



# County of Los Alamos

1000 Central Avenue  
Los Alamos, NM 87544

## Agenda - Final Transportation Board

*Brian O'Neil, Vice Chair;  
Nancy Jo Barnes, Eileen Lime, Don Machen, James L. Nesmith,  
and Sriram Swaninarayan, Members*

---

Thursday, April 6, 2017

5:30 PM

1000 Central Avenue, Room 110

---

1. **CALL TO ORDER / ROLL CALL**

2. **APPROVAL OF AGENDA**

3. **PUBLIC COMMENT**

*This section of the agenda is reserved for comments from the public on items that are not otherwise included in this agenda.*

*Please Limit Public Comment to 3 Minutes.*

4. **LIAISONS' REPORTS**

5. **APPROVAL OF MINUTES**

[9289-17](#) Approval of the March 2, 2017 Transportation Board Minutes

**Presenters:** Brian O'Neil, Vice Chair Transportation Board

**Attachments:** [A - Meeting Minutes - March 2, 2017](#)

6. **OLD BUSINESS -Possible Action**

[9290-17](#) Election of Chair and Vice-chair

**Presenters:** Brian O'Neil, Vice Chair Transportation Board

[9292-17](#) North Road Traffic Calming (Public Meeting)

**Presenters:** Daniel Erickson, Traffic and Streets Manager

**Attachments:** [A - North Road Traffic Calming Presentation](#)

[B - Exhibit Striping Plan](#)

[C - Comment Cards from the March 22 Public Meeting](#)

[9291-17](#) Bicycle Transportation Plan (Public Meeting)

**Presenters:** Eric Martinez, County Engineer

**Attachments:** [A - Bicycle Transportation Plan Presentation](#)  
[B- DRAFT 2017 Bicycle Transportation Plan](#)

## 7. NEW BUSINESS - Possible Action

[9293-17](#) Code of Conduct Training

**Presenters:** Brian O'Neil, Vice Chair Transportation Board

[9304-17](#) A Proclamation Recognizing the month of May 2017 and every year after as National Bike Month and Bicycle Safety Month, and the week of May 15-19, 2017 as Bike to Work Week in Los Alamos County.

**Presenters:** Eric Martinez, County Engineer

**Attachments:** [A - DRAFT Proclamation Declaring May Bike Month](#)  
[B - Bike Month Guide](#)

[9295-17](#) Discussion - Budget Request for White Rock 2T Route

**Presenters:** Philo Shelton, Public Works Director and Jon Bulhuis, Deputy Public Works Director

**Attachments:** [A - Budget Request White Rock 2T](#)

## 8. PROJECT UPDATES

[9296-17](#) Public Works Staff/Project Update - March 2017

**Presenters:** Philo Shelton, Public Works Director

**Attachments:** [A - Public Works Update for March 2017](#)

## 9. CHAIRPERSON'S REPORT

## 10. FUTURE AGENDA ITEMS

1. *Future Agenda Item - Supplemental Environmental Projects Update*
2. *Future Agenda Item - Presentation by Chief Dino Sgambellone*
3. *Future Agenda Item - Complete Streets*
4. *Future Agenda Item - Transit ACTAssist Update*

## 11. ADJOURNMENT

If you are an individual with a disability who is in need of a reader, amplifier, qualified sign language interpreter, or any other form of auxiliary aid or service to attend or participate in the hearing or meeting, please contact the County Human Resources Division at 505-662-8040 at least one week prior to the meeting or as soon as possible.

Public documents, including the agenda and minutes can be provided in various accessible formats. Please contact the personnel in the Public Works Division at 505-662-8150 if a summary or other type of accessible format is needed.



# County of Los Alamos

## Staff Report

April 06, 2017

Los Alamos, NM 87544  
www.losalamosnm.us

---

**Agenda No.:**

**Index (Council Goals):**

**Presenters:**

**Legislative File:** 9289-17

---

**...Title**

Approval of the March 2, 2017 Transportation Board Minutes

**...Recommended Action**

**I move that the Transportation Board approve the March 2, 2017 minutes as presented.**

**...Attachments**

A - March 2, 2017 DRAFT Transportation Board Minutes





# County of Los Alamos

## Minutes

### Transportation Board

1000 Central Avenue  
Los Alamos, NM 87544

*Khalil Spencer Chair; Brian O'Neil, Vice Chair;  
Nancy Jo Barnes, Eileen Lime, Don Machen, James L. Nesmith, and Sriram Swaminarayan,  
Members*

---

Thursday, March 2, 2017

5:30 PM

1000 Central Avenue, Room 110

---

#### 1. CALL TO ORDER / ROLL CALL

The March 2, 2017 Transportation Board Meeting was called to order at 5:34 p.m.

Present: Vice-chair O'Neil, Member Machen, Member Lime, and Member Swaminarayan joined the meeting at 5:37 pm. Member Barnes and Member Nesmith, were absent.

Staff in attendance: Philo Sherman, Public Works Director; Eric Martinez, County Engineer; Bryan Aragon, Senior Engineer and Louise Romero, Office Manager.

Members of the public in attendance: Robyn Schultz, 1305 Sage Loop; Regina Mertz 1551 Camino Durasnilla; and Doris Roberts, 1332 La Miranda Circle.

#### 2. APPROVAL OF AGENDA

A motion was made by Member Lime, seconded by Member Swaminarayan, that the March 2, 2017 agenda be approved as presented; the motion passed by a unanimous vote.

#### 3. PUBLIC COMMENT

No public comment.

#### 4. LIAISONS' REPORTS

Member Machen spoke regarding the modifications being made to the bulk and brush item pickup provided by Environmental Services. He also mentioned the FY18 Work Plan has been completed.

#### 5. APPROVAL OF MINUTES

9144-17

A motion was made by Member Nesmith, seconded by Member Lime, that the February 2, 2017 meeting minutes be approved as presented; the motion passed by a unanimous vote.

## 6. OLD BUSINESS -Possible Action

9149-17

Approval of the FY18 Transportation Board Work Plan to include the revised Attachment B. Philo recited the following changes that were made to the work plan.

Economic Vitality:

- Priority Area - Build the local tourism economy.
- Priority Area - Revitalize and eliminate blight in Los Alamos and White Rock.

Financial Sustainability:

- Encourage the retention of existing businesses and assist in their opportunities for growth.

Quality Cultural and Recreational Amenities:

- Implement a comprehensive range of recreational and cultural amenities that enhance the Los Alamos community.

Environmental Stewardship:

- Enhance environmental quality and sustainability balancing costs and benefits including County services and utilities.

Mobility:

- Maintain and improve transportation and mobility.

Operational Excellence:

- Maintain quality essential services and supporting infrastructure.
- Manage commercial growth well following and updated, concise, and consistent comprehensive plan.

A motion was made by Member Machen, seconded by Member Swaminarayan, that the FY18 Transportation Board Work Plan be approved as revised; the motion passed by a unanimous vote.

## 7. NEW BUSINESS - Possible Action

9147-17

Election of Chair and Vice-chair.

After a brief discussion, a motion was made by Member Machen, seconded by Member Swaminarayan, that the Election of Chair and Vice-chair be deferred to the April 6, 2017 meeting due to the absence of Member Barnes and Member Nesmith; the motion passed by a unanimous vote.

9148-17

#### 20th Street Extension Presentation

Mr. Bryan Aragon, Senior Engineer with Los Alamos County presented the 20th Street Extension Construction Project.

#### Project Scope:

- The construction of 20th Street south of Trinity Drive for approximately 600 feet. Starting at the intersection of 20th Street and Trinity Drive.
- A dedicated access to the Los Alamos Public Schools Administration Building.

#### Proposed Schedule and Cost:

- Advertise for bids - April 9, 2017
- Award construction contract - June 6, 2017
- Start of construction - July 5, 2017
- Project completion - October 31, 2017
- Project is CIP funded by County Council from the October 4, 2016 meeting.
- Engineer's estimate - \$1,300,000.00

#### Scope of Work:

New asphalt, street lighting, conduit for internet services, sidewalks, utilities tie in to water main, sewer and gas service line.

#### Public Comment:

- Robin Shultz
- Doris Roberts

## 8. PROJECT UPDATES

9150-17

Public Works Project Updates were briefly discussed.

## 9. CHAIRPERSON'S REPORT

No report for this meeting.

**10. FUTURE AGENDA ITEMS**

1. Supplemental Environmental Projects Update
2. Presentation by Chief Dino Sgambellone
3. Complete Streets
4. Update on Bicycle Master Plan

**11. ADJOURNMENT**

A motion was made by Member Nesmith, that the March 2, 2017 meeting be adjourned.

If you are an individual with a disability who is in need of a reader, amplifier, qualified sign language interpreter, or any other form of auxiliary aid or service to attend or participate in the hearing or meeting, please contact the County Human Resources Division at 505-662-8040 at least one week prior to the meeting or as soon as possible.

Public documents, including the agenda and minutes can be provided in various accessible formats. Please contact the personnel in the Public Works Division at 505-662-8050 if a summary or other type of accessible format is needed.

DRAFT



# County of Los Alamos

## Staff Report

April 06, 2017

Los Alamos, NM 87544  
www.losalamosnm.us

---

**Agenda No.:**

**Index (Council Goals):**

**Presenters:**

**Legislative File:** 9290-17

---

**...Title**

Election of Chair and Vice-chair

**...Body**

The Boards & Commissions Rules indicate that each Board shall annually elect a Chair and Vice-chair from among its members. The Chair and Vice-chair will serve at the pleasure of the Board and will be eligible for election to subsequent terms.

The existing Chair shall call for nominations for Chair, followed by Board comments, and then a vote. The same process applies for the election of a Vice-chair.

**...Recommended Action**

**I move that [insert name] be appointed Transportation Board Chair.**

**I move that [insert name] be appointed Transportation Board Vice-chair.**



# County of Los Alamos

## Staff Report

April 06, 2017

Los Alamos, NM 87544  
www.losalamosnm.us

---

**Agenda No.:**

**Index (Council Goals):**

**Presenters:**

**Legislative File:** 9292-17

---

### **...Title**

North Road Traffic Calming (Public Meeting)

### **...Body**

On March 22nd, Traffic and Streets Division Manager Dan Erickson held a public meeting at Fuller Lodge to solicit public comment regarding a traffic calming project on North Road near Mountain School resultant from a community petition and subsequent Council action.

Once the petition was received, a speed study was performed, law enforcement increased in the area and two digital speed trailers have been temporarily placed in the area of concern.

### **...Recommended Action**

I move that staff proceed with painting North Road between Urban Road and Yucca Street as seen in the attached exhibit, continue to assess the feasibility of installing permanent digital speed signs that interface with the school flashers and continue to monitor traffic habits on North Road near Mountain school.

### **...Attachments**

- A - Presentation
- B - Exhibit - Striping Plan
- C - Comment Cards

# North Road Traffic Calming Public Meeting #2

Transportation Board  
April 6, 2017 5:30pm

## PUBLIC MEETING NOTICE

### **Traffic Calming on North Road**

Agenda:

Introductions

Presentation of Proposed Plan

Questions & Public Comment

## **March 22, 2017**

## **Fuller Lodge**

## **7:00 pm to 9:00 pm**

For questions about the  
public meeting call  
Daniel Erickson @  
505-662-8113  
Or email the public works  
department :  
[lacpw@lacnm.us](mailto:lacpw@lacnm.us)



# Los Alamos County Neighborhood Traffic Management Program

JUNE 23, 2004

Prepared for:



Los Alamos County

Prepared by:

Bohannon Huston Inc. and  
*Pat Noyes & Associates*

Bohannon • Huston

ENGINEERING •  
SPATIAL DATA •  
ADVANCED TECHNOLOGIES •







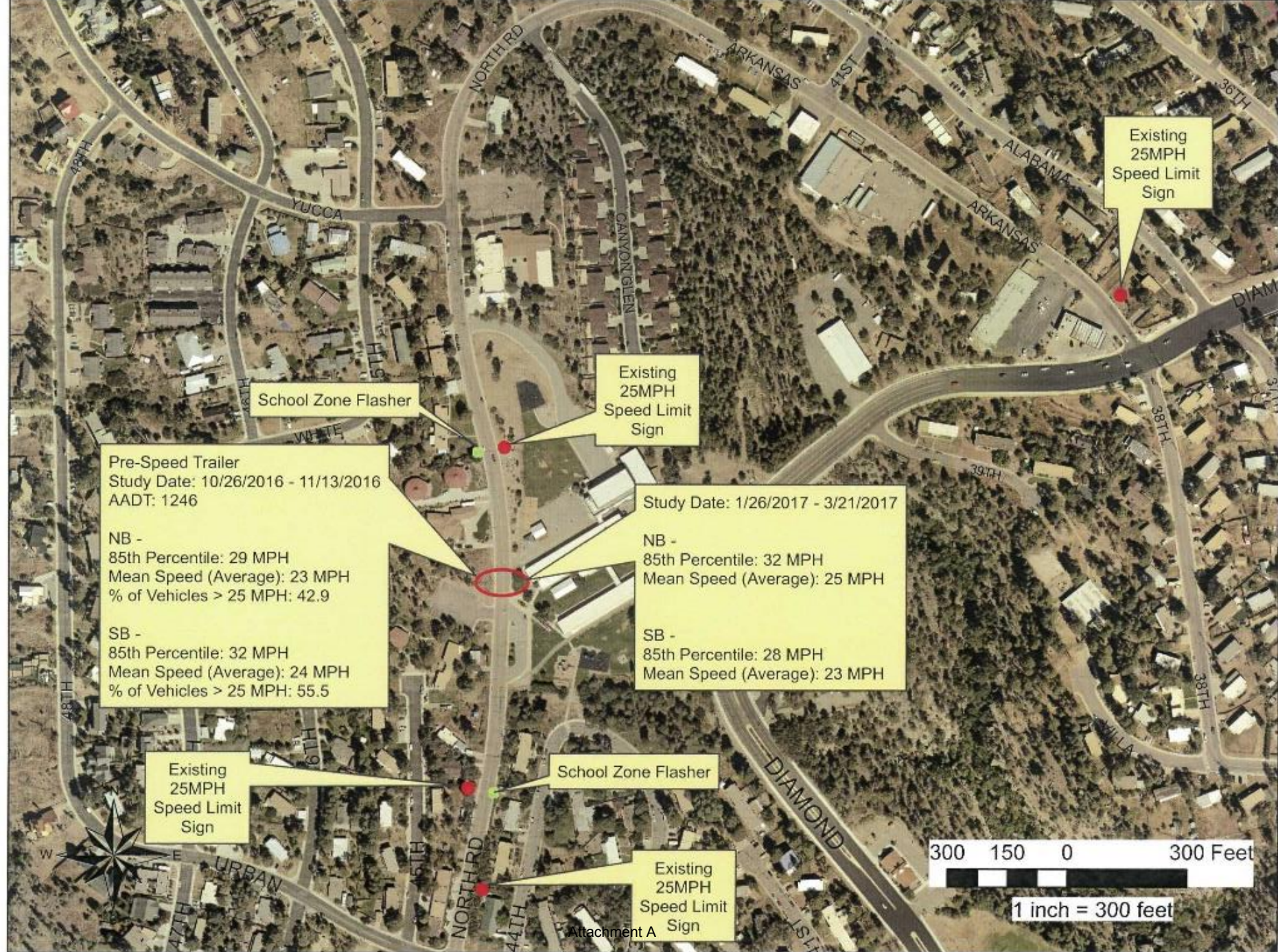
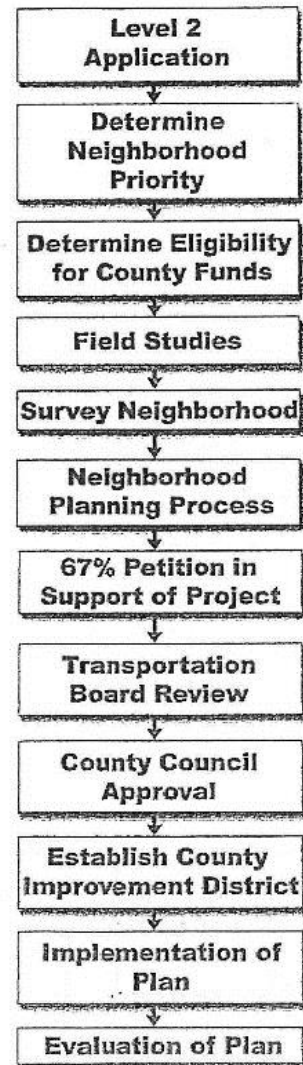




Figure 6 - Level 2 Neighborhood Traffic Management Planning Process



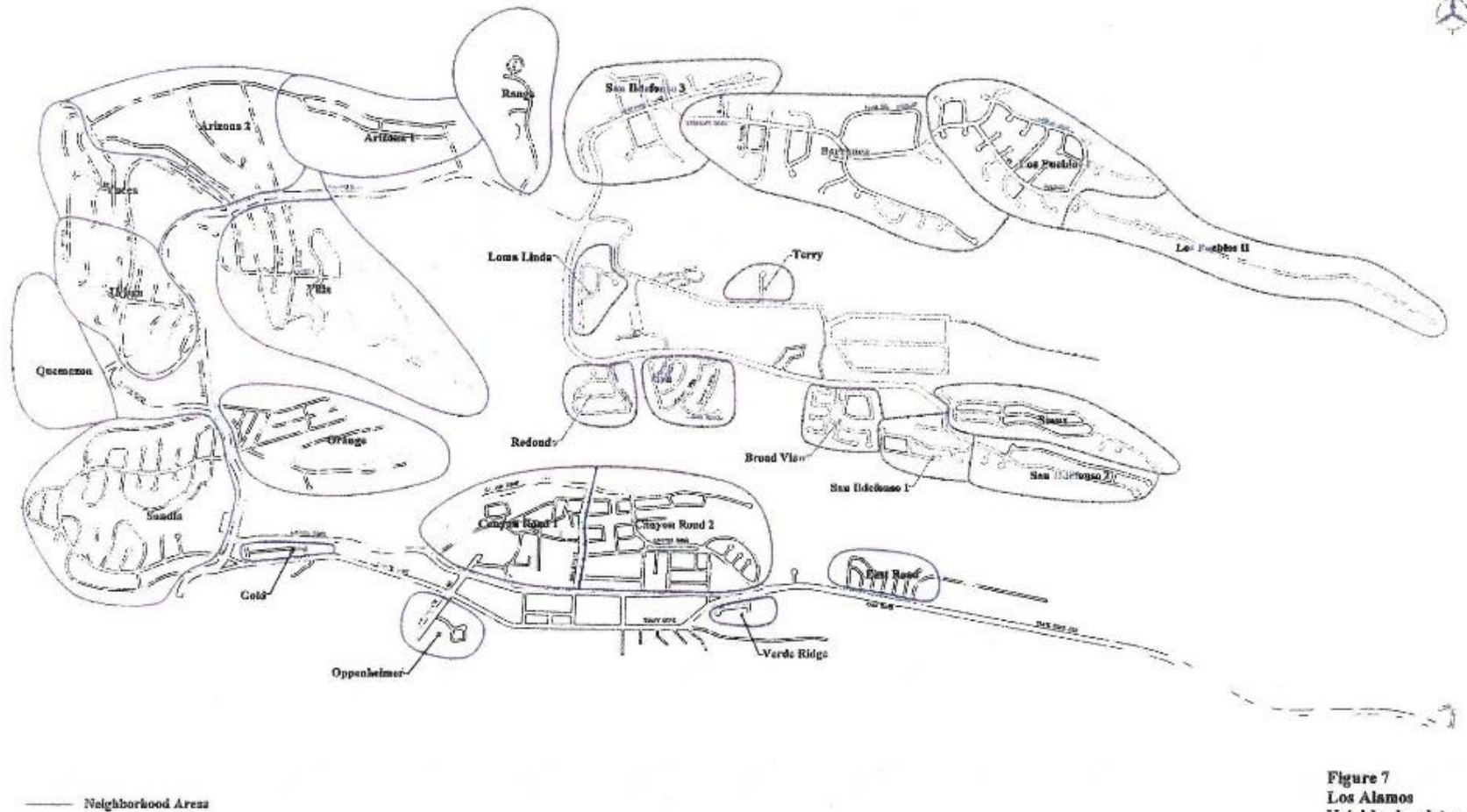


Figure 7  
Los Alamos  
Neighborhood Areas

# What Has Been Done So Far?

- Petition to Council
- Speed Study
- Increased Police Enforcement
- Speed Trailers
- Evaluation Meeting with Principal Guy, LAPD, LAC Staff

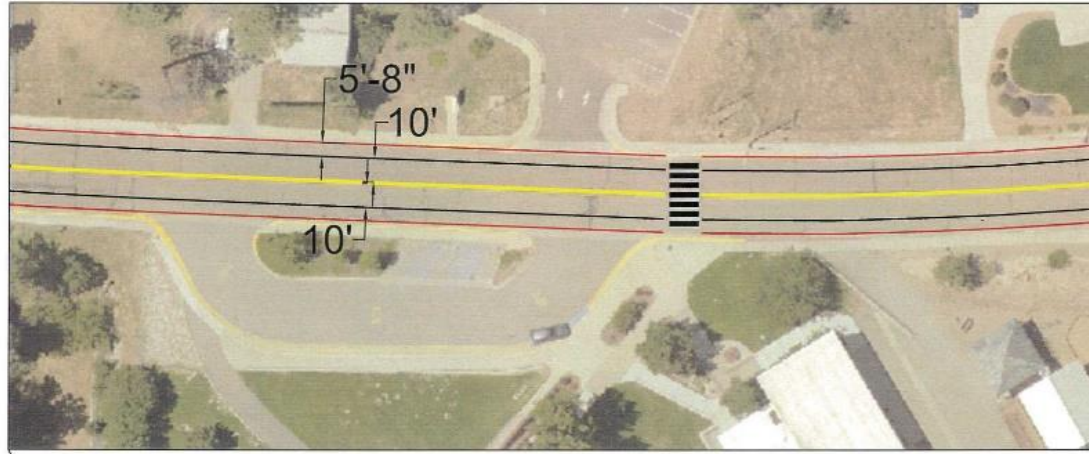
\*Note: Process has been handled somewhat differently being in a school zone.



# Next Steps

- Evaluate Comments
- Generate Final Proposed Plan
- Public Meeting #2
- Transportation Board Presentation
- Council Notification and / or Presentation
- Design Implementation





Attachment A

SECTION DESCRIPTION		DATE	BY
NO.	0		
	1		
	2		
	3		
	4		
	5		
	6		
	7		
	8		
	9		
	10		

--

DESIGNED BY	DATE
CHECKED BY	DATE
APPROVED BY	DATE
SCALE	SCALE

Striping Layout
North Road

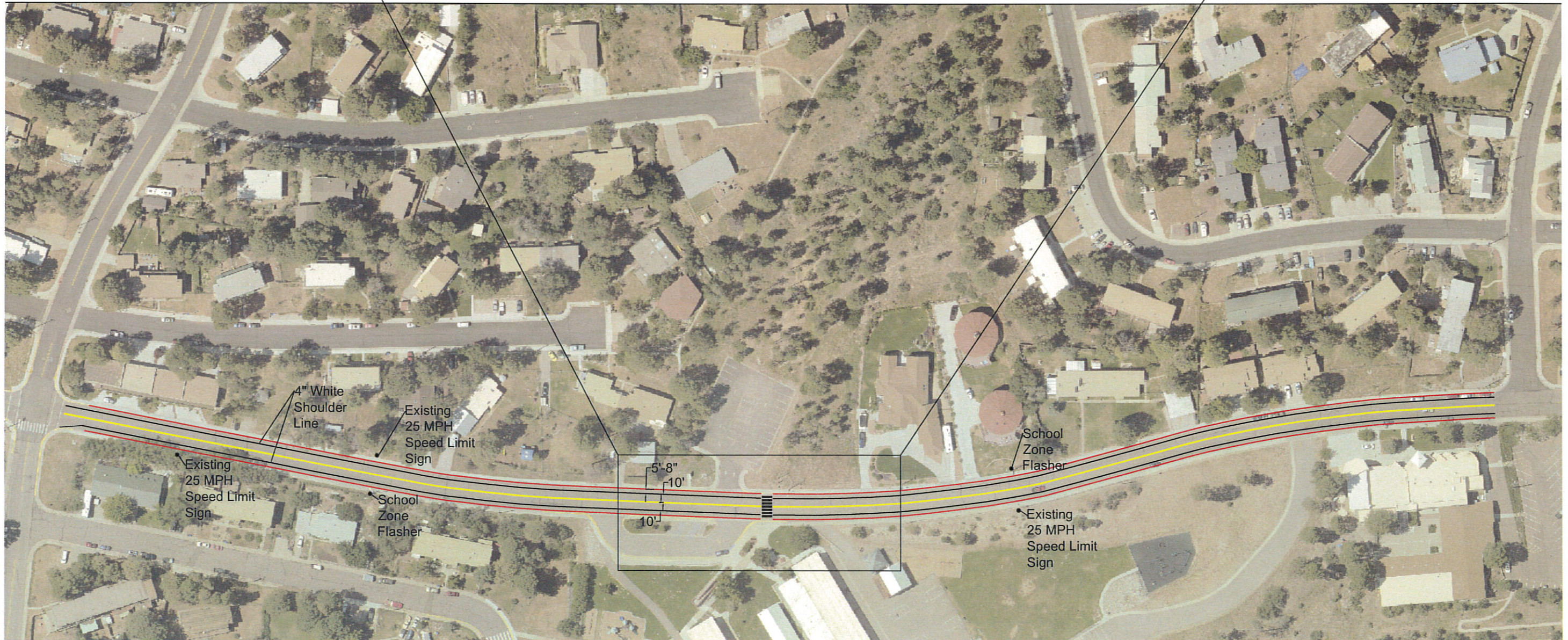
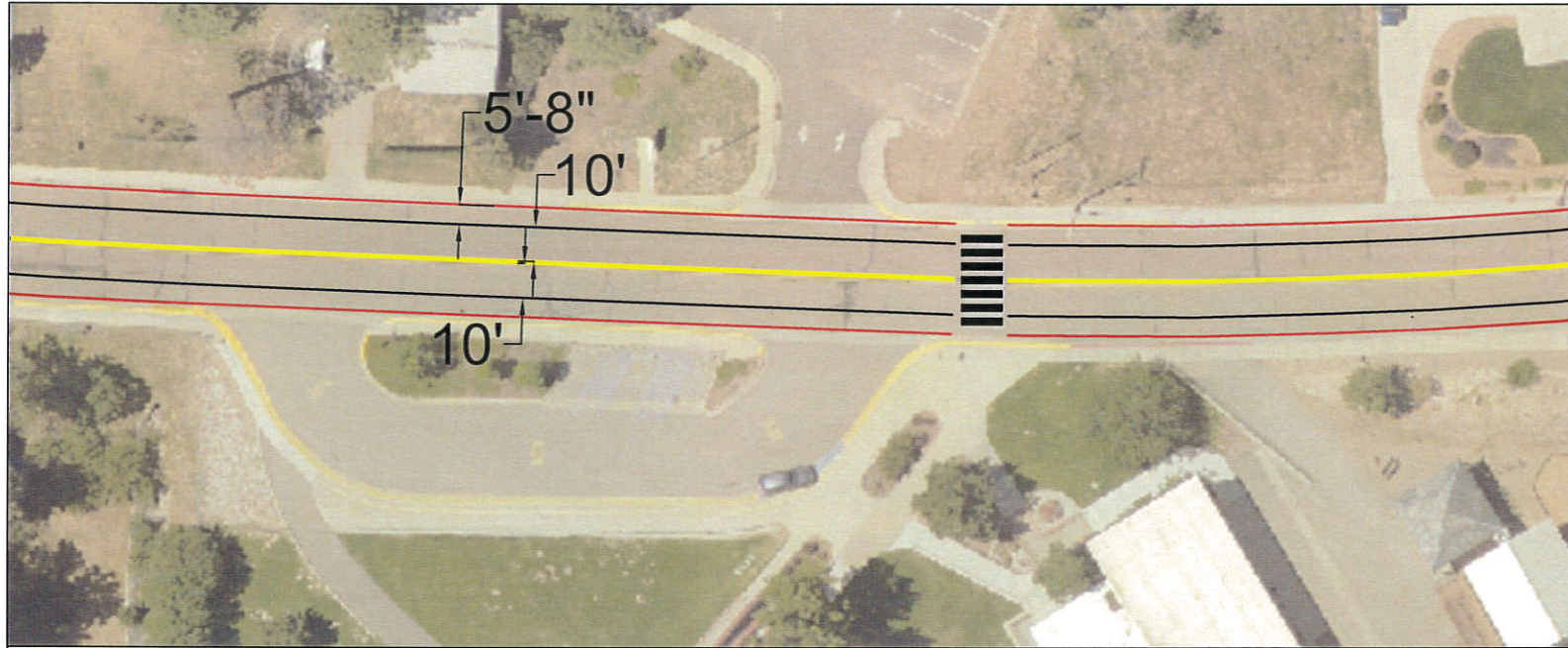


COUNTY OF LOS ALAMOS  
PUBLIC WORKS - PLANNING & DESIGN DIV.  
1000 ALAMOGADO AVENUE, SUITE 200  
LOS ALAMOS, NM 87544  
(505) 666-4115 FAX (505) 666-4418

# Other Items....

- Looking into Feasibility of Permanent Digital Speed Signs Synced with School Flashers
- An Additional Marked Crosswalk
- This Will Be an Iterative Process





NO.	REVISION DESCRIPTION	DATE	BY
0			
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

--

DESIGNED BY:	DATE:
DRAWN BY:	DATE:
CHECKED BY:	DATE:
APPROVED BY:	DATE:
SCALE:	DATE:

Striping Layout
North Road



COUNTY OF LOS ALAMOS  
PUBLIC WORKS - TRAFFIC & STREETWORKS DIV.  
1000 UNIVERSITY AVENUE, N.W.  
LOS ALAMOS, NEW MEXICO 87544  
(505) 862-6113 FAX: (505) 862-6416



North Road Traffic Calming Comment Card

March 22, 2017

A suggestion mentioned to  
paint road to make North Road,  
narrower. Leaving striping  
for a bike lane & off street  
parking.

