

# URBAN TRAIL PHASE I & II

Alignment & Design Alternatives

Public Input Meeting

Incorporated County of Los Alamos

Public Works Department  
Wilson & Company

October 7, 2021

# Urban Trail Phase I & Phase II

## Project Scope:

Two phases for purposes of grant funding. The project proposes a 10 ft. wide (concrete and/or asphalt) multiuse trail serving as a north to west extension from the Canyon Rim Trail system and will provide connections to the downtown business district and nearby public parks and recreational facilities.

- **Phase I – Trinity Drive/20th Street to Spruce Street [approx. 0.45 Miles]**
  - In House Design by Engineering Staff
  - Environmental/Cultural Study & Clearances by Wilson & Company
  
- **Phase II – Spruce Street to the Aquatic Center [approx. 0.45 Miles]**
  - Design by Wilson & Company
  - Environmental/Cultural Study & Clearances by Wilson & Company



# Supports Council Goals

## Priority Areas in the 2021 Strategic Leadership Plan

- Protecting, maintaining, and improving our open spaces, recreational and cultural amenities
- Enhancing support and opportunities for the local and small business environment
- Expand transportation and mobility options and address parking challenges
- Investing in infrastructure
- 2017 Bicycle Transportation Plan High Priority Corridor

# Urban Trail Phase I & Phase II

**Project Schedule:** (Phases developing concurrently)

## **Phase I & II**

- Design Kick-off: March 2021
- Alignment and Design Concepts Development: March – September 2021
- Environmental/Cultural Study: October – December 2021
- Final Design & Construction Documents: September 2021 – June 2022
- Construction: Spring – Fall 2023

# Urban Trail Phase I & Phase II

## Project Funding:

### Phase I:

#### **Federal Transportation Alternatives Program (TAP) Funding**

- FFY2021 - \$ 25,000 for Environmental/Cultural Study
- FFY2022 - \$675,000 for Construction & Construction Management

### Phase II:

#### **Federal Congestion Mitigation & Air Quality (CMAQ) Funding**

- FFY2020 - \$ 230,000 for Design and Environmental/Cultural Study
- FFY2022 - \$3,375,000 for Construction & Construction Management

# Urban Trail Phase I & Phase II

## Design Criteria:

- Minimum 10ft Width
- Meet all American with Disabilities Requirements Including:
  - 5% (1:20) maximum trail grade on independent trail alignments
  - Trail adjacent to roadway can match roadway grade
  - Surface must be “firm and stable”
- Minimize roadway crossings
- Minimize impacts to trees
- Lighting, only where needed for safety
- Identify opportunities for bike parking and benches along trail

# Urban Trail Phase I

Trinity Drive/20<sup>th</sup> to Ponderosa/Spruce



# Urban Trail Phase I

Intersection Signalization  
separate project tied to  
Marriott Conference  
Center Construction



