

9 | Bicycle & Pedestrian Plan

9.1 OVERVIEW

The walking and biking systems in the MPO Planning Area provide key network connections for non-motorized travel and enhance the quality of life in the area. To this end, the Farmington MPO and the four local government entities adopted a Bicycle and Pedestrian Plan in June 2008, with a previous update in June 2010. The Plan is a guiding document originally developed from the MPO Bicycle/Pedestrian Advisory Group (BPAG), and is updated based on public input and collaboration with local governments. With this MTP, more projects have been identified and are listed and mapped below.

Regional projects identified in the Bicycle/Pedestrian Plan are prioritized as part of the MTP development process. These projects will create bicycle and pedestrian networks that connect the three cities and surrounding communities, while connecting destinations within those areas. The networks include sidewalks, bike lanes, and trails. The Bicycle/Pedestrian Plan outlines policies and recommended standards for implementation as new developments occur, as new roads are built, and as existing infrastructure is reconstructed. Various funding and implementation strategies are described in order to assist the agencies involved with planning and developing the preferred walking and biking network.

In 2012, the MPO formed a Complete Streets Advisory Group (CSAG) to develop Complete Streets Design Guidelines for use by local governments. The CSAG includes stakeholder representatives, local government staff and elected officials interested in designing and building a transportation network to serve the various modes of travel. Chapter 7 is dedicated to the topic of complete streets and the work of the CSAG.



Dimensional standards for bicycle and pedestrian facilities were previously described in this Bicycle/Pedestrian Plan, but will now be found in the Complete Streets Design Guidelines. Other elements of the Bicycle/Pedestrian Plan remain relevant and are included here, along with additional public input and updated policies, strategies and actions. Equestrians in the MPO are also represented in this chapter, as they may use the same facilities as bicyclists and pedestrians, but have their own unique concerns and needs.

9.2 PURPOSE and NEED

The purpose of the Bicycle/Pedestrian Plan is to guide future development to link communities, provide access to parks, schools, residences and businesses, encourage walking and biking for commuting, and improve the health of the citizens and the communities within the Farmington MPO Planning Area.

Through the following needs statements, the MTP strives to meet the needs of all users of the transportation system:

- There is a need to serve those who elect to bike and walk on a regular basis, and those who have no other transportation option. These persons may include: children; the elderly, commuters, students (elementary through college), and persons with disabilities.
- There is a need to improve pedestrian and bicyclist access from residences to destinations such as parks, trails, schools, medical facilities, shopping centers, libraries, and places of employment.
- There is a need to educate motorists and the general public about the rights and responsibilities of bicyclists and pedestrians who use the roads and sidewalks, respectively.

9.3 PUBLIC INPUT

Through public outreach, citizens and stakeholders identified their priorities regarding bicycle and pedestrian modes of travel:

- Missing connections in bicycle and pedestrian facilities along roadways, and the limited walkability of the transportation system are two of the top three priority issues identified in public meetings and stakeholder interviews.
- Pedestrian safety is the highest priority transportation issue which needs to be addressed and the one for which respondents were most willing to pay, according to both online and paper survey responses. Bicycle routes were the third highest priority for online survey respondents and the second highest issue for which they were willing to pay.
- For respondents to the paper survey, bicycle routes were the fifth most important issue, and the third highest mode for which they would be willing to pay.
- Of online survey respondents to questions regarding commuting to work, 12 percent commute by walking at least once per month, and 10 percent commute at least once per month by bicycle. Further, 32 percent said there are no sidewalks for destinations to which they walk, and 24 percent said there are missing links in the sidewalk system.

- For respondents to paper surveys, 58 percent identified the lack of a safe place to walk as a problem which needs to be fixed, making it the second most important issue. They also indicated that separated bike lanes are more likely to encourage them to bicycle more, followed by striped bike lanes.
- Of online survey respondents to a question about bicycle route improvements, 35 percent said striped bike lanes would encourage them to ride more, while 31 percent said signs designating routes would do so.
- Local trails are a higher priority than regional trails, according to respondents of the online survey.
- In public meetings and with stakeholder groups, the area trails system continually received praise, and citizens would like to see its development continued, with more connections made between the river trail network and the rest of the community.

9.4 GOALS and OBJECTIVES

The existing Bicycle and Pedestrian Plan identifies the following goals and objectives, all of which fall within the framework of the goals described in the MPO Metropolitan Transportation Plan.

