

Los Alamos County
Pedestrian Master Plan Update

Transportation Board Meeting

February 6, 2024



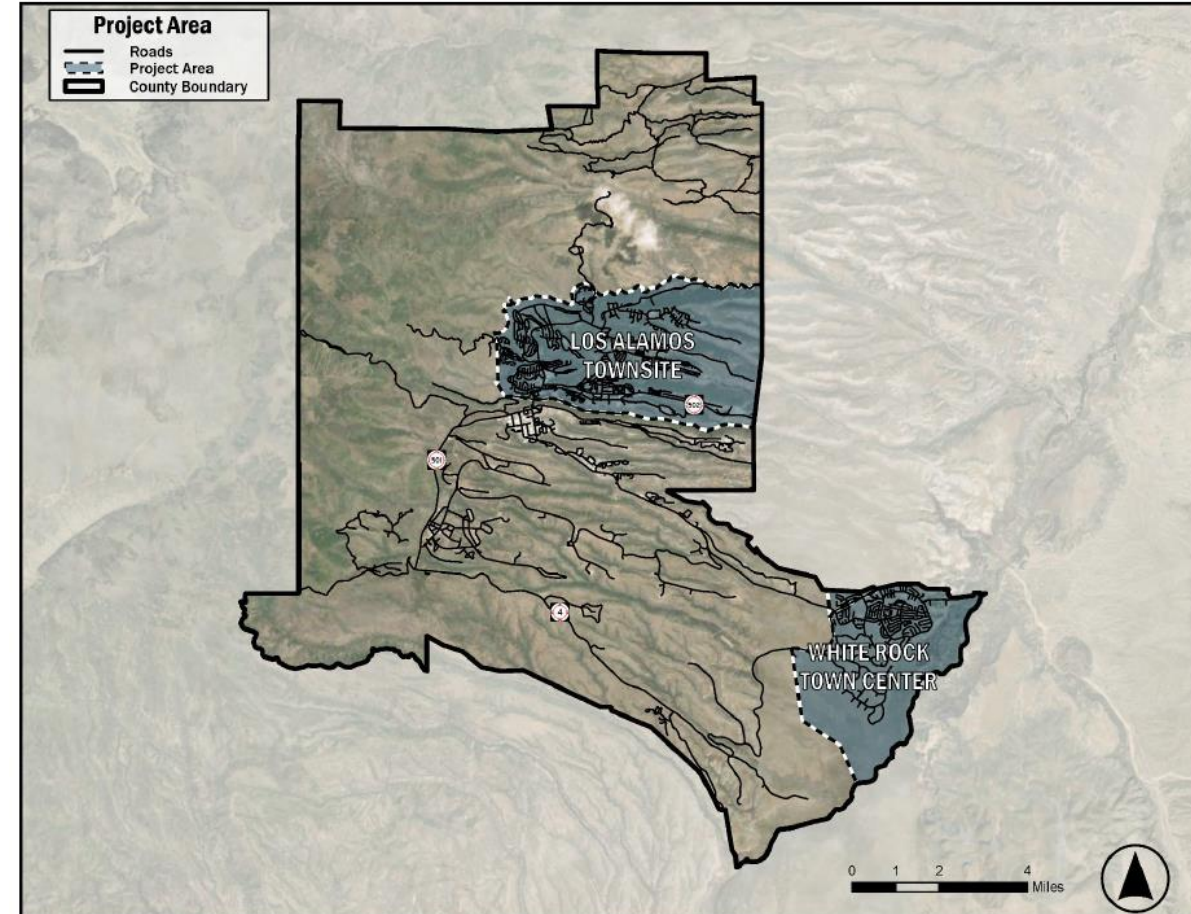
Agenda

- i. Welcome and Introduction
- ii. Vision and Goals
- iii. Public Engagement Overview
- iv. Existing Pedestrian Conditions
- v. Crash Data and Pedestrian Safety
- vi. Recommendations (Location-Specific Recommendations and Prioritization)
- vii. Conclusion and Next Steps
- viii. Questions and Discussion



Welcome and Introduction

- Overview of the Pedestrian Master Plan's purpose: To guide the development of pedestrian infrastructure.
- Focus areas: Los Alamos Townsite and White Rock Town Center, including key connectivity areas.
- Vision Zero and Safe Systems Approach: To reduce pedestrian-related injuries and fatalities, integrating safety in design.



