

**Red Apple Transit Study Public Meeting**  
**November 10, 2010**  
**Farmington Civic Center**  
**11:00 a.m. to 1:00 p.m.**

David Krutsinger with LSC presented the major elements of the Draft Final Report, which provided an analysis of the recommendations for service changes to the Red Apple Transit system. The purpose of this meeting was to review and explain the preferred service options for the regional routes and the Farmington routes. Mr. Krutsinger also explained the phasing recommendations for the preferred service option and the financial implications for the new transit routes.

Mr. Krutsinger provided a map illustrating the accessibility of routes based on the spacing of bus stops and how the spacing would be improved with the addition of 14 new stops. Over time as changes are phased in and the full system transition occurs, there would be a total of 55 new stops because service would operate in both directions along the route. He also discussed some of the minor variations that could modify the preferred service option.

Mr. Krutsinger described the financial plan for the transition. Capital purchases (e.g. bus stops and shelters), a marketing program, and operating costs are proposed to temporarily increase during a three year period based on the changes that are phased in. The financial plan gives the entities a proposed schedule for how to potentially implement the changes.

During the presentation, the following public comments were made:

- The airport stop is not a utilized stop; it is rarely used by the community or visitors.
- The routes need to be created in such a way that they do not create a hazardous condition for drivers trying to meet unrealistic 30 minute headways.
- If headways are unrealistic, then the drivers may be forced to drive in an unsafe manner; anything to help the drivers to be safer is preferred.
- A route that is 13 miles one-way and 26 miles for a total round trip is too long if we are trying to meet headways less than one hour.
- The owners of the Farmers Market are willing to allow the use of their facility in Flora Vista and Bloomfield.
- Spencerville residents are looking for a bus stop to be located close to the existing fire station.
- The new green route needs to still catch the current route stop located at the MOC.
- More on-street stops are needed, although some will need to be in parking lots, such as at the 30<sup>th</sup>/Farmington Ave medical facilities.
- Navajo Transit would like to interface with the Red Apple and they are currently planning on making the interface at West Wal-Mart and American Plaza.
- Additional interface with Navajo Transit may be in Kirtland and in Bloomfield.
- Navajo Transit will be completing an interline agreement with Amtrak, Santo Domingo Express and Greyhound to provide service to and from the MPO region and other locations.

- Can local businesses maintain or purchase bus shelters for the Red Apple Transit to help cover some of the cost?
- Which option will have fewer growing pains: phasing in changes to the system or a complete, one-time change?
- Can the existing routes start running in opposite directions to prepare for bi-directional linear routes?
- Is there a way to ensure service to all of the high schools in Farmington?
- Are there any suggestions for longer service hours and limited Sunday service in the Draft Report?

The group discussed the tentative schedule for final public comments and release of the Red Apple Study Final Report. The public and other stakeholders can provide comments on the draft report through December 17th. The final report will be prepared later in December, with final review and anticipated adoption of the transit study recommendations by the Farmington City Council expected to occur in January.