

# Canyon Rim Trail Feasibility

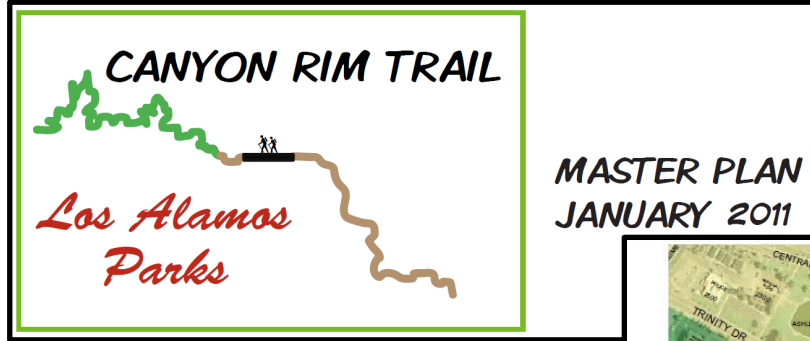
(West to LAMC/Omega Bridge)

## Presentation to County Council

Incorporated County of Los Alamos  
Public Works Department

August 19, 2025

# Historical Overview



The 2011 Master Plan considers trail segments continuing west to 2200 block of Trinity Drive (Between Loma Vista and the Feynman Center & Christus Building.



# Historical Overview

March 3, 2016, Presentation to the Transportation Board

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## CANYON RIM TRAIL FEASIBILITY

KNECHT STREET TO LOS ALAMOS MEDICAL CENTER/OMEGA BRIDGE

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PROJECT ENGINEER  
LOS ALAMOS PUBLIC WORKS DEPARTMENT

# Historical Overview

## 2017 Bicycle Transportation Plan

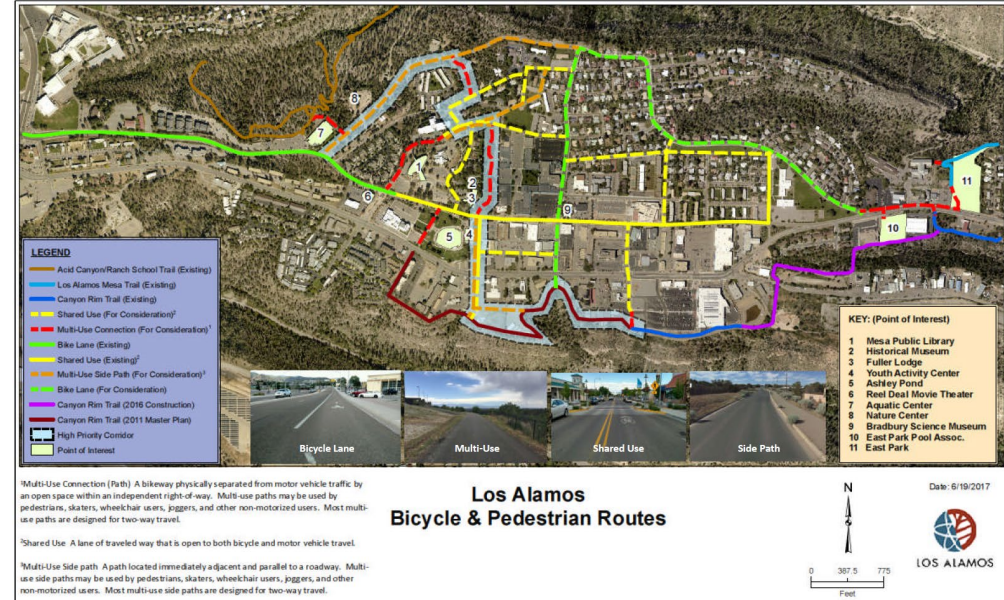
- References a similar alignment as the 2011 CRT Master Plan
- Based on public support, recommends further study to determine the most favorable bicycle route for the Trinity Drive/CRT Corridor



### Bicycle Transportation Plan

Council Adopted June 27, 2017

Exhibit C: Los Alamos Bicycle & Pedestrian Routes Map (Priority Corridor)

