



County of Los Alamos

Minutes

Transportation Board

Matthew Heavner, Chair; Vice Chair; Michael Dolejsi; Michael Altherr; Karen Edwards; David Hampton; David North; and Georgia Strickfaden, Members

Thursday, November 2, 2023

5:30 PM

1000 Central Avenue, Room 110

1. CALL TO ORDER / ROLL CALL

The November 2, 2023, Transportation Board Meeting was called to order at 5:30 P.M.

Matt Heavner, Chair
Michael Dolejsi, Vice Chair (joined at 6:43 pm)
David North
Georgia Strickfaden
Karen Edwards
David Hampton

Board Members Absent:
Michael Altherr

Council Liaison:
Keith Lepsch

Staff in attendance:
Keith Wilson, Project Manager
Daniel Blea, Traffic & Streets Manager
Louise Romero, Sr. Management Analyst
AV Support - Perry Rutherford

Members of the public in attendance:
Hermann Geppert attended via Zoom.

2. APPROVAL OF AGENDA

A motion was made by Member Edwards seconded by Member North that the November 2, 2023, meeting agenda be approved as amended; motion passed unanimously.

Chair Heavner added an additional item to the agenda; Member Strickfaden will submit a report to the LA Daily Post regarding the

November 2nd Transportation Board meeting highlights.

3. PUBLIC COMMENT

None.

4. APPROVAL OF MINUTES

[17952-23](#)

Approval of Minutes from the Los Alamos Transportation Board Meeting on October 5, 2023

A motion was made by Member Strickfaden and seconded by Member Hampton that the October 5, 2023, meeting minutes be approved as amended; motion passed unanimously.

The meeting minutes were amended as requested.

5. PRESENTATIONS AND DISCUSSION ITEMS

[17953-23](#)

Discussion Regarding Parking During Snow Removal Operations

The following items were discussed:

What can be done to help snow removal operations perform efficiently and effectively on residential streets?

Public education through social media, door hangers, press releases via the media, utility bill flyer.

Establish a winter parking plan for residential streets.

No Parking Zone - effective December through April

Increased number of cars parked on streets due to closures, delays, and teleworking.

The Snow and Ice Control Plan is available to read.

What are other Municipalities Doing? Village of Angel Fire, New Mexico; Pagosa Springs, CO; Durango, Colorado; Salida, Colorado; Rexburg, Idaho; Madison, Wisconsin.

Daniel presented photos of challenging residential streets in Los Alamos during winter snow operations.

Councilor Lepsch and members were not supportive of an ordinance but do recommend a positive approach.

17954-23

Discussion and Overview of Possible LA County Code Changes for Bicycles and other Micro Mobility

Notes from Keith Wilson on Bicycle Working Group; Possible County Code Changes for Bicycles and Other Micro mobility are attached.

6. REPORTS & UPDATES**A. County Council Liaison Reports**

Councilor Keith Lepsch - No report.

B. Chair's Report

Chair Heavner - Full Transportation Board.

C. Board Member Reports

Member Hampton - Good to be here.

Member Edwards - Concern regarding crosswalk at Diamond/Sycamore.

D. Staff Report**17955-23**

Public Works Staff Report - October 2023

Juan Rael, Public Works Director provided the following update:

- Young Eagles Event was held at the Airport.
- Loma Linda Improvements Project, concrete work completed. The project is on winter suspension.
- Atomic City Transit - 2M Route is online.
Dial-A-Ride started an early morning route that starts at 5:15am.
- Adopt-A-Road Program 1st Cleanup Event scheduled for November 4th with the Jemez Riders.

7. NEXT MEETING/FUTURE AGENDA ITEMS

- Bike Share Program (December)
- DP Road Presentation Phase II (December)
- West Road/Diamond Drive (December)
- Pedestrian Crosswalk on a Green Phase/Bicycle Safety Pilot Program (December)

- Approval of the 2024 Transportation Board Meeting Schedule (December)
- Review and Discuss FY25 Transportation Board Work Plan (December)
- Approval of the FY25 Transportation Board Work Plan (January)
- Election of Chair and Vice Chair (January)
- Bicycle Safety Group Update (TBD)
- Open Meetings Act Presentation (TBD)
- Public Works Design & Construction Standards (TBD)
- Revisit Bike and Pedestrian Plans (TBD)
- Presentation by LA Public Schools Superintendent (TBD)
- Presentation by Eric Peterson (TBD)

8. ADJOURNMENT

A motion was made by Chair Heavner and seconded by Member North, that the November 2, 2023, Transportation Board meeting be adjourned.

