36th St. & Trinity Dr. Intersection Improvements

Transportation Board Meeting

Santa Fe Engineering Consultants, LLC
Michael Gomez, Principal Engineer
Bernadette Scargall, Project Manager

Public Works Department
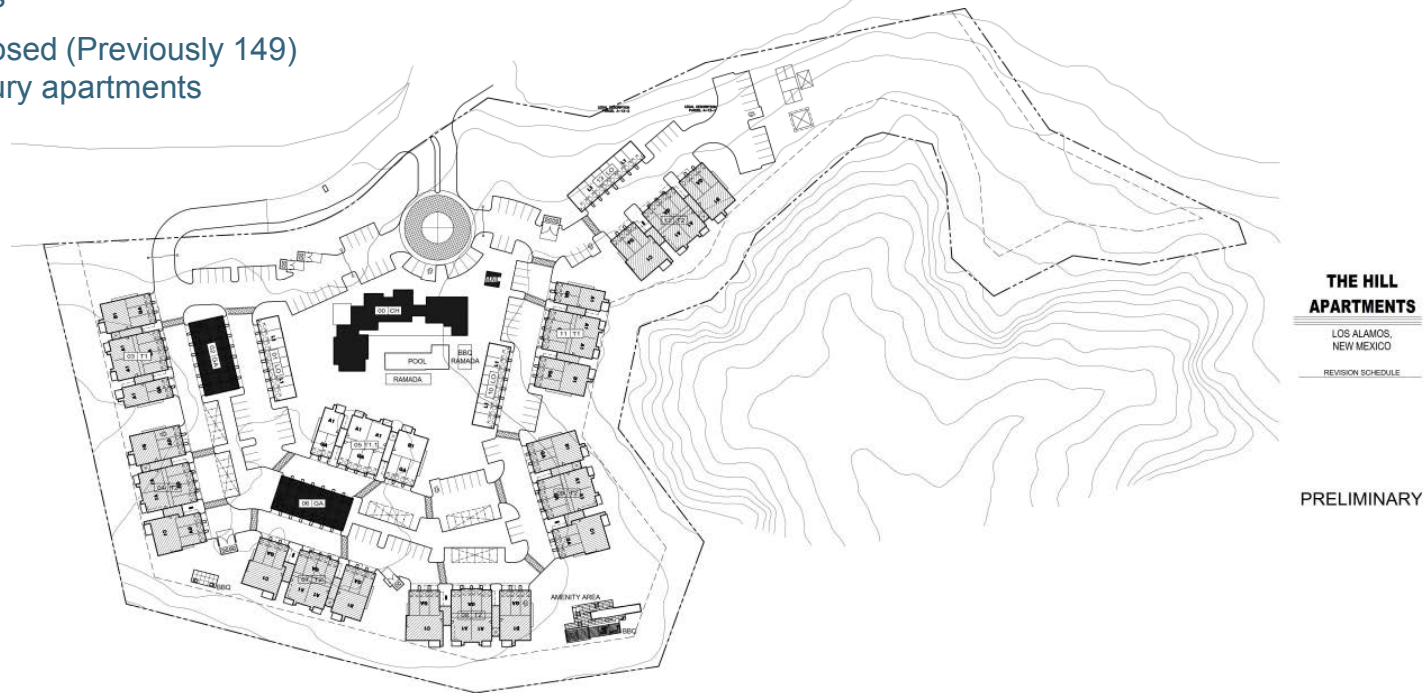Eric Martinez, County Engineer
Desirae Lujan, Senior Engineer