Existing 6ft Sidewalk  
Add 2ft on front and back

Realignment to meet  
manhole grades

Existing 8ft Sidewalk  
Add 2ft on back

Existing Crosswalk  
to remain as is

1

2

20<sup>th</sup> Street

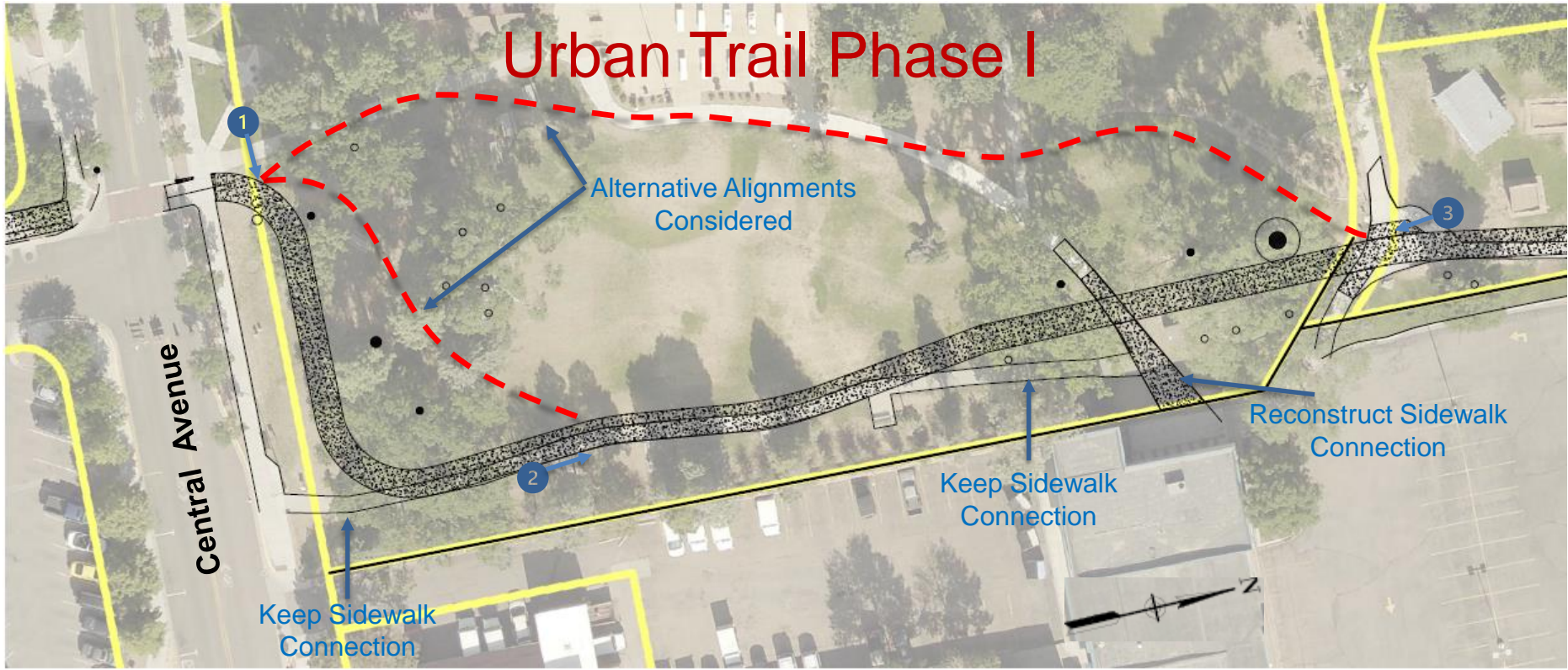
3