The meeting was adjourned at 6:55 p.m.

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.

Approved

matt heavner

12/12/2023

Matt Heavner, Chair

Date

Bicycle Working Group – Possible County Code Changes for Bicycles and Other Micromobility

1. Suggestion

Institute the Idaho Stop

The 'Idaho Stop' allows cyclists to proceed at intersections with stop signs as if they were yield signs. Not stopping at stop signs makes cyclists pass through the intersections quicker, reducing exposure and conflict time. Cyclists cannot accelerate as quickly as cars after full stop, increasing time spent in the intersection.

Red-light-as-stop

Cyclists should be allowed to treat red lights as stop signs. Handling a red light like a stop sign avoids unnecessary waiting or awkward maneuvering to a pedestrian push-to-walk button especially if the intersection is induction activated and does not react to bicycles.

Response

Per LAC Police Department, Local Governments cannot implement laws that are less strict than a State Law. Therefore, LAC cannot create a law that reduces the legal requirements for bicycles at Stop Signs or Traffic Signals.

2. Suggestion

Leading pedestrian light use

Leading pedestrian lights reduce accidents because pedestrians become more visible to drivers when given a head start. Cyclists can profit from the same leading light. We recommend allowing cyclists to go through an intersection on leading pedestrian lights. This could be indicated by signs or cyclists could have their own traffic lights.

Response

All traffic signals now provide a 3 second Leading Pedestrian Interval (LPI) when the pedestrian signal is activated.

For the State Law reasons cited in number 1 above, bicyclist on the road could not be legally allowed to proceed against a red light.

The LPI for Pedestrians benefits bicyclists riding on the sidewalk and crossing within the crosswalk.

A Leading Bicycle Interval (LBI) would work in the same way as the LPI, but provide bicyclists riding on the road a head start in front of turning vehicles. A bicycle traffic signal would be required to facilitate this. Bicycle traffic signals are not yet included in the Manual on Uniform Traffic Control Devices (MUTCD) and their use requires a written request be made to the FHWA.

3. Suggestion

Usage of pedestrian crossing

Although cyclists should have their own dedicated infrastructure, it does not always exist and a lot of riders prefer using pedestrian infrastructure over sharing the road with cars because of the degree of

separation. Allowing cyclists to use pedestrian crossings and sidewalks bi-directional gives cyclists a way to bypass dangerous intersections.

Response

In Los Alamos County, bicyclists are allowed to ride on sidewalks unless it is posted otherwise. Bicyclists riding on a sidewalk can ride in a crosswalk following the same requirements as a pedestrian before crossing, such as waiting for the "Walk" signal.

Bicyclist riding on the road wishing to use the crosswalk must first follow the traffic control (e.g. Traffic Signal or Stop Sign) before joining the crosswalk.

4. Suggestion

Definition of bike, micro mobility, and special needs.

To encourage people to get out of cars, we could allow some special needs, micro mobility, and bicycle like modes of transport to use bicycle infrastructure. A law including a wider variety of forms of transportation should be included. The transportation board may wish to support drafting a more inclusive ordinance.

Response

ADA laws cover the use of Mobility Devices on bicycle facilities.

To date there does not seem to be any issues with the use of a variety of bicycles and micro mobility devices. Best approach may be to wait until specific issues come to light and handle them individually.

5. Suggestion

Abolish DUI for cyclists

Currently, cyclists can get a DUI for cycling under the influence. We should consider removing the DUI charge for cyclists since cycling under the influence is by far not as dangerous as driving under the influence. Moreover, it could remove drunk drivers from the road and replace them with drunk cyclists, a net positive development for safety. It could also have a (minor) positive impact on the business of bars and restaurants. Alternately, we could consider relaxing the blood alcohol level max for bicyclists. There is quite a potential for discussion here.

