

APPENDIX A

LOS ALAMOS COUNTY PEDESTRIAN MASTER PLAN LITERATURE REVIEW

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Los Alamos Pedestrian Plan (1998)

Vision

“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.”

Recommendations

The 1998 plan is organized by different categories relating to the pedestrian environment. Each section consists of a narrative that explains its function and importance relating to the pedestrian realm. Within the narrative, each section essentially provides recommendations consisting of strategies & practices and/or design standards. Several of the 1998 plan’s sections and recommendations have become common practice in planning and design, and may not be necessary to include in the update. The following lists the 1998 plan’s sections and their associated recommendations for the pedestrian environment.

Engineering

- The safety of the pedestrians should be engineered into every level of community planning such as transportation, community development, recreation, transit, schools siting. etc.
- The County should address pedestrian issues in the design stage to ensure the pedestrian system is operative and that the County does not inherit a pedestrian problem during a private development.
- Pedestrian facilities should be re-evaluated during any maintenance or upgrade project that might occur throughout the year.
- Pedestrian crashes should be routinely evaluated to identify crash locations and target groups. Areas of high crash rates should be improved during facility maintenance and upgrade projects.

Recommended engineer action strategies

- Develop master plans with the incorporation of pedestrian systems and facilities. These should be adopted and included in the transportation element of the comprehensive plan.
- Identify current and potential non-motorized destinations.
- Identify necessary improvements for existing roads and streets.
- Target major barriers for removal along pedestrian systems.
- Provide new or expanded separated pathways where needed.

- Provide links to public transportation.
- Set standard procedures for addressing ongoing pedestrian needs.
- Adopt pedestrian friendly roadway design standards.
- Eliminate small problems through a spot improvement program. Modify land use policies, planning and zoning to make short non-motorized trips more feasible and useful.
- Ensure that the Americans with Disabilities Act (ADA) requirements are met on all transportation projects.

Facilities

- Pedestrian facilities must accommodate ADA requirements
- Whenever a new road is built or an existing road reconstructed, consideration should be given to how pedestrians can best be accommodated.
- Sidewalks should be installed on both sides of all streets and roads, wherever possible and practical.
- Arterial and collector street typical:
 - Sidewalks on both sides of roadway
 - Run parallel to road
 - 6 foot minimum width
 - Sidewalks may be omitted on one side of new streets where the side without sidewalks clearly cannot be developed and where there are no existing or anticipated uses that would generate pedestrian trips on that side.
- Local residential street typical:
 - Should have sidewalks on both sides
 - If impossible, minimum requirement is a 4-foot on one side
 - Sidewalks may be omitted on one side of new streets where the side without sidewalks clearly cannot be developed and where there are no existing or anticipated uses that would generate pedestrian trips on that side.
- Rural roadway (not likely to serve development) typical:
 - 4' shoulder in low volume roads
 - 10' shoulder in high volume roads
 - Stable and mud-free surface material
 - Sidewalks should be well removed from the traveled way when they are provided on rural roads

- High speed roads should have 4' planting strip buffer for sidewalks
- Streetlights, signs, fire hydrants, street hardware, and vegetations should be installed on buffer
- If road allows parking or bike lane the planting strip may be omitted but is still preferred due to its aesthetic value.
- Every effort should be made to add sidewalks where they do not exist and to complete missing links.
- Crossing opportunities can be provided with techniques such as raised medians, refuge islands and curb extensions
- Access management – when new development or changes to existing ones are proposed, driveways should be evaluated for necessity.
- Therefore, all existing bus stops and future transit centers should be evaluated for proper location, and pedestrian system continuity, and pedestrian comfort.
- Maintenance and upgrade of pedestrian facilities should be a high priority.
 - The County's Snow and Ice Control Plan should remove snow from sidewalk in reasonable timeframe
 - Sidewalk maintenance should repair cracked and uneven portions of the walk
 - Right-of-way maintenance should trim all vegetation from obstructing sidewalks with vertical clearance height of 7 feet from concrete and lateral clearance of 1 foot from edge of sidewalk
- Buildings close to, and oriented toward sidewalks, with parking in the rear or on the side, are more likely to encourage pedestrian use.
- The building and all vegetation should be set in such a manner that there is no obstruction of the 30-foot clear sight triangle.