Can we continue striping  
all the way around to Arkansas  
to keep the speed down in that  
area as well.

North Road Traffic Calming Comment Card

March 22, 2017

Flashing lights  
posting speed limits

Paint -

North Road Traffic Calming Comment Card

March 22, 2017

"Decoy" police car substituted  
occasionally with real police car

lovejoy - chris@comcast.net

North Road Traffic Calming Comment Card

March 22, 2017

Speed limit signs with  
"unusual" speeds - 17mph  
or 9mph not 20 or 10

18

lovejoy - chris@comcast.net

North Road Traffic Calming Comment Card

March 22, 2017

Suggestion to slow  
traffic in front of  
Mountain School

4 - traffic median strips  
each about 2 feet  
wide & 40-50 feet long

Locations - near urban & yucca  
just N & S of Mtn School -

## Martinez, Darby

---

**From:** Maes, Lenora  
**Sent:** Monday, March 20, 2017 8:33 AM  
**To:** Martinez, Darby  
**Cc:** Erickson, Daniel  
**Subject:** FW: Public Input on Traffic

Good morning,

FYI, see email below from the LACPW Inbox.

Thank you,

*Lenora M. Maes*

Senior Office Specialist | Public Works Department  
Phone: 505.662.8015 | Main: 505.662.8150  
email: lenora.maes@lacnm.us

**LOS ALAMOS**  
where discoveries are made

**From:** Anna Matsekh [mailto:matsekh@gmail.com]  
**Sent:** Saturday, March 18, 2017 2:07 PM  
**To:** Jennifer Guy <j.guy@laschools.net>; LACPW <lacpw@lacnm.us>  
**Cc:** Scott Pakin <scott@pakin.org>  
**Subject:** Re: Public Input on Traffic

Dear Jennifer & Daniel,

I am a parent of a Mountain first-grader and I am convinced that there should be a four-way-stop sign at the intersection of North Road and Urban. Unfortunately neither I or my husband can attend the meeting and we would like to take this opportunity to express our concerns.

I take North Road to go to / from school and regardless of the time of the day there are always drivers on Urban going well above speed limit. There are also two drive-ways on Urban right next to the intersection and a lot of cars just suddenly appear in the intersection often coming from these two driveways at very high speeds. This is also a major concern when Mountain kids walk across Urban.

I will be grateful if my suggestion of installing a four-way-stop sign at the intersection of North Road and Urban gets full consideration,

Sincerely,  
--Anna Matsekh

On Thu, Mar 16, 2017 at 6:33 PM, Jennifer Guy <j.guy@laschools.net> wrote:

Los Alamos County will be hosting a public input meeting to discuss "Traffic Calming on North Road". Many of our Mountain parents have expressed concerns about the traffic, congestion, and speed of traffic on North

Road especially in front of the school. At community request, the county has been looking into the issue. I strongly encourage Mountain parents and area residents to attend the public meeting to provide input on this important issue. Please share the attached flyer with area residents who may be interested in the topic.

Public Meeting Traffic Calming on North Road - March 22, 2017.pdf

When and Where:

March 22, 2017  
Fuller Lodge  
7:00 pm to 9:00 pm

Agenda:

Introductions  
Presentation of Proposed Plan  
Questions & Public Comment

For questions about the public meeting call

Daniel Erickson @  
505-662-8113

Or email the public works department :  
[lapw@lacnm.us](mailto:lapw@lacnm.us)

---

Los Alamos Public Schools would like to continue connecting with you via email. If you prefer to be removed from our list, please contact Los Alamos Public Schools directly. To stop receiving all email messages distributed through our SchoolMessenger service, follow this link and confirm: [Unsubscribe](#)

SchoolMessenger is a notification service used by the nation's leading school systems to connect with parents, students and staff through voice, SMS text, email, and social media.

■



## Erickson, Daniel

---

**From:** Kyle Zimmerman <kyzimm47@comcast.net>  
**Sent:** Sunday, March 26, 2017 2:15 PM  
**To:** Erickson, Daniel  
**Cc:** LACPW  
**Subject:** Comments on North Road Traffic Calming

Dan,

It was good to see you and the crew at the public meeting on March 22, 2017. I have the following comments on the proposal for traffic calming on North Road near Mountain School:

1. The Mountain School crossing on North Road is in the sag of vertical curve on North Road. When heading NB at 25 mph at the top of the curve and idling down the hill in my automatic transmission truck, I am going 25 mph at the crossing. When heading SB at 25 mph at the top of the curve and idling down the hill in the same truck, I am going 35 mph at the crossing. When I do this with my Trail Blazer, I get the same results NB, but SB I am going closer to 40 mph at the crossing. Challenge will be to give motorists a reason to put their foot on the break when going down the hill at non-peak times.
2. North Road along Mountain School is a wide road and relatively straight. Drivers do not feel that it is unsafe going faster than the posted speed limit at uncongested times. At time when the road is congested with School traffic, speeds on North Road are slow.
3. I do not believe the proposed of curb bump outs on North Road at the crossing and spaced up the hills both north and south of the school will slow the traffic during non-peak times. The bump outs work well on Central Ave because there is enough two way traffic to make drivers feel pinched and causing them to drive near the speed limit of 25 mph. Without the two way traffic, drivers will drive down the center of the bump out, will not feel pinched and will not slow down.
4. The proposed bump outs will also cause issues with the turning of school buses at Mountain School.
5. The petition proposed speed humps. Speed humps were installed on Villa Street during the Traffic Calming experiments. This was why the Neighbor Hood Traffic Caliming Process was presented to and approved by Council. This speed humps on Villa Street resulted in traffic diverting to 35th Street and using that un-signalized intersection to enter Diamond Drive. It is much safer for traffic to use the signal at 38th and Diamond. After many complaints from the residents the speed humps were removed.
6. After all of the traffic calming methods tried on Villa Street, the one that worked was painting shoulders and reducing the traffic lanes to 9 feet. This made the road feel narrow and slowed traffic down. I would suggest the County look at this option, before installing horizontal or vertical deflections.
7. Another option using striping might also be to extend the parking lane and bike lane next to Urban Park to the north ending at the north property line of Mountain School. This would restrict the traffic lines, push the SB lane next to the curb so drivers will feel more restricted, provide parking next to the school for parent drop-offs, and provide a bike lane for NB bicyclists. The Con of this option is SB traffic will be next to the sidewalk and students.

Principal Guy has asked be to meet with her and walk the area. I have sent her an email with times I am available of the week of April 2nd. I will let you know if we come up with anything different.

Good Luck,

Kyle Zimmerman  
2146 43rd Street  
Los Alamos, NM 87544

## Erickson, Daniel

---

**From:** Keith Rosenbaum <k.rosenbaum@laschools.net>  
**Sent:** Friday, March 24, 2017 2:12 PM  
**To:** Erickson, Daniel  
**Subject:** Northern Road Traffic Calming

Dan,  
LAPS Transportation would not be in favor of narrowing the lanes by extending the curb out next to the bus lane. The bus already uses more than one traffic lane to leave the school bus parking area. We would be in favor of using more signage, paint, and speed monitors to slow traffic.  
Thanks,

--

Keith A. Rosenbaum

Coordinator of Transportation

Los Alamos Public Schools

[k.rosenbaum@laschools.net](mailto:k.rosenbaum@laschools.net)

[505-663-2255](tel:505-663-2255)

*Confidentiality Notice:* This e-mail, including all attachments is for the sole use of the intended recipients and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited unless specifically provided under the New Mexico Inspection of Public Records Act. If you are not the intended recipient, please contact the sender and destroy all copies of this message.



# County of Los Alamos

## Staff Report

April 06, 2017

Los Alamos, NM 87544  
www.losalamosnm.us

---

**Agenda No.:**

**Index (Council Goals):**

**Presenters:**

**Legislative File:** 9291-17

---

### **...Title**

Bicycle Transportation Plan (Public Meeting)

### **...Body**

The presentation will cover the following:

- Goals
- Types of Infrastructure and Improvements
- High Priority Corridor
- Challenges
- Public Information and Involvement

### **...Attachments**

A - Bicycle Transportation Plan Presentation

B- DRAFT 2017 Bicycle Transportation Plan

# Bicycle Transportation Plan Update

Transportation Board Meeting

Incorporated County of Los Alamos  
Public Works Department

Philo S. Shelton III, Department Director  
Eric Martinez, County Engineer  
Desirae Lujan, Engineering Project Manager

April 6, 2017



# Goals

- From 2005 Policy to Plan
  - Transportation Board Bicycle Subcommittee
    - County Staff (Engineering; Manhattan National Park Liaison; Community Development; Parks, Recreation & Open Space)
    - Membership (Jason Lott, Bandelier Superintendent; Khalil Spencer, former T-Board Chairman; Craig Martin, Open Space specialist; Phil Gursky, former P&Z Chairman, Members of the public.)
  - Public Involvement
- Plan for a more comprehensive transportation network that focuses on bicycle travel
  - Enhance quality of life, tourism, economic development (Council Strategic Goals, MPNHP, Key Points of Interest incl. Parks, Recreational Facilities & Trails)
  - Utilize State of the Practice methods for improving bicycle safety, design, and maintenance (Complete Streets, NACTO, AASHTO)
  - Obtain national recognition as a Bicycle Friendly Community from the League of American Bicyclists
  - Interrelation to the Comp Plan, Planning & Zoning Process
  - Transportation Infrastructure Programming & Funding

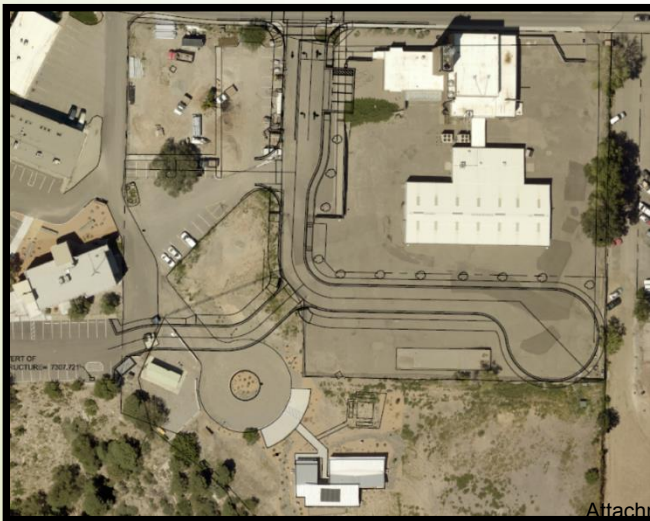


# Types of Infrastructure Improvements

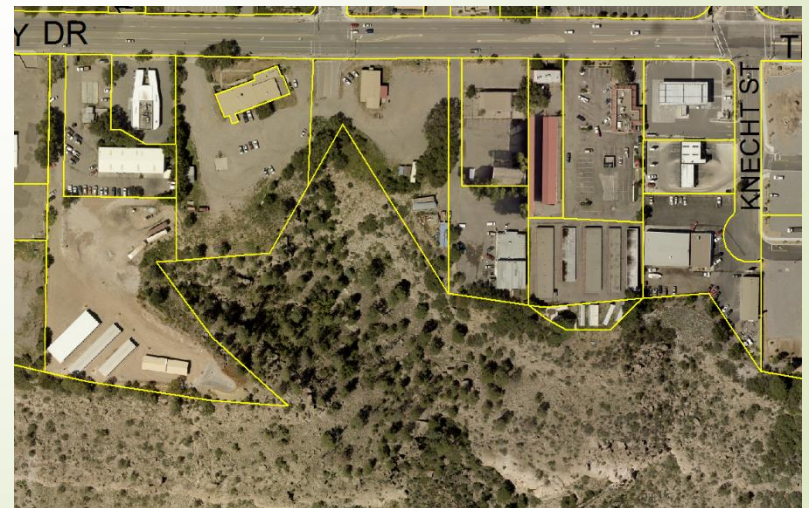
- Shared Use Paths/Multiuse Trails (Canyon Rim Trail)
- On Road Improvements
  - Bike Lanes (Diamond Dr., NM 4)
  - Shared Lane Markings/Sharrows (Central Ave., Sherwood Blvd.)
  - Traffic Signal Improvements
  - Crossings
  - Wayfinding
- Other
  - Bike Sharing
  - Bike Parking
- Several improvements can be completed by regular maintenance operations – restriping, etc.

# Improvements in Progress

- NM 502 Reconstruction
  - Bike Lanes & Crossings (East Park & Pool)
- Canyon Rim Trail Underpass (Entrada Drive to Trailhead)
  - Federal Grant Application Under Consideration
- “High Priority Corridor” approved by Council
  - Canyon Rim Trail Easement Acquisition & Preliminary Design
  - Urban Trail Segment 1 via 20th Street Extension Project
- \$1Million in 2017 CIP funds for Canyon Rim Trail

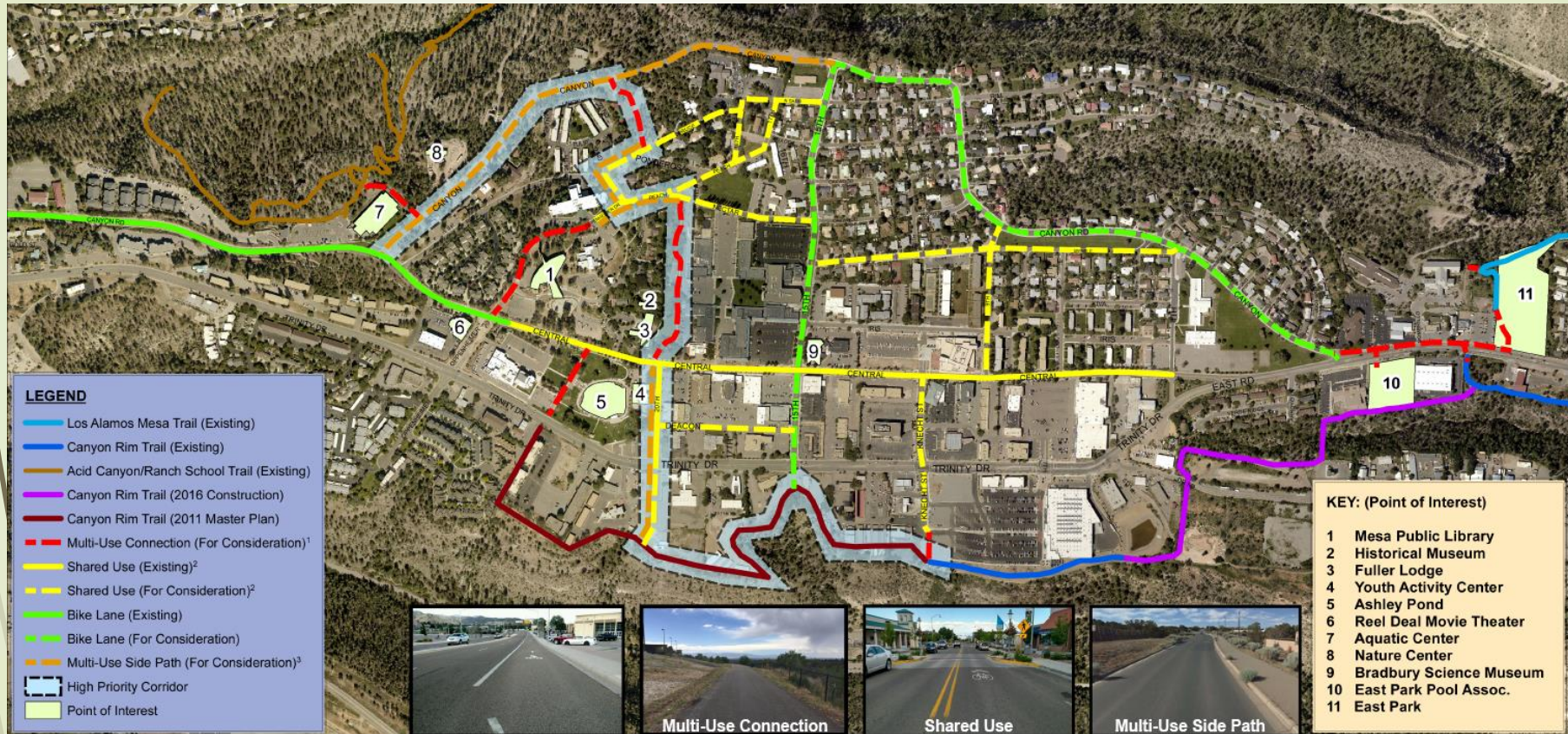


Attachment A





# Planned Improvements

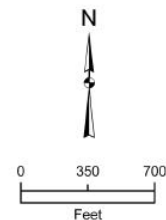


<sup>1</sup>**Multi-Use Connection (Path)** – A bikeway physically separated from motor vehicle traffic by an open space within an independent right-of-way. Multi-use paths may be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users. Most multi-use paths are designed for two-way travel.

<sup>2</sup>**Shared Use** – A lane of traveled way that is open to both bicycle and motor vehicle travel.

<sup>3</sup>**Multi-Use Sidepath** – A path located immediately adjacent and parallel to a roadway. Multi-use sidepaths may be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users. Most multi-use side paths are designed for two-way travel.

## Los Alamos Bicycle & Pedestrian Routes



Date: 8/10/2016





# High Priority Corridor Urban Trail Segments



- Trinity Drive to Canyon Road
- Canyon Road (Tennis Courts to Aquatic Center)



# Challenges

- Right of Way
- Obstructions
- Topography
- Funding...

# Public Information & Involvement

- Next Public Meetings
  - April 6<sup>th</sup> Transportation Board Meeting
  - April 13<sup>th</sup> Parks & Recreation Board
- Survey/Open Forum In Process
- Seeking Council Approval – May/June 2017



# Comments / Contacts:

Comment Cards: Leave with attending staff or mail to:

Public Works Department

1000 Central Avenue, Suite 160

Los Alamos, NM 87544

by April 21 , 2017

Phone: (505) 662-8150; Fax: (505) 662-8109

Email comments to: [lacpw@lacnm.us](mailto:lacpw@lacnm.us)



# Questions?



THANK YOU!

Public Works staff thanks you for  
your input!



Incorporated County of Los Alamos  
Public Works Department



LOS ALAMOS

Bicycle Transportation Plan

Council Adopted \_\_\_\_\_, 2017

## Contents

Introduction/Executive Summary .....	3
Plan Goals.....	3
Complete Streets .....	4
Bike Routes .....	5
Destination Connections.....	5
Economic Development.....	5
Applying for a “Bicycle Friendly Community” Award .....	6
Health & Environmental Benefits of Bicycling .....	6
Safety .....	7
Design Policies and Guides .....	7
Federal Design Guidance .....	7
Development Code .....	8
County Legislation.....	9
Bicycle Friendly Community.....	9
The Five E’s.....	9
Bicycle Infrastructure Inventory & Completed Improvements .....	10
Types of Facilities .....	10
Multiuse Trails and Side Paths .....	11
Sharrows .....	13
Bike Lanes/Shoulders.....	14
Planned Improvements.....	15
2005 Plan Priorities .....	15
New Bicycle Transportation Priorities .....	16
Supporting & Related County Reference Documents .....	17
Public Information & Involvement Tasks and Schedule .....	17
Exhibits.....	18
References .....	56

## Introduction/Executive Summary

On July 26, 2005, County Council endorsed the Transportation Board's recommendation of the Bicycle Transportation System, a document formalizing the practice of considering bicycle improvements during major maintenance, reconstruction or construction of roadway facilities and establishes bicycle routes and priorities. This document plan was produced through the Transportation Board's Bicycle Subcommittee. Along with numerous public meetings, the subcommittee issued polls to gauge citizen interest in bicycling as a form of transportation. The polls indicated that citizens favored adding bicycle and pedestrian infrastructure throughout the County and in a percentage comparable to other bicycle friendly communities that already use their bicycles as a form of transportation to school and work. The mission of the subcommittee was to connect cyclists from their homes to their destinations in a friendly manner. Therefore, routes were chosen to connect residential communities to destinations, particularly through collectors and arterials, and where possible, encouraging connectivity on State and LANL routes. The routes also focus on a 1-mile radius of local schools to address "safe Routes to School" concerns.

Over the years several bicycle facility improvements were implemented countywide, including some of the priorities listed in the 2005 document. In 2016, a citizen petition was brought before the County Council concerning bicycle trail access throughout the town site for citizens of all abilities. Subsequently, a subcommittee of citizens and staff was formed at the direction of the Transportation Board. From their involvement, a planning map was developed linking points of interest within the town site utilizing the existing transportation framework with potential off-street, multi-use paths and on-road improvements. On this map, a "High-Priority Corridor" was identified. The County Council has shown its continued support by endorsing this map for inclusion in the update and development of a Bicycle Transportation Plan. In January 2017 the Transportation Board requested that a bicycle subcommittee be formed to work towards this end. In February 2017, County staff from Public Works, Parks Recreation & Open Space, Community Development, and the County Manager's Office, along with Bandelier National Park's superintendent and interested citizens, began meeting to assemble a document aimed towards creating a comprehensive transportation network focusing on bicycle facilities.

## Plan Goals

More bicycle facilities, effective system, reduced barriers to bicycling.

Subcommittee objectives:

- Enhancing quality of life, tourism, economic development, i.e. events—refer to council strategic goals and comp plan goals
- Incorporate interpretive opportunities into the bicycle transportation system (geologic, history/homesteading, etc.)
- Enhance and facilitate bike use for residents and tourists
- Higher designation as bike friendly community by League of American Bicyclists
- Create more and better bikeways as part of comprehensive network
- Improve bicycle facility safety, design, and maintenance
- Improve crossings

- Provide bicycle parking
- Remove the “fear” of bicycling
- Improve public image as a safe mode of travel
- Increase bicycle use in the County

How:

- Incorporate bike facilities in new and existing roadways
- Provide connectivity (neighborhoods to destinations via public transportation, walking, etc.)
- Provide signage and online tools for wayfinding
- Use “Safe Routes to School”
- Create incentives to ride a bike
- Integrate the plan and need for bike facilities into planning stage for new development and redevelopment
- Get Business Buy-In Plan that supports economic development, recreation, and tourism goals
- Use recreational amenities and opportunities to tie into the transportation system
- Partner with local groups
- Include bicycle community at all public events, and give opportunities to educate and encourage the community about riding safely, following rules/traffic laws, etc.
- Help to create a system where all users could use a bike as their main form of transportation.

The Comprehensive Plan approved in 2016 has identified three key areas found to be valuable and the identity of Los Alamos as seen by the community. They are “Housing, Neighborhoods, and Growth,” Development, Redevelopment, and Downtown,” and “Open Space, Trails, and Mobility.” The Bicycle Transportation Plan is being developed with the intention of enhancing these goals through the County.

### Complete Streets

The United States Department of Transportation identifies complete streets as “streets designed and operated to enable safe use and mobility for all users, including people of all ages and abilities, regardless of whether they are traveling as drivers, pedestrians or bicyclists or riding public transportation.” Complete streets designs are developed to encourage slower speeds of vehicles and prevention of conflicts between all modes of transportation. Studies carried out by the National Complete Streets Coalition have shown that by implementing the Complete Streets model, local economies are stimulated. Motor-vehicle-related crashes that impact drivers, passengers, pedestrians, and cyclists **contribute** to an estimated 180 billion dollars in property damage and health impacts, as stated by the American public health association. Further, public transit stands to be subsidized by street designs that encourage walking and bicycling for transportation. Another element of complete streets includes trees, “which remove substantial volumes of carbon dioxide and other air pollutants, catch storm water, and reduce urban heat-island effects, along with creating safer and more sociable neighborhoods, contributing to a sense of community, economic viability, environmental sustainability and healthier people.”

New Mexico Senate Memorial 35 was signed in January 2017, along with New Mexico House Memorial 29, recognizing that all local and tribal governments and state agencies are committed to the safety of



all users of roadways in promoting and implementing complete streets throughout New Mexico and that complete streets be recognized for its understanding that transportation is about moving people and connecting, supporting, and building vibrant communities. National 2015 statistics show 35,092 transportation fatalities, of which 5,376 were pedestrian fatalities—an increase of 7.2% from 2014, when New Mexico had the highest rate of pedestrian fatalities in the nation. It is also estimated that by 2030, New Mexico will be fourth in the nation with a population 65 years of age or older. Complete streets will provide our aging population with increased travel options with improved safety. The State of New Mexico currently has a complete streets leadership team consisting of members statewide with technical expertise to develop and advance policy to be implemented into projects to promote safety and mobility of all users.

Locally, resolution 10-32, “Policy for the design of public streets and rights-of-way in Los Alamos County,” was developed with the complete streets guiding principles in mind. The policy establishes the goals for street, right-of-way and intersection design, and land use decisions to ensure they are mutually reinforced, creating synergy through promoting safety health, economic vitality, environmental sustainability, and livability throughout the community.