4

Central Avenue

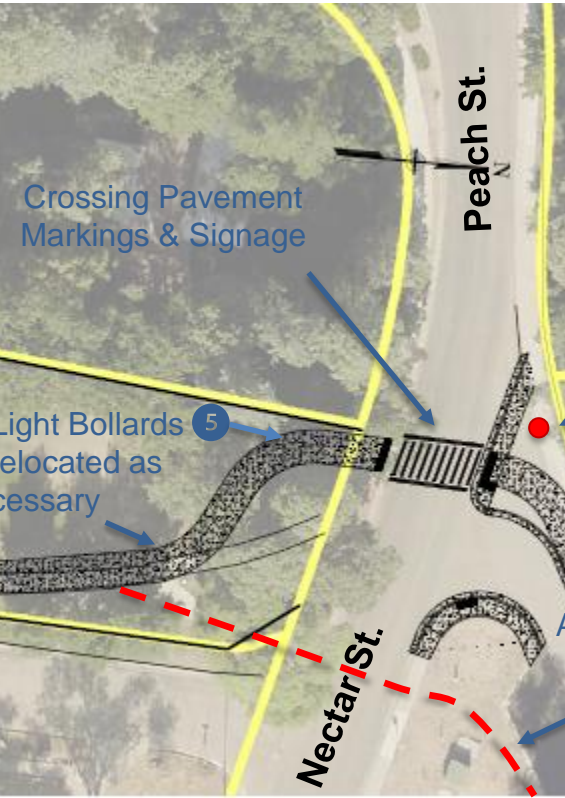






Attachment A

# Urban Trail Phase I



1 Benches will be replaced as needed

2

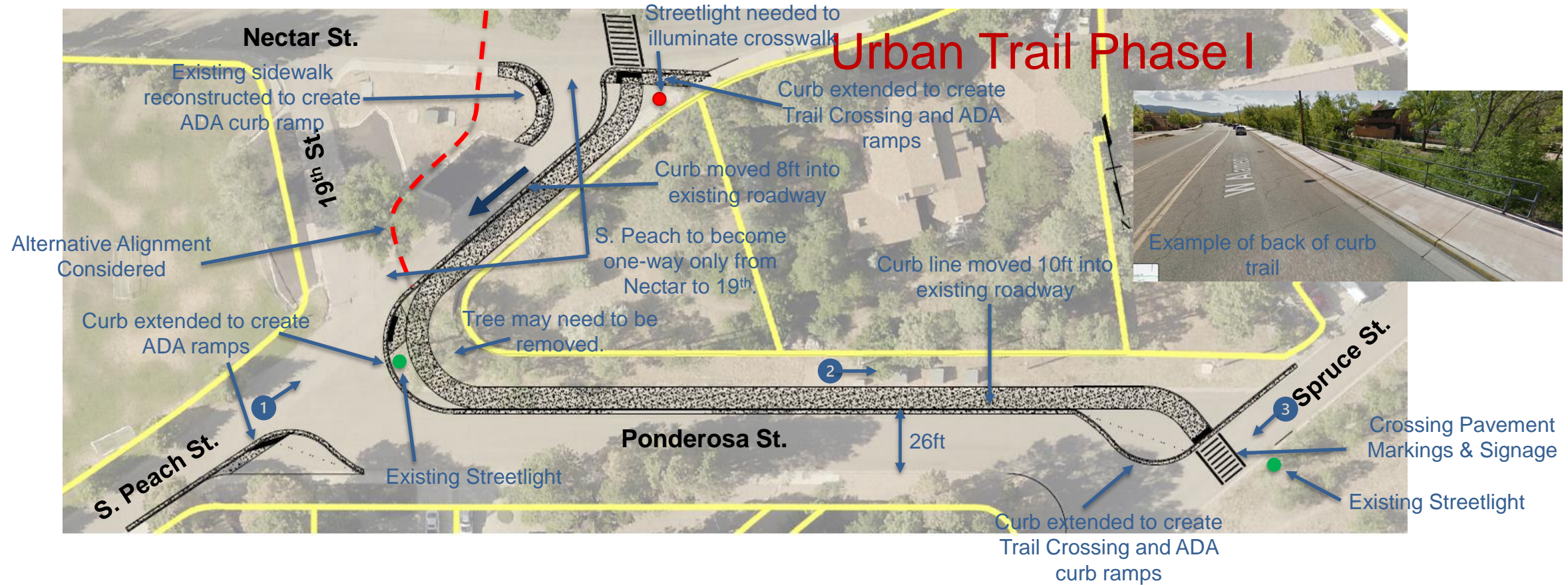
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5