Crossings

- It is better to design a roadway or facility that enables pedestrians to cross safely without surprising a driver. Marked mid-block crossings should be discouraged unless the engineer determines that there is strong justification in favor of such installations based on an engineering study and traffic investigation.
- Right-angle crossing of the street should be used to minimize exposure to vehicles
- Marked crosswalk priority should be given to locations having high pedestrian volumes, intersections with irregular geometry, high-accident areas and school crossings. However, marked crossings in school zones shall have priority over all other crossings in the area.
- Parking should be prohibited on the approach-side and backside of the crosswalk.

- All marked crosswalks should have curb cuts that are in-line with both sides of the crosswalk, and they should have street lighting that adequately lights the crosswalk
- All crosswalks should have pedestrian crossing signs located in both directions at the point of crossing.
- Crosswalks should follow MUTCD standards
- At highly concentrated pedestrian crossings, mid-block curb extensions, marked crosswalks or pedestrian activated signals could be installed.

Traffic Control Devices

- In order to install standard devices, they must be warranted based on their need and used in accordance with the MUTC.
- Existing devices should occasionally be reevaluated to ensure they are still warranted for use at their existing locations.

Signs

- First priority will be given to all regulatory signs. Second priority will be given to warning signs, then to guide signs, and finally to information signs.
- All signs should be installed following MUTCD standards for location and materials.
- Pedestrian Crossing signs are not required at every location that a pedestrian might cross the roadway. However, the signs should be installed in advance of, and at locations where a high number of crossings are not normally encountered

Markings

- Marked crosswalks should be at least as wide as the contributory sidewalks
- Parking should be prohibited for a minimum of 40' on the approach side and at least 20' on the backside. These distances should be increased based on an actual field investigation of the site.
- Yellow curb markings should be used to indicate the no-parking zone.
- Marked crosswalks at stop, yield or signal controlled intersections should be 8-12 feet wide in a horizontal rail style. The horizontal rails should be at least 12' wide.
- For mid-block or non-controlled crosswalks, the markings should be in a vertical ladder pattern. Each vertical line should be 8-12' long and 2' wide, with 2 foot spacing between each line.
- The marked crosswalks should be retro-reflective white markings where possible.
- In locations where there is neglect by drivers to stop in advance of the crosswalk, a stop bar may be installed. The stop bar will be a solid white retro-reflective line extending across all

approach lanes. This line should be 12 to 24 inches wide stop bars should be at least 4 feet in advance of and parallel to the nearest crosswalk line.

Traffic Signals

- Pedestrian signals with push button actuation stations should be included at signalized intersections where two or more pedestrian systems continue through the intersection
- The location, height and design of the pedestrian signals should be in accordance with the MUTCD and good engineering principle
- Timing for pedestrian signals should follow MUTCD standards as well. Typically 4.0 ft./sec. or 3.5 ft./sec. in areas where there is a large population of older adults or physically challenged pedestrians.
- All traffic signals that have pedestrian signals will have marked crosswalks in a track pattern. If sidewalks exist at the signalized intersection, aligned curb cuts will be provided for the pedestrian's safety and ease in crossing

Construction Zones

- Anytime that the normal function of a roadway or walkway is suspended, temporary traffic control planning must provide for continuity of the system.
- Consider these when planning for pedestrian safety in temporary traffic control zones:
 - Pedestrians should not be led into direct conflicts with work site vehicles, equipment, or operations.
 - Pedestrians should not be led into direct conflicts with mainline traffic moving through or around the work site.
 - Pedestrians should be provided with a safe, convenient travel path that replicates as nearly as possible the most desirable characteristics of sidewalks or footpaths.

