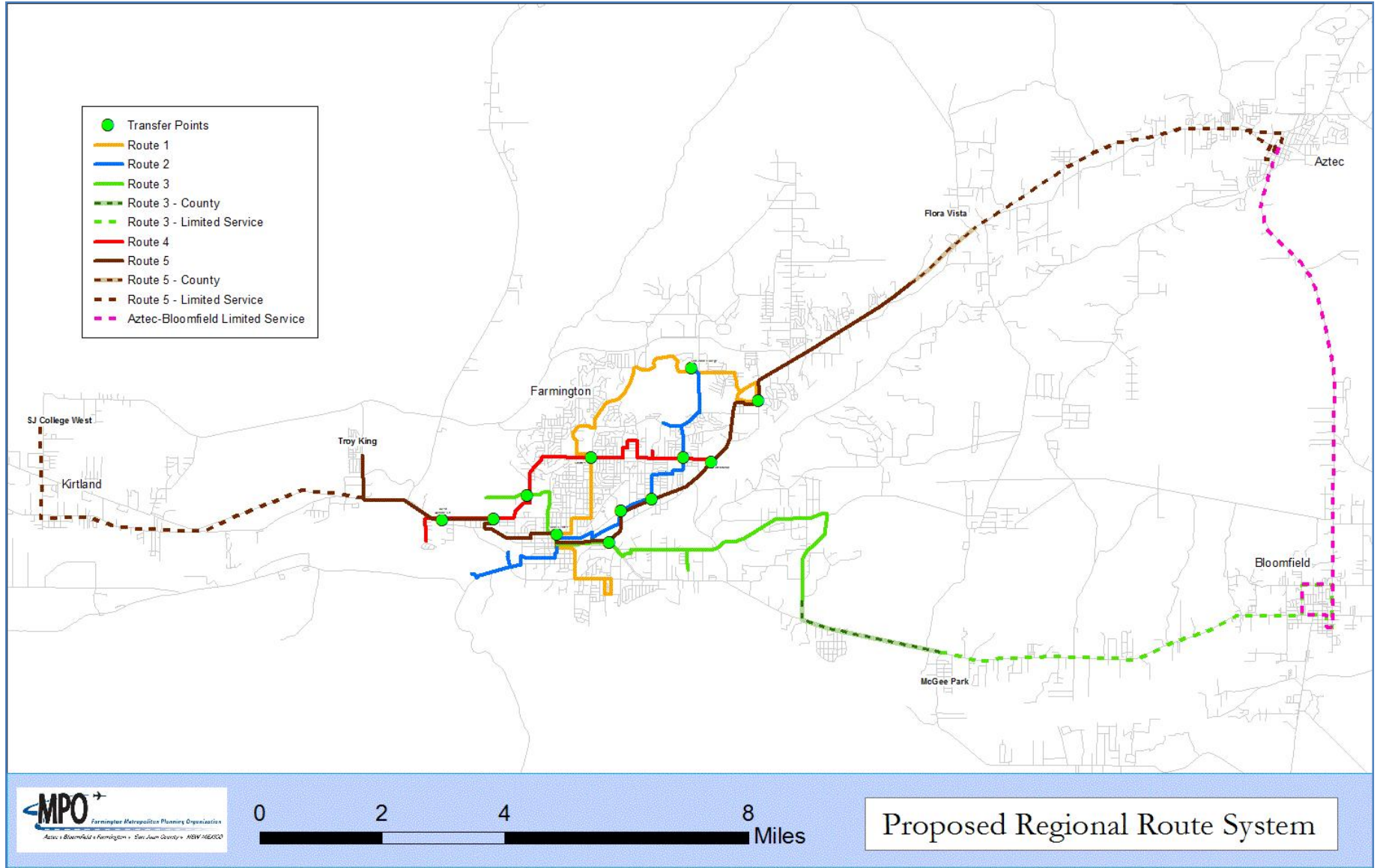
Other recommendations include starting evening service for the Farmington routes and developing a marketing program to inform the public about identified changes to the system.

One improvement that will be necessary before any type of expansion will be the location of a transit hub within the City of Farmington. The hub should be located in the vicinity of residential and commercial development and should be accessible to pedestrians and bicyclists. Once a location is established, modifications to the Farmington routes can occur.

MAP 5-1 – Proposed Linear Route System in Farmington



MAP 5-2 – Proposed Regional Transit Route System



### **5.6) TRANSIT EXPANSION BEYOND 2020**

While the Transit Study offers recommendations to 2020, this section identifies further areas of study to be consistent with the 2035 planning horizon of this document.

With the understanding that Crouch Mesa is one of the fastest growth areas of the MPO, a transit system for the land area within the three cities should be planned for to accommodate future growth. CR 350, Wildflower Pkwy/CR 390, CR 3000, CR 3150, and the proposed Piñon Hills Blvd extension provide key arterials for developing a route structure.

Within Aztec and Bloomfield, feeder routes that circulate through these cities would carry passengers to the existing regional routes and would serve many popular destinations.

### **5.7) TRANSIT POLICIES**

To support implementation of an expanded transit system and to promote efficiency, Red Apple Transit should use the following policies as guidance:

- Ensure all bus stops are ADA accessible and that sidewalks are constructed to provide direct access to the stops
- Provide bus shelters at main public destinations
- Encourage mixed use development and higher density areas that support transit
- Identify activity and retail centers and business parks that serve as transfer hubs for transit routes
- Monitor and modify transit service in response to future growth and changes in development patterns
- Develop a long term funding strategy for sustaining the expansion of the system