## Bike Routes

### Destination Connections

It is the goal of the Transportation Board’s Bicycle Plan Subcommittee to work toward creating a bicycle system that connects all notable destination within the County, including residential, commercial, and parks and open space. In the Fall of 2016, the County Council approved a “High-Priority” route, by recommendation of the Transportation Board and its subcommittee, to respond to a citizen petition to develop routes that are safe for people of all abilities to connect to notable destinations in the downtown area of Los Alamos and several other points of interest in close proximity. These destinations include Fuller Lodge, Mesa Public Library, the Bradbury Museum, the Central Business District, Ashley Pond, the Nature Center (PEEC), and the Aquatic Center.

### Economic Development

This plan will aid in the expansion of the bicycle system within the County, enhancing connectivity and, in turn, economic development. With the recent creation of the Manhattan Project National Park, tourism is anticipated to increase within Los Alamos. It is the town’s ambition to work with the National Park to aid in the establishment of tourist sites, walking tours, and other methods of sharing the story of Los Alamos. The Canyon Rim Trail is located, and planned to be located, relatively close to many of the sites, within view or “overlook,” and can connect with an ancillary trail directly to sites with historic significance. The newly adopted High Priority route connects the planned portion of Canyon Rim Trail near 15<sup>th</sup> and 20<sup>th</sup> Streets crossing Trinity Drive and following through the downtown area, where notable points of interest are located. Economic Development projects currently in process are relatively close to potential trail routes and have the potential for future commercial development, an RV Park, and residential uses. This plan will enrich these initiatives, provide further economic opportunities for bike-share programs, and enhance current and potential future bike tourism events such as Endurofest, to increase Los Alamos’ appeal as a tourist destination.

### Applying for a “Bicycle Friendly Community” Award

It is the goal of the County Council and the Transportation Board to become a Bicycle Friendly Community as designated by the League of American Bicyclists. In 2016 an application was submitted to the League requesting a designation. Los Alamos County received an Honorable Mention and recommendations for achieving a higher award status for a bicycle friendly community (Bronze through Diamond). A report card and a feedback report were issued to the County, discussing where the County can improve, implement new, and enhance existing areas to provide good steps to achieve a higher award. One notable mention was the need for a current bike plan that is being implemented. Both of these documents are exhibits to the plan.

The League sent out a public survey on behalf of the County, aiming to gauge bicycling interest in the community and how to improve. The results of the survey are attached hereto in the Exhibits portion of the plan. The survey compares data received from the respondents from Los Alamos County with a database of all BFC Survey Respondents in the year of the application (2016) and 2012 respondents of a NHTSA Survey. Los Alamos County respondents were asked how often they ride their bicycles and for what reasons, if they have had any bicycle safety training in the last 5 years, the proximity of bicycle facilities, their satisfaction of local government to implement facilities, and the safety factor within the community. Overall, Los Alamos County respondents answered similarly to those nationally. The majority of respondents ride at least once a month for recreation, exercise, and to commute to work. Training opportunities were not prevalent, and transportation bike facilities were typically close to half of the respondents, within a quarter a mile. The principal request for the local government is to add more bike lanes and paths. Slightly less than half of the respondents believe it is safe to ride a bicycle within their neighborhoods, while a measure closer to 15% believe it is unsafe, and the remainder say it depends (the main reasons being distracted drivers/riders and few bike lanes and paths). The survey highlights the need and desire for additional bicycle facilities.

### Health & Environmental Benefits of Bicycling

Bicycling is healthy, and riders are known to live healthy lifestyles, get sick less often, and feel less stressed. The National Center for Safe Routes to School gives the following health benefits for kids who ride or walk to school:

- Weight and blood pressure control
- Bone, muscle, and joint health and maintenance
- Reduction in risk of diabetes
- Improved psychological welfare
- Better academic performance

Environmental benefits are many for the community. The implementation of a bicycle transportation system improves transportation options for commuters, thus reducing carbon emissions with the reduction of motorized vehicles and resulting in reduced wear on roadway system. Bicycling is also a more cost efficient mode of transportation. Transit usage may increase with the need of bicyclists to make certain connections, for example White Rock to Los Alamos. Bicycle shops and other businesses,

such as bicycle delivery services, are possible with a comprehensive system and bring higher ridership. Tourism is also supplemented with bike events, bike sharing, rentals, and bike taxis.

## Safety

At a federal level, the USDOT launched the “Safer People, Safer Streets Initiative” in 2015. From this initiative, new resources and research were rolled out to address non-motorized safety issues and help communities create safer, better-connected bicycling and pedestrian networks. Safety experts, existing and new stakeholders, local officials, and the public were engaged to help get out the materials and put them to use to encourage safety in and around our streets, including at bus stops, transit stations, and other multi-modal connections. This initiative also put into place road safety assessments in every state. Local jurisdictions have the responsibility to ensure safety in the transportation network through those who plan, design, build, and maintain these facilities, as well as ensure that the public is made aware of laws and regulations; enforcement is key in this process. Locally officials can choose to sponsor legislation to law and enhance current laws to enhance the behavior, infrastructure, and vehicular safety.

In 2007 New Mexico implemented the Child Helmet Safety Act. This act requires that all persons under 18 year of age wear helmets when riding bicycles, skateboards, scooters, skates, and tricycles while on a public facility.

The University of New Mexico’s Center for Injury Prevention Research & Education (CIPRE) is conducting a project in conjunction with the NMDOT called the New Mexico Pedestrian and Bicycle Safety Initiative Program. This program supports community organizations to improve pedestrian and bicycle safety through education, engineering, and encouragement. This program also conducts training for law enforcement agencies, engineers, community leaders, and pedestrian advocates statewide. CIPRE distributes information on outreach events and initiatives. Their website has links to government agency resources such as Federal Highway Administration (FHWA) and National Highway Transportation Safety Administration (NHTSA) policies regarding bicycle safety.

## Design Policies and Guides

### Federal Design Guidance

In 2012 AASHTO published the 12<sup>th</sup> edition of the Guide for the Development of Bicycle Facilities updated from the previous volume published in 1999. This guidance manual highlights and clarifies elements needed to make bicycling safe, comfortable, and convenient as a form of transportation. Information found in this guide includes accommodating bicycle travel and operation. Sound guidelines are outlined to design facilities that will meet the needs of both bicyclists and drivers. “Good design practice involves engineering cost-effective solutions that balance safety and mobility for all transportation modes, along with preservation of scenic, aesthetic, historic, cultural, and environmental resources.”

The Manual on Uniform Traffic Devices (MUTCD), incorporated by reference into the Code of Federal Regulations, is recognized as the national standard for all traffic control devices installed on any street,

highway, bikeway, or private road open to public travel. Part 9 is dedicated to traffic control for bicycle facilities, including: signing, markings, and signalization.

National Association of City Transportation Officials (NACTO) is a non-profit association representing the nation's large cities and facilitates the exchange of best practices and transportation insights. They promote sharing data and building a common vision with cities around the nation to raise the state of engineering practice for urban design. NACTO has published the Urban Bikeway Design Guide to provide cities with current solutions to create complete streets in urban settings. This guide offers treatments **define "treatments"** not referenced within the AASHTO Guide, although most are permitted under the MUTCD. FHWA issued a memorandum officially supporting the use of the document in 2013. The guide is laid out with three levels of guidance: Required, Recommended, and Optional.

These guidance manuals include many bicycle facility treatments for consideration into the local system, including, but not limited to, signal actuators for cyclists at intersections, at-grade crossings, grade-separated crossings, and Green Pavement Markings per AASHTO Guidance.

### Development Code

Where developments have open space, developers should be required to provide adequate pedestrian and bicycle facilities and, to the greatest extent possible, connect to public open space and the urban trail system. No impediments to future trail connections may be caused due to development.

The Comprehensive Plan as related to trails outlines several policies directed at economic vitality, land use, and infrastructure. To inspire economic vitality, the following three policies were adopted: (1) develop and expand trails connecting downtown to surrounding open space, (2) create or improve trails that serve residents of all ages, and (3) connect County trails to non-County-owned trails adjacent to/near County land. Pursuing federal and state funds; obtaining a bicycle friendly community designation; and developing policies for off-trail foot, bicycle, and equestrian travel would be strategies to fulfill the policies. Land Use policies of promoting safety for pedestrians and bicyclists on paved trails and streets and ensuring that private development is required to provide trail connections that may not create impediments to trail connections were set forth. These policies would be accomplished using the following four strategies: (1) map trails, identify gaps in trail connections, and propose connection strategies; (2) develop a strategy for the prioritization of gap connections; (3) consider alternate means of circulation, especially for the Americans with Disabilities Act (ADA) individuals, including golf carts in historic areas; and (4) consider signage or speed controls to slow bicyclists when they are on same path as pedestrians. The infrastructure policies consist of (1) creating designated, safe, convenient, and well-maintained bike and pedestrian pathways and sidewalks; (2) incorporating multi-use trails whenever possible; (3) recognizing and acknowledging the difference between bicycling for recreation and bicycling for transportation; and (4) ensuring safe trail crossings (especially at arterials) and weigh cost/benefits of underpasses and/or overpasses. It is anticipated that by examining the potential to expand the paved and accessible Rim Trail and to link the Rim Trail to Mesa Trail while considering wider easement requirements for trails, the infrastructure policies will be accomplished.

Mobility is also a core theme of the comprehensive plan and discusses the adoption of the complete street concept while incorporating facilities that accommodate all users of all abilities. Because bicycling as a means of transportation has growth significantly nationwide through many New Mexico communities and is of great interest in Los Alamos County, it is anticipated that bicycling to work from



White Rock and around Los Alamos could become increasingly more popular. Because of the town's largest employer's proximity to housing in Los Alamos and with the economic development goal of increasing housing within the town site, the need for a more comprehensive bicycle transportation network is anticipated.

### County Legislation

Resolution No 10-32 established the policy for the Design of Public Streets & Right-of-Way in Los Alamos County. This policy was developed with the complete-streets guiding principles in mind. The policy establishes goals for street, right-of-way, and intersection design. The policy also ensures that all street-design and land use decisions are mutually reinforced, creating synergy throughout the County. The promotion of safety, health, economic vitality, environmental sustainability, and livability throughout the community is significant to the policy.

### Bicycle Friendly Community

The League of American Bicyclists was founded in the 1880s to advocate for paved roads. Today they aim to provide safer roads, stronger communities, and a bicycle friendly America for everyone. In 2016 Los Alamos County applied through the League's voluntary application process for award status, and the League presented the County an Honorable Mention as a "Bicycle Friendly Community." The award status is good for 4 years and has five award designations: Bronze, Silver, Gold, Platinum, and Diamond. Being designated a "Bicycle Friendly Community" is not clear cut, which this allows communities to play on their strengths to make bicycling better for their respective communities.

Upon adoption of this plan and several other programs, such as the completion of an ADA Transition Plan. Currently, the County is in the process of developing an ADA Transition Plan to be delivered to the New Mexico Department of Transportation in 2017.

### The Five E's

The League of American Bicyclists follow the 5 E's: Engineering, Education, Encouragement, Enforcement, and Evaluation & Planning. The surveys they have conducted indicate that the most tangible evidence of a great location for bicycling is the presence of welcoming infrastructure. The most bicycle friendly communities have well-connected bicycle networks using quiet neighborhood streets, conventional and protected bike lanes, shared-use trails, and policies to ensure connectivity that continues to shape the system with future development and infrastructure in place which is properly maintained over time. **what is properly maintained over time? System? Development? Etc.**

Having the skill and confidence to ride a bike is an important step in promoting the use of bicycle facilities. The League has a Smart Cycling program with over 2000 instructors around the country who deliver education programs. Public education of the laws of the road for both bicyclists and drivers are key components to educating users. Local government and state governments can promote sharing of the road through programs handed down to the public through their respective departments, such as motor vehicle and public education.

Encouragement is needed to build a bicycling community. Local businesses, universities, health organizations, and local governments can promote bicycling throughout the community in many ways. National Bike Month is in May; communities can elect to celebrate by holding community events throughout the month of May or on a certain day of the week in May. Maps of the trail and bicycle system available at local businesses and other effortless locations, as well as signage and wayfinding for users, enables people to find ease in using bicycling as a means of transportation. Bike sharing is also a way to encourage riders; tourism can drive the need for bike sharing or rentals, as most tourists do not travel with their bicycles. Los Alamos County incorporates three national parks and is rich with nature and scenic routes for bicycling.

Currently, several county departments have begun to plan “Bike to Work” events for May 2017 as a means to bring awareness and encourage bicycling as transportation. A proclamation declaring May as Bike Month and supporting Bike to Work events is being drafted for approval by the County Council. These events will be a coordinated effort between County groups, such as the Transportation Board, Planning & Zoning Board, Public Works Department, Parks Recreation & Open Space, Police, Fire, and Transit, as well as beyond the County with employers and businesses such as Los Alamos National Laboratory (LANL), Los Alamos Public Schools (LAPS), Los Alamos Medical Center, the University of New Mexico–Los Alamos (UNM-LA), the New Mexico Department of Transportation (NMDOT), the Northern Pueblos Regional Transportation Planning Organization (NPRTPO), bike shops (in Los Alamos as well as nearby communities) local bike clubs, and bike vendors.

Equitable laws and regulations for bicyclists and drivers set a good platform to ensure enforcement of the transportation system rules. Law enforcement should understand these laws and know how to enforce them to ensure public safety for all users. Officers on bicycles also ensure that law enforcement understands the issues cyclists face while using the transportation system adjacent to vehicles. For example, the “Five Foot Rule” in Chapter 38, section 545 of the Municipal Code states, “When approaching or passing any person riding on a bicycle, the operator of a motor vehicle shall proceed with caution and shall pass such bicycle rider at reasonable speed and maintain a safe distance, no less than five feet from the operator of the bicycle.”

Active citizens and support by the local government contribute to a community’s success in developing a seamless bicycle network. Evaluation and Planning includes compiling data and updating a comprehensive bicycle master plan to ensure dedicated funding sources and continued planning toward a more comprehensive system. Committees and a program coordinator working together can ensure decision makers prioritize bicycle system projects on a regular basis.

## Bicycle Infrastructure Inventory & Completed Improvements

### Types of Facilities

Multi-use trails are typically physically separated from vehicle traffic either by open space or a barrier. Multi-use trails can be used for pedestrians, bicyclists, and all non-motorized users.

Sidepaths are multi-use paths adjacent and parallel to a roadway and typically are intended for two-way travel.

Bike lanes are a portion of the roadway designated for exclusive use by bicyclists and are shown by pavement markings and signage. Bike lanes are intended for one-way travel adjacent to lanes designated for vehicles; a buffer may exist between the lanes to create a higher level of comfort for bicyclists.

Shared lanes are designated with signs, such as “share the road,” and markings called “sharrows” or “shared lane arrows.” These designations are used on low-speed streets where cyclists are encouraged to take the lane.

### Multiuse Trails and Side Paths

In 2009 the County Council approved \$1.2 million in Capital Improvements Plan (CIP) Funds for the initial phase of the Canyon Rim Trail from the Parajito Cliffs area on the south side of NM 502 to Fire Station 6, approximately a 7,600-foot-long section. This section of trail was opened to the public in the late summer of 2010. The project was very popular and brought interest for continuing the trail to the west along the Canyon; thus the Canyon Rim Trail Master Plan was created, which was adopted by the County Council in 2011. As part of the plan, new extensions were established from where it ended at the time near Fire Station 6 to Oppenheimer Drive. The goal of the plan was to give staff a mechanism to begin working on projects leading to construction of the extensions within the plan and for pursuing funding for this work.

Phase II was funded for design and construction was supplemented from County CIP funds. The project was awarded a Transportation Arterial Program (TAP) grant from the NMDOT for the remaining construction funds to construct the trail from Fire Station 6 to the east side of the Kroger property. This project was completed in the winter of 2016. As part of the Kroger development, a portion from west of DP Road to the west side of that development (near Knecht Street) was constructed, and in 2016 a connection from the trail end north to Knecht Street was built as part of the Knecht Reconstruction Project. The trail today extends a length of approximately 2.7 miles.

Efforts to continue the trail west have also begun with an engineering task order underway for easement acquisition and preliminary engineering for a portion of trail from the Knecht Street connection to 20<sup>th</sup> Street. Last, a 2018-19 TAP application has been submitted to the NMDOT for funding of an underpass at the trailhead near Camino Entrada under NM 502. A letter announcing a potential award is anticipated in March 2017. Both of these projects are identified in the Comprehensive Plan on its “Needed Trail Connections Map” as trail connections with known gaps.

At start of Construction of Canyon Rim Trail Phase II Project



After Completion







The Canada del Buey Trail is a side path paved from State Road 4 to Rover; from Rover to the Overlook Park entrance, it is a crusher fine trail. This trail was constructed in the summer of 2012.



After Construction

### Sharrows

Sharrows have been applied on many streets that have low speeds and low volumes of traffic, where bicycling and vehicle travel are expected to share a lane. Typical placements of sharrows are on streets where shoulders or bike lanes do not or cannot exist because of right-of-way restrictions, parking, or transit stops. A low-speed design of 35 mph or less is encouraged. These markings are desirable in a more urban setting, where a higher level of guidance to both bicyclists and motorists is required.

Central Avenue has been reconstructed through the downtown area with a boulevard-type design for including on street parking, streetscapes with plantings and furniture, and wide sidewalks for pedestrian traffic. The roadway is typically two lanes, aside from where turn lanes are necessary. The design evokes

a low speed where bicyclists and motorists can navigate the roadway collectively. Sharrows are used throughout this roadway to give bicyclists and motorists guidance.

Sherwood Boulevard in White Rock has sharrows installed; the segment between NM 4 and Aztec Road has no shoulders and is a low-speed roadway. **Need better example. Aztec Road and NM 4 have two segments: one south, near Smith's and one north, near LANB.**

### Bike Lanes/Shoulders

In 2011, NM 4 from Rover to Pajarito Road was reconstructed, and bike lanes were included in the development and construction of the project.

Before construction



After Construction





## Planned Improvements

### 2005 Plan Priorities

The table below shows the priority streets identified in the 2005 Bicycle Transportation Plan and treatments that are currently in place on these routes. When the plan was developed the list below of routes was provided as routes that would provide good connectivity to the bicycle transportation system.

Table 1.0 - 2005 Bicycle Transportation Plan "Priority Streets"

<b>Priority 1 - Arterials:</b>	
<b>Route</b>	<b>Current Status</b>
Diamond Drive (San Ildefonso Road to Omega Bridge)	Bike Lanes
Central Avenue (NM 502 to Rose Street) Oppenheimer to NM 502 Rose to Oppenheimer	Sharrows Bike Lanes
Canyon Road (Rose Street to Diamond Drive)	Bike Lanes
Trinity Drive - East Road from Diamond Drive to Airport Road	No Bicycle Facilities (Right of Way restrictions)
<b>Priority 2 – Major Collectors:</b>	
Arkansas Avenue and North Road	Shared Use
Grand Canyon Drive	Shared Use
Rover Boulevard and Meadow Lane	Shared Use
San Ildefonso North (Diamond Drive to the end of Barranca Road)	



Diamond Drive to Chamisa Street Chamisa Street to Barranca Road	Bike Lanes Shared Use
San Ildefonso Road South (Diamond Drive to Sioux Street)	Bike Lanes
Thirty-Eighth Street	Bike Lanes
Villa	Shared Use
<b>Priority 3 – Minor Collectors:</b>	
Bryce Avenue	Shared Use
Canyon Road (NM 502 to Central Avenue) NM 502 to Rim Road Rim Road to Central Avenue	Shared Use/Striped Shoulders Shared Use Striped Shoulders
North Mesa Road	Striped Shoulders
Sherwood Boulevard NM 4 to Aztec Road  Aztec Road to Piedra Loop	Sharrows Single Striped Bike Lane (one side of street)
Western Area Loop: Trinity Drive from Diamond Drive to 48th Street, 48th Street to Sandia Drive, and Sandia Drive to Diamond Drive	Shared Use
Urban (Diamond Drive to North Road)	Shared Use

## New Bicycle Transportation Priorities

Urban Bike Path (Reference Map)

Canyon Rim Trail, Including Underpass at Camino Entrada and NM 502

NM 502 Crossings & Bike Lanes

Tract A-19

On-Road Operational Improvements

Sharrows

Re-striping

Road Diets

Crossings

Wayfinding

Bicycling as a means of transportation

Connections to recreational trails, recreational centers, points of interest, etc.

## Supporting & Related County Reference Documents

- 2005 Bicycle Transportation Plan
- 2016 Comprehensive Plan
- 1998 Pedestrian Transportation Plan
- 2011 Canyon Rim Trail
- Bandelier Trail Plan

## Public Information & Involvement Tasks and Schedule

T-Board history and upcoming meetings, April 6, 2017.

Parks & Recreation Board in April 2017 and Planning and Zoning March 29, 2017

Potential for online surveys and open forum public meetings. Transportation Board review and recommendation to County Council is tentatively scheduled for May 4, 2017.

County Council review and adoption in May/June 2017



## Exhibits

### 2005 Bicycle Transportation Plan

DRAFT

**LOS ALAMOS COUNTY**  
**BICYCLE TRANSPORTATION SYSTEM**

The Transportation Board recommends to Council that the following roads be adopted as the Los Alamos County Bicycle Transportation System. Throughout this Bicycling Transportation System, bicycling improvements (appropriate to each facility) should be implemented when major maintenance, reconstruction, or construction is performed on the roadway facilities included below.

Bicycling improvements should be appropriate to the type of roadway in question, such as wider shoulders on highways or bike lanes on arterials (if possible); and should include bicycle-friendly intersection improvements, uniform signing, and appropriate markings; and should avoid the use of bicycle unfriendly infrastructure such as parallel gratings, poorly placed rumble strips, or use of the gutter-pan as part of the travel lane. In addition to improvements, appropriate preventative maintenance must continue to be performed throughout the system such as routine sweeping, pothole patching, and snow removal. Furthermore, the County should review the Bicycle Transportation System periodically to ensure that any new developments are bicycle-friendly.

**PRIORITY I**

Arterials:

- a. Diamond Drive from San Ildefonso Road to Omega Bridge.
- b. Central Avenue from NM 502 to Rose Street.
- c. Canyon Road from Rose Street to Diamond Drive.
- d. Trinity Drive – East Road from Diamond Drive to Airport Road.

**PRIORITY II**

Major Collectors:

- a. Arkansas Avenue and North Road.
- b. Grand Canyon Drive.
- c. Rover Boulevard and Meadow Lane.
- d. San Ildefonso North from Diamond Drive to the end of Barranca Road.
- e. San Ildefonso Road South from Diamond Drive to Sioux Street.
- f. Thirty-eighth Street and Villa.

**PRIORITY III**

Minor Collectors:

- a. Bryce Avenue.
- b. Canyon Road from NM 502 to Central Avenue.
- c. North Mesa Road.
- d. Sherwood Boulevard.
- e. Western Area Loop: Trinity Drive from Diamond Drive to 48<sup>th</sup> Street, 48<sup>th</sup> Street to Sandia Drive, and Sandia Drive to Diamond Drive.
- f. Urban from Diamond Drive to North Road.

Los Alamos County supports and promotes regional bicycle transportation and therefore, encourages connectivity through adjoining jurisdictions. It is recognized that the County does not own the following "Regional Connectors" listed below. That said, the County should cooperate with neighboring government entities, to the extent possible, to develop appropriate regional bicycling infrastructure.

#### REGIONAL CONNECTORS

Department of Transportation Roads:

- a. NM State Road 4.
- b. NM State Road 501.
- c. NM State Road 502.

LANL Roads:

- a. Pajarito Road.
- b. East Jemez Road (Truck Route).
- c. Diamond Drive from Omega Bridge to Pajarito Road.
- d. Bikini Atoll Road from West Jemez Road to Mercury Road.
- e. Mercury from Pajarito Road to Bikini Atoll Road.
- f. West Road from Diamond Drive to NM 501.

Motion passed, 5-0.

(End of motion text)

#### Background

Several years ago, Los Alamos County tasked the Bicycle Subcommittee of the Transportation Board to gauge citizen interest in bicycling and to recommend a bicycle master plan to Council through the Transportation Board. As part of this task, the County commissioned two polls to gauge interest in bicycling, especially as a form of transportation, and to solicit input as to the kinds of bicycling improvements desired.

The results of these polls were encouraging. The 2002 Community Perception Study (Research and Polling, Inc.) indicated that 10% of respondents rode to work or school more than 50 times per year and another 9% rode between 6 and 50 times per year. This number compares favorably with bicycling-friendly communities such as Gainesville, Florida; Eugene, Oregon; Boulder, Colorado; and Madison, Wisconsin ([FHWA-PD-92-041](#)).

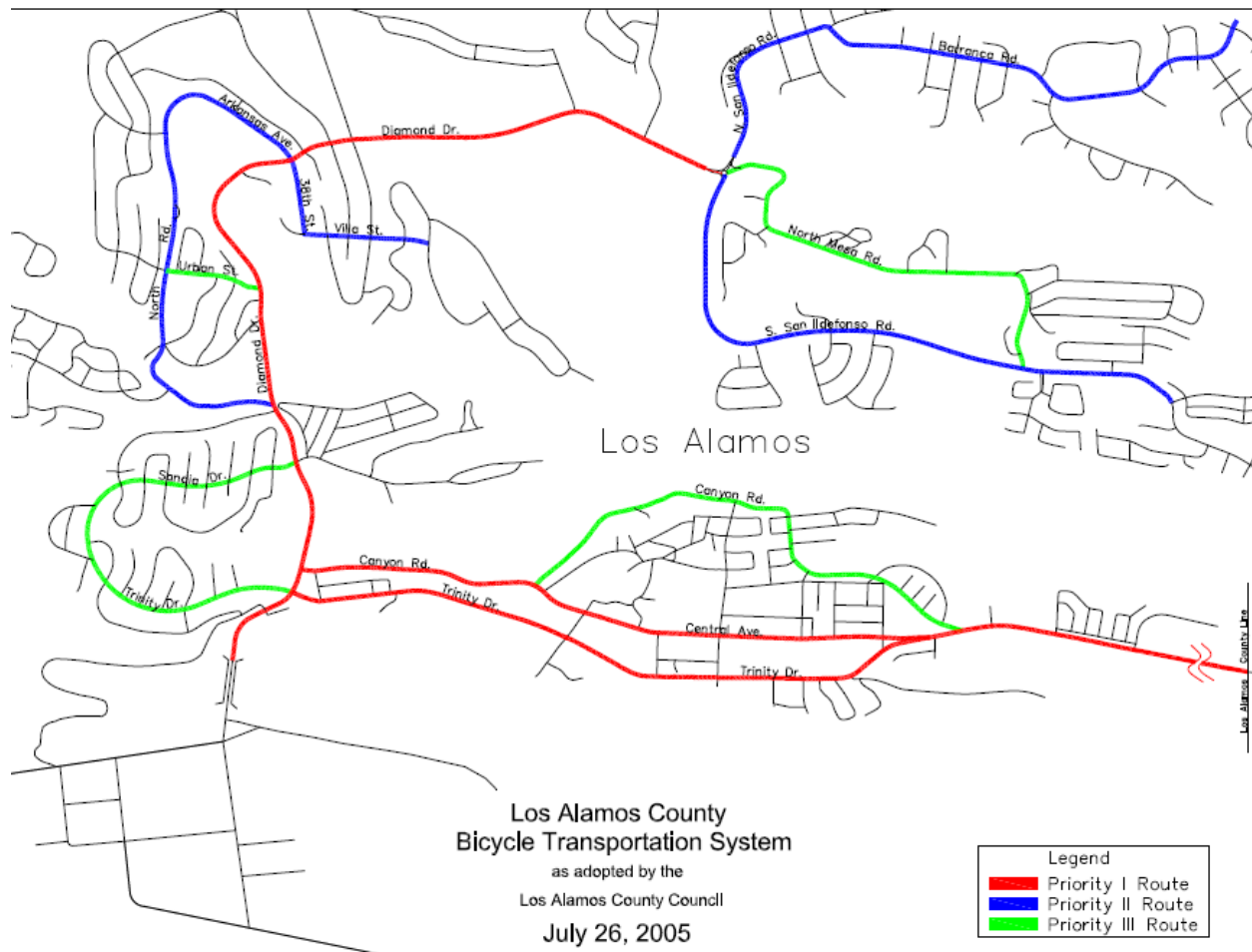
A second survey "[County-Wide Bike Survey Findings](#)" was commissioned by the County, sent by county mailing, and tabulated by the Bicycle Subcommittee. Drawing

from 1000 questionnaire responses from households representing all age and neighborhood groups, the Bike Survey found that there is a strong desire for safe and favorable bicycle and pedestrian infrastructure throughout Los Alamos County. Over two-thirds of the respondents favor some combination of on-road and off-road bicycling improvements. Safety concerns were by far the greatest response noted by both recreational and commuter bikers with Diamond Drive, Trinity Drive, and Pajarito Road being cited as particularly dangerous routes.