Education and Encouragement

This section offers multiple education and encouragement strategies involving

- What and where to promote walking “rules of the road” and best practices
 - Sessions and programs offered in school and in driver education
 - Public brochure offered at institutions and organization (banks, medical facilities, museums, schools, community centers etc.)
 - Corporate offices can integrate health and traffic safety programs
- Types of incentives and rewards
 - Facilities such as showers and changing rooms in work place

- Work schedules that allow commuters to walk in daylight hours in the winter
- Guaranteed ride home for emergencies when walking isn't practical
- Awards and other forms of recognition
- Types of efforts for education and encouragement
 - A public information campaign and media packet
 - A brochure
 - Reinstating the Pedestrian Sub-Committee
 - Public-service announcements
 - Special-events promotion
 - Utility billing leaflets
 - News releases
- An extensive list of skills (to do's and not to do's)

Enforcement

This section mostly discussed the need to educate police officers about appropriate pedestrian law enforcement which parallels the safety messages communicated to the general public. It also offers active methods of law enforcement include:

- Improving existing traffic laws and enforcement
- Review and modify laws that affect pedestrians, if necessary
- Enforce laws that impact pedestrian safety
- Identify locations of extreme non-compliance and conduct a spot enforcement program
- Reduce the incidence of serious crimes against non-motorized travelers
- Re-implement a bicycle patrol in appropriate areas such as in the Central Business District
- Continue to improve the community policing efforts in the County
- Hold biannual neighborhood watch meetings where pedestrian issues are discussed

School

This section discusses the importance of uniform implementation of procedures and devices to a school area's traffic control. It details the process of the Traffic Engineering Division's implementation of a Safe Routes to School plan for each elementary.

School Traffic Control

This section provides an extensive list of school zone traffic control criteria involving signs, signals, markings, and other implements. These practices have been integrated in current planning and engineering.

Comprehensive Plan (2016)

Existing Conditions

- Atomic City Transit has seven routes
- Sidewalk projects and traffic calming measures have taken place in the County since 2000
- “A 60-mile network of trails links the foothills, canyons and mesas around Los Alamos County. The County trail network links with over 100 miles of federal trails in the surrounding Santa Fe National Forest and the adjacent Valle Caldera National Preserve.”
- For open space land, there exists a base zoning district, PL, Public Land, and two zoning overlay districts, W-1 and W-2. W-1 is intended for protection and preservation the scenic environment and the value of undeveloped land, while PL and W-2 allow more intense recreational uses and community needs. **This means that potential development of trails will most likely occur in PL zoned areas and W-2 areas.**

Goals, Policies, and Strategies Relating to Pedestrian Realm

The Comprehensive Plan organizes goals by the following core themes and provides each with a set of strategies and policies relating to Economic Vitality, Land Use, and Infrastructure.

- Housing
- Neighborhoods
- Growth
- Development
- Redevelopment
- Downtown
- Open Space
- **Trails**
- **Mobility**

The latter two, Trails and Mobility, are the focus of the Pedestrian Master Plan Update and are the foundation for the Plan’s goals and strategies.

Trails

GOALS

1. Improve and expand the trails system
2. Comply with the Bicycle Transportation System Plan Update

POLICIES: Economic Vitality

1. Develop and expand trails connecting downtown to surrounding open space
2. Create or improve trails that serve residents of all ages
3. Collaborate with other public land owners to connect County trails to non-County-owned trails adjacent to or near County land
4. Assure that the Bicycle Transportation System Plan addresses maintenance responsibilities and regularly identifies access impediments

POTENTIAL STRATEGIES

1. Pursue federal and state transportation grant funding for multi-modal circulation
2. Pursue bicycle trail certification by the International Mountain Bike Association (IMBA) and designation by the League of American Bicyclists as a “Bicycle-Friendly Community”
3. Promote trail etiquette for all trail users

POLICIES: Land Use

1. Promote safety for pedestrians and cyclists on paved trails and streets
2. Ensure that trail connections are provided and impediments to any trail connections are not allowed

POTENTIAL STRATEGIES

1. Map trails and identify gaps in trail connections, and propose strategies for connectors
2. Develop a strategy for prioritization of gap connections
3. Consider alternate means of circulation, especially for the purpose of accessibility
4. Consider signage or speed controls to promote safety on multi-use trails and pathways
5. Develop and adopt code requirements for private implementation of trail connections