Alternative Alignment Considered



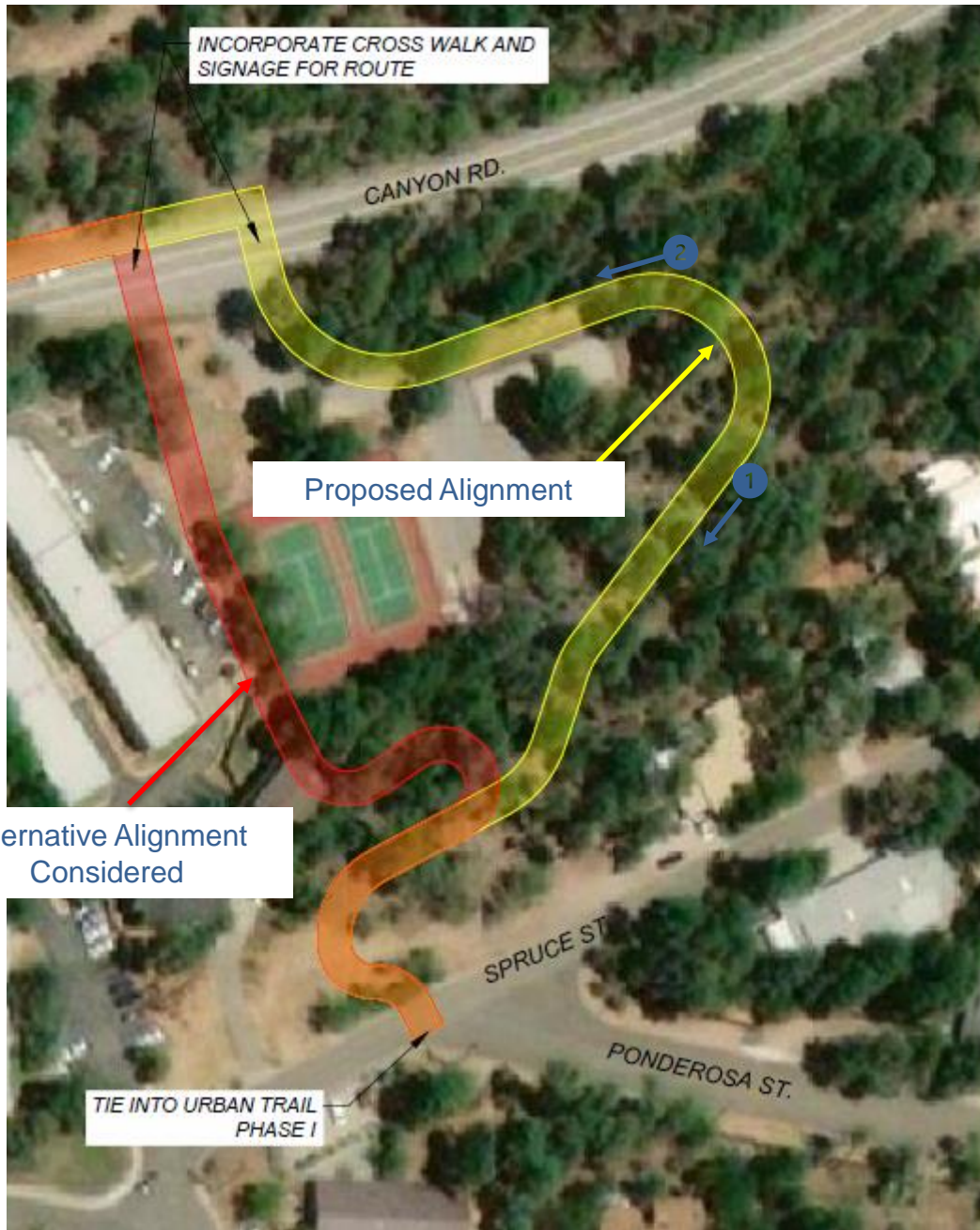
# Urban Trail Phase I



# Urban Trail Phase II

Ponderosa/Spruce – Aquatic Center





# Urban Trail Phase II

Proposed Alignment still being adjusted to minimize impacts to trees and cut and fill



# Urban Trail Phase II

Proposed Alignment still being adjusted to minimize impacts to trees and cut and fill



# Urban Trail Phase II

Exploring feasibility of incorporating boardwalk type structure for portions of the trail to minimize impacts to trees and maintain trail grade.