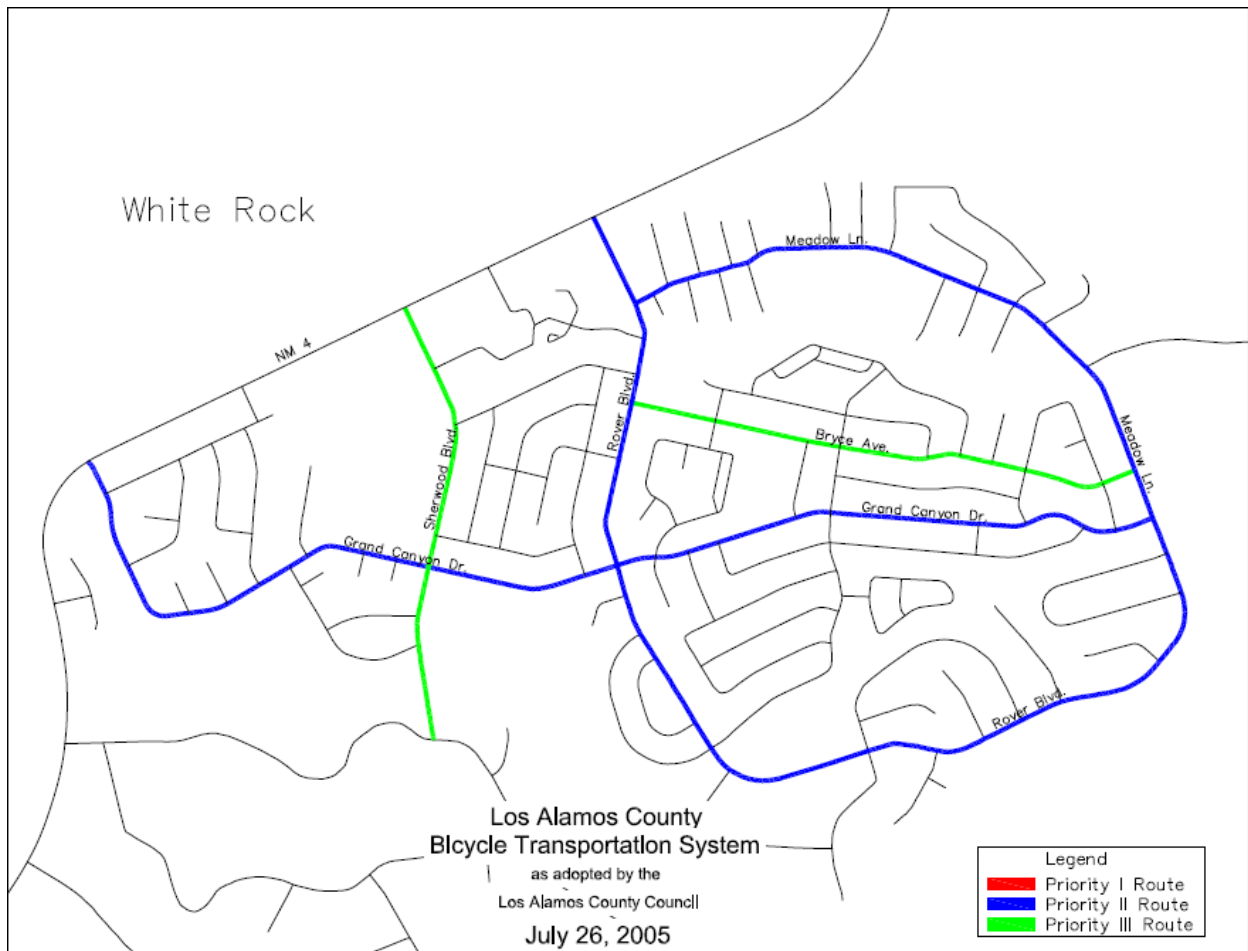
Drawing on these polls, numerous public meetings and internal deliberations regarding the best match of Los Alamos' infrastructure with our desire to provide safe and efficient *bicycling as transportation*, the Bicycle Subcommittee submitted its recommendations, unanimously, to the full Transportation Board for consideration at its April 2005 meeting. The above motion is the Transportation Board's motion regarding bicycle routings. Our mission is simple: that our transportation system should connect cyclists from their homes to their destinations (schools, downtown, place of employment) in a bicycling friendly manner. Therefore, these routes were chosen to connect residential communities to destinations. Particular attention was taken to improving collectors and arterials (and to the extent possible, encourage regional connectivity on State and LANL routes) since these often have high traffic flows and sometimes lack shoulders or bike lanes. Equally important, we focused on roads surrounding our schools (approximately within a one mile radius for non-bused children) in order to address "Safe Routes to School" concerns.

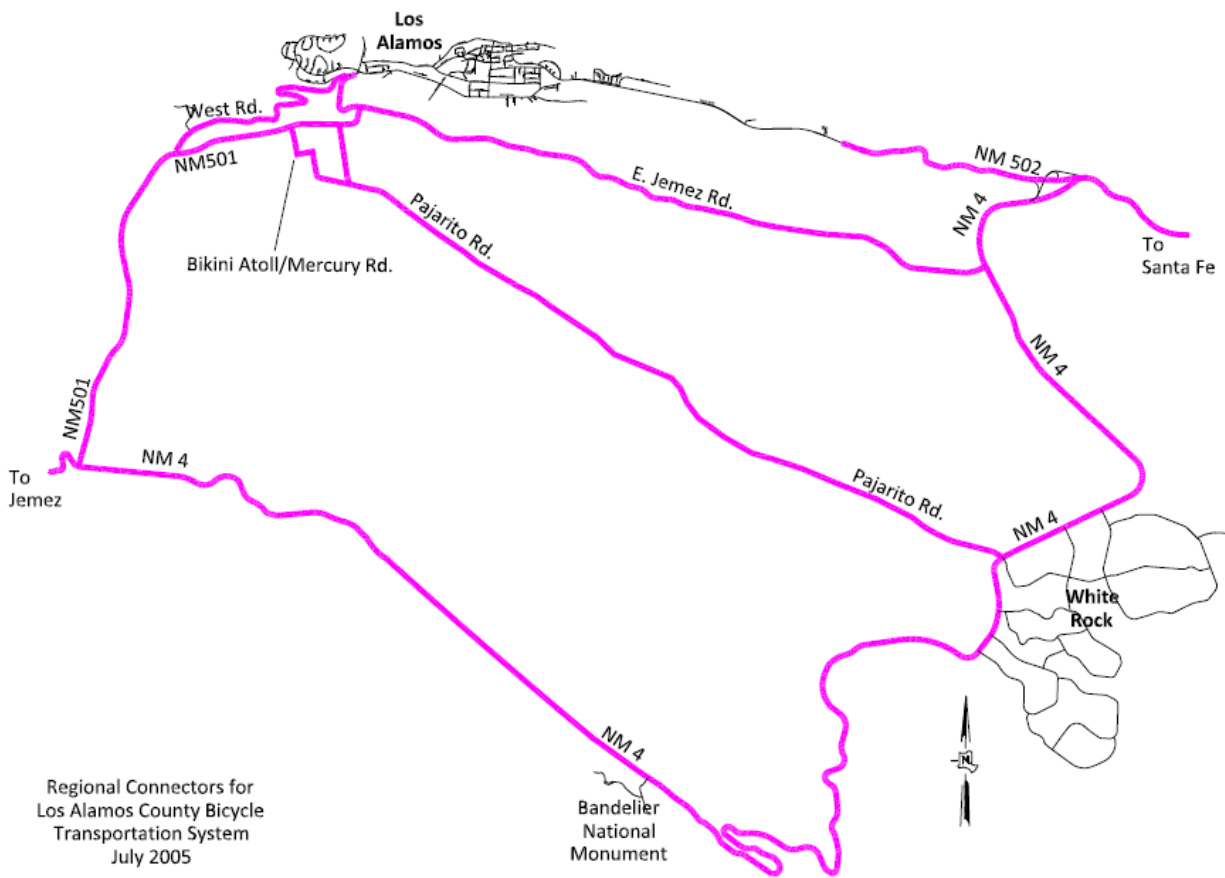
A more comprehensive vision statement ([Creating a Bike and Walk Friendly Los Alamos](http://www.labikes.org/bsc/labikeplan.asp)) from the Bicycling Subcommittee can be found online at the following location: <http://www.labikes.org/bsc/labikeplan.asp>.











**INCORPORATED COUNTY OF LOS ALAMOS RESOLUTION NO. 10-32**

**A RESOLUTION ON THE POLICY FOR THE DESIGN OF PUBLIC  
STREETS AND RIGHTS-OF-WAY IN LOS ALAMOS COUNTY**

**WHEREAS**, the Los Alamos County Council has established six (6) main Strategic Goals, three (3) of which are "Enhance Environmental Quality and Sustainability", "Improve Transportation and Mobility", and "Diversify the Economy/Revitalize White Rock and Los Alamos Downtowns"; and

**WHEREAS**, the Council has established a series of Strategic Objectives to carry out these goals, including objectives to "Incorporate smart growth concepts", "Pursue community-wide independence from hydrocarbon energy sources", "Promote and expand regional transit organization", "Develop a Transportation Master Plan", and "Improve downtowns by attracting at least \$30 million of private investment and making available \$6 million of public funds"; and

**WHEREAS**, recent advances in the practice of traffic engineering and urban planning have developed new "best practices" for the design of streets that better accommodate the needs of private vehicles, transit riders, pedestrians, cyclists, and those with disabilities, while enhancing safety and convenience for all users; and

**WHEREAS**, a consistent policy on the development of streets and rights-of-way in the County that supports consideration of all modes of transportation during the design process will help to achieve Council's three aforementioned Strategic Goals.

**NOW, THEREFORE, BE IT RESOLVED** by the Council of the Incorporated County of Los Alamos that the "Policy for the Design of Streets and Rights-of-Way in Los Alamos County" (Attachment "A") shall be adopted as the official policy of the County.

**PASSED AND ADOPTED** this 9th day of November, 2010.



**COUNCIL OF THE INCORPORATED COUNTY  
OF LOS ALAMOS, NEW MEXICO**

  
Michael Wismer  
Council Chair

**ATTEST:**

  
Janet Foster  
Los Alamos County Clerk

## **ATTACHMENT "A"**

# **Policy on the Design of Public Streets and Rights-of-Way in Los Alamos County**

### **1. Purpose and Vision**

The purpose of this policy is to ensure that in the process of designing new streets and rights-of-way or redesigning or reconstructing existing ones:

- 1.1. Street and right-of-way design and land use decisions are mutually reinforcing, to create effective synergy between streets and rights-of-way and land uses.
- 1.2. A comprehensive approach to street and right-of-way planning and design provides sufficient capacity and safe and comfortable travel for expected levels of motorists, bicyclists, pedestrians, transit riders, and operators of other evolving modes of transportation, such as low speed vehicles.
- 1.3. Street and right-of-way design provides transportation choices while promoting safety, health, economic vitality, environmental sustainability, and livability throughout the community.
- 1.4. Street and right-of-way designs incorporate published engineering and best planning practices.

### **2. Applicability**

2.1. This policy along with other related plans, codes, and regulations shall apply to the design of all new and rebuilt streets, roads, sidewalks, and similar paved public rights-of-ways. The policy does not apply retroactively to streets and rights-of-way that otherwise are being resurfaced or repaired.

2.2. All potential streets, rights-of-way and intersection elements to be considered under this policy are subject to context and appropriateness of surrounding and future land uses. Certain constraints such as lack of right-of-way, or topography may prohibit the use or require refinement of design element options.

2.2.1. Aspects of this policy may be waived if cost of accommodation is excessively disproportionate to the need or probable use.

2.2.2. A well defined process for granting exceptions will be developed that includes review by senior level department heads in DPW and Community Planning with concurrence by their respective Boards and Commissions. This policy shall also be taken into account when considering future codes and regulations.

### **3. Implementation**

3.1. This policy establishes the goals for street, right-of-way, and intersection design guidelines that will be part of the Comprehensive Transportation Plan for Los Alamos County.

3.1.1 Guidelines for cross-sections, speeds, functional and aesthetic design elements for new and reconstructed streets and rights-of-way, including the design components that create the desired character of various streets or street segments will be set appropriately considering the overall function of the street or right-of-way in the context of surrounding land uses.

3.1.2 Street and right-of-way design guidelines will include street and intersection design elements and their intended purpose, as well as outline the approach to evaluating the tradeoffs among competing users and uses of the street right-of-way.

3.1.2 Developers and designers shall document how elements of this policy were taken into consideration during design and provide justification for elements recommended by or appropriate to the project and its surrounding land uses but not included in the recommended design, subject to County review and acceptance.

3.2 The requirements for development review and approval currently required by code should be updated as needed to implement this policy.

3.2.1 The Los Alamos County Public Works Construction Standards and current design-manuals will be revised and updated in a periodic manner consistent with the evolution of best practices. The Director of Public Works will be responsible for this process. Reference should be made to existing design guides, such as those issued by AASHTO, state design standards, and the Americans with Disabilities Act Accessibility Guidelines.

3.2.2 The County's Development Code should be updated as necessary.

3.3 This policy shall be incorporated into existing and future transportation related documents.

3.4 The public will be informed and involved during all stages of the planning and design process to ensure that the perspectives of all stakeholders are heard and seriously considered.

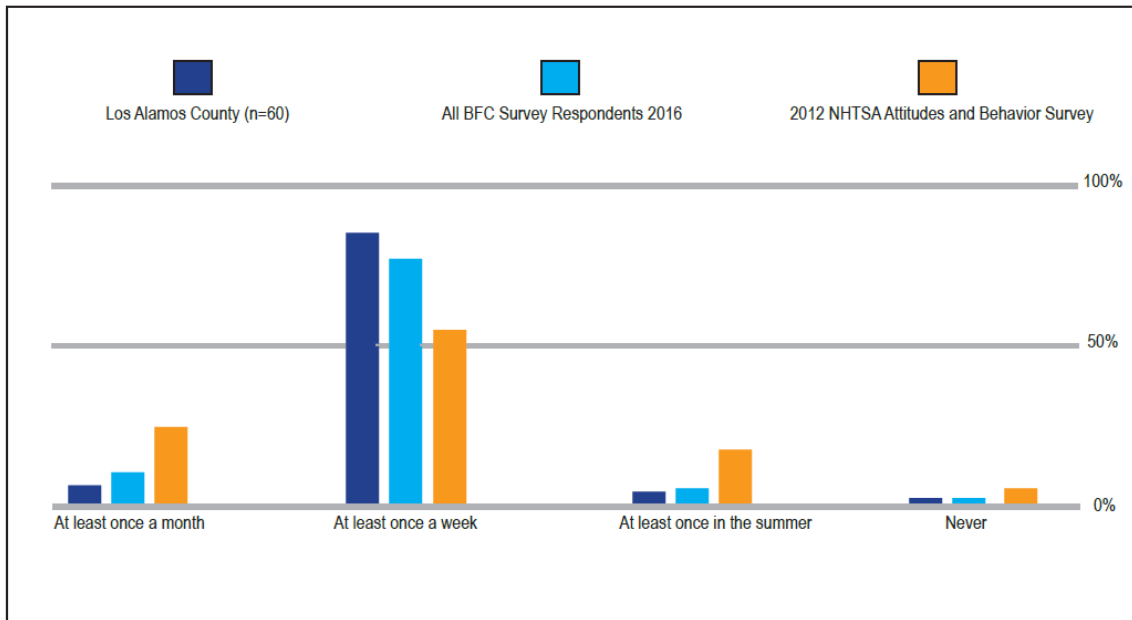
Bicycle Friendly Community Feedback Survey Results



**Q1: On average during the summer months, how often do you use a bicycle?**

This question approximates Question 27 from the 2012 NHTSA Attitudes and Behavior survey: "On average, during the summer months, how often do you use a bicycle?" with the answer options of:

- At least once a week
- At least once a month
- Less than once a month
- Never

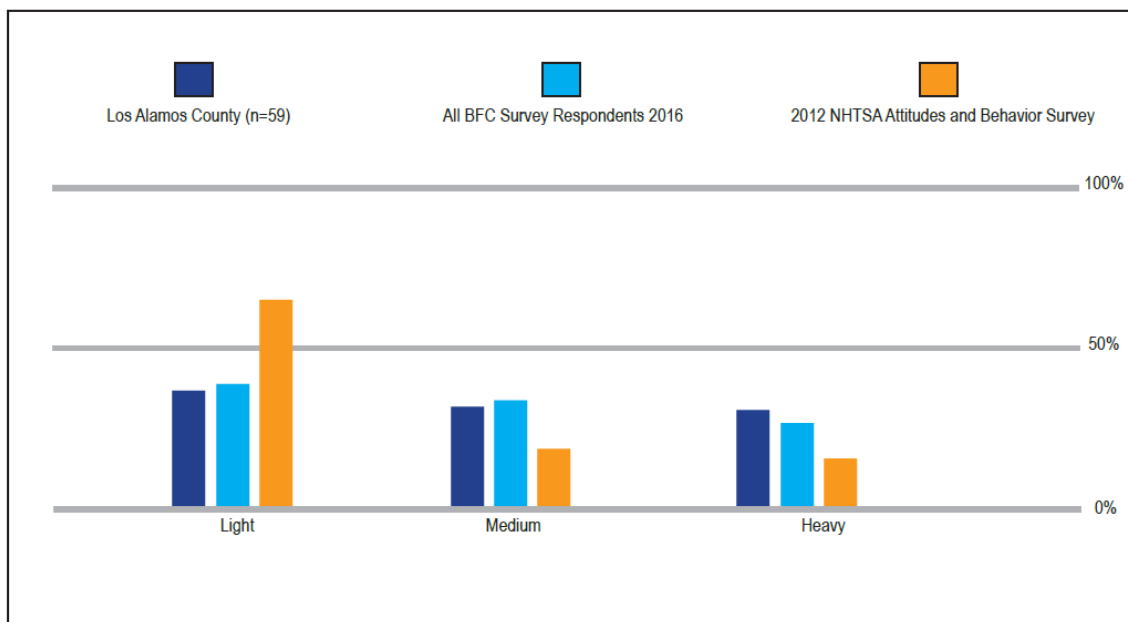




## Q2: Thinking about the past 30 days, about how many of those days did you ride a bicycle?

This question approximates Question 4 from the 2012 NHTSA Attitudes and Behavior survey: "Thinking about the past 30 days, about how many of those days did you ride a bicycle?" That question asked for numerical answers, but grouped answers into three groups:

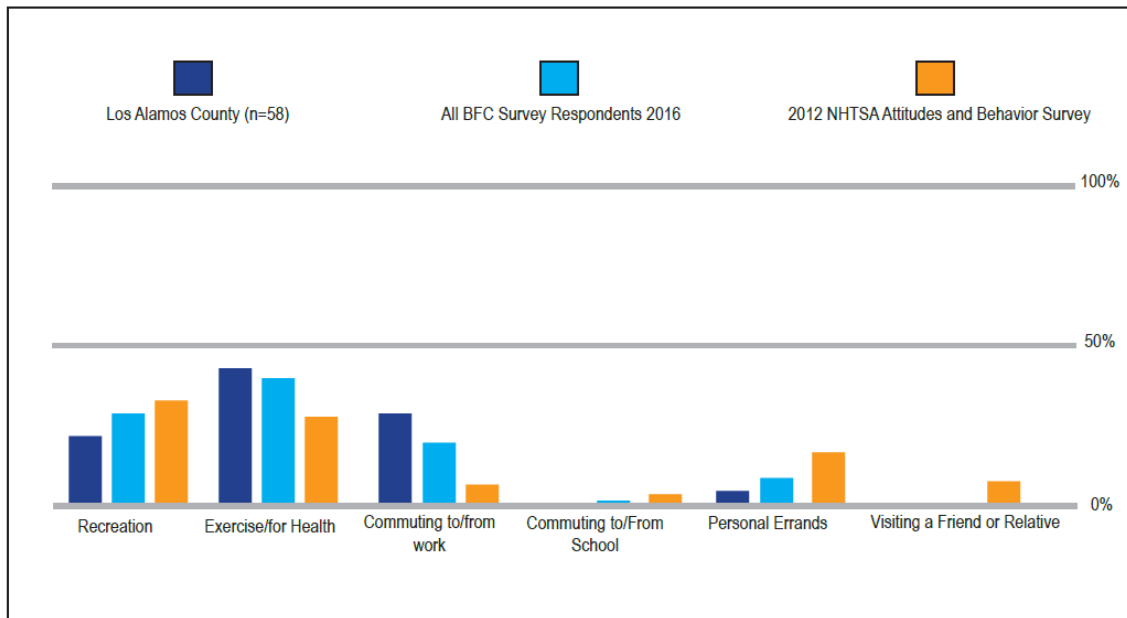
- » Light (1-7 days)
- » Medium (8-19 days)
- » Heavy (20-31 days)



**Q3: If you rode a bicycle at least once in the past 30 days, what was the main purpose of the last trip you took on a bicycle?**

This question approximates Question 7 from the 2012 NHTSA Attitudes and Behavior survey: "What was the main purpose of this trip?" with the answer options of:

- » Commuting to work or school
- » Recreation
- » Exercise/for my health
- » Personal errands (to the store, post office, and so on)
- » Required for my job
- » Drop off/Pick up someone
- » Visit a friend or relative

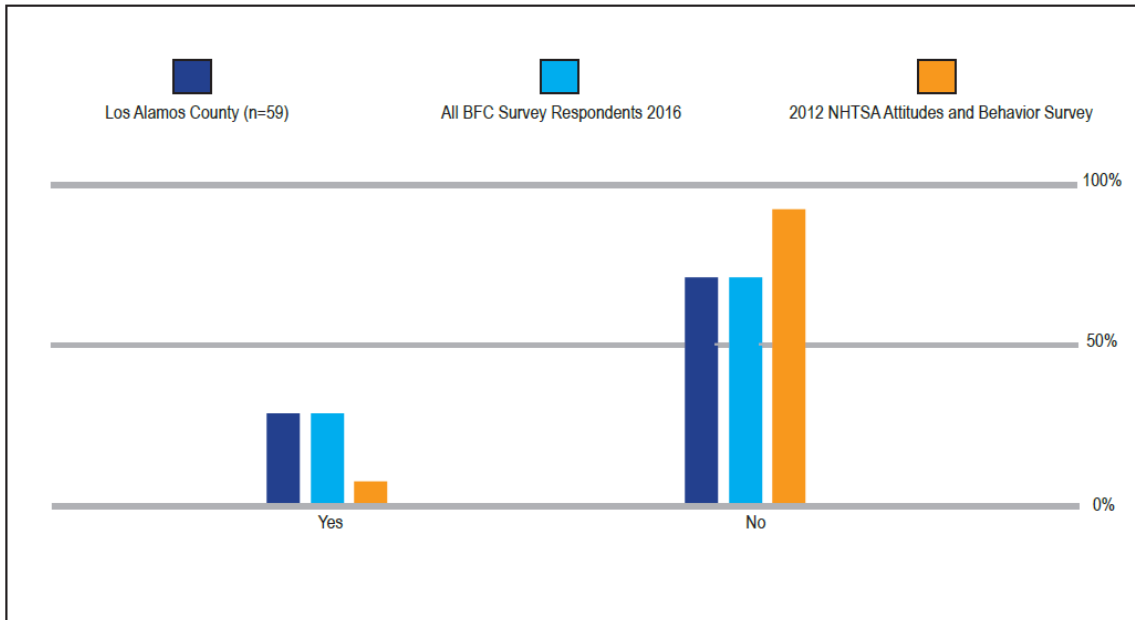




**Q4: In the past five years, have you received any training in bicycling safety?**

This question approximates Question 20 from the 2012 NHTSA Attitudes and Behavior survey: "Now I'd like to find out how people learn about bicycling safety. In the past five years, have you received any training in bicycling safety?" with the answer options of:

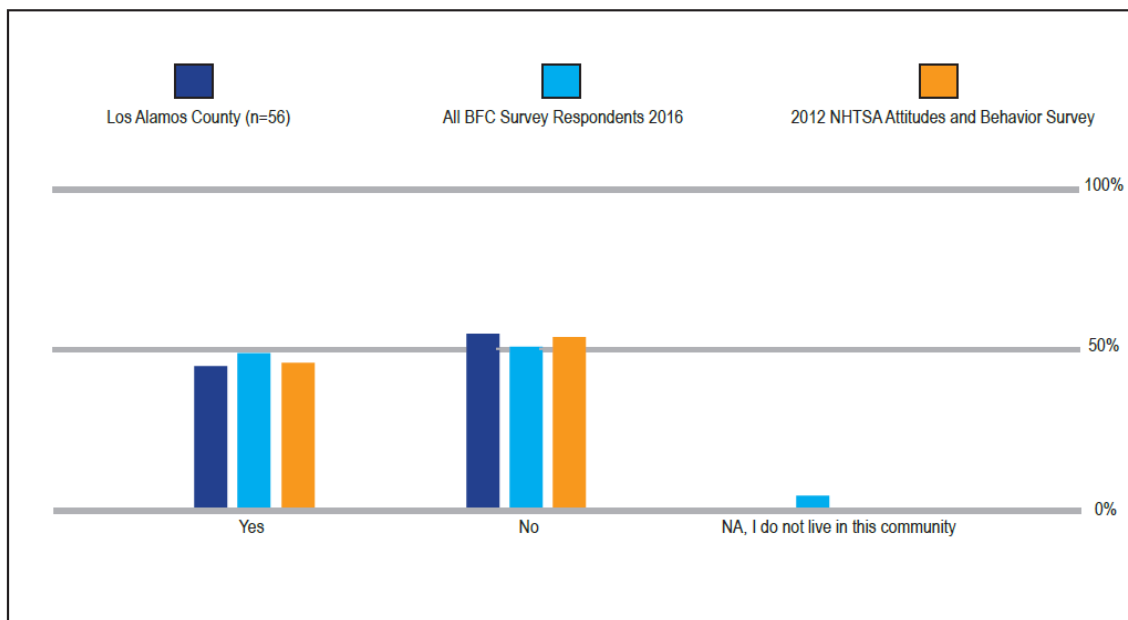
- » Yes
- » No



**Q5: Are bike paths, that is, paths away from the road on which bikes can travel, available within a quarter mile of where you live?**

This question approximates Question 31 from the 2012 NHTSA Attitudes and Behavior survey: "Are bike paths available within a quarter mile of where you live?" with the answer options of:

- » Yes
- » No

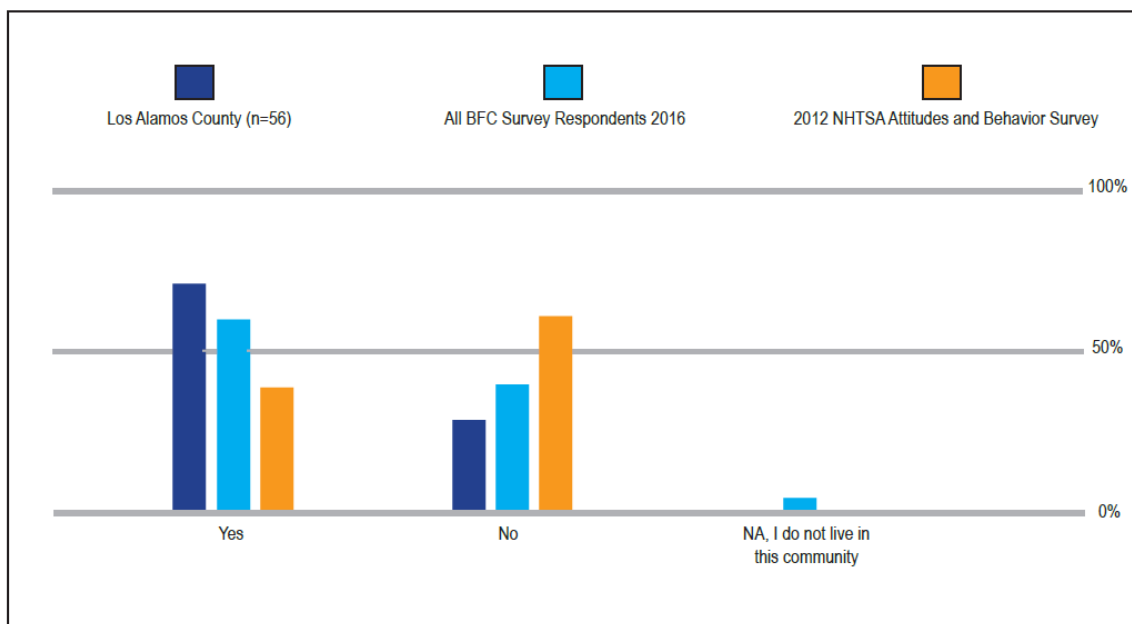




**Q6: Are bike lanes, that is, marked lanes on a public road reserved for bikes to travel, available within a quarter mile of where you live?**

This question approximates Question 34 from the 2012 NHTSA Attitudes and Behavior survey: "Are bike lanes available within a quarter mile of where you live?" with the answer options of:

- » Yes
- » No

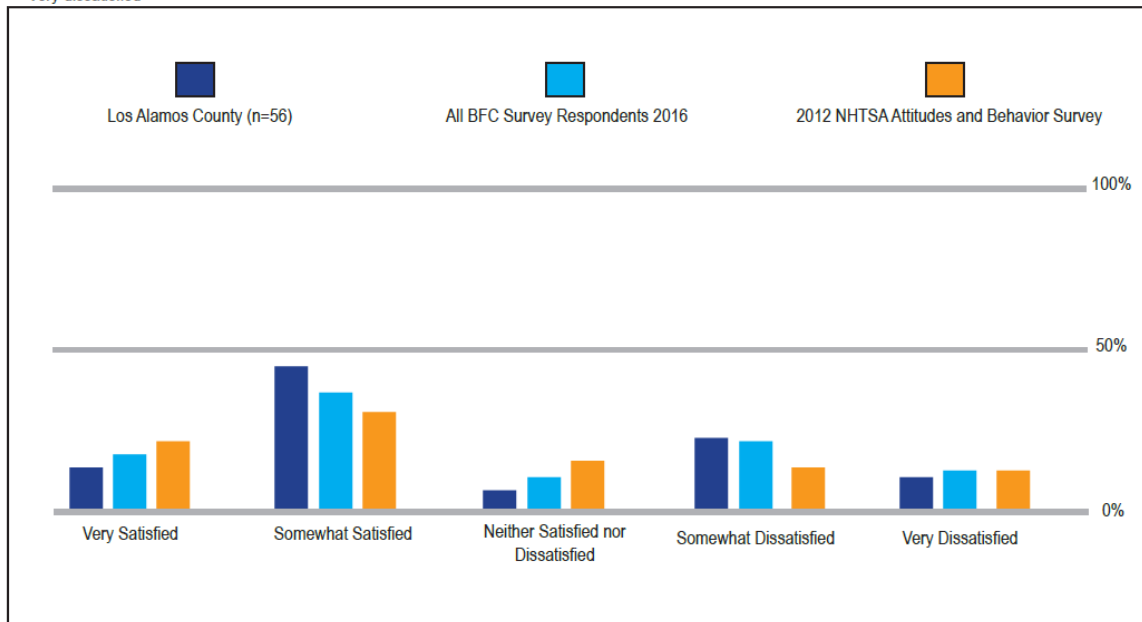




**Q7: How satisfied are you with how your local community is designed for making bike riding safe?**

This question approximates Question 45 from the 2012 NHTSA Attitudes and Behavior survey: "How satisfied are you with how your local community is designed for making bike riding safe? Are you (read 5-1)?" with the answer options of:

- » Very satisfied
- » Somewhat satisfied
- » Neither satisfied nor dissatisfied
- » Somewhat dissatisfied
- » Very dissatisfied



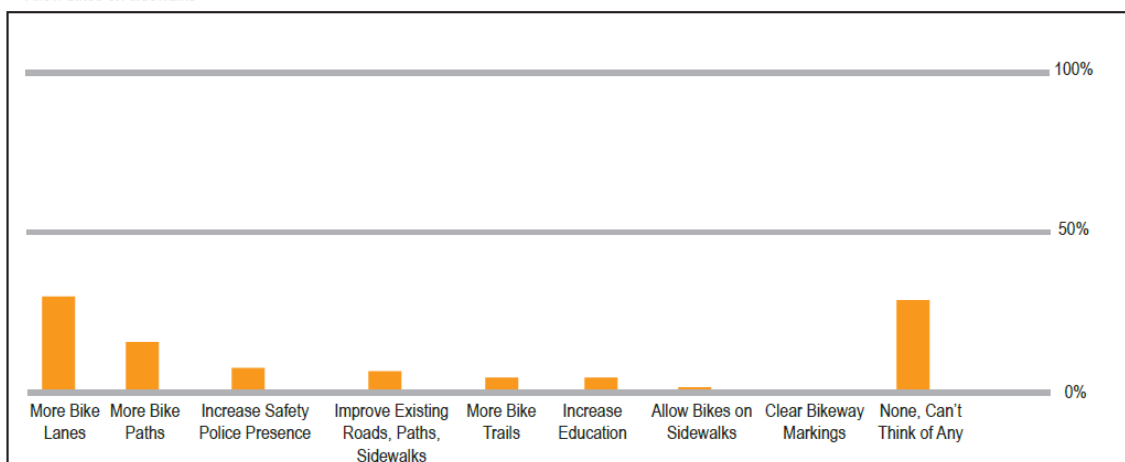


**Q8: Please rank the changes, if any, would you like to see your local government make in your community for bicyclists?**

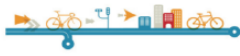
**1 = the change you'd like to see most**

This question approximates Question 46 from the 2012 NHTSA Attitudes and Behavior survey: "What changes, if any, would you like to see your local government make in your community for bicyclists?" with the answer options of:

- » More bike trails
- » More bike paths
- » More bike lanes
- » Allow bikes on sidewalks
- » Don't allow bikes on sidewalks
- » Other (specify)
- » None, can't think of any



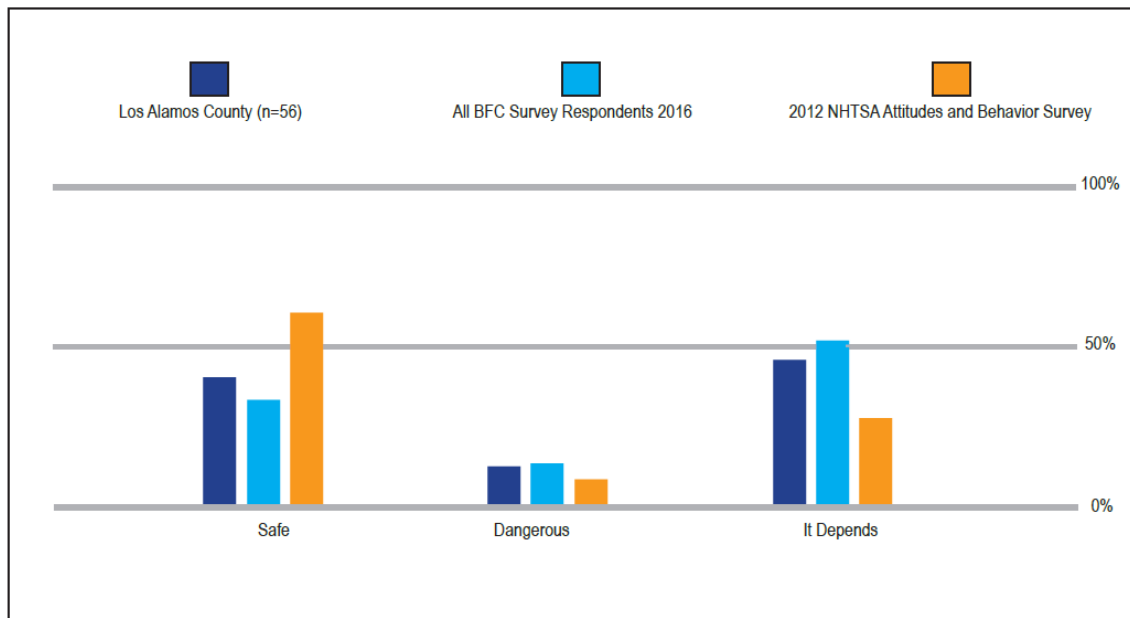
The graph above is adapted from Figure 4.2 "Changes Desired in Community for Bicyclists" from Volume 2: Findings Report found on p. 59 of the 2012 NHTSA Attitudes and Behavior Survey. The Top 3 most commonly highest ranked desired changes for your community are included in your feedback report. Please email Ken at [ken@bikeleague.org](mailto:ken@bikeleague.org) if you would like the raw data from your community's survey responses or if you would like additional data.



**Q9: Is it safe or dangerous to ride a bicycle in your neighborhood or does it depend?**

This question approximates Question 91 from the 2012 NHTSA Attitudes and Behavior survey: "Is it safe or dangerous to ride a bicycle in your neighborhood or does it depend?" with the answer options of:

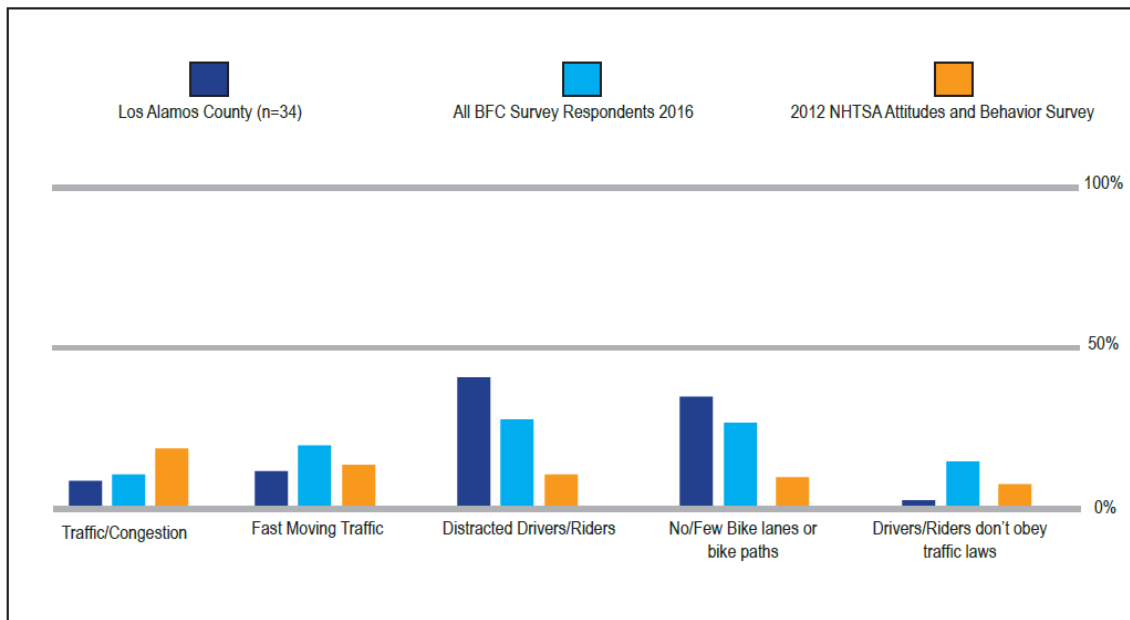
- » Safe
- » Dangerous
- » It Depends





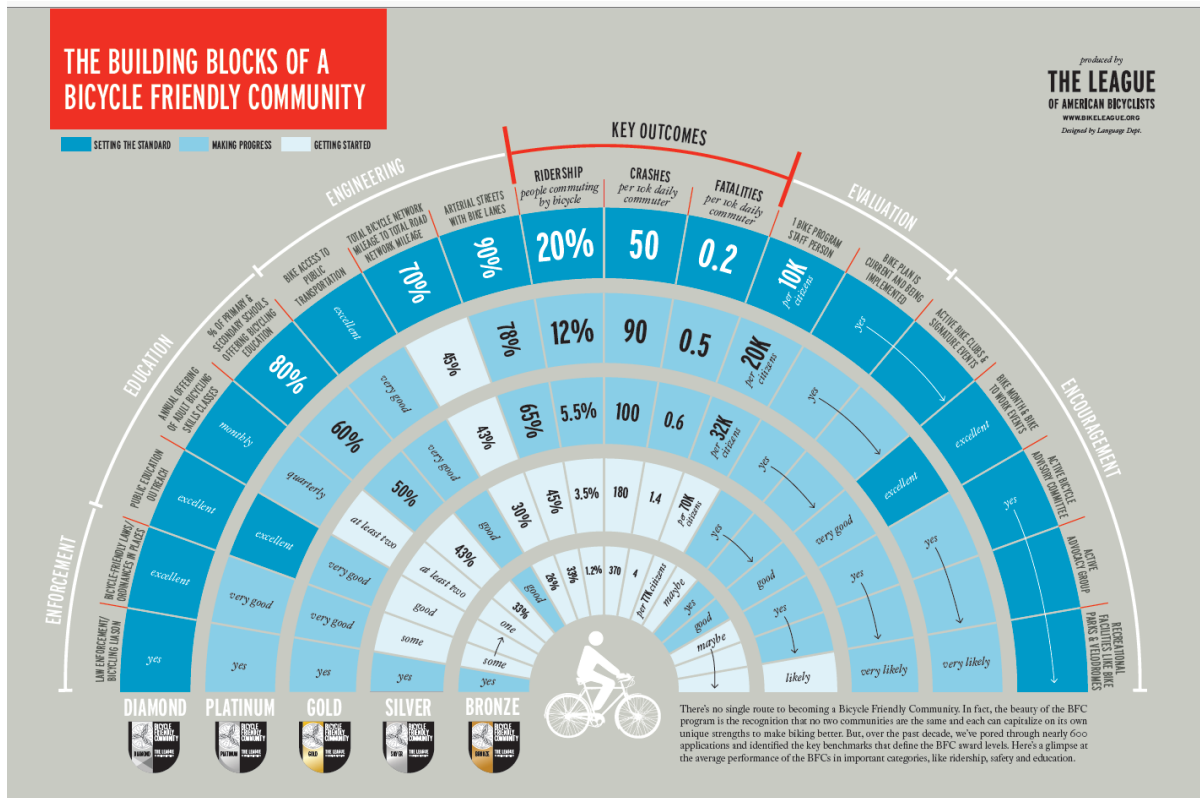
**Q10: If you answered dangerous or it depends above, why do you feel it is dangerous to ride a bicycle in your neighborhood?**

This question approximates Question 92 from the 2012 NHTSA Attitudes and Behavior survey: "Why do you feel it is dangerous to ride a bicycle in your neighborhood?" with the answer option to give an open-ended response.





## Bicycle Friendly Community Matrix for Award Designation “The Building Blocks of a Bicycle Friendly Community”



## The League of American Bicyclists 2016 BFC Report Card



# LOS ALAMOS COUNTY, NM

### TOTAL POPULATION

18000

### POPULATION DENSITY

165.1

### TOTAL AREA (sq. miles)

109.0

# OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Bronze	Los Alamos County
High Speed Roads with Bike Facilities	20%	110%
Total Bicycle Network Mileage to Total Road Network Mileage	25%	105%
Bicycle Education in Schools	AVERAGE	VERY GOOD
Share of Transportation Budget Spent on Bicycling	9%	20%
Bike Month and Bike to Work Events	AVERAGE	NEEDS IMPROVEMENT
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	AVERAGE	VERY GOOD
Bike Plan is Current and is Being Implemented	YES	SOMEWHAT
Bike Program Staff to Population	1 PER 145K	1 PER 18K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	4/10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	4/10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	3/10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	3/10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	4/10

## KEY OUTCOMES

	Average Bronze	Los Alamos County
<b>RIDERSHIP</b> <i>Percentage of commuters who bike</i>	1.4%	3.6%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	1207	0
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	21	0



- » Congratulations on approving a bicycle and pedestrian system map developed by the Transportation Board's Bicycle Subcommittee for inclusion in an updated bike plan. Continue work to create a robust bike plan that will set the stage for continual improvements for people who bike and walk in Los Alamos County.
- » Develop methods to clearly communicate progress on bicycle plans and other key metrics to inform citizens about the accomplishments and return on investment of improvements for bicycling and walking.
- » The current on-street bicycle network includes many wide outside lanes. Consider lane diets or ways to upgrade those wide

outside lanes to bicycle facilities more suitable to use by people of all ages and abilities. Better bicycle facilities will complement the bike share system that is being pursued. High quality bike facilities and wayfinding will help people who are not used to biking in Los Alamos feel comfortable and confident.

- » Adopt the NACTO Urban Bikeway Design Guide. This will make it easier for city staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other cities throughout the United States.
- » Improve Bike Month activities by increasing engagement with employers, such as Los Alamos National Lab, and community groups to create a variety of events.

LEARN MORE » [WWW.BIKELEAGUE.ORG/COMMUNITIES](http://WWW.BIKELEAGUE.ORG/COMMUNITIES)

SUPPORTED BY **planet bike** AND LEAGUE MEMBERS





#### About the Bicycle Friendly Community™ Program

The Bicycle Friendly Community (BFC™) program provides a roadmap to improve conditions for bicycling and the guidance to make your distinct vision for a better, bikeable community a reality.

The Bicycle Friendly Community program was created in 2003 and since that time more than 800 communities have applied for recognition and for feedback on how to improve their communities for people who bike. There are five award levels that communities can reach – bronze, silver, gold, platinum, and diamond. Regardless of a community's award level, each community receives feedback and a report card providing insights into how they can improve. Bicycle Friendly Community awards are recognized for four years and each community must apply every four years to maintain their recognition. Currently recognized communities can be found in our award database: <http://bikeleague.org/bfa/awards#community>.

#### About the Bicycle Friendly America™ Program

The Bicycle Friendly Community™, Bicycle Friendly State™, Bicycle Friendly Business and Bicycle Friendly University™ programs are generously supported by program partner [Planet Bike](http://www.planetbike.com) and members of the League of American Bicyclists. To learn more about building a Bicycle Friendly America, visit <http://www.bikeleague.org/BFA>.

The League of American Bicyclists is leading the movement to create a Bicycle Friendly America for everyone. As leaders, our commitment is to listen and learn, define standards and share best practices to engage diverse communities and build a powerful, unified voice for change.

***planet bike***®





Congratulations! The League of American Bicyclists has designated Los Alamos County, NM as a Bicycle Friendly Community at the [Honorable Mention](#) level. Our Bicycle Friendly Community review panel was very pleased to see the current efforts and dedication to make Los Alamos County a safe, comfortable, and convenient place to bicycle.

We strongly encourage you to use this feedback to build on your momentum and improve your community for bicyclists.

There may also be initiatives, programs, and facilities that are not mentioned here that would benefit your bicycling culture, so please continue to try new things to increase your ridership, safety, and awareness.

**The key steps for Los Alamos County, NM are on your Bicycle Friendly Community Report Card.**

This Report includes additional feedback generated by the answers in your application and results from surveys conducted in your community.

## Contents

Engineering .....	5
Policies and Design Standards .....	5
End-of-Trip Facilities .....	5
Bicycle Access to Public Transportation .....	5
Off-Street Bicycle Facilities .....	6
On-Street Bicycle Facilities .....	6
Other Bicycle Accommodations .....	6
Bike Sharing .....	7

Other Bicycle-related Amenities .....	7
Education .....	7
Youth Bicycle Education .....	7
Adult Bicycle Education .....	8
Motorist Education .....	8
Bicycle Safety Education Resources .....	9
Encouragement .....	9
Encouragement Policies, Programs and Partnerships .....	9
Route-Finding Support .....	9
Bicycle Culture and Promotion .....	9
Access to Bicycle Equipment and Repair Services .....	10
Enforcement .....	11
Public Outreach .....	11
Bicycle-Related Training for Law Enforcement Personnel .....	11
Bicycle-Related Laws .....	12
Bicycle-Related Enforcement Practices and Programs .....	12
Bicycle Safety Policies and Programs .....	13
Crash and Fatality Reporting .....	13
Evaluation & Planning .....	13
Staffing and Committees .....	13
Planning, Funding, and Implementation .....	14
Evaluating Ridership .....	14
Evaluating the Bicycle Network .....	14





---

Feedback from Local Reviewers: .....	16
Number of Local Respondents .....	16
Top 3 Changes that local respondents would like to see in Los Alamos County .....	16
Average Top 3 Changes from all Bicycle Friendly Community applicants (nationwide).....	16
Other Suggested Improvements .....	16
Barriers and Hazards.....	16
Keep up the good work on.....	16

## Engineering

The most visible and perhaps most tangible evidence of a great place for bicycling is the presence of infrastructure that welcomes and supports it. Survey after survey shows that the physical environment is a key determinant in whether people will get on a bike and ride. The most advanced Bicycle Friendly Communities have well-connected bicycling networks, consisting of quiet neighborhood streets, conventional and protected bike lanes, shared use trails; policies to ensure connectivity and maintenance of these facilities; and secure, convenient and readily available bike parking.

In this section you can find more information about how your community compares to other Bicycle Friendly Community applicants in various aspects of the Engineering category. Use this information to understand your community's strengths and weaknesses and the best places to invest in order to improve your community for people who bike.

### Policies and Design Standards

Your community's score in this sub-category was 38% of the highest community score in this sub-category. This subcategory is worth 12.5% of the points in the Engineering category. The recommendation(s) below would help you improve your score.

Adopt bicycle facility selection criteria that increases separation and protection of bicyclists based of levels of motor vehicle speed and volume.

Develop a design manual that meets current NACTO standards or endorse the NACTO Urban Bikeway Design Guide.

### End-of-Trip Facilities

Your community's score in this sub-category was 9% of the highest community score in this sub-category. This subcategory is worth 12.5% of the points in the Engineering category. The recommendation(s) below would help you improve your score.

Ensure that the standards for bike parking conform to APBP guidelines.

Establish a mechanism that prioritizes bicycle infrastructure investments in low-income/minority neighborhoods. Develop a protocol of engaging with low-income/minority community stakeholders prior to implementation.

Create regulations that require bike parking for new developments and major renovations of existing developments. Consider including provisions for assessing bike parking in communities that aren't currently slated for development or revitalization.

Pass an ordinance that would require larger employers to provide shower and locker facilities.

As you increase and improve bicycle parking consider how to increase the diversity of bicycle parking types, particularly to accommodate long-term and short-term parking at transit and commercial districts; larger bicycles, such as cargo bikes; and electrically-assisted bicycles.

### Bicycle Access to Public Transportation

Your community's score in this sub-category was 63% of the highest community score in this sub-category. This subcategory is worth 5% of the points in the Engineering category. The recommendation(s) below would help you improve your score.



Your responses did not trigger any feedback for this subcategory. Our feedback is based upon your answers in the application. To improve your score for this subcategory please refer to your application and see where you may be able to improve or contact us at [bfa@bikeleague.org](mailto:bfa@bikeleague.org) with any questions.

### Off-Street Bicycle Facilities

Your community's score in this sub-category was 48% of the highest community score in this sub-category. This subcategory is worth 22% of the points in the Engineering category. The recommendation(s) below would help you improve your score.

Your community reported fewer paved off-street bicycle facilities per square mile than the average of other applicants, which was .84 miles of paved off-street path per square mile. Bicycle networks work best when they are easily accessible and provide safe connections to important areas of a community. This data may indicate that some people in your community may find it hard to access your off-street paths or that your off-street paths are not prevalent throughout your community. Continue efforts to build a system of on- and off-street bicycle facilities that meet the needs of your community.

### On-Street Bicycle Facilities

Your community's score in this sub-category was 30% of the highest community score in this sub-category. This subcategory is worth 28% of the points in the Engineering category. The recommendation(s) below would help you improve your score.

Develop a system of bicycle boulevards, utilizing quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Bicycle

Boulevards are similar to signed bike routes, but include more pro-active changes to the roadway to make the routes low-speed and optimized for people who bike. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines.

Create buffered bike lanes that provide additional protection for bicyclists by clearly demarcating areas to avoid, such as the "door zone," and providing increased separation on higher speed or higher volume roads. They are an important tool for creating a safe and comfortable bicycle network suitable for people of all ages and abilities.

Build protected bike lanes where possible to provide a safe option for bicyclists on roads with higher speeds, high bicycle traffic volumes, and/or factors such as multiple lanes, high traffic volumes, high speed traffic, high demand for double parking, and high parking turnover.

Build raised cycle tracks where appropriate to provide a safe option for bicyclists on roads with higher speeds, high bicycle traffic volumes, and/or factors such as multiple lanes, high traffic volumes, high speed traffic, high demand for double parking, and high parking turnover.

### Other Bicycle Accommodations

Your community's score in this sub-category was 28% of the highest community score in this sub-category. This subcategory is worth 10% of the points in the Engineering category. The recommendation(s) below would help you improve your score.

Install a bicycle wayfinding system with distance and destination information at strategic locations around the community, integrating preferred on-street routes and off-street facilities.



### Bike Sharing

Your community's score in this sub-category was 0% of the highest community score in this sub-category. This subcategory is worth 5% of the points in the Engineering category. The recommendation(s) below would help you improve your score.

We generally recommend bike share systems for communities with over 30,000 residents. The success of a bike share system often hinges on the density of bike share stations, potential users, and potential destinations. In smaller communities or more spread out communities it can be more difficult to have favorable conditions for a bike share system. With that said, many smaller, rural, or spread out communities have created bike share systems and providing bikes at low cost or on an as needed basis has great potential to allow more people to bike more often. Consider the needs of your community and whether a bike share system might be helpful.

### Other Bicycle-related Amenities

Your community's score in this sub-category was 58% of the highest community score in this sub-category. This subcategory is worth 2.5% of the points in the Engineering category. The recommendation(s) below would help you improve your score.

Provide adequate lighting along streets and key shared-use paths to allow for safer bike commuting before dawn and after dusk.

