County of Los Alamos

1000 Central Avenue
Los Alamos, NM 87544

Agenda - Final

Transportation Board

David Hampton, Chair; Michael Altherr, Vice Chair; Karen Edwards; Paul Lisowski; Joshua Muck; Nancy Talley; and Georgia Strickfaden, Members

Thursday, February 6, 2025 **5:30 PM** **1000 Central Avenue, Council Chambers**

Note: This meeting will be held in person and is open to the public. For convenience, you may also join or participate via the following Zoom meeting link or telephone call-in numbers.

Join Zoom Meeting

Meeting ID: 813 5706 0773

https://us06web.zoom.us/j/81357060773

+13462487799,,81357060773# US

Dial by your location
+1 720 707 2699 US

1. CALL TO ORDER / ROLL CALL

19780-25 Election of Chair and Vice Chair for 2025

Presenters: David Hampton, Chair-Transportation Board

2. APPROVAL OF AGENDA

3. PUBLIC COMMENT

This section of the agenda is reserved for comments from the public on items that are not otherwise included in this agenda.

Please Limit Public Comment to 3 Minutes.

4. APPROVAL OF MINUTES

19781-25 Approval of Minutes from the Los Alamos Transportation Board Meeting on December 5, 2024

Presenters: David Hampton, Chair-Transportation Board

Attachments: A - Draft Meeting Minutes - December 5, 2024

5. PRESENTATIONS AND DISCUSSION ITEMS (Action maybe taken on these items)

19782-25 NM4 Crossing and Multi-Use Trail Improvements

Presenters: Keith Wilson, Project Manager

Attachments: A - Presentation - NM4 Crossing and Multi-Use Trail Improvements

19784-25 Update of the Los Alamos County Pedestrian Master Plan

Presenters: Justin Gibson, Project Manager

Attachments: A – Presentation – Pedestrian Master Plan

B – Los Alamos County Pedestrian Master Plan Final Draft

19785-25 Review and Finalize FY25 Transportation Board Work Plan

Presenters: David Hampton, Chair-Transportation Board

Attachments: A – Draft - FY25 Transportation Board Work Plan

6. REPORTS & UPDATES

A. County Council Liaison Reports

B. Chair's Report

1. Councilor Melanee Hand will continue serving as the Council liaison for the Transportation Board. We extend a warm welcome back and look forward to her continued contributions.

2. We would like to extend our heartfelt gratitude and sincere appreciation to Georgia Strickfaden for her dedicated service and invaluable contributions to the Transportation Board. As she concludes her time on the Board, we celebrate her impactful tenure and wish her continued success in all her future endeavors. Thank you, Georgia, for your outstanding service. Present certificate of appreciation.

C. Board Member Reports

D. Staff Report

19786-25 Public Works Staff Report - January 2025

Presenters: Eric Martinez, Acting Public Works Director

Attachments: A – Public Works Staff Report – January 2025

7. NEXT MEETING/FUTURE AGENDA ITEMS

** Los Alamos County Design & Construction Standards and Mid-Block Crossing Policy Update (March 2025)*
** Trinity Drive (March 2025)*
** Denver Steels Phase II Road Improvements Project (April 2025)*
** NM4 Crossing and Multi-Use Trail Improvements (Spring 2025)*
** Update to County Council (May)*
** Code of Conduct (TBD)*
** Revisit Bike Plan (TBD)*

8. ADJOURNMENT

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.

County of Los Alamos

Staff Report

February 06, 2025

Los Alamos, NM 87544
www.losalamosnm.us

Agenda No.:

Index (Council Goals):

Presenters: David Hampton, Chair-Transportation Board

Legislative File: **19780-25**

Title

Election of Chair and Vice Chair for 2025

..Recommended Motion

Election of Chair

Member _____ nominated Member _____ for **Chair.**

Members vote:
Member Hampton
Member Altherr
Member Strickfaden
Member Edwards
Member Talley
Member Muck
Member Lisowski

After a roll call vote, _____ was appointed as **Chair**.

Election of Vice Chair

Member _____ nominated Member _____ for **Vice Chair**.

Member Hampton
Member Altherr
Member Strickfaden
Member Edwards
Member Talley
Member Muck
Member Lisowski

After a roll call vote, _____ was appointed as **Vice Chair.**

Body

Under the County Rules, "The Transportation Board shall elect a chair and a vice chair from among its members at its first regular meeting after January 1 of each year."

The Rules give further guidance on the responsibilities which include presiding at official meetings; acting as the official spokesperson; keeping members informed of events, meetings and other occasions; ensuring that members are informed of significant communications directed to the chair; providing an annual presentation to Council; and working on the development of the meeting agendas.

Past practice has been to put this item of election of the chair and the vice chair at the beginning of the first meeting of the year. The chair from the past year will preside over the election for both the new chair and the vice chair taking nominations, then comments from members and members will vote for Chair and Vice Chair. Once the election for both positions is accomplished, the new chair will then preside over the remainder of the meeting.

County of Los Alamos

Staff Report

February 06, 2025

Los Alamos, NM 87544
www.losalamosnm.us

Agenda No.:

Index (Council Goals):

Presenters: David Hampton, Chair-Transportation Board

Legislative File: **19781-25**

Title

Approval of Minutes from the Los Alamos Transportation Board Meeting on December 5, 2024

Body

The Transportation Board will review and approve the December 5, 2024, Transportation Board minutes.

Recommended Action

I move that the Transportation Board approve the December 5, 2024, minutes as presented.

OR

I move that the Transportation Board approve the December 5, 2024, minutes as amended.

Attachments

A - DRAFT Transportation Board Meeting Minutes - December 5, 2024

County of Los Alamos

Minutes

Transportation Board

David Hampton, Chair; Michael Altherr, Vice Chair; Karen Edwards; Paul Lisowski; Joshua Muck; Nancy Talley; and Georgia Strickfaden, Members

Thursday, December 5, 2024	**5:30 PM**	**Fire Station 3 in White Rock**

1. CALL TO ORDER / ROLL CALL

December 5, 2024, Transportation Board Meeting was called to order at 5:30 P.M.

Present:
Seven members are in attendance.
David Hampton
Michael Altherr
Joshua Muck
Nancy Talley
Georgia Strickfaden
Karen Edwards
Paul Lisowski

Council Liaison:
Melanee Hand (Zoom)

Staff in attendance:
Eric Martinez, Acting Public Works Director
Eric Ulibarri, County Engineer
Keith Wilson, Project Manager
Louise Romero, Sr. Management Analyst
Rachel Barela, Senior Office Specialist
Ryan Becker, AV Support

Members of the public in attendance:

Zoom
Casey Mortensen
Jared Lee - BHI
Tyler Smith - BHI
Sabrina Parks Bent
Nicholas Martin
D Kirian

James Wernicke
Annie Marquez
Moo Deng

In Person
Larry and Katharine Martin
John and Nancy Bliss
Liz Summa
Richard Gaddis
Bob Hollman
Bill Dunn
Suresh Pajvatoja
Jake and Jessica Robinson
Philip Gursky
Jered Steck
Ed Christie
Alan Wadlinger
JJ Martensen
Elaine Deschamp
Gregg Weiss
Margie Serrento
Lari Sorensen
Andrea Rovinelli
Gary Gladysz

2. APPROVAL OF AGENDA

The meeting agenda was approved as presented, the motion passed unanimously.

3. PUBLIC COMMENT

None.

4. APPROVAL OF MINUTES

19338-24 Approval of Minutes from the Los Alamos County Transportation Board Meeting on October 3, 2024

The meeting minutes from October 3, 2024, were approved as presented. The motion passed unanimously, with Vice Chair Altherr abstaining due to his absence.

5. PRESENTATIONS AND DISCUSSION ITEMS (Action maybe taken on these items)

8.

19339-24 NM4 Crossing and Multi-Use Trail Improvements

Presented by: Keith Wilson, Project Manager

The presentation outlines the planned improvements to the NM4 corridor and associated multi-use trails in Los Alamos County. The key components and details are as follows:

1. Project Overview:
    - Funded by CMAQ (Congestion Mitigation and Air Quality Improvement) from NMDOT.
    - Reconstruction of trails along NM4, including lane reduction on the westbound side to create safer pedestrian and multi-use spaces.
    - Introduction of a mid-block crossing with a HAWK signal for enhanced pedestrian safety.
    - Connectivity improvements between neighborhoods, local businesses, Piñon Park, and Piñon Elementary School.
2. Key Project Details:
    - NM4 Crossing: Addition of pedestrian safety features and extension of the 35MPH speed limit near La Vista Drive.
    - Piñon Park: Reconstruction and expansion of trails, sidewalk connections, and drainage improvements.
    - Piñon Elementary School Trail: Plans to secure easements and reconstruct 850 feet of trail for public use and improved accessibility.
3. Project Schedule:
    - Public meetings from November 2024 to Spring 2025.
    - Final design approval by Summer 2025 and construction from Summer 2025 through Fall 2026.
4. Next Steps:
    - Community feedback is encouraged through written comments by November 22, 2024.

The presentation concluded by emphasizing public involvement in the project's design and implementation.

Watch the video for this meeting.
<https://losalamos.granicus.com/player/clip/3964?view_id=2&redirect=true>

19340-24 Grand Canyon Drive Intersection Analysis and Implementation

Presented by: Eric Ulibarri, County Engineer

The presentation provides an update to the Los Alamos County Transportation Board on the analysis and planned improvements for three intersections along Grand Canyon Drive, following a citizens' petition.

Background:

- The petition, received on May 22, 2024, requested road and pedestrian safety improvements at the intersections of Grand Canyon Drive with Sherwood Boulevard, Rover Boulevard, and Aragon Avenue.
- A traffic signal installation at NM4 and Sherwood Boulevard was separately approved by NMDOT.

Project Objectives:

- Evaluate pedestrian and traffic safety concerns at the three intersections.
- Engage engineering consultants for comprehensive analysis.

Analysis Scope:

- Field data collection
- Sight distance analysis
- Signal and all-way stop warrant analysis
- Pedestrian beacon warrant analysis
- Crash data review (2018-2023)

Key Findings:

- Sight Distance: Meets requirements; ongoing vegetation maintenance required.
- Signal and Stop Control Analysis: No warrants met.
- Crash Data: Minimal crashes; no pedestrian incidents.

Recommendations:

- Relocation of flashing school zone lights near Sherwood Boulevard.
- Signage updates to meet MUTCD standards.
- Crosswalk restriping at Rover Boulevard and new crosswalk installation at Aragon Avenue.
- Further evaluation of traffic calming measures and pavement enhancements.

Next Steps:

- Potential implementation of pop-up traffic calming measures to reduce speed and improve pedestrian safety, with community involvement encouraged.

Watch the video for this meeting.
<https://losalamos.granicus.com/player/clip/3964?view_id=2&redirect=true>

19450-24 Approval of the 2025 Transportation Board Meeting Schedule

Chair Hampton moved to approve the 2025 meeting schedule as presented, with the removal of the January and July meetings. Member Muck seconded the motion, which was unanimously approved.

6. REPORTS & UPDATES

A. County Council Liaison Reports

Councilor Hand gave the following update

NCRTD meeting will be held on December 6, 2024. The following items will be on the agenda.

Autonomous Vehicles
District Art at Bus Stop Program
LANL Transit Update
Espanola Workforce Housing Project

- Discussion on design and financing options for NCRTD employees.
- Exploration of housing solutions to address workforce needs in Espanola, including design features and funding strategies.

B. Chair's Report

Chair Hampton welcomed Ms. Barela to the team.

C. Board Member Reports

Member Muck thanked County employees for their snow removal efforts.

Member Strickfaden congratulated staff on securing a grant for the Adopt-A-Road Program from New Mexico Clean & Beautiful.

Member Edwards expressed appreciation to the community for their public comments and the research they conducted on projects presented by staff.

Chair Hampton expressed gratitude to staff for their work on Bathtub Row.

Vice Chair Altherr thanked members of the Transportation for their service.

D. Staff Report

19341-24 Public Works Staff Report

Eric Martinez, Acting Public Works Director, provided the November 2024 staff report.

Eric welcomed Rachel to the team and to the Transportation Board.

Public Works Divisions will participate in the Light Parade, Environmental Services, Transit and Traffic & Streets.

The Micro Transit software contract will be an item on the Council agenda on December 17.
NMDOT is reviewing the contract.

Transit staff met with the National Park Service regarding shuttle service to Bandelier National Park.

Gary Goddard was hired as the new Airport Manager.

Engineering staff have been working on a road safety audit with LANL.

The Urban Trail Project will be completed in January.

Environmental Services staff have received a shipment of new bear carts and have been delivering the carts to residents.

Juan Rael was recently promoted to Deputy County Manager.

7. NEXT MEETING/FUTURE AGENDA ITEMS

- Election of Chair and Vice Chair (February 2025)
- Review, Discuss, and Approve the 2025 Work Plan (February 2025)
- Pedestrian Master Plan Presentation (February 2025)
- NM4 Crossing and Multi-Use Trail Improvements (February 2025)
- Los Alamos County Design & Construction Standards and Mid-Block Crossing Policy Update (March 2025)
- Trinity Drive (March 2025)
- Denver Steels Phase II Road Improvements Project (April 2025)
- NM4 Crossing and Multi-Use Trail Improvements (Spring 2025)
- Update to County Council (May)
- Code of Conduct (TBD)

- Revisit Bike Plan (TBD)
- Presentation by LA Public Schools Superintendent (TBD)
- Presentation by Eric Peterson (TBD)

8. ADJOURNMENT

The Transportation Board meeting adjourned at 8:30 p.m.

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Los Alamos, NM 87544
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County of Los Alamos

Staff Report

February 06, 2025

Agenda No.:

Index (Council Goals):

Presenters: Keith Wilson, Project Manager

Legislative File: **19782-25**

Title

NM4 Crossing and Multi-Use Trail Improvements

Body

Keith Wilson, Project Manager will provide an update on the project which includes the design and construction of both new and reconstructed multi-use trails along NM4 between Sherwood Blvd. and La Vista Dr. and within Piñon Park in White Rock.

At this meeting the following will be presented:

- Reevaluation of the location for the Pedestrian Hybrid Beacon Crossing (HAWK Signal)
- Reevaluation of the NM4 Westbound Lane Reduction between Sherwood Blvd and La Vista Dr.
- Reevaluation of the Trail location along the northside of NM4
- Update on the Pinon Elementary School Trail

Attachments

A - Presentation - NM4 Crossing and Multi-Use Trail Improvements

Los Alamos County
NM4 Crossing & Multi-Use Trail Improvements

February 6, 2025

Transportation Board

Attachment A

INTRODUCTIONS

LOS ALAMOS

Keith Wilson

Project Manager

Public Works Department

Bohannan Huston

Jared Lee

Engineering Principal

PROJECT UPDATE

Attachment A

VICINITY MAP

Within the Project Area:

- NM4
- Piñon Park
- Piñon Elementary School

Attachment A

LOS ALAMOS

Bohannan Huston

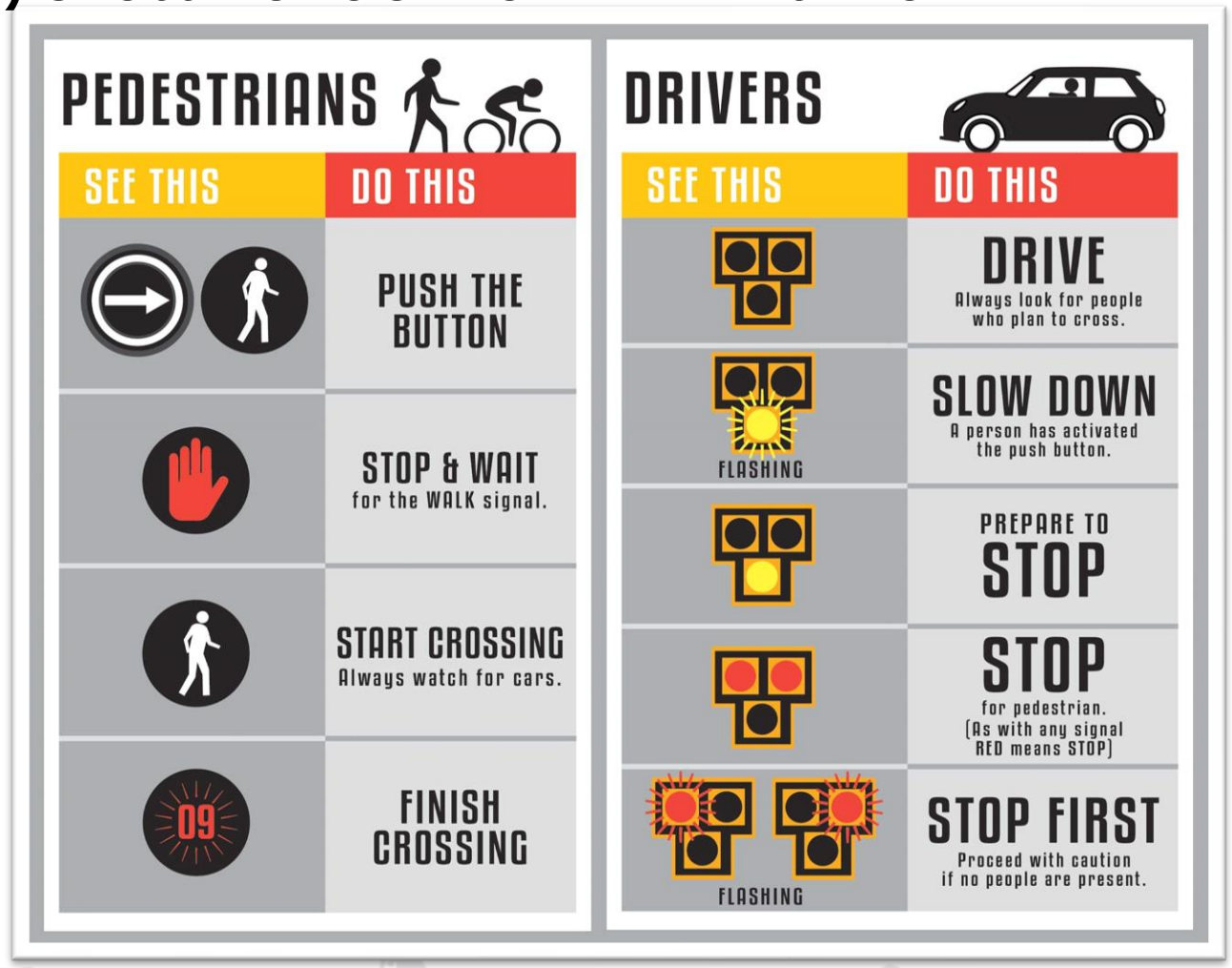
AGENDA

- HAWK Crossing Location Re-evaluation
- NM4 Westbound Lane Reduction Re-evaluation
- NM4 Northside Trail Location Re-evaluation
- Piñon Elementary School Trail Update
- Schedule
- Questions/Feedback

Attachment A

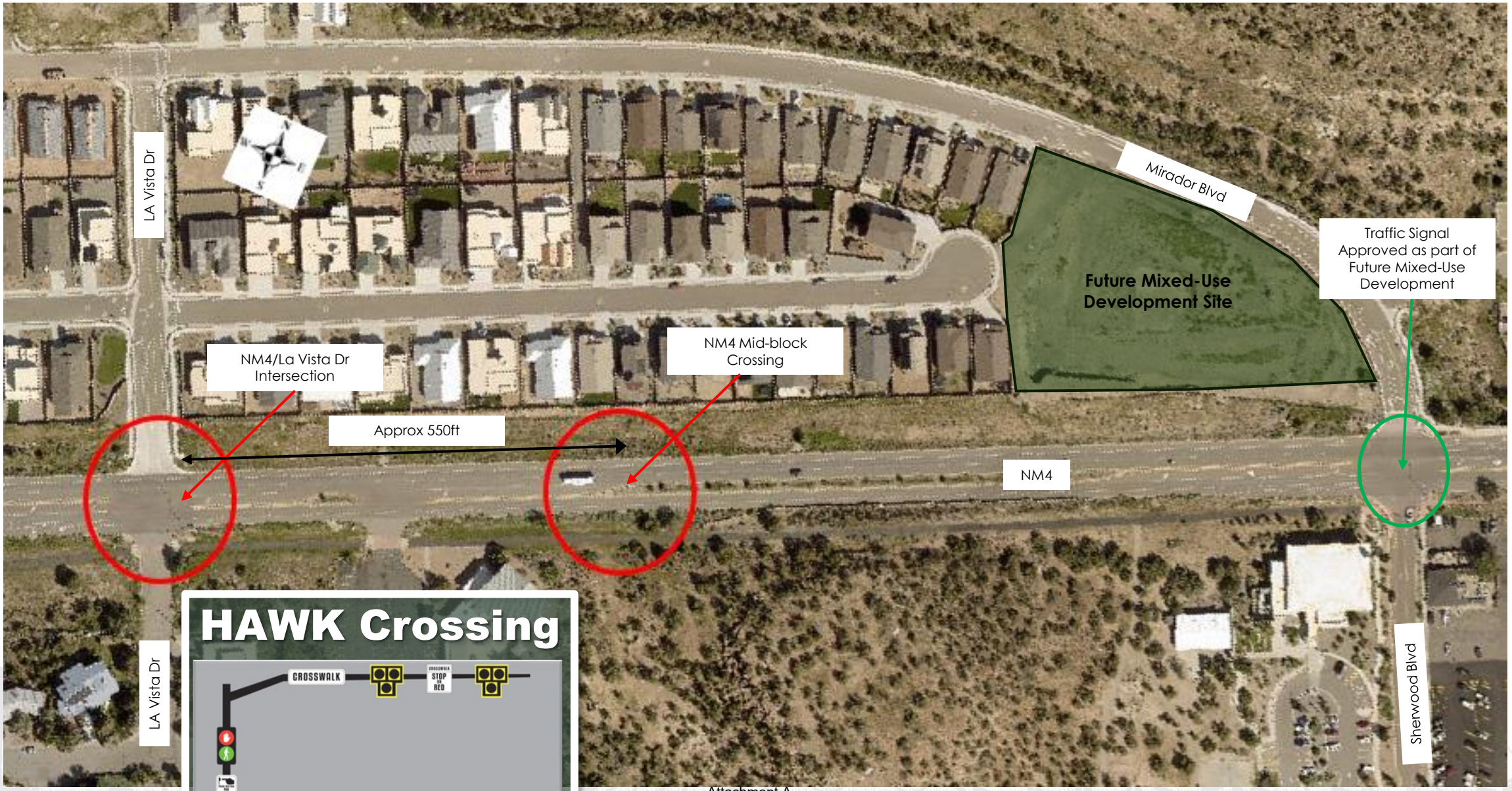
HAWK SIGNALS

Source: The Land



Source: City of Phoenix, AZ

PEDESTRIAN HYBRID BEACON (HAWK) CROSSING LOCATION RE-EVALUATION



Attachment A

PEDESTRIAN HYBRID BEACON (HAWK) CROSSING LOCATION RE-EVALUATION
NM4/La Vista Dr Intersection

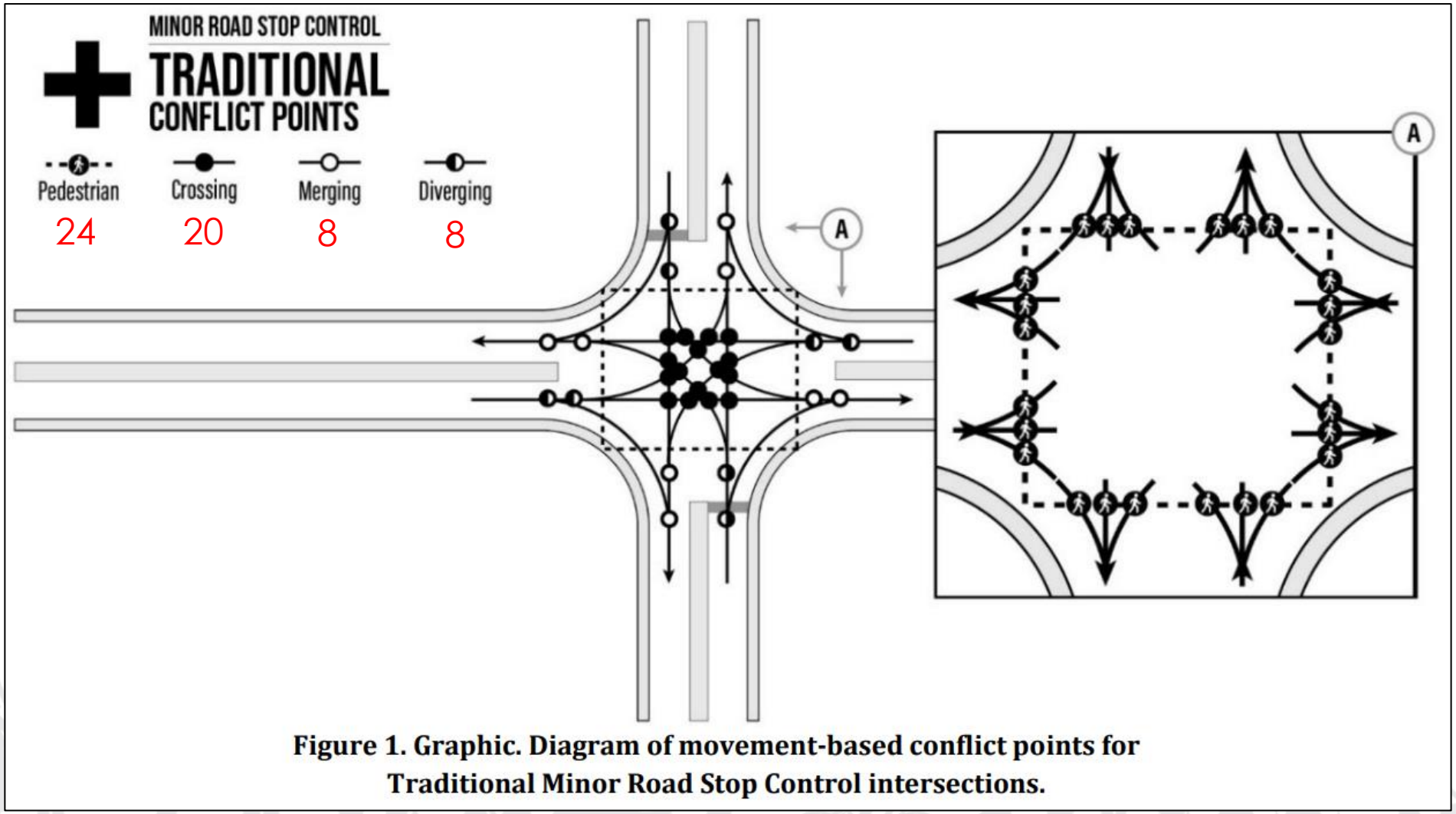
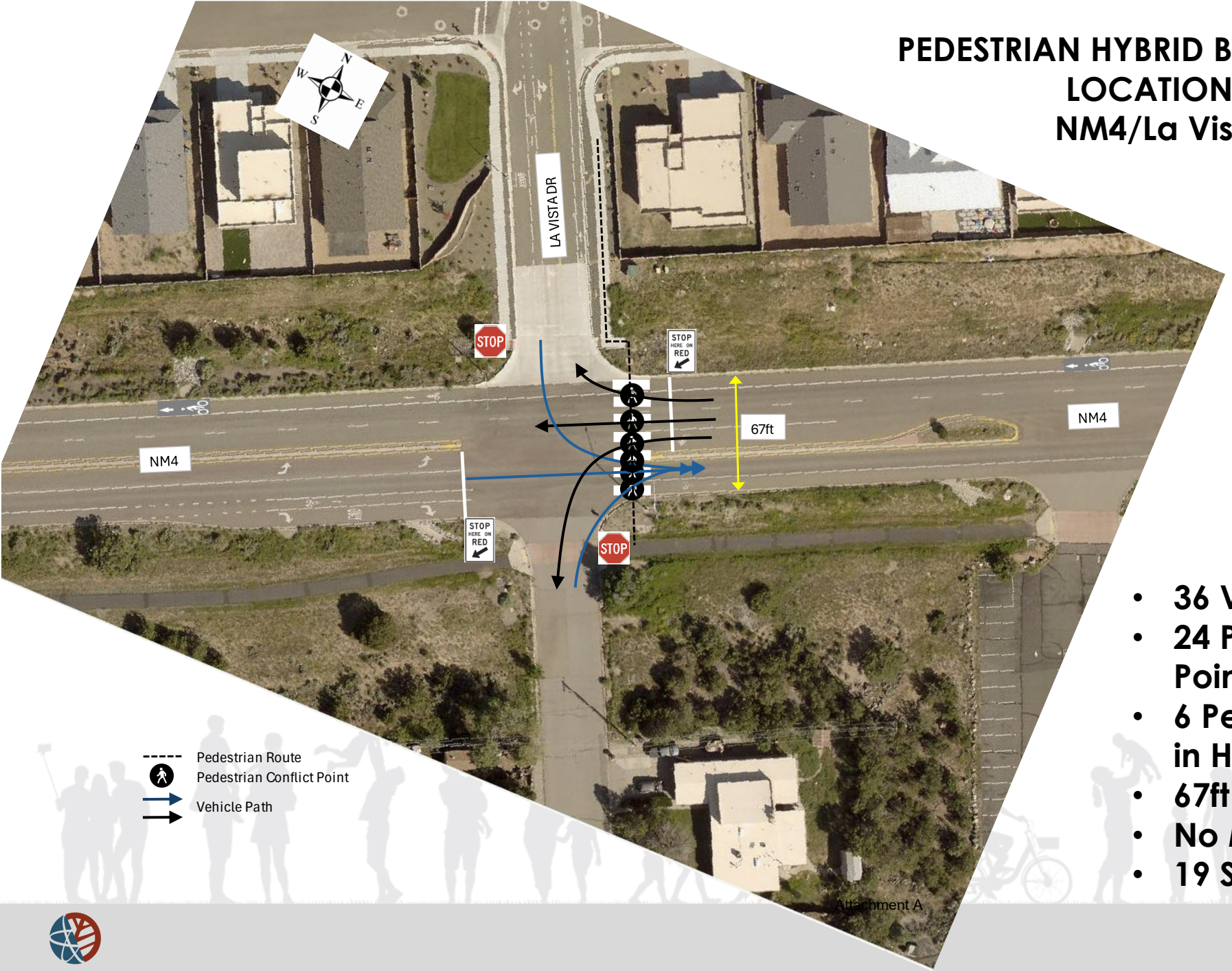


Figure 1. Graphic. Diagram of movement-based conflict points for Traditional Minor Road Stop Control intersections.

Source: FHWA Publication No.: FHWA-SA-21-013 A Safe System-Based Framework and Analytical Methodology for Assessing Intersections

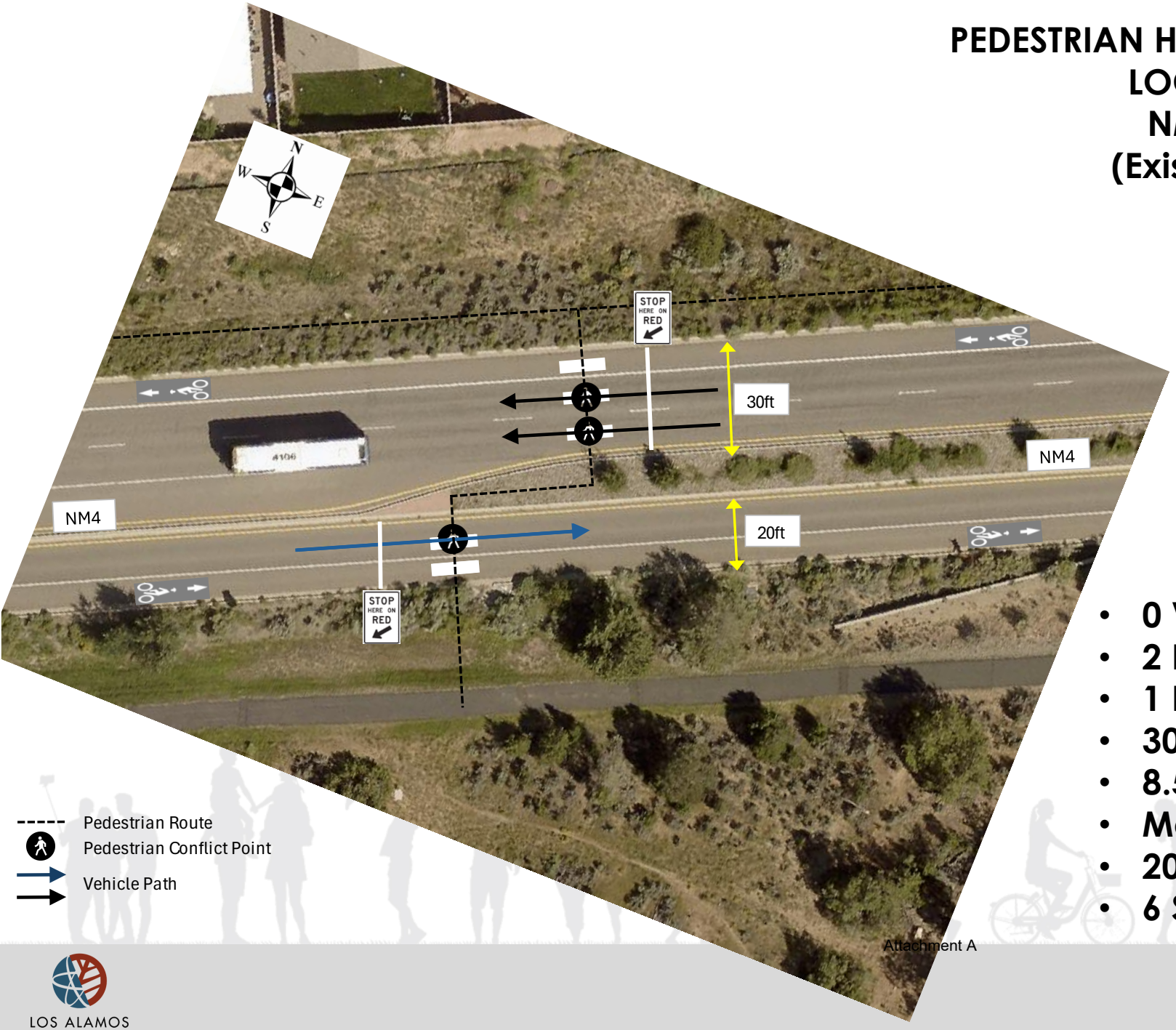
PEDESTRIAN HYBRID BEACON (HAWK) CROSSING LOCATION RE-EVALUATION
NM4/La Vista Dr Intersection



- 36 Vehicle/Vehicle Conflict Points
- 24 Pedestrian/Vehicle Conflict Points
- 6 Pedestrian/Vehicle Conflict Points in HAWK Crossing
- 67ft Crossing Distance
- No Median Refuge
- 19 Second Exposure @ 3.5ft per sec

Attachment A

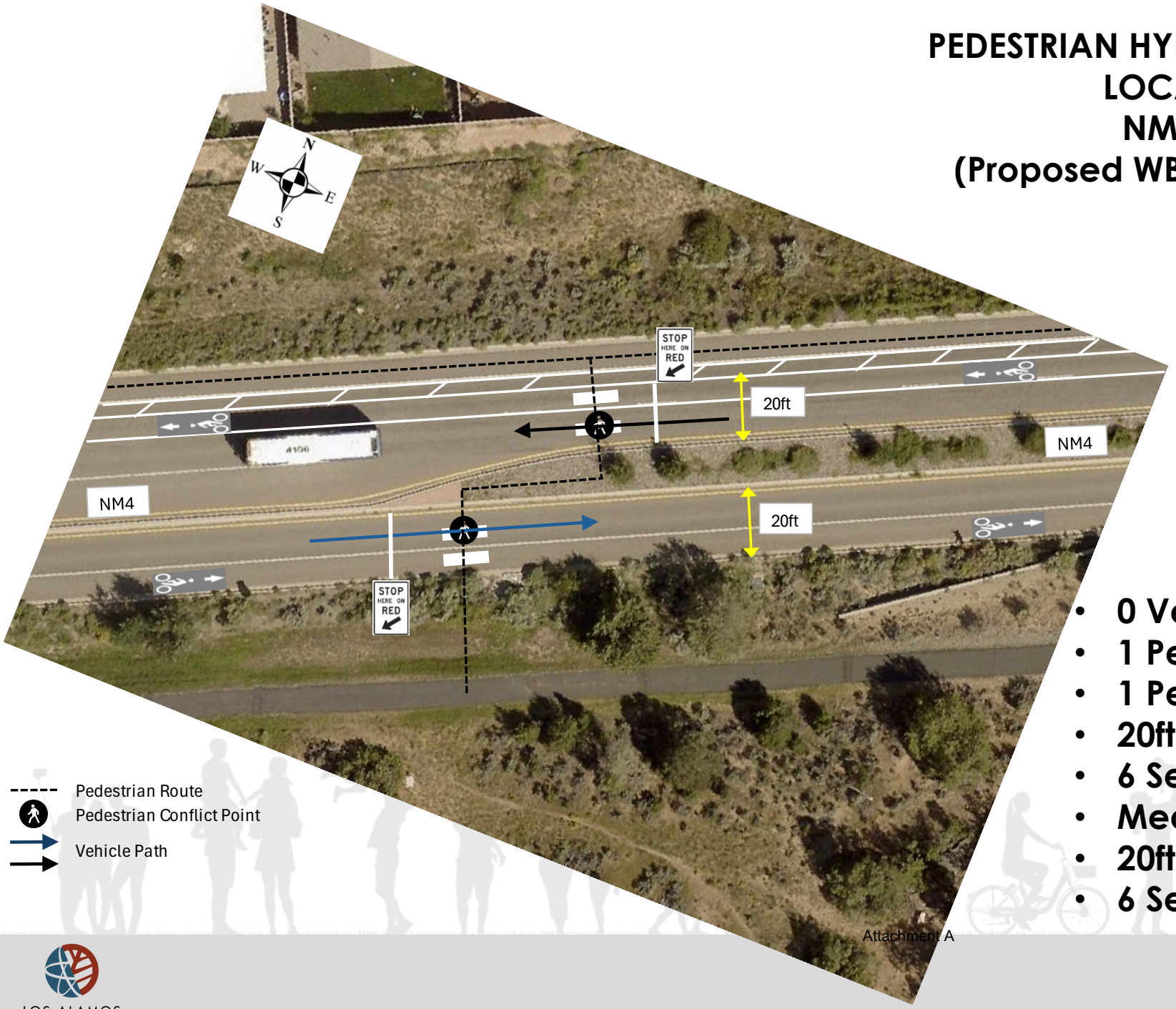
PEDESTRIAN HYBRID BEACON (HAWK) CROSSING LOCATION RE-EVALUATION
NM4 Mid-Block Location
(Existing Road Cross Section)



- 0 Vehicle/Vehicle Conflict points
- 2 Pedestrian/Vehicle Conflict Points (WB)
- 1 Pedestrian/Vehicle Conflict Points (EB)
- 30ft Crossing Distance (WB)
- 8.5 Second Exposure @ 3.5ft per sec (WB)
- Median Refuge
- 20ft Crossing Distance (EB)
- 6 Second Exposure @ 3.5ft per sec (EB)

Attachment A

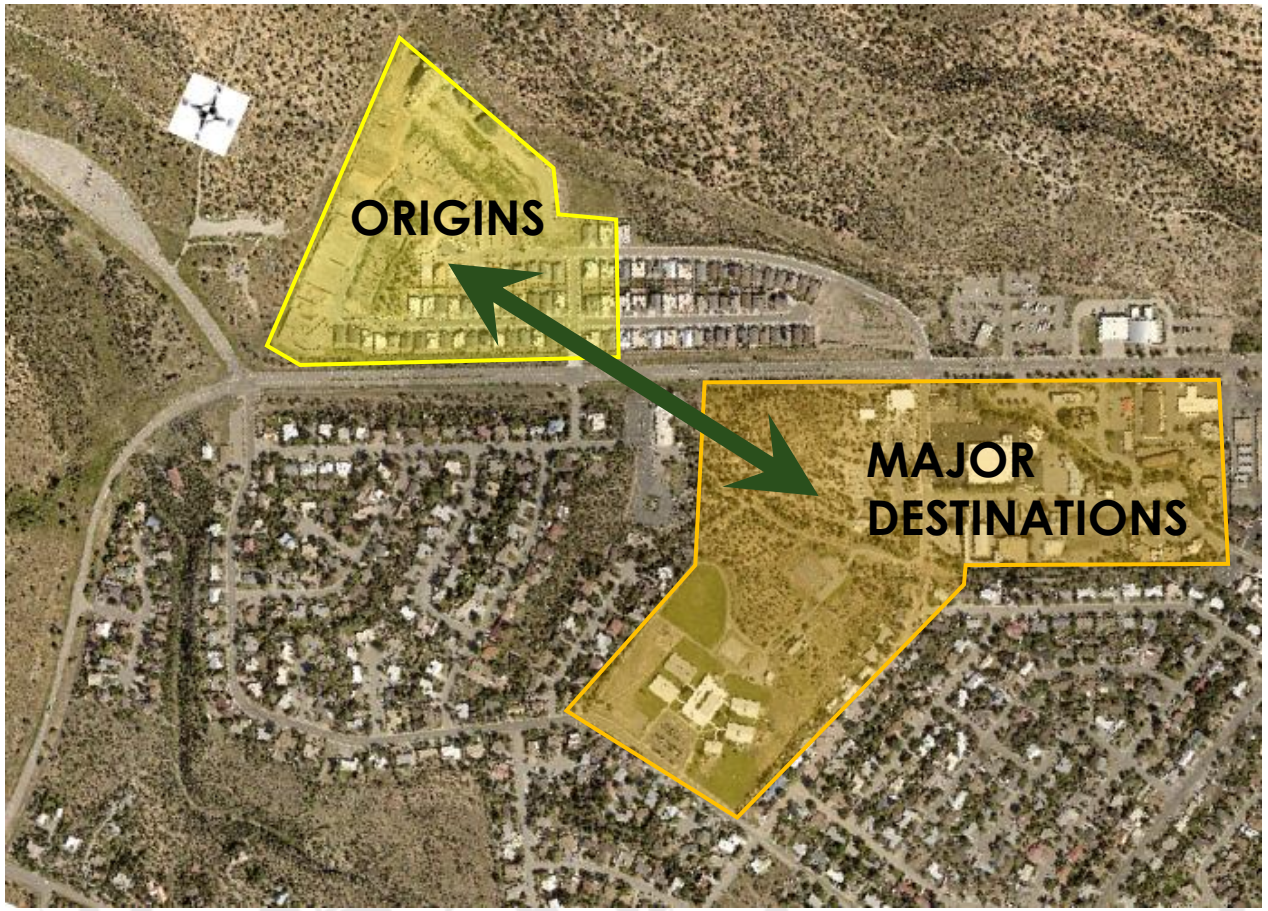
PEDESTRIAN HYBRID BEACON (HAWK) CROSSING LOCATION RE-EVALUATION
NM4 Mid-Block Location
(Proposed WB Lane Reduction Cross Section)



- 0 Vehicle/Vehicle Conflict points
- 1 Pedestrian/Vehicle Conflict Points (WB)
- 1 Pedestrian/Vehicle Conflict Points (EB)
- 20ft Crossing Distance (WB)
- 6 Second Exposure @ 3.5ft per sec (WB)
- Median Refuge
- 20ft Crossing Distance (EB)
- 6 Second Exposure @ 3.5ft per sec (EB)

Attachment A

PEDESTRIAN HYBRID BEACON (HAWK) CROSSING LOCATION RE-EVALUATION SUMMARY



NM4/La Vista Intersection

Pros

- Convenient Route for All Destinations

Cons

- Increased Pedestrian Exposure
- Complex Decision Making for all Users
- Less Safe
- Longer Delays

Mid-Block Crossing

Pros

- Minimal Pedestrian Exposure
- Simplified Decision Making for all Users
- Safer
- Shorter Delays
- Convenient Route for Major Destinations

