Los Alamos County

Pedestrian Master Plan

Transportation Board

August 7, 2025

LOS ALAMOS

WILSON & COMPANY
HIGHER RELATIONSHIPS

Attachment A

Agenda

1. Introduction
2. Vision & Goals
3. Existing Conditions
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    - Crash Analysis Overview
    - Areas of Concern
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5. Recommendations Overview
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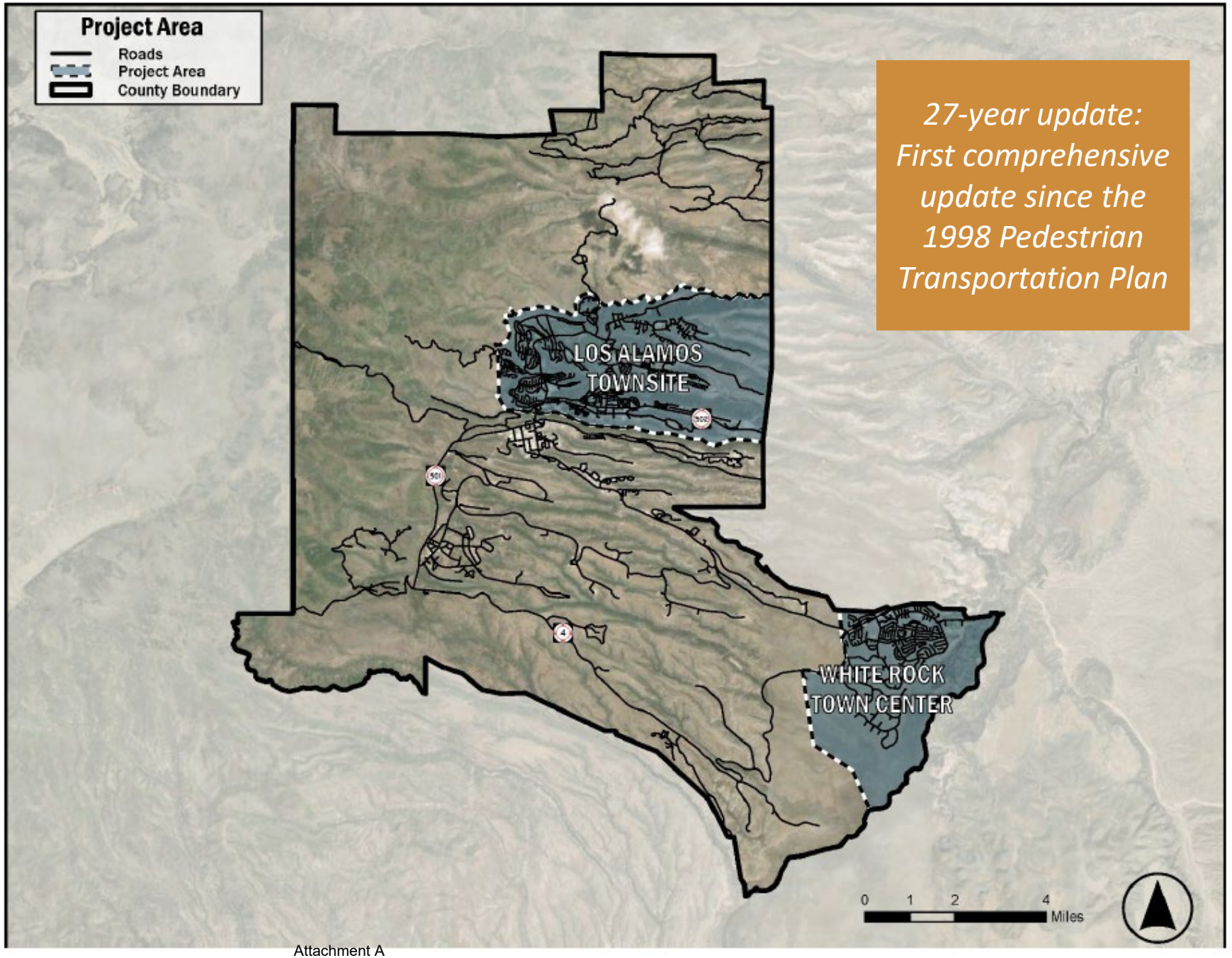
Introduction

Overview of the Pedestrian Master Plan's purpose:

To guide the development of pedestrian infrastructure and create a comprehensive roadmap for safe, accessible walking environments in Los Alamos Townsite and White Rock Town Center.