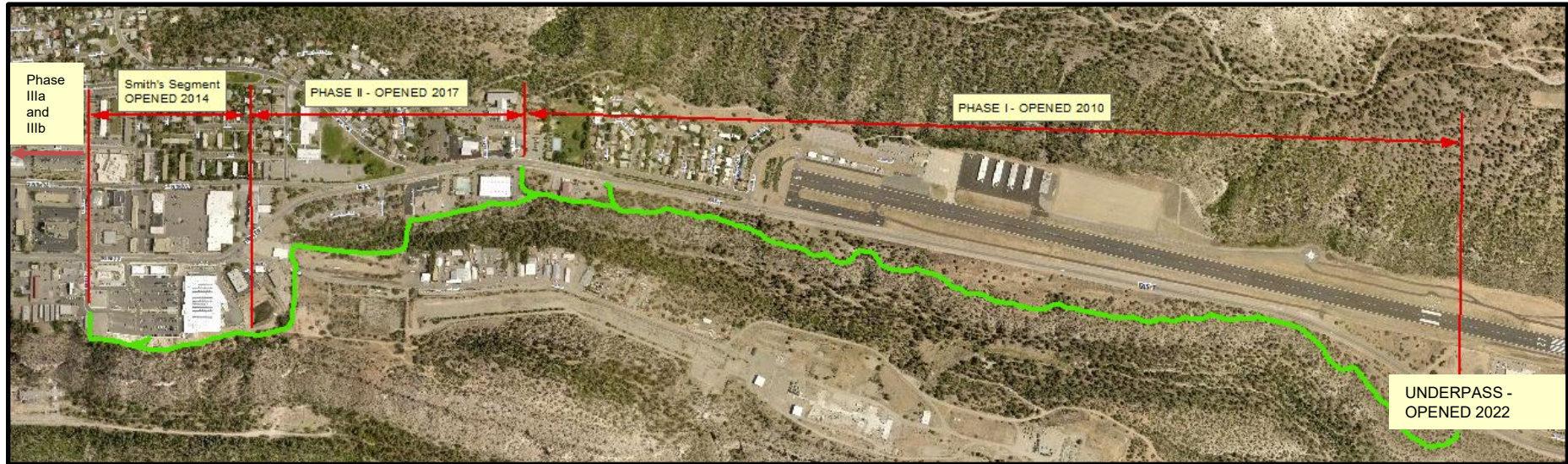




# Progress To Date

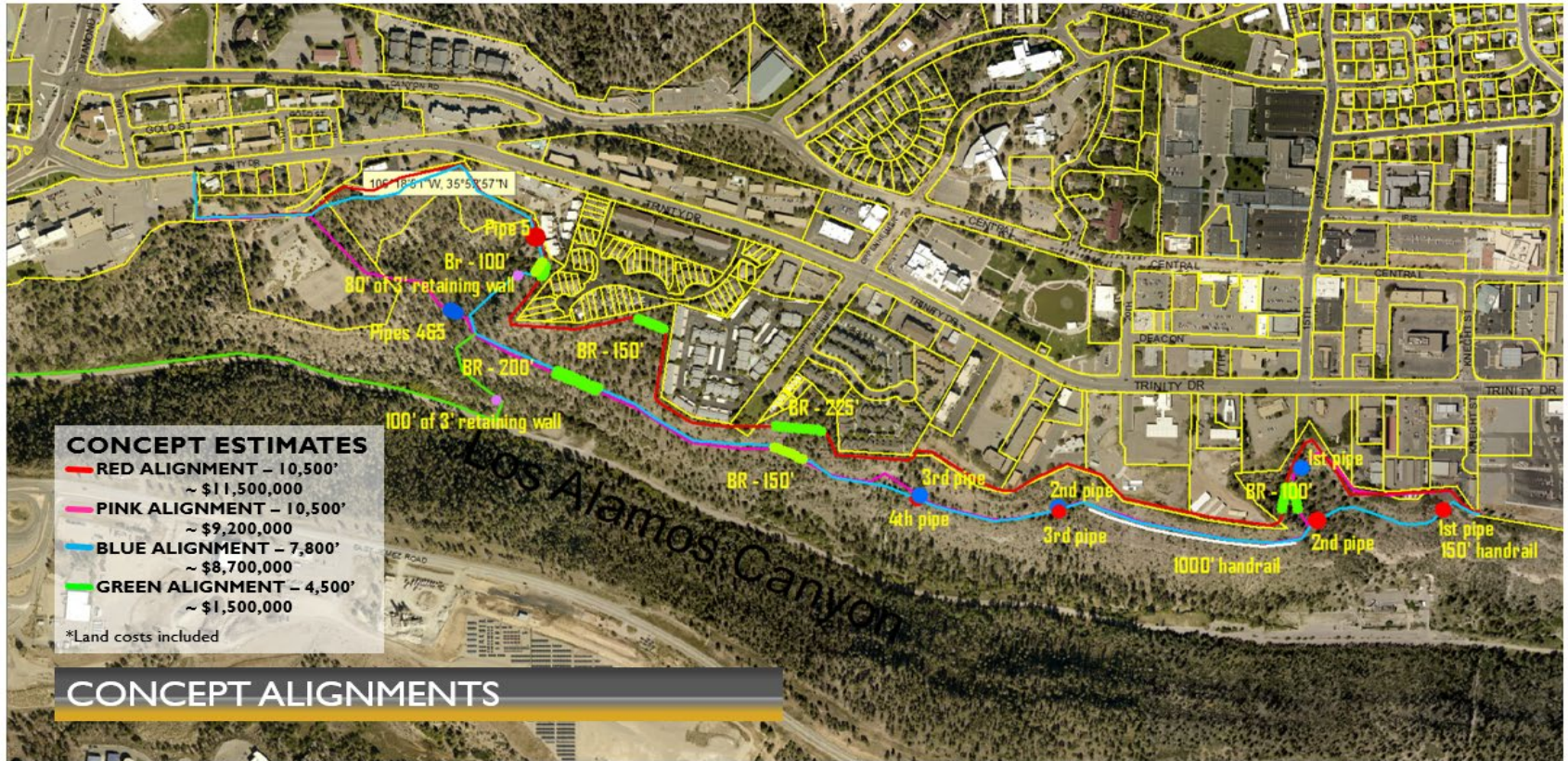
## Approximately 3 Miles of Paved Multiuse Trail Constructed – Camino Entrada to Knecht St.

