

NM 502 Trinity Drive Study Preferred Roadway Alternative

Incorporated County of Los Alamos

Public Works Department
Wilson & Company

September 10, 2024

NM 502 Trinity Drive Study

Study Limits

- Study Limits: NM 502 (Trinity Drive) from Oppenheimer Drive to Knecht Street
- Length: approx. 0.55 miles
- Posted Speed Limit: 35 mph
- Roadway Classification: Principal Arterial



NM 502 Trinity Drive Study

Project Purpose

- Analyze the existing conditions, develop alternatives for improvements along the corridor and identify the recommended alternative for NM 502 (Trinity Drive)
- This study will include three phases leading up to the project preliminary and final design stages:
 - Provide an initial evaluation of existing conditions and project alternatives - complete
 - Provide a detailed evaluation of alternatives selected to advance from initial evaluation - complete
 - Involves the preparation of an environmental document such as a Programmatic Categorical Exclusion (PCE) and its subsequent processing through NEPA

NM 502 Trinity Drive Study

Purpose of Meeting

- Present selected alternative to Council
- Resolution of support on preferred alternative

NM 502 Trinity Drive Study

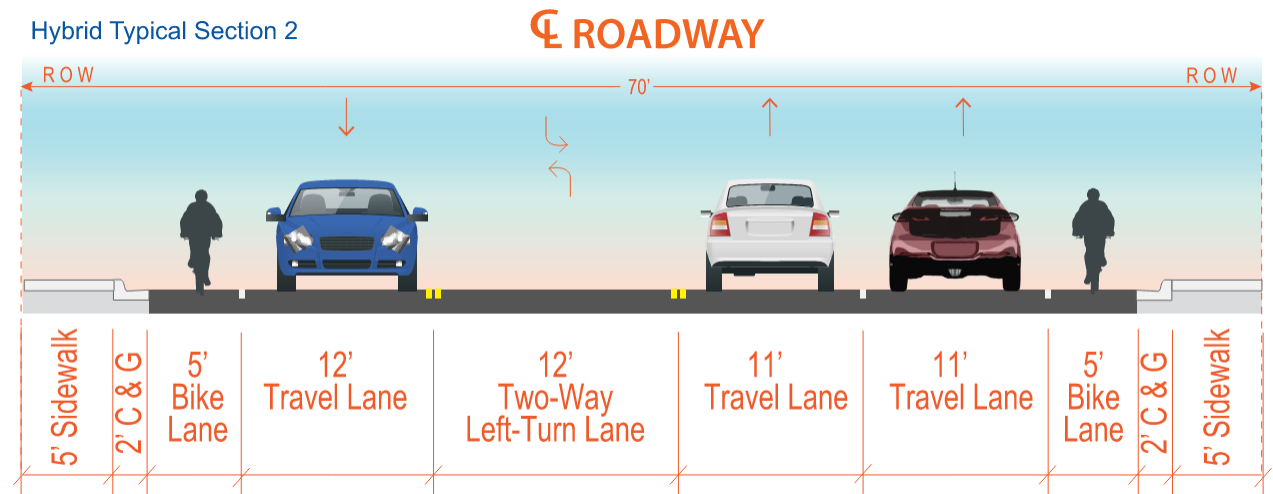
Schedule

- A public meeting was held with a regularly scheduled Transportation Board Meeting on June 6, 2024
- Presented potential alternatives to Council in August 6, 2024
 - One alternative, Hybrid Road Diet 2 selected by Council to move forward
- Complete study phase Sept. 2024
- Preliminary Design Oct. – Jan. 2025
- Grant milestone deadline – Final design in May 2025
 - HSIP funding \$4.25 million
- Project bidding for construction – June 2025
- Project award – September 2025
- Construction – Spring 2026