Response

According to Los Alamos Police Department DUI laws only cover driving under the influence of a motor vehicle, therefore you could not be charged with DUI of a manual powered bicycle. An E-bike could be considered a motor vehicle but LACPD said that based on research they did in response to this question that District Attorneys are reluctant to prosecute DUI on E-Bikes. LACPD said that they do not have any record of any arrests for DUI of a bicycle

Finally, Local Governments cannot implement laws that are less strict than a State Law

Traffic Safety Facts



Bicyclist “Stop-As-Yield” Laws and Safety Fact Sheet

Background

Fatalities in traffic crashes involving bicyclists and other cyclists continue to rise. From 2011 to 2020, bicyclist and other cyclist fatalities increased by 38% from 682 in 2011 to 938 in 2020 (Stewart, 2022). In 2020, 26% of bicyclist and other cyclist fatalities occurred at intersections, which are extremely hazardous for bicyclists and present a high risk for crashes where bicyclists cross paths with motorists (NHTSA, 2022).

Bicycling has increased in popularity across the United States and provides many environmental, economic, and health benefits. Further, people in low-income, marginalized communities and communities of color may rely on biking as their primary mode of transportation. A safe transportation system makes people the priority and is designed to accommodate the mistakes people make. This approach requires all road users to work together using all available tools to help achieve zero injuries and fatalities on our Nation’s roadways. The ultimate goal is a transportation system that allows all people to get to their destinations safely.

Communities across the United States have been exploring ways to increase bicyclist safety and reduce confusion in potentially hazardous and high-risk situations. Many States have enacted bicycle safety laws to enhance safety and protect all road users. For example, bicyclist stop-as-yield laws allow bicyclists to treat stop signs as yield signs and/or red-light signals as stop signs. These laws allow bicyclists to mitigate risk to their advantage. “Stopping discourages bicycling, substantially increasing time, energy expenditure, discomfort, risk of collisions, and risk for strain and overuse injuries” (Tekle, 2017).

In 1982, Idaho was the first State to pass such a law, commonly known as the “Idaho Stop Law.” The law allows bicyclists to yield at stop signs and proceed when safe, rather than come to a complete stop. After Idaho adopted the law, bicyclist injuries from traffic crashes declined by 14.5% the following year (Meggs, 2010). In 2017, Delaware adopted a similar, limited stop-as-yield law, known as the “Delaware Yield.” Traffic crashes involving bicyclists at stop sign intersections fell by 23% in the 30 months after the law’s passage, compared to the previous 30 months. Eight States (Arkansas, Delaware, Idaho, North Dakota, Oklahoma, Oregon, Utah, and Washington) have similar laws. Colorado passed a law in 2018 that allowed local municipalities to adopt standard language on safe bicycle yielding at stops. Table 1 shows a summary of State law characteristics. These laws do not negate a bicyclist’s responsibility to yield to other traffic before crossing an intersection or to follow all work zone traffic rules. State laws vary, so bicyclists must be sure to know the laws in their State.



Table 1. List of States With Stop-As-Yield Laws

State	Enacted	Yield At Stop Sign	Red Signal As Stop Sign
Arkansas (§ 27.51-1803)	2019	Yes	Yes
Delaware (§ 4196A)	2017	Yes	No
Idaho (§ 49-720)	1982	Yes	Yes
North Dakota (§ 39-10.1-05.1)	2021	Yes	No
Oklahoma (§ 47.11-202.1)	2021	Yes	Yes
Oregon (§ 683.1)	2020	Yes	No
Utah (§ 41-6a-902 & § 41-6a-1105)	2021	Yes	Yes
Washington (§ 46.61.190)	2020	Yes	No

Benefits: Safety, Environmental, and Transportation Impact

The benefits of bicycling extend beyond personal and physical, to environmental benefits that can lead to healthier, quieter, cleaner, and safer streets. Fewer motor vehicles on the road equate to less congestion and lower emission outputs.

Bicyclist stop-as-yield laws allow cyclists to mitigate risk to their advantage, increase their visibility to drivers and reduce exposure. Bicyclists have greater incentive to yield, as they are at high risk for injury at intersections. One study cites research showing that pedestrians and bicyclists exert more care and attention before crossing red signals than green (Leth et al., 2014). A naturalistic study of bicyclists in Florida's Tampa



Bay area found that bicyclists highly complied with general traffic rules (88.1% in the daytime, 87.5% at night). In contrast, drivers were mostly noncompliant with the law on yielding to bicyclists' right-of-way (Lin et al., 2017). Additionally, there is no evidence showing bicyclist stop-as-yield laws have increased bike conflicts with other bikes or pedestrians. Roadway collisions between bicyclists with other cyclists or pedestrians are uncommon, as found in an Australian study (O'Hern & Oxley, 2019). When bicyclists can maintain a safe but precautionary momentum through an intersection, it allows continuous traffic flow.