Cons

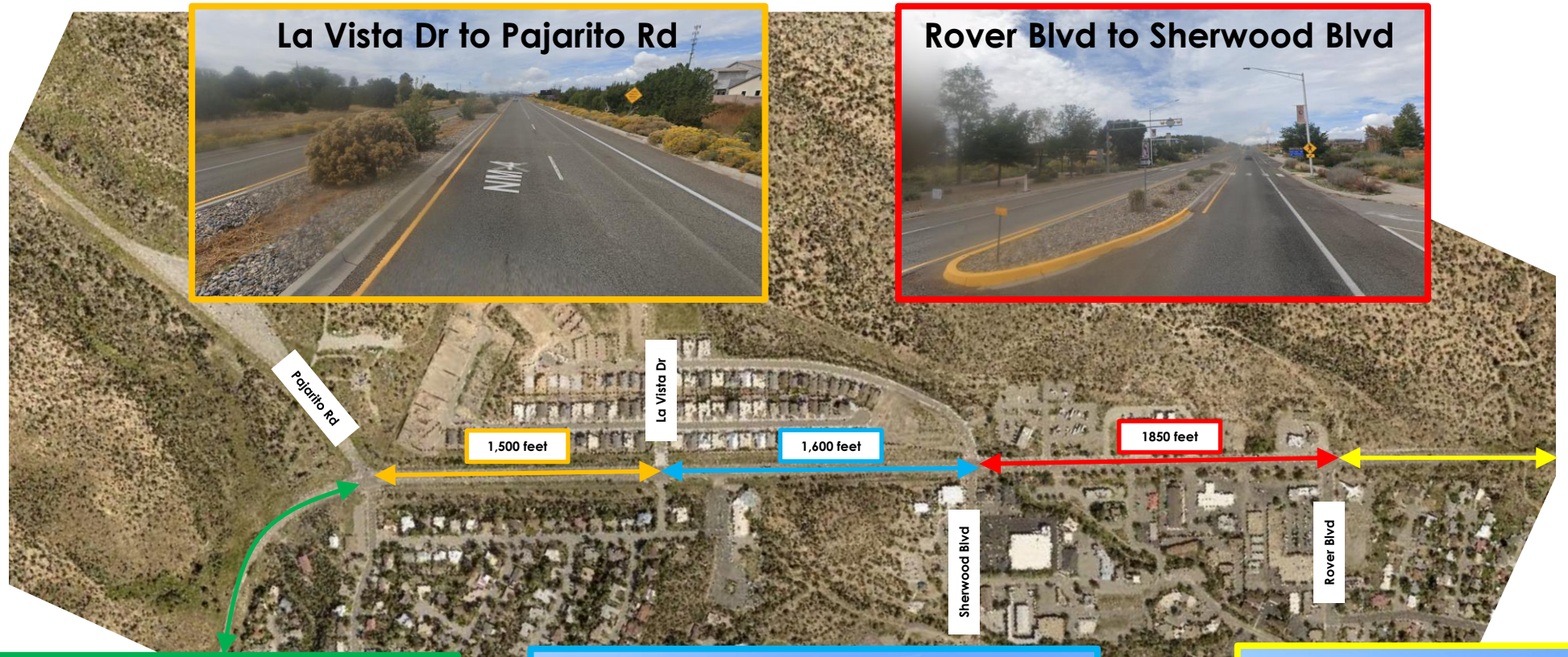
- Less Convenient Route for Some Destinations

RECOMMEND Mid-Block Crossing

LOS ALAMOS

Bohannan Huston

NM4 WESTBOUND LANE REDUCTION RE-EVALUATION



Attachment A

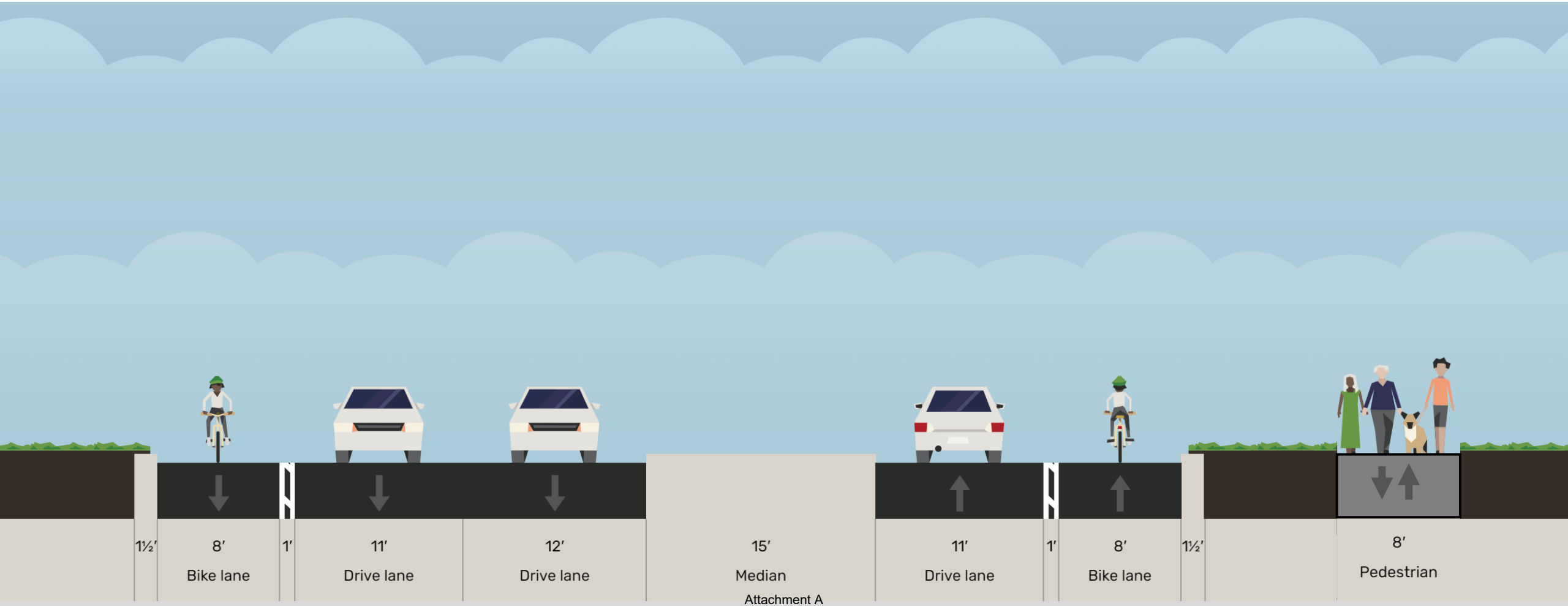
LOS ALAMOS

Bohannan Huston

NM4 WESTBOUND LANE REDUCTION RE-EVALUATION

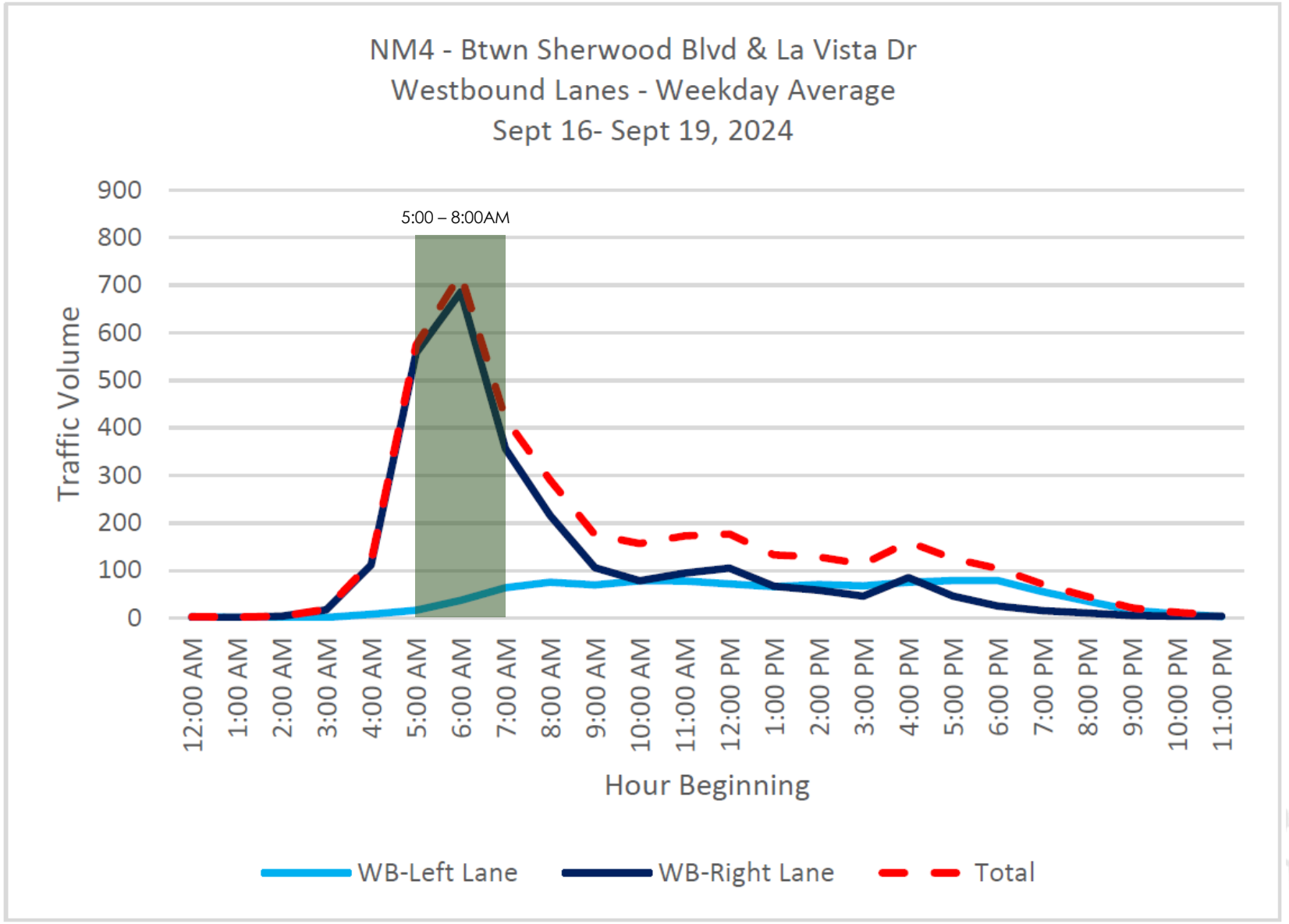
Existing Cross-Section

Sherwood Blvd to La Vista Dr



Attachment A

NM4 WESTBOUND LANE REDUCTION RE-EVALUATION



Attachment A

LOS ALAMOS

Bohannan Huston

NM4 WESTBOUND LANE REDUCTION RE-EVALUATION

NM4 Westbound Approaching La Vista Dr.

LOS ALAMOS

Bohannan Huston

NM4 WESTBOUND LANE REDUCTION RE-EVALUATION

NM4 Westbound Approaching La Vista Dr.

Attachment A

NORTHSIDE TRAIL LOCATION RE-EVALUATION

New Trail in Buffer Area

- Alignment could not be place at the back of curb due to requiring significant drainage work.
- Corridor with minimal utility conflicts available.
- Require cut in some areas and fill in others to meet ADA slope requirements and connection to mid-block crossing.
- Basalt Rock is near surface in some areas.
- Estimated cost approximately 5 Times more than the cost to place the trail in NM4 Roadway

LOS ALAMOS

Bohannan Huston

NM4 WESTBOUND LANE REDUCTION RE-EVALUATION
NORTHSIDE TRAIL LOCATION REVALUATION
SUMMARY

NM4 Westbound Lane Reduction

Pros

- Allows Trail to Utilize Roadway reducing construction costs
- Help Moderate Speeds to 35 MPH Speed Limit
- Improved safety at mid-block crossing
- Could be reestablished in the future if capacity is needed

Cons

- Potential delays from slow moving trucks

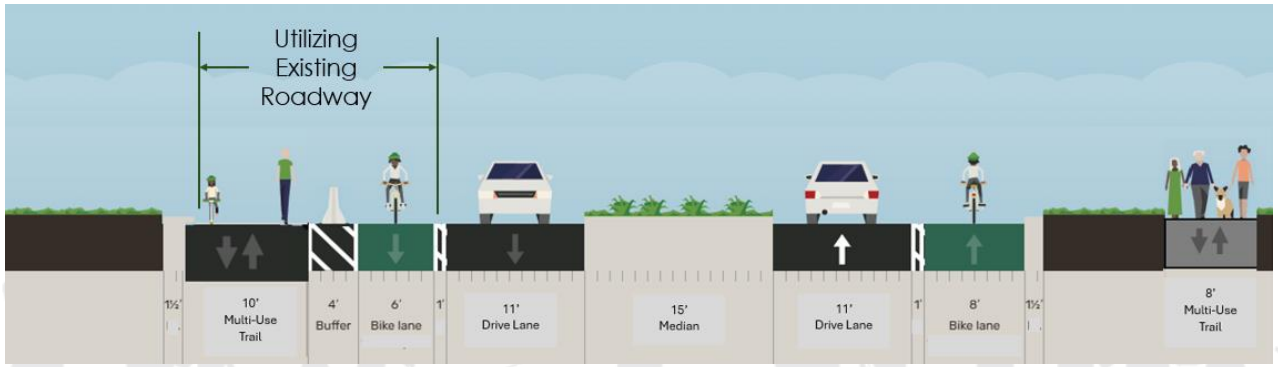
Northside Trail in Buffer Area

Pros

- Trail Buffered from NM4

Cons

- 5 Times more Cost
- Some Construction Unknowns (Basalt)



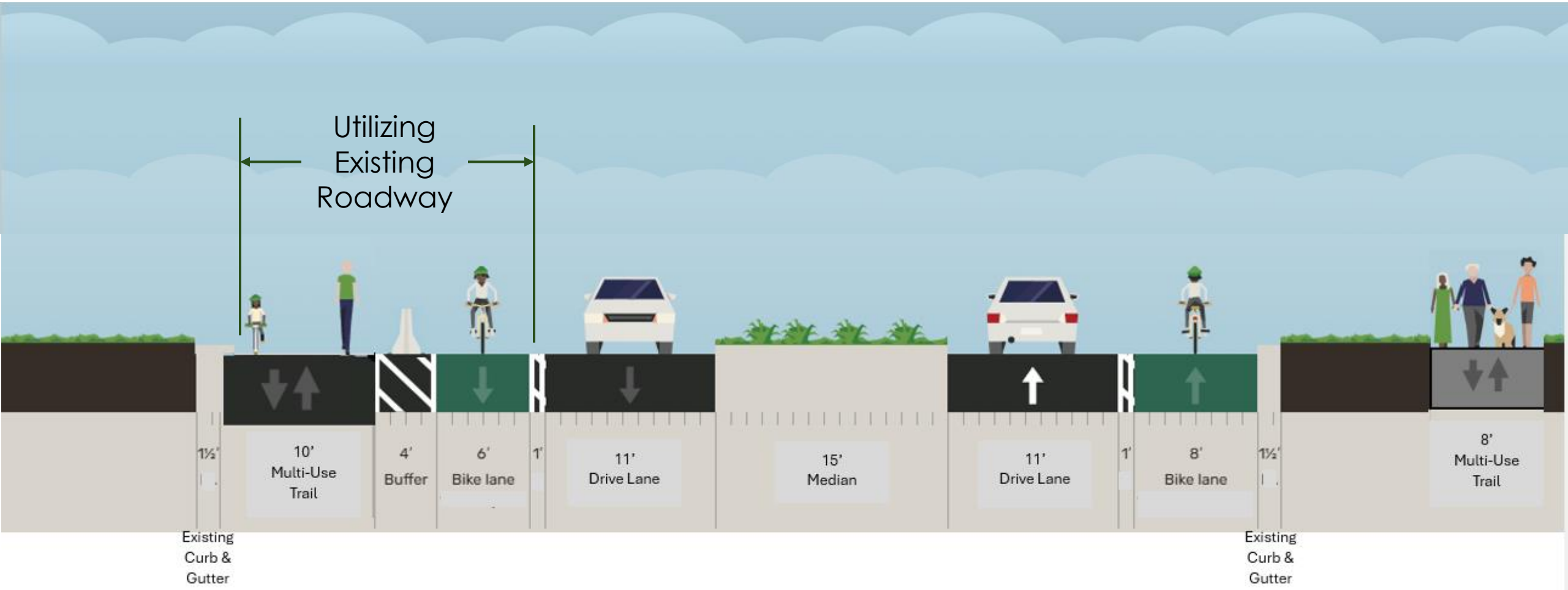
RECOMMEND WB Lane Reduction and Trail Placement on NM4

Attachment A

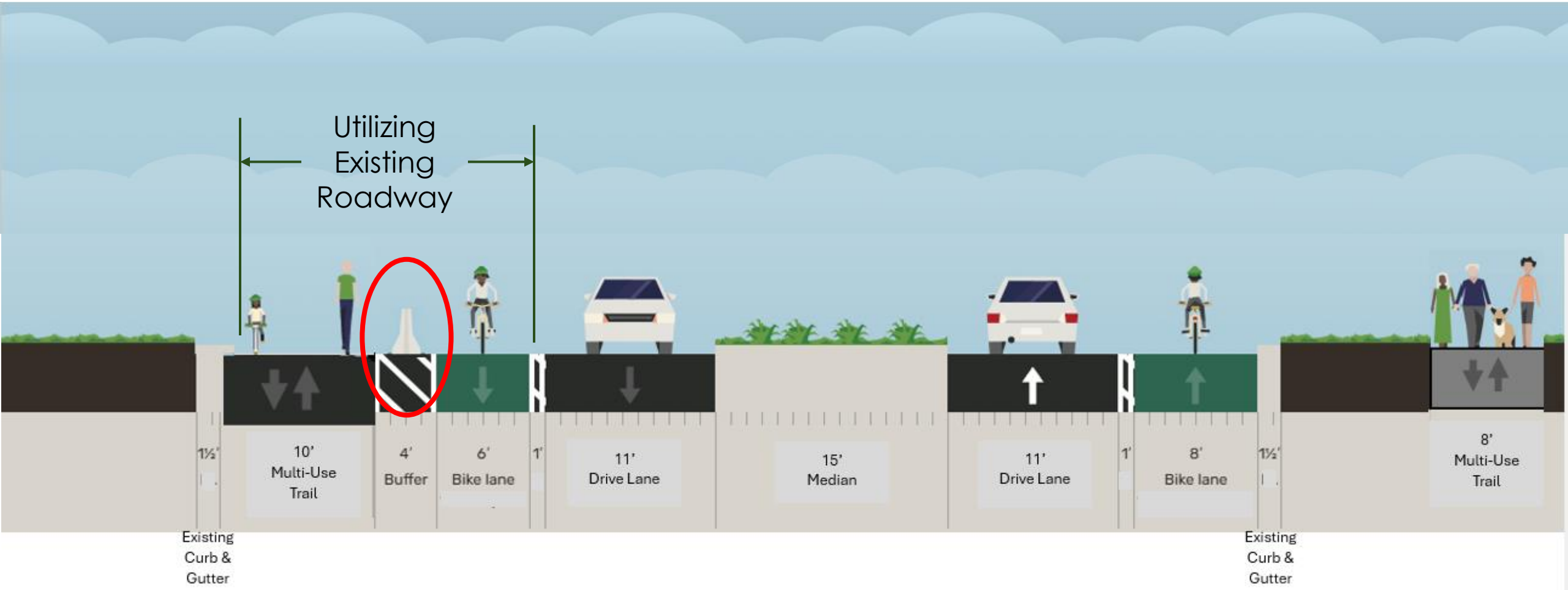
LOS ALAMOS

Bohannan Huston

NM4 PROPOSED CROSS SECTIONS

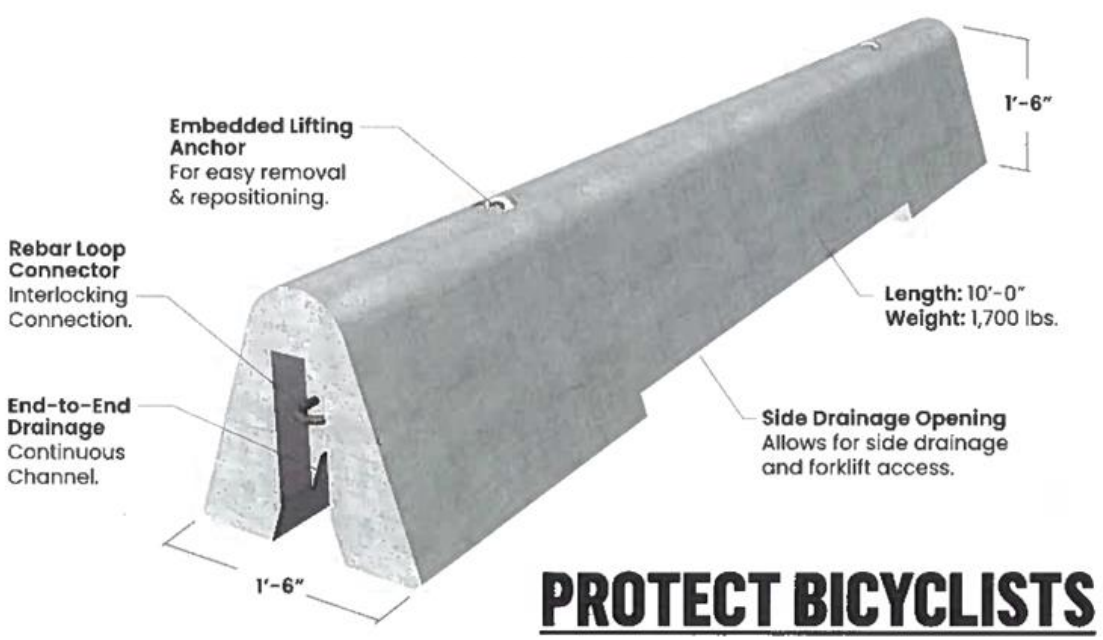


NM4 PROPOSED CROSS SECTIONS



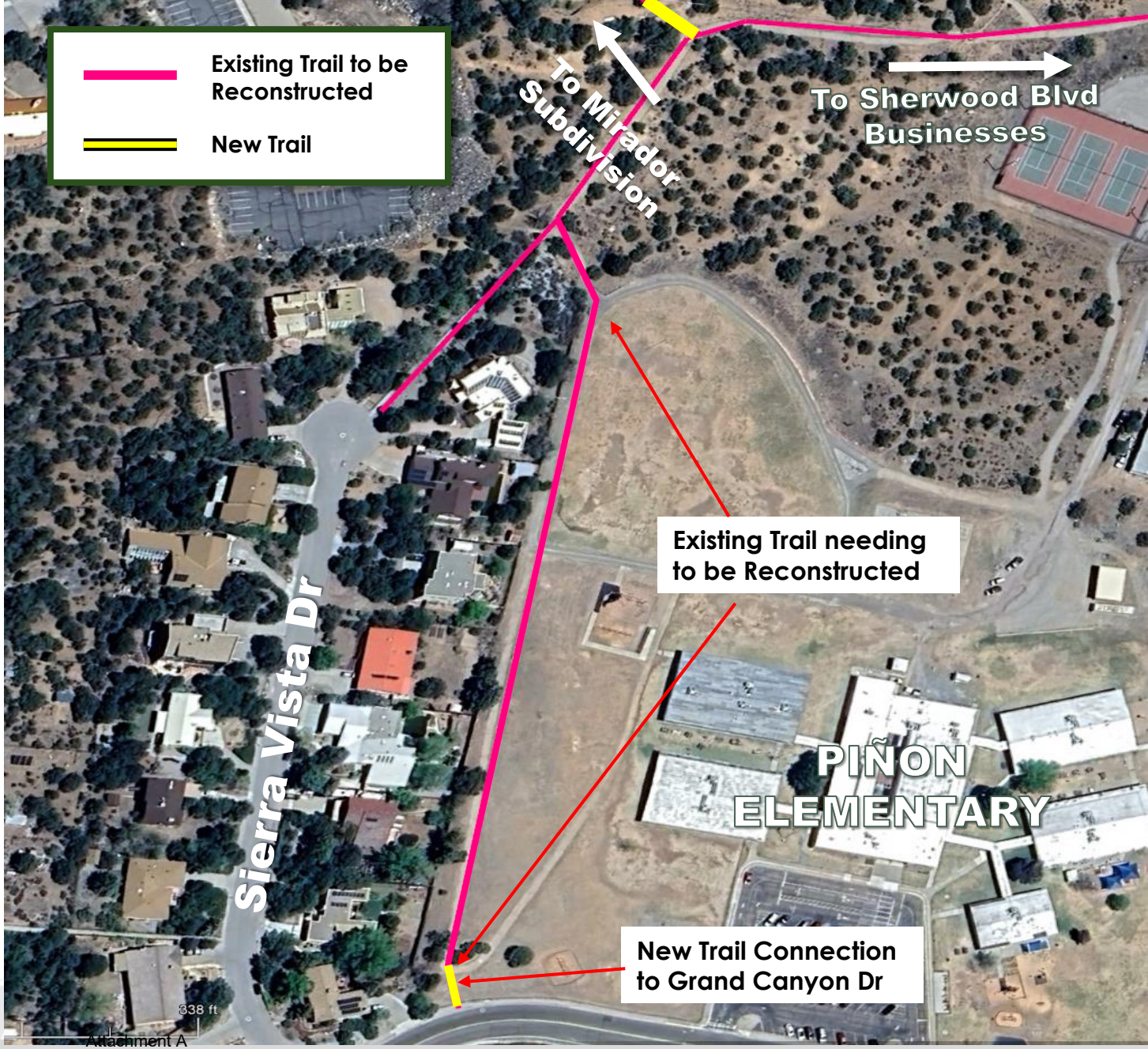
PROPOSED TRAIL BUFFER BARRIER

SAFE-T LANE Bike Lane Divider

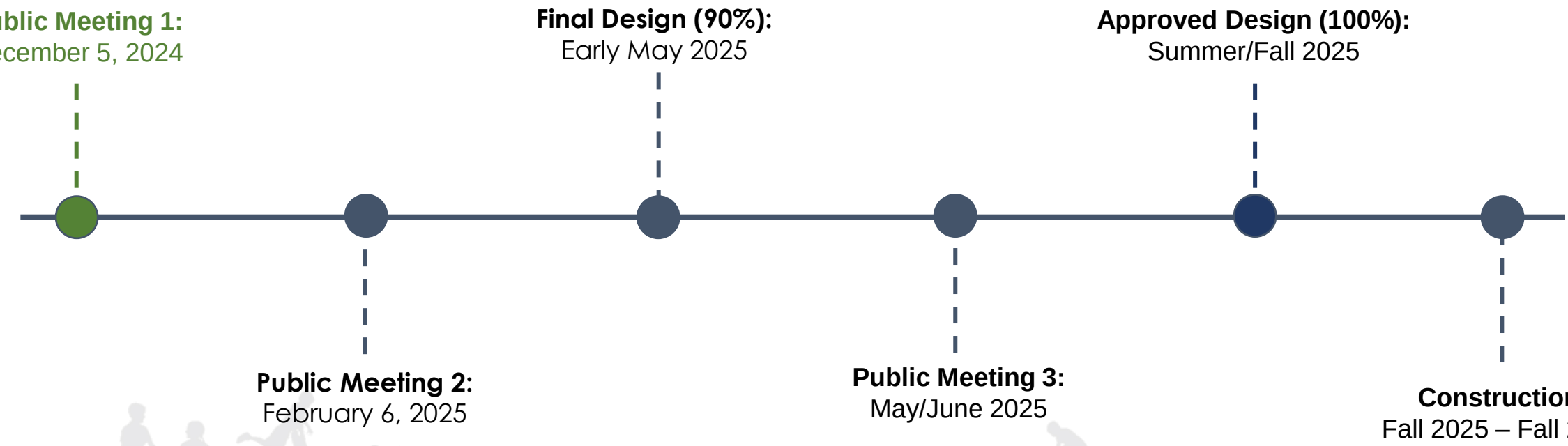


PROJECT DETAILS
PIÑON ELEMENTARY TRAIL

- Easement drafted and under review by Los Alamos Public Schools to allow this trail section to be incorporated into the project.
- ~850 linear feet of existing trail reconstruction along the west side of the school campus to improve the existing trail condition and accessibility. With Easement it will be open for public access.
- Extending the existing trail to connect with the sidewalk on the northside of Grand Canyon Drive
- Continuing to pursue Federal Funding for this Trail.



PROJECT SCHEDULE



QUESTIONS?

Comments/Contacts

Please submit all comments in writing by **COB February 20** to:

Keith Wilson
Public Works Department
1000 Central Avenue, Suite 160
Los Alamos, NM 87544
or
Email: **keith.wilson@lacnm.us**
or
Phone: **(505)663-1757**

Thank You!

The Public Works Department staff thanks you for taking time out of your busy schedule to participate in the design and construction of this important public project!

LOS ALAMOS

Bohannan Huston

County of Los Alamos

Staff Report

February 06, 2025

Los Alamos, NM 87544
www.losalamosnm.us

Agenda No.:

Index (Council Goals):

Presenters: Justin Gibson, Project Manager

Legislative File: **19784-25**

Title

Update of the Los Alamos County Pedestrian Master Plan

..Recommended Motion

I move that Board recommend adoption of the updated Pedestrian Master Plan as presented to the Los Alamos County Council.

Body

Justin Gibson, Senior Engineer with the Public Works Engineering Division and staff from Engineering Consultant Wilson and Company will present an update and final draft of the Los Alamos County Pedestrian Master Plan.

This update will replace the existing County Pedestrian Master plan of 1998. The previous plan focused on Safe Routes to School, which largely has been implemented and continues to this day. The updated plan focuses on evaluating the existing pedestrian system, identifying gaps in existing pedestrian infrastructure, overall connectivity, identification of potential barriers to pedestrians, and promoting safe pedestrian facilities. The proposed changes will also incorporate Vision Zero Principles.

A public meeting on this Pedestrian Master Plan update was conducted on September 5, 2024 at a regularly scheduled Transportation Board Meeting. Comments were received from members of the Board and the public. A public survey was also conducted in this process.

The final draft of the Pedestrian Master Plan is attached for review.

Attachments

A - Presentation - Pedestrian Master Plan
B - Los Alamos County Pedestrian Master Plan Final Dra

Los Alamos County

Pedestrian Master Plan Update

Transportation Board Meeting

February 6, 2024

LOS ALAMOS

WILSON & COMPANY
HIGHER RELATIONSHIPS

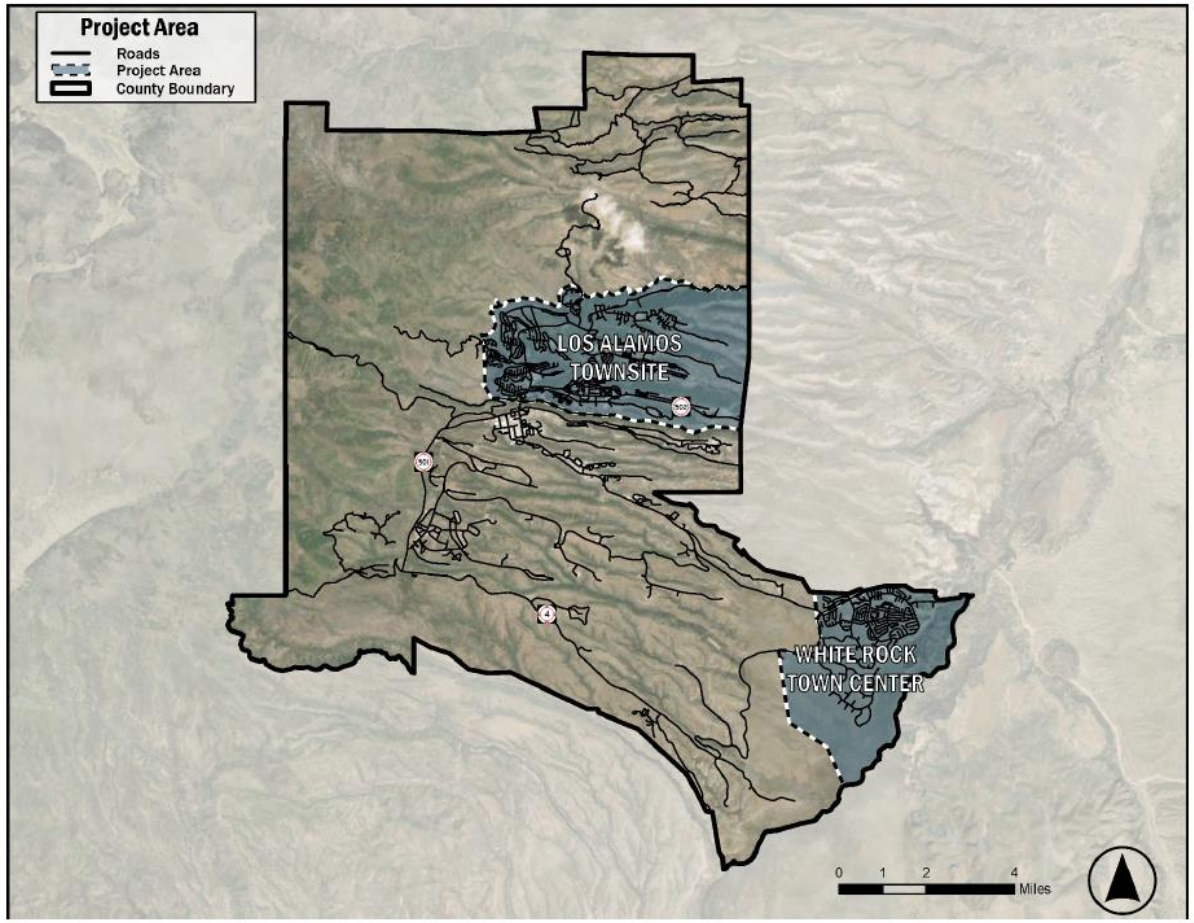
Attachment A

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.

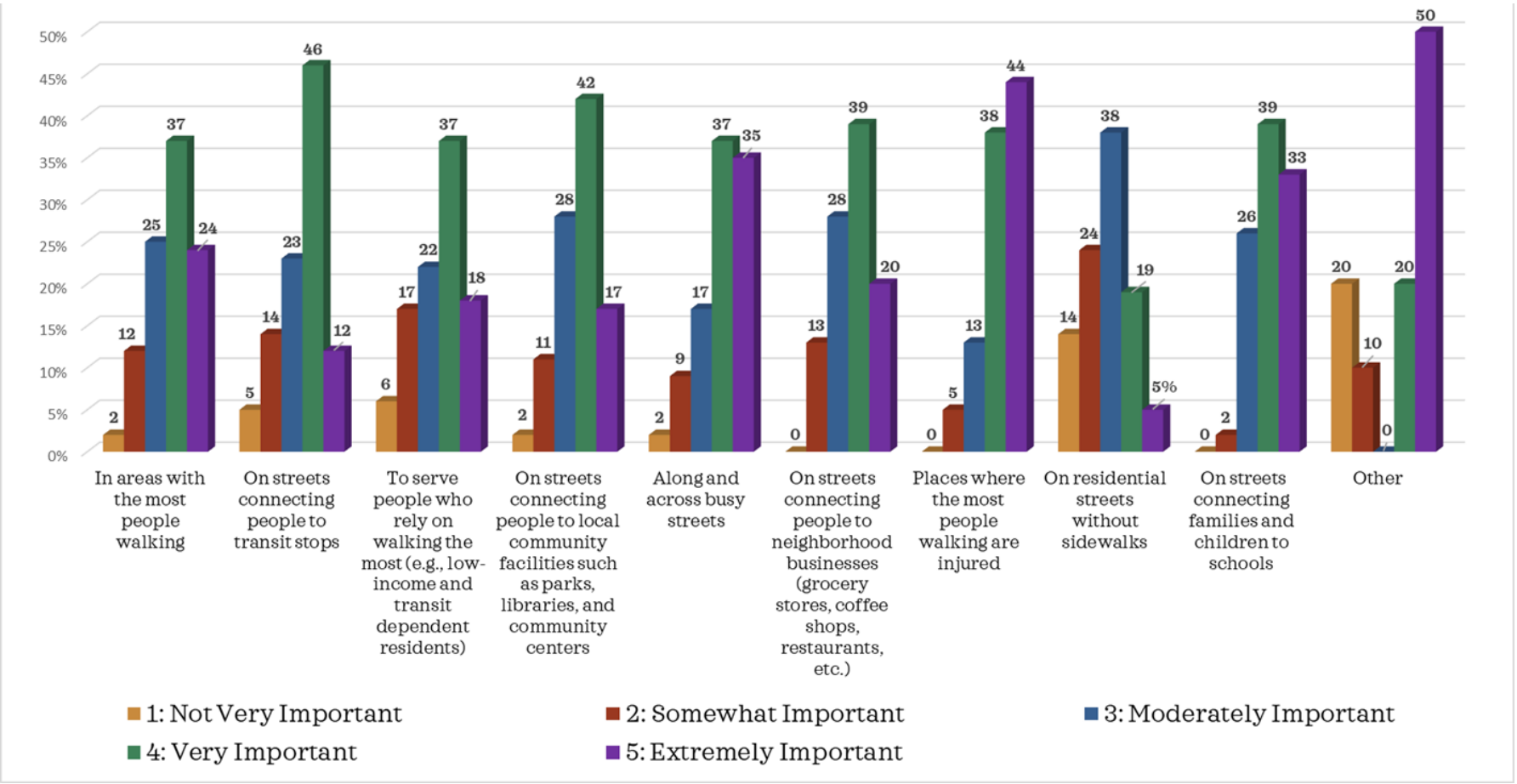
2. Connectivity: Develop a seamless, accessible pedestrian network

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

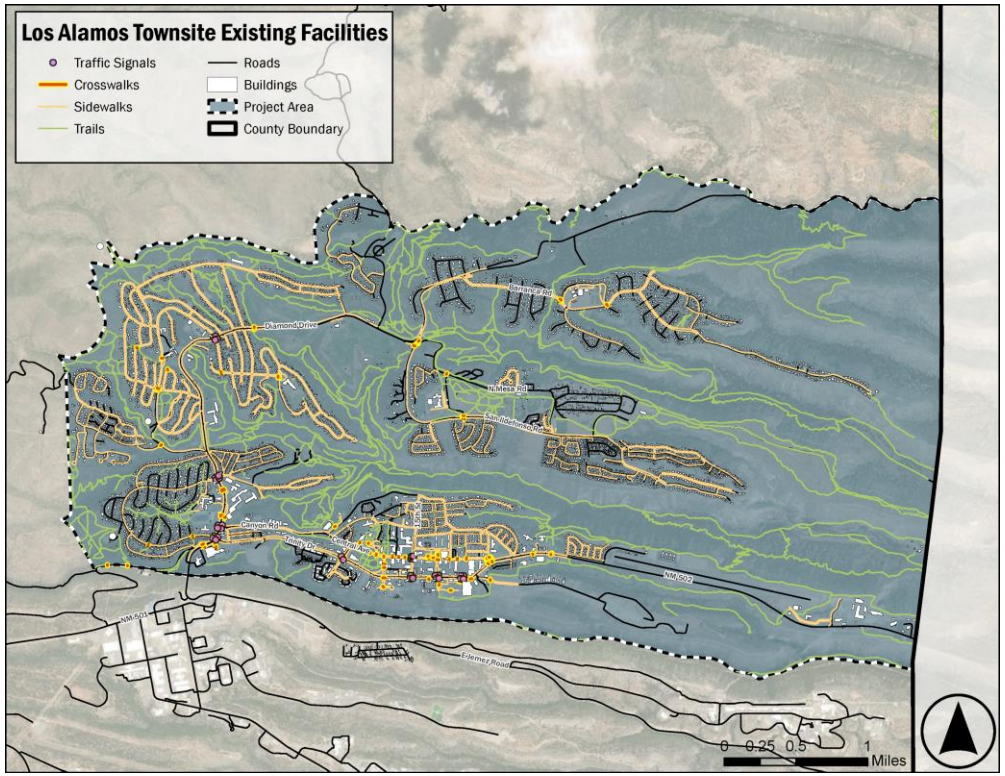
2. Community Connection Points

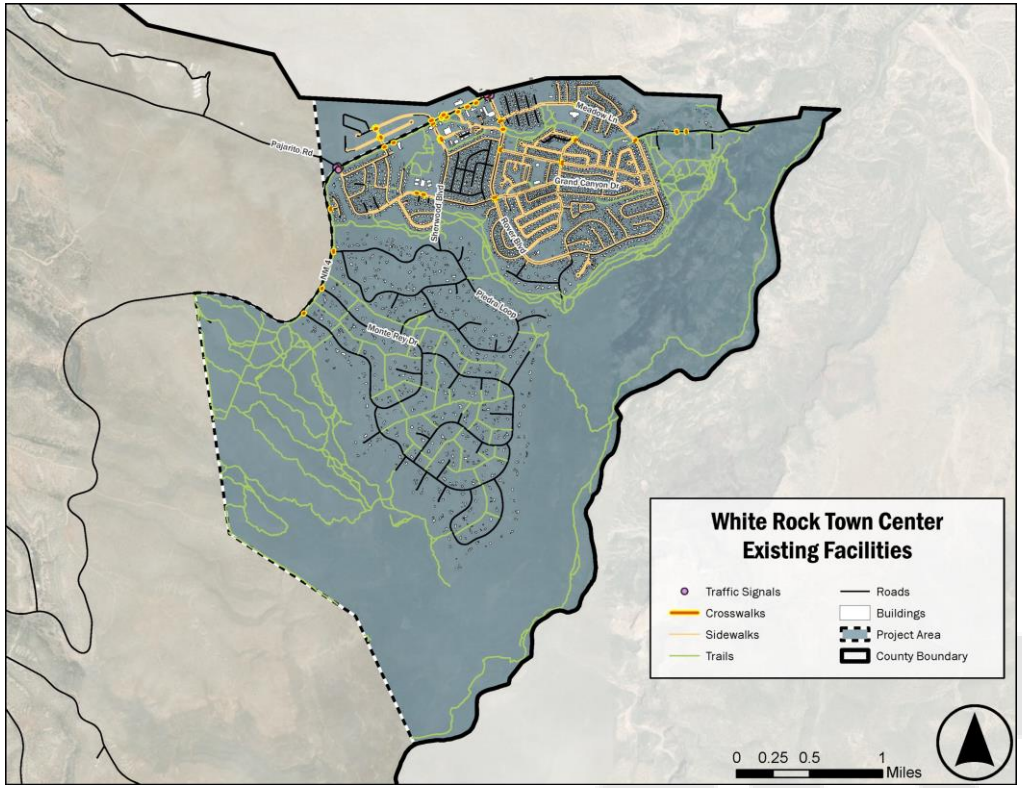
- 61% prioritize areas with highest pedestrian traffic
- 59% prioritize access to local community facilities
- 59% prioritize connections to neighborhood businesses

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

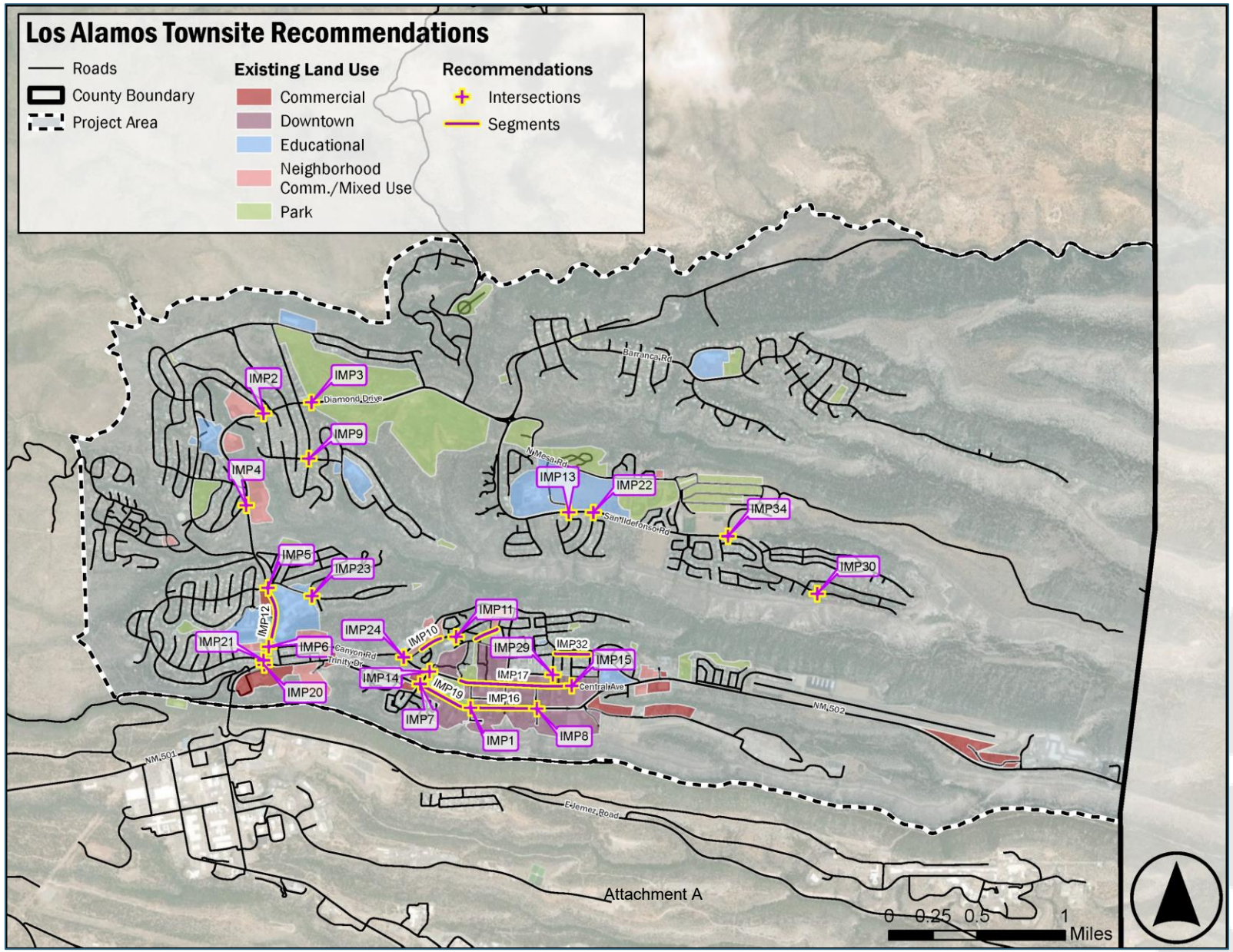
- Between 2018-2022, Los Alamos County recorded 770 crashes, 8 involving pedestrians.
- Highest pedestrian-involved crash locations: Trinity Drive, Diamond Drive, and key intersections such as 38th Street.
- 2022 showed a significant rise in pedestrian-involved crashes, highlighting the need for continued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

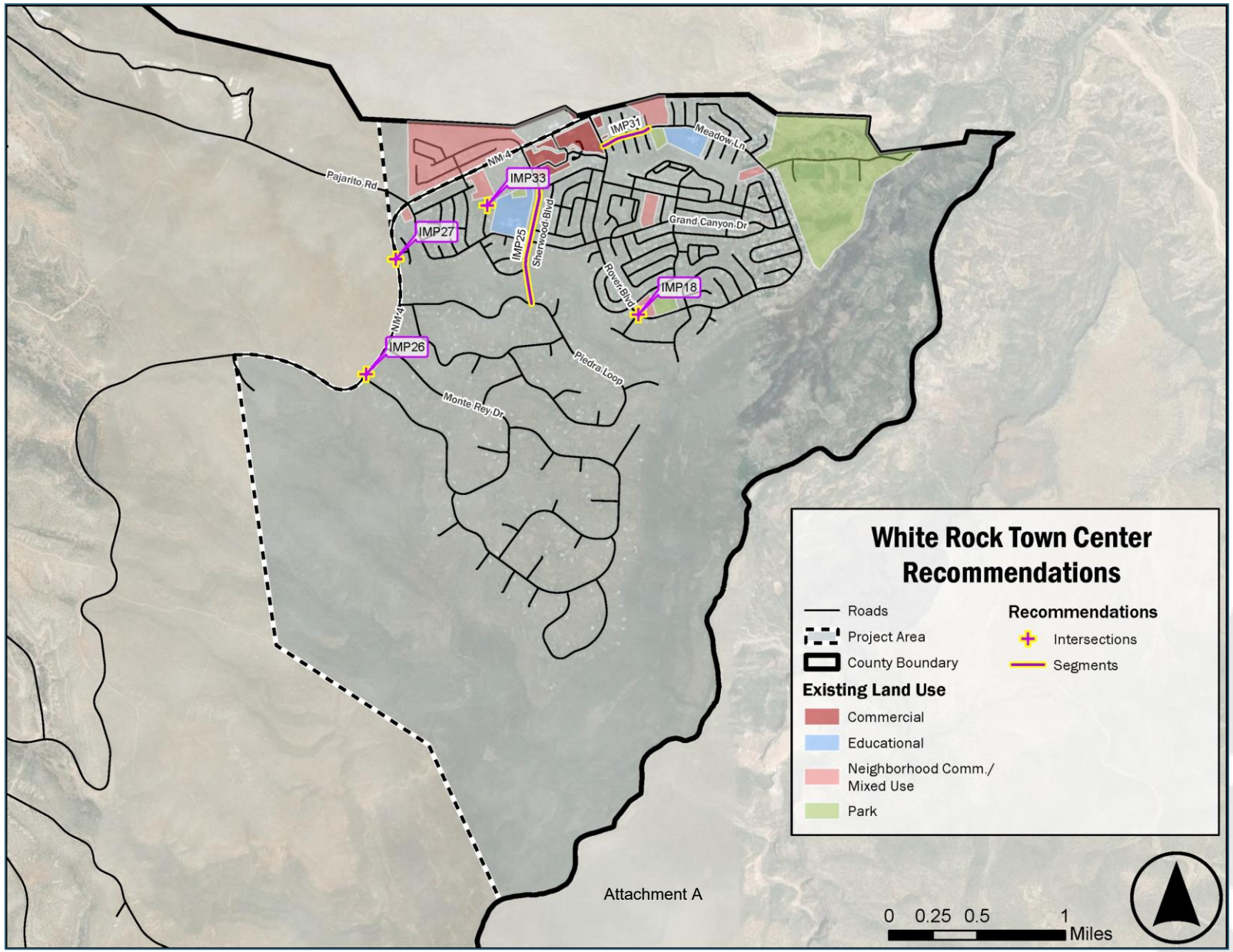
Recommendations

- 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.