POLICIES: Infrastructure

1. Create designated, safe, convenient, and well maintained bike and pedestrian pathways and sidewalks
2. Incorporate multi-use trails whenever possible
3. Recognize and acknowledge the difference between bicycling for recreation and bicycling for transportation
4. Ensure safe trail crossings, especially at arterials; weigh cost/benefits of underpasses and/or overpasses

POTENTIAL STRATEGIES

1. Complete development of the paved and accessible Canyon Rim Trail from DP Road through the historic core, and Ashley Pond to the Aquatic Center and the Nature Center, and possible loops
2. Link Canyon Rim Trail to the Los Alamos Mesa Trail
3. Consider wider easements for new trails

Mobility

GOALS

1. Support streets designed for the safety and comfort of all users
2. Maintain and improve transportation and mobility
3. Make improvements to the transportation system that support economic vitality and housing goals
4. Improve bicycle and pedestrian safety and convenience
5. Support long-range regional transportation planning, including regional transit for commuting to work
6. Support the Hazard Mitigation Plan

POLICIES: Economic Vitality

1. Give the same level of prioritization to nonmotorized circulation (bicycle and pedestrian) as to motorized circulation
2. Promote recreational trail use for both local residents and tourists

POTENTIAL STRATEGIES

1. Add a transit route from the Townsite to Bandelier and Valles Caldera

POLICIES: Land Use

1. Develop and support transportation corridors that connect housing and employment centers
2. Create designated, safe, convenient, and well maintained bike and pedestrian pathways and sidewalks
3. Design for accessibility
4. Make Los Alamos County a bicycle-friendly community

POTENTIAL STRATEGIES

1. Integrate parking with transit
2. Revisit parking requirements in relation to transit access
3. Consider separation of bikes and pedestrians on paved trails
4. Consider expanded opportunities for off-site parking
5. Upgrade infrastructure, including streetscapes, green spaces, and entrances to the County, to reflect civic pride in the community

POLICIES: Infrastructure

1. Create a user-friendly, efficient, multi-modal system that connects the Laboratory, downtown and White Rock
2. Support a “complete streets” policy for all new and rebuilt roadways
3. Develop and adopt a transportation master plan that incorporates the trails and bike plan and is tied to land use

4. Support enhanced recreation opportunities

5. Ensure convenient transit access for all new residential developments

POTENTIAL STRATEGIES

1. Collect data on transportation modes and patterns.
2. Consider bike-share program associated with the Canyon Rim Trail
3. Consider alternate transportation and circulation options
4. Coordinate transportation on and off the Townsite with other systems in the region
5. Support a downtown circulator seven days per week and for extended hours, especially on weekends
6. Examine the best approaches for safe pedestrian crossings on arterials such as Trinity, Diamond and State Road 4, including hawks and pedestrian/ bike-activated flashing lights
7. Construct a bike park and enhanced multi-skill mountain biking facilities.

Open Space is largely intertwined with the pedestrian environment, and the Pedestrian Master Plan directly supports their most applicable objectives:

- Support green infrastructure
- Minimize infrastructure impacts to open space to the greatest extent practical
- Develop stormwater management standards

Although Trails and Mobility are the focus of the Pedestrian Master Plan, pedestrian safety, access, and mobility is an integral part of each of the themes in the Comprehensive Plan. The comp plan “recognizes the need to tie transportation planning to land use and the direct bearing this has on quality of life as well as economic development” (p.97). Some similar objectives that relate to the pedestrian environment across all themes include:

- Upgrading aging infrastructure
- Planning for growth of additional residents and development
- 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

Opportunities and Challenges

- Many prospective businesses have chosen to locate outside of Los Alamos due to “lack of well-located properties with sufficient infrastructure at a fair market value”.
- Due to the rugged topography and land ownership patterns, it is highly unlikely that construction of additional roadways will occur. This, however, provides a unique opportunity

by reducing the options for future transportation projects and placing more focus on “improving and expanding the transit system, expanding pedestrian and bicycle path facilities, and providing additional multi-modal opportunities” (p. 40).

Los Alamos County ADA Transition Plan (2017)

- The purpose of the plan is to provide a path towards compliance with ADA requirements in Los Alamos County.
- The LAC Public Works Director is the designated ADA Coordinator and is responsible for development and implementation of the ADA Transition Plan.