Finally, bicyclist stop-as-yield laws decriminalize a riding behavior, possibly encouraging more ridership. More bicyclists on the roadway traveling together increases their visibility and attention by motorists, a concept referred to as "Safety in Numbers" (SIN). Studies of SIN show motorists drive more cautiously, and bicyclists are safer on roads when traveling with a higher volume of bicyclists. Research by Meggs (2010) suggests that removing stops may reduce injury risk by half through SIN alone.

Summary

A safe transportation system makes people the priority. Working together to enhance bicycle safety by preventing and eliminating crashes that lead to serious injuries and fatalities is more important now than ever. Many States have enacted bicyclist stop-as-yield laws to enhance safety and protect cyclists. Based upon the current research and data available, these laws showed added safety benefits for bicyclists in States where they were evaluated, and may positively affect the environment, traffic, and transportation.

For more information, please visit www.nhtsa.gov/road-safety/bicycle-safety.



References

- Leth, U., Frey, H., & Brezina, T. (2014, April). *Innovative approaches of promoting non-motorized transport in cities*. 3rd International Conference on Road and Rail Infrastructure (CETRA 2014), Split, Croatia. doi: 10.13140/2.1.3147.1362
- Lin, P.-S., Kourtellis, A., Katkoori, S., Chen, C., & Cruse, L. (2017, November). *Naturalistic bicycling behavior pilot study* (Report No. BDV25-977-13). Florida Department of Transportation.
- Meggs, J. N. (2010, August). *Bicycle safety and choice: Compounded public cobenefits of the Idaho law relaxing stop requirements for cycling*. University of California, Berkley.
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- National Highway Traffic Safety Administration. (2022, March). *Fatality Analysis Reporting System (FARS)*. Retrieved from www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars
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- Stewart, T. (2022, March). *Overview of Motor Vehicle Crashes in 2020* (Report No. DOT HS 813 266). National Highway Traffic Safety Administration.
- Tekle, A. M. (2017, October 30). Roll on, cyclist: The Idaho rule, traffic law, and the quest to incentivize urban cycling, *Chicago-Kent Law Review* 92(2).
<https://scholarship.kentlaw.iit.edu/cklawreview/vol92/iss2/8>



BICYCLE FRIENDLY STATE

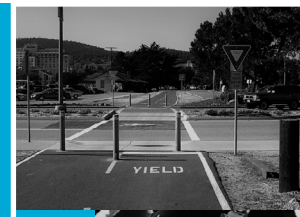
"IDAHO STOP" AND "DEAD RED" LAWS

An "Idaho stop" law allows a bicyclist to treat a stop sign as a yield sign. Therefore, rather than being required to come to a stop, the bicyclist is required to slow down, stop if required for safety, and yield the right of way to any approaching vehicle or pedestrian before proceeding through an intersection controlled by a stop sign. This is an "Idaho stop" because it has been the law in Idaho since 1982, but may also be referred to as a "stop-as-yield" or "yield-stop" law.

"Dead Red" laws provide limit exceptions to the rules regarding red lights as a reaction to the inability of traffic lights to detect small vehicles, such as motorcycles and bicycles. These laws allow certain vehicles to proceed through a red light after stopping for a specified amount of time. Learn more at bikeleague.org/bike-law-university.

State	Statute	Can Treat Stop Signs as Yields	Can proceed through a red light	Can proceed through an inoperative light	Can enter intersection ...	Notes
Arizona	28-645			Yes	when it is safe to do so	
Arkansas	27-51-1803	Yes	Yes		after yielding	Must make a complete stop at a steady red traffic light
Colorado	42-4-1412.5					State law specifies rules for local adoption. Summit county, Breckenridge, and Dillon have stop as yield local laws.
Delaware	§4196A	Yes			after yielding	Can only treat stop signs as yield signs on roadways with 2 or fewer lanes.
Florida	316.2065					Groups of 10 or fewer riders can proceed through stop signs as a group
Idaho	49-720	Yes	Yes		after yielding	
Illinois	11-306(3.5)			Yes	after a reasonable period of time (not less than 120 seconds)	Only applies in municipalities with less than 2m inhabitants
Indiana	9-21-3-7(b)(3)(D)		Yes		after at least 120 seconds	Must exercise due caution, treating the red light as a stop sign
Kansas	8-1508(c)(4)			Yes	after a reasonable period of time	
Minnesota	169.06(9)			Yes	after a reasonable period of time	
Missouri	304.285			Yes	after a reasonable period of time	
Nevada	484B.307			Yes	after two complete cycles of the lights or lighted arrows	