Questions and Discussion

Thank you!

Open floor for questions

Discussion on any immediate concerns or suggestions

Los Alamos County

PEDESTRIAN MASTER PLAN

February 2025

Attachment B

LOS ALAMOS

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LIST OF TABLES

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ACKNOWLEDGEMENTS

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EXECUTIVE SUMMARY

The Los Alamos County Pedestrian Master Plan Update demonstrates the County's dedication to creating a safe, accessible, and thriving pedestrian environment. This plan prioritizes critical areas within Los Alamos Townsite and White Rock Town Center, integrating principles from Vision Zero and the Federal Safe Systems Approach. The strategic recommendations aim to enhance safety, connectivity, equity, and vibrancy, fostering walkability and improving the quality of life for all residents.

Guiding Goals

1. **Safety**: Reduce pedestrian-related crashes and their severity through systematic design improvements, such as high-visibility crosswalks, speed feedback signage, and enhanced pedestrian crossings.
2. **Connectivity**: Develop a well-connected pedestrian network that links neighborhoods, key destinations, and recreational areas to ensure seamless mobility for all users.
3. **Equity**: Ensure walkability for everyone, focusing on underserved populations and achieving compliance with the Americans with Disabilities Act (ADA).
4. **Health**: Encourage physical activity by improving accessibility and connectivity to parks, schools, transit hubs, and other key destinations.
5. **Vibrancy**: Support the development of a robust pedestrian network that enhances economic vitality and community engagement. Walkable neighborhoods with safe access to schools, transit, and local businesses can sustain vibrant communities and strengthen a sense of place.

Planning Process and Community Engagement

The plan is grounded in public input and an analysis of existing conditions within the pedestrian environment, providing an evaluation of the strengths and challenges in Los Alamos County. A comprehensive community engagement process involved residents through surveys and meetings, ensuring that feedback directly informed the recommendations. The assessment of existing conditions, including sidewalk infrastructure, ADA curb ramp compliance, crash data, and key pedestrian destinations, facilitated the identification of the Areas of Concern and guided the development of targeted improvements.

Recommendations

Chapter 6 Recommendations outlines traffic calming techniques, projects identified in previous plans, funding opportunities, and implementation strategies. A set of location-based recommendations are provided with planning level estimates for costs, timeframes, and additional requirements.

The prioritization of the recommendations is guided by a comprehensive scoring methodology that evaluates projects based on five key criteria:

1. **Safety (35 points)**: Addresses crash history, vehicle speeds and volumes, and documented public safety concerns.
2. **Connectivity (25 points)**: Evaluates proximity to key destinations and the potential to fill critical network gaps.
3. **Equity and Accessibility (20 points)**: Focuses on ADA compliance and service to vulnerable populations.
4. **Community Support (10 points)**: Reflects the public input and prioritization level.
5. **Implementation Feasibility (10 points)**: Considers project cost, complexity, and funding opportunities.

The weighted scoring system ensures projects are prioritized based on an equitable and strategic approach to achieving a safer, more connected pedestrian network.

This set of recommendations emphasizes critical improvements, including high-visibility crosswalks, enhanced pedestrian signage, ADA curb ramp upgrades, and enhanced connectivity. Notable projects 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.

Vibrancy and Connectivity

The Los Alamos County Pedestrian Master Plan emphasizes the importance of cultivating a connected and thriving pedestrian network. A well-designed pedestrian system directly enhances the health, safety, vibrancy, and economic vitality of a community. Walkable neighborhoods with safe access to schools, transit, and businesses foster dynamic, lively spaces that attract residents and visitors alike. Increased pedestrian accessibility will strengthen the County's most active and prosperous areas, promoting economic growth and a stronger sense of community.

The Los Alamos County Pedestrian Master Plan Update is a comprehensive roadmap for promoting a safer, healthier, and more connected pedestrian environment. By leveraging various funding opportunities and addressing identified gaps, the County is well-positioned to achieve a vibrant and inclusive walking network that benefits all residents and visitors.

CHAPTER 1
INTRODUCTION

Los Alamos County is enhancing its commitment to a pedestrian-friendly environment by updating the Pedestrian Master Plan. This plan seeks to make walking safe, accessible, and enjoyable for residents and visitors. Building on initiatives like Safe Routes to School and aligning with Vision Zero and Federal Safe Systems principles, this plan emphasizes improved infrastructure in critical areas within Los Alamos Townsite and White Rock Town Center. This forward-looking approach integrates national best practices and reflects the county's dedication to creating a vibrant, connected community that promotes health, sustainability, and local economic vitality.

Significance of a Pedestrian Master Plan

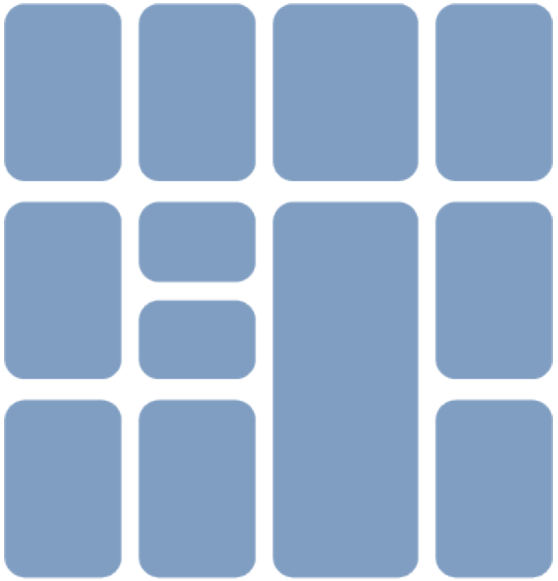
The Pedestrian Master Plan is vital for guiding the development and improvement of pedestrian infrastructure across Los Alamos County. It provides a clear roadmap for creating safe, accessible, and inviting walking routes that benefit all residents, including children, seniors, families, and individuals with limited mobility or other disabilities. In addition to supporting public health, pedestrian-friendly environments are associated with more robust economic well-being; they encourage local retail spending, increase property values, and attract new residents and businesses. By prioritizing pedestrian infrastructure, the plan promotes a more substantial community connection, boosts local economic vitality, and enhances the overall quality of life in the county.

How The Pedestrian Environment Is Shaped and Why It's Important

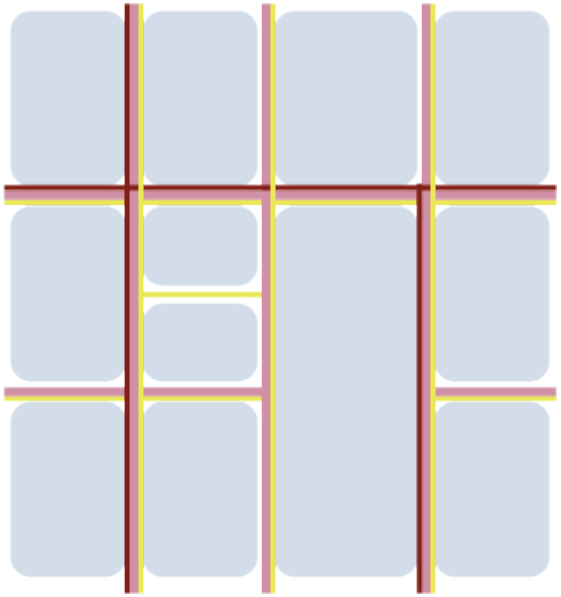
Accessibility, **connectivity,** and **safety** are crucial to foster a healthy, sustainable, and equitable community, ultimately shaping the level of **walkability**. These are established through interconnected elements of urban design which influence how individuals move through and experience the community.

These qualities manifest through a community's pattern of **blocks, roadway network, intersections**, and **open space**. These are the foundational and interconnected elements of an urban area's development layout which define the functionality of the pedestrian environment. Different transportation design techniques are then strategically added to a community's layout to enhance roadways users' accessibility, connectivity, and safety.

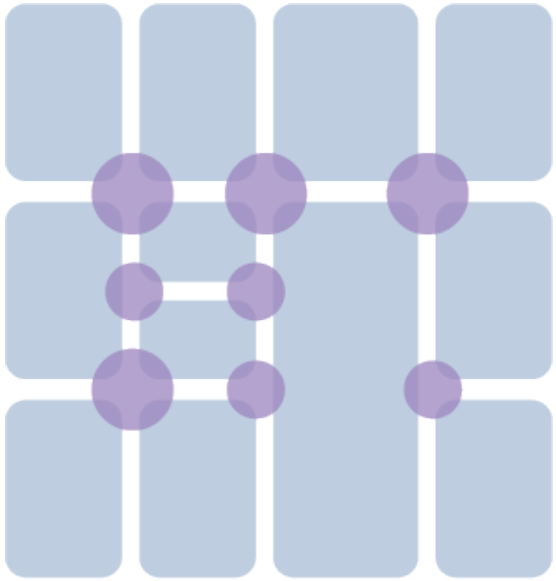
Descriptions and diagrams of the basic urban framework elements are provided on the following pages.



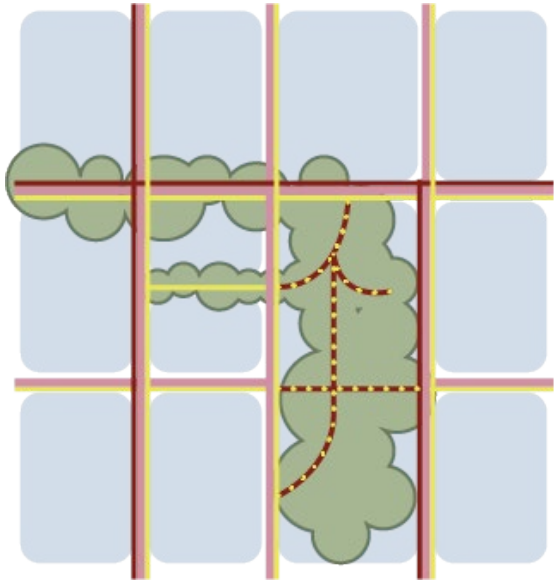
Block sizes: The physical dimensions of city blocks, influencing the layout (development pattern) and connectivity of streets and transportation networks.



Roadway network: The organized arrangement of accessible routes for different modes of transportation. The design and layout of routes for which vehicles, cyclists, pedestrians, and all other modes move throughout the city determines ease of travel and access to destinations.



Intersection density: The concentration of street crossings within a specific area, affecting the connectivity and accessibility of transportation routes. Higher intersection density enhances ease of movement and connectivity for everyone. Intersections have specific safety design techniques for traffic crossing to minimize the probability of crashes.



Open space connections: The deliberate integration of green spaces and open areas into the urban fabric, contributing to transportation connectivity by providing alternative routes, enhancing walkability, and influencing overall street network design.

Accessibility ensures that all individuals, including those with disabilities, can comfortably and confidently navigate public spaces, fostering inclusivity and enhancing social cohesion. Accessibility is established through urban design elements including curb ramps, lighting, wide sidewalks, routes to transit stops and public places, and other features, to create environments that are usable and safe for people of all abilities.

Connectivity refers to how well different parts of a community are linked to one another, through a network of routes designed for different modes of transportation. Good connectivity minimizes barriers to mobility and enables walking or rolling to be a convenient and practical option for travel.

Ensuring **safety** for pedestrian travel is crucial for a community as it protects people from harm and fear of walking or rolling. It promotes overall comfort and well-being, creating more opportunities for engagement and interactions within a community. Designing a safe environment for pedestrians takes a systematic approach through design improvements to mitigate the risks within a transportation network. An abundance of safety design techniques exists, including pedestrian refuge islands, raised crosswalks, improved lighting, bump-outs, and many more (discussed in more detail in the Traffic Calming Design Guide Section on page 64).

A community's level of **walkability** is dependent on its accessibility, connectivity, and safety but also considers factors like comfort and amenities. Walkable communities have positive influences in many aspects of life such as enhancing community bonds, supporting local businesses, encouraging physical activity, and reducing vehicle dependency. In communities like Los Alamos County, where quality of life and environmental stewardship are paramount, walkability is essential to effective urban planning.

Why a Pedestrian Master Plan

The Pedestrian Master Plan provides a structured approach for Los Alamos County to address infrastructure gaps such as missing sidewalks, crosswalks, and ADA-compliant curb ramps. This plan will offer a clear roadmap to prioritize projects, secure funding, and implement improvements that enhance pedestrian safety and connectivity. Proactive planning ensures that pedestrian infrastructure meets both current and future needs, fostering a healthier and more active community. This approach aligns with urban planning best practices and supports the county's goals of building a resilient, adaptable network of pedestrian pathways. Such efforts advance the broader sustainability, inclusivity, and community well-being objectives in Los Alamos County.

Vision Zero and Safe Systems

The Vision Zero strategy and the Safe Systems approach are interconnected, nationally recognized efforts supported by the United States Department of Transportation (USDOT). These have become integral practices for most communities across the nation when planning for transportation, Los Alamos County among them. This Pedestrian Master Plan uses principals of the Safe Systems approach to guide the planning and recommendations process.

So what is Vision Zero and the Safe Systems Approach and how are these different than traditional approaches to safety?

Vision Zero is a strategy and goal to eliminate all traffic fatalities and severe injuries by improving traffic safety through a proactive and preventative approach that prioritizes safe, accessible, and equitable mobility for all roadways users.

Reaching a vision of zero fatalities and serious injuries requires implementation of a **Safe Systems** approach. The key focus of the Safe Systems Approach is to proactively address every aspect of crash risks to reduce death and serious injuries through design that accommodates human mistakes. Traditionally, traffic deaths and serious injuries have been considered "accidents" and inevitable side effects of modern life. When in reality, these can be prevented through roadway design and management that anticipates human mistake and reduces the impact of a crash. Six principles form the basis of the Safe Systems approach:

1. Deaths and serious injuries are unacceptable
2. Humans make mistakes
3. Humans are vulnerable
4. Responsibility is shared
5. Safety is proactive
6. Redundancy is crucial

These principles are supported by five guiding elements listed below. They must be applied together to ensure a holistic approach to safety, involving layers of protection.

1. **Safe People:** Encourage safe, responsible driving behavior for all roadway users
2. **Safe Vehicles:** Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes
3. **Safe Speeds:** Promote safer and more appropriate speeds through a combination of equitable and contextual roadway design, outreach campaigns, and enforcement
4. **Safe Roads:** Design and redesign roadway environments to mitigate human mistakes and account for injury tolerances
5. **Post-Crash Care:** Enhance the survivability of crashes through expedient access to emergency medical care

Recent Accomplishments

Twenty-six years have passed since the last Pedestrian Master Plan was adopted in 1998. The County, along with the rest of the nation, has undergone a number of changes in planning and engineering practices, shifts in social perceptions, and transformations in the physical characteristics of the pedestrian environment. Recent and notable accomplishments that have substantially improved the pedestrian experience include:

- Safe Routes to School (Program implementations after 1998 Pedestrian Transportation Plan)
- Pedestrian Underpass at Eastern Canyon Rim Trailhead on East Road NM 502 (completed 2021)
- Canyon Rim Trail (Phase I & II complete, Phase III in progress)
- Urban Trail (in progress, 99% complete)
- White Rock Trails
- ADA Transition plan (2017 implementation and 2021 update)
- Public Works Title VI Civil Rights Act (Updated 2024)

Community Context

Los Alamos County is composed of 109 square miles of land with a series of mesas and deep canyons. The two communities within the county represent the study areas for this project – Los Alamos Townsite and White Rock Town Center (also referred to as just White Rock). ***Figure 1*** illustrates the two study area boundaries within the County's geographic extent. The entirety of Los Alamos County is a fully incorporated community, however, both of the study areas represent distinct recognized communities identified by the Census Bureau as Census-Designated Places, or CDPs. Census-Designated Places are locally recognized communities with a population concentration, but are not legally incorporated as a municipality. The Census Bureau collects data for both Los Alamos CDP and White Rock CDP separately, in addition to for the entire Los Alamos County.

Los Alamos County is home to the Los Alamos National Laboratory (LANL) which is one of the largest science and technology institutions in the world. LANL operates under the U.S. Department of Energy (DOE) and is located almost entirely on federally owned land. The County does not have jurisdiction over the land, therefore it is not included as part of this plan's study area.

The laboratory is the foundational source of prosperity and growth for the two communities and has defined the County's unique community characteristics. Both communities maintain a high median income, low

poverty rate, and significant educational attainment, contributing to a stable and prosperous environment. The county's demographics include a predominantly White and Hispanic population, a high homeownership rate, and a notable proportion of seniors and families. This economic and social landscape underscores the need for accessible pedestrian infrastructure, especially connecting residential areas with schools, parks, and commercial zones. Addressing the specific needs of various groups – such as seniors, low-income residents, and those with disabilities – ensures that the pedestrian network promotes inclusivity and equity. By considering these community characteristics, the Pedestrian Master Plan supports a high quality of life, economic growth, and a more connected, walkable environment for all residents.

Los Alamos Townsite and White Rock are geographically constrained by the many mesas and canyons, which have limited their physical growth. This has resulted in two refined communities in which the County has focused development and improvements within the established neighborhoods, rather than on their geographic expansion. One outcome of this is a well-established pedestrian network. The existing pedestrian network consists of a vastly connected system of sidewalks on most roadways, several pedestrian-friendly crossings, and notable pedestrian corridors in destination areas. This being said, there can always be improvements to walkability to enhance a pleasant, convenient, and safe experience for pedestrians, as well as all other modes of transportation.

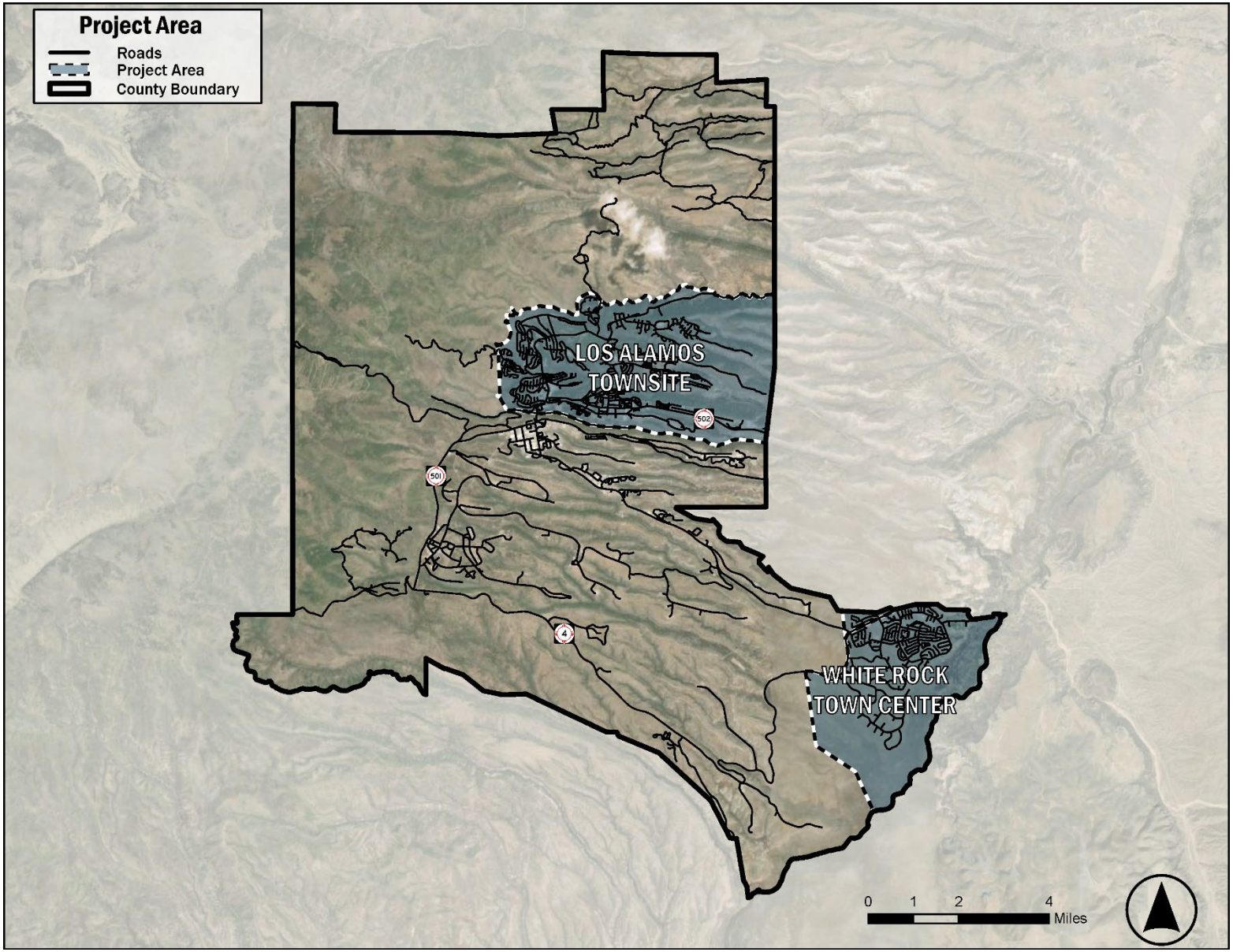


Figure 1: Project Area

Connection to Previous Plans

Los Alamos County's previously adopted plans have developed several strategies and recommendations which involve the pedestrian environment. These were reviewed to help inform this plan's Vision & Goals, as well as create a comprehensive collection of previously identified projects and recommendations involving the pedestrian environment (this is provided in the "Projects from Previous Plans" Section on page 69).

The following plans were reviewed:

- Los Alamos County Pedestrian Transportation Plan (1998)
- Comprehensive Plan (2016)
- Road Safety Audit - Trinity Drive between 15th Street and Oppenheimer Drive (2016)
- Los Alamos County Americans with Disabilities Act (ADA) Transition Plan (2017)
- Bicycle Transportation Plan (2017)
- Los Alamos Tourism Strategic Plan (2018)
- Economic Vitality Strategic Plan (2019)
- Americans with Disabilities Act Access Audit and Transition Plan (2021)
- Los Alamos Resiliency, Energy and Sustainability Task Force (2021)
- Los Alamos County Downtown Master Plan (2021)
- White Rock Town Center Master Plan (2021)
- Mid-Block Crossing Policy (2023, requesting adoption in 2025)
- 2025 Strategic Leadership Plan (2024)

Common themes across the plans include:

- Improving and supporting streets for the safety and convenience of all users
- Designing for accessibility
- Supporting a "complete streets" policy for all new and rebuilt roadways
- Upgrading aging infrastructure
- Creating a vibrant, pedestrian-friendly downtown with gathering spaces, variety of uses, and nighttime entertainment
- Enhancing wayfinding and streetscaping
- Promoting and attracting tourism and outdoor recreation-related activities and businesses
- Incorporating transportation system planning into land use
- Integrating transit considerations into development approvals
- Improving access to public open space and recreational facilities

The complete literature review is found in Appendix A.

Demographics

Table 1 presents a brief overview of the two CDPs based on the 2020 Decennial Census and ACS (American Community Survey) 2023 5-year Estimates. Key statistics reveal the two communities' similar characteristics with the most notable difference being White Rock's much smaller population and housing unit stock. The fact of a smaller community likely contributes to the other slight differences in homeownership rate, household value, White population, and household income.

Overall, these statistics indicate both communities to be small, affluent, and highly educated with a mature working-age population. The housing market is relatively expensive, reflecting the high median household income and stability through homeownership, displaying a strong economic standing. While the majority of the population identifies as White and speaks only English at home, there is a notable presence of Hispanic or Latino residents. This demographic overview offers a high-level understanding of the communities' unique social, economic, and cultural landscape pertinent for planning and policy considerations.

Table 1: Demographic Snapshot of Los Alamos CDP and White Rock CDP

Topic	Los Alamos Townsite	White Rock
Total Population	13,179	5,852
Median Age	40.6	41.7
Population 65 and Older	16.4%	23.2%
Ratio of Sexes	53.0% M; 47.0% F	49.0% M; 51.0% F
Total Housing Units	6,026	2,409
Homeownership Rate	65.9%	99.6%
Median Household Value	$465,900	$472,800
Median Gross Rent	$1,304	No data
Identifies as Hispanic or Latino	2,287 (17.4%)	1,014 (17.3%)
Identifies as White	9,640 (67.8%)	4,311 (73.7%)
Identifies as Minority*	4,245 (32.2%)	1,541(26.3%)
Population Only to Speak English at Home	79.3%	93.4%
Employment Rate	66.2%	61.1%
Median Household Income	$136,502	$150,714
Population Below Poverty Level	3.6%	1.4%
Bachelor's Degree of Higher	68.0%	70.4%

**The Minority population consists of the population who identifies as Hispanic or Latino (including those who identify as White) in addition to the population who does not identify as Hispanic or Latino but are of a race other than White Alone.*

Below are deeper insights into how these demographics may affect the County's planning and approach to transportation:

Average Household Income and Poverty Rate: Both CDPs have **a significantly high average household income**, indicating a prosperous community. In addition, it possesses a low poverty rate, which highlights the county's financial stability compared to state and national averages.

Median Rental Cost and House Value: Housing costs in the communities are substantial, with **rental and ownership costs surpassing state averages**. This high market value aligns with the area's economic affluence but may impact affordability for new residents and lower-income households.

Median Age and Age Distribution: With a median age slightly above the national average, both CDPs' population includes a **significant senior demographic**. This age profile has implications for health services, community planning, and senior-oriented amenities.

Race and Ethnicity Composition: Los Alamos CDP and White Rock CDP are predominantly White but also include Hispanic and Latino residents who comprise a growing community. This diversity informs cultural, educational, and social dynamics within the region.

Language Proficiency: While **most residents speak only English, a sizable minority communicates in Spanish**, underscoring the presence of bilingual households and the need for language-accessible services.

Educational Attainment: Both communities boast a **highly educated population**, with a small proportion lacking a high school diploma, reflecting educational priorities and accessibility within the county.

Environmental Justice

Using Environmental Justice principles, Title VI of the Civil Rights Act definitions, and other transportation research, ten demographic characteristics from the U.S. Census are identified to represent those that may have special transportation needs.

These are considered disadvantaged population groups and are defined on the following pages, along with statistics for Los Alamos County, the state of New Mexico, and the United States for a comparative understanding. Los Alamos County as a whole was used for this analysis, rather than the individual CDPs. This enabled a more comprehensive understanding as these two communities are interconnected.

All data was collected from the 2022 5-Year American Community Survey (ACS) with the exception of the first two categories (individuals identifying as Hispanic or Latino and non-Hispanic minorities) which were collected from the 2020 Decennial Census.

Individuals Identifying as Hispanic or Latino

The ACS distinguishes between race and ethnicity. Hispanic is an ethnicity that is defined by the ACS and the U.S. Census by country of origin such as Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.

In Los Alamos County, 18.1% of the population identifies as Hispanic or Latino, aligning closely with the national average of 18.7% but significantly lower than New Mexico's 47.7%, as shown in ***Figure 2***. This reflects New Mexico's higher Hispanic heritage statewide, indicating that Los Alamos County is less reflective of the broader state demographic but remains comparable to national levels.

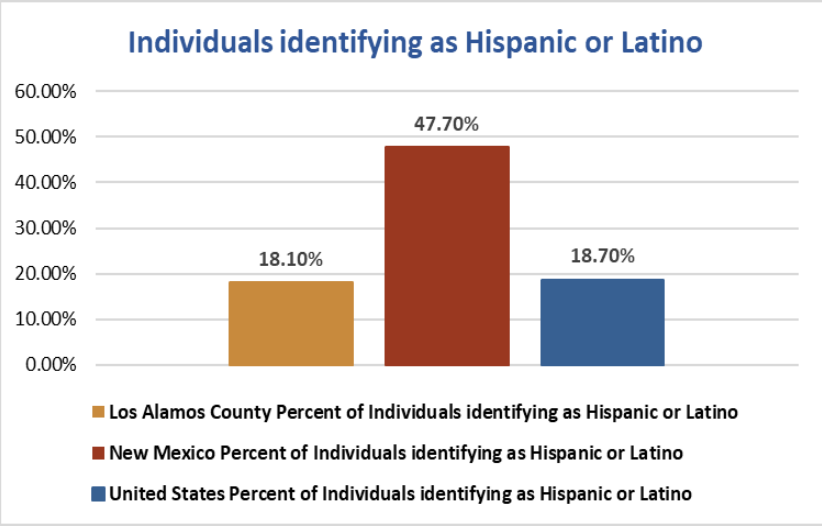


Figure 2: Individuals Identifying as Hispanic or Latino

Non-Hispanic Minority Population

The U.S. DOT Order (5610.2) on Environmental Justice defines a "minority" as a person identifying themselves as "Black"; "Asian American"; "American Indian and Alaska Native"; "Native Hawaiian and other Pacific Islander"; "Some Other Race"; or "Two or More Races." In the American Community Survey (ACS), participants may identify themselves as belonging to one or more races.

Figure 3 represents the county's non-Hispanic minority population standing at 14.9%, lower than both the state (15.8%) and national (23.4%) percentages. This suggests a less diverse non-Hispanic population in Los Alamos compared to the country as a whole, with limited representation from other racial and ethnic minorities relative to broader trends.

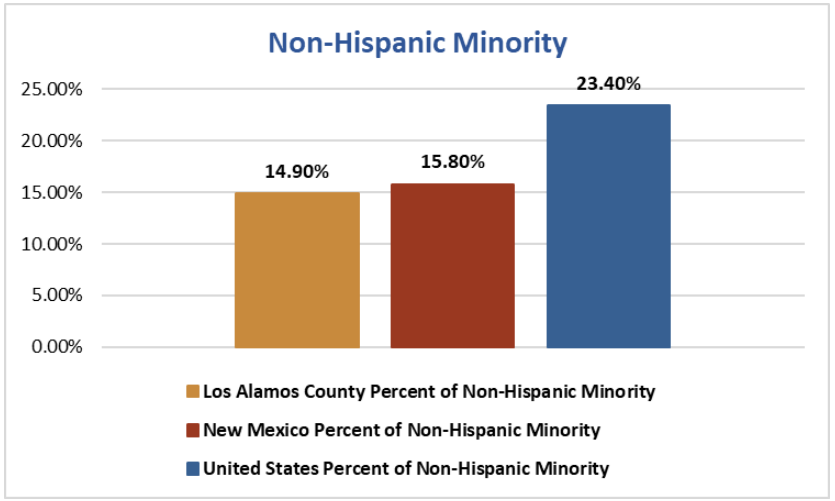


Figure 3: Non-Hispanic Minority

Population Below the Poverty Level

Poverty is defined as a state or condition in which an individual or community lacks the financial resources and essentials for a minimum standard of living. Poverty can be explained as an income level from employment that is so low that basic human needs are not being met. Poverty-stricken people and families might go without proper housing, clean water, healthy food, and medical attention.

Los Alamos County has a low poverty rate of 3.7%, much lower than New Mexico's rate of 18.6% and the national rate of 12.8%, shown in ***Figure 4.*** This stark difference highlights the county's economic strength and affluence, contrasting sharply with the state's higher poverty levels, likely influenced by the county's unique employment opportunities and higher-than-average incomes.

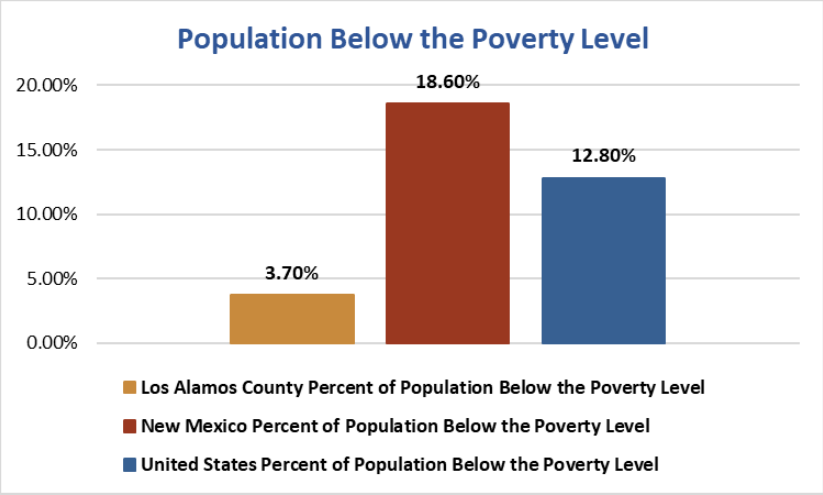


Figure 4: Population Below the Poverty Level

Individuals with Limited English Proficiency

Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency," requires all federally funded agencies to make services more accessible to eligible persons who are not proficient in the English language. The ACS assesses only people aged five and older and defines Limited English Proficiency (LEP) as "primary language spoken at home other than English and speak English not very well."

About 5.9% of Los Alamos County's population has limited English proficiency, lower than both the state average of 8.6% and the national average of 8.2%, illustrated in ***Figure 5***. This indicates a smaller population requiring language assistance, although Spanish remains a significant non-English language locally.

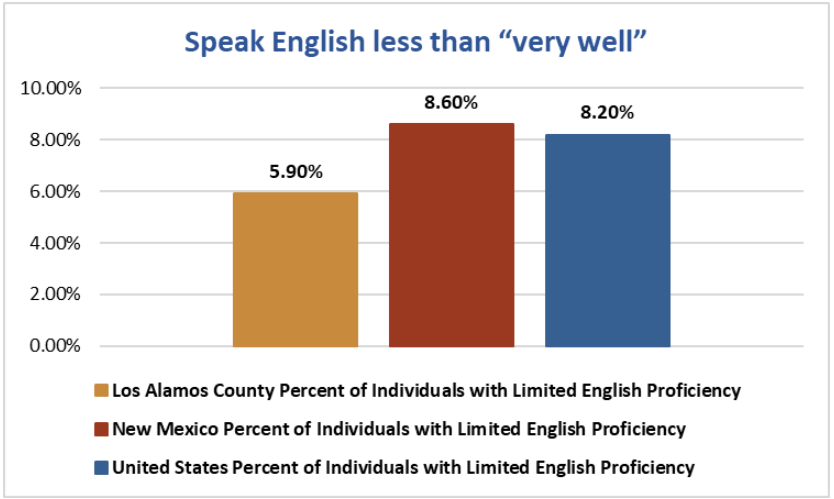


Figure 5: Population with Limited English Proficiency

Female Head of Household with Child

The ACS defined "Female Head of Household with Child" as female headed households with no husband present and children under the age of 18 years.

Figure 6 demonstrates the percentage of female-headed households with children as 5.6% in Los Alamos County, notably lower than New Mexico's rate of 26.89% and the national rate of 22.45%. This difference suggests a lower proportion of single-parent households in Los Alamos, reflecting demographic or economic factors that may contribute to family stability in the area.

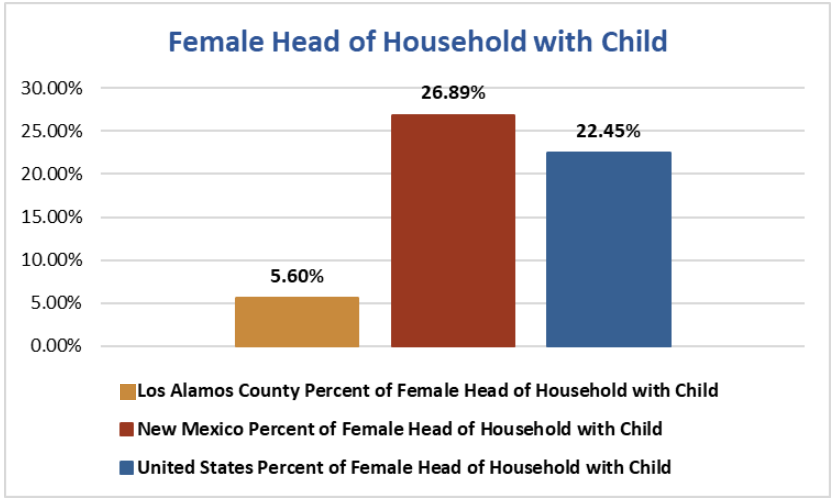


Figure 6: Female Head of Household with Child

Individuals 75 Years and Older

As an individual ages, mobility challenges increase. Age-related changes in vision, physical functioning, and the ability to reason and remember, as well as some diseases and medications, might affect some older adults' mobility abilities.

Los Alamos County has 6.2% of its population aged 75 and over, close to the national rate of 6.7% and somewhat lower than New Mexico's 7%, as shown in ***Figure 7***. This proportion suggests that the senior population is modest in size but slightly below the state and national averages, impacting local planning for elder care services and age-friendly infrastructure.

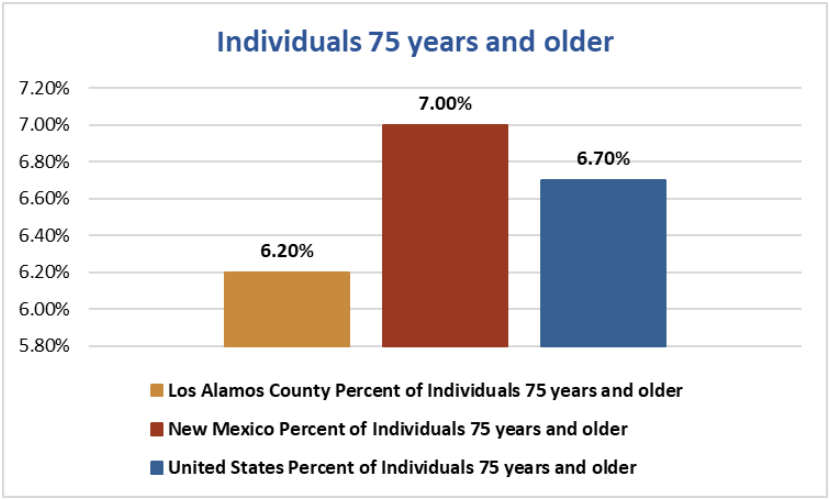


Figure 7: Individuals 75 Years and Older

Carless Households

The ACS defines carless households as occupied housing units with no vehicles available. A recent analysis of the 2001 National Household Travel Survey found that a greater percentage of rural households' own vehicles compared to those living in urban areas.