White Sands National Monument, NM



Tahoe Boulevard, Incline Village, NV

# Urban Trail Phase II - Canyon Road Crossing





# Urban Trail Phase II - Canyon Road Crossing

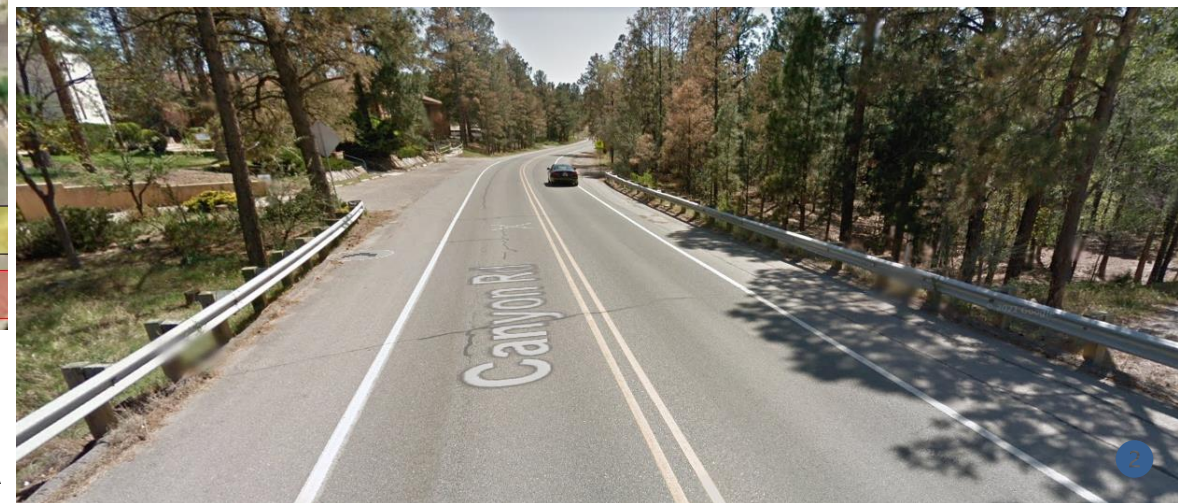
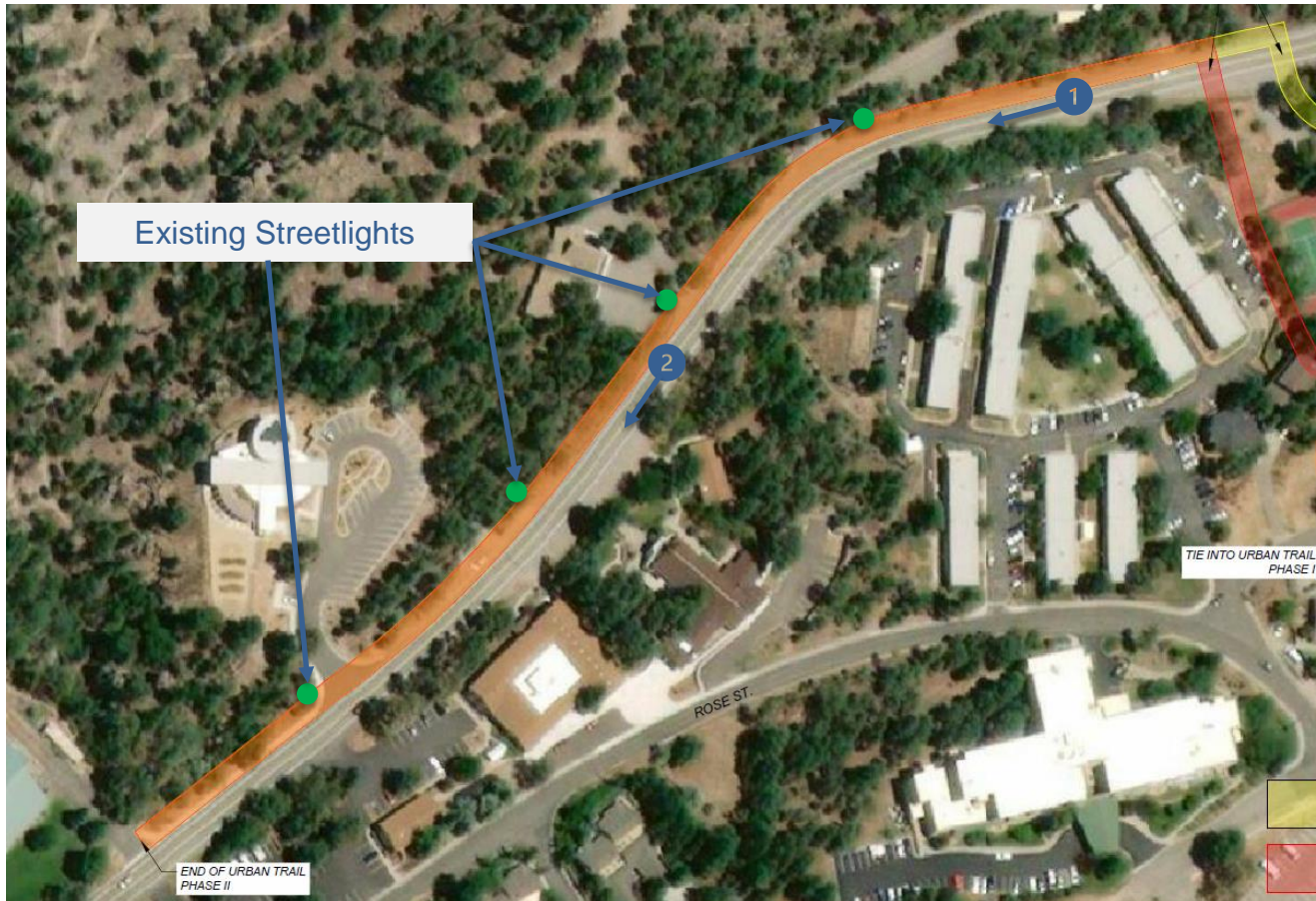
Proposing Enhanced Crossing Treatments that include Rectangular Rapid Flashing Beacons