"IDAHO STOP" AND "DEAD RED" LAWS



pedbikeimages.org/danburden

State	Statute	Can Treat Stop Signs as Yields	Can proceed through a red light	Can proceed through an inoperative light	Can enter intersection ...	Notes
North Dakota	39-10.1	Yes				Can only treat stop signs as yield signs on roadways with 2 or fewer lanes. HOUSE BILL NO. 1252 (2021)
Ohio	4511.132			Yes	after stopping and yielding	
Oklahoma	47-11-202.1	Yes	Yes		after stopping and yielding	HOUSE BILL NO. 1770 (2021)
Oregon	811.360; 814.414; 814.416	Yes		Yes	after one complete full cycle	Signal must be controlled by a vehicle detection device. A flashing red signal can be treated like a stop sign.
South Carolina	56-5-970		Yes		after 120 seconds	
Tennessee	55-8-110(8)(d)			Yes	when safe to do so	Signal must actually be controlled by vehicle detection device
Utah	41-6a-1105(5); 41-6a-305(7)	Yes	Yes		after a reasonable period of time of not less than 90 seconds	Red light rule only applies to persons 16 years of age or older. Stop signs at railroad crossings must be treated as stop signs.
Virginia	§ 46.2-833(B)		Yes		after two complete cycles or two minutes, whichever is shorter	
Washington	46.61.184; 46.61.190	Yes		Yes	after one cycle of the traffic signal and exercising due care	Signal must actually be controlled by vehicle detection device. Stop signs on school buses and railroad crossings must be treated as stop signs.
Wisconsin	346.37(1)(c)		Yes	Yes	after not less than 45 seconds	Must have reasonable belief that signal is controlled by vehicle detection device

The "Delaware Yield"

The "Idaho Stop" was enacted in 1982. For more than 30 years Idaho was the only state to allow bicyclists to treat stop signs as yield signs.

In 2017 Delaware became the second state in the nation to legalize stop-as-yield behavior. The "Delaware Yield" allows bicyclists to treat stop signs on two-lane roads as yield signs - meaning that they can proceed through an intersection after yielding without coming to a complete stop. If another vehicle is at the intersection and has the right of way then a bicyclist must yield to them and stop. To learn more about the Bicycle Friendly Delaware Act visit: <http://www.bikede.org/bfda/>.



U.S. Department of Transportation
Federal Highway Administration

OFFICE OF SAFETY

Proven Safety Countermeasures



Safety Benefits:

13%

reduction in pedestrian-vehicle crashes at intersections.¹

Leading Pedestrian Interval

A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication. Pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left.

LPIs provide the following benefits:

- Increased visibility of crossing pedestrians.
- Reduced conflicts between pedestrians and vehicles.
- Increased likelihood of motorists yielding to pedestrians.
- Enhanced safety for pedestrians who may be slower to start into the intersection.

FHWA's Handbook for *Designing Roadways for the Aging Population* recommends the use of the LPI at intersections with high turning vehicle volumes. Transportation agencies should refer to the *Manual on Uniform Traffic Control Devices* for guidance on LPI timing and ensure that pedestrian signals are accessible for all users. Costs for implementing LPIs are very low when only signal timing alteration is required.



An LPI allows a pedestrian to establish a presence in the crosswalk before vehicles are given a green indication. Source: FHWA



LPIs reduce potential conflicts between pedestrians and turning vehicles. Source: FHWA

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://highways.dot.gov/safety/proven-safety-countermeasures> and <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwasa19040.pdf>.