Prioritization of Projects

- High priority locations include:
 - Funded projects and projects to be funded within 5-10 years
 - Intersections along Arterial roadways
 - Intersections within a 500’ radius of public facilities
- Medium priority locations include:
 - Collector roadways
 - High-density residential areas
- Low priority locations include:
 - No curb and gutter
 - No sidewalk
 - Low-density residential areas

Targeted Barrier Removal Projects

- On street parking and parking facilities can lack accessible areas
- Signage may be missing or non-existent
- Stairs and handrails do not meet shape and height requirements
- Fire hydrants and other obstructions often create barriers to safe movement
- Landscaping and hardscaping projects can create non-compliant conditions
- Curb drop inlets and other stormwater drainage features may present challenges to persons with disabilities
- Crosswalks and street medians should be provided in locations they weren’t in the past
- Utility poles must be at least 36 inches back from the curb

Summary Table of Priorities

LAC District	Number of Curb Ramps	Priority		
		High	Medium	Low
White Rock	327	32	157	7
Townsite	941	216	336	91
Total	1,268	248	493	98

Implementation Strategy

- Through the permitting process of new construction, ADA compliance will be required
 - Street and Facility Maintenance will perform curb ramp and sidewalk repairs
 - Capital Improvement Projects for street reconstruction will include compliance with ADA requirements
-
- The appendix includes a list of curb ramps and sidewalks and whether they comply with ADA requirements

Road Safety Audit - Trinity Drive between 15th Street and Oppenheimer Drive (2016)

This study consisted of a Road Safety Audit (RSA) along Trinity Drive (NM 502) from Oppenheimer Drive to 15th Street in Los Alamos, NM. The RSA was initiated to specifically consider pedestrian safety, mobility and operations in the study area in addition to other modes of transportation as they are inter-related. The following conclusions are offered.

Countermeasure	Cost	Timeframe
Conduct a supplemental traffic count (completed)	\$	Short
Install median refuge island and marked crosswalk at the Ashley Pond/Trinity Drive location	\$\$	Short
Reduce speed limit/enforcement	\$	Short
Incorporate access management to reduce driveway conflicts (turning movement restrictions with geometric improvements)	\$	Short-Medium
Sidewalk ramp improvements, pedestrian countdown and audible pedestrian indications at intersections	\$\$	Short-Medium
Construct bus pull-outs in appropriate locations	\$\$	Medium
Supplementary Route 1 bus route in clockwise direction	\$\$	Medium
Public Outreach/Enforcement/Temporary Traffic control and supplementary parking during special events	\$-\$\$\$	Short-Long
Reconstruct sidewalks, provide buffers, and ADA ramps in areas sufficient right-of-way	\$\$\$	Long
Install a traffic signal and incorporate into LAC coordinated signal system on Trinity Drive (future consideration)	\$\$\$	Long
Install a Pedestrian Hybrid Beacon and marked crosswalk (Future consideration)	\$\$	Long
Road Diet or other changes to the typical section on Trinity Drive for multi-modal safety and operational considerations	\$\$\$	Long

Los Alamos Bicycle Transportation Plan (2017)

The 2017 Bicycle Transportation Plan for Los Alamos County represents the county's commitment to promoting a bicycle-friendly community. The Plan's purpose is to help advance a bicycle friendly environment where residents and visitors can enjoy a transportation system that encourages the use of a bicycle as a key form of transportation.

This comprehensive plan is the result of extensive community engagement, reflecting the input of 290 residents who participated in a detailed survey and provided valuable insights into their riding habits, concerns, and suggestions for improving the local bicycling experience. The plan is underpinned by the "Five E's" framework, emphasizing the importance of Engineering, Education, Encouragement, Enforcement, and Evaluation & Planning in creating safe and convenient cycling infrastructure. Additionally, the Bicycle Transportation Plan recognizes the safety efforts of Los Alamos' adoption of Resolution 10-32 which integrates principles Complete Streets to promote safety, health, economic vitality, and environmental sustainability in transportation design.