Only 2.0% of households in Los Alamos County do not have a car, a significantly lower rate compared to New Mexico's 5.7% and the national rate of 8.5%, as shown in ***Figure 8***. This reflects a high dependence on private vehicles in Los Alamos, emphasizing the need for efficient road networks and possibly indicating limited public transportation options.

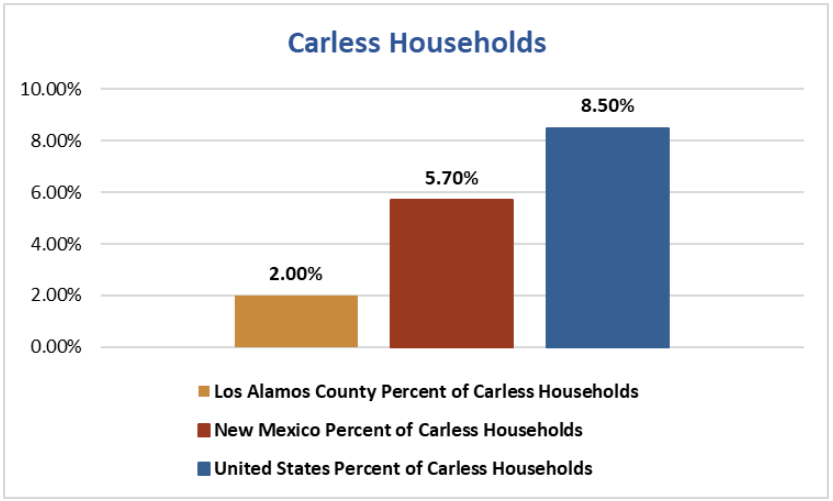


Figure 8: Carless Households

Individuals with a Disability

The ACS distinguishes disabilities by the following categories: hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and independent living difficulty. Each of these impairments can affect one's ability to use any mode of transportation safely and effectively, therefore all disabilities were recognized in this analysis.

Figure 9 shows the percentage of individuals with a disability in Los Alamos County at 6.1%, notably lower than both the state (15.8%) and national (12.7%) rates. This suggests a relatively healthy population but also implies that disability services, while still necessary, may be less in demand compared to other areas.

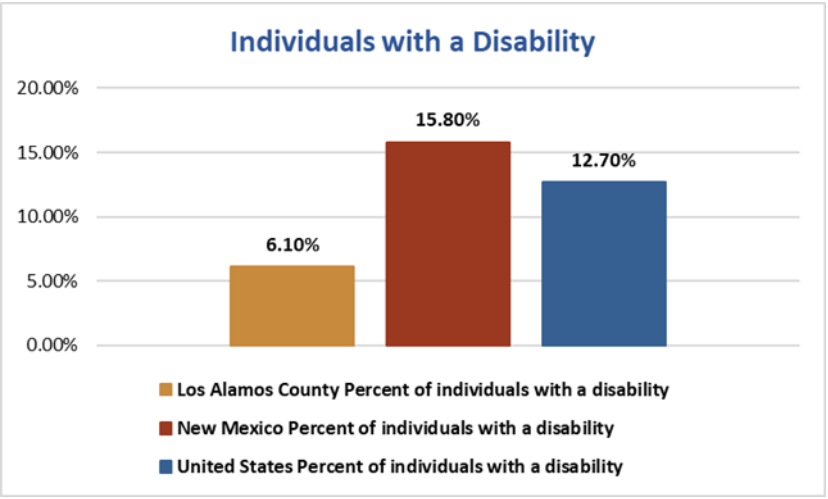


Figure 9: Individuals with a Disability

No High School Diploma

The ACS defines the population group with no high school diploma as individuals over the age of 25 who have attended school through the 12th grade but have no diploma or equivalent. Those with no high school diploma are often limited to low paying jobs and few economic resources

The percentage of residents without a high school diploma in Los Alamos County is represented in ***Figure 10*** at only 2.1%, far lower than both the state (13.5%) and national (11.5%) rates. This high level of educational attainment underscores the county's access to education and employment opportunities that prioritize advanced qualifications.

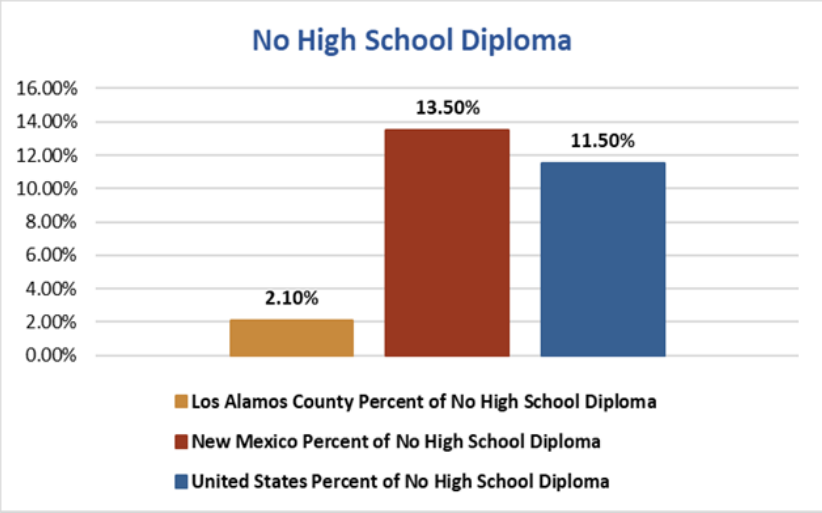


Figure 10: No High School Diploma

Unemployment Rate

The ACS defines the unemployment rate as the percentage of people not actively looking or available for work in the last 4 weeks. This population does not include those who have become discouraged or have not searched for work or have been available to take a job in the past four weeks.

Unemployment rate is represented in ***Figure 11*** with Los Alamos County at 2.0%, significantly lower than the state (6.5%) and national (5.3%) rates. This reflects local solid employment conditions, likely bolstered by specialized industries and high educational attainment levels in the county, fostering a robust labor market compared to state and national averages.

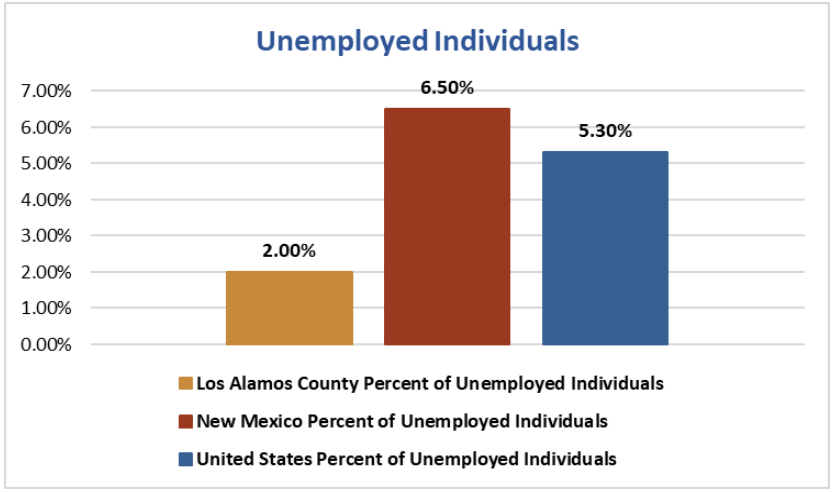


Figure 11: Unemployed Individuals

CHAPTER 2
VISION & GOALS

Vision: Where We Want to Go

The vision of Los Alamos County Pedestrian Master Plan was developed through a review of the vision statement in the 1998 Pedestrian Master Plan and the description for this project on the County's project webpage, and was approved by the steering committee.

The vision from the 1998 Pedestrian Master Plan is:

"It is the vision of Los Alamos County to have the community become a place where people continue to choose to make walking a part of their everyday lives. Residents and visitors alike will be able to walk with confidence, safety and security in every area of the community. It is also our vision that pedestrians will have a pleasant, convenient trip without motorized traffic conflicts and with minimal pedestrian barriers or obstructions."

The project webpage states:

"This initiative aims to enhance safety, infrastructure and accessibility in the Los Alamos Townsite and White Rock Town Center. Anticipated updates are to incorporate Vision Zero principles and the Federal Safe Systems Approach focusing on improving road network infrastructure within both townsites."

The final vision for this plan is:

Create a community where walking is the preferred, safe, and enjoyable mode of transportation for residents and visitors alike. By integrating Vision Zero principles and the federal Safe Systems approach, we aim to ensure that every pedestrian can navigate the townsites of Los Alamos and White Rock with confidence, safety, and accessibility. We envision a seamless walking experience with well-designed infrastructure, free of motorized traffic conflicts and barriers, fostering a walkable environment that promotes health, equity, and a high quality of life for all.

Goals

Safety: Reduce pedestrian-related crashes and their severity:

By investing in safe, connected pedestrian infrastructure, Los Alamos County ensures a high quality of life for its residents, workers, and visitors and fosters a stronger sense of community. Well-designed, accessible, and pedestrian-friendly areas are the backbone of vibrant communities, creating a shared space for all residents – children, adults, seniors, and everyone. The safety measures implemented through Vision Zero principles enhance this sense of community, building a safer environment for all pedestrians.

Connectivity: Develop a seamless, accessible pedestrian network

A comprehensive pedestrian network is essential for ensuring seamless mobility between neighborhoods, schools, transit hubs, key destinations, and recreational areas. Prioritizing connectivity encourages walking as a viable and enjoyable mode of transportation, reducing dependency on vehicles and fostering sustainable, vibrant communities. By connecting the dots, Los Alamos County can empower all users with safe and direct walking routes that enhance mobility and accessibility for everyone.

Equity: Ensure walkability and accessibility for all:

Walking is the most inclusive and equitable form of transportation, requiring no fare or unique resources. Los Alamos County is committed to addressing disparities in pedestrian infrastructure, ensuring that all neighborhoods benefit from equitable investment. Pedestrian projects must meet the needs of the County's diverse populations, particularly those who rely on walking as their primary mode of transportation. This includes people with disabilities and those using mobility aids. Prioritizing underserved areas with deficient infrastructure ensures that every resident has safe, comfortable, and dignified access to pedestrian facilities, helping correct historical inequities and creating a more inclusive, walkable community for everyone.

Health: Increase physical activity and improve public health:

Walking is a simple yet effective way to enhance health, whether for transportation or leisure. Regular walking reduces the risk of chronic diseases and promotes overall well-being. By creating environments that encourage walking, we can combat widespread health issues such as obesity and inactivity. Walking is a low-impact, age-inclusive activity that benefits physical and mental health and promotes longer, healthier lives, especially among older adults. Furthermore, walking reduces fossil fuel consumption, improves environmental

health, and contributes to climate goals by decreasing greenhouse gas emissions.

Vibrancy: Create a connected, thriving pedestrian network:

A well-connected pedestrian system is not just about safety and health, and it's also about sustaining vibrant communities and economic vitality. Walkable neighborhoods—especially those with safe access to schools, transit, and local businesses—tend to flourish economically and socially. By prioritizing pedestrian-friendly infrastructure, Los Alamos County can cultivate dynamic, lively spaces that attract residents and visitors alike. Increased pedestrian accessibility will also strengthen the County's most active and prosperous areas, fostering a stronger sense of place.

CHAPTER 3
PUBLIC ENGAGEMENT

The Los Alamos County Pedestrian Master Plan update involved a comprehensive effort to engage residents and stakeholders to gather valuable insights for improving pedestrian infrastructure in Los Alamos Townsite and White Rock Town Center.

Los Alamos County hosted a public meeting in conjunction with regular scheduled Transportation Board meeting on September 5, 2024, where Wilson & Co. presented proposed updates to the Pedestrian Master Plan. Community members were encouraged to participate in person at the Municipal Building Council Chambers or virtually via Zoom.

A public survey was available from September 5, 2024, until October 14, 2024, to encourage continued engagement. This survey allows residents to share their thoughts on improvements related to walkability and safety. The feedback gathered from this survey and other engagement activities will help shape the critical focus areas of the plan.

Outreach

The County utilized multiple channels to reach residents, including announcements for the public/Transportation Board meeting, a digital survey, and publicized email and phone contact options. Information was distributed via the County's website and social media, with a QR code for quick survey access. The County also invited community members to submit feedback through email if they were unable to attend the in-person meeting. By leveraging multiple outreach methods, Los Alamos County ensured that all residents had the opportunity to conveniently contribute to the pedestrian plan update.

A dedicated project page for the Los Alamos County Pedestrian Master Plan update is available on the Los Alamos County website. This page provides the community with project information, updates, and access to resources, including presentations, meeting details, and links to surveys for gathering public feedback. Residents are able to stay informed about the plan's progress and participate in the planning process by visiting this webpage.

Email and Phone Feedback

Community feedback gathered through emails, phone Community feedback via emails, phone calls, and survey responses highlighted a strong desire to improve pedestrian safety, infrastructure, and accessibility across Los Alamos County. Key concerns included intersection safety, walkway conditions, accessibility enhancements, and integration with public transportation.

- **Safety Concerns:**
    - **Intersections:** Dangerous crossings on Trinity Drive and Central Avenue were noted, with suggestions for diagonal crosswalks and turn restrictions during pedestrian signals.
    - **Driver Behavior:** Speeding and distracted driving were frequently cited, with calls for better enforcement.
- **Pedestrian Infrastructure:**
    - **Walkways:** Deteriorated sidewalks, particularly in White Rock, were reported, with calls for resurfacing and protective barriers.
    - **Trinity Drive:** High vehicle speeds and insufficient pedestrian separation were highlighted, prompting suggestions for concrete barriers.
- **Accessibility Enhancements:**
    - **Direct Paths:** Improved pedestrian routes near commercial areas, such as Smith's grocery store, were requested.
    - **Crosswalks:** Extended crossing times and redesigned crosswalks, including diagonal options, were proposed.
- **Public Transportation Integration:**
    - **Bus Stops:** Residents requested schedule displays at stops to aid those without mobile access.
- **Traffic Flow and Design:**
    - **Proposed Stop Signs:** Concerns about traffic disruption and emergency access adjustments were raised.
    - **Pedestrian-Oriented Design:** Calls for prioritizing pedestrians over vehicles included suggestions for widened sidewalks and physical barriers.

Feedback revealed diverse perspectives, with long-term residents focusing on upgrades to existing infrastructure and newer residents advocating for systemic improvements. These insights will inform actionable recommendations in the Los Alamos County Pedestrian Master Plan, emphasizing safety, accessibility, and a pedestrian-friendly environment.

Survey Analysis

The survey, conducted from September 5 to October 14, 2024, gathered community feedback to inform the Los Alamos County Pedestrian Master Plan. Focused on walkability in the Los Alamos Townsite and White Rock Town Center, it collected insights on walking habits, barriers, and improvement priorities. Key findings are detailed in Appendix B.

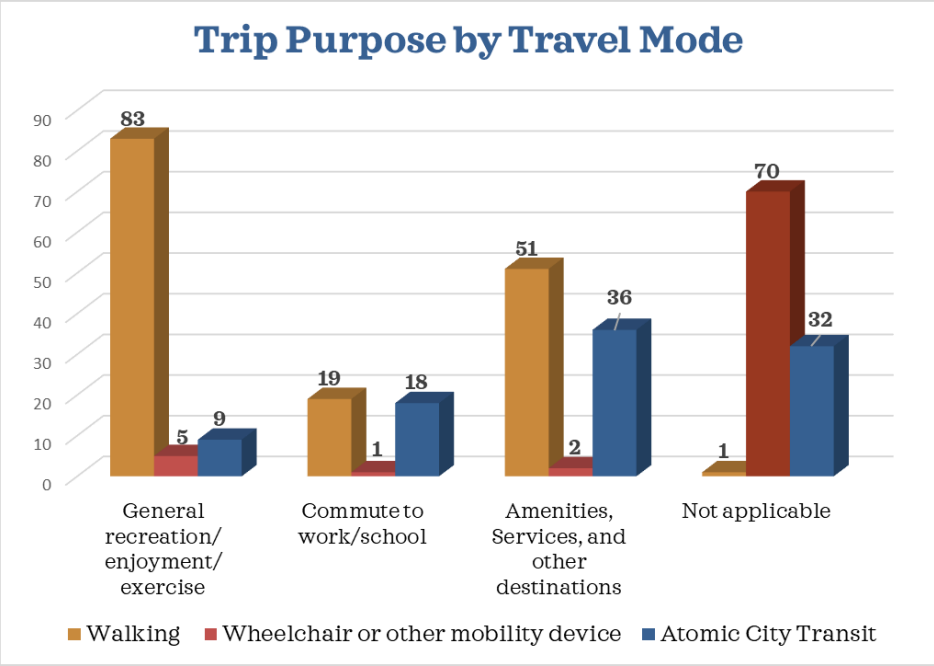


Figure 12: Survey Results for "What is your trip purpose by travel mode?"

Key Findings:

1. **Walking Habits**
   - 67% of respondents walk outdoors daily, primarily for recreation (83 respondents) or commuting to destinations (51) (***Figure 12*** illustrate respondent trip purpose)
   - Public transit usage is low, with 7% using it daily and 37% never using it.
2. **Barriers to Walking (a mapping exercise represented in *Figure 13* and *Figure 14*)**
   - **Top concerns**: Speeding drivers (52%), insufficient safe crossings (35%), and busy streets without sidewalks (31%).
   - Winter weather issues (snow/ice) and poor sidewalk maintenance were frequently cited, with specific problem locations highlighted (e.g., Trinity Drive, Diamond Drive, North Mesa).

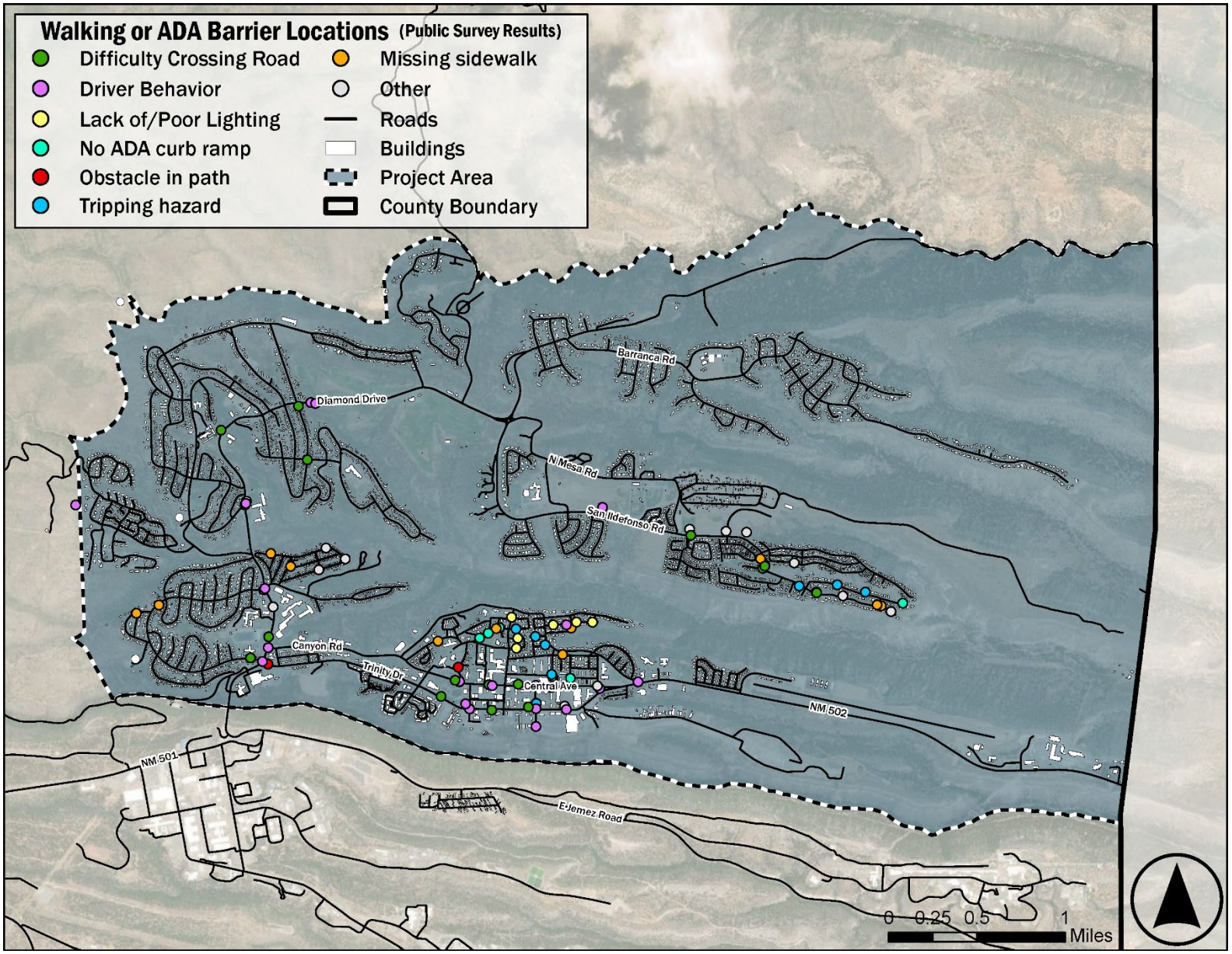


Figure 13: Los Alamos Townsite Mapped Survey Results

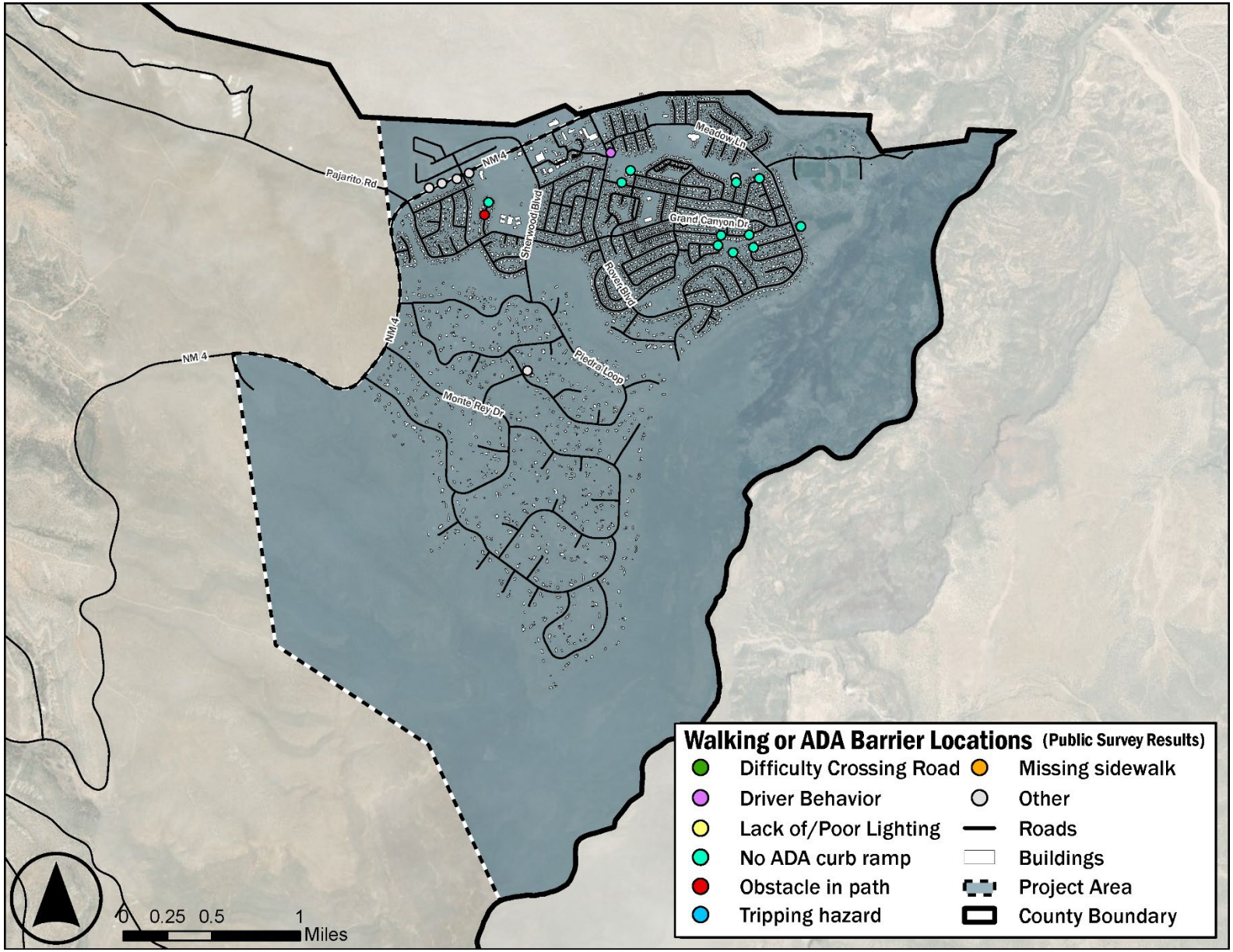


Figure 14: White Rock Town Center Mapped Survey Results

3. Priority Improvement Locations (*Figure 15*)

- Safety-critical areas: 82% prioritized addressing locations with frequent pedestrian injuries.
- Infrastructure: 72% prioritized adding sidewalks along busy streets and improving school routes.
- Accessibility: 58% highlighted the need for better connections to transit stops.

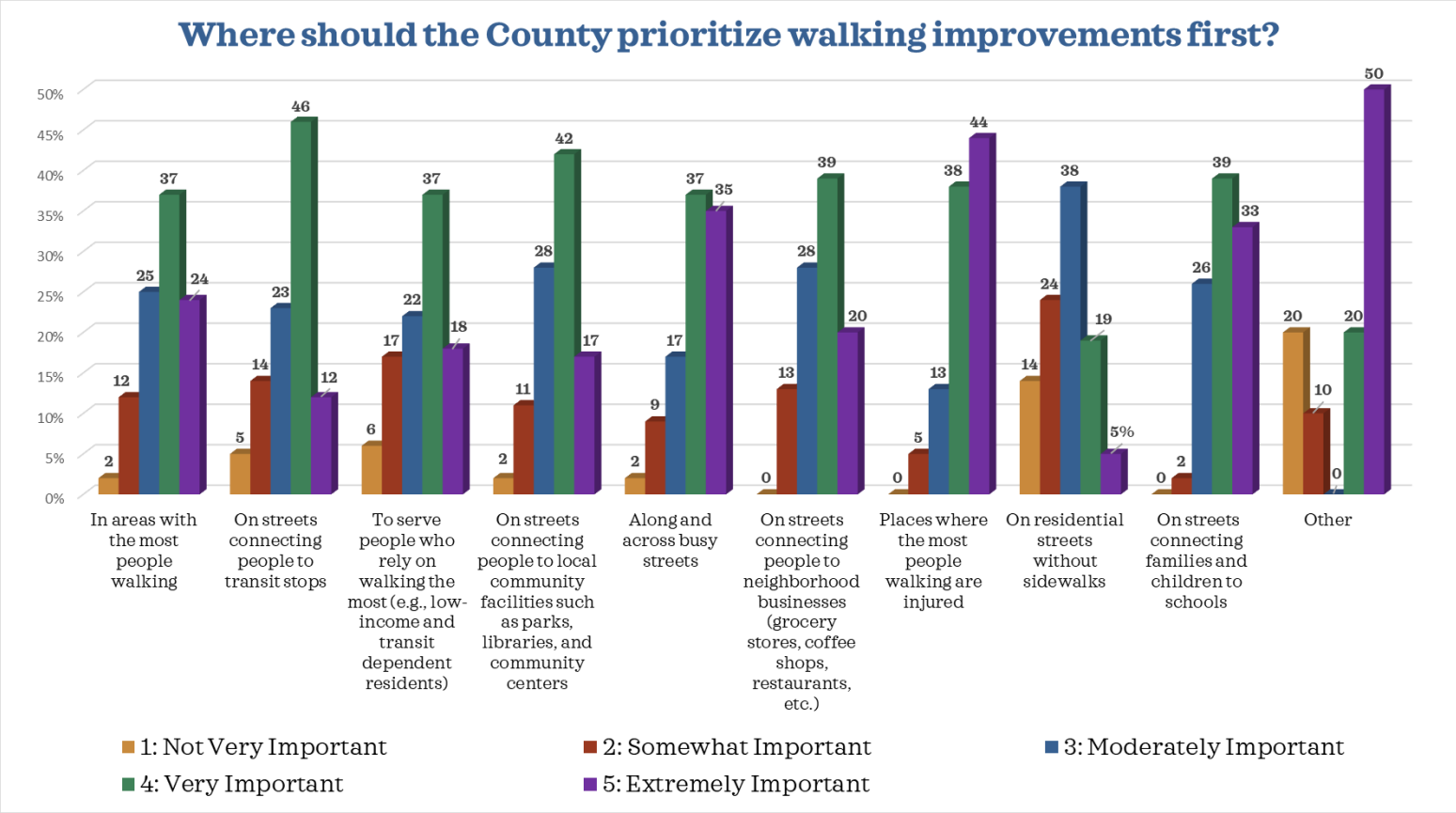


Figure 15: Survey Results for "Where should the County prioritize improvements first?"

4. Preferred Walking Path Design Elements

- Raised sidewalks with curb separation and landscape buffers were favored.
- Shared spaces and road-level paths without separation received negative feedback due to safety concerns.

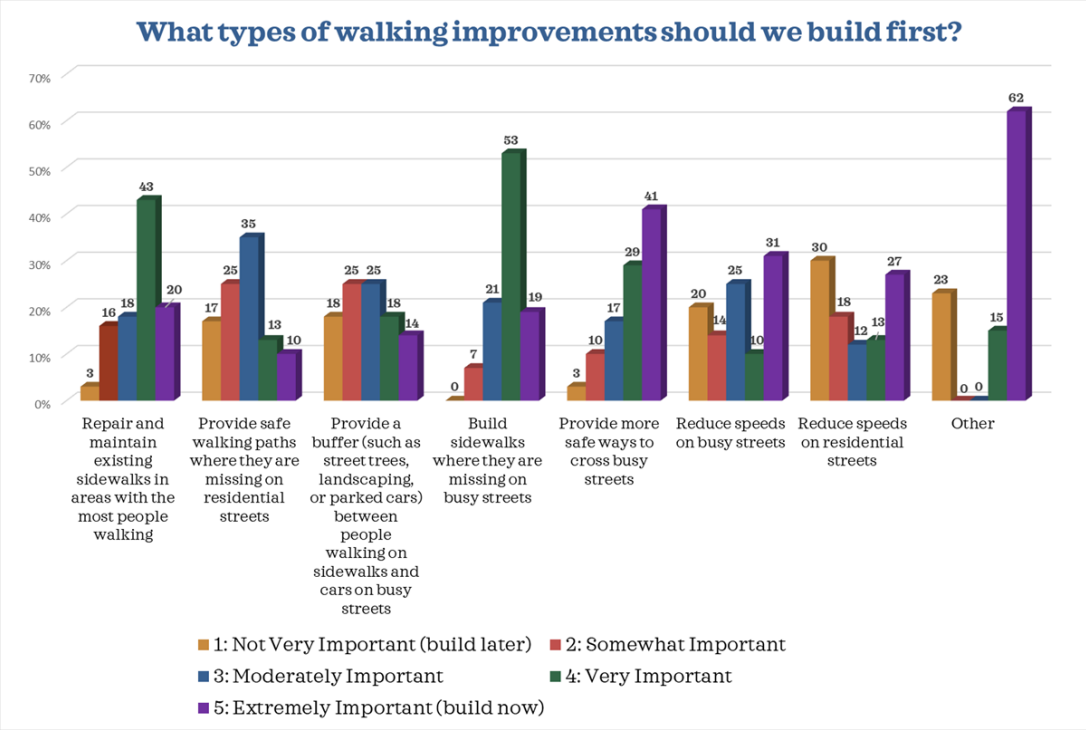


Figure 16: Survey Results for "What types of walking improvements should we build first?"

5. Types of Improvements (*Figure 16*)

- Prioritize pedestrian infrastructure maintenance, on existing sidewalks in high-traffic areas.
- Address major barriers (speeding, sidewalk gaps, and safer crossings) at critical locations such as Trinity Drive and school zones.
- Implement designs that emphasize safety, including separated pathways and tactile guidance systems.

6. Demographics

- Predominantly older population (34 respondents aged 55+), with balanced gender representation.
- Most respondents identified as White/Caucasian and were from the primary service area.

CHAPTER 4
EXISTING PEDESTRIAN CONDITIONS

Pedestrian Facilities Overview

Pedestrian facilities consist of the infrastructure on roadways and designated paths (sidewalks and trails) and crossing techniques used at intersections (signals and crosswalks). Together, these define the level of connectivity and safety in the pedestrian network. While trails are included in the existing facilities review, they are not the focus of this plan.

The project area, encompassing Los Alamos Townsite and White Rock Town Center, features a network of 102.4 miles of sidewalk. Of this, 75.39 miles are situated in Los Alamos Townsite, while White Rock Town Center accounts for the remaining 27.01 miles. Additionally, the area contains 152.91 miles of trails in total, with Los Almos Townsite containing 98.13 miles and White Rock Town Center encompassing 54.78 miles.

A total of 11 signalized intersections are in the project area, nine of which are situated in Los Alamos Townsite and two in White Rock Town Center. Furthermore, there are 164 marked crosswalks, with 117 in Los Alamos Townsite and 47 in White Rock Town Center. ***Table 2*** and the accompanying maps in ***Figure 17*** and ***Figure 18*** are provided below, offering a visual summary of the pedestrian facilities and aiding in a clearer understanding of the area's connectivity and accessibility.

Table 2: Countywide Pedestrian Facilities Inventory

Los Alamos County Pedestrian Facilities Inventory				
Area	Sidewalk Distance	Trails Distance	Signalized Intersections	Marked Crosswalks
Los Alamos Townsite	75.39 Miles	98.13 Miles	9	117
White Rock Town Center	27.01 Miles	54.78 Miles	2	47
Project Area	102.40 Miles	152.91 Miles	11	164

**Table 2 only includes an inventory of the pedestrian facilities in the study area (Los Alamos Townsite and White Rock Town Center).*

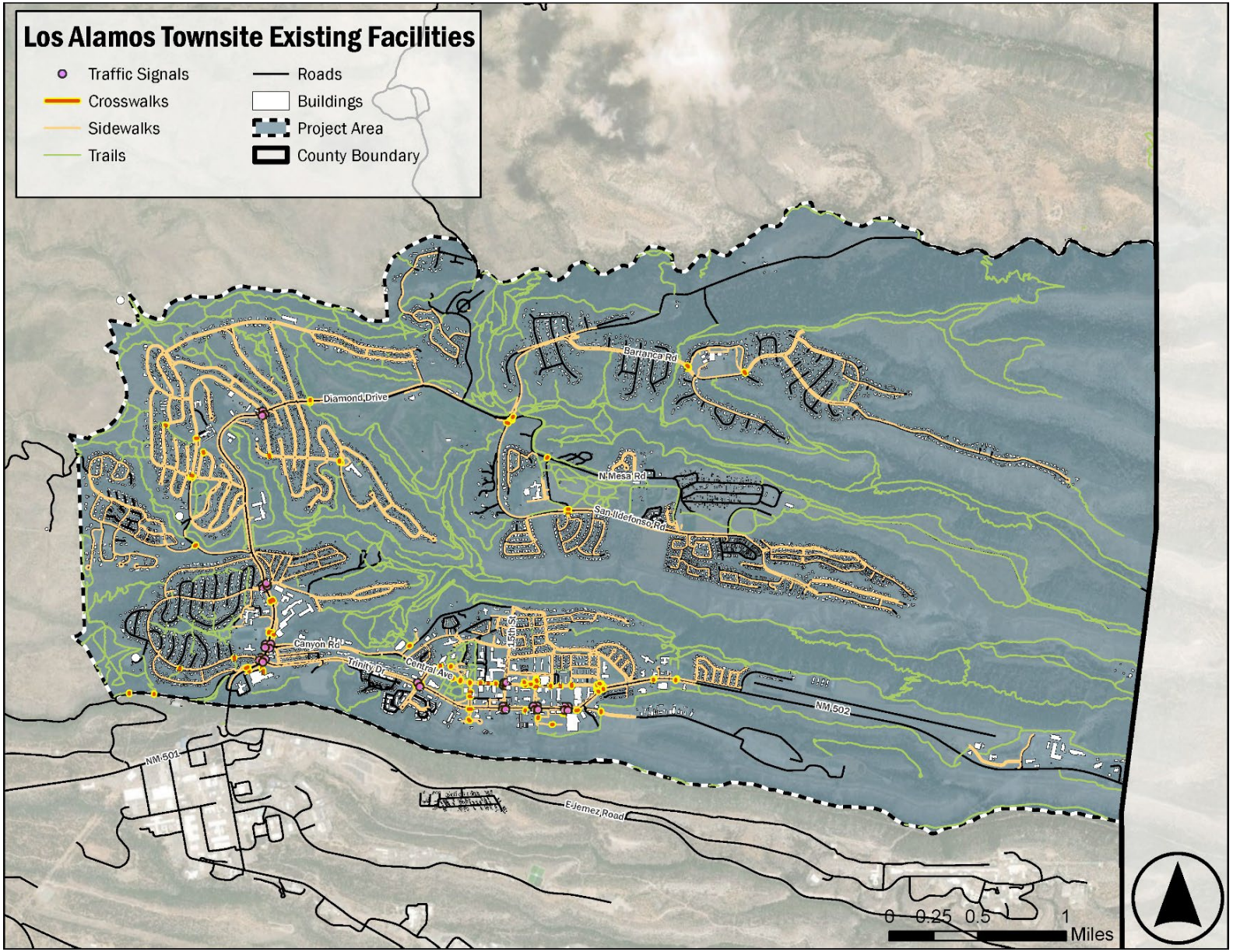


Figure 17: Los Alamos Townsite Existing Facilities Map

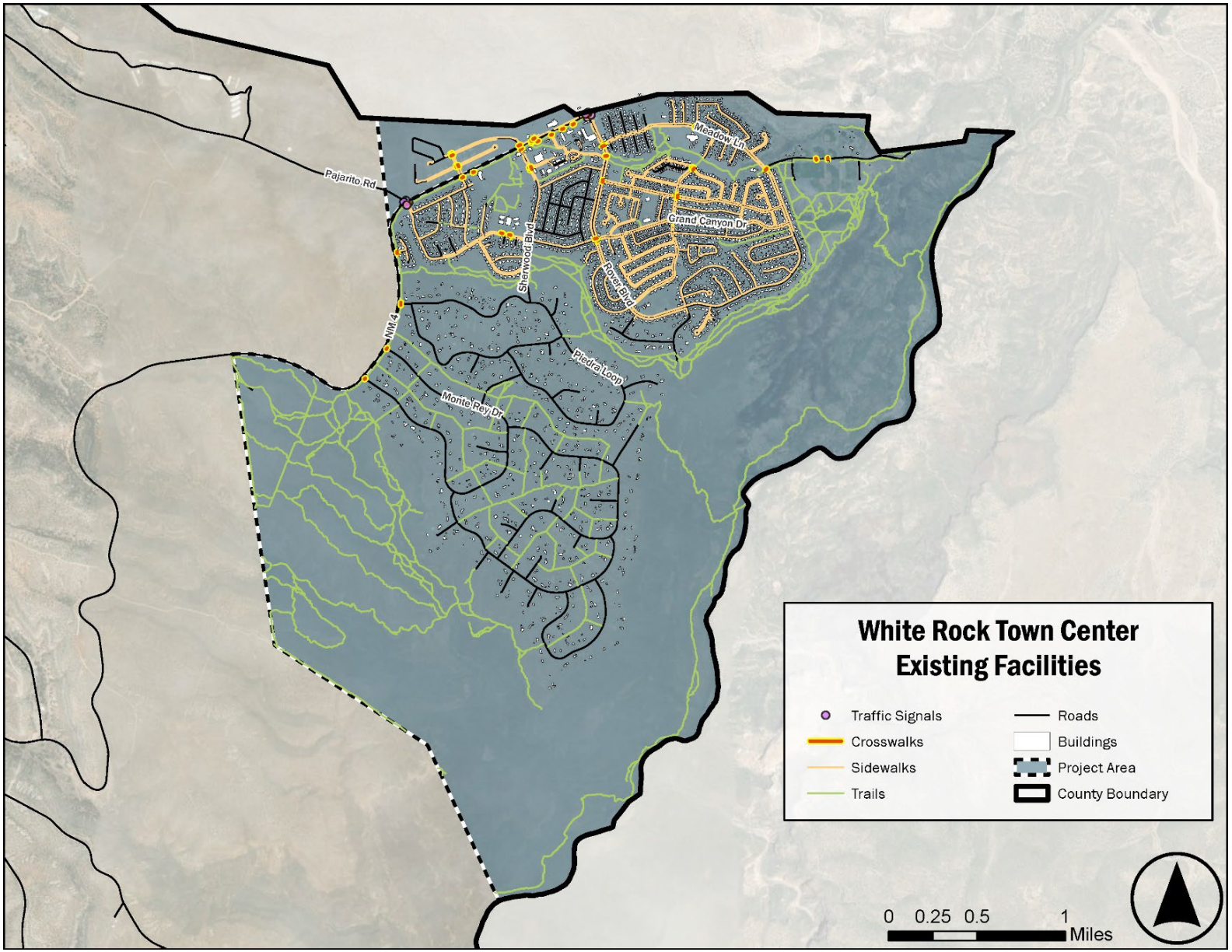


Figure 18: White Rock Town Center Existing Facilities Map

Sidewalk Conditions

An inventory of sidewalk conditions (***Table 3)*** and widths (***Table 4)*** was conducted across Los Alamos Townsite and White Rock Town Center. Out of the total 102.4 miles of sidewalk within the project area, approximately 97.65 miles are classified as good condition, with only 0.05 miles recorded as poor. An additional 4.7 miles lack sufficient data to determine their condition.

The Americans with Disabilities Act (ADA) recommends a sidewalk width of 5 feet for comfortable mobility and passing space for individuals using a wheelchair or other mobility assistive devices. A 3-foot sidewalk width is considered ADA-compliant, however, a 5-foot sidewalk width is ideal for communities. The majority of the study area's sidewalks measure less than five feet in width, approximately 85% of all inventoried sidewalks, or 86.45 miles. This indicates that most of Los Alamos has a predominately narrow pedestrian infrastructure network, possibly contributing to a negative perception of walking and rolling, as these sidewalks are less comfortable, easy, and enticing to use. The remaining sidewalks consist of 10.95 miles of widths between 5 and 8 feet, 0.30 miles that exceed 8 feet, and 4.7 miles of unspecified width. ***Table 3*** summarize the condition and ***Table 4*** offers the widths of sidewalks across Los Alamos County.

Table 3: Los Alamos County Sidewalks Condition

Los Alamos County Sidewalks Condition			
Total Sidewalk Distance	"Good Condition" Distance	"Poor Condition" Distance	Unknown Condition Distance
102.40 Miles	97.65 Miles	.05 Miles	4.70 Miles

Table 4: Los Alamos County Sidewalks Width

Los Alamos County Sidewalks Condition				
Total Sidewalk Distance	<5 ft Width Distance	5 ft - 8 ft Width Distance	>8 ft Width Distance	Unknown Width Distance
102.40 Miles	86.45 Miles	10.95 Miles	.30 Miles	4.70 Miles

**Table 3 and Table 4 only include an inventory of sidewalks in the study area (Los Alamos Townsite and White Rock Town Center).*

In Los Alamos Townsite, sidewalks less than 5 feet in width are predominately situated along smaller residential streets. Sidewalks ranging between 5 and 8 feet are more commonly found along primary roads with higher pedestrian activity, such as Diamond Drive, Trinity Drive, Canyon Road, and Central Avenue, as well as various streets within the Downtown area. Additionally, some smaller residential roads, particularly those in the northwest neighborhood along Diamond Drive, also feature sidewalks of this width. Sidewalk widths

exceeding 8 feet are limited to small sections along Central Avenue, 20th Street, and 15th Street, concentrated primarily around the Central Shopping Center.