Incorporation of *Vision Zero and Safe Systems Approach*: To reduce pedestrian-related injuries and fatalities through systematic design improvements that accommodate human mistakes



27-year update: First comprehensive update since the 1998 Pedestrian Transportation Plan

Vision and Goals

Vision:

A walkable community where residents and visitors can walk with confidence, safety, and accessibility.

Goals:

SAFETY

Reduce pedestrian-related crashes and severity through systematic design improvements

CONNECTIVITY

Develop a seamless, accessible pedestrian network linking neighborhoods, schools, and destinations

EQUITY

Ensure equitable access to pedestrian infrastructure for all community members, focusing on ADA compliance

HEALTH

Increase physical activity and improve public health by encouraging walking

VIBRANCY

Build a thriving pedestrian network that promotes community and economic growth

Public Engagement Overview

Comprehensive Engagement Process

- Public survey (September 5 - October 14, 2024)
- T-Board meeting presentations (9/5/24, 2/6/25, 3/6/25)
- Council Presentations (4/8/25, 7/15/25)
- Email and phone feedback collection
- Mapping exercises to identify barriers

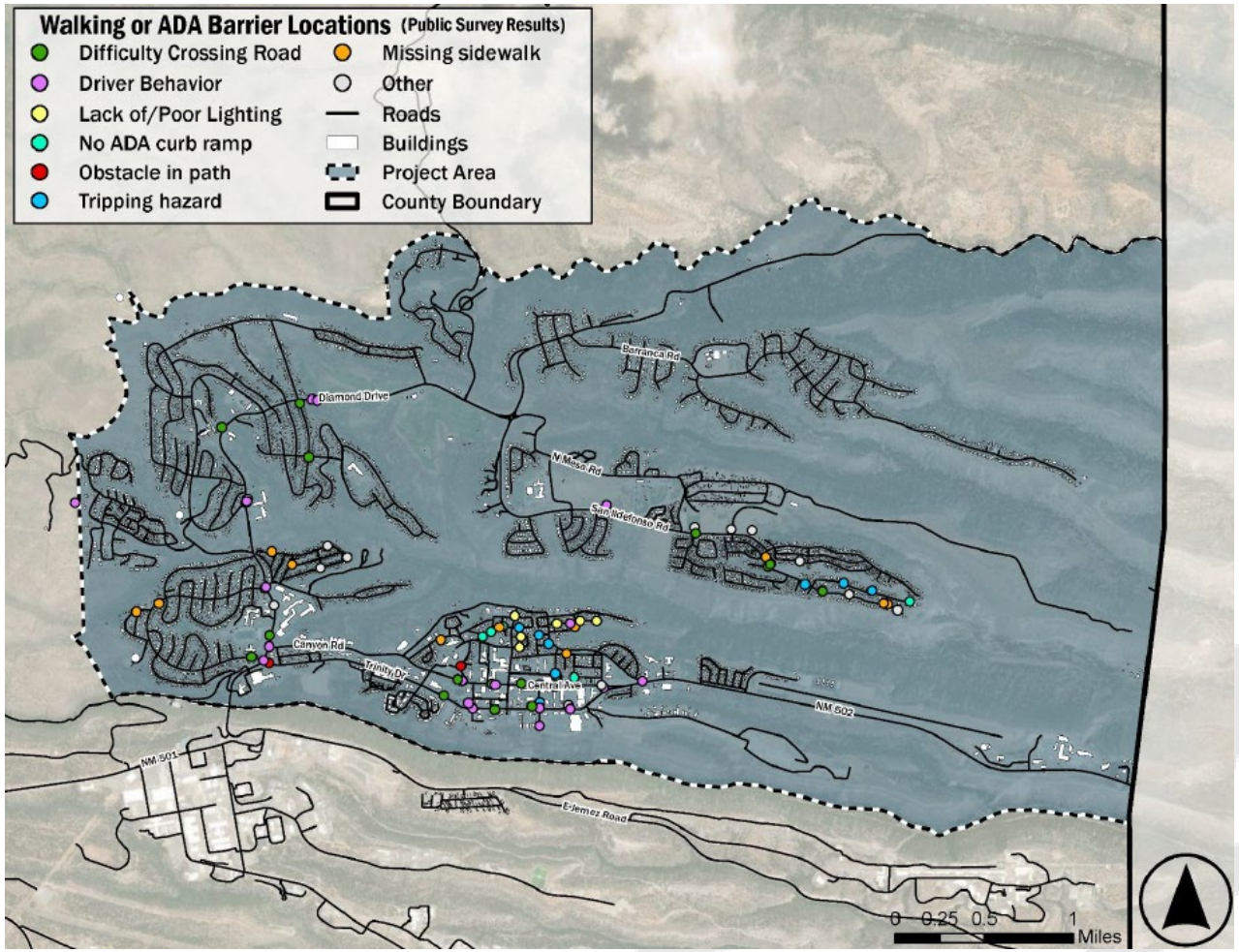
Key Themes from the Public:

82%
Prioritize injury locations

72%
Want sidewalks on busy streets

52%
Concerned about speeding drivers

35%
Want more safe crossings



Example result from survey mapping exercise

Existing Conditions - Key Findings

Network Overview

102.4	152.9	11	164
Miles of sidewalks	Miles of trails	Signalized intersections	Marked crosswalks

*Los Alamos County has a **well-established pedestrian network with connected sidewalks and pedestrian-friendly crossings**, however, there can always be improvements to safety and accessibility*

Key Infrastructure Challenges

- **Sidewalk widths:** 85% of sidewalks (86.45 miles) are less than 5 feet wide, impacting accessibility and ADA compliance
- **ADA compliance:** Overall curb ramp compliance increased by 10% since 2017, reaching 40.81%, but gaps remain in some areas
- **Geographic constraints:** Mesa and canyon topography has created well-defined communities but limits expansion options

Existing Conditions – Crash Data Analysis

2018-2022 Crash Summary

770 Total crashes countywide

(154 avg. crashes per year)

8 Pedestrian-involved crashes

(1.6 avg. crashes per year)

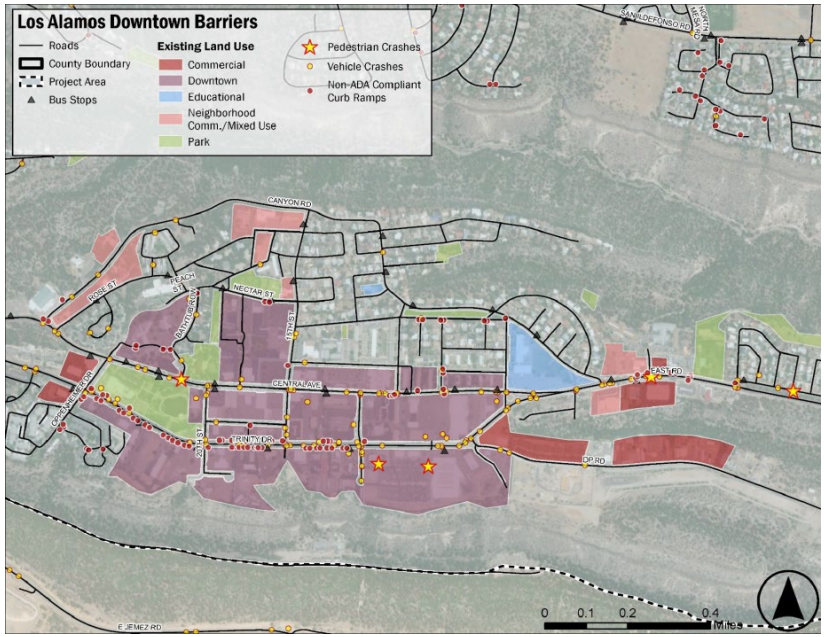
Key Safety Concerns

- Highest pedestrian crash locations: Trinity Drive, Diamond Drive, and key intersections
- 2022 showed increase in pedestrian-involved crashes
- Los Alamos County rates remain below state and national averages but proactive measures are essential