The document outlines a series of recommendations aimed at enhancing the county's bicycle transportation system. These include:

- Proposals to enhance bicycle parking opportunities
- Integrate planned bicycle improvements into new land development and redevelopment projects
- Create safer on-street routes

Collaboration among key stakeholders is imperative for the continuation and implementation of bicycle network improvements. The plan has identified the following entities as potential partners: Los Alamos County, Los Alamos National Laboratories, Department of Energy, State of New Mexico Department of Transportation, San Ildefonso Pueblo, Santa Fe County, Bandelier National Park, Manhattan Project National Historic Park, Valles Caldera National Preserve.

The plan also highlights the community's desire for more bicycling facilities, mapped routes, and bicycle safety education. Moreover, it identifies specific areas, such as NM 4 between Rover Boulevard and East Jemez Road, where residents have expressed a need for new bicycle routes. By promoting these recommendations, the plan seeks to not only improve the safety and accessibility of cycling but also to encourage more residents to embrace bicycling as a viable and sustainable mode of transportation.

Los Alamos Tourism Strategic Plan (2018)

This document was developed to detail strategies and recommendations needed to support tourism as an economic driver for Los Alamos and White Rock. Some action items that relate directly to the pedestrian environment include:

- Determine a **better location for the Los Alamos Visitor Center** by evaluating the potential for sites to be utilized, and develop a conceptual design and management for the development or building renovation.

- Explore the feasibility of, and grant opportunities for, **expansion of Atomic City Transit service to provide weekend service.**
- **Improve bus connectivity and extend trips** from the three National Parks to downtown Los Alamos, White Rock and nearby outdoor recreation areas.
- Fund and implement **Wayfinding Plan** Phase 1A and 1B
- Create a **walking tour app** for downtown Los Alamos
- **Improve visitor maps** to highlight trails that best serve visitors, and provide connections to attractions and add information about the trails app.
- Provide a letter to NM DOT encouraging the **paving completion of NM Highway 126** as part of the Jemez Mountain Trail National Scenic Byway.
- Prepare and coordinate design of a **development package** for each site to promote development opportunities, infrastructure and design expectations.
- Implement County plans for extensions, upgrades, and maintenance of existing and new trails that benefit visitors and local community members of all activity skill levels. Increase funding and staff to address all **trail maintenance and improvement deficiencies**
- Ensure adherence to the Los Alamos County Downtown and Mixed-Use District Development Standards. Provide **greater guidance and requirements for pedestrian environments, connectivity, streetscapes and landscaping.**
- Referencing the 2012 Los Alamos Downtown Sidewalk + Streetscape Assessment report, **improve the appearance and function of Trinity Drive by participating with NMDOT in a streetscape improvement project.** Maintain a connection between Trinity Drive to the Canyon Rim Trail.

Economic Vitality Plan (2019)

Objective

The goal is to create a Downtown where local businesses can thrive through County ordinances, public and private investment, and public-private partnerships.

The Economic Vitality element of the Los Alamos Comprehensive Plan envisions a vibrant Downtown with a balanced mix of civic, employment, retail, lodging and entertainment uses, and moderate- to high-density housing. Civic uses include County government, historic and cultural attractions, professional and technical services, community-serving stores, and small locally owned stores and restaurants. Housing is an emerging land use with a huge up-side for redevelopment of vacant and underutilized properties.

Recommendations

The Plan recommends a multifaceted approach to creating Downtown economic vitality, including zoning modifications, public investments in infrastructure and amenities, targeted infill development and redevelopment, and programs to aid business retention and attraction.

Tourism is a growing sector of the economy in Los Alamos County, and the Tourism Plan outlines strategies and actions to promote it. Downtown Los Alamos is in a position to harness the economic impact of tourism development as it drives the growth and helps diversify the economy. To leverage tourism as an economic driver, Downtown Los Alamos must enhance the overall aesthetics to create a more welcoming atmosphere for visitors. This can be accomplished by encouraging infill of vacant commercial buildings and infrastructure improvements aimed at creating a convenient and vibrant walking experience. Additionally, the recommended zoning updates and public space improvements will accommodate a variety of expanded eating, shopping and public space options to meet visitor and resident expectations and encourage more time spent Downtown.