GOALS
<i>Goal 1</i> - Encourage citizens to walk and ride bikes as life-long, healthy habits.
<i>Goal 2</i> - Increase the quality and quantity of bicycle and pedestrian facilities in a strategic manner.
<i>Goal 3</i> - Promote the idea of walking and biking for commuting as well as for recreation.
<i>Goal 4</i> - Educate motorists, bicyclists, and pedestrians about bicyclist and pedestrian rights and responsibilities for the proper use of roads, sidewalks, and paths.

OBJECTIVES
• Link resources and programs, such as Safe Routes to School, to improve unsafe walking and biking locations.
• Encourage and support groups (e.g. bike clubs and stores, police departments) to provide bicycle safety equipment.
• Develop education programs that clearly define rules for safe walking and biking to motorists, children, and adults.
• Collect data on bicycle and pedestrian trips as a way to evaluate the effectiveness of walking and biking facilities.
• Identify the current deficiencies in the bicycle/pedestrian network and develop a method to eliminate gaps in the existing bicycle and pedestrian system.
• Monitor TIP project descriptions to ensure that bicycle and pedestrian facilities are included where appropriate.
• Identify locations for bicycle and pedestrian facilities and amenities, such as bicycle racks at civic buildings and safe, convenient connections to transit stops.
• Develop the MPO to be the clearinghouse for collecting and updating data on bicycle and pedestrian activity (pedestrian counts,

OBJECTIVES
surveys) and making the data accessible for entity staff, elected officials, and the public.
<ul style="list-style-type: none"> • Increase public awareness of pedestrians and bicyclists.
<ul style="list-style-type: none"> • Support the efforts of local municipalities in including bicycle and pedestrian facilities as components of their capital programs and site review approval processes.
<ul style="list-style-type: none"> • Develop walking/biking and trails maps for use by local residents, visitors, and others.
<ul style="list-style-type: none"> • Publish information that outlines safety tips and rules of the road responsibilities for motorists, bicyclists, and pedestrians regarding the appropriate use of bicycle and pedestrian facilities.
<ul style="list-style-type: none"> • Encourage and promote multi-modal strategies to all those involved with the planning and design of transportation facilities.
<ul style="list-style-type: none"> • Investigate new right-of-way possibilities such as utility or ditch easements for pedestrian and bicycle paths.

9.5 IDENTIFYING WALKING and BIKING IMPROVEMENTS

Walking and biking facility improvements were initially identified during development of the Bicycle/Pedestrian Plan by collecting information from city plans, proposed river trail plans, and the Metropolitan Transportation Plan (MTP). With input from the local government staff, additional improvements were incorporated into the plan. Public input identified general key needs, such as improved pedestrian safety and completion of missing connections to sidewalk, bike path, and trail networks. In many locations, large roads are unsafe to cross because of the number and width of travel lanes, the speed of vehicles, and the simple absence of marked crossings.

The Plan serves as a mechanism for the identification of corridors to preserve for future walking and biking improvements. The MPO should develop a better method of translating regional public into actual projects sponsored by local government. The project prioritization method in Chapter 4 aligns project criteria with goals; the goals in turn are supported by public input. But public input can be better used to generate the ideas for improvements.

9.6 BICYCLE and PEDESTRIAN PROJECTS

The MPO developed lists of regional bicycle/pedestrian improvements. The projects are listed on Tables 9-1 to 9-3 and are shown in Map 9-1. Projects listed in Tier 1 are likely to be built within 5 years. Tier 2 projects are likely to be built in 5 to 15 years, and Tier 3 projects are long range projects and may be built in 15 or more years. The Farmington MPO and the participating entities will work together to secure funding for these projects. In practice, projects have most often built in phases depending on funding and right-of-way availability.