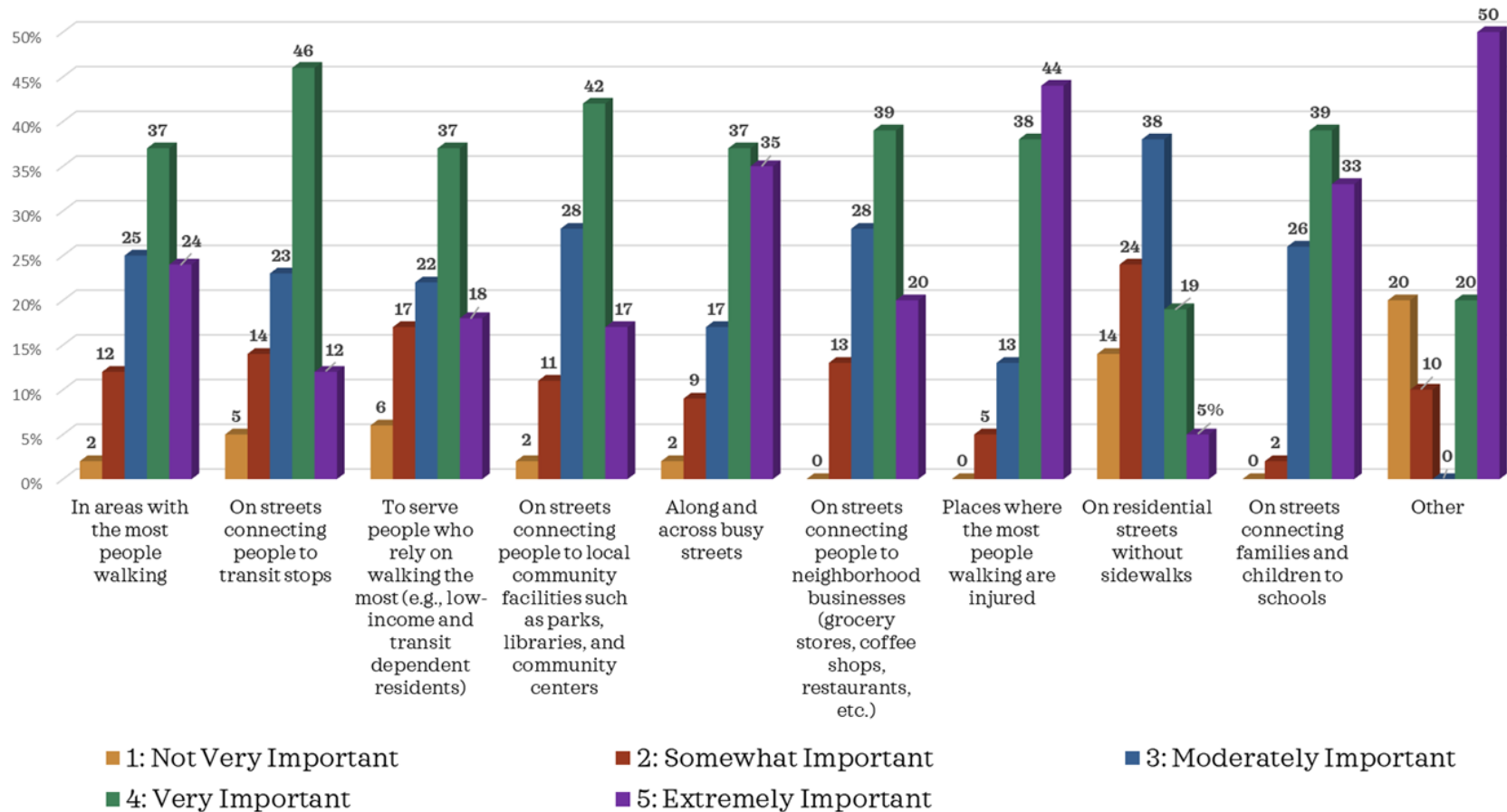
Vision and Goals

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

Goals:

- 1. Safety:** Reduce pedestrian-related crashes and severity through systematic design improvements.
- 2. Connectivity:** Develop a seamless, accessible pedestrian network
- 3. Health:** Increase physical activity and improve public health by encouraging walking.
- 3. Vibrancy:** Build a thriving pedestrian network that promotes community and economic growth.
- 4. Equity:** Ensure equitable access to pedestrian infrastructure for all community members.