Preferred Alternative

Preferred Alternative 3: Hybrid Road Diet 2

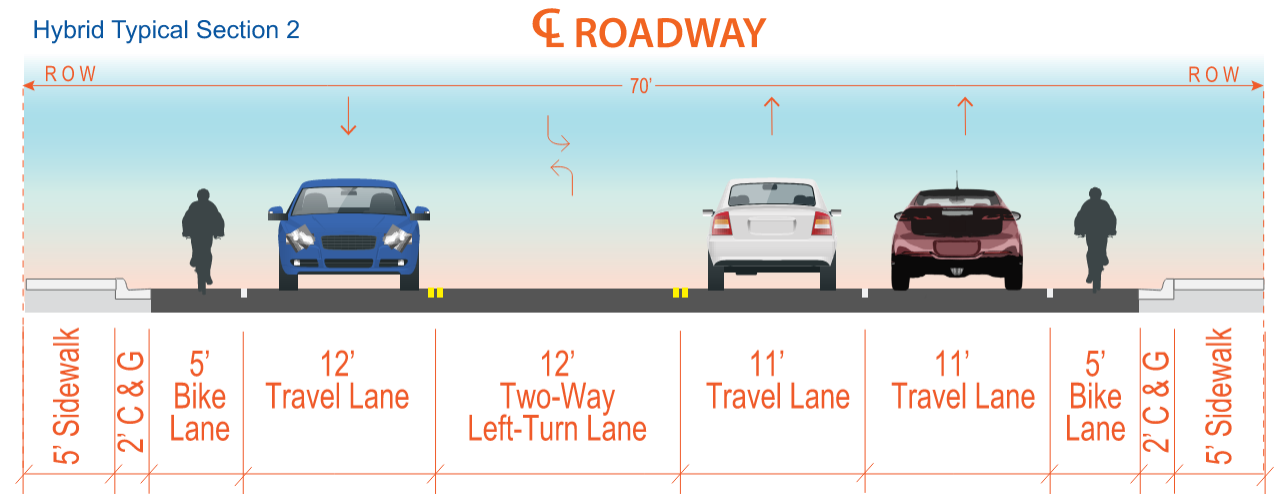
- Includes: one lane in the westbound direction, and two lanes in the eastbound direction with a two-way left-turn lane (TWLTL), bike lanes, 5-ft sidewalk, and standard curb and gutter.
- An 8'-10' wide multi-use path is proposed along Ashley Pond
- NMDOT supports this alternative



Preferred Alternative 3: Hybrid Road Diet 2

Roadway Section

- Provides smooth transition from existing roadway sections to the east and west
- Separates bicyclists and pedestrians
 - Separates speed differential between bikes and pedestrians
- Two eastbound lanes
 - used as a shared right turn lane allowing continuous eastbound flow on inside lane

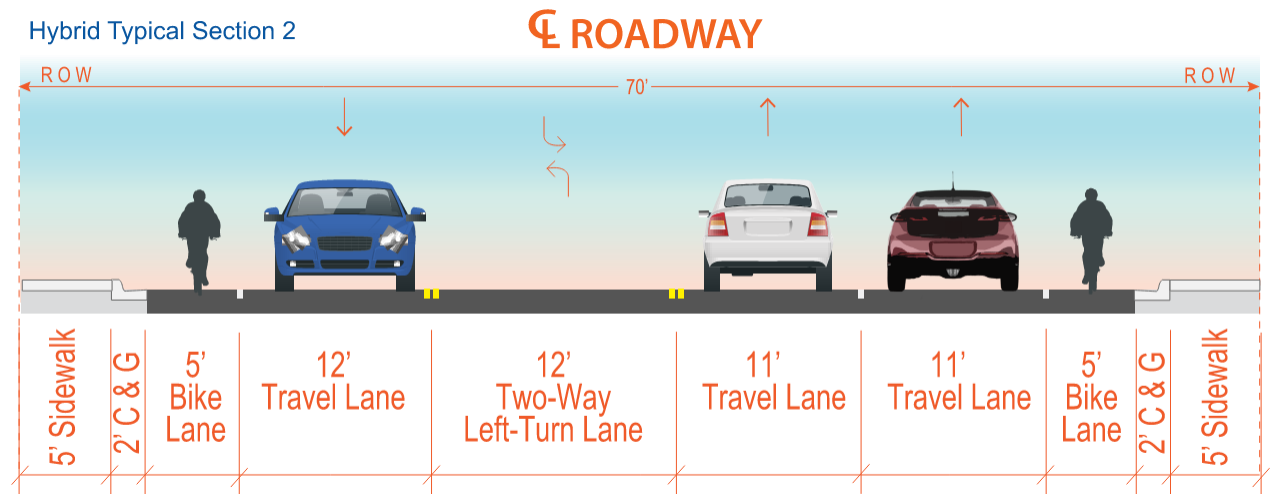


Multiuse Path Section

- Provides wider pedestrian facilities during events at Ashley Pond
- Connection to the Urban and Canyon Rim Trails