TABLE 9-1 – Tier 1 Regional Bicycle/Pedestrian Priorities in the MPO

Map Num	Road/Facility Name	City or Area	From Road/ Place	To Road/ Place	Type of Facility	Location Type/Surface	Length	Est. Project Cost	Draft Tier in 2040 MTP
18	Foothills	Farmington	Rinconada	Mesa del Oso	Bikelanes and Multimodal path	On- and off-road/Hard	2400	\$1,100,000	Tier 1
33	Riverside-Townsend Trail	Aztec	West side of Riverside Park	Loop back to west side of Riverside Park	Multimodal	Off-road/Crusher fines	8700	\$321,000	Tier 1
14	20th Street Sidewalk Ph 3	Farmington	Fairview	Clayton	Sidewalk	Separated from road/hard	2600	\$340,590	Tier 1
11	Orchard Street Pedestrian Corridor	Farmington	Main Street	Animas River	TBD sidewalks and bike lanes	On road/Hard	5280	\$2,200,000	Tier 1
20	Anesi Trail	Farmington	Herrera	Largo and Rail Road	Multimodal	Off-road/Crusher fines	14800	\$338,132	Tier 1
16	College Blvd Bike Lanes	Farmington	Piedra Vista HS	Sandalwood	Bike lanes	On road/ Hard	2500	\$190,000	Tier 1
26	Lake Farmington	Farmington	Lake Farmington	Around Lake Farmington	Multimodal	Off-road/Crusher fines	16370	\$384,000	Tier 1
22	Wildflower Mesa Sidewalk	Farmington	Wildflower Parkway	Mesa Vista Middle School	Sidewalk	On road/concrete	800	\$165,000	Tier 1
12	Hydro Plant Road Sidewalk	Farmington	E Murray	S Butler	Sidewalk	On road/concrete	2503	\$169,384	Tier 1
43	Vereda del Rio San Juan River Trail, Phase II	Bloomfield	Existing trail	0.324 Miles East	Multimodal	Multi-Use/Asphalt	1710	\$199,636	Tier 1
44	Vereda del Rio San Juan River Trail, Phase III	Bloomfield	End Phase II	0.495 Miles East	Multimodal	Multi-Use/Asphalt	2620	\$203,050	Tier 1
15	Butler to San Juan College along Sunrise	Farmington	Butler	San Juan College	Multimodal	Multi-Use Path/Concrete	4700	\$274,000	Tier 1
41	East Blanco Blvd	Bloomfield	US 550 N (1st St)	US 64	Bike lanes and sidewalks	On road /Concrete	14200	\$1,662,000	Tier 1
13	San Juan and East Main	Farmington	San Juan/ Butler	E Main/ Piñon Hills	Wide sidewalk/ path	Multi-Use Path/Hard	24500	\$1,424,000	Tier 1
3A	Pinon Hills Blvd	Farmington	30th	Sports Complex	Bike lane (westbound)	On road /Hard	3500	\$286,000	Tier 1
24	Wildflower Parkway	County	Approx. at Yarrow	CR 350	Multimodal	Multi-Use Path/Hard	19500	\$1,132,000	Tier 1
29	CR 350	County	US 64	NM 516	Bike lanes	On road /Existing	39700	\$3,244,000	Tier 1
25	Path parallel to US 64	Bloomfield, Farmington, County	Andrea/US 64	Ruth Ln/US 64	Multimodal	Multi-Use Path/Hard	42000	\$2,440,000	Tier 1
37	Connect from Animas River trail to Bloomfield	Aztec, Bloomfield	Hartman Park (Aztec)	Blanco/Ruth Ln (Bloomfield)	Multimodal	Multi-Use Path/Hard	37300	\$2,168,000	Tier 1
32	Oliver-McWilliams Trail	Aztec	50 acre open space	Ruins Road trail junction	Multimodal	On- and off-road/Hard	8600' on-road & 4600' off-road	\$1,972,000	Tier 1
35	Ruins Road Trail	Aztec	Chaco/NM 516	Trail Junction	Multimodal	Off-road/Crusher fines	4600	\$84,000	Tier 1
1	Kirtland Walk Path	County	Kirtland Elementary on CR 6446	US 64 and CR 6575	Sidewalk and multimodal path	On- and off-road/Hard	16025	\$1,000,000	Tier 1
2	Kirtland path (larger project than "walk path")	County	Troy King/ Twin Peaks	CR 6675/ CR 6100	Bike rt on Twin Pks & CR 6500; Multi-use path on CR 6400 & CR 6100	On road, multi-use path/Hard	14100	\$820,000	Tier 1
							Total Est. Project Cost	\$13,146,000	