Public Engagement Overview



Extensive community engagement through surveys and public meetings.

Key themes from the public:

1. Safety-Critical Locations

- 82% prioritize areas where pedestrians are most frequently injured
- 72% prioritize improvements along and across busy streets
- 72% prioritize routes connecting to schools

2. Community Connection Points

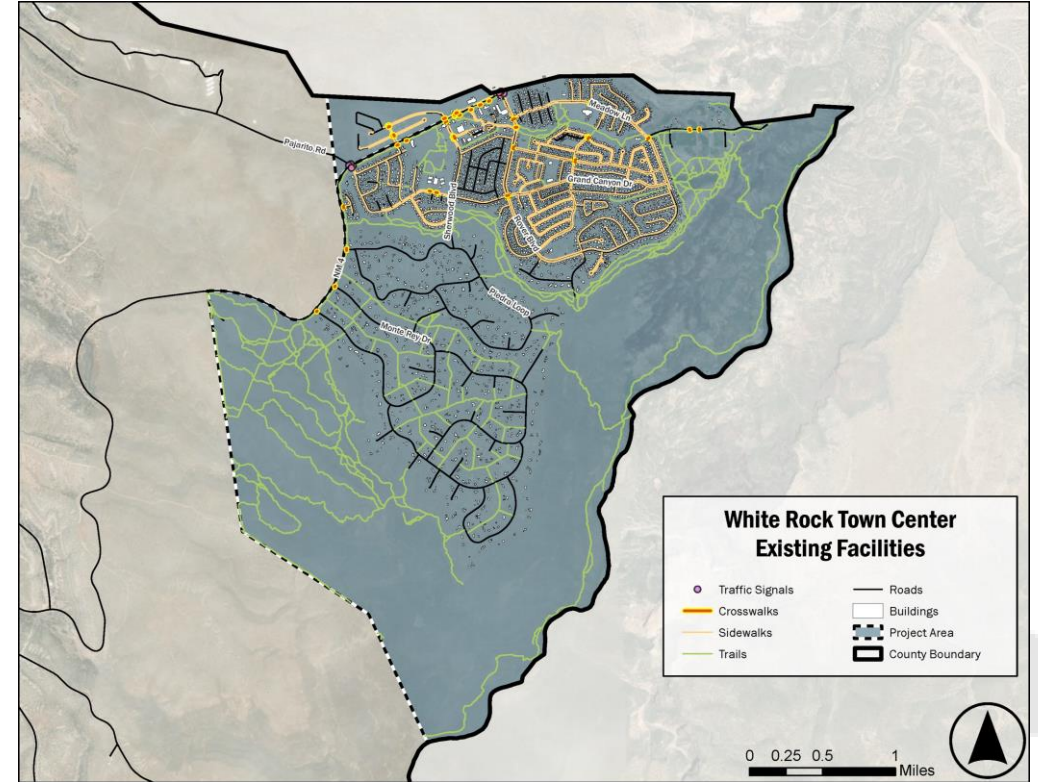
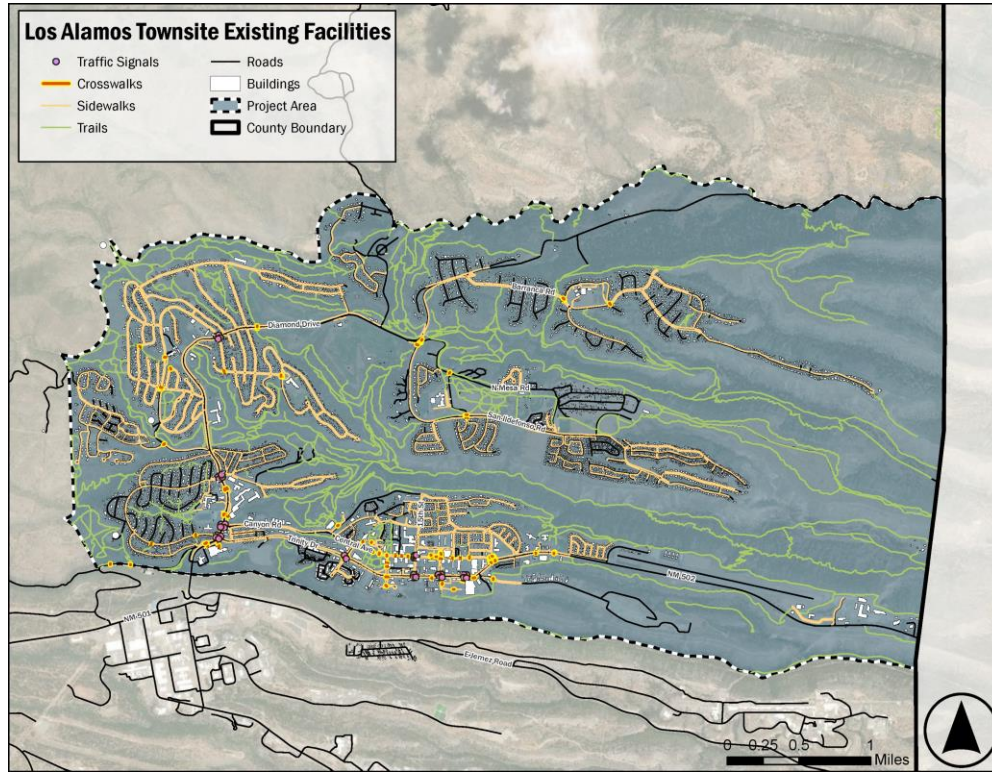
- 61% prioritize areas with highest pedestrian traffic
- 59% prioritize access to local community facilities
- 59% prioritize connections to neighborhood businesses