Existing Conditions – Areas of Concern

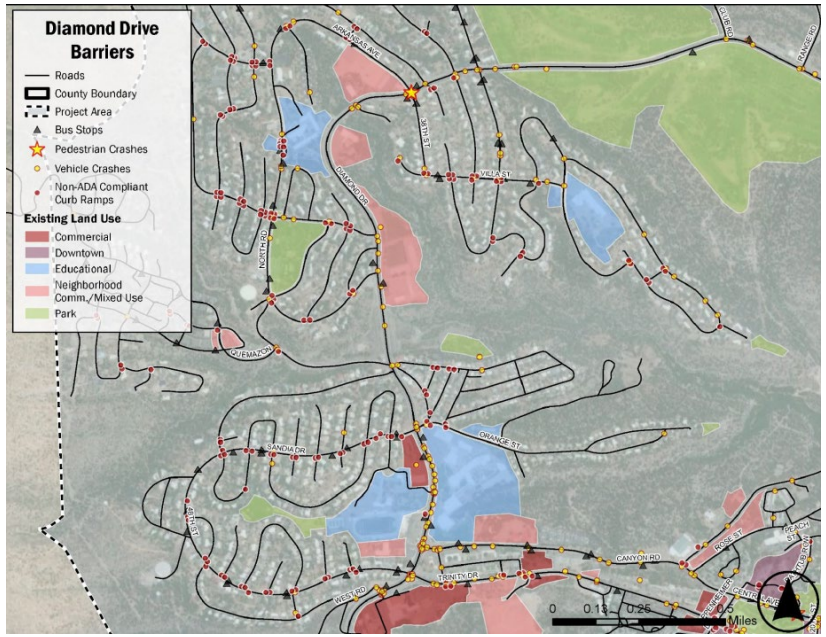
1. Downtown Los Alamos

High concentration of pedestrian destinations, mixed traffic volumes, accessibility challenges



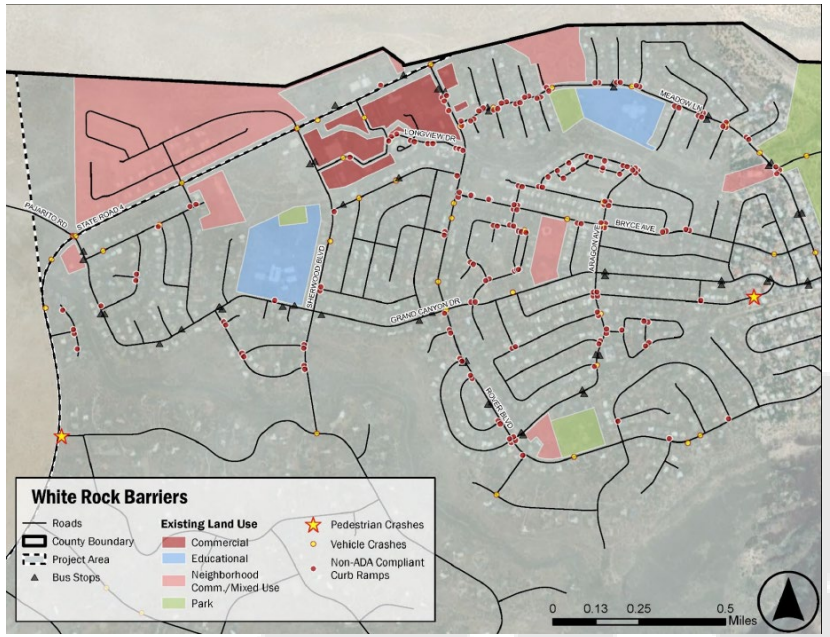
2. Diamond Drive Corridor

Major north-south route with safety concerns at intersections



3. White Rock Northern Boundary

Concentrated pedestrian activity area along NM-4 with limited crossing opportunities



These three areas represent pedestrian destinations with a concentration of barriers including crash points and non-ADA compliant infrastructure, requiring holistic improvement approaches.