In contrast, sidewalk widths within White Rock Town Center demonstrate far less variation than in Los Alamos Townsite. Nearly all sidewalks in White Rock measure less than 5 feet in width, aside from a small section along Longview Drive and Village Place, just west of the White Rock Senior Center.

Figure 19 and ***Figure 18*** on the following pages visually summarize these findings, offering a clear depiction of the existing distribution of sidewalk widths within the project area.

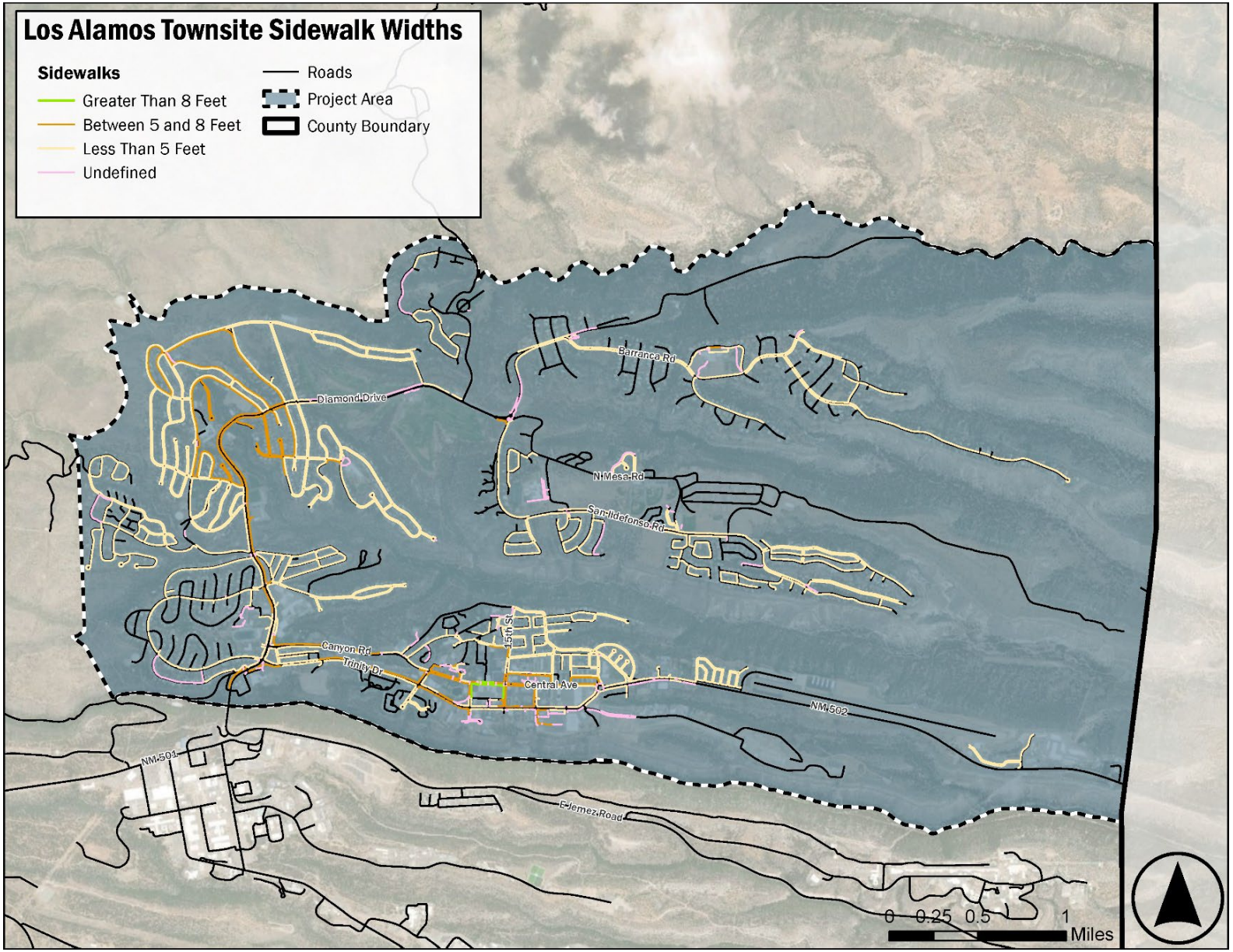


Figure 19: Los Alamos Townsite Sidewalk Widths Map

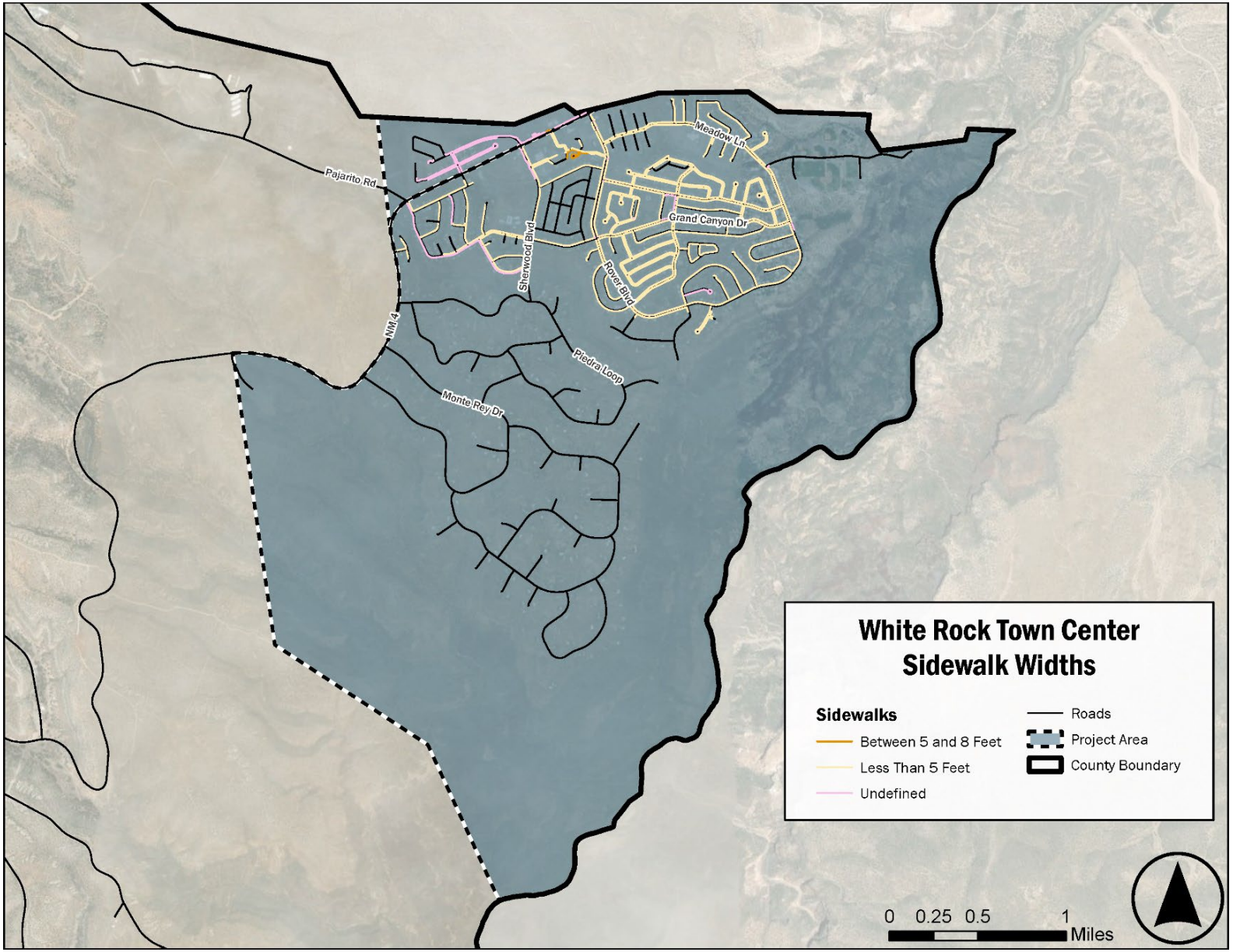


Figure 20: White Rock Town Center Sidewalk Widths Map

ADA Curb Ramp Compliance

Updated ADA curb ramp compliance data was compared to previous data collected in 2017. Overall, curb ramp compliance in the project area increased by over 10%. Los Alamos Townsite saw an increase of 14.09%, while White Rock Town Center saw a decrease of 1.06%. ***Table 5*** summarizes ADA curb ramp compliance in Los Alamos County.

Table 5: Los Alamos County ADA Curb Ramp Compliance

Los Alamos County ADA Curb Ramp Compliance			
Area	2017 Compliance %	2024 Compliance %	% Increase or Decrease
Los Alamos Townsite	27.39%	41.48%	+ 14.09%
White Rock Town Center	40.26%	39.20%	- 1.06%
Project Area	30.72%	40.81%	+ 10.09%

In Los Alamos Townsite, ADA curb ramp compliance varies significantly. Within the Downtown area, most curb ramps meet ADA standards, although several along Trinity Drive, particularly between Oppenheimer Drive and 10th Street, are non-compliant. Along Diamond Drive, the majority of curb ramps are ADA-compliant.

In residential neighborhoods within Los Alamos Townsite, ADA compliance is mixed. Certain areas, such as the Quemazon neighborhood on the far west side and the North Mesa neighborhood, demonstrate a high rate of compliance. In contrast, the Western Area neighborhood in the southwest, as well as the North Community neighborhood in the northwest, have a notably low rate of ADA-compliant curb ramps.

In White Rock Town Center, ADA curb ramp compliance is similarly varied. Most curb ramps along NM Highway 4 are compliant. Additionally, Sherwood Boulevard, between NM Highway 4 and Grand Canyon Drive, maintains a high compliance rate, as does most of Grand Canyon Drive. However, along Rover Boulevard/Meadow Lane, ADA curb ramp compliance is generally low, aside from the segment between Bryce Avenue and Kimberly Lane, where compliance rates are notably high.

Figure 21 and ***Figure 22*** illustrate these findings, providing a comprehensive overview of ADA curb ramp compliance across the project area.

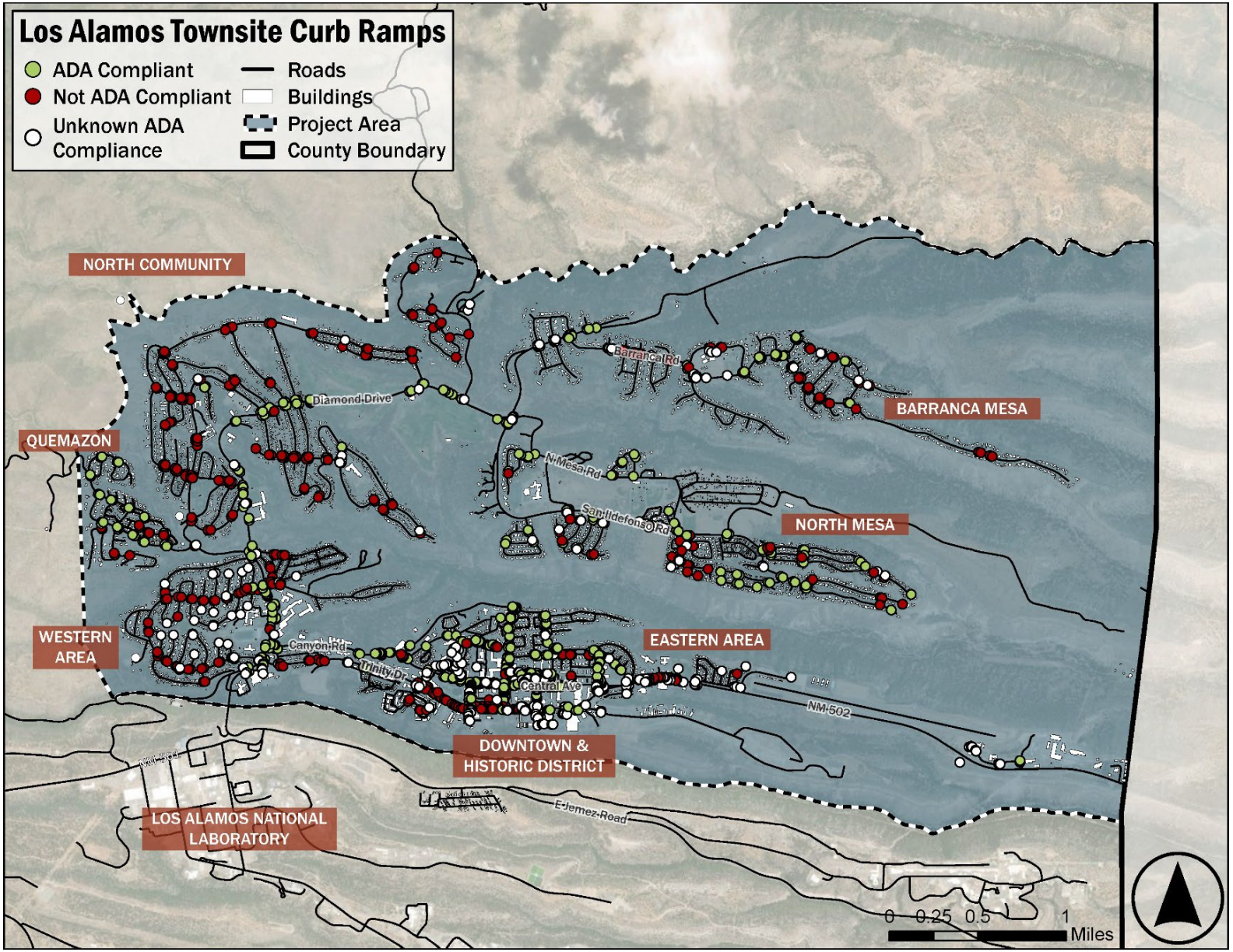


Figure 21: Los Alamos Townsite Curb Ramps Map

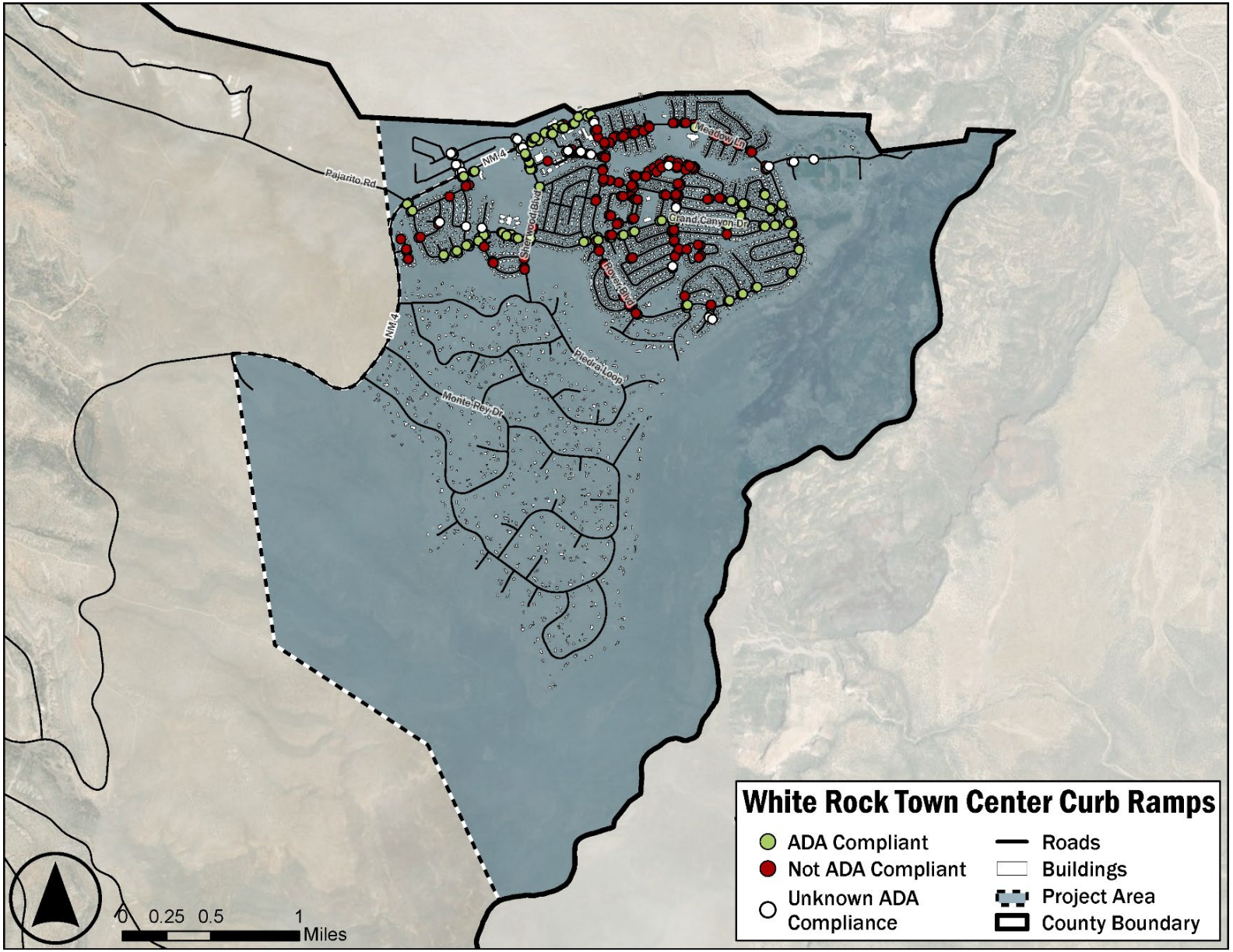


Figure 22: White Rock Town Center Curb Ramps Map

Transit

Los Alamos County Public Works Department owns and operates the Atomic City Transit (ACT) which provides fixed route, demand response, and paratransit services in Los Alamos and White Rock, and seasonal transit service to the nearby Bandelier National Monument. The transit center is located at the Los Alamos National Laboratory (LANL) where most of the fixed routes begin and end. Additionally, passengers traveling out of the county can catch one of the NMDOT Park and Ride buses to Espanola or Santa Fe.

Fixed Route Servies

ACT fixed route services can be considered in three categories: fixed routes, express routes, and the Bandelier service.

- **Fixed Route**: ACT operates a total of seven routes throughout each weekday (generally from 6 AM to 7 PM or 7:30 PM): Fixed routes are designed to meet at the transit center at 30-and 60-minute headways.
- **Express Routes**: These routes are open to the general public, but represent routes and schedules tailored specifically to school afternoon bell times.
- **Bandelier Shuttle**: This is a summer-only, free of charge service provided by ACT between mid-May and mid-October operating between the White Rock Visitors Center and the main entrance to the National Monument. It is an element of the traffic management plan for the National Monument, which requires visitors to use the bus by prohibiting general public auto access between 9 AM and 3 PM.

Dial-A-Ride Service

ACT provides a general public dial-a-ride service on weekdays between 6:30 PM and 9:00 PM. Phone requests are received starting at 6:00 PM for same-day service. This service is geared for "return" trips home and Park and Ride lots.

Paratransit Service

The ACT Assist program provides paratransit (origin-to-destination) service for ADA paratransit eligible persons between 6 AM and 9 PM on weekdays.

Transit is an integral part of pedestrian mobility because it extends the reach of walkable areas. Pedestrians rely on comfortable and navigable connections between transit stops, sidewalks, and crosswalks to provide safety and accessibility to destinations throughout the community. Ensuring connectivity across the transit network and the multi-modal network supports an efficient and equitable transportation system for the entire community. The amenities and infrastructure associated with a transit network (bus shelters, benches, maps and wayfinding, wider sidewalks and stops, bike racks) complement and benefit the pedestrian environment as well.

Pedestrian Destinations

Community Destinations are identified by highlighting the existing land uses that typically attract pedestrian activity (uses include commercial, downtown, educational, neighborhood commercial /mixed use, and parks). The Community Destination points, represented in ***Figure 23***, for Los Alamos Townsite and ***Figure 24*** for White Rock Town Center, identify certain activity centers where pedestrians are likely to travel to and move around.

In Los Alamos Townsite, the highest concentration of destinations is located in the Downtown. Other destinations are spread throughout the study area, mostly on Diamond Drive. White Rock is a smaller community, therefore nearly all the pedestrian destinations are concentrated in one area at the northern boundary.

These areas offer an understanding of where pedestrian activity occurs, thus indicating where recommendations to improve safety, accessibility, and connectivity should be focused.

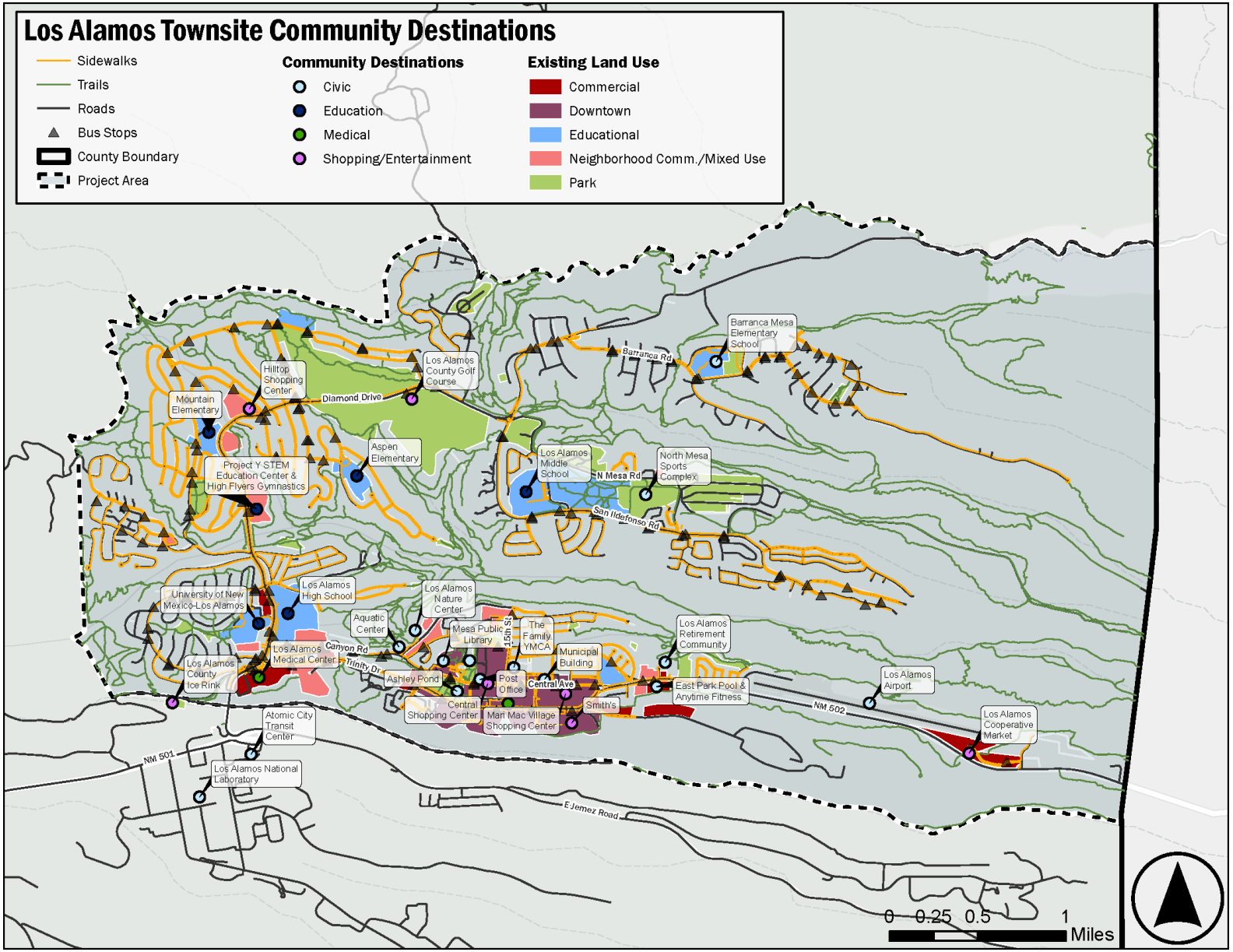


Figure 23: Los Alamos Townsite Community Destinations

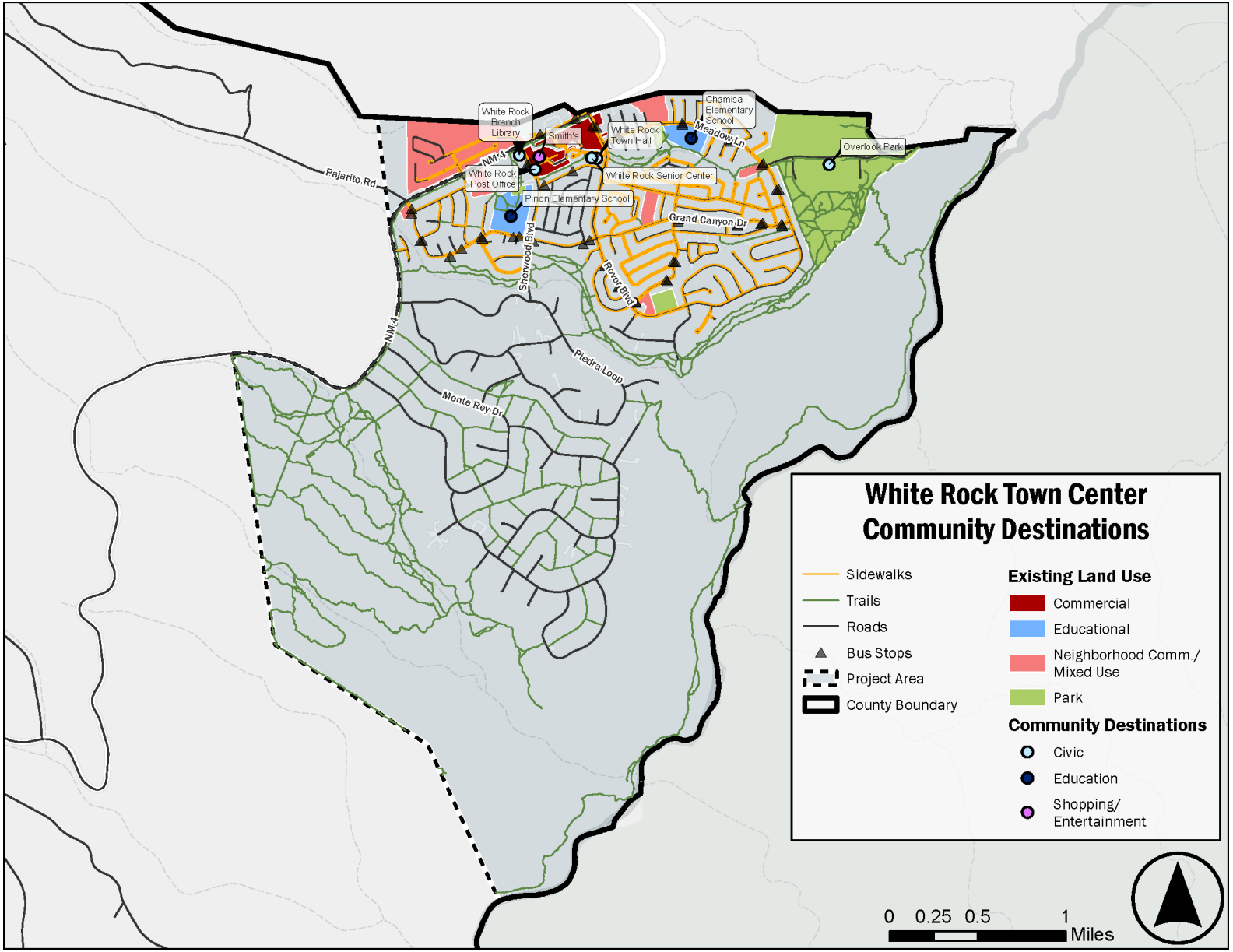


Figure 24: White Rock Town Center Community Destinations

Pedestrian Involved Crash Analysis

Los Alamos County

An analysis of crash data for Los Alamos County was conducted to identify locations with the highest frequency of pedestrian-involved incidents. Crash records from 2018 to 2022 were sourced from the New Mexico Department of Transportation and the Los Alamos County Police Department. These two data sources use different reporting methods, resulting in inconsistencies in certain crash factors. This fact, in addition to a minimal number of pedestrian crashes, has limited the analysis to a general overview.

During this five-year period, a total of 770 crashes were recorded in Los Alamos County, yielding a 1-year average of 154 crashes. This total includes crashes countywide occurring both within and outside the project area. Of the 770 crashes, eight of these involved pedestrians. ***Table 6***, ***Figure 25***, and ***Figure 26*** present a summary of both total and pedestrian-involved crashes within Los Alamos County. While there are minimal pedestrian crashes which occurred in the study area, it is important that the county remain proactive in order to minimize any future potential conflicts, effectively saving lives and tax-payer dollars.

Table 6: Los Alamos County Crash Types by Year

Los Alamos County 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	179 (+16.23%)	154	1 (-37.50%)	1.6
2019	177(+14.94%)	154	2 (+25.00%)	1.6
2020	130 (-15.58%)	154	1 (-37.50%)	1.6
2021	127 (-17.53%)	154	2 (+25.00%)	1.6
2022	157 (+1.94%)	154	2 (+25.00%)	1.6

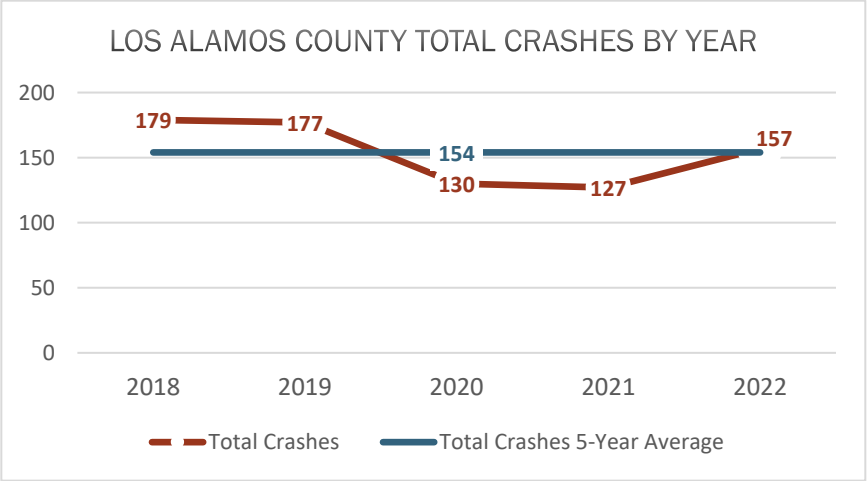


Figure 25: Los Alamos County Total Crashes by Year

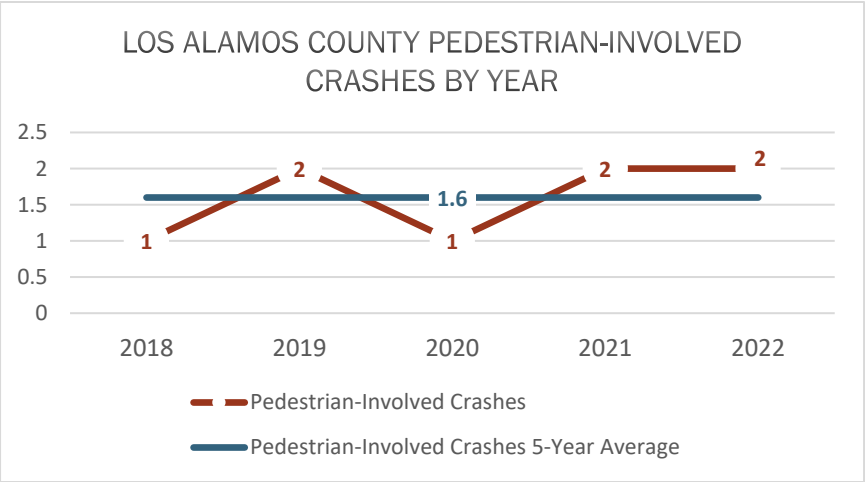


Figure 26: Los Alamos County Pedestrian-Involved Crashes by Year

The total number of crashes in Los Alamos County peaked in 2018, reaching 179. In the subsequent years, crash numbers declined annually until 2022, when they rose again, surpassing the five-year average with a total of 157 crashes. The marked decrease in crashes during 2020 and 2021 can be largely attributed to the COVID-19 pandemic, which led to a significant reduction in road traffic.

In contrast, pedestrian-involved crashes in Los Alamos County did not align with the general trend of total crashes. While total crashes were highest in 2018, pedestrian-involved incidents were tied for the lowest that year. The peak years for pedestrian-involved crashes were 2019, 2021, and 2022, with two incidents recorded each year.

Los Alamos Townsite

A total of 529 crashes occurred in Los Alamos Townsite between 2018 and 2022, with a 5-year average of 105.8. Of the 529 crashes in Los Alamos Townsite, 6 involved pedestrians. ***Table 7***, ***Figure 27***, and ***Figure 28*** depict the total and pedestrian-involved crashes in Los Alamos Townsite.

Table 7: Los Alamos Townsite Crash Types by Year

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

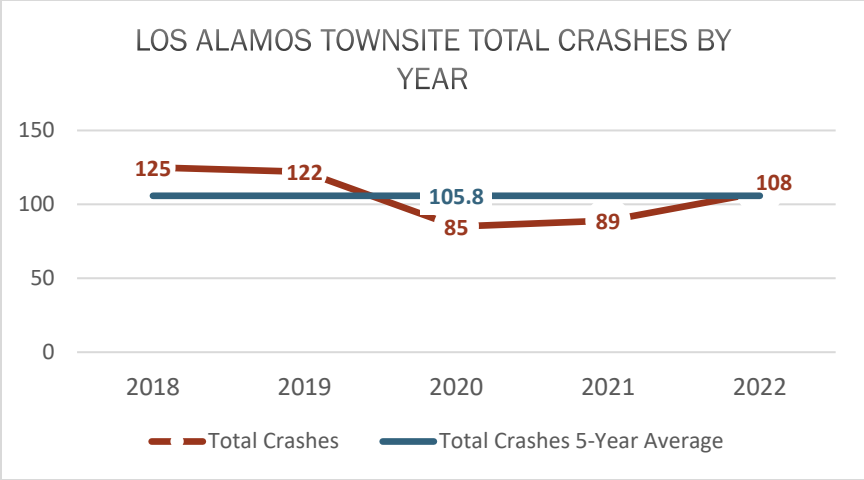


Figure 27: Los Alamos Townsite Total Crashes by Year

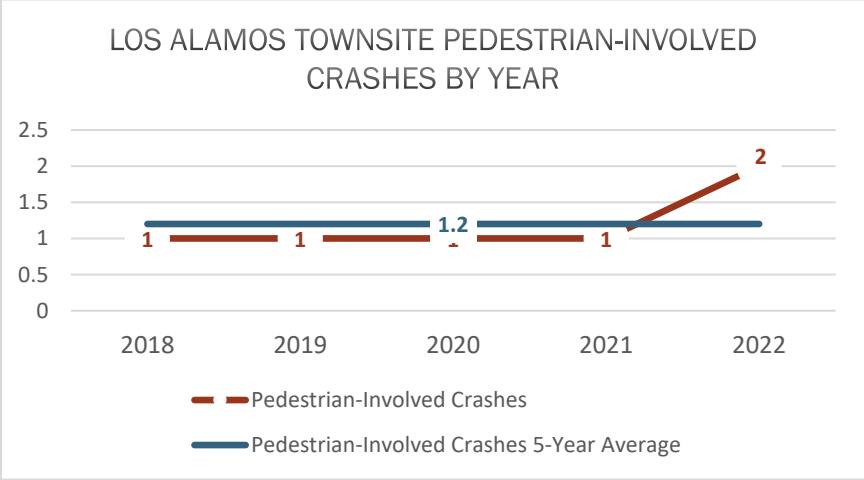


Figure 28: Los Alamos Townsite Pedestrian-Involved Crashes by Year

Reflecting the county-wide trend, Los Alamos Townsite experienced the highest number of crashes in 2018, totaling 125. Between 2019 and 2021, the number of crashes steadily declined each year, with a return to above-average levels in 2022, reaching 108 crashes. The significant reduction in crashes during 2020 and 2021 is attributed to the COVID-19 pandemic, which led to decreased traffic volumes.

Pedestrian-involved crashes in Los Alamos Townsite remained consistent from 2018 to 2021, with one incident per year, followed by an increase to two incidents in 2022.

Within Los Alamos Townsite, crashes were most frequently concentrated along primary routes, including Trinity Drive (or NM 502), Canyon Road, Central Avenue, and East Road. High-crash sections include Diamond Drive between Trinity Drive and Sandia Drive/Orange Street, and Trinity Drive between 20th Street and the roundabout. Additionally, three intersections—Diamond Drive at West Road, Trinity Drive, and Canyon Road—registered the highest number of crashes, each with over 15 incidents.

Pedestrian-involved crashes were spread throughout Los Alamos Townsite, all occurring at different locations. Pedestrian-involved crashes occurred at the intersections of Diamond Drive and 38th Street/Arkansas Avenue, Central Avenue and Bathtub Row, East Road and Sombrillo Court, and East Drive and Tewa Loop. Two pedestrian-involved crashes occurred in the same

shopping complex along Trinity Drive and Knecht Street. One occurred in front of Smith's Marketplace and one across the parking lot near McDonald's.

The exact locations of some crashes could not be determined based on the crash reports obtained from the Los Alamos Police Department. Their approximate locations are represented by the yellow dots. ***Figure 29*** shows the location of every crash that occurred within Los Alamos Townsite.

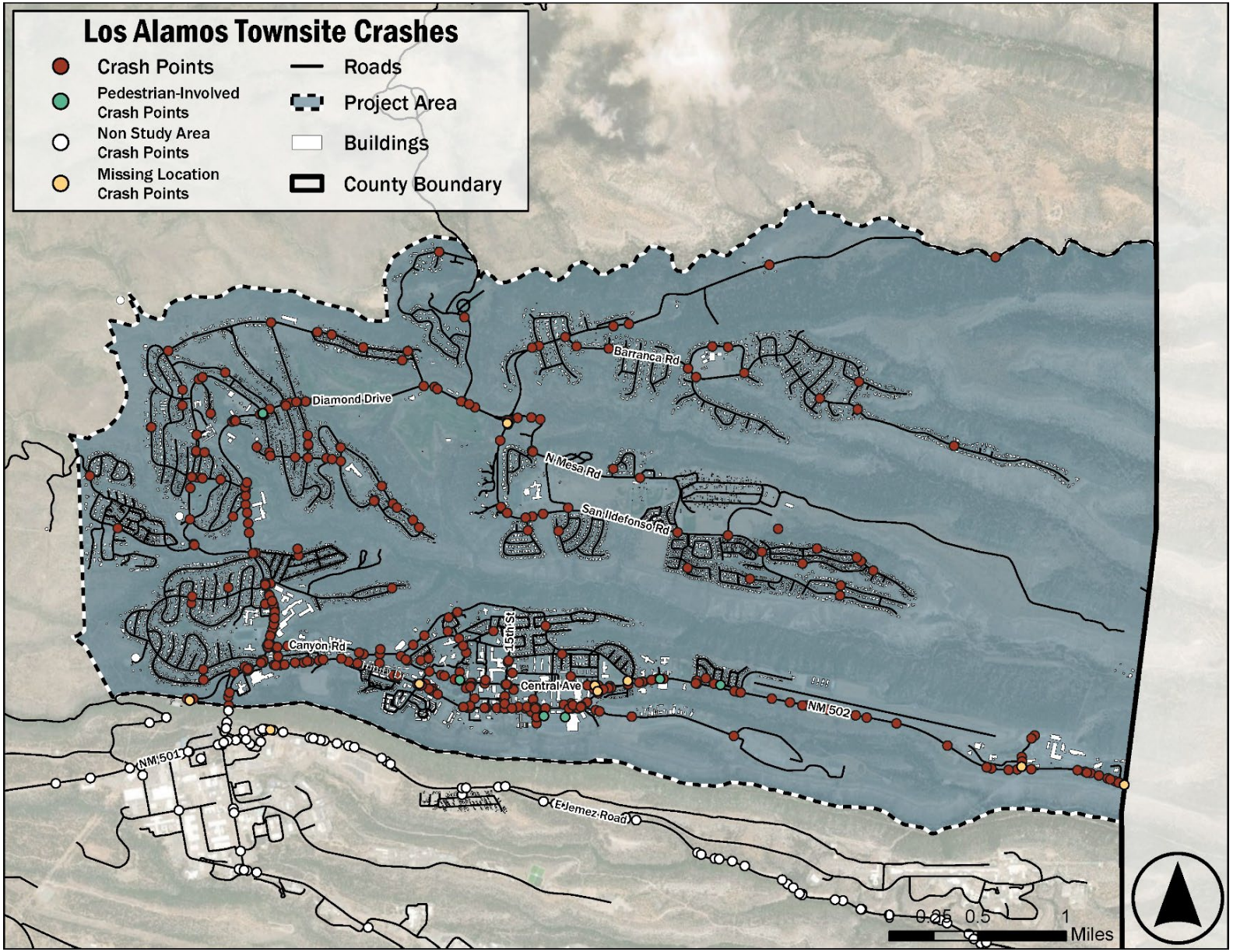


Figure 29:Los Alamos Townsite Crash Map

White Rock Town Center

A total of 59 crashes were recorded within the White Rock Town Center from 2018 to 2022, yielding a five-year average of 11.8 crashes per year. Among these, two crashes involved pedestrians, resulting in an average of 0.4 pedestrian-involved crashes annually. ***Table 8, Figure 30***, and ***Figure 31*** depict the total and pedestrian-involved crashes in White Rock Town Center.

Table 8: White Rock Town Center Crash Types by Year

White Rock Town Center 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	16 (+22.64)	11.8	0 (-100.00%)	0.4
2019	17 (+41.51)	11.8	1 (+150.00%)	0.4
2020	5 (-52.83%)	11.8	0 (-100.00%)	0.4
2021	9 (-15.09%)	11.8	1 (+150.00%)	0.4
2022	12 (+3.77%)	11.8	0 (-100.00%)	0.4

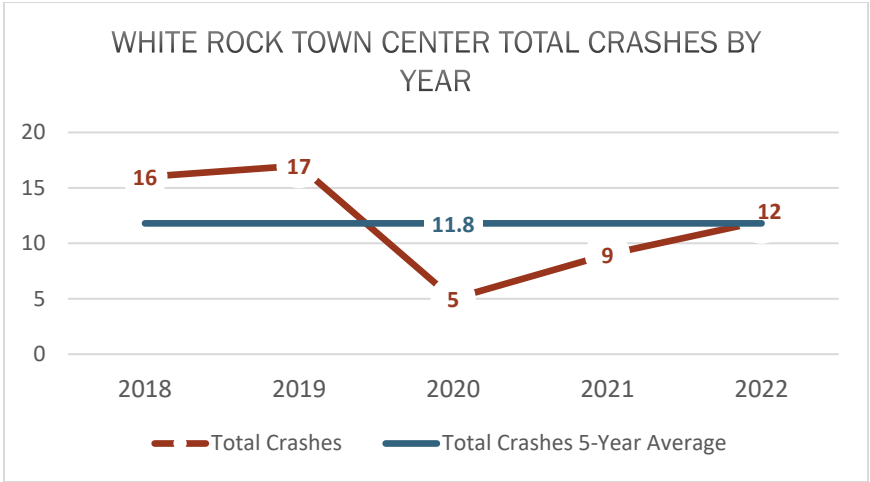


Figure 30: White Rock Town Center Total Crashes by Year

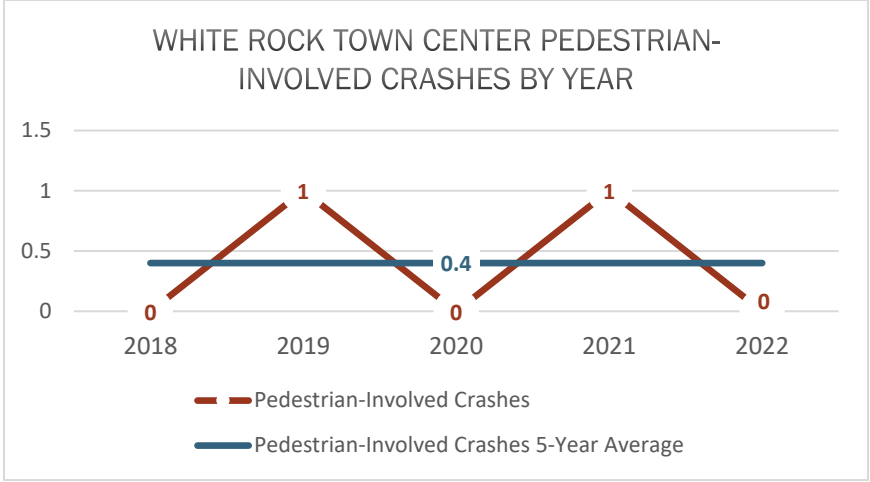


Figure 31: White Rock Town Center Pedestrian-Involved Crashes by Year

Crash patterns in White Rock Town Center largely mirrored those observed in the broader County and Los Alamos Townsite, though White Rock reached a peak of 17 crashes in 2019. The subsequent decline in crash frequency during 2020 and 2021 can be attributed to the reduction in vehicle traffic associated with the COVID-19 pandemic.