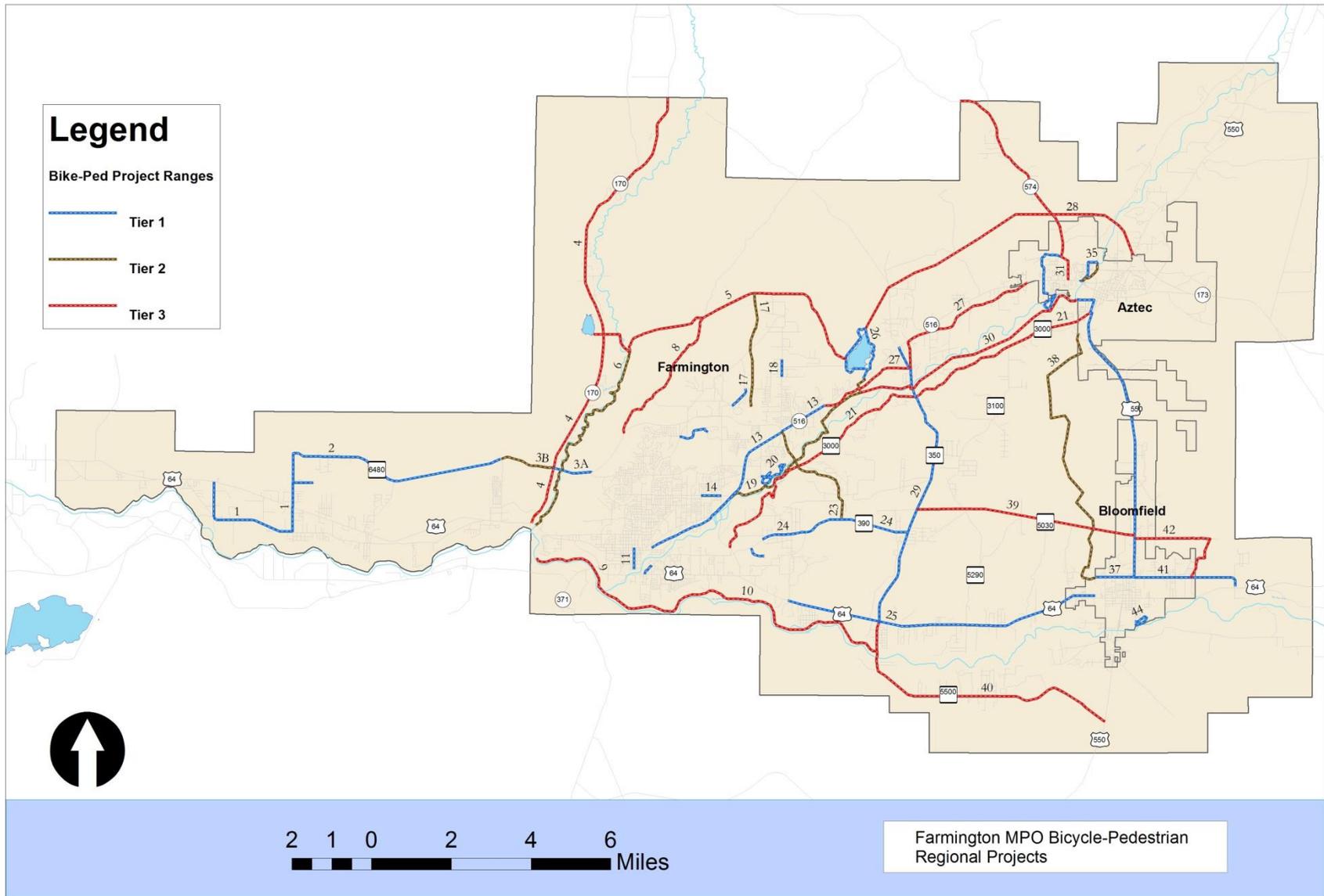
TABLE 9-2 – Tier 2 Regional Bicycle/Pedestrian Projects