### Education

Offering a lot of ways for people to get the skills and confidence to ride is a key part to building great places for bicycling. At the community level this

begins with bicycle-safety education being a routine part of public education. Communities should also offer options for adults looking to improve their biking skills with everything from online tips, brown bag lunch presentations and in-depth on-bike training opportunities. The League's Smart Cycling program, with more than 2,000 League Cycling Instructors around the country, is a great resource in delivering high quality education programs. It is also vital to make motorists and cyclists aware of their rights and responsibilities on the road through public education campaigns that promote the Share the Road message.

In this section you can find more information about how your community compares to other Bicycle Friendly Community applicants in various aspects of the Education category. Use this information to understand your community's strengths and weaknesses and the best places to invest in order to improve your community for people who bike.

### Youth Bicycle Education

Your community's score in this sub-category was 55% of the highest community score in this sub-category. This subcategory is worth 35% of the points in the Education category. The recommendation(s) below would help you improve your score.

Congratulations! It is a credit to your community that you ensure all elementary school students are provided with the opportunity to learn to ride a bicycle. This practice will help each student be able to make physical activity an integral part of their life.

Work with local bicycle groups and interested parents to develop and implement a Safe Routes to School program for all schools, including middle schools, which includes in-school education and routes to school. Bicycle-safety education should be a routine part of education, for

students of all ages, schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking.

Congratulations! It is a credit to your community that you ensure all high school students are provided with the opportunity to learn to ride a bicycle. This practice will help each student be able to make physical activity an integral part of their life.

Provide on-bicycle education opportunities in schools. There is no better way to learn to ride than to experience riding a bicycle in a controlled setting with a trained instructor. Providing on-bike instruction to all students ensures that all students are able to learn to ride in the best possible setting regardless of the availability of a bicycle in their household.

Create a basic "learn to ride" class for your community. This type of class provides basic bicycle education, such as how to position yourself on the road, how to signal your intentions, how to cross a street, and how to make turns.

Provide bicycle education opportunities focused on the needs and concerns of parents and families. Parents play a key role in whether and how often children and youth ride. By providing family-oriented classes parents and children can learn safe riding practices and other bicycle-related skills together and become more comfortable riding as a family and individuals.

### Adult Bicycle Education

Your community's score in this sub-category was 38% of the highest community score in this sub-category. This subcategory is worth 30% of the points in the Education category. The recommendation(s) below would help you improve your score.

Offer regular bicycling skills training opportunities for adults or encourage your local bicycle advocacy group or bike shop to help. There are options from short videos and 1-2 hour courses to more in-depth training incorporating in-classroom and on-bike

Provide a welcome packet for new residents that includes information on bicycle routes and bicycle commuting in your community. Studies have shown that people are most open to changes in their commute mode when they start a new job or move residences. New residents should be made aware of how they can bike in their new community so that they understand their options for recreation and transportation.

Create a Bicycle Ambassador program in your community. These programs a great way to normalize bicycling for transportation and recreation with the goal of getting more people to consider bicycling more often. Bicycle Ambassadors programs should contain at least 2 of the following elements: 1) Ambassadors are trained on safe bicycling practices, 2) Ambassadors are present at community events, 3) Ambassadors can be requested for private events, 4) Ambassadors model good behavior by riding with highly visible signage to identify themselves as ambassadors, and 5) Ambassadors are trained on public engagement to welcome questions from potential bicyclists.

Provide a variety of targeted bicycle events to engage people of color, seniors, and other demographic groups that may benefit from non-traditional or group-specific bicycle events. Targeted events may help to encourage groups that have specific concerns about bicycling or which have not previously been engaged in supporting bicycling improvements.

### Motorist Education

Your community's score in this sub-category was 63% of the highest community score in this sub-category. This subcategory is worth 25% of the





points in the Education category. The recommendation(s) below would help you improve your score.

Engage taxi drivers, and on-demand ride services, by distributing decals or other materials to remind those drivers of bicycle-vehicle collisions that are associated with taxis, such as dooring collisions with exiting taxi passengers.

#### Bicycle Safety Education Resources

Your community's score in this sub-category was 13% of the highest community score in this sub-category. This subcategory is worth 5% of the points in the Education category. The recommendation(s) below would help you improve your score.

Your responses did not trigger any feedback for this subcategory. Our feedback is based upon your answers in the application. To improve your score for this subcategory please refer to your application and see where you may be able to improve or contact us at [bfa@bikeleague.org](mailto:bfa@bikeleague.org) with any questions.

### Encouragement

Communities play a critical role in encouraging people to ride by giving them a variety of opportunities and incentives to get on their bikes. This can be done through the celebration of National Bike Month™ and Bike to Work Day, producing community bike maps, route finding signage, bicycle-themed celebrations and rides and commuter challenges.

In this section you can find more information about how your community compares to other Bicycle Friendly Community applicants in various aspects of the Encouragement category. Use this information to understand your

community's strengths and weaknesses and the best places to invest in order to improve your community for people who bike.

#### Encouragement Policies, Programs and Partnerships

Your community's score in this sub-category was 17% of the highest community score in this sub-category. This subcategory is worth 10% of the points in the Encouragement category. The recommendation(s) below would help you improve your score.

Your responses did not trigger any feedback for this subcategory. Our feedback is based upon your answers in the application. To improve your score for this subcategory please refer to your application and see where you may be able to improve or contact us at [bfa@bikeleague.org](mailto:bfa@bikeleague.org) with any questions.

#### Route-Finding Support

Your community's score in this sub-category was 78% of the highest community score in this sub-category. This subcategory is worth 5% of the points in the Encouragement category. The recommendation(s) below would help you improve your score.

Your responses did not trigger any feedback for this subcategory. Our feedback is based upon your answers in the application. To improve your score for this subcategory please refer to your application and see where you may be able to improve or contact us at [bfa@bikeleague.org](mailto:bfa@bikeleague.org) with any questions.

#### Bicycle Culture and Promotion

Your community's score in this sub-category was 32% of the highest community score in this sub-category. This subcategory is worth 75% of the



points in the Encouragement category. The recommendation(s) below would help you improve your score.

Create an Earn-a-Bike program that teaches essential bicycle repair skills to youth and adults. In an Earn-a-Bike program participants learn about bicycle parts and how to make necessary repairs to their own bicycle. At the conclusion of the program, participants take home their newly refurbished bicycle as well as many lifelong skills.

Create challenges for students biking to school such as intra- or inter-school competitions for the number of trips by students. Challenges could also feature different types of bicycling, such as BMX or mountain biking.

Create a community Bike to Work Day or Week to serve as a focus for Bike Month activities and involve employers within the community in promoting biking. Bike to Work Days can take many forms, with many having an event in a central public plaza, stations in the community with food and/or drinks, and promotions such as t-shirts and prizes for people who register to bike to work.

Encourage or support bike valets at public events so that more people can bike to local events. Bike valets provide secure and scaleable parking for people arriving by bike, alleviating any worry associated with locking a bike in a public place or finding a place to lock up. Encouraging more people to arrive to major events by biking and walking can improve the traffic associated with major events and reduce the parking problems that events can create.

Create a Bike to School Day or Week to organize schools, parents, and students to promote bicycling and understand how to bike to school safely. Many communities use a Bike to School Day as an inter-school competition to see which school can have the high

Engage public figures to show support for bicycling and improvements that make bicycling more safe and comfortable by participating in a bicycle ride. A mayor-led or Council-led ride can highlight recreational opportunities in the community, recent or future projects, or lead up to Bike to Work Day activities. Many Bike to Work Days include elected officials speaking at centrally located plazas where bicyclists are invited to congregate, eat breakfast, and drink coffee.

Encourage local businesses to provide discounts for customers arriving by bicycle or promote existing bicycle discount programs.

Help people consider the many ways that bicycling can be a solution for themselves and their community through a public education campaign about the benefits of biking. Bicycling has many benefits and those benefits resonate with different audiences. Target messages to resonate with the problems in your community that can be addressed by biking, such as public health issues, environmental concerns, traffic congestion, or economic development.

Offer a Ciclovía, Open Streets, or Sunday Streets type event, where a major road corridor is closed to auto traffic and that space is made available to the community, including people biking and walking. This event can also be a great place to engage people about improvements they would like in their community and barriers to biking more often that they experience.

Promote cycling throughout the year by offering or supporting more family-oriented community rides, and bicycle-themed festivals, parades or shows.

#### Access to Bicycle Equipment and Repair Services

Your community's score in this sub-category was 40% of the highest community score in this sub-category. This subcategory is worth 5% of the

10



points in the Encouragement category. The recommendation(s) below would help you improve your score.

Your community may have areas that are "bike shop deserts." Bike shops are an important part of the "human infrastructure" that makes bicycling an attractive option for people in a community. Within "bike shop deserts" residents may lack access to the services and expertise needed to properly maintain their bicycles. Without these retailers bicyclists need to be entirely self-sufficient for their bicycle maintenance, a requirement that would never be expected of people who use cars or transit. Consider ways to make basic parts and services available throughout your community.

## Enforcement

Communities have an essential role in creating safe places to bike by setting clear rules of the road to ensure safety for all road users; ensuring that law enforcement officers are knowledgeable about traffic laws related to bicycling; and setting enforcement policies that prioritize traffic safety. A good relationship between the bicycling community and law enforcement is important and can be accomplished by having a police representative on your Bicycle Advisory Committee, having police officers on bikes, and proactively addressing issues important to the bicycling community, like bike theft.

In this section you can find more information about how your community compares to other Bicycle Friendly Community applicants in various aspects of the Enforcement category. Use this information to understand your community's strengths and weaknesses and the best places to invest in order to improve your community for people who bike.

## Public Outreach

Your community's score in this sub-category was 85% of the highest community score in this sub-category. This subcategory is worth 15% of the points in the Enforcement category. The recommendation(s) below would help you improve your score.

Identify a law enforcement officer who would like to be a representative of the police department to the bicycling community, including engaging with city staff and bicycle advisory committee members on bicycling-related issues.

Increase the use of bikes as a patrol or public safety tool for your community. Bicycles can increase interaction between police officers and the community and allow police and other public safety personnel increased mobility at events or in urban areas.

## Bicycle-Related Training for Law Enforcement Personnel

Your community's score in this sub-category was 18% of the highest community score in this sub-category. This subcategory is worth 10% of the points in the Enforcement category. The recommendation(s) below would help you improve your score.

Continue to ensure that police officers are educated on traffic laws as they apply to bicyclists and motorists and bicycling skills. Ensure that law enforcement officers who are not certified or trained as bicycle patrol officers nevertheless have basic training or experience with bicycling in your community in order to foster great interactions between bicyclists and police officers.

Ensure that police officers receive training on the most common bicycle crash types in general and in your community. Data on bicycle crashes in

your community can help police understand the magnitude of dangers to bicyclists in your community and the areas that are most dangerous. This knowledge should help police officers understand how to effectively enforce traffic laws in ways that will make bicycling more safe.

Ensure that police officers receive training on racial profiling awareness in multimodal transportation enforcement. Racial profiling awareness or similar training can be helpful for community-oriented policing and increasing the legitimacy of traffic enforcement.

### Bicycle-Related Laws

Your community's score in this sub-category was 96% of the highest community score in this sub-category. This subcategory is worth 35% of the points in the Enforcement category. The recommendation(s) below would help you improve your score.

There are 9 states that have passed laws that define a group of "vulnerable road users" and create penalties for seriously injuring or killing people within that group. These laws work on the idea of general deterrence - that if people know that they might suffer a harsh penalty for an action they will be more likely to avoid doing that action. If your state has not passed this type of law consider what actions affect the safety of bicyclists in your town and how you can create a local ordinance that deters people from taking those actions.

Create or pilot a photo enforcement effort to promote safe driving behaviors. It is important that photo enforcement is deployed in a transparent and legitimate manner so that the public understands that it is used for safety, not revenue creation. School zones can be a good place to pilot photo enforcement. According to the Insurance Institute for Highway Safety, there were 430 communities with red light camera programs and 141 communities with speed camera programs as of June 2016.

Repeal your local law that require bicyclists to use bicycle lanes. Local laws that require bicyclists to use a bicycle lane undermine the safety of bicyclists. If bicycle lanes are well designed and go to places that people want to go to there is no need to require their use because studies show that bicyclists prefer to use facilities when they are available. The only reason to require bicyclists to use bicycle lanes is to ensure that motor vehicles do not have to share the road with them.

### Bicycle-Related Enforcement Practices and Programs

Your community's score in this sub-category was 22% of the highest community score in this sub-category. This subcategory is worth 15% of the points in the Enforcement category. The recommendation(s) below would help you improve your score.

Consider whether a ticket diversion program makes sense for your community. A ticket diversion for bicyclists allows bicyclists who are ticketed to receive safety training in lieu of paying a fine or as a condition of a reduced fine. This allows bicyclists who may not have previously received safety training to learn about proper riding techniques and hopefully correct poor behavior.

Consider whether a ticket diversion program makes sense for your community. Ticket diversion programs for motorists should incorporate training on sharing the road with bicyclists and pedestrians. In some cases, educational programs can supplement other traffic citation punishments; for example, drivers who are convicted of DUI or have a suspended license can be educated on transportation alternatives, such as transit and biking, to facilitate their mobility.

Publish raw data on traffic enforcement citations and make it available to the public on a regular basis. Transparency is important so that the public understands traffic enforcement and it can help ensure that traffic enforcement is seen as legitimate and in service of public safety.



Regularly available raw data allows the public, as individuals and through organizations, to understand traffic enforcement and how the community promotes traffic safety through enforcement.

Regularly publish reports on traffic citation data to help the public understand traffic safety priorities and how those priorities are furthered by traffic enforcement. Reports can also highlight any safety issues that a community does not currently have the ability to address through enforcement, due to lacking an appropriate law, or which requires an alternative countermeasure.

### Bicycle Safety Policies and Programs

Your community's score in this sub-category was 0% of the highest community score in this sub-category. This subcategory is worth 5% of the points in the Enforcement category. The recommendation(s) below would help you improve your score.

Adopt a Vision Zero plan to improve road safety for all road users. A Vision Zero plan should articulate a goal year for reaching zero traffic fatalities and the investments that your community will make in order to achieve that goal. To learn more about Vision Zero, visit [visionzeronetwork.org](http://visionzeronetwork.org).

### Crash and Fatality Reporting

Your community's score in this sub-category was 100% of the highest community score in this sub-category. This subcategory is worth 15% of the points in the Enforcement category. The recommendation(s) below would help you improve your score.

Our points based upon crashes and fatalities are a function of the annual reported crashes and fatalities and your community's estimated number of bicycle commuters, as estimated in the most recent U.S. Census

Bureau American Community Survey 5-year estimate. To gain points in this subcategory you should focus on reducing crashes on an absolute basis or reducing crashes relative to the number of bicyclists in your community. Improving bicycle routes to major community destinations is likely to address both crashes and increase the number of bicyclists, providing two positive changes in this subcategory.

## Evaluation & Planning

Metrics are essential. A comprehensive bicycle master plan, in combination with dedicated funding and active citizen/organizational support is the foundation of a great bicycling community—indeed, progress without these elements is difficult. A successful plan focuses on developing a seamless cycling network that emphasizes short trip distances, multi-modal trips and is complemented by encouragement, education and enforcement programs to increase usage. A dedicated Bicycle Program Coordinator and an effective Bicycle Advisory Committee play an important role in helping decision makers create, implement, and prioritize those bicycle programs and policies.

In this section you can find more information about how your community compares to other Bicycle Friendly Community applicants in various aspects of the Evaluation & Planning category. Use this information to understand your community's strengths and weaknesses and the best places to invest in order to improve your community for people who bike.

### Staffing and Committees

Your community's score in this sub-category was 70% of the highest community score in this sub-category. This subcategory is worth 20% of the points in the Evaluation & Planning category. The recommendation(s) below would help you improve your score.



Appoint a staff member Bicycle & Pedestrian Coordinator. A Bicycle & Pedestrian Coordinator reviews development proposals to ensure that local bicycle/pedestrian requirements are incorporated and to assess bicycling and walking impacts, develop and implement educational and promotional programs, write grant proposals, serve as the public contact for bicycling/walking inquiries and complaints, educate other staff about state and federal facilities standards and guidelines, and coordinate with neighboring cities, transit agencies and other departments to implement policies and projects.

Appoint a staff member Safe Routes to School Coordinator. A Safe Routes to School Coordinator makes walking and bicycling to school safer and more accessible for children, including those with disabilities, and works to increase the number of children who choose to walk and bicycle. This may involve working with schools on site plans, working with the community on surrounding street plans, and implementing programming that teaches bicycle skills in school.

### Planning, Funding, and Implementation

Your community's score in this sub-category was 54% of the highest community score in this sub-category. This subcategory is worth 35% of the points in the Evaluation & Planning category. The recommendation(s) below would help you improve your score.

Ensure that there is a feedback mechanism to help the community meet goals for the implementation of your bicycle plan.

Ensure that there is dedicated funding for the implementation of the bicycle master plan. Ensure to specifically allocate bicycle-related funding to low-income/minority communities.

### Evaluating Ridership

Your community's score in this sub-category was 45% of the highest community score in this sub-category. This subcategory is worth 20% of the points in the Evaluation & Planning category. The recommendation(s) below would help you improve your score.

Conduct regular statistically-valid community bicycle surveys to understand the needs of bicyclists in the community and what sort of investments might entice people to bike more often or fix barriers that currently prevent them from biking more.

Conduct a travel diary survey or ensure that community over-sampling occurs in a national or state travel diary survey in order to get a statistically valid understanding of how all residents move around your community. This information is great for monitoring changes in how people move around and community goals related to active transportation.

Ensure that your bicycle counts capture the gender of cyclists. If women ride significantly less than men, this gender gap may be addressed through infrastructure improvements, and targeted education and encouragement efforts.

Adopt a target level of bicycle use to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress. The most common targets are that a certain percentage of the population will bike to work or that there will be a certain increase in the number of people biking to work.

### Evaluating the Bicycle Network

Your community's score in this sub-category was 23% of the highest community score in this sub-category. This subcategory is worth 20% of the

points in the Evaluation & Planning category. The recommendation(s) below would help you improve your score.

Conduct a GIS-based bicycle network analysis. Developing a GIS-based bicycle network map will allow you to overlay many different types of GIS-coded data sets in order to understand how your bicycle network interacts with community demographics, zoning, community resources, and other data, such as traffic crashes. This level of detail enables a community to tailor its analysis to community concerns and needs.

Conduct a "Level of Traffic Stress" bicycle network analysis. "Level of Traffic Stress" analysis focuses on low-stress connectivity, defined as "the ability of a network to connect traveler' origins to their destinations without subjecting them to unacceptably stressful links." This type of analysis is suitable for all communities, but is particularly useful for communities that have goals to increase bicycle use or encourage more "interested but concerned" riders to bike more often. Targeting investments to increase low-stress connectivity is likely to address concerns of those "interested but concerned" riders and increase their mobility to more community destinations.

---

For more ideas and best practices please visit the [Bicycle Friendly Community Resource Page:](http://www.bikeleague.org/content/resources)  
<http://www.bikeleague.org/content/resources>

---

## Feedback from Local Reviewers:

In this round we provided a survey that could be distributed by your community. This survey was entirely voluntary. If you chose to take advantage of it then you will receive additional information about how the public responded to that survey.

For all communities, we distributed surveys to organizations listed in your application and members of the League of American Bicyclists, both individuals and organizations, that our data indicated might be knowledgeable about your community. The information below reflects both the public survey distributed by your community and surveys distributed by the League.

### Number of Local Respondents

61 people responded to surveys about your community

### Top 3 Changes that local respondents would like to see in Los Alamos County

1. More bike lanes - 31.1%
2. More bike paths - 26.2%
3. Improve public decision-making processes for transportation improvements, including bicycling improvements; Increase education for drivers - 6.6%

### Average Top 3 Changes from all Bicycle Friendly Community applicants (nationwide)

1. More Bike Lanes – 22.2%

2. More Bike Paths – 21.8%
3. Improved Public Decision-making processes for Transportation Improvements – 7.6%

### Other Suggested Improvements

- » "Continue to connect up off road paved bicycle facilities, especially in the main townsites"
- » "Work with Los Alamos National Lab so the Laboratory improves the physical conditions for bicyclists"
- » "Educate drivers"

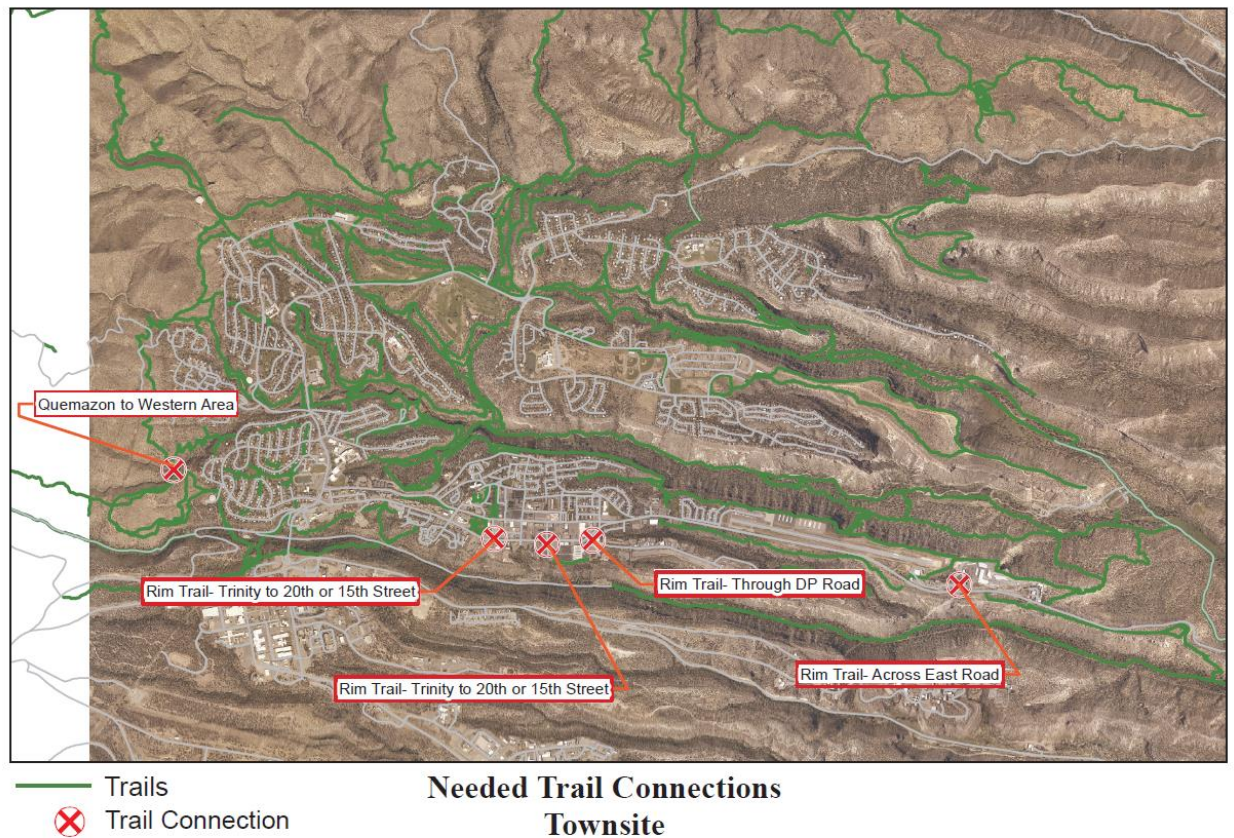
### Barriers and Hazards

- » "LANL (Los Alamos Labs) is principle employer and has done very little to improve infrastructure of Dept of Energy Roads"
- » "slow progress on road construction projects"
- » "Trinity Drive/NM 502 is owned and managed by State of NM DOT and is very bicycle unfriendly"

### Keep up the good work on...

- » "Excellent work on spending money to expand off road bike network, including current construction of bike-ped bridge"
- » "complete streets"
- » "Current study to create a bicycling network in the town center to support both tourists and locals"

Comprehensive Plan Figure XXX: Needed Trail Connections - Townsite



## References

[https://www.transportation.gov/safer-people-safer-streets#Responsibility of States and Local Transportation and Enforcement Agencies](https://www.transportation.gov/safer-people-safer-streets#Responsibility%20of%20States%20and%20Local%20Transportation%20and%20Enforcement%20Agencies), USDOT Transportation.gov Latest update: Friday, January 20, 2017

<http://bikeleague.org/> American League of Bicyclists website

<http://www.saferoutesinfo.org/program-tools/what-are-health-benefits-children-who-walk-or-bicycle-school>

Bicycle Awareness Brochure, NMDOT Bicycle, Pedestrian & Equestrian Advisory Committee



# County of Los Alamos

## Staff Report

April 06, 2017

Los Alamos, NM 87544  
www.losalamosnm.us

---

**Agenda No.:**

**Index (Council Goals):**

**Presenters:**

**Legislative File:** 9293-17

---

**...Title**

Code of Conduct Training

**...Body**

Training sessions (approximately an hour) will be held in April or May with the Attorney's Office for new B&C members who haven't yet received the Code of Conduct training.

The training will be held at 11:30 am or noon in Room #110; you can bring your lunch.



# County of Los Alamos

## Staff Report

April 06, 2017

Los Alamos, NM 87544  
www.losalamosnm.us

---

**Agenda No.:**

**Index (Council Goals):**

**Presenters:**

**Legislative File:** 9304-17

---

**...Title**

A Proclamation Recognizing the month of May 2017 and every year after as National Bike Month and Bicycle Safety Month, and the week of May 15-19, 2017 as Bike to Work Week in Los Alamos County.

**...Recommended Action**

**I move that the Transportation Board recommend for Council approval the Proclamation Recognizing the month of May 2017 and every year after as National Bike Month and Bicycle Safety Month, and the week of May 15-19, 2017 as Bike to Work Week in Los Alamos County.**

**...Attachments**

A - DRAFT Proclamation

B - Bike Month Guide



**A PROCLAMATION RECOGNIZING THE MONTH OF MAY 2017 AND EVERY  
YEAR AFTER AS NATIONAL BIKE MONTH AND BICYCLE SAFETY MONTH,  
AND THE WEEK OF MAY 15-19, 2017 AS BIKE TO WORK WEEK  
IN LOS ALAMOS COUNTY**

WHEREAS, the bicycle is a viable and environmentally sound form of transportation and an excellent form of recreation; and

WHEREAS, millions of New Mexicans will experience the joys of bicycling during the month of May through educational programs, races, commuting events, trail work days, helmet promotion, charity events, or just getting out and going for a ride; and

WHEREAS, Los Alamos's trail network attracts hundreds of bicyclists each year from all 50 states and from across the globe, providing economic, health, and scenic benefits to citizens of Los Alamos and the world; and

WHEREAS, these bicycling activities and attractions have great potential to have a positive impact on Los Alamos's economy and tourism industry and to stimulate economic development by making the region attractive to businesses and citizens who enjoy the out of doors and healthy lifestyles; and

WHEREAS, creating bicycle-friendly communities has been shown to improve citizens' health, well-being, and quality of life, to boost community spirit, to improve traffic safety, and to reduce pollution and congestion; and

WHEREAS, May has been declared National Bike Month for each of the last 56 years, and is so again in 2017; and

WHEREAS, the education of bicyclists and motorists as to the proper and safe operation of bicycles is important to ensure the safety and comfort of all users; and

WHEREAS, the Incorporated County of Los Alamos, community organizations, partners and other organizations across the state will promote bicycle safety during the month of May 2017; and

THEREFORE BE IT RESOLVED THAT I, COUNTY CHAIR OF LOS ALAMOS COUNTY COUNCIL hereby recognize the month of May 2017 and every year after as National Bike Month and Bicycle Safety Month, and the week of May 15-19, 2017 as Bike to Work Week; and

ALSO BE IT RESOLVED THAT LOS ALAMOS COUNTY urges all who support bicycling to participate in the events planned and urges all road users to share the road safely with bicyclists.