Pedestrian-involved crashes within White Rock Town Center showed year-to-year variability, with one crash occurring in both 2019 and 2021, and none reported in 2018, 2020, or 2022. The two pedestrian-involved crashes took place in at the intersection of NM Highway 4 and Piedra Loop, and on Ridgecrest Avenue, approximately 300 feet west of its intersection with Grand Canyon Drive.

The highest concentrations of crashes in White Rock Town Center occurred along NM Highway 4 and Rover Boulevard/Meadow Lane. Additionally, a smaller number of crashes were recorded on residential streets such as Aragon Avenue, Aztec Avenue, and La Paloma Drive. Notably, the intersection of NM Highway 4 and Rover Boulevard registered the highest number of crashes, with five.

The exact locations of a handful of crashes could not be determined based on the crash reports obtained from the Los Alamos Police Department. Their approximate locations are represented by the yellow dots. ***Figure 32*** shows the locations of every crash that occurred in White Rock Town Center.

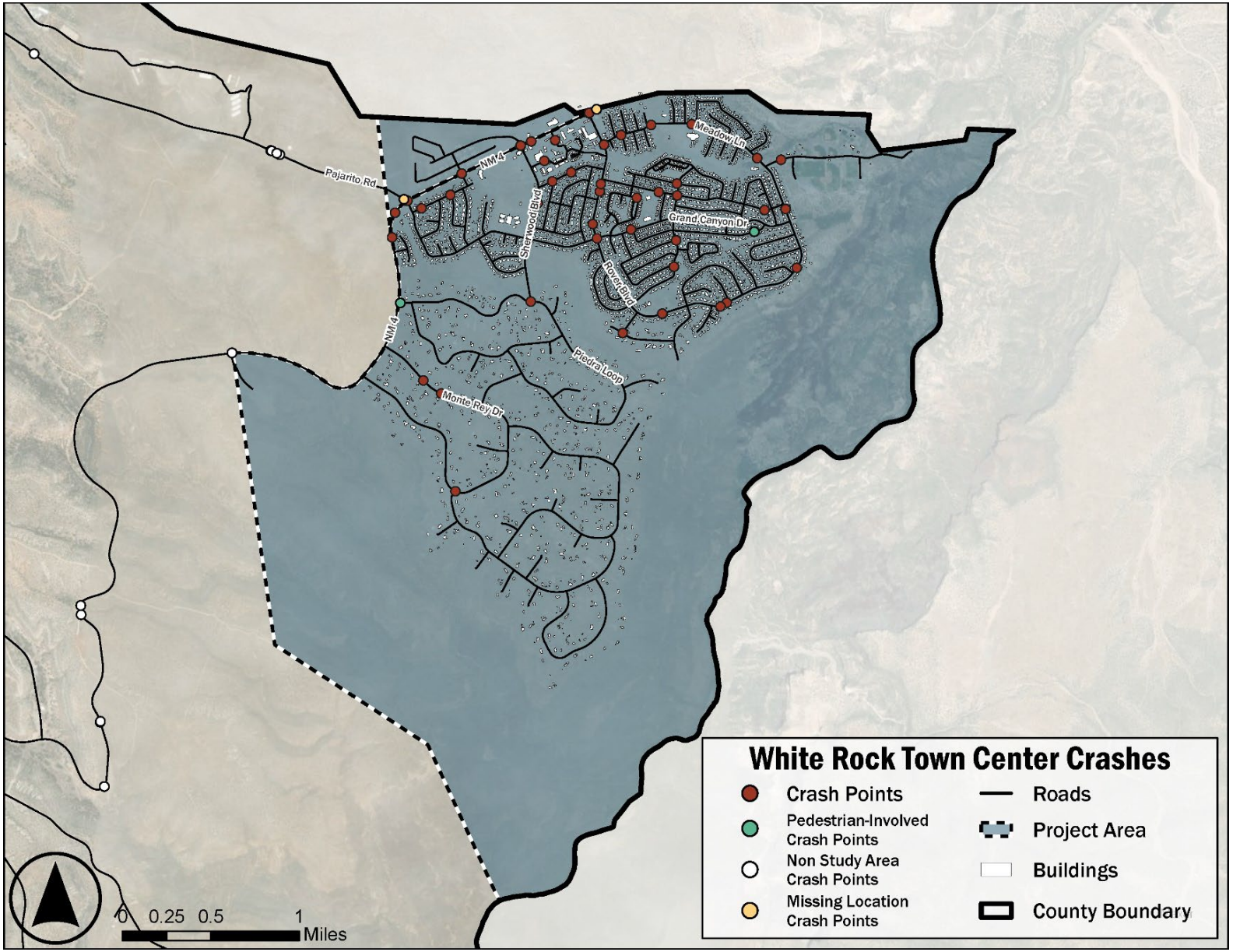


Figure 32: White Rock Town Center Crash Map

State and National Crash Comparison

An analysis of total crash severity rates between 2018 and 2022 for Los Alamos County, Los Alamos Townsite, and White Rock Town Center was conducted in comparison to state and national rates, represented in ***Table 9***.

Los Alamos Townsite reported a crash rate of 40.14 incidents per 1,000 people, while White Rock Town Center recorded a lower rate of 10.08 per 1,000 people. Los Alamos County had a crash rate of 39.65 per 1,000 people. Each of these rates is lower than the crash rates observed for New Mexico and the United States, which stand at 100.64 and 92.85 per 1,000 people, respectively.

Traffic injury rates mirrored the trends in overall crash rates. Los Alamos Townsite reported a traffic injury rate of 13.13 per 1,000 people, with White Rock Town Center showing a much lower injury rate of 2.05 per 1,000 people. Los Alamos County had an injury rate of 13.49 per 1,000 people. Once again, these rates are below those reported for New Mexico and the United States, at 43.42 and 38.05 per 1,000 people, respectively.

Los Alamos Townsite recorded 0.15 traffic fatalities per 1,000 people, whereas White Rock Town Center experienced a significantly higher rate of 0.34 fatalities per 1,000 people. The countywide traffic fatality rate for Los Alamos stood at 0.31 per 1,000 people. Each of these rates remain lower than those for New Mexico and the United States, which are 1.02 and 0.60 fatalities per 1,000 people, respectively.

Table 9: Crash Severity Summary with State and National Comparison

Crash Severity Summary with State and National Comparison (2018-2022)		
Total Crashes		
Area	Total Crashes	Crashes per 1,000 People
Los Alamos Townsite	529	40.14
White Rock Town Center	59	10.08
Los Alamos County	770	39.65
New Mexico	213,118	100.64
United States	30,775,480	92.85
Traffic Injuries		
Area	Total Traffic Injuries	Traffic Injuries per 1,000 People
Los Alamos Townsite	173	13.13
White Rock Town Center	12	2.05
Los Alamos County	262	13.49
New Mexico	91,949	43.42
United States	12,612,837	38.05
Traffic Fatalities		
Area	Total Traffic Fatalities	Traffic Fatalities per 1,000 People
Los Alamos Townsite	2	0.15
White Rock Town Center	2	0.34
Los Alamos County	6	0.31
New Mexico	2,164	1.02
United States	197,941	0.60

Additionally, an analysis concentrated on serious injury and fatal pedestrian-involved crashes was conducted in comparison to state and national rates. ***Table 10*** represents these findings. Los Alamos Townsite reported a pedestrian injury rate of 0.46 per 1,000 residents, while White Rock Town Center had no recorded pedestrian injuries, resulting in a rate of 0. Across Los Alamos County, the pedestrian injury rate was 0.31 per 1,000 residents. These rates are substantially lower than those for New Mexico and the United States, which are 0.79 and 1.01 per 1,000 residents, respectively.

Between 2018 and 2022, Los Alamos Townsite did not report any pedestrian fatalities, giving it a fatality rate of 0 per 1,000 residents. In contrast, White Rock Town Center recorded a significantly higher pedestrian fatality rate of 0.34 per 1,000 residents. The overall pedestrian fatality rate in Los Alamos County was 0.10 per 1,000 residents. While the pedestrian fatality rates for both Los Alamos Townsite and Los Alamos County were at or below the state and national rates, White Rock Town Center's rate was more than three times the national rate.

Ongoing crash analysis and thoughtful transportation planning are essential to the Safe Systems Approach, enabling proactive measures to reduce and prevent crashes. These efforts are key to achieving Vision Zero's goal of eliminating traffic fatalities and severe injuries through systematic, data-driven strategies.

Table 10: Pedestrian-Involved Crash Severity Summary with State and National Comparison

Pedestrian-Involved Crash Severity Summary with State and National Comparison (2018-2022)		
Pedestrian Injuries		
Area	Total Pedestrian Injuries	Pedestrian Injuries per 1,000 People
Los Alamos Townsite	6	0.46
White Rock Town Center	0	0
Los Alamos County	6	0.31
New Mexico	1,674	0.79
United States	333,493	1.01
Pedestrian Fatalities		
Area	Total Pedestrian Fatalities	Pedestrian Fatalities per 1,000 People
Los Alamos Townsite	0	0
White Rock Town Center	2	0.34
Los Alamos County	2	0.10
New Mexico	429	0.20
United States	34,203	0.10

CHAPTER 5
AREAS OF CONCERN

Pedestrian Barriers

This section summarizes the barriers within Los Alamos that prevent the safest and most accessible pedestrian environment. ***Figure 33*** and ***Figure 34*** illustrate the full extents of the study area to pinpoint areas that need a greater focus. The combined findings from the existing conditions analysis that contribute to the Areas of Concerns include:

- Pedestrian crash locations
- Vehicle crash locations
- Non-ADA curb ramps
- Pedestrian destinations

Three Areas of Concern are identified by their high concentration of barriers and are subsequently areas that are considered pedestrian destinations with more pedestrian traffic. The three areas are represented at a larger scale in the following figures:

1. Downtown Los Alamos: ***Figure 35***
2. Diamond Drive (North-South Bound): ***Figure 36***
3. White Rock (Along Northern Boundary): ***Figure 37***

White Rock's barriers are less concentrated, however, the pedestrian destinations offer an understanding of areas likely to have more pedestrian traffic, thus identifying the northern boundary as an Area of Concern, requiring greater attention.

Most of these areas require a holistic approach to improvements – addressing not only one gap in the pedestrian network, but several in the surrounding area. A project initiated for the reconstruction of a sidewalk should also recognize needed updates to curb ramps along the connecting pedestrian pathways, ensuring this stretch of the transportation network is safe and accessible to all. If feasible, road diets, gateway treatments, or intersection enhancements should also be considered (these types of improvements are discussed later in the "Traffic Calming Design Guide" Section). This type of systematic approach solidifies and stabilizes the pedestrian network, creating a comfortable and easy to navigate experience on the ground.

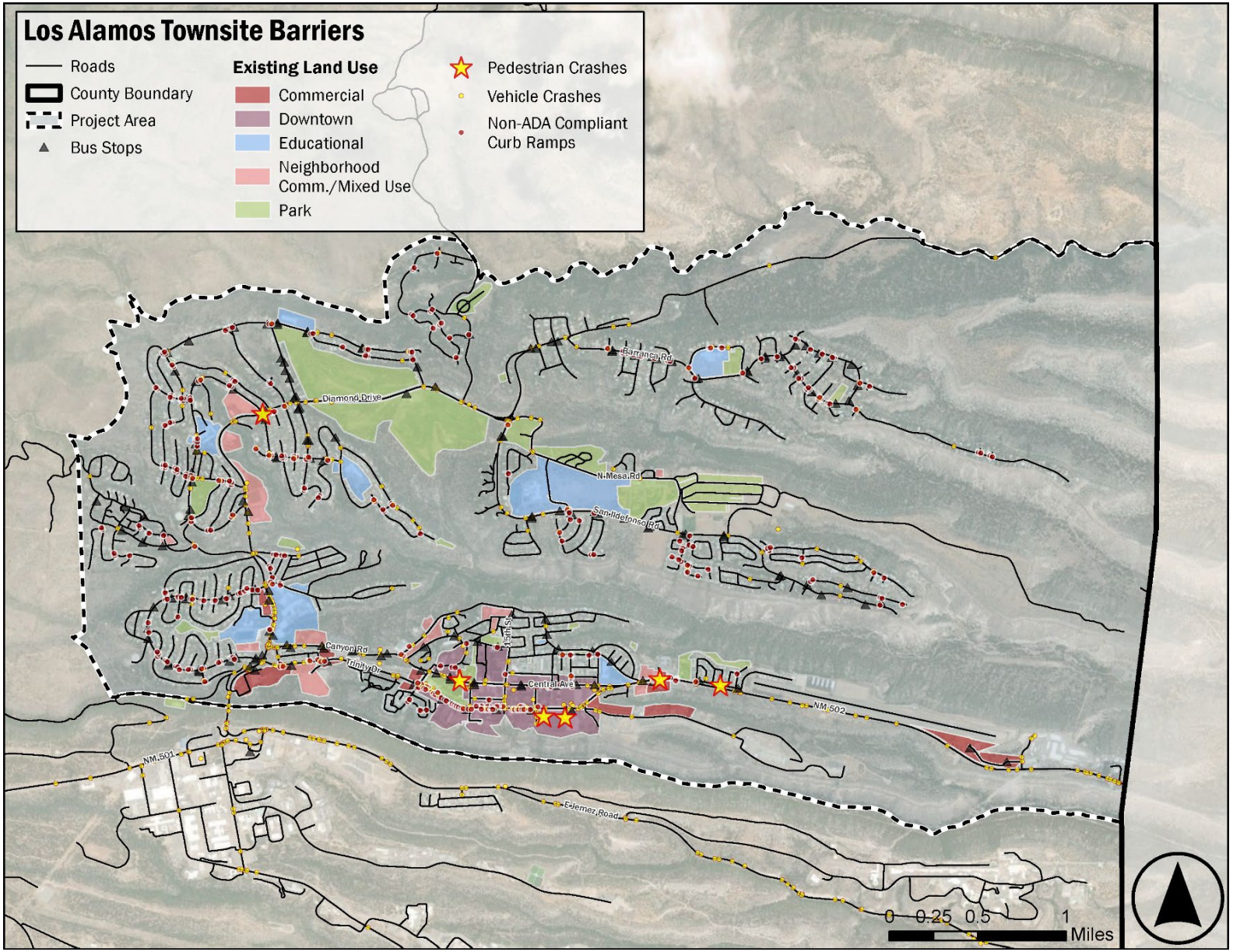


Figure 33: Los Alamos Townsite Barriers

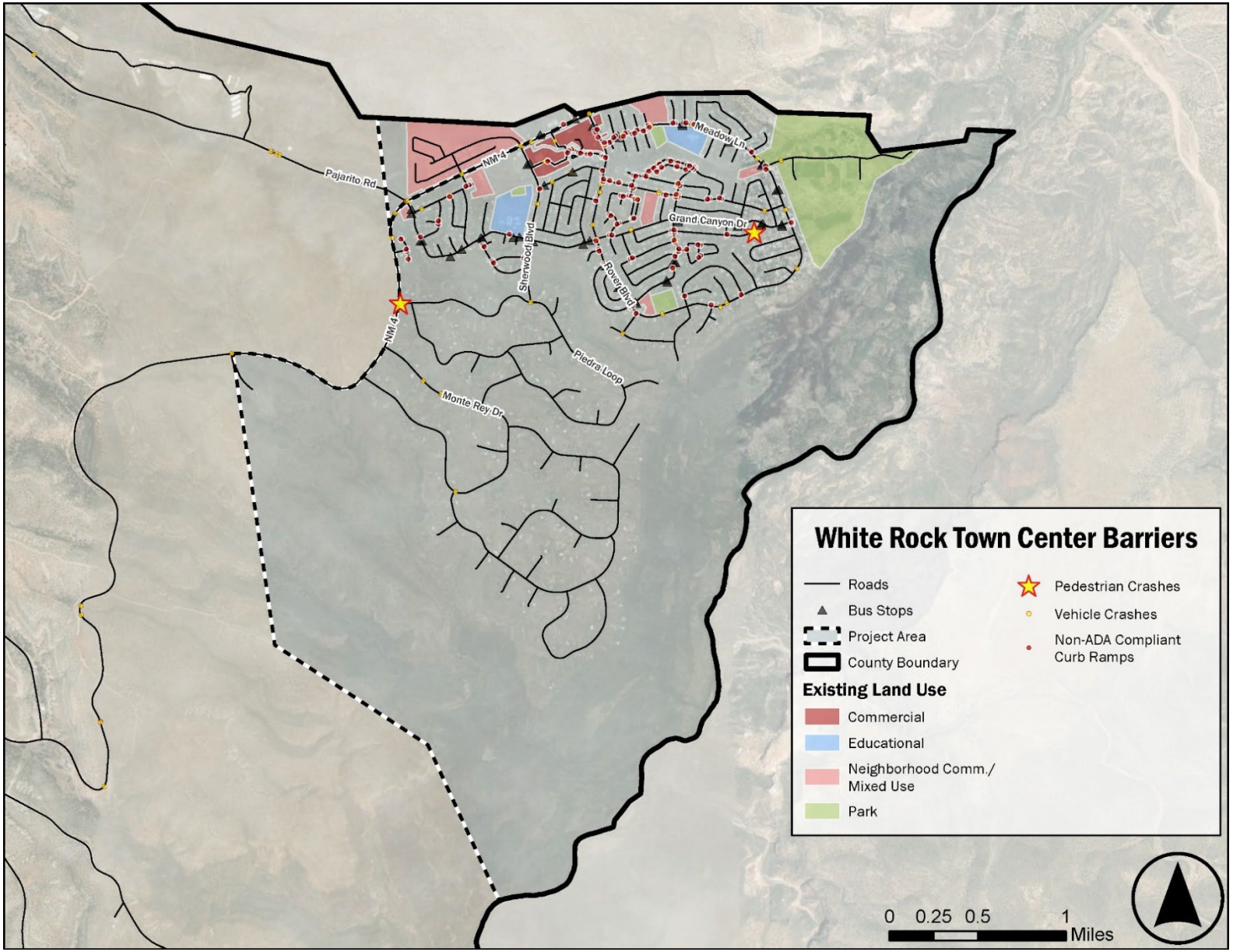


Figure 34: White Rock Town Center Barriers

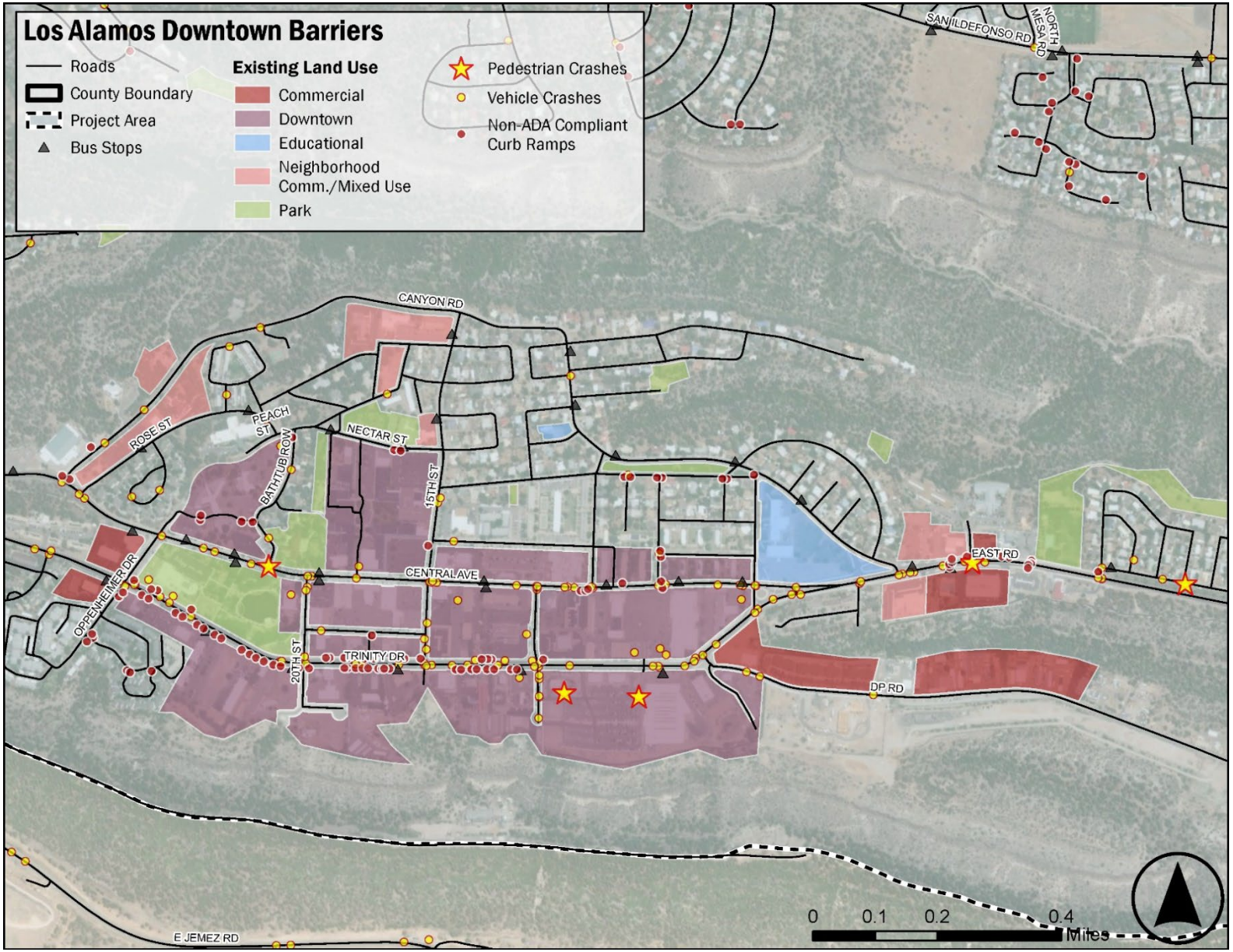


Figure 35: Areas of Concentration - Downtown Los Alamos

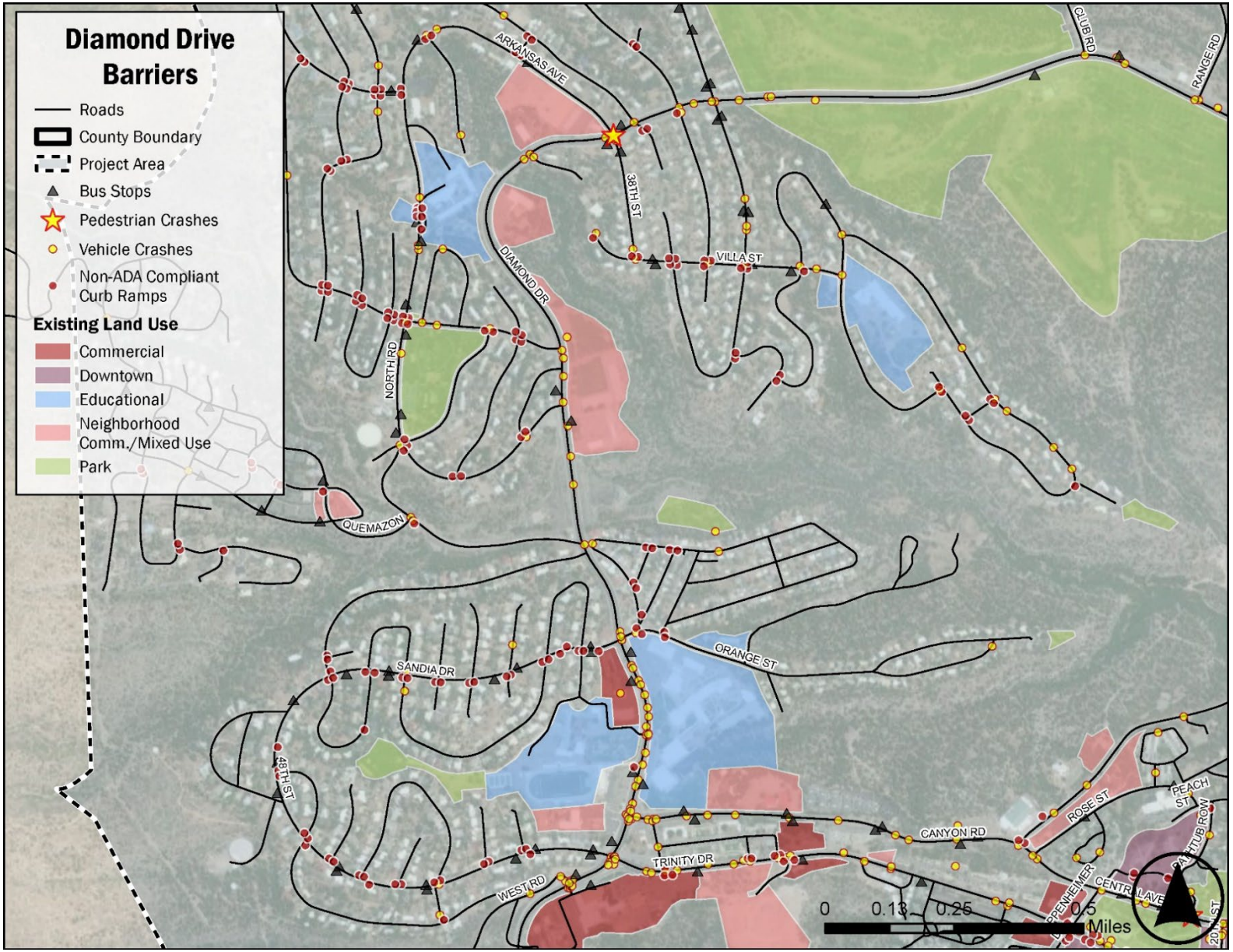


Figure 36: Areas of Concentration - Diamond Drive

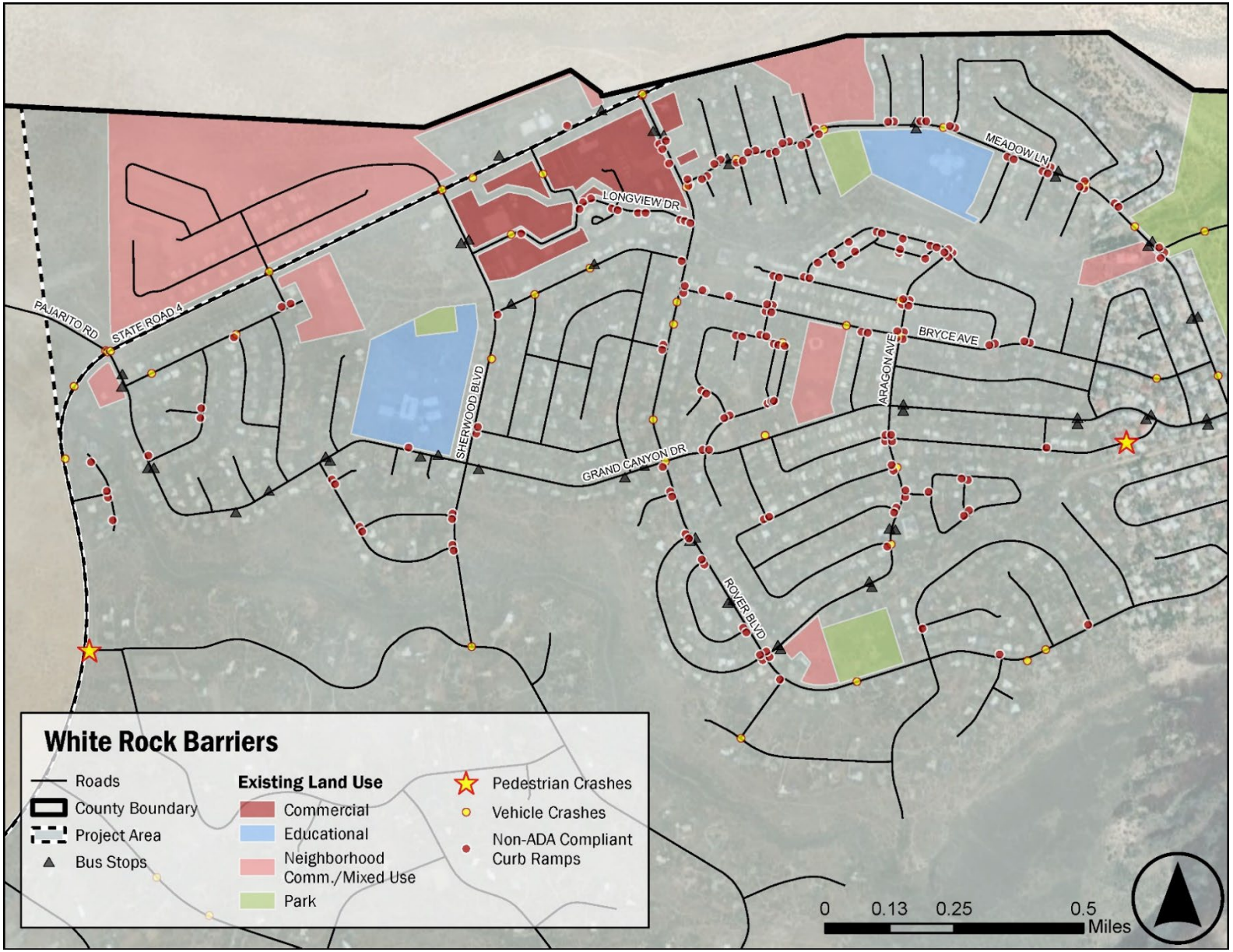


Figure 37: Areas of Concentration - White Rock Northern Boundary

CHAPTER 6
RECOMMENDATIONS

Traffic Calming Techniques

There are a variety of design techniques that can be incorporated into new and existing streets to reduce vehicle speed and make the roadway safer for every mode of travel. These **traffic calming strategies** are implemented on roadways to slow vehicle speeds. The various techniques typically either *alter the physical roadway* or *adjust how a street is perceived*, or both. Vehicle speed reduction is one of the most critical factors for creating a more controlled traffic environment, greatly reducing crash severity and risk of crashes.

The risk of pedestrian fatality increases exponentially with the increase of a vehicle's impact speed at the time of collision. Figure 38 illustrates the higher rate of pedestrian fatality as vehicle speeds increase. This proves that implementation of traffic calming strategies to create an easily controlled traffic environment at safe speeds is critical in pedestrian destination areas.

The following pages offer a set of traffic calming design techniques aimed at creating a safer multi-modal environment. The placement and purpose of these techniques defines their organization, although several techniques may be used for multiple traffic calming functions. Oftentimes, several of these techniques are used strategically along a roadway to change the collective behavior of motorists to improve the multi-modal environment.

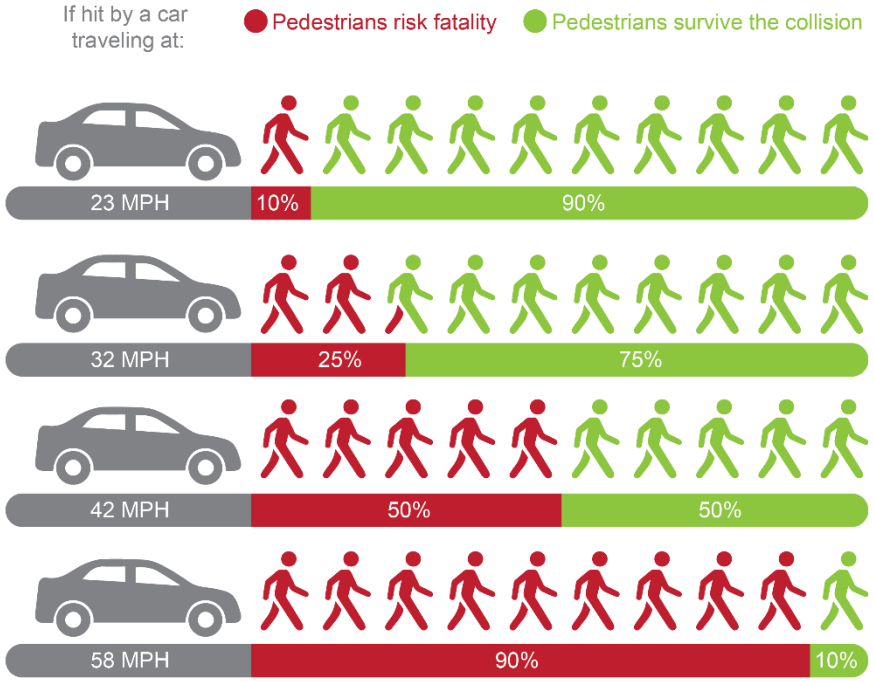


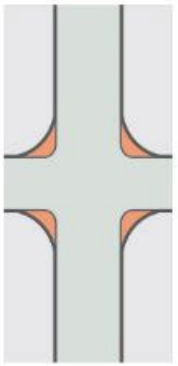
Figure 38: Risk of Pedestrian Fatality vs. Vehicle Speed
Source: https://www.transportation.gov/NRSS/SaferSpeeds

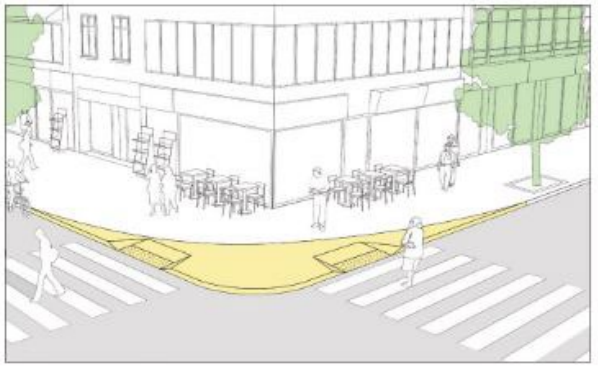
These best practices are nationally recognized as ways to improve transportation safety for all roadway users. The images and descriptions are collected from the National Association of City Transportation Officials (NACTO) and Global Designing Cities Initiative (GDCI).

Intersection Design Techniques

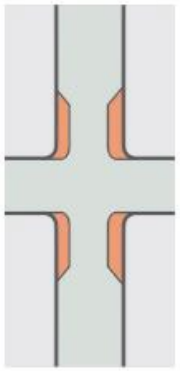
These design improvements are implemented at intersections to create a safer environment for different modes of transportation to cross paths.

Corner Radii: Narrowing corner radii by adding corner "bumpouts" or curb extensions reduce vehicle turning speeds as well as pedestrian crossing distances.





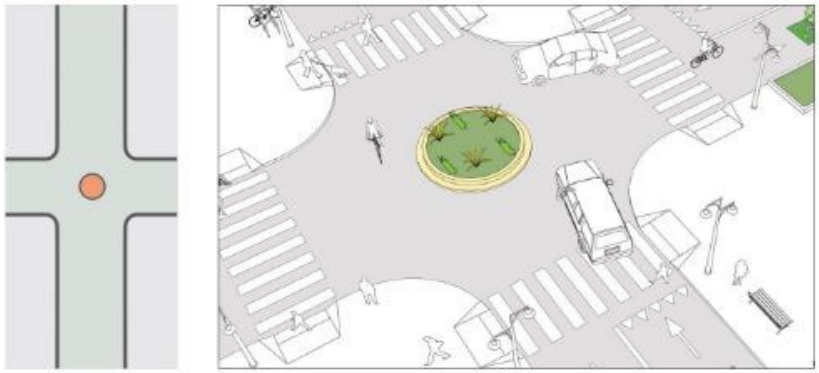
Gateway Treatments: a combination of design techniques oftentimes implemented at an intersection to alert drivers that they are entering a slower area (also technique for change in perception). This treatment may include signage, entry portals, speed tables, raised crossings, and curb extensions



Roadway Reconfiguration

These elements physically force a directional shift in vehicular traffic, inherently slowing the speed.

Roundabouts (applied at intersection): round islands that serve to both reduce speeds and organize traffic, routing vehicles around the island rather than directly across the intersection.

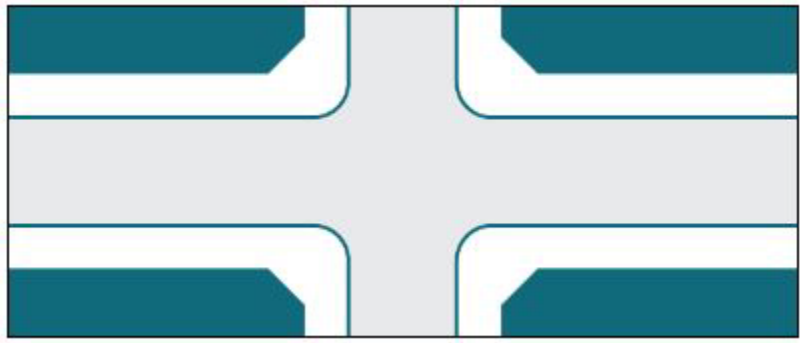


Chicanes and Lane Shifts: Chicanes and lane shifts use alternating parking, curb extensions, or edge islands to form an S-shaped path of travel which lowers vehicle speeds.

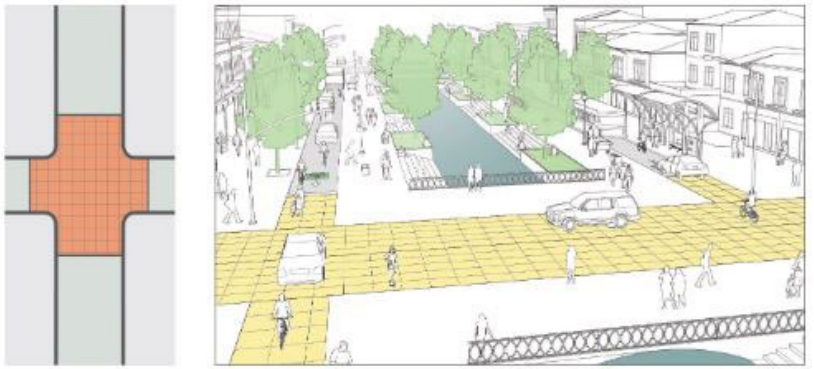
Change in Perception

Roadways with these elements are visually different than those intended for high speeds. This calls upon the driver's awareness and creates a more comfortable and appealing environment for pedestrians.

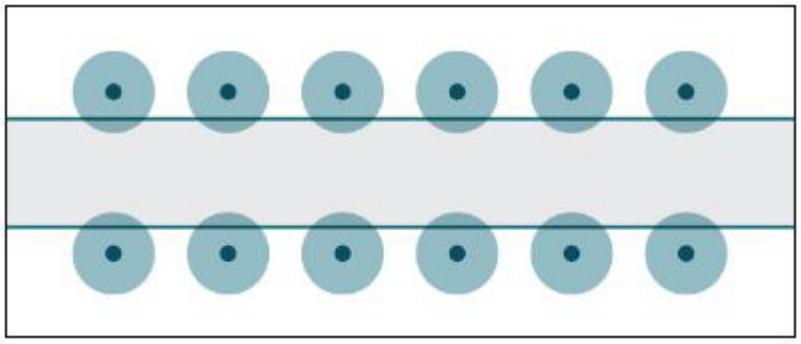
Building Lines: A dense built environment with no significant setbacks constrains sightlines, making drivers more alert and aware of their surroundings. Density also encourages more pedestrian activity which inherently makes drivers more aware.



Pavement Materials: Pavement appearance can be altered through unique treatments that add visual interest, such as colored or pattern-stamped asphalt, concrete, or concrete pavers, which can be used to make other traffic calming techniques more noticeable to drivers. Pedestrian crossings and intersections can be painted to highlight crossing areas.

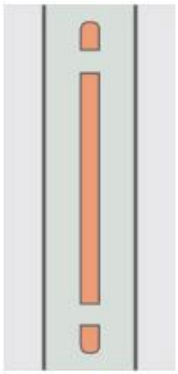


Street Trees: Similar to building lines, street trees narrow a driver's visual field and indicate that a street is in an urban environment, not a highway.

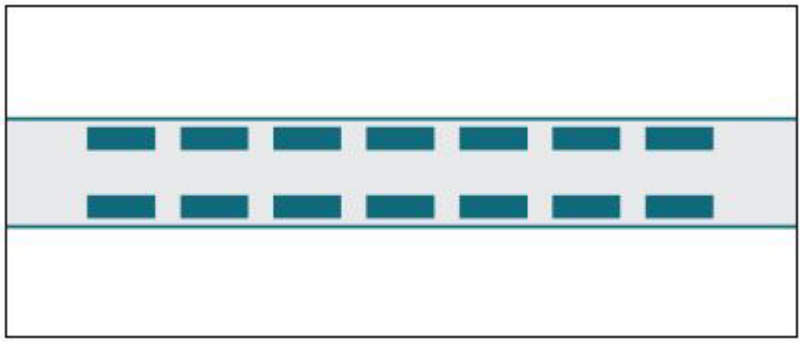


Reduced Lane Width

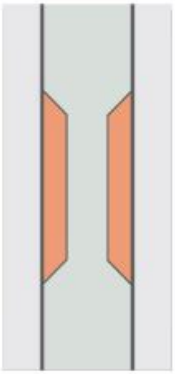
Narrow lanes reduce speeds and minimize crashes on city streets by way of reducing the right-of-way and making drivers wary of traffic.



Medians/ Pedestrian Refuges: these physically reduce the drivable area and visually alert the driver of a change in environment. They can also be used to organize traffic at intersections or to block access at strategic points.



On-street parking: narrows the street and slows traffic by creating friction for moving vehicles.



Pinchpoints: used at a midblock point to reduce the drivable area and vehicle speed by forcing drivers to alter their path (also roadway reconfiguration). This may expand the sidewalk realm and initiate space for on-street8 parking.

Projects from Previous Plans

One intention of the Pedestrian Master Plan for Los Alamos County is to forge a connection and promote the work completed in previous plans. ***Table 11*** presents an inventory of location specific pedestrian-related recommendations from other adopted plans. These act as supplemental recommendations, in addition to the new recommendations developed in this plan discussed in the "Location-Specific Recommendations" Section.