- 2010: Phase I - Canyon Rim Trailhead to Fire Station 6
- 2014: Smith's Marketplace Segment
- 2017: Phase II - Fire Station 6 to Smith's Marketplace
- 2022: CRT Underpass
- 2025: Phase IIIA - Knecht Street to 15th Street
- Future: Phase IIIB – 15th Street to 20th Street and connection with the Urban Trail
- Future: 2201 Trinity, Century Bank Property





# 2016 Feasibility Study –Trail Alignments Recap



# Land Ownership

- Red Alignment – Trail Length 10,500'
  - County ROW – 2,635'
  - Private Ownership – 1,490'
  - DOE ROW – 6,375'
- Pink Alignment – Trail Length 10,500'
  - County ROW – 1,255'
  - DOE ROW – 9,245'
- Blue Alignment – Trail Length 7,800'
  - County ROW – 1,785'
  - DOE ROW – 6,015'
- Green Alignment – Trail Length 4,500' (All DOE Land)



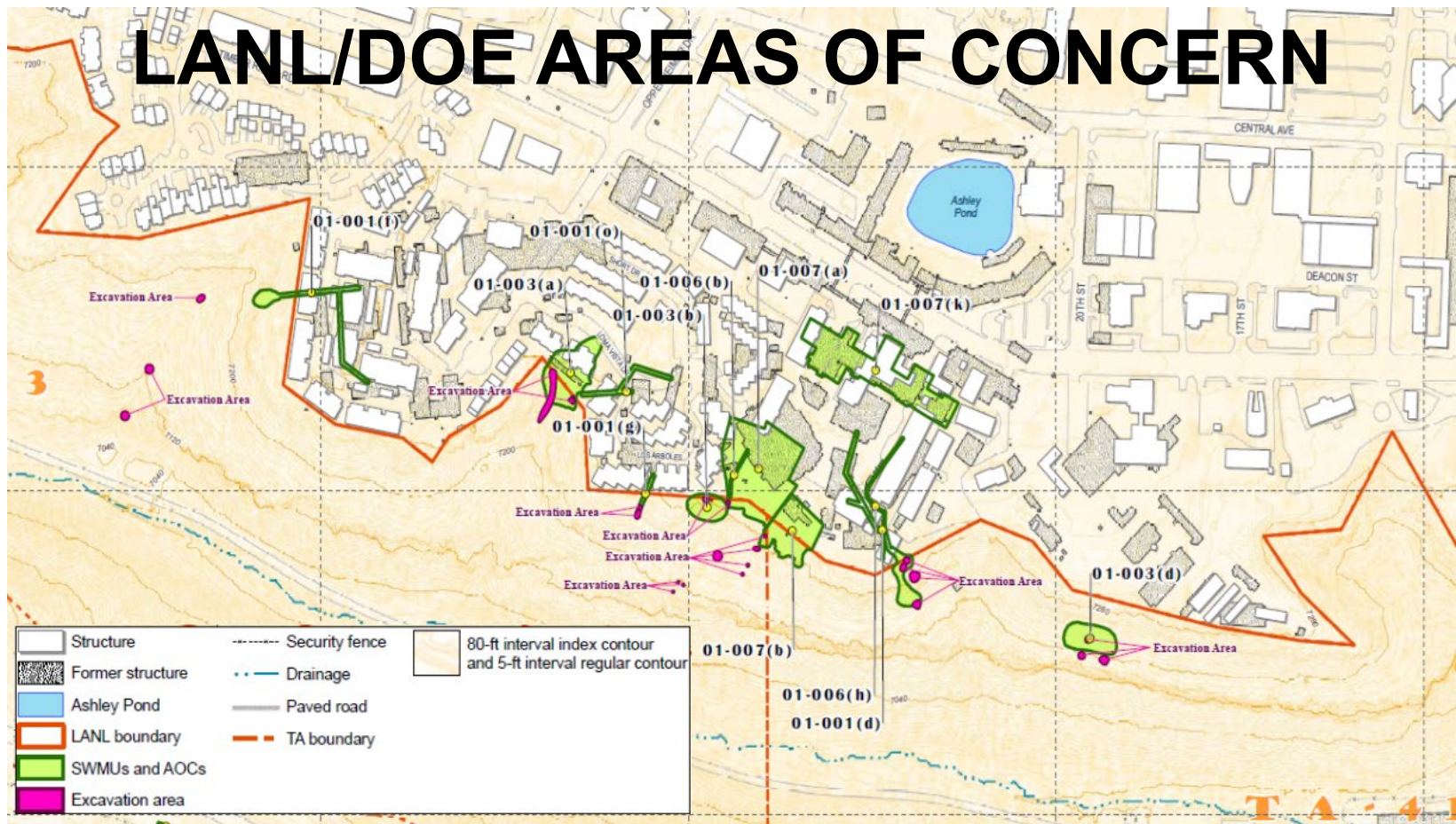