NM502, Los Alamos, NM

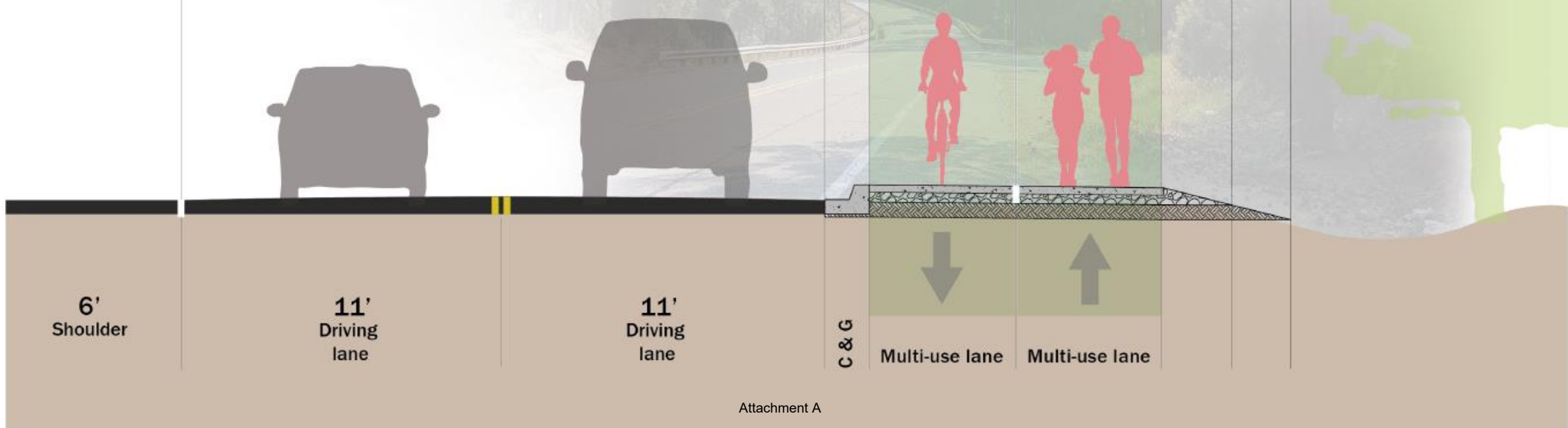


# Urban Trail Phase II – Canyon Road Options



# Urban Trail Phase II – Canyon Road Options

## Raised Concrete Path



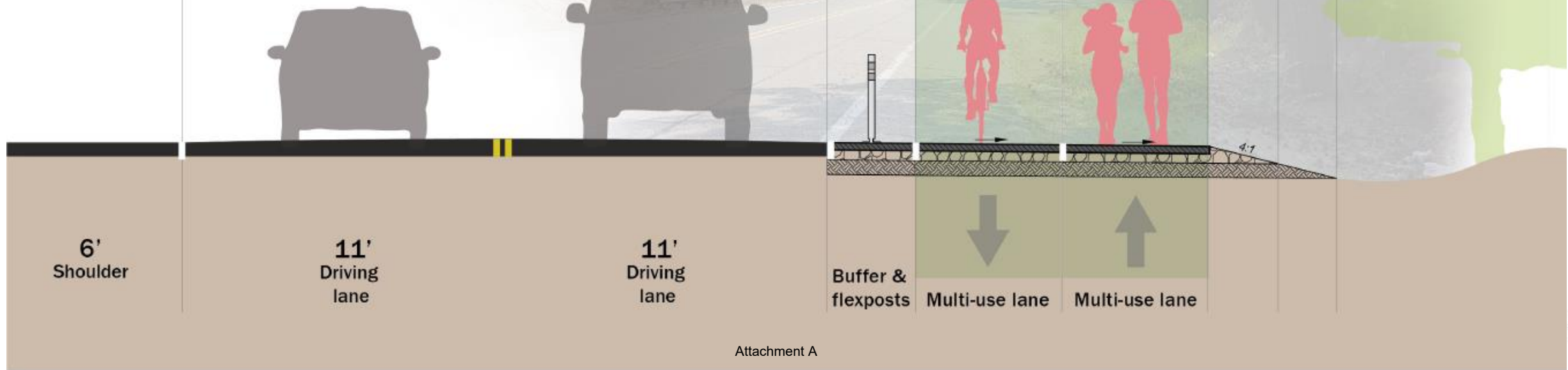
# Urban Trail Phase II – Canyon Road Options