Map Num	Road/Facility Name	City or Area	From Road/ Place	To Road/ Place	Type of Facility	Location Type/Surface	Length	Est. Project Cost	Draft Tier in 2040 MTP
3B	Twin Peaks Rd from NM 170 to Troy King Road	Farmington, County	NM 170	Troy King Rd	Bike lanes	On road/Hard	6575	\$672,500	Tier 2
38	Blmfld-Aztec Hike/Mtn Bike trail	Aztec, Bloomfield	Wilderness Park (west of Ruth)	S. Rio Grande (Aztec)	Multimodal (mtn bike/ hike)	Off-road/Crusher fines	40800	\$245,000	Tier 2
19	Animas River/E. Main	Farmington, County	Gateway Park	Farmington Lake	Multimodal	Off-road/Crusher fines	42300	\$255,000	Tier 2
23	PHB Extension/ CR 3900	Farmington, County	CR 390/ CR3900	PHB/ E Main	Multimodal	Multi-use Path/Hard	26000	\$1,887,500	Tier 2
36	Riverside Trail	Aztec	North end of River trail	Aztec Ruins via River Trl	Multimodal	Off-road/Crusher fines	5250	\$733,650	Tier 2
17	Lions Wilderness Trail	Farmington	Lions Wild Pk	Fmtn Lake Trail	Multimodal	Off-road/Crusher fines	15800	\$95,000	Tier 2
6	La Plata River	Farmington, County	Sports Complex	Jackson Lake Junction	Multimodal	Off-road/Crusher fines	22400	\$135,000	Tier 2
7	La Plata River	Farmington	Westland Park	Sports Complex	Multimodal	Off-road/Crusher fines	6700	\$40,000	Tier 2
51	Riverside Trl B	Aztec	Existing river trail	Existing Riverside Pk loop trail	Multimodal	Off-road/Crusher fines	800	\$130,000	Tier 2
							Total Est. Project Cost	\$4,193,650	

Table 9-3 – Tier 3 Regional Bicycle/Pedestrian Projects

Map Num	Road/Facility Name	City or Area	From Road/ Place	To Road/ Place	Type of Facility	Location Type/Surface	Length	Est. Project Cost	Draft Tier in 2040 MTP
30	Animas River Trail	Aztec, Farmington	South of Farmington Lk	Hartman Park (Aztec)	Multimodal	Off-road/Crusher fines	34000	\$262,400	Tier 3
27	Old Aztec Hwy & CR 3050	County	NM 516/ CR 3520	NM 516/ CR 3050	Bike route	On road/Existing	35000	\$0	Tier 3
21	CR 3000	County	Browning Pkwy	US 550	Bike route	On road/Existing	63200	\$0	Tier 3
9	San Juan River	Farmington, County	San Juan/ Animas River	River Bend Park	Multimodal	Off-road/Crusher fines	11300	\$86,400	Tier 3
31	Light Plant Rd	Aztec, County	NM 516	MPO boundary	Bike route	On road/Existing	30600	\$0	Tier 3
39	CR 5030	Bloomfield, County	CR 350	US 550	Multimodal	Multi-use Path/Hard	30600	\$2,844,800	Tier 3
8	Glade Road	Farmington, County	PHB/Glade Rd	Farm Lake Trail	Multi-modal	Off-road/Crusher fines	20400	\$156,800	Tier 3
10	San Juan River	Farmington, County	San Juan/ Animas River	CR 5500	Multi-modal	Off-road/Crusher fines	44000	\$339,200	Tier 3
28	Farmington-Aztec route	Aztec, Farmington, County	Farmington Lake	US 550/ NM 173	Multimodal	Off-road/Crusher fines	44500	\$342,400	Tier 3
5	Farmington Lake Trail	Farmington, County	Jackson Lake Junction	Farmington Lake	Multimodal	Off-road/Crusher fines	43700	\$336,000	Tier 3
4	La Plata Rd (NM 170)	County	US 64	North end MPO boundary	Bike route	On road/Existing	63400	\$0	Tier 3
40	CR 5500 (West Hammond)	Bloomfield, County	US 64	US 550	Bike Route (Bike lanes)	On road/Existing	39700	\$0	Tier 3
42	CR 4935 (Arroyo)	Bloomfield	Arroyo/ E. Blanco	CR 4900 (Arizona)/ US 550	Bike route	On road/Existing	16200	\$0	Tier 3
							Total Est. Project Cost	\$4,019,200	

MAP 9-1 – Regional Bicycle/Pedestrian Improvements by Tier



9.7 BICYCLE and PEDESTRIAN POLICIES

Policies provide guidelines for future development of the walking and biking network. The policies offer an overall framework as to how and why bicycle and pedestrian facilities need to be implemented.