3. Transit & Accessibility

- 58% prioritize streets connecting to transit stops
- 55% prioritize improvements serving transit-dependent residents



Existing Pedestrian Conditions



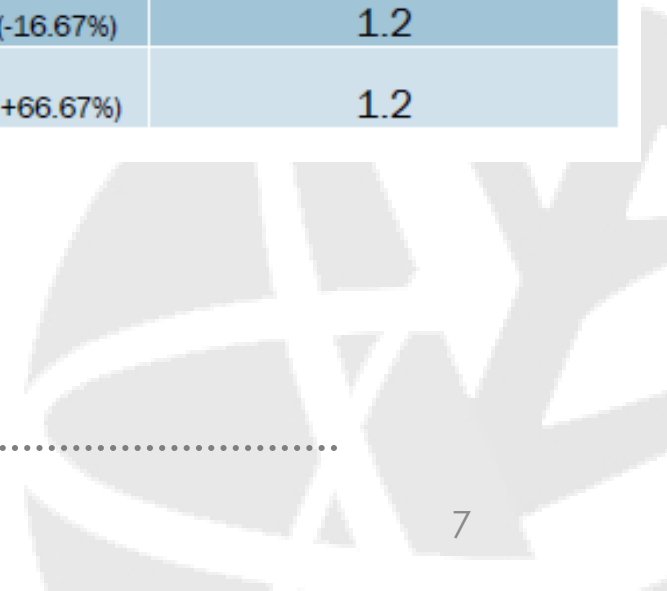
- 102.4 miles of sidewalks in the study area (75.39 miles in Los Alamos, 27.01 miles in White Rock).
- 164 marked crosswalks and 11 signalized intersections.
- Most sidewalks are less than 5 feet in width (86.45 miles), which impacts accessibility.

- ADA curb ramp compliance increased by 10%, but there are still significant gaps in some areas.
- The pedestrian network is relatively well-connected but could benefit from further improvements to enhance safety and connectivity.

Crash Data and Pedestrian Safety

- Between 2018-2022, Los Alamos County recorded 770 crashes, 8 involving pedestrians.
- Highest pedestrian-involved crash locations: Trinity Drive, Diamond Drive, and key intersections such as 38th Street.
- 2022 showed a significant rise in pedestrian-involved crashes, highlighting the need for continued safety improvements.
- High-risk areas identified for targeted safety measures.

Los Alamos Townsite Crash Types by Year				
Year	Total Crashes (% Change from 5-Year Average)	Total Crashes 5-Year Average	Pedestrian Crashes (% Change from 5-Year Average)	Pedestrian Crashes 5-Year Average
2018	125 (+15.36%)	105.8	1 (-16.67%)	1.2
2019	122 (+13.28%)	105.8	1 (-16.67%)	1.2
2020	85 (-24.47%)	105.8	1 (-16.67%)	1.2
2021	89 (-23.37%)	105.8	1 (-16.67%)	1.2
2022	108 (+2.04%)	105.8	2 (+66.67%)	1.2