Plan Updates and Improvements

Major enhancements have been made to the report based on the feedback received since the last draft.

🔧 Countermeasure Selection Guide

10-step process for identifying and implementing pedestrian improvements for future use

1. Determine Objectives
2. Collect and Analyze Data
3. Engage the Public
4. Identify Areas of Concern
5. Select Countermeasures (High-Level)
6. Determine High-Level Details for Countermeasures
7. Apply Prioritization Scoring Method
8. Complete Additional Studies
9. Identify Funding and Implementation Opportunities
10. Design, Construct, and Monitor Results

Plan Updates and Improvements

🔗 Enhanced Integration

Elaboration of connection to other County documents and programs including:

- Mid-Block Crossing Policy
- Open Space & Trails Management Plan (currently being updated)
- Public Works Design Standards (recently updated)
- Traffic and Streets Division operations
- Landscaping Code
- Neighborhood Traffic Management Program and new automated speed monitoring ordinance

📋 Improved Documentation

Higher quality maps, combined map appendix, and clearer geographic boundaries for crash data

Ongoing Public Engagement Outline

Survey for County's future use related to continued public input

Plan Updates and Improvements

Safe Routes to School (SRTS) Enhancement

- Summary of 1998 Ped Plan's SRTS implementation
- Identification of recommendations in support of school safety with indicators
- Recommended Implementation Action: Encourage school district to update and continue SRTS program

	IMP5	Insert marked crosswalk at northbound approach and Pedestrian Push Buttons	Sandia Drive / Orange Street and Diamond Drive	$770/each standard crosswalk $1,200/each push button installation	Short-Term	
	IMP6	Repaint pedestrian crossing striping and add Leading pedestrian interval	Eastbound approach at Canyon Road and Diamond Drive	$770/each standard crosswalk $1,500/ped signal re-timing	Short-Term	Engineering Operational Study &