- For all new residential and commercial development, encourage the provision of complete pedestrian and bicycle facilities to create consistent networks rather than installing these facilities on a piece-meal basis.
- For rural areas (or low density areas) reasonable efforts should be made to obtain right-of-way (ROW) for future construction of pedestrian and bicycle facilities.
- Encourage construction of appropriate pedestrian and biking facilities simultaneously with the construction of new road projects and major road reconstruction projects for roads classified as collector and above.
- Locate applicable bicycle and pedestrian facilities in a safe and efficient manner along all arterial and collector streets. For example, for arterial roads with a speed limit greater than 30mph, consider building a separated multi-use trail in the vicinity of the road. Safety and convenience should be analyzed when determining whether to construct on-road or off-road facilities.
- Transit stops shall be ADA accessible and be connected to residential neighborhoods, commercial buildings, and retail shops by pedestrian and bicycle facilities.
- Each road classification should have typical road sections that incorporate applicable bicycle and pedestrian facilities.
- Maintain/preserve cross-development access in new developments so that new construction does not block off planned biking/walking paths.
- Provide a hearing process and public notification if a new development will block, disrupt, or interfere with an existing walk and/or bike route.
- Provide posted signs and on-road pavement markings to let motorists and bicyclists know when bike lanes end so that motorists and bicyclists know where/when to yield, merge or share the road.
- Publish the “rules of the road” for bicyclists, pedestrians, and motorists and make these publications available at public facilities such as libraries, city halls, motor vehicle division offices, and similar places.
- Sweep highway shoulders and bike lanes on a regular basis to minimize debris that has the potential to cause accidents.
- Preserve ROW for future facilities, use existing corridors, and ensure consistency with adopted plans. Bicycle and pedestrian projects can reduce or eliminate ROW acquisition costs when implemented in existing corridors. Utility, ditch, or other right-of-ways should be investigated as the potential location for multi-modal paths and trail projects.

9.8 BICYCLE and PEDESTRIAN FUNDING STRATEGIES

There are several ways to secure funding for the proposed improvements that have been identified. Beyond common funding options from the federal, state, and local levels, the Farmington MPO and the entities should proactively seek out other funding sources, whether through grants, private contributions, or creating a budget dedicated to funding the projects. Funding for the regional improvements will be a primary responsibility of the Farmington MPO. Federal funding that is awarded to entities of the Farmington MPO must be included in the TIP, and subsequently added into the Statewide TIP (STIP).

Federal Funding

Walking and biking improvements that focus on serving a transportation commuting purpose stand the greatest chance of receiving federal funding. While not all-inclusive, many regional walking and biking improvements could be funded from the following programs:

- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Highway Safety Improvement Program (HSIP)
- Transportation Alternatives Program (TAP)
- Recreational Trails Program (RTP)

Local Funding

The local governments should dedicate or continue to dedicate a portion of road funding in the Capital Improvement Program (CIP) to the construction or maintenance of new and existing facilities. Opportunities to apply for grants should be actively pursued. To complement the development of the regional walking and biking system, local governments should consider:

- Funding pedestrian and bicycle improvements at the same time new roads are built or existing roads are retrofitted.
- Setting aside local funds that are dedicated to walking and biking improvements.
- Road impact fees that may be used for motorized and non-motorized improvements.
- Establish Improvement Districts or Transportation Districts for funding projects in the district's area.

9.9 BICYCLE and PEDESTRIAN IMPLEMENTATION STRATEGIES

The Bicycle/Pedestrian Plan outlines several strategies for funding projects and implementing policies.

Strategy 1 – Responsibilities and Support

The Farmington MPO will coordinate the Bicycle/Pedestrian Plan. Activities include:

- Assist in the adoption and implementation of the Complete Streets Design Guidelines as local government standards
- Develop a prioritization process for regional projects
- Assist local entities and NMDOT to obtain federal funding
- Monitor and update the Bicycle/Pedestrian Plan as necessary
- Ensure the plan is consistent with the MTP and other comprehensive transportation plans
- Assist with development review to ensure new subdivisions and businesses follow approved policies
- Consult with local organizations and the general public who are involved with walking and biking improvements



The local governments will develop the elements of the Bicycle/Pedestrian Plan. Activities will include:

- Construct applicable walking and biking facilities in conjunction with maintenance projects
- Incorporate applicable elements of this plan into local planning documents and processes
- Dedicate local funding to the construction of new pedestrian and bicycle facilities
- Modify the CIP to fund walking and biking improvements
- Ensure that all traffic control plans comply with MUTCD
- Review the Bicycle/Pedestrian Plan as part of the subdivision and development review process
- Coordinate local projects among the cities in preparation for the regional projects
- Map out projects using assessor and township maps and aerial photography to better define locations for the projects

Strategy 2 – Multi-modal Improvements

The importance of incorporating multi-modal aspects into all road projects is becoming increasingly more emphasized. From the national level to the local level, legislation is being passed to implement “complete streets”, meaning roads will accommodate all

types of users. The Farmington MPO and its members should actively pursue ways to incorporate multi-modal elements into new improvements and retrofitted/reconstructed projects.