Table 11: Previous Plan Project Inventory

Plan Title	Page Number	Project Type	Location	Other Details/Notes	Status
Comprehensive Plan	**93**	Trail infrastructure	East Road crossing from Entrada to the Canyon Rim Trail trailhead		Complete (*with underpass*)
Comprehensive Plan	**93**	Trail infrastructure	Connecting two parts of the existing Canyon Rim Trail		Complete (*part of Canyon Rim Trail Phase II*)
Comprehensive Plan	**93**	Trail infrastructure	Extension of the western end of the Canyon Rim Trail across Trinity		In Progress (*anticipated as part of Trinity Dr Safety Project*)
Comprehensive Plan	**93**	Trail infrastructure	Connection of the trail networks west of Quemazon and west of the Western area		No Project Yet Identified
RSA Trinity Drive between 15th St & Oppenheimer Dr	**18; 24**	Median refuge island	Ashley Pond/Trinity Drive	Includes marked crosswalk	In Progress (*considered in Trinity Dr Safety Project*)
RSA Trinity Drive between 15th St & Oppenheimer Dr	**24**	Intersection crossing improvements	Trinity Dr intersections	Sidewalk ramp improvements, pedestrian countdown and audible pedestrian indications	In Progress (*considered in Trinity Dr Safety Project*)
RSA Trinity Drive between 15th St & Oppenheimer Dr	**17; 24**	Widen sidewalks and make ADA	Trinity Drive		In Progress (considered in Trinity Dr Safety Project)
Los Alamos Resiliency, Energy and Sustainability Task Force	**96**	Bike Path (Los Alamos to White Rock)	A bike path (Not along main roads) connecting Los Alamos townsite directly to White Rock		No Project Yet Identified
Los Alamos Resiliency, Energy and Sustainability Task Force	**96**	Bike lane and walking path	Omega Bridge	LANL-owned; improvements would be facilitated by LANL	No Project Yet Identified
Los Alamos Resiliency, Energy and Sustainability Task Force	**114**	Flashing light crosswalks	White Rock/Mirador, Crosswalk on Diamond near Urban/Mountain, North Mesa by middle school, Downtown on Trinity by 20th/Ashley Pond		No Project Yet Identified (sites considered)

Plan Title	Page Number	Project Type	Location	Other Details/Notes	Status
White Rock Town Center Master Plan	**48**	Curb extension and ped crossing	State Road 4 & Sherwood Blvd		In Progress
White Rock Town Center Master Plan	**48**	Curb extension and ped crossing	State Road 4 & Rover Blvd		No Project Yet Identified
White Rock Town Center Master Plan	**48**	At grade crossing	La Vista Dr & Sherwood Blvd		No Project Yet Identified
White Rock Town Center Master Plan	**48**	Paved trail	State Road 4 between La Vista Dr & Sherwood Blvd		In Progress *(considered in NM4 Crossing Proj.)*
White Rock Town Center Master Plan	**49**	Streetscaping	Sherwood Blvd	pedestrian lighting, street furnishings, signage, and street trees	Complete
White Rock Town Center Master Plan	**49**	Road reconstruction for ped Improvements	Rover Blvd	Lanes narrowed to allow bike lanes and existing sidewalks should enhanced with decorative paving treatments, pedestrian lighting, street furnishings, signage, and street trees.	No Project Yet Identified
White Rock Town Center Master Plan	**51**	Road reconstruction for ped Improvements	Rover Blvd	Lanes narrowed to allow bike lanes and widened sidewalks with enhanced with decorative paving treatments, pedestrian lighting, street furnishings, signage, and street trees	No Project Yet Identified
White Rock Town Center Master Plan	**51**	Road reconstruction for ped Improvements	Bonnie View Dr	Lanes narrowed to allow widened sidewalks with enhanced with decorative paving treatments, pedestrian lighting, street furnishings, signage, and street trees	No Project Yet Identified

Plan Title	Page Number	Project Type	Location	Other Details/Notes	Status
White Rock Town Center Master Plan	**51**	Road reconstruction for ped Improvements	Longview Drive	Lanes narrowed to allow bike lanes and widened sidewalks with enhanced with decorative paving treatments, pedestrian lighting, street furnishings, signage, and street trees	No Project Yet Identified
Downtown Master Plan	**53**	Streetscaping	Central Avenue	Extend existing improvements on Central to continue to the east past 9th St	In Progress (*Planning stage*)
Downtown Master Plan	**53**	Road reconstruction for ped Improvements	15th Street	Lanes narrowed to allow widened sidewalks and landscape buffers on both sides. Bike sharrows can be added to travel lanes. Ped realm can be enhanced with decorative paving treatments, pedestrian lighting, street furnishings, signage, and street trees	No Project Yet Identified
Downtown Master Plan	**53**	Road reconstruction for ped Improvements	20th Street	Lanes narrowed to allow widened sidewalks and landscape buffers on both sides. The Urban Trail is planned for west side. Pedestrian realm can be enhanced with decorative paving treatments, pedestrian lighting, street furnishings, signage, and street trees	Complete
Downtown Master Plan	**55**	Road reconstruction for ped Improvements	Trinity Drive	Construct a landscape buffer on both sides of street and widened sidewalks. Incorporate a landscape median where turn lane is not needed.	In Progress

Plan Title	Page Number	Project Type	Location	Other Details/Notes	Status
Downtown Master Plan	**54-55**	Pedestrian corridor construction	Nectar St to Trinity Dr - north-south pedestrian corridor	Construct a pedestrian corridor where northern portion includes 2 travel lanes with low speed, a wide landscape and sidewalk area and a frontage zone. The southern portion (south of Central Ave) prohibits vehicles and is a ped-only corridor	No Project Yet Identified
Downtown Master Plan	**57-59**	Placemaking strategies/Intersection enhancements	Various locations along Central Ave and Trinity Dr	Seating, lighting, public art, intersection enhancements to enhance Downtown environment	No Project Yet Identified
Downtown Master Plan	**93-94**	Create interconnected public spaces	Various locations throughout downtown	Create and connect public spaces of various sizes throughout downtown	No Project Yet Identified

Location-Specific Recommendations

Through the analysis of existing conditions and incorporation of public feedback, a set of high-level, location-specific recommendations for pedestrian improvements have been identified. ***Table 12: Recommendations*** provides details for the recommendations defined below. ***Figure 39*** and ***Figure 40*** display maps of the study area's recommendations with their associated ID.

A scoring methodology was also developed to determine a priority ranking which is explained further in *Recommendation Prioritization* on page 81.

High-Level Construction Cost Estimate

This offers a planning-level assumption of costs for the construction of recommendations. It does not include expenses for engineering studies and engagement and is used only to provide a general understanding of the cost range. 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. They are defined below:

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

Additional Requirements

This indicates a study, partnership, or engagement that should be completed for implementation. These are not included in the cost and may be necessary for other improvements where not indicated.

Definitions

These are used in the Recommendations table.

- **RRFB (Rectangular Rapid Flashing Beacons):** Pedestrian-activated, high-intensity flashing lights used to increase driver awareness at crosswalks.
- **PHB (Pedestrian Hybrid Beacons):** Traffic control devices that remain dark until activated by a pedestrian, at which point they display a series of signals to stop vehicles and allow safe crossing.
- **High Visibility Crosswalk**: A crosswalk using a more visible pattern (wide longitudinal lines, a bar-pair pattern, ladder, or zebra rather than the standard parallel pattern. A high-quality material is often selected for greater reflectivity and longer life.
- **Leading pedestrian interval**: A traffic signal timing strategy that gives pedestrians a head start to enter the crosswalk before vehicles receive a green light.
- **Feedback sign**: A sign that provides real-time feedback, such as displaying a vehicle's speed or alerting drivers and pedestrians to specific safety information.
- **NB; EB; SB; WB**: North bound; East bound; South bound; West bound

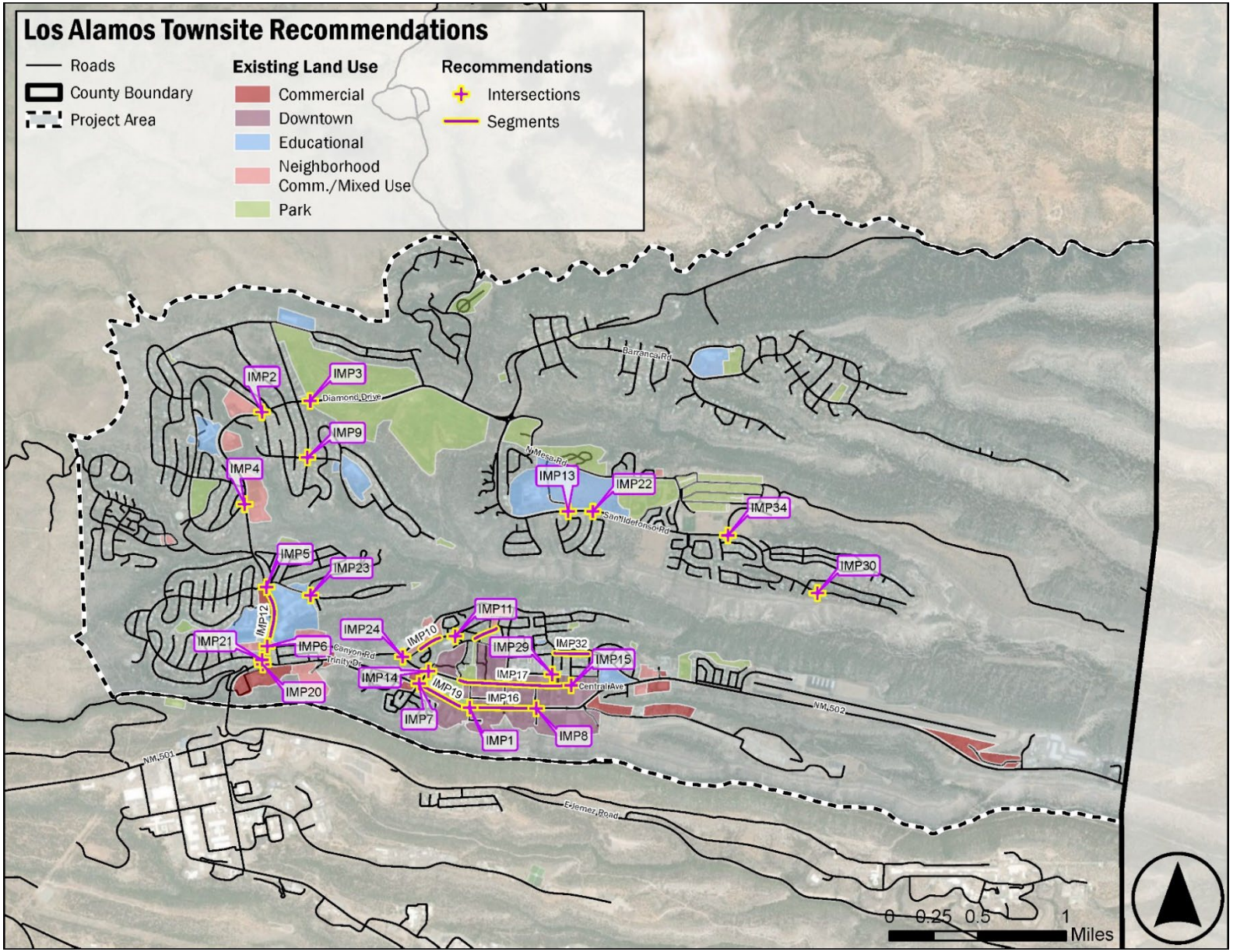


Figure 39: Los Alamos Townsite Recommendations

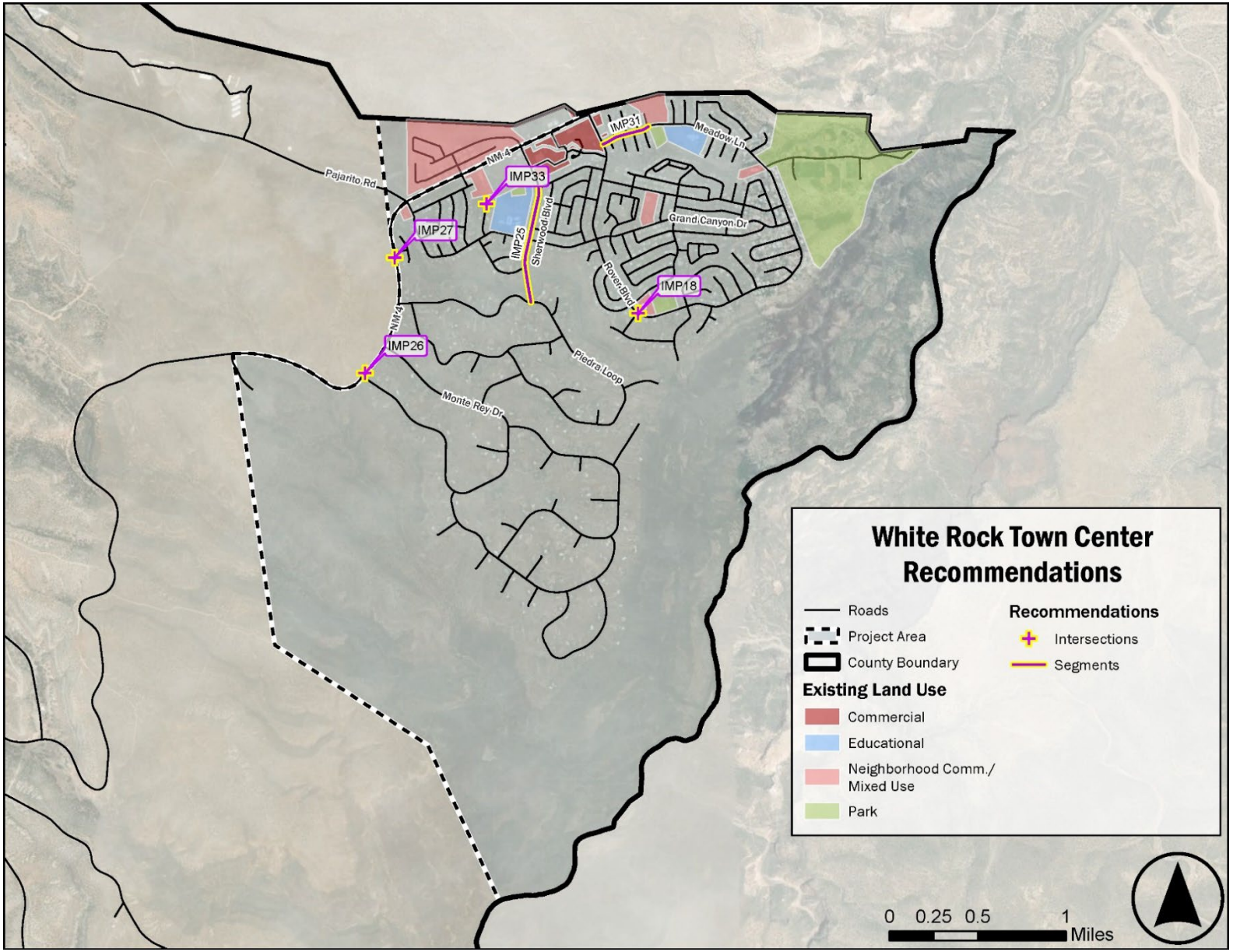


Figure 40: White Rock Recommendations

Table 12: Recommendations

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	

ID	Improvement Recommendation	Location	Construction Cost Estimate	Timeframe	Additional Requirements
IMP9	Install pedestrian crossing and signage for both EB/WB approaches (pedestrians travelling NB/SB)	35th Street and Villa Street	"$770/each standard crosswalk	Mid-Term	Engineering Study with Safe Routes to School Program
IMP10	Install 2 school zone signs (one at each endpoint)	Canyoncito Montessori School	$300/each sign	Short-Term	
IMP11	Install crosswalk striping to direct pedestrian traffic to north side with sidewalk	Rose St and 22nd St	$770/each standard crosswalk	Short-Term	Horizontal Curve Study/Wayfinding Analysis
IMP12	Install speed feedback sign	Diamond Drive near Los Alamos High School	$3,000 - $7,000/sign	Short-Term	
IMP13	Install stop signs at eastbound and westbound approaches and upgrade curb ramps to meet ADA standards.	Hawk Drive and San Ildefonso Road (school zone)	$300/each sign $700-$3,500/each curb ramp reconstruction (depends on level of reconstruction.)	Long-Term	Engineering All-Way Stop Control (AWSC) Study
IMP14	Install pedestrian crossing on WB approach (for pedestrians traveling NB/SB)	Oppenheimer Drive and Central Avenue	$770/each standard crosswalk	Short-Term	
IMP15	Repaint crosswalk to match red standard style used in the West	Central Avenue and 6th Street	$2,090/each standard crosswalk with red interior	Short-Term	
IMP16	Sidewalk reconstruction - increase sidewalk widths that are 5 ft or less and ensure ADA curb ramp compliancy	Trinity Drive from 20th Street to Knecht Street	$410/linear foot	Long-Term	
IMP17	Incorporate wayfinding, appropriate pedestrian amenities, and art to enhance the pedestrian experience	Central Avenue from Bathtub Row to 6th Street	Varies largely on involvement of artists; type and style of amenities; creation and implementation of wayfinding branding	Long-Term	

ID	Improvement Recommendation	Location	Construction Cost Estimate	Timeframe	Additional Requirements
IMP18	Install pedestrian crossing, signage, and RRFBs on WB approach (for pedestrians traveling NB/SB)	Rover Boulevard near Rover Park and Ponderosa Montessori School	$770/each standard crosswalk $300/each sign $14,160/each RRFB	Mid-Term	Engineering Study
IMP19	Widen sidewalks and add landscaped buffer zones	Trinity Drive from Oppenheimer Drive to 20th Street	$410/linear foot of concrete sidewalk $10,000/each buffer	Long-Term	
IMP20	Install crosswalk striping and RRFBs	Southeast corner of Trinity Drive and Diamond Drive	$770/each standard crosswalk $14,160/each RRFB	Mid-Term	
IMP21	Leading pedestrian interval	Diamond Drive and Trinity Drive	$1,500/ped signal re-timing	Short-Term	Engineering Operational Study
IMP22	Upgrade curb ramps to meet ADA standards.	San Ildefonso Drive and Camino Uva	$700-$3,500/each curb ramp reconstruction (depends on level of reconstruction)	Mid-Term	
IMP23	Restripe crosswalk (connection to trailhead) and install advanced pedestrian warning signing and crosswalk signing	Olive Street Trailhead	$770/each standard crosswalk $300/each sign	Short-Term	
IMP24	Install high visibility crosswalk and RRFBs	Canyon Road and Central Avenue connection to Acid Canyon Trail and South Pueblo Bench Trail	$5,710/each high vis. crosswalk $14,160/each RRFB	Short-Term	Engineering Study
IMP25	Improve lighting	Sherwood Blvd - Piedra Loop to Aztec Avenue	$5,000/each streetlight	Mid-Term	Lighting Study and Public Outreach
IMP26	Install speed feedback sign	NM-4 near Monte Rey Dr	$3,000 - $7,000/sign	Short-Term	Requires approval from NMDOT
IMP27	Install speed feedback sign	NM-4 near Karen Circle	$3,000 - $7,000/sign	Short-Term	Requires approval from NMDOT

ID	Improvement Recommendation	Location	Construction Cost Estimate	Timeframe	Additional Requirements
IMP28	Connect sidewalks	S Peach St from Nectar St to S Sage Loop	$410/linear foot of concrete sidewalk	Long-Term	
IMP29	ADA curb ramp reconstruction	9th St and Iris St (NE and SE corner)	$700-$3,500/each curb ramp reconstruction (depends on level of reconstr.)	Mid-Term	
IMP30	Install crosswalk	San Ildefonso Rd near Big Rock Loop	$770/each standard crosswalk	Short-Term	
IMP31	Widen sidewalks and make curb ramps compliant	Meadow Ln from Rover Blvd to trail entrance	$410/linear foot of concrete sidewalk $700-$3,500/each curb ramp reconstruction (depends on level of reconstr.)	Long-Term	Engineering Study
IMP32	Connect sidewalk on N side. Opportunity to implement amenities/art/wayfinding in Myrtle Street Green Park	Myrtle St - 9th St to 5th St	$410/linear foot of concrete sidewalk	Mid-Term	
IMP33	Install ADA compliant curb ramps on end of sidewalk and entrance to trail	End of Siera Vista Dr/Entrance to trail	$700-$3,500/each curb ramp reconstruction (depends on level of reconstr.)	Mid-Term	
IMP34	Install crosswalk and ADA compliant curb ramps on EB approach (to direct ped traffic to continued sidewalk on N side)	San Ildefonso Rd and N Mesa Park Rd	$5,710/each high vis. crosswalk $700-$3,500/each curb ramp reconstruction (depends on level of reconstr.)	Mid-Term	

Recommendation Prioritization

The methodology for scoring is detailed below. ***Table 13: Recommendation Scores and Priority Level*** displays the recommendation scores ranked in order of prioritization. Appendix C lists the complete scores for each of the recommendations. This combined framework ensures projects are prioritized based on objective criteria while incorporating community needs and feasibility to achieve a safer, more connected pedestrian network in Los Alamos County.

Prioritization Scoring Methodology

The methodology evaluates and prioritizes pedestrian projects using a weighted scoring system across five key criteria: **Safety, Connectivity, Equity and Accessibility, Community Support, and Implementation Feasibility**. A total of 100 points is distributed among these categories, ensuring an objective comparison of projects. The scoring factors and weights are detailed below:

Priority Scoring Merit Criteria (100 Points Total)

1. Safety (35 Points)

- **Crash History (15 Points)**:
  - Includes all vehicle crashes, not just pedestrian crashes, as this is a safety concern for all roadway users.
  - High crash location (>2 crashes in 5 years): 15 points
  - 1–2 crashes in 5 years: 10 points
  - No crashes but identified safety concern: 5 points
- **Vehicle Speeds and Volumes (10 Points)**:
  - High speed (>35 mph) and volume arterials: 10 points
  - Collector streets: 7 points
  - Local streets: 3 points
- **Public Safety Concerns (10 Points)**:
  - Multiple documented concerns: 10 points
  - Single documented concern: 5 points

2. Connectivity (25 Points)

- **Proximity to Key Destinations (15 Points)**:
  - Schools/senior centers: 15 points
  - Commercial/retail areas: 12 points
  - Parks/recreation: 10 points
  - Residential areas: 8 points
- **Network Gaps (10 Points)**:
  - Fills critical missing link: 10 points
  - Enhances existing connection: 5 points

3. Equity and Accessibility (20 Points)

- **ADA Compliance (10 Points)**:
  - Non-compliant high-priority location: 10 points
  - Non-compliant medium-priority location: 7 points
  - Non-compliant low-priority location: 3 points
- **Serves Vulnerable Populations (10 Points)**:
  - High concentration of

seniors/disabled/low-income: 10 points
- Moderate concentration: 5 points

4. Community Support (10 Points)

- **Public Input Priority (10 Points)**:
  - High community priority: 10 points
  - Medium community priority: 5 points
  - Low community priority: 2 points

5. Implementation Feasibility (10 Points)

- **Cost and Complexity (5 Points)**:
  - Low cost/complexity: 5 points
  - Medium cost/complexity: 3 points
  - High cost/complexity: 1 point
- **Funding Opportunity (5 Points)**:
  - Secured or highly likely funding: 5 points
  - Potential funding identified: 3 points
  - No funding identified: 1 point

Project Priority Levels

- **High Priority Projects (90–100 Points)**
- **Medium Priority Projects (80–89 Points)**
- **Lower Priority Projects (Below 80 Points)**

Table 13: Recommendation Scores and Priority Level

ID	Safety	Connectivity	Equity & Access.	Comm. Support	Impl. Feasibility	Total	Priority Level
IMP18	35	25	20	10	8	**98**	High
IMP12	32	24	19	10	9	**94**	High
IMP25	32	24	19	10	9	**94**	High
IMP6	30	25	20	8	7	**90**	High
IMP19	33	23	18	8	7	**89**	Medium
IMP21	32	23	19	8	6	**88**	Medium
IMP34	31	23	19	8	6	**87**	Medium
IMP13	27	23	20	8	8	**86**	Medium
IMP26	31	23	18	8	6	**86**	Medium
IMP31	29	22	18	9	8	**86**	Medium
IMP17	29	24	19	7	6	**85**	Medium
IMP20	31	23	18	8	5	**85**	Medium
IMP33	30	21	18	9	7	**85**	Medium
IMP24	29	22	18	9	6	**84**	Medium
IMP30	28	21	17	10	7	**83**	Medium
IMP4	30	20	17	8	7	**82**	Medium
IMP15	28	22	18	8	6	**82**	Medium
IMP16	31	19	17	8	7	**82**	Medium
IMP1	30	20	15	8	7	**80**	Medium
IMP18	35	25	20	10	8	**98**	Medium

ID	Safety	Connectivity	Equity & Access.	Comm. Support	Impl. Feasibility	Total	Priority Level
IMP22	28	21	17	7	7	**80**	Medium
IMP27	28	21	17	7	7	**80**	Medium
IMP29	27	20	16	8	7	**78**	Low
IMP14	26	20	17	7	6	**76**	Low
IMP23	27	20	16	7	6	**76**	Low
IMP5	26	20	16	7	6	**75**	Low
IMP8	26	20	17	6	6	**75**	Low
IMP28	25	19	16	7	6	**73**	Low
IMP10	25	18	16	7	6	**72**	Low
IMP32	26	19	15	6	6	**72**	Low
IMP3	27	18	14	7	4	**70**	Low
IMP7	23	20	15	6	5	**69**	Low
IMP9	22	18	15	5	5	**65**	Low
IMP11	22	17	14	6	5	**64**	Low

Recommended Funding Opportunities

The proposed pedestrian improvements in Los Alamos County can be funded through various federal, state, and local funding sources. This section outlines the primary funding mechanisms available for implementing the recommended improvements.

Federal Funding Sources

1. Highway Safety Improvement Program (HSIP)

- Applicable to high-priority safety improvements, particularly at locations with documented crash histories
- Best suited for projects involving crosswalks, RRFBs, signage, and speed feedback signs
- Recommended for high-crash locations along Trinity Drive, Diamond Drive, and other arterial corridors
- Projects must demonstrate a direct safety benefit through crash reduction

2. Transportation Alternatives Program (TAP)

- Supports a wide range of pedestrian and bicycle infrastructure projects
- Particularly suitable for:
- Sidewalk construction and reconstruction
    - ADA compliance improvements
    - Pedestrian crossing enhancements
    - Trail connections and accessibility improvements
- Can be combined with other funding sources for larger projects

3. Surface Transportation Block Grant Program (STBG)

- Flexible funding source for various transportation projects
- Applicable to:
    - Major corridor improvements
    - Sidewalk reconstruction
    - Intersection modifications
    - Pedestrian signal improvements
- Can support both small-scale and comprehensive corridor projects

4. Infrastructure Investment and Jobs Act (IIJA) Grants

- New funding opportunity for significant infrastructure improvements
- Best suited for large-scale projects such as:
    - Corridor-wide sidewalk reconstruction
    - Major accessibility improvements
    - Complete streets implementations
    - Multiple improvement combinations

5. Safe Routes to School Program

- Specifically targeted at improving pedestrian safety near schools
- Ideal for:
    - School zone improvements
    - Crosswalk enhancements
    - Signage and warning systems
    - Sidewalk connections to schools

6. **Recreational Trails Program**
   - Focused on trail accessibility and connections
   - Suitable for:
     - Trail entrance improvements
     - Trail-to-sidewalk connections
     - Trailhead accessibility upgrades
     - Wayfinding systems

7. **Congestion Mitigation and Air Quality (CMAQ) Program**
   - Supports projects that improve air quality and reduce congestion
   - Applicable to projects that encourage walking as an alternative to driving
   - Can fund pedestrian infrastructure in high-traffic areas

State and Local Funding Sources

1. Local Capital Improvement Funds

- Primary source for smaller-scale improvements
- Suitable for:
  - Routine maintenance
  - Minor repairs
  - Quick-implementation projects
  - Local match for federal grants

2. Community Development Block Grants (CDBG)

- Focused on improvements in qualifying neighborhoods
- Particularly suitable for:
  - ADA compliance upgrades
  - Sidewalk connectivity
  - Neighborhood accessibility improvements
  - Projects serving vulnerable populations

3. Local Bond Measures

- Can fund larger capital improvements
- Requires voter approval
- Suitable for comprehensive improvement packages
- Provides dedicated local funding source

4. State Transportation Innovation Grants

- Support innovative transportation solutions
- Applicable to pilot projects and new technologies
- Can fund speed feedback signs and other smart transportation features

5. New Mexico FUNDIT

- Platform that facilitates links between projects and 20 different state and federal funding opportunities
- Eligible public projects include business development, community development, infrastructure development, housing, and opportunity zones

ADA-Specific Funding

1. ADA Compliance Grants

- Dedicated funding for accessibility improvements
- Priority for:
  - Curb ramp reconstruction
  - Sidewalk width compliance
  - Crossing improvements
  - Removal of accessibility barriers

Recommended Implementation Strategy

Funding Priorities

1. High-Priority Safety Projects

- Focus on HSIP and STBG funding
- Target locations with documented crash histories
- Emphasize quick-implementation improvements

2. School Zone Projects

- Utilize Safe Routes to School funding
- Combine with local funds for comprehensive improvements
- Prioritize projects with strong community support

3. ADA Compliance Projects

- Pursue dedicated ADA compliance grants
- Combine with TAP funding for larger projects
- Focus on high-priority locations first

4. Corridor-Wide Improvements

- Seek IIJA grants for major projects
- Combine multiple funding sources
- Plan for phased implementation

Strategic Approaches

1. Bundling Projects

- Combine similar improvements for efficient funding applications
- Group projects by geographic area or improvement type
- Create comprehensive funding packages

2. Matching Funds

- Use local funds to leverage federal grants
- Maintain flexible local funding for matching requirements
- Consider bond measures for larger matching needs

3. Phased Implementation

- Start with high-priority, low-cost improvements
- Build momentum with early successes
- Plan for longer-term, more complex projects

4. Regular Monitoring

- Track funding availability and deadlines
- Monitor project eligibility requirements
- Update priorities based on funding opportunities

Recommendations for Success

1. Maintain Project Readiness

- Keep design documents updated
- Document safety concerns and crash data
- Prepare cost estimates regularly

2. Build Community Support

- Document public input and priorities
- Demonstrate community benefits
- Maintain transparent communication

3. Multiple Sources

- Identify complementary funding opportunities
- Create funding packages for larger projects
- Maintain flexibility in funding approaches

4. Focus on Documentation

- Track crash data and safety concerns
- Document ADA compliance needs
- Maintain current cost estimates

Post-Implementation Monitoring and Update Suggestions

1. Annual Review: Update crash data and safety patterns.

2. Bi-Annual Feedback: Conduct community input sessions.

3. Priority Adjustments: Update project rankings using:

- Completed projects
- New safety concerns
- Changed conditions
- Funding availability
- Community feedback

County of Los Alamos

Staff Report

February 06, 2025

Los Alamos, NM 87544
www.losalamosnm.us

Agenda No.:

Index (Council Goals):

Presenters: David Hampton, Chair-Transportation Board

Legislative File: **19785-25**

Title

Review and Finalize FY25 Transportation Board Work Plan

Body

The Transportation Board Work Plan was emailed to members, and the received comments were incorporated. The Board will review and finalize the FY25 Work Plan.

Attachments

A - Draft - FY25 Transportation Board Work Plan

2025 Work Plan for Los Alamos County Boards and Commissions

Board or Commission Name: Transportation Board

Date Prepared: 2/6/25 **Date Approved by Council:**

Prepared By: Board Members and PW Staff

Purpose:
The purpose of the work plan is to provide a detailed outline of tasks, activities, timelines, and resources required by this Board or Commission to achieve its annual goals. The purpose of most boards is to gather public input, to review policy recommendations by staff when requested, and to make policy recommendations to the County Council.

Process Timeline:
November: County Council Strategic Planning
December: Boards and Commissions review and develop work plans (sole item on December agenda)
January: Finalize and submit work plans for Council review.
Due Date: January 31

Time Frame: This work plan will be accomplished in the following time frame:
January 1, 2025 through December 31, 2025

Members: List members, term start and end dates, and term number.

Member	Start/End Dates	Term (1st or 2nd)
David Hampton (applied for second term)	03/01/2023 - 02/28/2025	1st Term
Michael Altherr	03/01/2024 - 02/28/2026	2nd Term
Karen Edwards (applied for second term)	03/01/2023 - 02/28/2025	1st Term
Georgia Strickfaden (term limited)	03/01/2023 - 02/28/2025	2nd Term
Nancy Talley	03/01/2024 - 02/28/2026	1st Term
Joshua Muck	03/01/2024 - 02/28/2026	1st Term
Paul Lisowski	03/01/2024 - 02/28/2026	1st Term

Chairperson: David Hampton **Department Director:** Eric Martinez, Acting

Work plan developed in collaboration with Department Director? (Y/N) Yes

Staff Liaison: Eric Martinez **Administrative Support:** Louise Romero

Council Liaison: Melanee Hand

Work plan reviewed by Council Liaison? (Y/N) Yes

1.0 Previous Calendar Year Work Plan Highlights

1.1 List the top five activities for the previous calendar year.

1.1.1	Conducted Roadway Project Review, e.g. Bathtub Row Reconstruction Project, Denver Steels Phase 2 Improvements Project, and DP Road Improvements Project. Mid-Block Crossing Policy.
1.1.2	Reviewed and approved the 2025 Snow and Ice Control Plan.
1.1.3	Grand Canyon Drive Intersection Analysis and Implementation.
1.1.4	Atomic City Transit - Initial Evaluation of Potential Transit Center Sites in Downtown Los Alamos and White Rock, ADA Para Transit Policy and Procedures, Dial-A-Ride Guide, Bus Stop Improvement Plan Update, and A Bus For Us Presentation.
1.1.5	NM 502 Trinity Drive Study, NM4 Crossing and Multi-Use Trail Improvements, Grand Canyon Drive Intersection Analysis and Implementation.

1.2 List the top five accomplishments for the previous calendar year.

1.2.1	Urban Trail Project substantially complete.
1.2.2	Solicited public engagement for projects, transit service, pedestrian improvements, and policy changes.
1.2.3	Reviewed and implemented the Snow & Ice Control Plan.
1.2.4	Supported the Bike to Work and Adopt-A-Road Events.

1.2.5	Completion of the first phase of Bathtub row with minimum disruption to existing entities.

1.3 List the lessons learned for the previous calendar year.

1.3.1	Staff implemented previous lessons learned on current projects such as The Hills (Brookover) and Bathtub Row to handle public and business concerns during construction.
1.3.2	Present transportation plans, studies, considerations, etc., to the TBoard during their conceptual phases, in order to receive adequate public input during the project's initial design phase, and to ensure ample time for public input and Board review prior to going to Council.
1.3.3	Present final plans to T-Board for final comments, followed by motions of approval or disapproval, before the final plans go to Council.
1.3.4	
1.3.5	

2.0 Calendar Year 2025 Work Plan

2.1 List any special projects or assignments given to this Board/Commission by Council or the Department Director.

2.1.1	Monitored the Fuel Farm Project.
2.1.2	Continued project review, public engagement and board input.

2.1.3	Public engagement and discussion regarding the NM4 Crossing and Multi-Use Trail Improvements.
2.1.4	Snow & Ice Control Plan.
2.1.5	

2.2 List other projects and/or activities being proposed by this Board/Commission, in priority order.

2.2.1	Ongoing collaboration with stakeholders to address regional transportation needs.
2.2.1	Review pedestrian improvements, crossings and pedestrian master plan update.
2.2.2	
2.2.3	
2.2.4	
2.2.5	

2.3 List the guiding documents or plans used by this Board/Commission.

2.3.1
Bicycle Transportation System Plan (2017)
Policy on the Design of Public Streets and Rights of Way (Res. 10-32 November 2010)
Los Alamos County Comprehensive Transit Study/Updated Service Plan
Airport Master Plan (2013)
ADA Transition Plan (2017)
Complete Streets Checklist (2017)
Pedestrian Transportation Plan (1998) Update in progress
Snow & Ice Control Plan

3.0 Identify interfaces with County departments and/or other Boards/Commissions that are necessary to achieve this work plan.

3.1 Continue collaboration with North Central Regional Transit District Board.

3.2 Identify common areas of interest that may exist between the Transportation Board and other county Boards and Commissions, and propose collaborative work sessions and training.

3.3 Maintain awareness and responsiveness to airport issues.

3.4

3.5

4.0 List any special events this Board/Commission plans to participate in that will support this work plan.

4.1 Adopt-A-Road Program Clean Up Events

4.2	Bike To Work Event
4.3	Airport - Young Eagles Rally and Santa Fly In.
4.4	
4.5	

5.0 List active Working Groups within this Board/Commission, if any, along with the purpose and member names of each one.

5.1	
5.2	
5.3	
5.4	
5.5	

Attachment A

Place an X in the column on the right if the Council priority is related to the work of the Board or Commission:

Quality Governance Quality governance is participatory, consensus-oriented, transparent, accountable, effective, efficient, and responsive to the present and future needs of stakeholders.	
Communication and Engagement	
Inform, educate, and solicit feedback from the community and boards and commissions on County projects, policies, and priorities to promote a culture of open communication and collaboration and foster exceptional customer service.	X
Intergovernmental, Tribal, and Regional Relations	
Collaborate and problem-solve with the County's major employers; community partner organizations; neighboring Pueblos; and regional, state, and national governmental entities.	X
Fiscal Stewardship	
Maintain fiscal sustainability, transparency, and compliance with applicable budgetary and financial regulatory standards.	
Operational Excellence Operational excellence involves having structures, processes, standards, and oversight in place to ensure that effective services are efficiently delivered within available resources and that services continuously improve.	
Effective, Efficient, and Reliable Services	
Deliver customer-focused, accessible, reliable, and sustainable services to the community through sound financial management, collaborative decision-making, and efficient implementation.	X
Infrastructure Asset Management	
Evaluate the County's assets and infrastructure and prioritize funding to first maintain and protect those investments and second to inform new investments.	X
Employee Recruitment and Retention	
Attract and employ diverse and highly qualified staff; retain staff through development opportunities, compensation, and benefits; and promote staff to address increasingly complex challenges.	
Economic Vitality Economic vitality encompasses the ability of the community to diversify, develop, grow, and sustain the many elements necessary for a local economy to flourish.	
Housing	
Increase the capacity for new housing development and the amount and variety of housing types to meet the needs of a changing and growing population, particularly middle- and lower-income households.	
Local Business	
Encourage the retention of existing businesses, facilitate the startup of new businesses, and assist in opportunities for growth.	
Downtown Revitalization	
Revitalize the downtown areas of Los Alamos and White Rock by facilitating development opportunities in accordance with the downtown master plans.	X
Tourism and Special Events	
Sponsor special events, support major employer and community events, and promote tourism by enhancing amenities, utilizing facilities and contract services, and encouraging overnight stays.	X
Community Broadband	
Provide community broadband as a basic essential service that will enable reliable high-speed internet services throughout the County at competitive pricing.	

Quality of Life Quality of life is a reflection of general well-being and the degree to which community members are healthy, comfortable, welcomed, included, and able to enjoy the activities of daily living.	
Health, Wellbeing, and Social Services	
Improve access to behavioral, mental, and physical health and social services and amenities to address identified issues and promote wellbeing in the region.	X
Diversity, Equity, and Inclusivity	
Promote diversity, equity, and inclusivity through community awareness training, targeted events, and expanded opportunities for diverse interests.	X
Mobility	
Improve and expand access to, and all-ability accommodations for, alternative modes of travel including public transit, cycling, and walking amenities and services.	X
Educational, Historical, and Cultural Amenities	
Promote educational and cultural opportunities, in coordination with community partners, and provide for the preservation and restoration of historic buildings and the protection of archaeological sites.	
Open Space, Parks, and Recreation	
Manage County open space and maintain and improve parks and recreation facilities, trails, and amenities as defined by adopted plans and approved projects.	X
Public Safety	
Ensure overall community safety through proactive and sustained implementation of police, fire hazard mitigation, and emergency response plans.	
Environmental Stewardship Environmental stewardship is the responsible use and protection of the natural environment through active participation in conservation efforts and sustainable practices in coordination with community and organizational partners.	
Natural Resource Protection	
Take actions to protect the wildlife and wildland interface, safeguard water, and mitigate tree loss in the community.	
Greenhouse Gas Reduction	
Establish targets for achieving net-zero greenhouse gas emissions and integrate sustainability and resiliency practices into County policies and operations.	
Carbon-Neutral Energy Supply	
Achieve carbon neutrality in electrical supply by 2040 through diversified carbon-free electric sourcing and phase out natural gas supply by 2070 through energy-efficient, all-electric buildings.	
Water Conservation	
Reduce potable water use and increase non-potable water use and water harvesting for irrigation where suitable.	
Waste Management	
Manage waste responsibly by diversion of solid waste from landfills through recycling, re-use, composting, and waste reduction programs and zero-waste education campaigns; and pursue efficient long-term solutions for disposal of solid waste.	

County of Los Alamos

Staff Report

February 06, 2025

Los Alamos, NM 87544
www.losalamosnm.us

Agenda No.:

Index (Council Goals):

Presenters: Eric Martinez, Acting Public Works Director

Legislative File: **19786-25**

Title

Public Works Staff Report - January 2025

Body

Eric Martinez, Acting Public Works Director, will present the January 2025 staff report.

Attachments

A - Public Works Staff Report - January 2025

CMO Monthly
January 2025

Public Works (PW): Admin

Admin Staff

Vacant
Public Works Director

Eric Martinez
Acting Public Works Director

Louise Romero
Sr. Management Analyst

Rachel Barela
Sr. Office Specialist

Adopt-A-Road
segments adopted – 8

Meeting Our Goals

The mission of the Public Works Administration is to provide exemplary customer service by responding promptly, professionally, and courteously to the needs of our community. We are dedicated to fostering open communication and building trust while delivering efficient, reliable, and sustainable solutions that enhance the quality of life for all residents. Through collaboration and innovation, we are committed to exceeding expectations and upholding the highest standards of public service excellence.

The Public Works Administration staff play a crucial role in supporting the Transportation Board by providing essential administrative support. This includes creating the monthly agenda, documenting meeting minutes, developing the annual work plan, and helping during public meetings. Their organizational skills and attention to detail ensure that the Transportation Board operates smoothly and effectively.

News & Update

The staff effectively manages customer feedback, promptly addressing inquiries and concerns while providing clear and comprehensive information to stakeholders and the media regarding all Public Works projects. Their proactive approach ensures that community members are well-informed and engaged, fostering transparency and trust in the services provided.

Connecting with the Public

Supporting the Adopt A Road program and its participants is vital for promoting community engagement and environmental stewardship. The program encourages individuals, families, and organizations to take responsibility for the cleanliness and upkeep of local roadways, fostering a sense of pride and ownership in their neighborhoods. Participants receive essential resources, such as safety equipment, training, and ongoing support from the Public Works Administration, which ensures that their efforts are effective and safe. By working together, the community can significantly enhance the aesthetic appeal of roadways, improve safety for travelers, and contribute to a cleaner, healthier environment for all.

CMO Monthly
January 2025

PW: Airport

STATS Update

Gary Goddard
Airport Manager

Take-offs and Landings – 343

Meeting Our Goals

The Airport Division continues to align with the Council's strategic goals in Fiscal Stewardship, Effective, Efficient, and Reliable Services, and Infrastructure Asset Management. This is achieved through the administration of grants and County funds for airport operations and capital improvements. The County remains committed to seeking funding opportunities in partnership with the Federal Aviation Administration (FAA) and the New Mexico Department of Transportation Aviation Division to implement enhancements in line with the Airport Master Plan.
Jet-A fuel sales have officially begun at the new fuel farm, with Intermountain Health/Classic Air helicopters as the primary customer. The County Law Office is finalizing the legal agreements between the fuel supplier and the County to enable automated fuel sales.

Connecting with the Public

On Saturday, January 18, Airport Manager Gary Goddard presented to the local chapter of the Experimental Aircraft Association (EAA). His presentation highlighted updates on ongoing initiatives and new proposed projects at the airport, including collaborating with the EAA to rehabilitate the emergency landing strip in Pueblo Canyon. Additional discussions focused on attracting an airplane mechanic to the field and potentially reviving a flying club. The response was overwhelmingly positive, and Paul Lisowski from the County Transportation Board is coordinating follow-up meetings to further explore collaboration between the EAA and the County.

The airplane accident on December 31 has prompted a review of emergency operations procedures at the airport. Gary Goddard is working with Captain Jason Block from the County Fire Department to develop an emergency response manual, detailing specific procedures for each aircraft at the airport.