PASSED AND ADOPTED THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2017.

---

David Izraelevitz, Council Chair

DRAFT



# GETTING STARTED

NATIONAL BIKE  
MONTH GUIDE



# NATIONAL BIKE MONTH GUIDE

May is National Bike Month, sponsored by the League of American Bicyclists, and celebrated in communities from coast to coast. This step-by-step guide will help you in creating a successful Bike Month event in your community, workplace, city, or state.

In this guide, we commonly refer to Bike to Work Day events, because they're the most popular. But the tips and techniques in the following pages will help you plan any Bike Month event, from a city-wide ride to a small gathering within your own company or organization.

Once you plan your event, visit [bikeleague.org/bikemonth](http://bikeleague.org/bikemonth) to share the dates and times in the League's online database, so folks in your community and beyond can search and find your event. We also hope you'll share your success with fellow League members by posting pictures and stories on our Facebook page ([facebook.com/leagueofamericanbicyclists](https://facebook.com/leagueofamericanbicyclists)) or on Twitter (@BikeLeague).

Thank you for supporting and promoting bicycling. Good luck with your National Bike Month celebrations!

SPONSORED BY: **THE LEAGUE**  
OF AMERICAN BICYCLISTS

# CONTENTS



**THE LEAGUE**  
OF AMERICAN BICYCLISTS

1612 K STREET, NW, SUITE 510  
WASHINGTON, DC 20006  
202-822-1333 | 202-822-1334 *fax*

[WWW.BIKELEAGUE.ORG](http://WWW.BIKELEAGUE.ORG)

**IDEAS FOR BIKE TO WORK DAY**  
THE GROWTH OF BIKE MONTH.  
WHY HAVE A BIKE TO WORK DAY EVENT?  
IDEAS FOR BIKE WORK DAY (AND BIKE MONTH!)

4

**GETTING STARTED:  
A TIMELINE FOR SUCCESS**

8

*Step 1* » Write a plan  
*Step 2* » Start fundraising  
*Step 3* » Build partnerships  
*Step 4* » Recruit and work with volunteers  
*Step 5* » Promote the event  
*Step 6* » Enjoy the event  
*Step 7* » Reward volunteers and  
recognize sponsors  
*Step 8* » Evaluate success  
*Step 9* » Prepare for next year

**MAKING THE CASE**  
HEALTH AND PRODUCTIVITY  
ECONOMIC IMPACT  
ENVIRONMENTAL BENEFIT

14

**OVERCOMING BIKE COMMUTING  
CONCERNS**

16

# IDEAS FOR BIKE TO WORK DAY

## THE GROWTH OF BIKE MONTH

**M**ore than half of the U.S. population lives within five miles of their workplace, making bicycling a feasible and fun way to get to the office. With increased interest in healthy, sustainable and economic transportation options, it's not surprising that, from 2000 to 2011, the number of bicycle commuters in the U.S. grew by more than 47 percent!

Hundreds of American communities have increased bicycle commuters by working to create a more Bicycle Friendly America, providing encouragement programs and events, like Bike to Work Day. In fact, among the 51 largest U.S. cities, 43 hosted Bike to Work Day events in 2010. The City of Denver reported the highest rate of participation with one out of every 28 adults participating in its 2010 Bike to Work event.

And that effort makes a difference: According to a study by the San Diego Association of Governments, one out of five people who participated in their Bike to Work Day promotion as first-time commuters became regular bike commuters.

Ready to get things rolling in your community? Here are some ideas of events for communities, businesses, bike shops, advocacy organizations — and more!

## WHY HAVE A BIKE TO WORK DAY EVENT?

### » It's fun

Biking to work builds morale, encourages camaraderie, and is a great way to get active in your community.

### » It's healthy

Active employees are more alert, take fewer sick days, and are more productive.

### » It's green

Biking reduces your carbon footprint, reduces traffic congestion, and saves you money.



# IDEAS FOR BIKE TO WORK DAY (AND BIKE MONTH!)

## INCREASING EDUCATION



## GATHERING COMMUNITIES

## **1 NATIONAL BIKE CHALLENGE OR LOCAL COMMUTER CHALLENGE**

Inspire new and veteran riders with a little friendly competition. Encourage your company, advocacy organization, or community to sign up for the National Bike Challenge at [www.nationalbikechallenge.org](http://www.nationalbikechallenge.org). The online resource not only allows riders to track their miles, but provides community support, monthly prizes and, of course, friendly rivalries.

## **2 NATIONAL BIKE TO SCHOOL DAY**

In partnerships with the League, the National Center for Safe Routes to School now organizes an annual Bike to School Day during the first week of Bike Month. Organize a bike-pool or bike train for parents at your school and engage the next generation of bicyclists! Learn more and get tips at [www.walkbiketoschool.org](http://www.walkbiketoschool.org).

## **3 CAR VS. BUS VS. BIKE COMMUTER RACE**

The city of Dallas, Texas has played host to several Car vs. Bus vs. Bike Commuter Races. Motorist, bus driver and cyclist all start and end the morning rush hour at the same spots, but may take distinctly different routes. The bicyclist always wins! This is a sure-fire media event to run on Bike-to-Work Day to encourage folks to give bicycle commuting a try.

## **4 SMART CYCLING CLASSES**

League Cycling Instructors offer a wide variety of classes for any audience, including Commuters, Group Rides, Traffic Skills and more. Recreational clubs can sponsor group-riding clinics and advocacy organizations can sponsor classes for public officials.

## **5 BIKE VALET PARKING**

Make sure folks know it will be easy to arrive by bike to cycling or other events during Bike Month by providing easy, convenient parking.

## **6 BIKE RODEOS**

Both entertaining and education, bike rodeos teach kids bicycle handling and safety skills, while also sharing the rules of the road in a safe environment. A great idea for Bike to School Day!

## **7 COMMUTER CONVOYS**

Identify several meeting locations for suburban commuters to group and ride to key business districts together. Make arrangements for an experienced bike commuter to lead from each location and ride to the Breakfast Rally celebrating their successful trip.

## **8 BREAKFAST OR ENERGIZER RALLY**

Work with local restaurants and grocery stores for sponsorship or donation of various food items. Be considerate of the time requirements of community employers when selecting the time for your meal. Remember to consider bicycle parking and restroom facilities and trash collection.

## **9 ENERGIZER STATIONS**

San Francisco, California hosts numerous bike tours during National Bike Month. On Bike to Work Day, they set up energizer stations in various neighborhoods so that people could stop in on their morning and evening commutes. The energizer stations had food, drinks, red blinky lights and reflective leg bands.

## **10 BIKE COMMUTING INCENTIVES**

Work with local vendors to provide prizes for Bike to Work Day participants. Possible prizes include: bikes, accessories, lights, racks, bags, airline tickets, and gift certificates to various local businesses. If sponsorship permits, have T-shirts or reflective commuter vests produced promoting the sponsors.



### 11 RIDE WITH THE MAYOR

Getting local officials to ride shows important support for Bike to Work Day. Use this opportunity to highlight good bike facilities in your area, tour the local trail system, and show the elected official how important it is to maintain them!

### 12 OPEN STREETS EVENTS

A growing number of communities are promoting active transportation by temporarily closing a street to cars and opening it to people! Whether biking or walking, dancing or roller skating, an Open Streets events create a community celebration around healthy mobility options.

### 13 ROUTE MAPPING ASSISTANCE

Provide links or maps on the company-wide intranet or available in a common break room highlighting common bike-friendly routes in the area.

### 14 BIKE MENTORS

Create a ride-matching service that provides novice cyclists with names of experienced commuters in their community or workplace who can accompany them on their commute.

### 15 BIKE TO... EVENTS

Encourage the use of the bicycle for transportation by working in partnership with local retailers and event promoters to offer special discounts to customers arriving by bicycle.

### 16 ORGANIZE A CYCLOFEMME RIDE

Build community among current riders and inspire new women to get rolling by organizing a ride for Cyclofemme; a global event each Mother's Day to unite women worldwide ([cyclofemme.com](http://cyclofemme.com))

### 17 PARTICIPATE IN RIDE OF SILENCE

Honor those who have been injured or killed while cycling on public roadways in your community by hosting a Ride of Silence. ([rideofsilence.org](http://rideofsilence.org))

### 18 PROCLAMATION OF MAY AS NATIONAL BIKE MONTH

Ask your Mayor, City Council or government to officially proclaim May as National Bike Month. See page X for a sample proclamation.

### 19 BIKE MONTH RIDE(S)

Bike to Work Day is certainly a highlight but it's just one day in the month of May. Keep the momentum going by hosting rides with different themes, to different destinations or for different constituencies.

### 20 BICYCLE-THEMED PARTY

Whether it's a fashion show, a happy hour or a festival, there are so many ways to share the joy, diversity and camaraderie of cycling. What's unique about bike culture in your community? Put it on display!

**SINCE 1956, MAY HAS BEEN RECOGNIZED AS NATIONAL BIKE MONTH. THE THIRD WEEK IN MAY IS DESIGNATED BIKE TO WORK WEEK; AND THE THIRD FRIDAY OF MAY IS BIKE TO WORK DAY.**





# GETTING STARTED: A TIMELINE FOR SUCCESS

## STEP 1 » WRITE A PLAN

All successful events start with a plan. This plan will serve as a guide and task list through all the stages of your Bike to Work Day event planning. What should I focus on when planning?

Set specific goals for your Bike to Work Day event (i.e. how many participants, fundraising amounts, media exposure).

Determine if city/county permits will be needed for rally events or other event ideas on your list. Determine associated costs and time requirements for securing these permits.

Project a potential budget for each event idea - think of who may fund or sponsor it.

Layout a time line for all the necessary tasks associated with carrying out event ideas.

Prepare a publicity planning task list.

Plan for recruiting and implementing volunteer workers and committees.

## STEP 2 » START FUNDRAISING

Prepare a specific funding proposal for each potential sponsor. Ask for a specific amount of money or product with a plan showing the provider where their contribution will be recognized and how it will positively assist your efforts. Remember partners need to know that you are serious about the event and that there will be a benefit to them for their contribution. Conduct follow-up calls to those from whom you solicit support and answer any questions they have. Track progress with each potential partner in a database or Google doc. Note all calls, negotiations, and contributions (money, merchandise, food, etc.).

Send personalized thank-you notes to each partner/sponsor expressing your appreciation. You cannot skip this step. Send a note when negotiations are successful and again after the event. A happy sponsor will help you again in the future.

## STEP 3 » BUILD PARTNERSHIPS

Partnerships extend the reach of your event and reduce the burden that hosting an event entails. Partnering with others to sponsor an event builds connections that are beneficial long after an event concludes. Gather the support of local organizations and merchants. Ask them to partner with you for the benefit of the community. Create a database of potential partners such as:

- » *Bike clubs and coalitions*
- » *Bike shops*
- » *Chambers of commerce*
- » *Schools*
- » *Community centers*
- » *Restaurants*
- » *Museums*
- » *Employers*
- » *Churches*



Attachment B

Identify contacts within those organizations that might be interested in working with you. Before you send an e-mail or make a phone call to generate interest, be certain to have a specific request in mind. Requests can vary from volunteer labor to food to advertising support. This outreach should occur well before your Bike to Work Day event.

#### STEP 4 » RECRUITING AND WORKING WITH VOLUNTEERS

Volunteers serve as resources and organizers that help an event flow. They also provide the energy needed to plan an entire event. Volunteers are vital to a successful program, so it's important to know how to find them, work with them, and recognize their contributions.

When asking someone to be a part of the team, make sure your expectations are clearly outlined, as well as the time commitments and tasks involved. Meetings should occur as needed and be convenient for everyone involved. Some people might not have time for regular team meetings, but wouldn't mind if you called on them to help with specific tasks. These roles might not be apparent right away; once you begin planning, you will be able to identify who can help with what.

In recruiting volunteers, the first and most obvious place to look is within your own organization. These individuals are familiar with your cause and are easily reached. If your organization is small or you will need many more volunteers than it can provide, look to the partnerships you've created with other organizations and ask them for assistance in recruiting volunteers from their membership.

#### STEP 5 » PROMOTE THE EVENT

Communication is critical to the success of events. In fact, it has the greatest impact on the number of participants you attract. Some tips on effective communication include:

- » To host a successful event, you'll probably need: brochures, posters, several press releases, banners and signs.
- » Prepare logos and graphics for a unified promotion. The importance of quality graphics and simple, clear text cannot be over-emphasized! Enlist the help of professionals, if possible.
- » Dedicate volunteers to focus exclusively on the distribution of promotional materials in the most cost-effective way.
- » Maintain a lively and informative website about your event(s).
- » Create graphics (banners, buttons) that supporters can place on their websites or share on their Facebook pages. Consider coming up with a Twitter hashtag so supporters and participants can start to build the buzz and excitement on social media platforms before the event.
- » Keep contacts up to date on the status of activities (consider regular meetings).

## 9 STEPS FOR SUCCESSFUL EVENTS

### A SUGGESTED TIMELINE

*Begin in*  
**FEBRUARY**

1. WRITE THE PLAN  
2. INITIATE FUNDRAISING EFFORTS

3. BUILD PARTNERSHIPS  
4. RECRUIT VOLUNTEERS

**MARCH**

5. REWARD VOLUNTEERS &  
RECOGNIZE SPONSORS

**APRIL**

6. PROMOTE THE EVENT

**MAY**

7. ENJOY THE EVENT

**JUNE**

8. EVALUATE SUCCESS

**JULY to  
JANUARY**

9. PREPARE FOR NEXT YEAR

## GETTING STARTED: A TIMELINE FOR SUCCESS



### *Marketing 101*

Make a list of all the newspapers, magazines, major blogs, TV and radio stations in your area. Be sure to include any journalists who have written about, or have shown an interest in bicycling in the past. Appoint someone from your organization to act as the media contact, and assign them to maintain regular contact with journalists, perhaps by inviting them on rides or to events. Mail them copies of your magazine or newsletter.

Prepare a press kit to be sent to every media outlet available two weeks before the event and put this information on your website. The press kit should include:

- » A fact sheet containing a statement of your group's purpose, a count of your members and list of officers, especially if they are well-known members of the community.
- » Statistics about your program or project along with supporting information, brochures, etc.
- » Calendar of Events for your program or project

Follow-up with personal phone calls a week later. Follow-up again to say thank you each time they give your event press. Be sure to notify reporters and editors who have received your press kit if a meeting or event on your calendar is canceled.

Daily morning newspapers usually need all their stories in by the late afternoon the day before publication. Weekly newspapers need community meeting dates and event information at least a couple of weeks in advance. Monthly publications work many weeks ahead of time, and need two to three months, or more, warning of upcoming events. Blogs, TV and radio can be timelier than print media, yet cannot go into the depth of a printed piece. Plan your events with these deadlines in mind.

### *Press Release Tips*

The most common way of contacting the media is a press release. Prepare several press releases and a resource list of who should receive the press releases. Always address a press release to a specific person. Do not send press releases as email attachments. Paste them directly into the email.

One simple rule: Make the journalist's job as easy as possible and follow a format they can use most conveniently. Keep releases as short as possible! If you use more than one side of paper you are in danger of losing the interest of the journalist. Sometimes, concise news releases will be printed verbatim, and verbose ones will be either tossed or butchered.

### *Interviews*

TV and radio will, if they cover your event, want an interview with a spokesperson.

Here are a few tips:

- » Look good! Be respectable and professional in appearance (no Lycra!).
- » Speak slowly, clearly and with feeling.
- » Take a deep breath, relax and think before answering.
- » Always mention the name of your organization and website when speaking.

### *Promote Your Event on the Web*

In addition to creating an event website, don't underestimate the power of social marketing tools like Facebook, Twitter, YouTube and Pinterest. Contact organizations that might provide a link to your website on their website. Local bike shops, bike clubs, advocacy organizations, radio stations, television stations, public safety agencies, and health clubs can easily provide a link to your event website. All you have to do is ask!

### *The Event*

Make sure your event happens as described in the news release — right place, right time. Have your club's media people present and make sure s/he is briefed and knows what is happening. All media people should be directed to this one person, who should be easily recognizable by wearing a large nametag, hat, or other highly visible item of clothing. This person should have extra copies of the original release and any other relevant information.





### STEP 6 » ENJOY THE EVENT!

A well-planned and implemented work plan will enable you and your volunteers to have an enjoyable event celebrating bicycling: Remember to have fun! Weather can dampen spirits quickly so a rain plan or alternate location is a key part of your planning task. Intense heat is a concern as well, so notifying paramedics and having them on site is a good idea if there is a risk of injury or illness. Don't forget to take pictures, post updates on Facebook and Tweet about all the fun happening at your event!

### STEP 7 » REWARD VOLUNTEERS & RECOGNIZE SPONSORS

Recognizing and publicizing the help you have received from volunteers and sponsors is essential. Volunteers will appreciate hand written notes while sponsors will look for recognition in media coverage before, during, and after the event. Remember to give your sponsors shout-outs on social media, include them in your next e-newsletter and thank them, by name, at the event early and often!

### STEP 8 » EVALUATE SUCCESS

Be sure to monitor participation so you can evaluate the effectiveness of your event or campaign. Create evaluations not just for participants, but event organizers, too. For the latter, the assessment should cover all

aspects of planning and implementation, including volunteer recruitment, publicity, parking, supplies and equipment, and registration. It can be accomplished as a (printed or online) form or by conducting an evaluation meeting. This evaluation should highlight areas that need more attention and point out how manpower can be better utilized. If this is to be an annual event, goals for next year should be recorded while this year's event is still fresh in everyone's mind.

Evaluation needs to be planned for well in advance of the actual events. Businesses and organizations that participate should have the resources to report back, so you can compile statistics on the numbers who participated, the miles commuted, gasoline saved, pollution prevented, etc. This information can then be shared with elected officials and local media.

What to track:

- » *How many people participated?*
- » *What were their previous bicycling habits?*
- » *What do they see as their future habits - will they ride more?*
- » *How many volunteers were used?*
- » *How well did volunteers interact with participants?*

Questionnaires can be available at the conclusion of the program, with partici-

pants requested to fill them out before leaving. Make sure you have plenty of space available and provide pens. Include a link or website to allow participants to complete the survey at home.

Compose your questionnaire carefully so that the comments you receive will help you to plan future events. Don't ask if Saturdays or Sundays are preferred if you know that Sundays are out of the question because of church traffic on your route. Also, you should develop a form that is easy to fill out but also leaves room for comments. Keep your questionnaire as brief as possible!

### STEP 9 » PREPARE FOR NEXT YEAR

Bike to Work Day is a great way to kick-off or revitalize bicycle commuting programs. Maintain the momentum by developing recommendations for on-going strategies to encourage and facilitate this healthy alternative form of transportation. Begin to plan now for next year – it's best to start writing your plan nine to twelve months ahead of the event, and don't forget to plan for growth.

# MAKING THE CASE FOR BIKING

It may be necessary to convince employers, community leaders and potential sponsors that promoting Bike Month and bicycling activities is a win-win situation for them. The following information will help you prepare for their concerns and conversations.

For more information on the benefits of bicycling, cycling tips, and more, visit [www.bikeleague.org](http://www.bikeleague.org)

## HEALTH & PRODUCTIVITY

More than two-thirds of the U.S. adult population is overweight or obese, costing our nation more than \$68 billion in health care and personal costs annually. More than one in four kids are overweight, as well. Researchers compared the relationship between bicycling and walking travel and obesity in 14 countries, 50 U.S. states, and 47 U.S. cities, and found statistically significant negative relationships at all levels.

Bicycle commuting is a great way to squeeze regular exercise into a hectic schedule. For a 180-pound man, a 10-mile round trip bike commute burns 400 calories; for a 130-pound woman, this same commute burns 300 calories. A study of nearly 2,400 adults found that those who biked to work were fitter, leaner, less likely to be obese, and had better triglyceride levels, blood pressure, and insulin levels than those who didn't active commute to work.

According to a survey by the Transportation Research Board, more than 80 percent of bicycle commuters believe their health has improved since they started bicycle commuting. Plus, bike commuters report lower stress and greater feelings of freedom, relaxation, and excitement than car commuters.

Employers in the community benefit from a healthy, active workforce, as well. Cyclists on average take 15 percent fewer days off from work for illness than non-cyclists, and generally accomplish more work. There's nothing like riding to stimulate circulation, relieve stress, allow creative thought and establish a positive attitude toward oneself and one's environment.

Bicyclists are less likely to be affected by traffic congestion, too. Whether they ride on bike paths or roads, bicycles are much more maneuverable than automobiles. Wide lanes, shoulders and bike lanes provide space for bicyclists to ride right past traffic and on to work.





## **ECONOMIC SAVINGS**

Bicycle commuting saves on parking fees, parking tickets, fuel costs, auto maintenance costs and transit fares. According to analysis by the League, Americans saved more than \$4.6 billion by bicycling instead of driving in 2012 alone.

The average annual operating expense of a bicycle is just \$308, versus more than \$8,000 for a car. In some large urban areas, it is possible to save more than \$200 per month on parking alone. According to CEOs for Cities, New Yorkers save \$19 billion per year because they rely less on cars than residents of other major U.S. cities. A new bicycle and cycling gear would pay for itself in a few months.

Portland, Ore., residents save \$2.6 billion per year thanks to spending less time in cars and more time biking or walking. And investing in bicycle infrastructure is cost-effective, too. For \$60 million — the cost of a single mile of urban highway — the city built a full city-wide bicycle network.

And biking is good for business, too. Research in multiple cities has shown that patrons arriving by bike visit more often and spend more money. Since the costs of employee parking sites are growing, many companies are looking for cheaper alternatives. It costs the same to build parking for 75 bikes as it does for just 4 cars!

## **ENVIRONMENTAL BENEFIT**

The transportation sector is responsible for more than 70 percent of all petroleum use in the U.S., and NASA reports that motor vehicles are the greatest contributor to climate change. More bicycle use means a smaller carbon footprint. During the 2012 National Bike Challenge, Americans kept more than 13 million pounds of greenhouse gas emissions out of the atmosphere by riding their bikes instead of driving their cars.

Beyond carbon dioxide, cars are the single largest source of U.S. air pollution. Short trips are up to three times more polluting per mile than long trips. When bicycling is substituted for short auto trips, 3.6 pounds of pollutants per mile are not emitted into the atmosphere.

Add to that: There are 800 million car parking spaces in the U.S., totaling 160 billion square feet of concrete and asphalt. Ten bikes can park in the space used by a single motor vehicle!

## **ADDITIONAL RESOURCES**

- » Download National Bike Month promotional items, get data on bicycle commuting and find events in your area: [bikeleague.org/bikemonth](http://bikeleague.org/bikemonth)
- » Find Smart Cycling Classes and League Cycling Instructors in your area: [bikeleague.org/programs/education](http://bikeleague.org/programs/education)
- » Get tips and skills for safe and comfortable riding: [bikeleague.org/resources/better](http://bikeleague.org/resources/better)
- » Learn how to improve biking in your community, business or university through the League's Bicycle Friendly America program: [bikeleague.org/bfa](http://bikeleague.org/bfa)

# OVERCOMING BIKE COMMUTING CONCERNS

## I'M OUT OF SHAPE

- » Ride at an easy pace; in a few months you will be in great shape.
- » Ride your route on a weekend to find the easiest way to work
- » You will improve your fitness level when you become a regular bike commuter.

## IT TAKES TOO LONG

- » The average commuter travels at 10 mph; the more you ride, the faster you will get.
- » Trips of less than three miles will be quicker by bike.
- » Trips of five to seven miles in urban areas may take the same time or less as by car.

## IT'S TOO FAR

- » Try riding to work and taking mass transit home, then alternating the next day.
- » Combine riding and mass transit to shorten your commute.
- » Ride to a coworker's house and carpool to work.

## NO BIKE PARKING

- » Look around for a storage area in your building or office.
- » Stash your bike in a covered, secure place such as a closet or even your office.
- » Formally request that your employer provide bike parking or lock it up outside.

## MY BIKE IS BEAT UP

- » Tell a reputable bike shop that you are commuting and have them tune up your bike.
- » If you can't maintain your bike yourself, identify bike shops near your route.
- » Make sure that your bike is reliable and in good working order before you start riding.

## NO SHOWERS

- » Most commuters don't shower at work; ride at an easy pace to stay cool and dry.
- » Ride home at a fast pace if you want a workout; shower when you get there.
- » Health clubs offer showers; get a discounted membership for showers only.

## I HAVE TO DRESS UP

- » Keep multiple sets of clothing at work; rotate them on days you drive.
- » Have work clothes cleaned at nearby laundromats or dry cleaners.
- » Pack clothes with you and change at work; try rolling clothes instead of folding.

## IT'S RAINING

- » Fenders for your bike and raingear for your body will keep you dry.
- » If you are at work, take transit or carpool to get home; ride home the next day.
- » Take transit or drive if you don't have the gear to ride comfortably in the rain.

## THE ROADS AREN'T SAFE

- » Obey traffic signs, ride on the right, signal turns, and stop at lights.
- » Wear bright clothing.
- » Wear a helmet every time you ride.

## I HAVE TO RUN ERRANDS

- » Bolt a rack to the back of your bike to add carrying capacity.
- » Make sure that you have a lock to secure your bike while you are in a building.
- » Allow extra time to get to scheduled appointments and find parking.
- » Encourage your employer to provide a bicycle fleet for office use.

# SAMPLE RESOLUTION OR PROCLAMATION: BIKE MONTH

This is a sample Bike to Work Week Proclamation or Resolution that you can adapt for your own city and present to your mayor or city council member to ask them to proclaim Bike to Work Week (or Bike Month, Bike to Work Day, or Bike to School Day) in your city.

Most proclamations of this sort are made when a citizen like you asks his or her elected official to sponsor the proclamation.

Bike to Work Day is always the third Friday in May and Bike to Work Week is the week of Bike to Work Day. May is National Bicycle Month and Missouri Bicycle Month each year. The second Wednesday in May in Bike to School Day.

Bike Month, Bike to Work Day, and Bike to Work Week are all officially designated in Missouri's state holidays calendar.