¹ (CMF ID: 9918) Goughnour, E., D. Carter, C. Lyon, B. Persaud, B. Lan, P. Chun, I. Hamilton, and K. Signor. "Safety Evaluation of Protected Left-Turn Phasing and Leading Pedestrian Intervals on Pedestrian Safety." Report No. FHWA-HRT-18-044. Federal Highway Administration. (October 2018)



National Association of City Transportation Officials (<https://nacto.org/>)

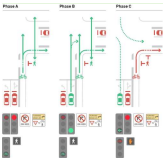
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Don't Give Up at the Intersection (<https://nacto.org/publication/dont-give-up-at-the-intersection/>)

GUIDE NAVIGATION

PURCHASE GUIDE (<https://www.blurb.com/B/9488211-00N-T-GIVE-UP-AT-THE-INTERSECTION>)

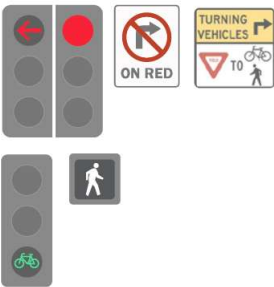
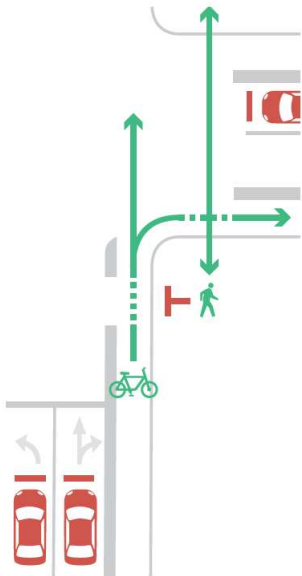


Leading Bike Interval (LBI) & Lagging Left Turn

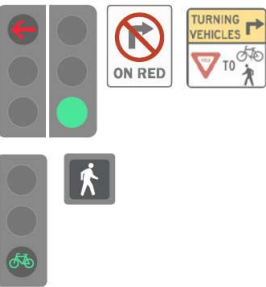
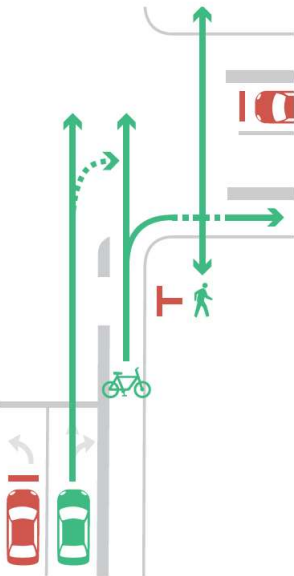
A leading bike interval gives people on bikes a head start in front of turning vehicles, providing a priority position in the right of way. The leading pedestrian interval (LPI), which can accompany the LBI, is a proven measure to reduce serious crashes and injuries for pedestrians.³⁴ Bike signal heads or "Bikes Use Pedestrian Signal" plaques may be used to provide LBIs in some jurisdictions. This use of a bike-symbol signal is considered experimental under MUTCD Interim Approval 1A-16.22.

On two-way streets with signalized left turns, bike and through/right motor vehicles should generally be given the first phase, with right turns yielding to bikes and pedestrians. Left turns are then accommodated in a dedicated phase after oncoming bikes receive a red signal, to reduce bike-left turn conflicts and pedestrian-left turn conflicts.

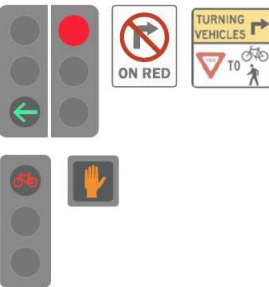
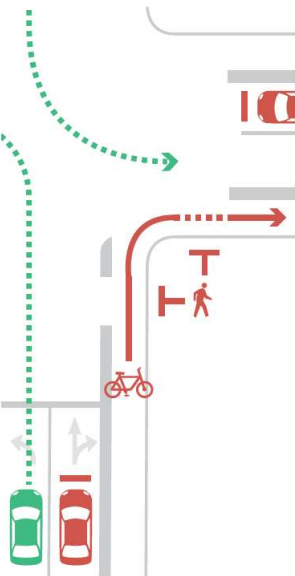
Phase A



Phase B



Phase C



Signal Phasing Strategy

(<https://nacto.org/publication/dont-give-up-at-the-intersection/signal-phasing-strategy/>)

(<https://nacto.org/publication/dont-give-up-at-the-intersection/signal-phasing-strategy/bike-scramble/>)

Bike Scramble