Favorable weather conditions in December, characterized by dry and calm days, contributed to an increase in airport activity. A total of 343 take-offs and landings were recorded, up from 299 in the previous month.

MO Monthly
January 2025

PW: Capital Projects & Facilities

Vacant
Division Manager

New Work Orders – 93

Completed – 81

Meeting Our Goals

The Capital Projects and Facilities Division (CPF) oversees project planning, design, and construction in support of the County's Capital Improvements Projects for all County departments and divisions along with renovation, renewal and maintenance of 47 County buildings and facilities.

The Division supports operations County-wide and involves coordination and collaboration with various departments, contractors, vendors, and stakeholders to ensure projects and maintenance activities are completed efficiently and within budget to meet the strategic goals of Operational Excellence and the Improvement of Quality of Life for County residents and visitors.

News & Updates

CPF project managers are working on 26 active projects. The status of these projects encompasses the planning, procurement, design, and construction phases, and involve a wide range of building systems and complexities.

Facilities

Facilities crews continued maintenance and repair work County-wide. Most of this work supports the essential services of County buildings and supports the preparations for the colder weather season. Also, Facilities crews promptly conducted several emergency repairs throughout the County buildings. These efforts not only improve the safety of the spaces that are accessible and serve the public, they also support the services offered by the County to the public. Highlights of this work include:

- Attended several calls related to heating systems, including the replacement of heating pumps at PCS 5 and the Betty Ehart Senior Center.
- Removal of the pay station at the RV park at the White Rock Visitor.
- Removal of graffiti on the trash enclosure at the Mesa Public Library.
- Addition of an electrical outlet and receptacle at the Records area in the Municipal Building.
- Repair of the toilet at Fire Station 3 reported during the Council session.
- Installation of a bottle filler in PCS 5 hallway.
- Repair of EV chargers located at the Municipal Building parking lot.
- Patch and paint in White Rock Town Hall kitchen area to correct damage caused by a roof leak

Connecting with the Public

With ongoing work around the County, the Division continually works with our contractors to take safety precautions, delineate work zones, and provides public information and updates around project construction sites that may impact public spaces. In addition, the Division collaborates with other County Departments and Design professionals in public outreach processes to inform decision-making during the planning phases of several projects. Below is a summary of the work performed during January 2025 to connect with the public.

On January 9, CPF and CSD staff presented before the Parks and Recreation Board the plan for the public outreach process to inform *decision making* in the assessment of shade structure options for the Los Alamos Ice Rink. At this time, CPF staff in collaboration with the County Public Relations Manager, also opened an online survey to collect community input on shade structure perspectives. The survey is open until January 29, 2025, at the link below

https://polco.us/n/res/vote/los-alamos-county-nm/shade-structure-for-the-ice-rink

Additional instruments to reach out to the public included:

- Project webpage https://www.losalamosnm.us/County-Projects/Conceptual-Shade-Structure-for-the-Ice-Rink
- Have your say webpage https://www.losalamosnm.us/Have-Your-Say/Conceptual-Shade-Structure-for-the-Ice-Rink-Feedback
- Advertisement of the survey on the CSD social networks
- Display of posters at the Municipal building and at the Ice Rink advertising the survey.

On January 22, CPF and CSD staff were interviewed by the Daily Post to learn more about the shade structure project. The interview was published both in print and online on January 23, 2025. Please follow the link below to read the interview.

https://ladailypost.com/county-ponders-shade-structure-for-ice-rink/

In addition to the public outreach process above, staff sent out a series of press releases to inform the public about ongoing work conducted by CPF on several county buildings. These press releases include:

- On January 2, press release to inform the public about work at the Red Cross building (Power House) to install a new roof covering.
- On January 10, press release to inform the public about work at the Mesa Public Library to install new siding panels.
- On January 16, press release to inform travelers to and from the North and Barranca mesas about the closure on lanes on Diamond Dr. related to the placement of a new bathroom building at the Golf Course.

All this work is part of the maintenance and improvement efforts conducted by CPF to extend the lifespan of the County Buildings.

Capital Projects & Facilities

Capital Improvement Project Updates
Los Alamos County is working on a variety of projects that support quality of life, infrastructure, and economic development initiatives. A summary of the project and additional information can be found at the County website –

https://www.losalamosnm.us/Government/Departments-and-Divisions/Public-Works/Capital-Projects-Facilities-Division-Projects.

Project Name	Dept(s)	Update
Golf Course Electric Cart Conversion	PW, CSD	Staff are reviewing the 95% drawings and researching construction costs estimates.
Asset Management Software for Facilities	PW	Staff and vendor are working together to review and verify the asset data collection upload. Staff are working with the vendor to configure the work order intake platform.
Benchmarking building utility consumption	PW	No activities to report for December.
Emergency dispatch CRAC unit	PD	Design professional is developing a conceptual design for the configuration of the server room and CRAC system.
Women's Dormitory Building Renovation	PW	Staff and designer are preparing site plan package for P&Z consideration in February 2025.
Capital Outlay Grant Application for Betty Ehart Senior Center	PW, CSD, AS-FIN	Application under review by the funding agency. Results from this process are expected after April 2025.
Customer Care Service Electrical Connection to Emergency Power	PW, DPU	Installation of electrical breakers in MDP and testing of systems is postponed until a new UPS systems is installed at the IM server room.
Golf Course Site Improvements	PW, CSD	New outdoor bathrooms are installed in holes #6 and #13. The contractor is waiting for warmer weather to complete installation and testing of pump for new irrigation system.
Ice Rink Temporary Chiller	PW, CSD	The temp. chiller is operating satisfactorily.
Ice Rink Permanent Chiller Replacement	PW, CSD	Mechanical permits approved. Contractor is fabricating the chiller skid.
Ice Rink Floor Replacement and Shade Structure	PW, CSD	The first public meeting held on January 9, 2025, at the PRB.Survey is open to the public.
Fire Station 3 Snow Melt System Replacement	PW, FD	Waiting for design professional proposal to redesign the glycol system.
Department of Utility (DPU) Standby Area Renovation	PW, DPU	This project is in closeout phase. Contractor is correcting findings from the HVAC test and balance.

Emergency Operations Center (EOC)	PW, PD, FD	Grant application is going through the FEMA review process. Results are expected after April 2025.
Fire Station 4 Replacement	PW, FD	Staff reviewed preliminary design and coordinated preferred furnishings and finishes with Fire Department, reviewed preliminary design with sustainability team for feedback and compliance with LEED.
Mesa Public Library Siding Replacement	PW	The contractor started work on January 16.
Aquatic Center Olympic Pool restoration	PW, CSD	Staff reviewed agreement and discussed project timeline
Community Bldg. new roof covering	PW	Roof coating manufacturer approved installation. Staff waiting for closeout documents.
Red Cross Bldg. new roof covering	PW	The contractor started work in January.
Betty Ehart Senior Center Renovation	PW, CSD	Staff and designer are reviewing the scope of the renovations.
Los Alamos Little Theatre fire suppression and asbestos abatement.	PW, CSD	Staff are coordinating with contractors to determine the scope of asbestos abatement, patching, and painting in conjunction with fire sprinkler work.
Betty Ehart Senior Center HVAC replacement	PW, CSD	Design kick-off meeting was held on January 9. Preliminary design work on progress.
Doors installation at PD	PW, PD	Contractor is expected to complete installation and finishes in January 2025.
Installation of EV chargers	Sustainability PW	Staff developed and approved a preliminary design for the charging station at the Municipal Building.
Fire Station 3 showers renovation	PW, FD	Staff are reviewing the scope and cost of proposal from on-call contractors.
Grant Application for Designing, Constructing, and Installing Electric Vehicle Charging Infrastructure	PW, DPU Sustainability	Staff are waiting for the results of the applications' evaluation.

List of some projects completed from January 1, 2025, to date; this list is not comprehensive.

Project Name	Dept(s)	Update
Sewer Line at the Municipal Building	PW, RIM, Clerks, Archive	Project completed in January 2025
Golf Course High Netting	PW, CSD	Project completed in January 2025
Airport Fuel Farm	PW	Project completed in January 2025
White Rock Visitor Center Outdoor Restrooms and Pavilion	PW, CDD	Project completed in January 2025
BESC – Day-out area new roof covering	PW	Project completed in January 2025
Nature Center beams replacement	PW, PEEC	Project completed in January 2025

CMO Monthly
January 2025

PW: Custodial

STATS Update

Bob Feagans
Division Manager

Events – 123

Meeting Our Goals

The Custodial Division continues to promote innovative approaches, conscientious stewardship and outstanding customer service while delivering clean and safe results to the County.

News & Updates

The month of January saw a significant decrease in the number of reservations for Fuller Lodge compared to December. January & February are typically the slowest months. Various floor work was completed at Fuller Lodge. Ongoing floor work continues at PCS. Construction on Bathtub Row affecting Fuller Lodge was completed in November and all parking lots and sidewalks are now open. Construction will resume in the spring, but Fuller Lodge should not be impacted.

Connecting with the Public

Custodial staff supported the following public events:

Fuller Lodge – 39

White Rock Activity Center – 9

WR Fire Station #3 – 1

BESC – 22

WR Town Hall – 0

Municipal Building - 43

Looking Ahead

We are looking at refinishing the wood floors in Fuller Lodge in February as soon as the number of events begin to decrease.

We are looking at refinishing the concrete surface at PCS Bldg. 1 in March.

CMO Monthly
January 2025

PW: Engineering

Eric Ulibarri
Division Manager

Meeting Our Goals

Consistent with the Council's strategic priority to invest infrastructure, improve mobility, and support economic vitality, the Engineering Division actively manage multiple design and construction projects, providing county-wide support for existing infrastructure, and providing engineering reviews and inspections of the new developments.

News & Updates

The final draft of the update to the Los Alamos County Pedestrian Master Plan is complete and will be presented to the Transportation Board on February 6 with staff requesting adoption.

The Urban Trail project reached Substantial completion on January 17. The trail will be fully opened with an official ribbon cutting scheduled for February 26.

The Trinity Drive ADA project design is well underway with a 60% design review held on January 23. An additional scope of work to include utility infrastructure has been identified and the Engineering Division is collaborating with the Department of Public Utilities to integrate this into the project.

The Engineering Division has been actively designing the Denver Steels Phase II project which is anticipated to begin construction in the Fall 2025.

Connecting with the Public

A public meeting for the Trinity Drive ADA project public meeting will be held in March.

Projects such as the NM-4 Crossing, Denver Steels Phase II, Bathtub Row, DP Road, and the Pedestrian Master Plan update have required outreach to the public, residents, businesses, Los Alamos Public Schools, and LANL/DOE. This coordination is critical to successful project execution while minimizing negative impacts.

County staff have been involved with coordination of development construction activities across the County to ensure that contractors provide adequate access and advanced notifications for activities that affect the community.

Looking Ahead

The Engineering Division is collaborating with the Traffic and Streets Division to identify and plan pavement preservation projects across the county.

Staff have been busy preparing multiple grant applications to help fund CIP and pavement preservation projects in FY26.

Staff continue to be involved with reviewing multiple development applications, inspections, construction permits, and design reviews. Some recent project reviews include the Hotel at the old Hilltop House site, Women's Dormitory Building, Buena Caza (Mirador Mix-Use development), Hills Apartments/35th Street Realignment project, Cañada Bonita, Century Bank, Sherwood Rounds off Longview Drive, and the redevelopment of the Motel 6 building.

Capital Improvement Project Update

Los Alamos County is working on a variety of projects that support quality of life, infrastructure, and economic development initiatives. A summary of the project and additional information can be found on our website – **https://lacnm.com/PW-Projects**.

Project Name	Dept(s)	Update
Uban Trail Phase I and II	PW	The project award to Hasse Construction was approved at Council in October 2023 with construction ongoing. The scope of work includes construction of a 10-ft wide concrete multi-use trial from Trinity Drive northwards to Canyon Road and ending near the Aquatic Center. Construction is complete and the trail will be fully open in January with punch list items underway.
DP Road Phase II	PW	The project was awarded to TLC Plumbing and Utility on March 26, 2023. The project scope includes new sewer and gas lines, electric conduit, storm drain, concrete replacement, and full reconstruction of roadway. Installation of new utilities continues with construction anticipated to be completed late Spring 2025
NM-4 Crossing and Multi-Use Trail	PW	This project will provide an at-grade crossing of NM State Road 4 in White Rock at the Mirador Subdivision and provide both new multi-use trail infrastructure and reconstructed trail infrastructure in the Pinon Park area. The county was awarded grant funding from NMDOT for this project with design underway by Bohannon Huston Inc. Construction is anticipated to begin in late 2025.
Trinity Safety and ADA	PW	This project is the result of a 2016 road safety audit and has been awarded grant funding from the Federal Highway Safety Improvement Program by NMDOT. The Hybrid Road Diet alternative was selected to be further explored at the August 6th Council was presented by design team lead by Wilson & Company to Council. A resolution of support from Council on September 10 was approved for this alternative. Construction is anticipated in 2025.

Finch Street	PW	The project design was completed by an engineering on-call. The project is anticipated to be advertised for bids in 2025. Approval to enter into an agreement with the Los Alamos Medical Center for the transfer of land for the construction of the Finch Street project was approved by Council in August 2023. Construction is anticipated in 2025.
Canyon Rim Trail Phase III	PW	The project design and ROW acquisitions are underway from Knecht Street to 15th Street. Design is being completed by an engineering on- call. The project is anticipated to be advertised for bids in Spring 2025. Completion of the trail design from 15th Street to 20th Street is pending ROW acquisitions.
Bathtub Row – Peach Nectar	PW	The project was awarded to TLC Plumbing and Utility. This is a joint project with the Department of Public Utilities and includes full road reconstruction along with utility upgrades. The project began construction in August 2024, entering a winter suspension in November 2024 and will be completed in Summer 2025.
Denver Streets Phase II	PW	This project is being designed by staff. This is a joint project with the Department of Public Utilities and includes full road reconstruction along with utility upgrades. The project is anticipated to begin construction in late 2025.

CMO Monthly
January 2025

PW: Environmental Services

STATS Update

Armando Gabaldon
Division Manager

Customer Service Emails – 29

Roll Cart Requests – 65

Household Hazardous Waste Customers - 81

Recycle Coach App Users – 2,403

Recycle Coach App Interactions – 15,032

Overlook Visitors – 177

Transfer Station Visitors – 2,082

Yard Trimming Participants – 5,309

Social Media Followers – 1.3K

Meeting Our Goals

Environmental Services has selected a site for a food waste composting facility at the Los Alamos Eco Station. Initial site plans for an aerated static pile system, designed to operate at the Eco Station, were developed by SCS Engineers. The program aims to divert an estimated 4,500 tons of food and yard trimmings annually from the landfill, transforming these materials into valuable compost.
The February 6, 2024, County Council meeting, the Council approved the implementation of food waste composting at the Eco Station using the Aerated Static Pile system. Currently, Environmental Services is working with the DOE to amend the lease for the Eco Station, allowing for the facility's operation on the property.
Environmental Services, in collaboration with the Sustainability Managers, continues to explore grants and other funding to support the project's costs.

As part of the "Operation Save the Bears" initiative, Environmental Services delivered 260 dumpsters to the business community and 1,000 roll carts to residential customers during the first wave of the program. In December 2024, Environmental Services received an additional 1,154 Kodiak Bear-Resistant Carts and has since distributed more than 400 to residents who requested one.
Residents interested in obtaining a bear-resistant cart can submit a request at: www.losalamosnm.us/gogreen.

News & Updates

On February 3, 2023, Environmental Services transitioned from a weekly to a monthly Household Hazardous Waste (HHW) drop-off schedule. During January 2025 event, ACT Enviro, provided trained personnel to properly categorize and sort materials from 81 residents, ensuring safe transport to appropriate disposal facilities.
The next HHW collection event is scheduled for Friday, February 7, 2025, from 9:00 a.m. to 1:00 p.m. Yard trimming collection for the 2024 calendar year began March 25 and concluded November 22. During this period, Environmental Services collected approximately 841 tons of yard waste. The materials are repurposed in various ways, including mulching for biosolid composting in wastewater management, erosion control, and landscaping by residents.
Each household is eligible for one yard trimming cart. Collection will resume on March 24, 2025. To register for a cart, visit www.losalamosnm.us/gogreen.

Each year, Environmental Services conducts a curbside collection of Christmas trees from residential customers. The collection program to date, gathered 23.9 tons of material. The collected trees will be processed into mulch for use in landscaping and composting initiatives.

Environmental Services, in partnership with the Zero Waste Los Alamos Team, offers a Zero Waste Party Kit for your next event which includes 15 complete table settings, consisting of a large plate, cup, fork, spoon, butter knife, and napkin.

Residential Sustainability Report

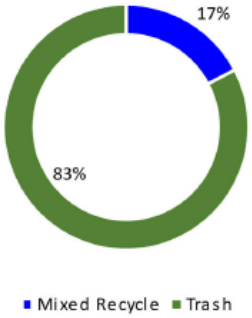
Service Period: December 2024

December Diversion Rate: 17%

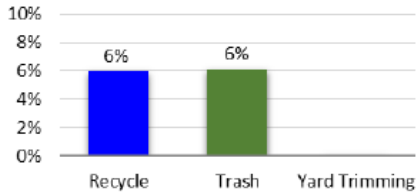
LOS ALAMOS

The *diversion rate* is the percent of recyclable and compostable material diverted from the landfill.

Monthly Collection Report

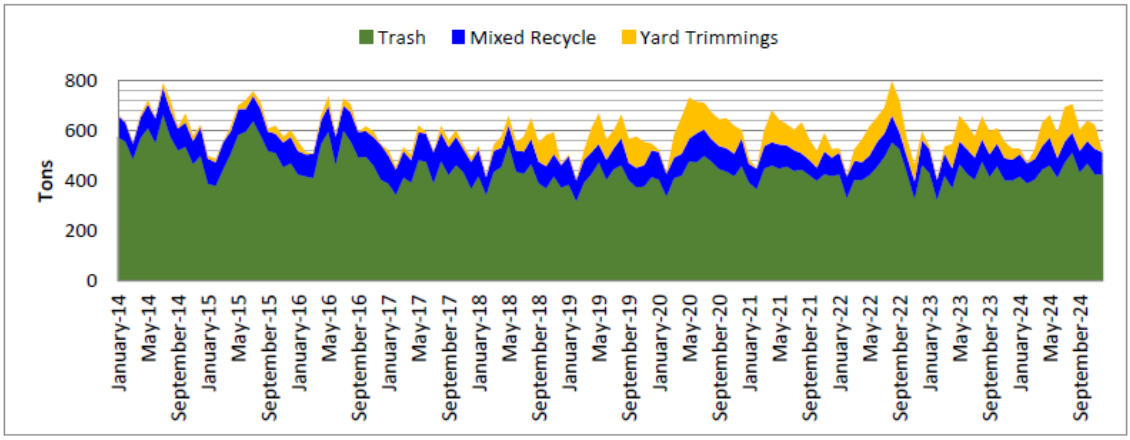


% Change Previous Year

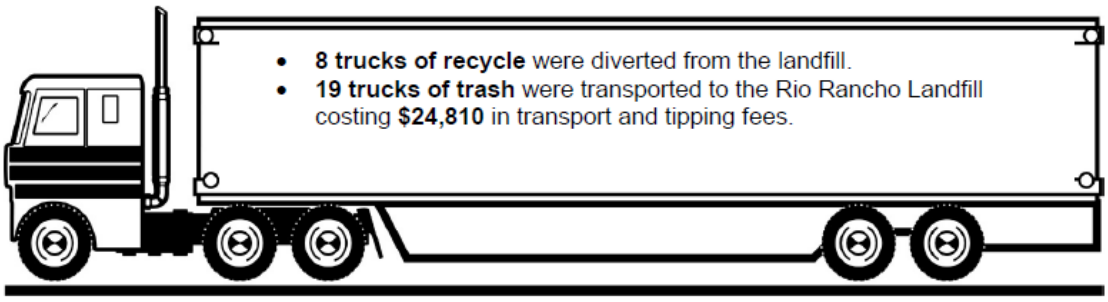


	Dec-23	Dec-24
Yard Trimming	44.54	0.00
Recycle	84.05	89.06
Trash	401.28	425.89

In December by recycling and composting Los Alamos County reduced GHG emissions by ~306 tons*



In 2024 by recycling and composting Los Alamos County reduced GHG emissions by ~5,348 tons*



- **8 trucks of recycle** were diverted from the landfill.
- **19 trucks of trash** were transported to the Rio Rancho Landfill costing **$24,810** in transport and tipping fees.

For more information contact Environmental Services Division at 505.662.8163 or email solidwaste@lacnm.us

**GHG emissions calculated using https://www.stopwaste.co/calculator*

CMO Monthly
January 2025

PW: Fleet

STATS Update

Pete Mondragon
Division Manager

Work orders entered - 195

Work orders completed within hours - 114

Work orders remain open - 35

Work orders are preventive maintenance – 45

Work orders repairs – 150

Work orders for accident - 0

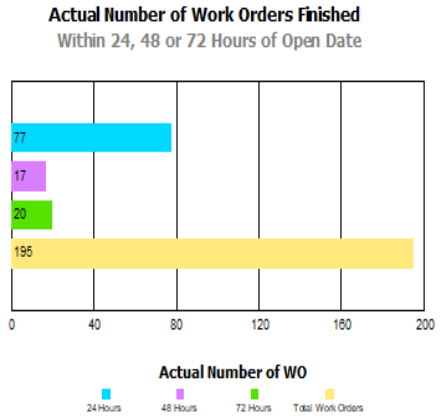
Meeting Our Goals

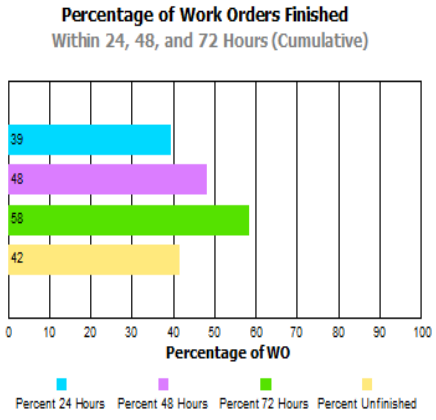
Fleet is focused on keeping vehicles and equipment in top shape so Los Alamos County Departments can provide quality services to the residents of Los Alamos and White Rock. Fleet also provides a Motor Pool service that is located at the Municipal building, which is available to County staff.

News & Updates

FY25 equipment ordering is about 70% complete.
Fleet is working on all snow equipment checks.
Fleet is working on needed updates to fuel tanks after State Inspection.
Gathering information and speaking with other agencies about vehicle GPS.
Fleet Conversion Study

Loc: FLEET - FLEET





Actual		Cumulative	
Within 24 Hours: 77	Within 48 Hours: 17	Within 24 Hours: 77	Within 48 Hours: 94
Within 72 Hours: 20	Total Number of Work Orders: 195	Within 72 Hours: 114	Total Number of Work Orders: 195
Total Unfinished: 81		Percent Unfinished: 41.54%	

CMO Monthly
January 2025

PW: Traffic & Streets

STATS Update

Daniel Blea
Division Manager

Customer Calls – 78

Permits Processed – 5

Permits Extended – 2

Perma Patch for potholes – 1740 lbs.

Miles swept – 323

Locates - 76

Concrete for sidewalk and curb repairs – 7.5 yards

Replaced Lights and Fixtures – 4

Meeting Our Goals

Traffic and Streets Division met County goals by performing pavement and concrete preservation countywide, maintaining and replacing streetlights, striping roadways and curbs, fabricating signs, working with the public by assisting with permits, concerns, traffic control and projects.

News & Updates

This report is from December 20th through January 20th. Traffic Electricians removed and replaced light fixtures at various locations in the Los Alamos and White Rock area. They checked several light fixtures at 3580 Canyon Drive. Removed and replaced light fixtures for the Diamond Drive at West Rd. project. Crews turned off the streetlights for Christmas Farolito walks on Brighton, Barcelona, and Camino Medio. Remote photocells were installed in the Barcelona area. Crews responded to a streetlight knockdown, they reinstalled the streetlight, replaced the fixture and conductors on Knecht St.

Traffic electricians repaired the EVO traffic detection system at 15th Street and Trinity Drive and removed and replaced the radar on the NE corner. They assisted the county arborist with trimming trees and loaded limbs at Overlook Park, Fuller Lodge, and Canyon Road.
Traffic electricians reinstalled a license plate reader by the High School Sullivan Field.

The signs and markings crew have been working on sign projects county wide. Crews installed Deer signs at Piedra Loop, Monte Rey North, and Monte Rey South entrances. They have also been replacing sun beaten ACT bus stop signs countywide.
The signs and markings crew had a few damaged signs from our recent snowstorm that needed reinstallation.

The streets crew performed snow removal and ice control, mixed slice and cinders with liquid deicer.
Crews poured new concrete on El Corto and a concrete splash pad at the Municipal Building. Also, Streets crews repaired a sidewalk and shoulder on Barranca Mesa.
Crews built a concrete bus pad for Transit in White Rock, repaired a sidewalk at the White Rock Senior Center.
Streets crews also performed some right of way maintenance, fixed potholes countywide, and cleaned a drainage ditch in Bayo Canyon.
Streets crews repaired a sidewalk and shoulder on Barranca Mesa. They built a concrete bus pad for Transit in White Rock, repaired a sidewalk at the White Rock Senior Center and repaired a sidewalk on Fairway and Arizona for Utilities. They screened and hauled concrete and asphalt to the eco station.
Streets crews attended skid steer training and new hires were trained for snow removal operations.

Connecting with the Public

Crews turned off streetlights on Brighton, Barcelona, and Camino Medio for residents in these locations to put out farolitos for residents to walk around the neighborhoods and enjoy them.

Staff provided traffic control devices for the annual farolito walk event at the Stables.

The streets crew have provided Ice Slice (an ice and snow melting compound) at the following locations to assist drivers and pedestrians: Quemazon just North of Esperanza, Quemazon at North Rd., and North Mesa Rd. by the roundabout.

Administrative staff connected with the public by processing permits. We processed several new extended permits. Staff tended to phone calls regarding traffic signals, streetlight outages, snow removal and potholes.

Looking Ahead

Traffic and Streets will continue to resolve pothole and asphalt repairs, concrete repairs, vegetation control, sign fabrication, traffic signal maintenance, street lighting replacement and repairs and maintenance at the Airport.

Traffic and Streets will continue clearing for the snow removal season.

Administrative staff will continue to work with the public and contractors to process permits for special events and work to be performed within the county right of way and on county owned properties. Staff will continue to take customer calls and assist with scheduling repairs countywide.

CMO Monthly
January 2025

PW: Transit

STATS Update

James Barela
Division Manager

Unlinked Passenger Trips (UPT): 13,933

Fixed-Route UPT: 13,463

Demand-Response UPT: 470

Special UPT: 0

Service Days: 21

UPT per Service Day: 6,663

UPT per Service Mile: .47

Service Disruptions: 0

On-time Timepoint Departures: 84.0%

On-time Paratransit Trips: 90.0%

Buses with Defective ITS Systems: 24%

Customer Complaints: 0

Meeting Our Goals

Atomic City Transit (ACT) continues to work on its Zero Emission Transition Plan. The Plan will identify any current and future resources needed for a successful implementation of incorporating battery electric or low emission vehicle technologies in Los Alamos. Also, an essential component of this plan is its compliance with the Federal Transit Administration's requirements for a Zero-Emission Fleet Transition Plan.

Investing in infrastructure

Atomic City Transit continues to evaluate the capability to increase mobility for Los Alamos County residents and employees and/or make public transit services more efficient.

News & Updates

ACT continues to work with Spare Labs Inc. on the logistics and implementation stages of the upcoming Microtransit Support. This service is expected to provide more efficient paratransit services and a comingle with microtransit.

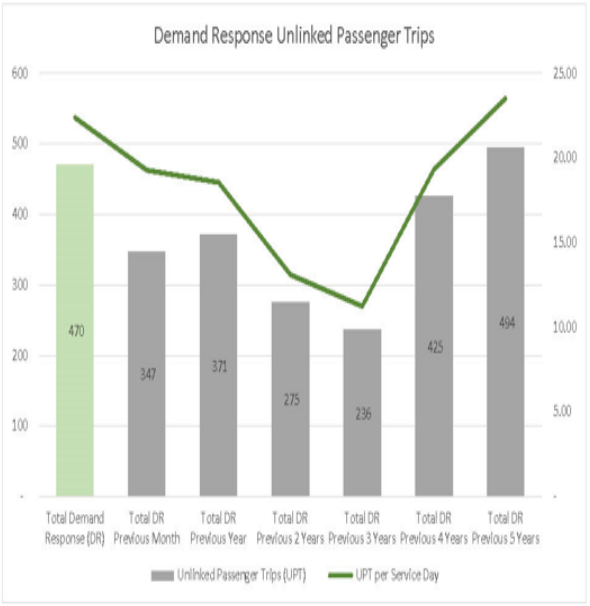
Looking Ahead

Atomic City Transit is preparing to start the recruiting process and preparing for the seasonal Bandelier shuttle service. The route is scheduled to begin mid-May and will run through mid-October. Additional Transit Operators are needed to perform this service. If you are interested, please see our County website to apply for the position and join our great team.

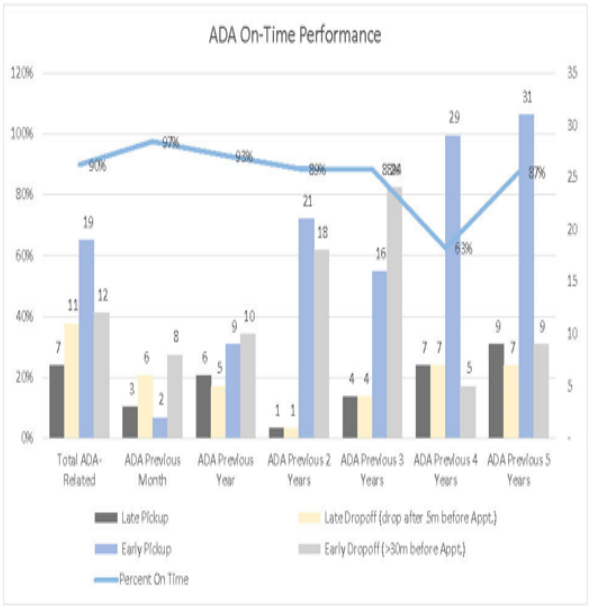
Atomic City Transit - Demand Response Ridership and Statistics

December 2024

NTD Service Information	*Total Demand Response (DR)*	*Total DR Previous Month*	*Total DR Previous Year*	Total ADA-Related	Total DAR	Total DAR-Special
Vehicles Operated in Max Service	2	2	2	2	2	-
Unlinked Passenger Trips (UPT)	470	347	371	304	166	-
UPT Ambulatory	439	322	334	279	160	-
UPT Non-Ambulatory	31	25	37	25	6	-
UPT Evening DAR	43	33	34	-	43	-
UPT Daytime DAR	112	91	89	-	112	-
UPT Regional-Linked	194	160	157	135	59	-
Companions	39	12	6	28	11	-
PCAs	20	10	28	20	-	-
Total Vehicle Miles (VM)	4,944	4,042	3,666	3,736	1,208	-
Total Vehicle Hours (VH)	371	322	314	277	94	-
Total Revenue Miles (RM)	3,940	3,254	2,996	2,945	995	-
Total Revenue Hours (RH)	247	210	208	184	63	-
Regional-linked Miles	2,235	1,767	1,586	1,706	529	-
Regional-linked Hours	81	65	62	64	17	-
Passenger Miles	3,157	2,463	2,530	2,228	928	-
Passenger Hours	140	103	115	102	38	-
Service Days	21	18	20	21	21	-
Weekdays	21	18	20	21	21	-
UPT per RM	0.1	0.1	0.1	0.1	0.2	-
UPT per RH	1.9	1.7	1.8	1.7	2.6	-
UPT per Service Day	22.4	19.3	18.6	14.5	7.9	-
UPT per Weekday	22.4	19.3	18.6	14.5	7.9	-



Scheduling Stats						
Subscription	165	140	126	165	-	-
One Way Trips Requested	706	533	490	524	182	-
One Way Trips Performed	411	325	337	256	155	-
Advance Reservation	256	199	214	256	-	-
Same Day Reservation	155	124	123	-	155	-
Avg. Minutes to board	0	0	1	0	(0)	-
Avg. Minutes to Disembark	0	-	1	0	0	-

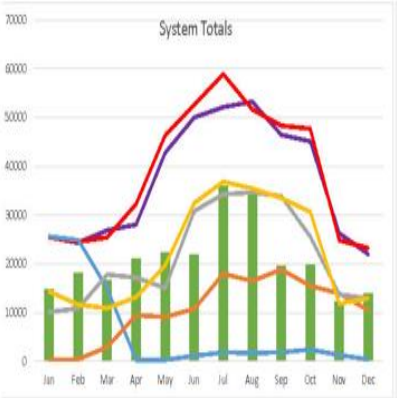


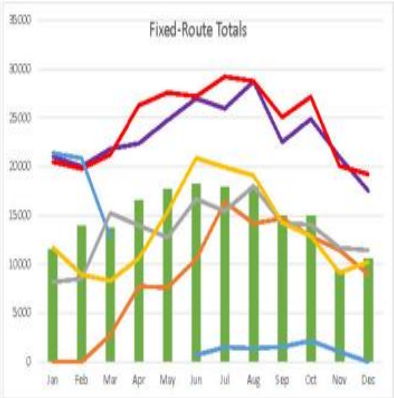
Capacity Metrics						
Missed Trip (Due to Vehicle Late)	-	-	-	-	-	-
Trips On Time	374	310	305	230	144	-
Percent On Time	91%	95%	91%	90%	93%	
Early Offer	10	13	8	9	1	-
Late Offer	11	9	9	10	1	-
Late Pickup	11	7	12	7	4	-
Excessively Late Pickup (>15m after window)	1	1	-	-	1	-
Late Dropoff (drop after 5m before Appt.)	11	6	6	11	-	-
Excessively Late Dropoff (>10m after Appt.)	1	1	1	1	-	-
Early Pickup	26	8	20	19	7	-
Excessively Early Pickup (>15m before window)	2	-	1	1	1	-
Early Dropoff (>30m before Appt.)	12	9	12	12	-	-
Excessively Early Dropoff (>45m before Appt.)	-	-	-	-	-	-
Trip Over 45 min	15	5	6	14	1	-
Trip Over 60 min	1	-	3	1	-	-
Over Fixed-Route Duration Est.	16	6	13	14	2	-
>15m Over Fixed-Route Duration Est.	1	2	3	-	1	-

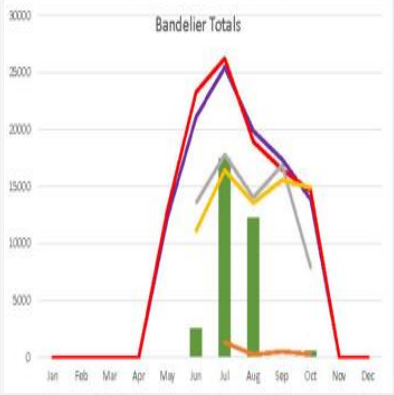
December 2024 Ridership Report

LOS ALAMOS

Route	December Trips 2018	2019	2020	2021	2022	2023	2024	% Chg (from 2018)	% Chg (from 2019)	% Chg (from 2020)	% Chg (from 2021)	% Chg (from 2022)	% Chg (from 2023)	Dec Rev. Miles 2023	2024	Dec Rev. Hours 2023	2024	Dec YTD Trips 2023	2024	YTD Month YOY% Chg (from 2023)	Svc Days
1 Downtown	3,834	4,157	-	2,241	3,598	3,261	4,673	22%	12%		109%	30%	43%	4,591	5,136	244	273	59,974	71,053	18%	21
2M White Rock - Main Hill	1,948	1,717	-	1,178	2,136	1,194	-							6,183	-	234	-	8,456	3,471	-59%	-
2T White Rock - Truck Rt	1,184	1,088	-	579	701	789	1,287	9%	18%		122%	84%	63%	6,248	7,008	244	274	18,526	23,672	28%	21
2P White Rock - Peak	373	549	-	-	-	-	-							-	-	-	-	-	-	0%	-
3 Central / Canyon	2,295	2,554	-	1,233	-	-	-							-	-	-	-	-	-	0%	-
4 North Community	2,312	2,218	-	1,242	1,895	1,954	1,781	-23%	-20%		43%	-6%	-9%	3,640	4,072	244	273	32,206	31,256	-3%	21
5 Barranca Mesa	1,175	1,553	-	671	800	725	647	-45%	-58%		-4%	-19%	-11%	3,397	3,812	241	271	12,136	12,458	3%	21
6 North Mesa	4,420	5,394	-	1,843	2,307	2,312	2,150	-51%	-60%		17%	-7%	-7%	4,174	4,702	292	329	30,088	35,408	18%	21
Fixed-route subtotal	**17,541**	**19,230**	**-**	**8,987**	**11,437**	**10,235**	**10,538**	**-40%**	**-45%**		**17%**	**-8%**	**3%**	**28,234**	**24,729**	**1,500**	**1,419**	**161,386**	**177,318**	**10%**	
7 North Mesa Expr	1,099	847	-	528	418	739	743	-32%	-12%		41%	78%	1%	211	96	14	5	7,324	9,191	25%	-
8 North Community Expr	626	612	-	190	268	722	655	5%	7%		245%	144%	-9%	96	96	7	7	7,270	8,385	15%	15
9 Aspen Expr	644	588	-	206	12	163	538	-16%	-9%		161%	4383%	230%	147	147	7	7	2,200	5,052	130%	15
10 Barranca Expr	890	688	-	91	290	437	446	-50%	-35%		390%	54%	2%	126	110	8	7	4,910	5,522	12%	15
11 White Rock Expr	640	774	-	267	236	321	543	-15%	-30%		103%	130%	69%	255	255	10	10	4,030	6,437	60%	15
Express route subtotal	**3,899**	**3,509**	**-**	**1,282**	**1,224**	**2,382**	**2,925**	**-25%**	**-17%**		**128%**	**139%**	**23%**	**836**	**705**	**45**	**34**	**25,734**	**34,587**	**34%**	
12 Bandelier	-	-	-	-	-	-	-							-	-	-	-	71,623	32,850	-54%	-
Dial-a-Ride	88	119	-	55	45	130	166	89%	39%		202%	269%	28%	255	995	16	63	1,469	1,836	25%	21
ACT Assist	399	361	92	181	230	241	304	-24%	-16%	230%	68%	32%	26%	2,741	2,945	193	184	3,088	3,343	8%	21
Special Services	45	12	333	-	-	-	-							-	-	-	-	4,317	4,415	2%	-
System total	21,972	23,231	425	10,505	12,936	12,988	13,933	-37%	-40%	3178%	33%	8%	7%	32,066	29,374	1,754	1,701	267,617	254,349	-5%	21







2024 2018 2019 2020 2021 2022 2023

Total Passenger Trips to Date: 6,632,703

Significant Service Adjustments and Special Events

- **All Month:** Due to staffing shortages, Rt 3 did not operate (Rt 1 provided service to Camino Entrada area). Route 6 Peak morning service was suspended due to a staffing shortage.
- **December 25:** Service did not operate on Christmas Day.
- **Peak Service:** 12/26 through 12/31, peak service did not operate.

Employee News

Five Public Works Staff successfully completed the 21st Century Leadership Pilot Program. The pilot program graduates include Terrance Gray, Karen Henderson, Sobia Sayeda, Anthony Strain, and Louise Romero

T&S- New Employee *Lucas Martinez*

T&S- New Employee *Neftali Roybal*

Transit employees attend weekend training

Atomic City Transit would like to recognize Joe (Manny) Saiz, who recently retired, with his last in-person day being January 10th. Manny served as a Lead Driver and Supervisor for the County. Thank you, Manny, for the exceptional support you provided to Transit. You will be missed.

Projects

New roof covering Red Cross Building

White Rock Library New Ceiling Tiles

Fuel Farm Project Completed

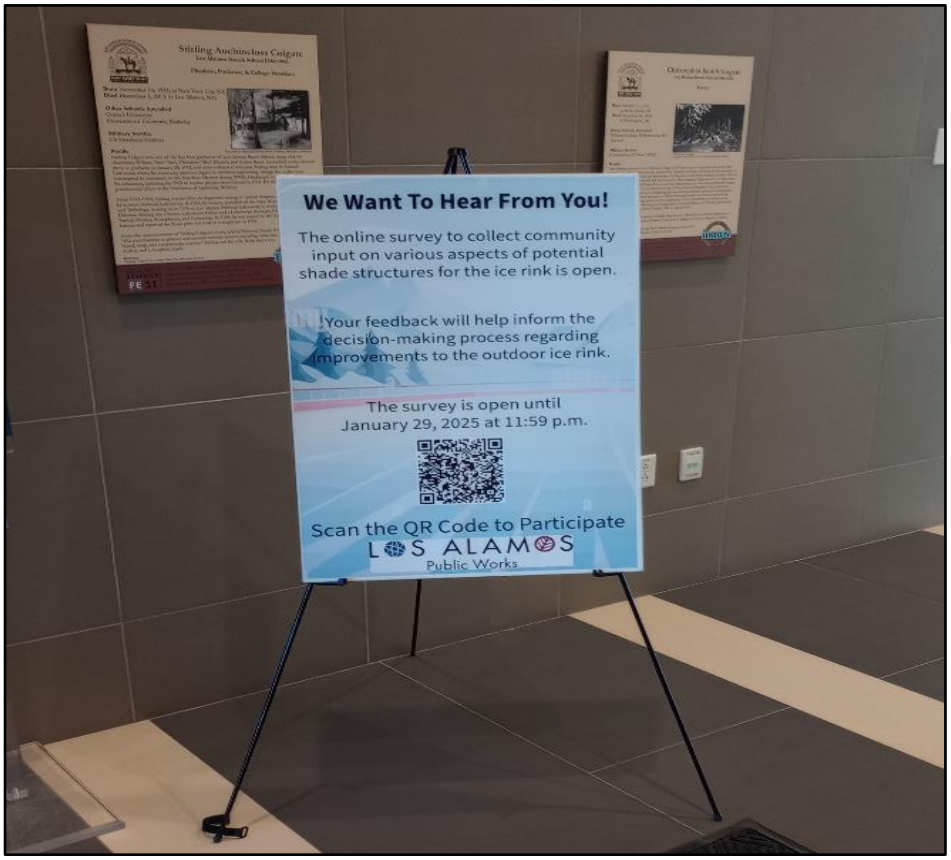
Helicopter approaching Fuel Farm

White Rock Visitor Center Pavilion and Restrooms Project has been completed

Golf Course - New Prefabricated Restrooms in the vicinity of holes #6 & #13

Golf Course High Netting Project

Possible Ice Rink Shade Structure Public Survey

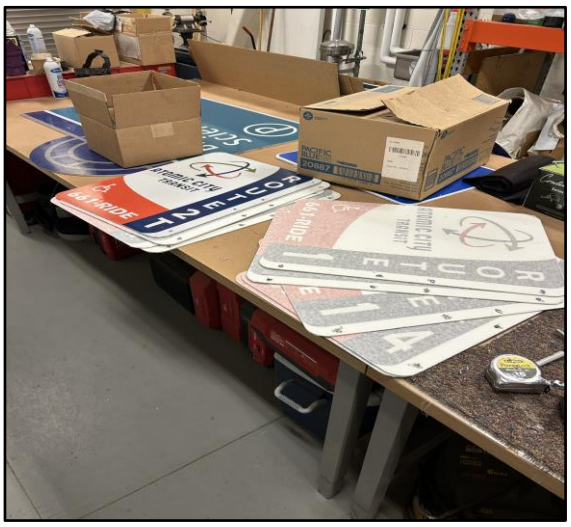


Christmas Tree Collection

Fleet- replacement compressor

Fleet- Replacement vehicles for Police

Equipment received for Traffic and Streets



Signs and Markings Crew at work

Airport- EAA Meeting

Cessna 182 Accident on December 31st