## Protected Lanes with Raised Median



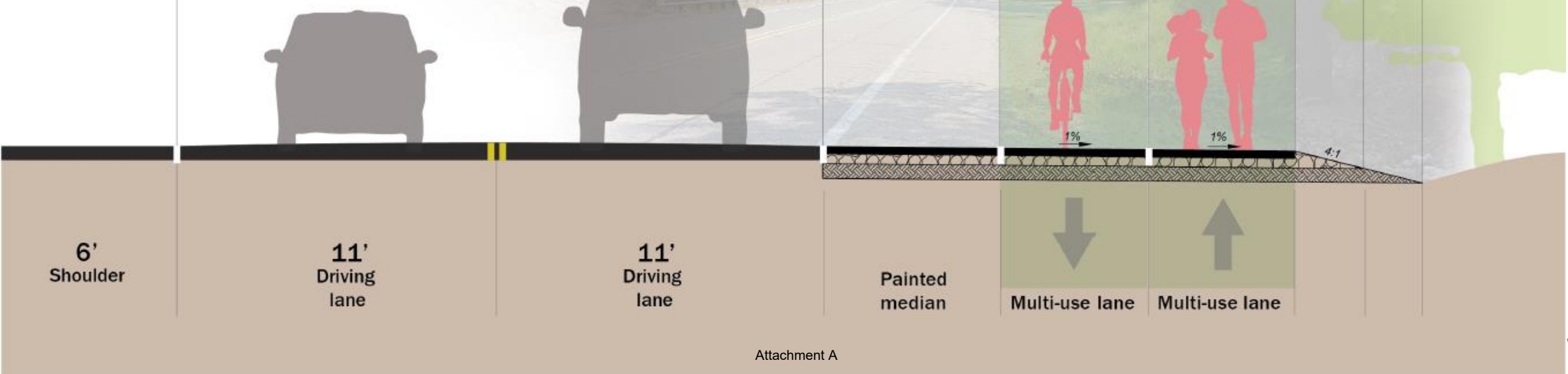
# Urban Trail Phase II – Canyon Road Options

## Protected Lanes with Delineators



# Urban Trail Phase II – Canyon Road Options

## Buffered Lanes with Painted Median



# Urban Trail Phase II – Canyon Road Options Evaluation Matrix

Best
Better
Good

	Option 1: Raised Concrete Path		Option 2: Protected Lanes w/Raised Median		Option 3: Protected Lanes w/Delineators		Option 4: Buffered Lanes w/Painted Median	
<b>SAFETY/COMFORT</b>								
Safety		Lanes are dedicated and protected by curb from traffic		Lanes are dedicated and protected by curbed raised median from traffic		Lanes are dedicated and protected by delineators from traffic		Lanes are dedicated and protected by striped median from traffic
User Stress		Path design separated from traffic and tailored towards pedestrians & cyclist.		Path design is separated from traffic and tailored towards pedestrians & cyclist.		Path design is only visually vertically separated from traffic and tailored more towards cyclist.		Path design is not vertically separated from traffic and tailored more towards cyclist.
Accessibility		Only accessible at designated open points		Only accessible at designated open points		Freely accessed throughout length of the path		Freely accessed throughout length of the path
<b>DRAINAGE</b>								
Drainage Mitigation Required		Curb and gutter will create concentrated flows		Breaks in median could be created to match existing flow patterns		Existing flows can be maintained based upon cross slopes		Existing flows can be maintained based upon cross slopes
<b>CONSTRUCTABILITY</b>								
Installation and Materials		concrete, drainage infrastructure, some retaining walls		concrete, asphalt, drainage infrastructure, more retaining walls		asphalt, striping, delineators, some retaining walls		asphalt, striping, more retaining walls
Impact		±11.5 ft. wide		±15 ft. wide		±13 ft. wide		±16 ft. wide
<b>COST/MAINTENANCE</b>								
Ease of Maintenance		Typical curb, gutter, and path maintenance.		Medians may need additional weed control if landscaped.		Delineator will likely need regular replacement and complicate snowplow/street sweeping maintenance		Minimal Striping maintenance.
Cost of maintenance		Snowplow/sweeping can be accomplished with existing County equipment		Snowplow/sweeping can be accomplished with existing County equipment				Snowplow/sweeping can be easily done with existing County equipment
Cost of construction		Path, curb and gutter, drainage, retaining walls		Median curb and gutter, drainage, retaining walls		Delineators, asphalt pavement, retaining walls		Striping, asphalt pavement, retaining walls