NOTE: Easements acquired for Phase IIIA/Century Bank areas have reduced this by a small amount & ongoing development with the Hills Apartment tract would impact trail alignment options.







# LANL/DOE AREAS OF CONCERN



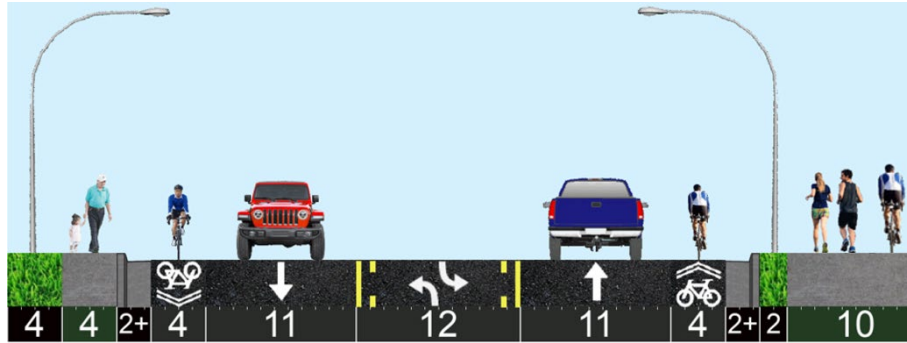
# Conclusions of Canyon Edge Alignments

- **CONSTRAINTS**
  - DIFFICULT TERRAIN
  - LAND/EASEMENT NEEDS
  - DOE/LANL
    - SWMUs/CULTURAL & BIOLOGICAL RESOURCES
    - LANL SECURITY & BADGING (During/After Construction)
  - ECONOMIC IMPACT
  - CONSTRUCTABILITY
- **REQUIRED CONSTRUCTION**
  - PRE-FABRICATED PEDESTRIAN BRIDGES
  - RETAINING WALLS
  - DRAINAGE STRUCTURES
  - TREE REMOVAL
  - ROCK EXCAVATION
- **COSTS AND BUDGET PROGRAMMING**
  - NOT CURRENTLY PROGRAMMED FOR STUDY, LAND, DESIGN or CONSTRUCTION