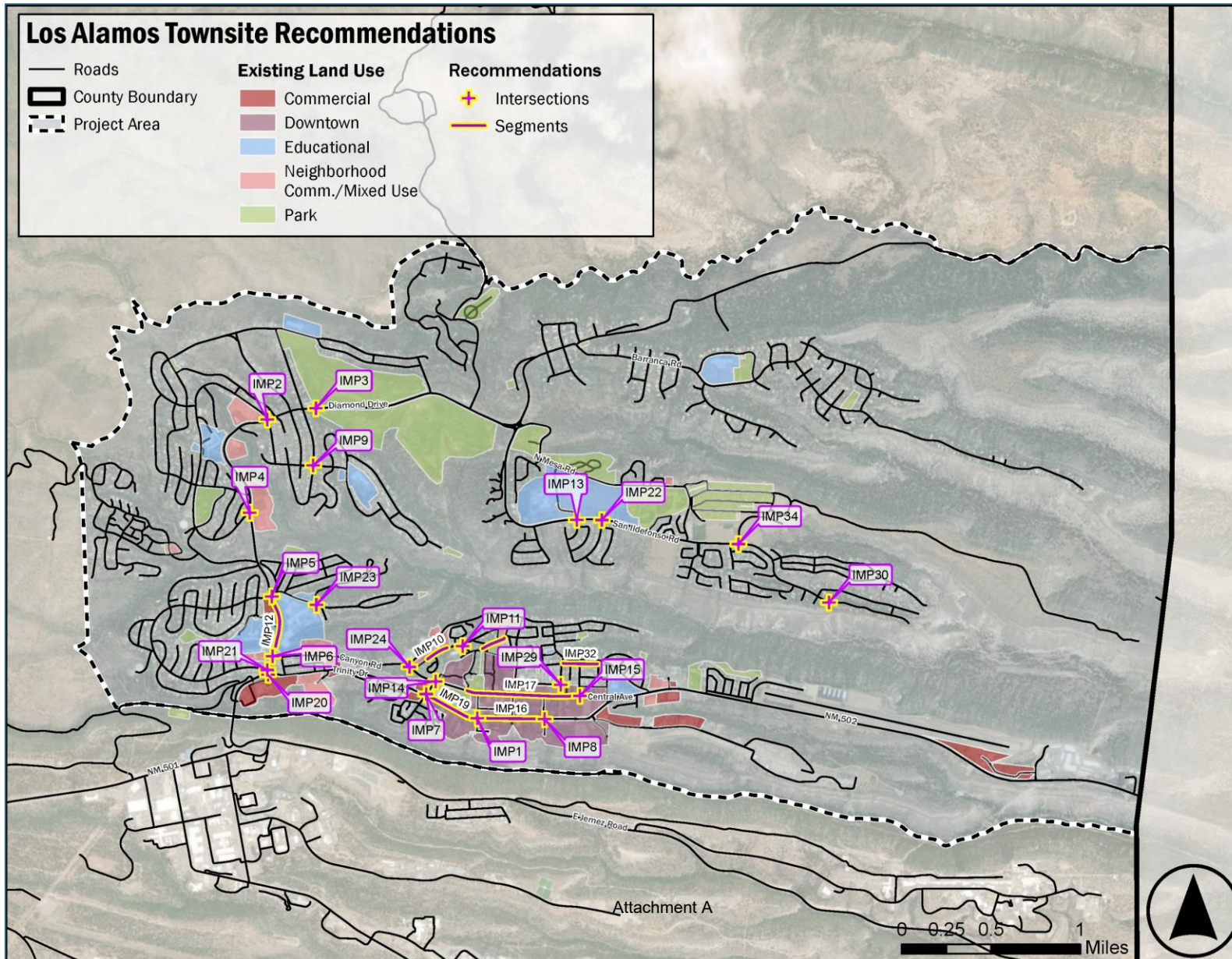


Recommendations

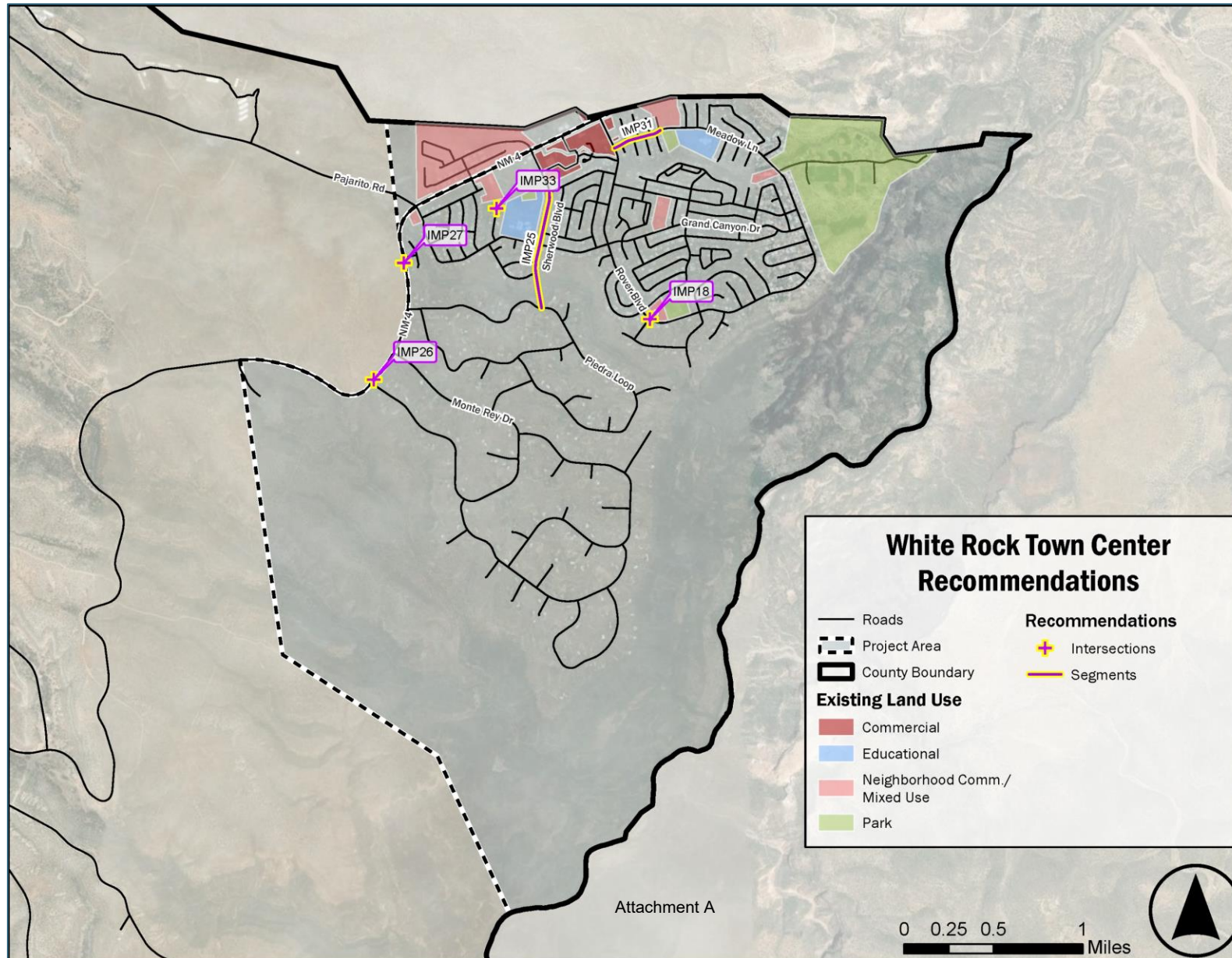
- **Safety Enhancements:** Implement high-visibility crosswalks, traffic calming techniques (e.g., curb extensions).
- **ADA Compliance:** Upgrade curb ramps across the study area, focusing on non-compliant neighborhoods.
- **Infrastructure Improvements:** Address sidewalk gaps and improve school zone crossings.
- **Prioritization:** Focus on areas with frequent pedestrian injuries and improve access to key destinations such as schools and parks.