# Urban Trail Phase II – Canyon Road Proposed Options



Raised Concrete Path

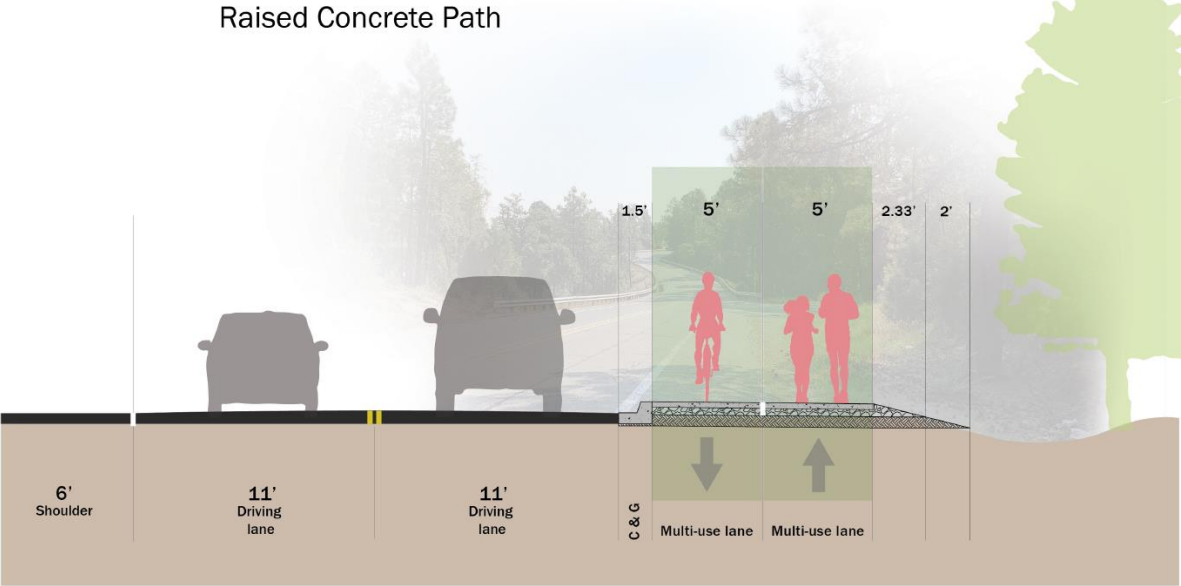
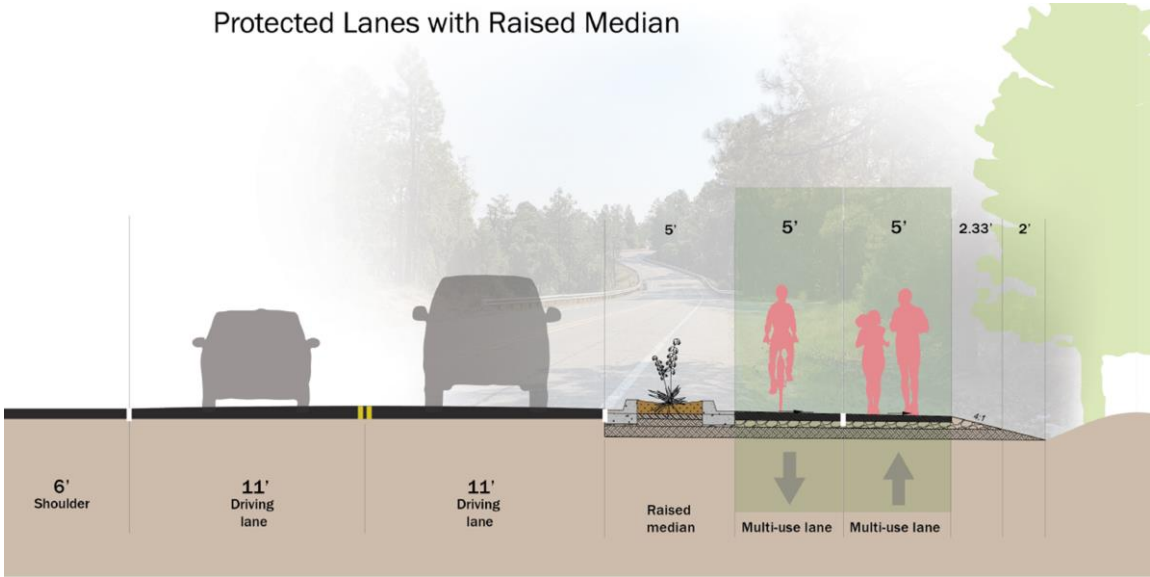


Image Credit: David Fflehler, ShiveHattery

Protected Lanes with Raised Median





# Comments / Contacts:

Please submit all comments by **October 21, 2021** to:

Public Works Department

1000 Central Avenue, Suite 160

Los Alamos, NM 87544

or

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

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

# Questions?



# Thank you!

The Public Works and Public Utility Department staff thanks you for taking time out of your busy schedule to participate in the design and construction of this important public project!