Example of Recommendations table

Recommendations Overview

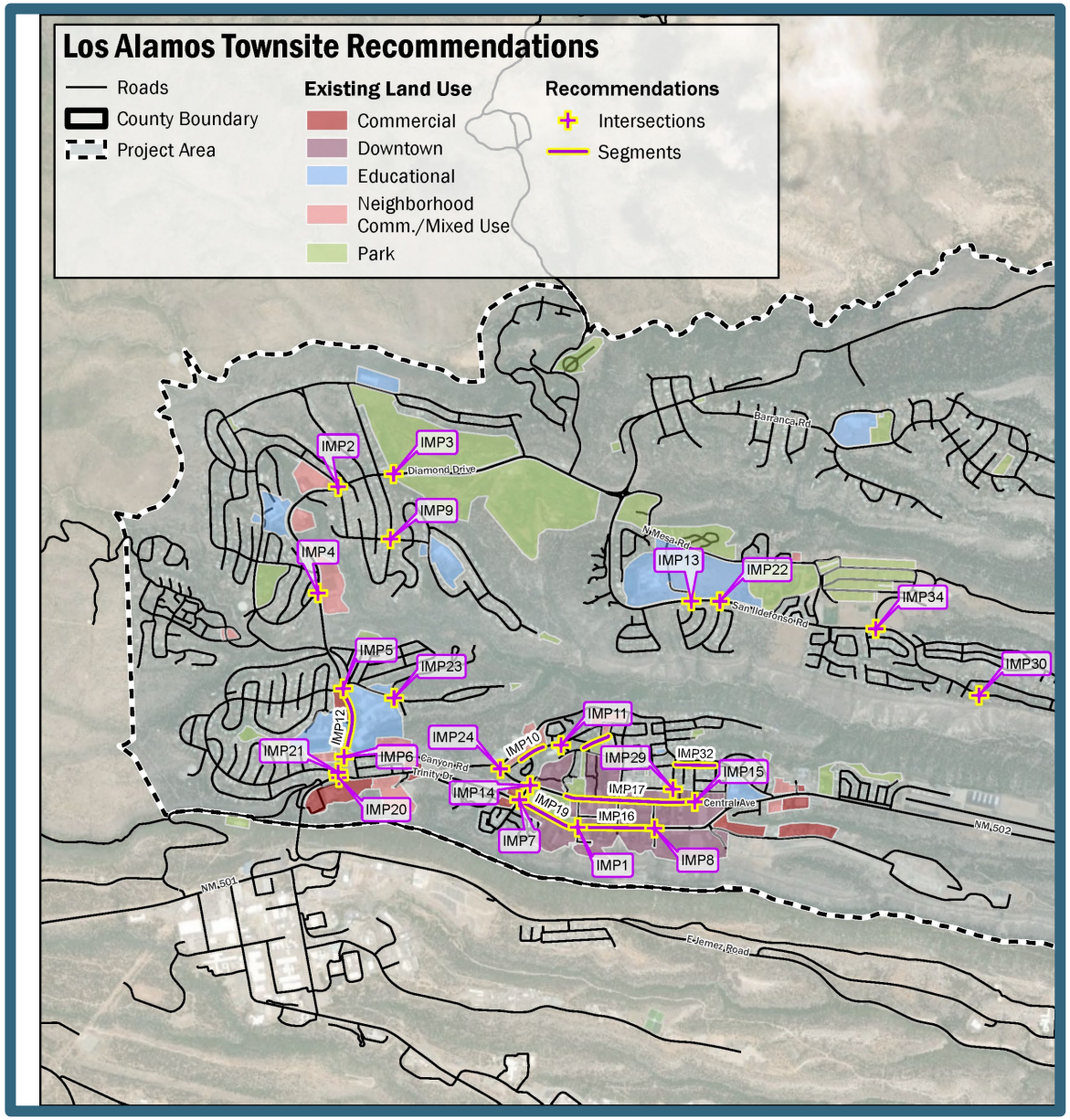
34 Location-Specific Recommendations

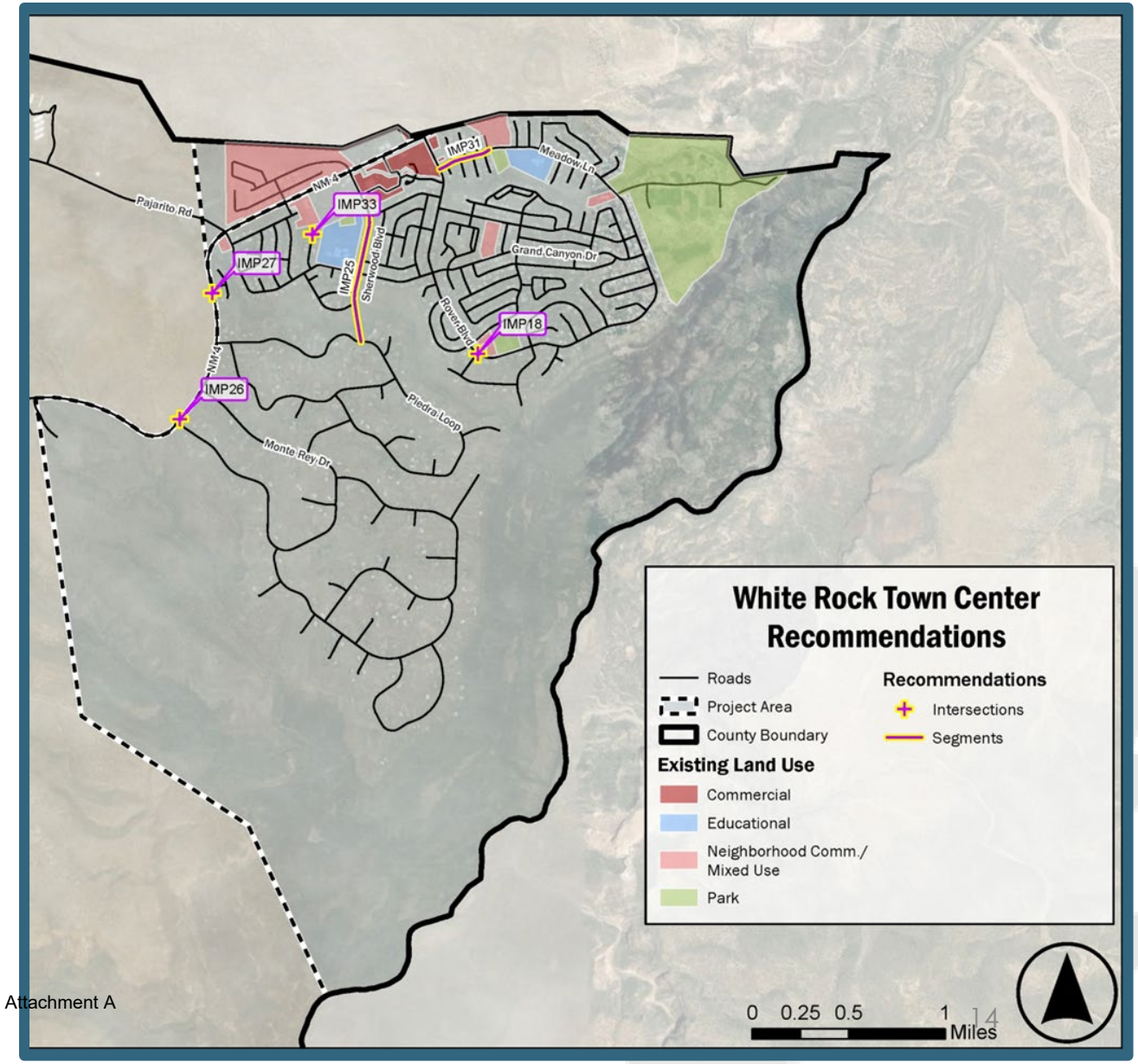
- Planning-level cost estimates
- Implementation timeframes (Short: 0-2 years, Mid: 2-5 years, Long: 5+ years)
- Additional requirements identification
- Safe Routes to School indicators highlighting school-safety benefits

Prioritization Scoring Methodology (100 points total)

35	25	20	20
Safety Points	Connectivity Points	Equity & Accessibility	Community & Feasibility

Recommendations Overview





Implementation Strategy

Strategic Approaches

- Bundle similar projects for efficiency
- Use local funds to leverage federal grants
- Phased implementation starting with high-priority, low-cost improvements
- Regular monitoring and updates to project prioritization
- Coordinate with NMDOT on recommendations located on state-owned roads

Implementation Strategy

Short-term Implementation (0-2 years)

- Focus on quick-win safety improvements
- Crosswalk repainting and signage updates
- Speed feedback sign installations
- ADA curb ramp priority upgrades

Long-term Vision (5+ years)

- Major corridor reconstructions
- Comprehensive sidewalk width improvements
- Complete Streets implementations
- Enhanced connectivity to trail systems

Implementation Strategy - Living Document Approach

Continuous Improvement Framework

- Annual crash data and safety pattern review
- Periodic feedback sessions at Transportation Board
- Regular priority adjustments based on:
  - Completed projects
  - New safety concerns
  - Changed conditions
  - Funding availability

Future Engagement Tools

- Develop a dedicated webpage for the Pedestrian Master Plan efforts and updates
- Standardized questionnaire for ongoing public input
- Countermeasure process guide for systematic improvements
- Post-implementation monitoring protocols

Next Steps

- Final plan adoption proposed: **Council August 26**
- Initiate dedicated webpage with resources and continued public input
- Initiate high-priority project development
- Develop and implement monitoring framework

Questions and Discussion

Open floor for questions and discussion

Thank you for your attention to improving pedestrian safety and accessibility in Los Alamos County!