Location-Specific Recommendations



Location-Specific Recommendations



Location-Specific Recommendations

Example of Recommendations Table

ID	Improvement Recommendation	Location	Construction Cost Estimate	Timeframe	Additional Requirements
IMP1	High Visibility cross walks, signage, and PHB for both EB/WB approaches (pedestrians travelling NB/SB)	20th St and Trinity Drive	\$5,710/each high vis. crosswalk \$560/each signage \$57,680/each PHB	Long-Term	Engineering Study
IMP2	Repaint crossing striping	Southbound approach at Diamond Drive and Arkansas Avenue	\$770/each standard crosswalk	Short-Term	
IMP3	Enhance landscaping on median and add curb extensions	East of 35th Street and Diamond Drive	\$13,000/each curb extension \$15 - \$25/sq ft of landscaping	Mid-Term	Engineering Study
IMP4	Install high visibility crosswalk and RRFB	Sycamore Street and Diamond Drive	\$5,710/each high vis. crosswalk \$14,160/each RRFB	Mid-Term	Engineering Study
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
IMP7	Repaint pedestrian crossing striping	Southbound Approach at Oppenheimer Drive and Trinity Drive	\$770/each standard crosswalk	Short-Term	
IMP8	Repaint high visibility pedestrian crossing striping	Northbound and southbound approaches at Knecht Street and Trinity Drive	\$5,710/each high vis. crosswalk	Short-Term	

High-Level Construction Cost Estimate

- This cost estimate offers a planning-level assumption of costs for the construction of the recommendation.
- It does not include expenses for engineering studies and engagement.
- Cost estimates were determined from previous studies and FHWA's Pedestrian Safety Guide.

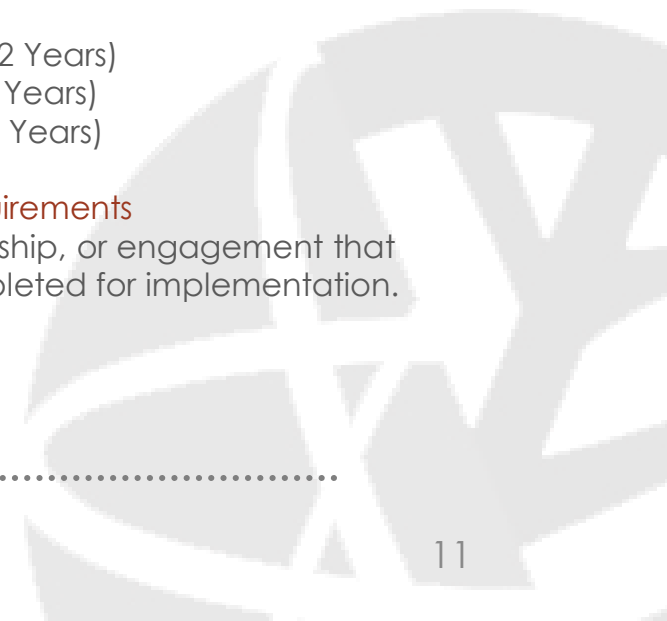
Timeframe

The timeframe offers a planning-level assumption for a time range for implementation.

- Short-Term (0–2 Years)
- Mid-Term (2–5 Years)
- Long-Term (5+ Years)

Additional Requirements

A study, partnership, or engagement that should be completed for implementation.



Location-Specific Recommendations

Notable Recommendations Include:

- **Trinity Drive Improvements:** Enhancing safety with widened sidewalks, landscaped buffers, and improved crossings to better serve pedestrians along this key corridor.
- **School Zone Enhancements:** Upgrading crosswalks, signage, and curb ramps to ensure safer pedestrian access near schools.
- **Diamond Drive Improvements:** Adding curb extensions, landscaping, and crossing enhancements to improve safety and accessibility throughout this vital corridor.



Recommendation Prioritization

Objective:

Ensure pedestrian projects are prioritized based on objective criteria, community needs, and feasibility for a safer, more connected pedestrian network in Los Alamos County.

Prioritization Scoring Methodology

Scoring System:

A weighted scoring system across five key criteria, totaling 100 points, was used to evaluate and prioritize pedestrian projects.

Criteria and Weights

1. Safety — 35 Points
2. Connectivity — 25 Points
3. Equity and Accessibility — 20 Points
4. Community Support — 10 Points
5. Implementation Feasibility — 10 Points



Conclusion and Next Steps

- Request the Transportation Board's approval to adopt the plan and move forward with implementation.
- Utilize the Recommended Funding Opportunities (federal, state, and local sources) and Recommended Implementation Strategies (prioritize safety projects, bundle projects, match funds)
- Review and begin implementation process for recommendations based on the priority ranking.
- Monitor pedestrian-related crash data and facilities to remain informed of pedestrian conditions and to evaluate effectiveness of improvements.
- Release periodic updates and engage the community for feedback to refine the plan.

Thank you!

Open floor for questions

Discussion on any immediate concerns or suggestions