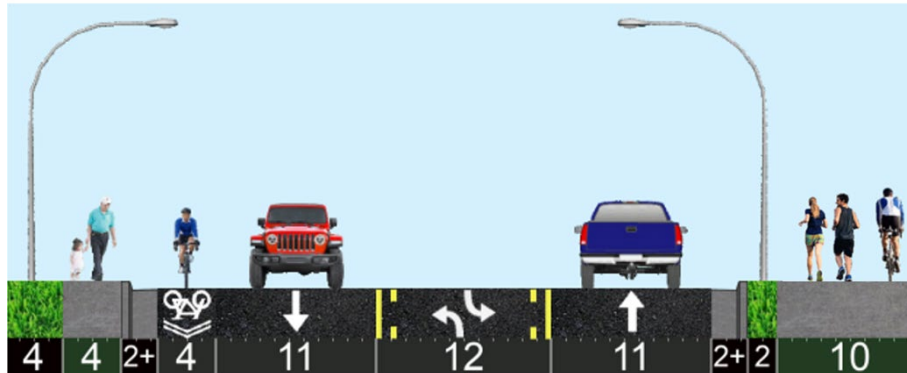


# Trinity Drive Sidepath Concept

Alternative 1 – Trinity Dr from Oppenheimer Dr to Diamond Dr



Alternative 2 – Trinity Dr from Oppenheimer Dr to Diamond Dr



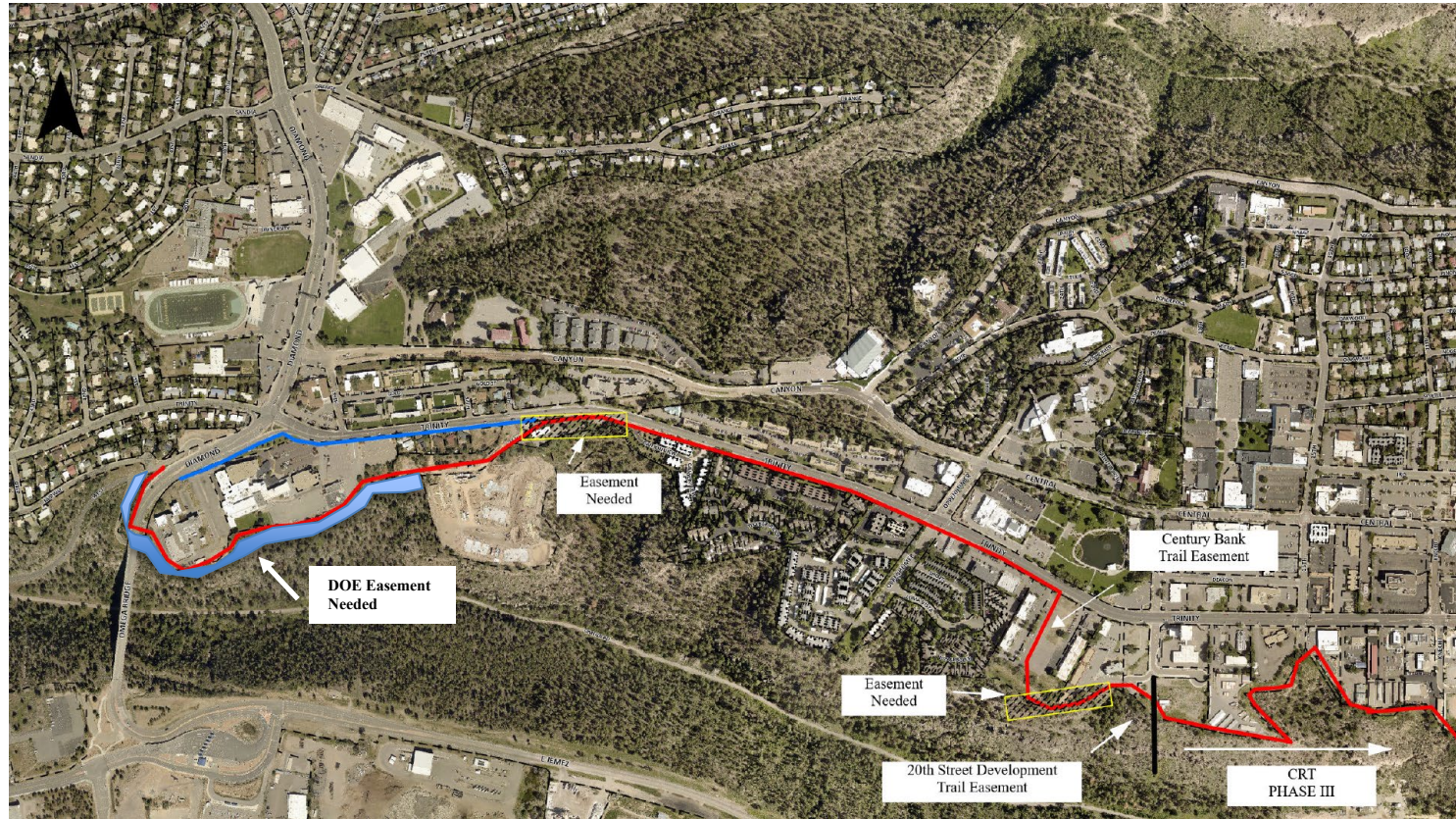
## Alternative 1

- Creates a new 10' multi-use path on the south side of Trinity Drive
- Maintains existing curb and gutter
- Maintains Bike Lanes reducing construction costs.
- May increase costs in required ROW acquisitions
- Planning Estimate: \$8.5M

## Alternative 2

- Creates a new 10' multi-use path on the south side of Trinity Drive
- Moves south curb and gutter and eliminates Eastbound Bike Lane increasing construction costs
- Potentially decreases construction costs by reducing ROW impacts
- Planning Estimate: \$9.5M

# Trinity Drive Sidepath Concept





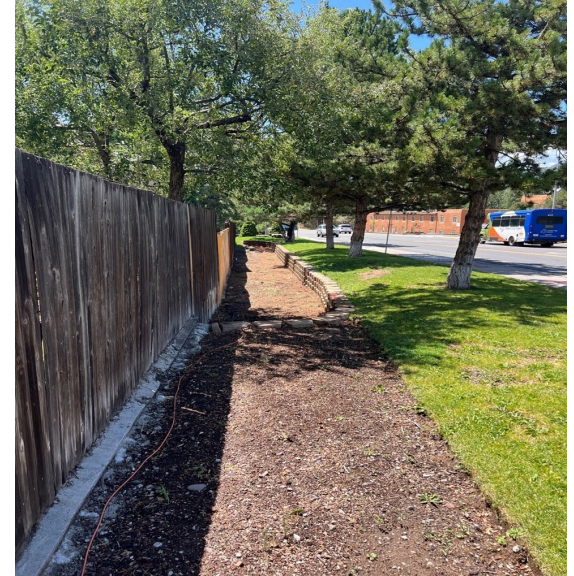
# Trinity Drive – South Side Corridor



**Trinity Drive near Oppenheimer, Looking East**



**Intersection of Trinity Drive and Oppenheimer, Looking West**



**Trinity Drive near Timber Ridge Rd, Looking West**

# Trinity Drive – South Side Corridor



Intersection of Trinity Dr. and Canyon View. Looking West



Intersection of Trinity Dr. and Canyon View. Looking East



# Trinity Drive – South Side Corridor



Parallel Parking for homes on Trinity Dr., Looking East



3491 Trinity Drive, Looking West

# Trinity Drive Sidepath Concept

## Challenges

- Driveways vs. Bikes
- Bikes & Peds share space
- R-O-W and Easement Acquisition
- Utilities
- Impact to Existing Trees & Landscaping
- Impact to Finch St. Project
- Cost

## Opportunities

- Completes a shared-use path from the CRT along Trinity Drive
- More separation from vehicular traffic
- Further evaluation requires:
  - Budget for planning, public engagement, evaluation of alternatives, preliminary design



# Questions/Discussion