May 2, 2019
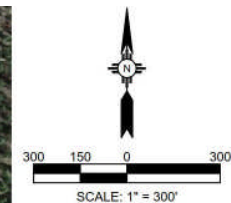
LOS ALAMOS

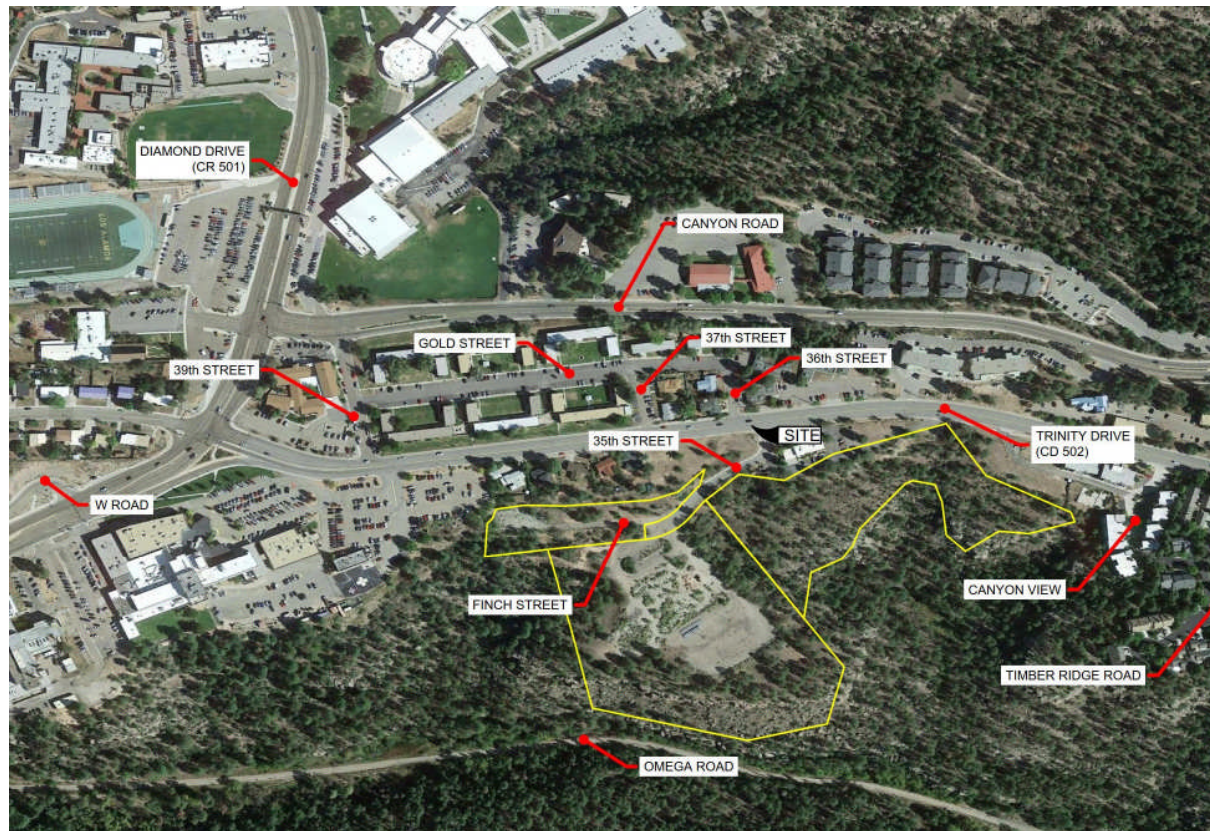# Proposed New Site Plan
(subject to change)

"The Hill" Apartments

- 158 Units Proposed (Previously 149)
- Market rate luxury apartments

THE HILL
APARTMENTS

LOS ALAMOS,
NEW MEXICO

REVISION SCHEDULE

PRELIMINARY

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Project Area & Location

Site Concerns

- Complete Streets Considerations
  - Pedestrian Safety & ADA Compliance
  - Bicycle Facilities
  - Transit Considerations
  - Traffic Safety
- Adjacent Driveways & Properties
- Limited Right of Way
- NMDOT Considerations
  - Trinity Drive Corridor
    - Major Intersections: Diamond Dr., Oppenheimer Dr.
  - Diamond Dr. & Canyon Rd.

Recap of Previous Alternatives

Four Alternatives Considered:

- Comprised of various forms of geometric intersection configurations
    - Turn Lanes
    - Bus Pull Out
    - Possible Access Restrictions
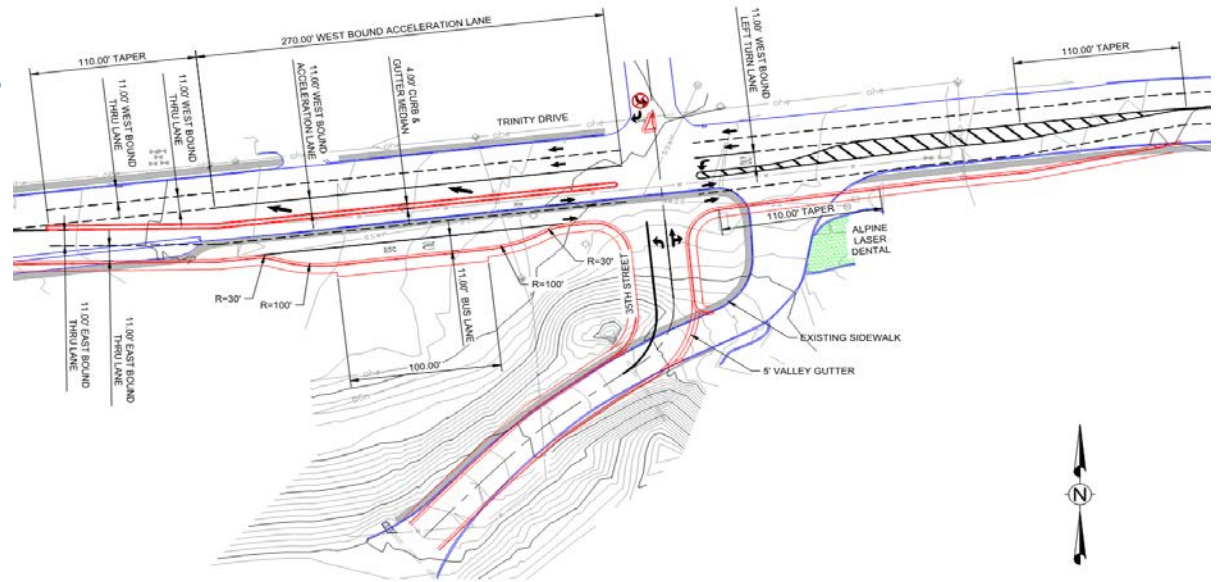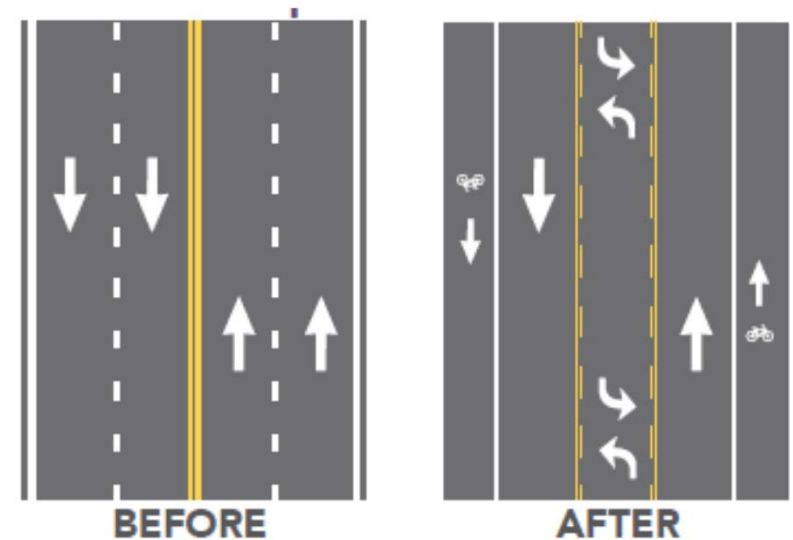
New Alternatives Considered
Following January 3rd Transportation Board Meeting

- Alternative 1 – Refined Intersection Improvements
- Alternative 2 – Road Diet
  - Option A: Phase 1, Diamond Drive to Canyon View
    Phase 2, Canyon View to Oppenheimer (future phase)
  - Option B: Diamond Drive to Oppenheimer Drive

- Other alternatives considered, but not recommended:
  - No Build: Failing movements and safety issues; does not meet NMDOT requirements.
  - Traffic Signal: Engineering warrants & NMDOT requirements not met.
  - Roundabout: Requires substantial right-of-way acquisition; additional traffic analysis; topographic challenges—southern slope.

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Alternative – Road Diet

What is a Road Diet?

- Reduces number of vehicular lanes on a roadway
  - Same pavement width, new lane configuration
- Low cost method to transform a primarily vehicular route to a "complete street"
  - Ability to provide bike lanes, pedestrian crossings and buffers

BEFORE AFTER

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Alternative – Road Diet

Road Diet Before

After

PEDESTRIAN SAFETY CONCEPTS (Future Potential Refuge)
Community Shopping Street - South of 8th Street

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Road Diet Example
Solano Drive, Las Cruces, NM

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Road Diet Example

Siler Road, Santa Fe, NM

Before (2011)

After (2017)

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Road Diet – Traffic Analysis

- Capacity
  - Level of Service
  - Future Growth
- Crash Data
- Reduced motor-vehicle speeds
- Bicycles & Pedestrians
  - Dedicated bicycle lanes
  - Increased buffer space between vehicle lanes & sidewalk
  - Pedestrian crossings and refuge islands
- Emergency Access
- Transit Service