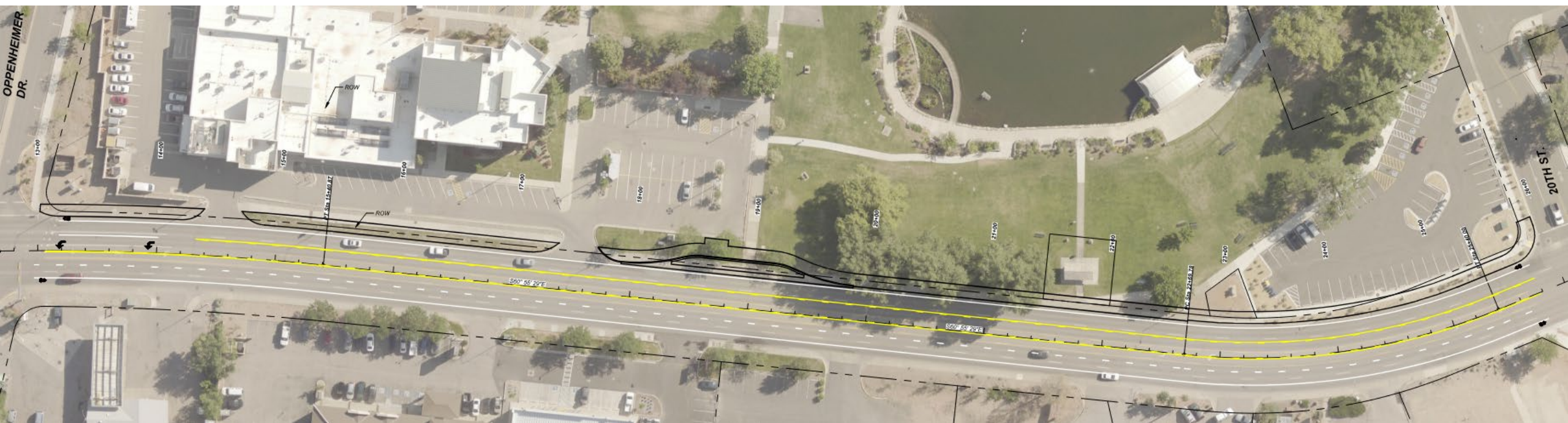
Preferred Alternative 3: Hybrid Road Diet 2

- Will review the use of green pavement markings and additional signage to raise awareness for both bicyclists and motorists at driveways
- Will review use of wider stripe (8") to separate bike lane from travel lane to provide greater separation



Ashley Pond Multi-use Path

- Multiuse path: 20th Street to Oppenheimer Drive
- Potential bus pullout: NMDOT Park-and-Ride Layover (northside) and Atomic City Transit Stop (southside)



Access Management

- Will review access points along NM 502 during design
 - Limit impact to business circulation and operations
- Will engage business owners throughout design
- Access management changes will require NMDOT coordination and approval



Alternatives Matrix

Traffic Operations

- The goal is to continue to move traffic through the corridor with acceptable intersection levels of service during the peak hours.

Multimodal

- The goal is to provide facilities for pedestrians, bicyclists, and transit.

Safety

- The goal is to reduce the number of crashes.

Evaluation Criteria	No-Build Alternative	Road Diet Alternative	Hybrid Alternative 1	Hybrid Alternative 2	Sidepath Alternative
Traffic Operations	(++)	(0)	(+)	(+)	(+)
Multimodal	(-)	(++)	(++)	(++)	(++)
Safety	(0)	(++)	(++)	(++)	(++)
LAC Master Plan	(-)	(++)	(++)	(++)	(++)
ROW	(++)	(++)	(++)	(++)	(--)
Cost	(+)	(-)	(-)	(0)	(--)
Ranking	4	3	2	1	4

Positive, Good	(++)
Above Average	(+)
Average	(0)
Below Average	(-)
Negative, Poor	(--)

Alternatives Matrix

LAC Downtown Master Plan

- The goal is to meet the 2021 Master Plan that has recommendations for pedestrian and bicycle improvements to “Park Once and Walk”.

Right of Way

- The goal is to minimize the amount of ROW acquisitions.

Cost

- The goal is to minimize the total cost of the project.

Evaluation Criteria	No-Build Alternative	Road Diet Alternative	Hybrid Alternative 1	Hybrid Alternative 2	Sidepath Alternative
Traffic Operations	(++)	(o)	(+)	(+)	(+)
Multimodal	(-)	(++)	(++)	(++)	(++)
Safety	(o)	(++)	(++)	(++)	(++)
LAC Master Plan	(-)	(++)	(++)	(++)	(++)
ROW	(++)	(++)	(++)	(++)	(--)
Cost	(+)	(-)	(-)	(o)	(--)
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Questions?