Strategy 3 – Educate and Encourage Walking and Biking

Public awareness and acceptance of walking and biking as a viable means of transportation will require the use of effective education and encouragement methods. While the Bicycle/Pedestrian Plan describes tools for providing more mode choice, the MPO should investigate ways to get people involved and interested in walking and biking.

Strategy 4 – Maintain the Facilities

Encourage local government in their efforts for maintaining the transportation system, and track progress through performance measurement reporting. Sufficient maintenance of current walking and biking facilities requires local and state government staff time and funding. Regular inspection, cleaning, and striping are critical to user safety.

Strategy 5 – Pedestrian and Bicycle Amenities

Pedestrians and bicyclists routinely need amenities to complement their walking or biking trip. Possible ideas for cities and local business to implement include installing benches and bike racks at public destinations, and posting signs and informational kiosks.

9.10 BICYCLE and PEDESTRIAN ACTIONS

The Farmington MPO will investigate implementing these actions to further promote the plan:

- Continue to convene the Complete Streets Advisory Group to ensure that bicycle/pedestrian planning activities and projects constructed by the entities within the Farmington MPO are consistent with the strategies and policies outlined in the Bicycle/Pedestrian Plan. After completion of the Design Guidelines, the Group may function to coordinate implementation, organize ongoing educational efforts, or other related tasks.
- Incorporate pedestrian safety as part of the MPO's Safety Plan to be developed.
- Collect data on bicycle and pedestrian trips in an effort to prioritize investments.
- Establish bicycle/pedestrian targets for the creation of a mode split component in the MPO traffic model.
- Assist local governments and school districts with applying for federal Safe Routes to School funding.
- Create a Bicycle Suitability Map.
- Assist local entities to create funding dedicated to bicycle and pedestrian projects annually.

9.11 EQUESTRIAN

Equestrians in the MPO area typically ride for recreation or to participate in competitive trail rides. At times, they also ride on public roads or multi-use paths to reach trail destinations. In identifying potential locations for equestrian trails, safety concerns are crucial and increase awareness of protocols for the safety of all is needed. Different situations to be aware of include minimizing the potential for conflicts between equestrians and other modes of transportation (bridges, bike/pedestrian trail crossings, motorized and non-motorized traffic). Having a distance of 15 miles of trail is needed for competitive trail rides, and these events draw visitors from outside the area. There existing several equestrian facilities and popular trails on public and private land in and around the MPO area, including the Glade Recreation Area, Navajo Dam, Piñon Mesa, Farmington Lake, the Sheriff's Posse venue, and McGee Park.

To assist the equestrian community in preserving and improving the ability to ride within the area, the MPO could provide a forum for local stakeholders. This work would identify locations for trails and coordinate efforts with other interested parties such as local, state, federal land owners, and oil and gas and ditch companies which own land and rights-of-way where equestrian uses may occur. Public input provided by equestrians highlighted several areas of concern. (Meeting notes are included in the appendix with other public comment.)

Needs and issued to be addressed include:

- Equestrians are moved further and further out from recreational areas by motorized vehicle users.
- Recreational lands need to be marked to include equestrian use, and signs need to list horses as being allowed.
- In order to safely cross roadways and other facilities, more crossings and connections, such as culverts, could be designated and prepared. This is especially needed for crossing all highways and other major roads.
- Coordination needs to occur in order to connect more riding locations and to use existing rights-of-way such as irrigation ditches, trail parks, pipeline rights-of-way and oilfield roads.
- Trails for horses located along but separated from other users are ideal, and wear only minimal path. Because of safety concerns, the separation horses need from others depends on what the horse is passing.
- Horses can and do use paths and trails, including hard surfaces, which are also used by pedestrians, bicyclists, and motorized vehicle users.
- More widespread education is needed about how to behave around horses, for the protection of the other users of trails and roads, the rider and the horse. (This includes yielding the right-of-way to the horse and vocally acknowledging the horse's rider.)

- The MPO area is a regional destination for equestrians during winter months and more trail connections will improve the ability to publicize the area's amenities.
- Like other trail users, equestrians hope to see more trail connections made between the communities, and to riding venues.