**Whereas**, the bicycle is a viable and environmentally sound form of transportation and an excellent form of recreation; and

**Whereas**, millions of Missourians will experience the joys of bicycling during the month of May through educational programs, races, commuting events, trail work days, helmet promotion, charity events, or just getting out and going for a ride; and

**Whereas**, Missouri's Katy Trail attracts hundreds of thousands of bicyclists each year from all 50 states and from across the globe, providing economic, health, and scenic benefits to citizens of Missouri and the world; and

**Whereas**, Missouri hosts four major cross-country bicycle tourism routes that attract thousands of cross-country and local bicyclists each year, including the Mississippi River/Great Rivers Trail, the American Discovery Trail, the Lewis and Clark Trail, and the TransAmerica Trail; and

**Whereas**, these bicycling activities and attractions have great potential to have a positive impact on Missouri's economy and tourism industry and to stimulate economic development by making the state attractive to businesses and citizens who enjoy the out of doors and healthy lifestyles; and

**Whereas**, creating bicycle-friendly communities has been shown to improve citizens' health, well-being, and quality of life, to boost community spirit, to improve traffic safety, and to reduce pollution and congestion; and

**Whereas**, May has been declared National Bike Month for each of the last 56 years, and is so again in 2012; and

**Whereas**, the League of American Bicyclists, the Missouri Bicycle & Pedestrian Federation, bicycle clubs, schools, parks and recreation departments, police departments, hospitals, companies and civic groups throughout Missouri will be promoting bicycling as a leisure activity as well as an environmentally-friendly alternative to the automobile during the month of May 2012; and

**Whereas**, the education of bicyclists and motorists as to the proper and safe operation of bicycles is important to ensure the safety and comfort of all users; and

**Whereas**, the Missouri Bicycle & Pedestrian Federation, the Kansas City Share the Road Safety Task Force, BikeWalkKC, St. Louis Trailnet, the St. Louis Regional Bicycle Federation, GetAbout Columbia, the Columbia PedNet Coalition, Velo Girardeau, SpringBike, Ozark Greenways, Parkland Cyclists, St. Joseph Bicycle Club, Quad States Trails of St. Joseph, and other organizations across the state will promote bicycle safety during the month of May 2012; and

**Whereas**, the Missouri General Assembly has duly passed, and the Governor of Missouri has signed, legislation designating May of each year as Missouri Bike Month and the third week of May as Missouri Bike Week:

**Now, therefore, be it resolved** that the members of the [THIS LEGISLATIVE BODY] hereby recognize the month of May 2012 as National Bike Month and Bicycle Safety Month, and the week of May 14-18, 2012, as Bike to Work Week; and

**Be it further resolved** that the [THIS LEGISLATIVE BODY] urges all who support bicycling to participate in the events planned and urges all road users to share the road safely with bicyclists.

*(courtesy of Missouri Bicycle and Pedestrian Federation - [www.mobikefed.org](http://www.mobikefed.org))*

# SAMPLE LETTER REQUESTING SPONSORSHIP

Dear [Sponsor Name]

How would you like to be a partner in one of the Bay Area's most healthy and inspiring events? [Club/Advocacy Organization/Metropolitan Planning Organization], in conjunction with [sponsors], is gearing up for Bike to Work Day in May and we want you to be on our team.

Last year's Bike to Work Day was a huge success in which [number] of [city] commuters participated. Local and statewide sources recognized the wide-ranging appeal of the event and responded with more than 50 news articles, enthusiastic sound bites on several radio stations, and live coverage on several television news programs. This high level of media attention brought a great deal of positive attention to our sponsors.

The tremendous interest in Bike to Work Day is a favorable affirmation of our message: [Community] residents can enhance air quality, cut down on traffic congestion, and improve personal health and fitness by commuting to work by bike.

Bike-to-Work Day will be held on [date]. Funding from the [sponsors] pays for staff costs and some promotional materials, but prizes are needed to make this event a complete success.

Last year's sponsors benefited from their involvement in many ways. For example, [give examples].

We would like to offer you a similar opportunity to join us as a sponsor. Your contribution of a prize valued at \$100 or more will help us encourage individuals to bike to work. The name of your company will be featured on posters and other campaign materials in recognition of your contribution to this important community event.

Enclosed you will find a fact sheet describing Bike to Work Day and a copy of a front-page news article from last year's event. [Name] will call you in the near future to discuss this opportunity with you.

Thank you for your consideration.

Sincerely,  
[Name]

*(courtesy of RIDES for Bay Area Commuters, Inc., San Francisco, Calif.)*



# SAMPLE PRESS RELEASE

FOR IMMEDIATE RELEASE

DATE

Contact: [Name]

Phone: [number]

Email: [email]

Website: [web site]

[Date] is Bike to Work Day in [City, State]

Help Us Celebrate National Bike Month

[City, State]—With spring in the air, [City] and the League of American Bicyclists, the national organization of bicyclists, announce that May is National Bike Month, May [date] is Bike to Work Week and Friday, May [date] is Bike to Work Day. Mayor [Name] urges everyone to bike to work or try cycling for fun, fitness or transportation. Participating cyclists should register at [web site]. Free coffee, juice, bagels, donuts and fruit at [time] will be provided to all participants at [location].

Andy Clarke, President of the League of American Bicyclists, said, “Biking to work is an efficient and fun way to get the exercise you need, without having to find extra time to work out. And this year, with gasoline prices as high as they are, biking to work makes more sense than ever.” For more information, visit [web site].

Local sponsors include:

[list sponsors]

Following are some tips that will help you enjoy biking to work more.

- Have your bike checked over by your local bike shop
- Always wear a helmet to protect your head in the event of a crash
- Ride in the right-most lane that goes in the direction that you are travelling
- Obey all stop signs, traffic lights and lane markings
- Look before you change lanes or signal a turn; indicate your intention, then act
- Be visible and predictable at all times; wear bright clothing and signal turns

About Your Organization

[Include background info on your organization and the League here.]



# County of Los Alamos

## Staff Report

April 06, 2017

Los Alamos, NM 87544  
www.losalamosnm.us

---

**Agenda No.:**

**Index (Council Goals):**

**Presenters:**

**Legislative File:** 9295-17

---

**...Title**

Discussion - Budget Request for White Rock 2T Route

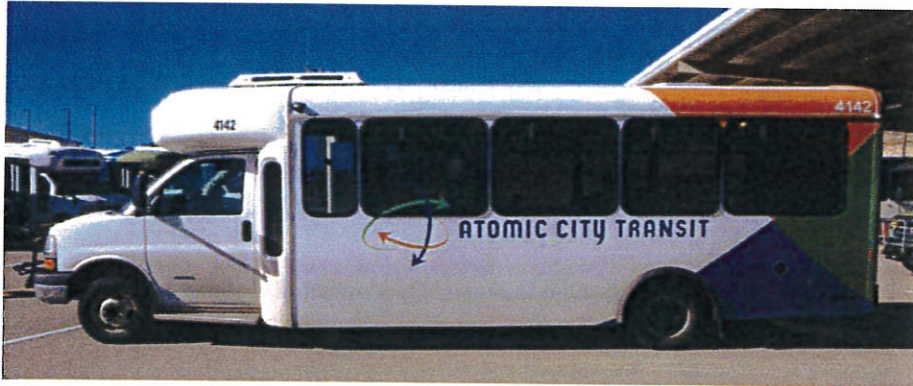
**...Attachments**

A - Budget Request

## PUBLIC WORKS - TRANSIT DIVISION

The employees are needed to replace service on Route 2T – White Rock that was reduced in January 2016. This service is particularly important in preparation for the New Mexico Department of Transportation's NM502 construction project that is anticipated to cause severe delays to Route 2M which currently provides hourly service. The anticipated construction will affect the current service level due to anticipated traffic congestion as the construction zone is the only road available for Route 2M service. In addition, customers utilizing the 2M may have difficulty making service connections to other existing routes or other service providers like Park & Ride or NCRTD Blue Bus.

The Transit Management team proposes adding an additional service to Route 2T, which does not pass through the identified construction zone, to assist in the anticipated shift of users from Route 2M to Route 2T. This additional 2T service will assure that the current service level, which provided service every half hour to White Rock, will be maintained.



*Arboc ACT Assist*



# County of Los Alamos

## Staff Report

April 06, 2017

Los Alamos, NM 87544  
www.losalamosnm.us

---

**Agenda No.:**

**Index (Council Goals):**

**Presenters:**

**Legislative File:** 9296-17

---

**...Title**

Public Works Staff/Project Update - March 2017

**...Attachments**

A - Public Works Update - March 2017

# In the Works....

## Public Works Update – March 2017

### Administration Division



On February 14, 2017, The Los Alamos County Council voted unanimously to have the voters vote on a \$20 million general obligation bond, to be repaid from property taxes for the purpose of designing, acquiring, constructing, purchasing and improving recreation facilities. If approved, the County will add an additional \$13.4 million to the budget from capital project funds with the intention of building or improving five recreation projects. Mail-in ballots will be mailed out on May 2, 2017. They must be received in the County Clerk's office by close of business May 23, 2017.

### Transportation Board

The Transportation Board meets the first Thursday of the month at 5:30 p.m. Meetings are held at 1000 Central Avenue, Room #110. The Transportation Board is working to fill one vacancy.

### Airport Division

#### Fence Project Update

The executed grant from the NMDOT - Aviation Division has been received by the County and the FAA has informed the County that they are processing the FAA grant application at this time. The Task Order with Delta Airport Consultants for the design of the fence has been signed by the County. The design should be completed sometime this summer. The FAA will fund 90% of the project and the State will fund 5% of the project. Construction of the fence is presently scheduled to be funded by the FAA and State in FY 2018.

#### Hangar Construction Update

The contract for the purchase of the hangars from Erect-A-Tube has been signed by both the County and Erect-A-Tube. We should receive the sealed plans from Erect-A-Tube in early April. Once the plans are approved by the County Erect-A-Tube will begin fabricating the hangars. At that point we can begin getting quotes for the construction of the hangars. It will take Erect-A-Tube approximately four months to fabricate and deliver the hangar materials on site. We can then begin the construction of the hangars. The four hangars consist of one 60 foot by 60 foot box hangar and three T-hangars. These hangars will be available for lease and will be the first hangars owned by the County at the airport.



## **Custodial Division**

The Custodial Division supported 202 events during the month of March.

With the renovations completed the White Rock Town Hall and White Rock Activity Center have senior and recreation programs taking place in those facilities on a daily basis.

One of the refrigerators in the Fuller Lodge kitchen was replaced with an updated stainless steel model.

## **Engineering & Project Management Division**

### **Fire Station 3**

Architectural design work is nearing completion and includes a more substantial reroofing, as well as a new wall system, window replacement and HVAC system modifications to better insulate and control the temperature in the bunkrooms. This project has been postponed until Fiscal Year 2020 due to funding reductions.

### **Mesa Library HVAC Improvements**

The current system is an evaporative cooling system, while a less expensive system to install and operate however, it does not provide adequate cooling during times of high (30% plus) humidity. The system itself is limited in its cooling capacity due to its original design. The design consultant evaluated several system options which included an initial and life-cycle cost analysis. This evaluation resulted in a system selection to proceed to the design phase.

This project has been postponed until Fiscal Year 2019. While this sounds like a 2-year postponement, it really is only about a 15-month delay as the plan is to advertise in March/April 2018 and award the 1st Council meeting in July 2018 (Fiscal Year 2019).

In the meantime, the Fire Alarm panel which was part of the project is being advertised in March/April 2017 as it was badly damaged in a power surge and needs to be replaced now as a Life-safety issue. The cost for this is estimated at \$150k.

### **Youth Activity Center Remodel**



Interior improvements are underway at the Youth Activity Center, located in the basement of the Community Building. The proposed work includes replacing the sloped concrete floors, finishing the entire floor as polished concrete, abatement, replacing cabinetry, and upgrading a fire exit door to be compliant with current codes.

The concrete floor polishing is in work and will be followed by tile work and wall plastering. The project is expected to be completed late April. The Youth Activity Center will be moved over a weekend so that there is no interruption in services. Los Alamos Family Council will contact parents in advance to let them know when the move will take place. A re-opening celebration is being planned for the users and children of the Youth Activity Center.

### **North Mesa Improvements Project Phase 1**

The project was advertised on March 7, 2017. Bid opening was held on March 22, 2017 with award at the April 4, 2017 County Council meeting. The awarded Contractor can then begin construction on May 1, 2017 with a completion date of August 10, 2017. The Project consist of roadway improvements, which includes asphalt, paving, curb, gutter, sidewalks, ADA curb ramps, drive pads and drainage structures.

### **20th Street Extension Project**

Project design is currently underway. This project was presented to the Transportation Board and the public on March 2, 2017. Local business owners that attended the meeting are in support of the project. Construction is scheduled to begin in July with an anticipated completion of October 2017. The project will consist of roadway and utility improvements, which includes asphalt paving, curb, gutter, sidewalks, ADA curb ramps, drive pads and drainage structures.

### **Canyon Rim Trail Phase 3**

A task order for easement acquisition and preliminary design services is being negotiated under one of the new on-call Engineering Contracts for the portion of trail between Knecht Street and 20<sup>th</sup> Street.

In November 2016 an application was submitted to the NMDOT by way of the Regional Transportation Planning Organization for funding of an underpass of the Canyon Rim Trail at the trailhead near Camino Entrada. NMDOT has informed County staff that a decision will be sent out in late March for the Transportation Arterial Program funding.

### **Bicycle Transportation Plan**

The Bicycle Transportation Plan Subcommittee has been meeting on a biweekly basis and continues to provide feedback as the Bicycle Transportation Plan takes shape. The subcommittee has suggested, as a public process, a presentation of the plan be made to the Planning & Zoning Commission, Parks & Recreation Board, Transportation Board and finally County Council. Those presentations will begin on March 29 at the Planning & Zoning Commission meeting, they will continue into June.

### **Future Projects...**

- The County is awaiting the results of a \$2M grant request submitted to the Regional Transportation Planning Organization for a trail underpass under NM 502 near the Co-op and Entrada Drive.
- NM 4/East Jemez Rd. (Truck Route) Intersection: Staff continues to work with DOE, NMDOT, and Army Corps of Engineers to program, design and construct intersection upgrades to improve capacity and safety.
- NM 502 Reconstruction, Knecht St. to Tewa Loop: Staff continues to coordinate with NMDOT on this state lead project scheduled to begin this summer. NMDOT has tentatively scheduled a project bid letting for April 28, 2017.

## **Environmental Services Division**

### **Los Alamos County Landfill Gas Update**

This is a summary of the results of the February 2017 Gas Probes and Landfill Gas (LFG) Vents for the extraction system located at the Los Alamos County Landfill.

1. The LFG Vents ranged in methane concentrations from 40.4 (LFG Vent -7) to 62.7 (LFG Vent – 2) percent in volume. Of the seven vents five had lower or approximately equal to methane concentrations than last month.
2. The MP gas probes along the toe of the landfill contained methane concentrations ranging from 0.0 (MP-12) to 38.8 (MP-11) percent in volume. All the MP gas probes showed a reduction in methane concentrations from the previous month.
3. The MP gas probes placed along the landfill boundary ranged in methane concentration from 0.0 (MP-8R) to 15.8 (MP-10R) percent in volume. All the boundary gas probes contained methane concentrations lower than the previous month. MP-10R (15.8%) and MP-11R (11.3%) contained methane in excess of the lower explosive limit (LEL)

## Los Alamos Co-Op Market 6th Anniversary Celebration



Los Alamos Cooperative Market celebrated its 6th anniversary on March 11. Environmental Sustainability Board members as well Environmental Services Manager, Angelica Gurule, Members of the community discussed sustainability and recycling in the community.



## Professionalism Training



Bruce Swingle, CMO for Sierra County, provided Professionalism Training on March 1, 2017 free of charge. This training was open to all Los Alamos County employees of which 37 attended.



## Residential Sustainability Report

Service Period: March 2017

Recyclables Collected: 68.18 tons  
 Trash Collected: 278.57 tons  
 Compostable Materials Collected: 14.62 tons  
 Total Material Collected: 361.37 tons



LOS ALAMOS

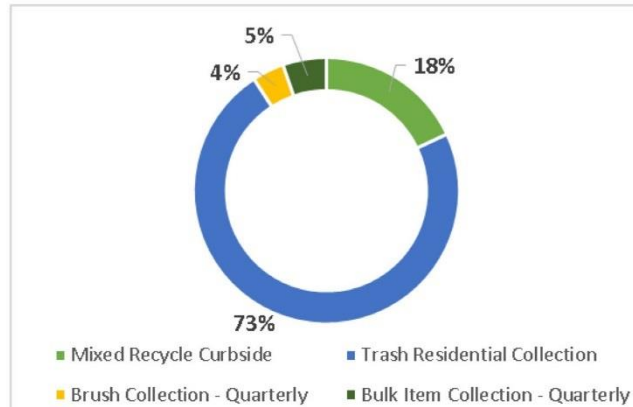
### Monthly Collection Report

January Diversion Rate: **25%**

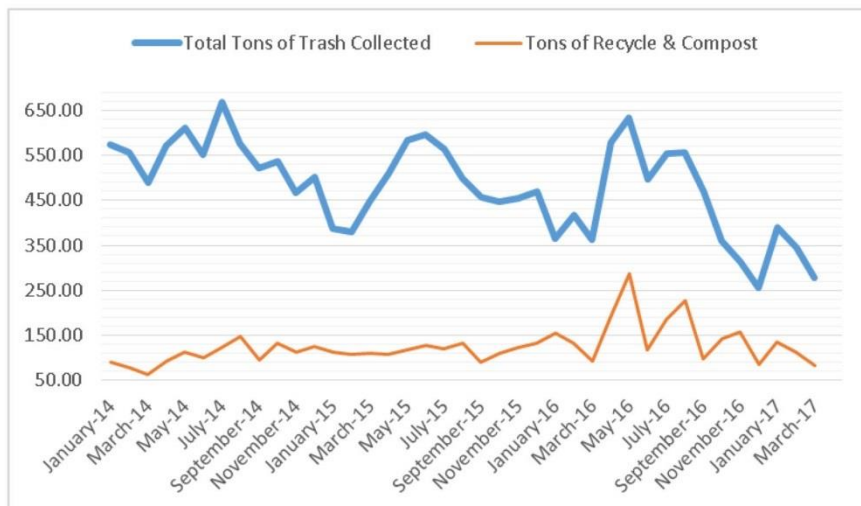
February Diversion Rate: **23%**

A **10%** Decrease in Diversion

The *diversion rate* is the percent of materials recycled and composted.

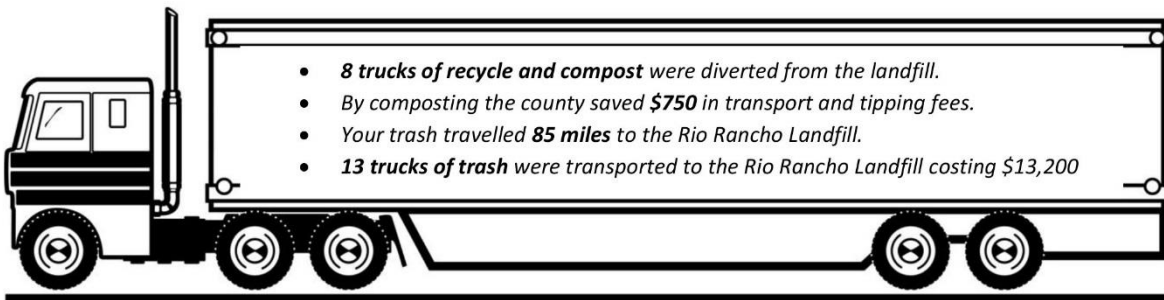


### Month by Month Recycling Comparison



#### Recycling saves

- Every three months, Americans throw enough aluminum in the landfills to build our nation's entire commercial air fleet.
- The average person has the opportunity to recycle more than 25,000 cans in a lifetime.
- Recycling a single aluminum can saves enough energy to power a TV for three hours
- It requires 95% less energy and water to recycle a can than it does to create a can from virgin materials.





## Facilities Division

White Rock Complex – Cleaned drains.

Betty Ehart Senior Center - Fire panel was replaced.

Mesa Public Library – Contractor installed new security system and access control. Should be finished by the end of March.

Municipal Building – Still working on chair guards in all conference rooms.

## Fleet Division

### New Police Unit



### New Trash Canister Mover for Eco Station





## Traffic & Streets Division

### Training

Crew members attended a Pipeline Safety Training in Santa Fe, a confined spaces training in Los Alamos and a McCain ATC Controller (for Traffic Signals) training in Los Alamos.



Crews have been spring cleaning at the golf course along Diamond Drive. Crews also cleared and cleaned along Canyon and at the roundabout by the hospital.

As part of the spring cleaning, the street crew swept a total of 213 miles throughout the County, performed pothole maintenance, checked drains in anticipation of clearing them for the upcoming rainy season.

Streets crew members were assisting the GWS Utilities Division in the month of March by fixing and pouring 30' of sidewalk on Orange and Nickel where water hydrants were replaced. They also poured 30' of curb and gutter and a sidewalk at 36<sup>th</sup> Street where a new gas line was installed.





Before and after images of concrete repair resultant from a Department of Public Utilities natural gas line repair along 36<sup>th</sup> Street.

### **The Los Alamos Landfill Cap Repair FEMA project**



Enviroworks, LLC., the vendor who was awarded the contract to mitigate and repair the damage at the landfill, started mobilizing on March 2<sup>nd</sup>. Excavation of the wall and trash began on March 6<sup>th</sup>. Trash will be hauled to Rio Rancho. LANL and DOE visited the site on March 15<sup>th</sup>. Delivery of aggregate started March 16<sup>th</sup>.

A view of the temporary access road constructed to facilitate construction of the retaining wall at the landfill that will serve as future erosion protection above the wetlands used for chromium mitigation in Sandia Canyon.



The orange mark on the opposite wall is the approximate location of where the wall will be constructed at the landfill. Wall construction is anticipated to start the week of March 27<sup>th</sup>.

Crew Members have been busy around the community:

- Assisted while several mobile home transportation companies moved mobile homes within the county during the month of March.

Attended a Flagger Instructor Training by ATSSA on March 21-22 at PCS. These individuals can teach Los Alamos County crews that work on projects that involve flagging operations how to perform their job safely and help get them certified.

- Cleaning striping equipment and re-aligning their cameras to prepare for striping County roads.
- Last fall, old traffic signs were picked up by a vendor who stripped the paint and refurbished the signs. The vendor delivered the refurbished sign material this month. This will allow the sign crew to reapply sign markings to the refurbished blanks saving the County money while being environmental responsible.
- Fabricated and installed bond signs, reinstalled a stop sign at timber Ridge and Trinity Drive, and replaced old and faded signs county wide.
- Performed streetlight repairs county wide and performed night patrol in White Rock and Los Alamos to locate any malfunctioning street lights owned by the county.
- Replaced a green streetlight pole on Central Ave between the skate-park and Oppenheimer, reinstalled a digital speed sign on Central and Oppenheimer and removed a pole base on Canyon and 15th street.
- Assisting Public Works Engineering on the 20th Street Project and will also be working with Atomic City Transit on lighting bus shelters at various locations throughout Los Alamos.
- Reinstalled a P12 pole and fixture due to a knocked down incident along 20th Street near Ashley Pond.



## Public Meeting – Traffic Calming on North Road

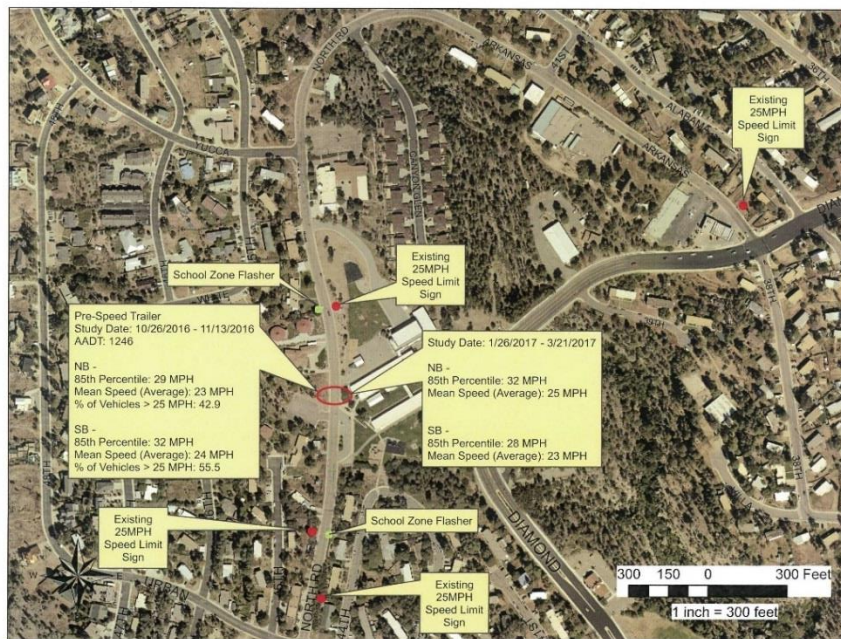


On March 22nd, Traffic and Streets Division Manager Dan Erickson held a public meeting at Fuller Lodge to solicit public comment regarding a traffic calming project on North Road near Mountain School resultant from a community petition and subsequent Council action. This was the first of two anticipated public meetings, where comments will be assimilated and a final proposal generated based on the comments received. Once the petition was received, a speed study was performed, law enforcement increased in the area and two digital speed trailers

have been temporarily placed in the area of concern.

The next steps will be:

- Evaluate Comments
- Generate a Final Proposed Plan
- Public Meeting #2
- Transportation Board Presentation
- Council Notification and / or Presentation
- Design & Implementation



North Road/Mountain Elementary School area indicating summary results and locations of the speed studies performed.

## Transit Division



The Transit Division (Atomic City Transit - ACT) partnered once again with the County of Los Alamos DWI program to bring the Buzz Bus for the St. Patrick's Day March 17, 2017. We were able to provide 59 rides to passengers within our community. The DWI Coordinator also reported there were no DWI arrests for this event.

Shuttle service was provided to Los Alamos annual Skiasta event. Three Shuttle buses provided 30 minute service to skill hill. A total of 219 riders utilized the shuttle service and reduce overcrowding in the parking lot.

A new bus stop and cement pad was installed in White Rock on Rover Blvd to service the newly renovated Municipal Complex which includes the Senior Center.



Bike racks have been placed at Range Rd. in Los Alamos and Rover Blvd (near the Del Norte Credit Union) in White Rock. They are mounted and ready for use with summer right around the corner.



A new cement pad was installed at the path way of The Family YMCA located on Iris St. We have several customers that utilize this facility and the new cement pad provides a safe entry from the drop off location to the door.







Atomic City Transit participated in the 2017 New Mexico Transit Association State Road-eo. It was a great opportunity for our drivers to show off their day to day driving skills and network with other drivers from other agencies. Atomic City Transit walked away with the following placements. Cliff (Kip) Roller competed against eight other drivers and walked away with 1st place in the small van category. Kip will be representing Atomic City Transit and the State of New Mexico at the upcoming national competition in Detroit Michigan for the CTAA conference. In addition, we received 2nd place in the cutaway category with Ramon Trujillo and a 3rd place in large bus driven by Lloyd Ami. We are very proud of our drivers' performance.



**Cliff (Kip) Roller**

**1<sup>st</sup> Place -  
Small Van**



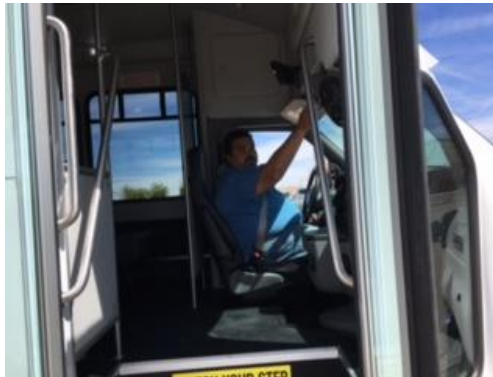
**Lloyd Ami**

**3<sup>rd</sup> Place – Large  
Bus**



**Ramon Trujillo**

**2<sup>nd</sup> Place –  
Cutaway Bus**



A total of six drivers completed in this year's Road-eo, Mark Hughes, Jonathan Gonzales, Kip Roller, Lloyd Ami, Alex Garcia and Ramon Trujillo.



The Transit Division is preparing for the upcoming Bandelier Shuttle Service scheduled to start on May 15, 2017. We are in the process of hiring employees with great customer service and driving skills to provide this service for the summer months. Supervisor, James Barela will be busy training the new employees to obtain their commercial driver's license and skills necessary to provide safe and reliable service to our neighboring park.

## Kudos



Louise & Alipio,

Thank you very much for the very prompt attention on fixing the damaged street and stop sign.

Cindy Miller