Road Diet – Evaluation

PROS

- Adequate intersection capacity at minor streets and driveways
- Continuous Center Lane (two-way, left turn lane)
  - Left turn storage
  - Two stage crossing availability (gap acceptance)
  - Emergency access availability
- Conflicts Points Reduced
- Complete Streets
  - Bike Lanes (both directions)
  - Pedestrian Buffer from Vehicular Traffic (both directions)
  - Pedestrian Crossing - Median Refuge Availability
  - Transit Bus Bay Proposed Near 36th Street
- NMDOT Review (ongoing)
- Left Turn Lane Provided to Hospital East Entrance
- Low initial costs

Road Diet – Evaluation

<u>CONS</u>

- Does not solve existing capacity problems at major intersections – Diamond Drive / Oppenheimer
- Driver expectation – motorists accustomed to 4 lanes
- Transit Service
  - Eastbound thru/bike lane impedance at 2 locations
  - Note: By-passed if no riders are present
- Continuous Center Lane Conflicts
  - Note: Applicable where multiple, closely spaced driveways exist
- Medians Restrict Emergency Access
  - Note: only two medians proposed for pedestrian crossing
- Public Perception

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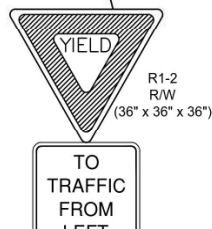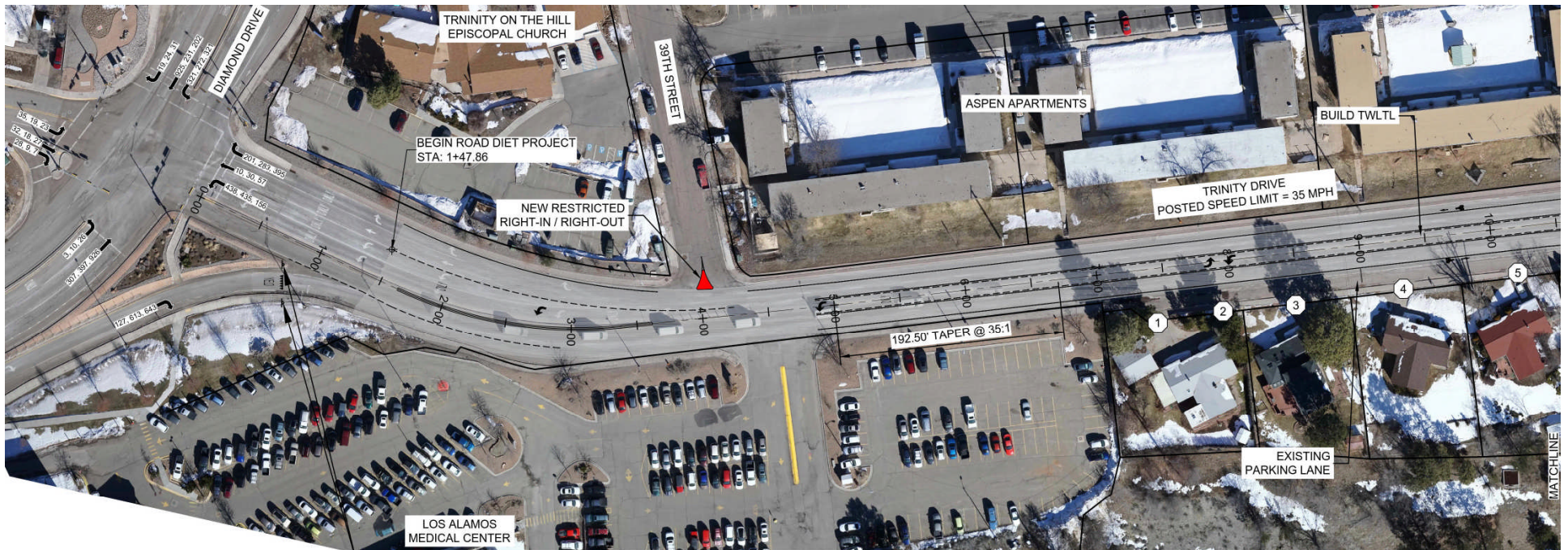
Road Diet – Layout

Trinity Drive – Diamond to 37th Street

Road Diet – Layout

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Road Diet – Layout

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Attachment A

Road Diet Layout – Phased Option

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Attachment A

Design & Construction Schedule

- Jan. 3, 2019: Transportation Board Meeting No. 1
- Jan. – April 2019: Examine Road Diet Alternative per Transportation Board
- May 2, 2019: Transportation Board Meeting No. 2
- May 2019: Complete Traffic Study
- June 2019: Final Design
- June – July 2019: NMDOT Review

Attachment A

Thank You!

For further comments or questions contact:
Los Alamos Public Works
(505) 662-8150

Email comments to: lacpw@lacnm.us

Attachment A