ADA Access Audit and Transition Plan for LAC Community Services Department (2022)

- The purpose of the plan is to review the findings and provide recommendations to make the Community Services Department facilities more accessible to people with disabilities.

Recommendations

Maintenance

- Provide training to maintenance staffs regarding the features of an accessible route and how to ensure that it remains unobstructed
- Add door closer checks to park maintenance staff checklists
- Purchase new tools

Change in Level and Gaps

- Add change in level of more than .25" to park maintenance safety checklists
- Add inspections for gaps greater than .5" to park maintenance checklists
- Eliminate changes in level by the end of 2026
- Adopt a policy about the use of Other Power-Driven Mobility Devices

Obstructed Accessible Routes

- Provide training to park maintenance, recreation, and administration staffs

Employee Work Areas

- Address accessibility in the Department personnel policies
- Require new construction, and alterations or additions to be ADA compliant

Accessible Parking

- Create a parking stall template

Passenger Loading Zone

- In 2025, implement a plan to correct or refresh every accessible stall

Running Slope and Cross Slope

- Revise standard specifications and details so that the slope of the AR shall not exceed 1:21 or 4.7%, the ramp slope shall not exceed 1:13 or 7.7%, and the cross slope shall not exceed 1:50 or 2%

Detectable Warnings

- Develop a template for detectable warnings
- Implement a plan to correct or refresh every detectable warning
- Use metal plates as opposed to plastic plates

Door Opening Force Requirements

- Evaluate and determine the age of door closers
- Add door closer maintenance checks
- Purchase and install new door closers for all exterior doors and 50% of interior doors in 2025, all remaining interior doors by 2027
- Consider power assisted door openers

Signage

- Create a sign template
- Implement signage template

Bathrooms

- Develop a bathroom template
- Include bathroom renovations
- Consider the use of automatic flush controls
- Implement non-structural modifications recommend in each section of the report
- Make at least one portable toilet accessible

Alarms

- Determine in 2023 if systems have been upgraded or replaced since 1992
- Develop a plan in 2024 for installation of new alarms
- Retrofit construction that has occurred since 1992

Publications and Online Information

- Update print materials parks and facilities information
- Update website

Maintenance Buildings

- Train maintenance staff supervisors in accessibility concepts
- Implement recommendations regarding parking, accessible route, changes in level, gaps, doors, and alarm systems

Playgrounds

- Advertise the accessible playgrounds
- Gradually eliminate the use of engineered wood fiber

Lake or Water Access

- Advertise the accessible water access

Trails

- Advertise the accessible trails

Camping

- Advertise the accessible campsites

Tennis

- Advertise the accessible tennis courts

Basketball

- Advertise the accessible basketball courts

Ball Fields

- Advertise the accessible ball fields

Athletic Fields

- Advertise the accessible fields

Picnic Areas

- Advertise the accessible picnic areas

Sand Volleyball

- Advertise the accessible sand volleyball courts

Dog Park

- Advertise the accessible dog parks

Unique Site Recommendations

- Make corrections per the report at these playgrounds so they become accessible:
 - Loma Linda
 - Pinon Park
 - Rover Park
- Make corrections per the report at this trail so they become accessible:
 - Nature Center
- Make corrections per the report at these campsites so they become accessible:
 - Camp May
 - White Rock RV Park
- Make corrections per the report at these ball fields so they become accessible:
 - North Mesa Sports Complex
 - Overlook Sports Complex
 - Urban Park
 - Community Soccer Field
- Make corrections per the report at these fields so they become accessible:
 - Overlook Sports Complex
 - North Mesa Park
 - Community Soccer Field
 - Urban Park
- Make corrections per the report at these picnic areas so they become accessible:
 - Barranca Mesa Park
 - Fire Fighter Park Tot Lot
 - Main Gate Park
- Make corrections per the report at this sand volleyball court so they become accessible:
 - North Mesa Picnic Grounds
- Make corrections per the report at this dog park so they become accessible:
 - East Park

Los Alamos Resiliency, Energy and Sustainability Task Force Report (2021)

- The purpose of the task force is to recommend ways the county can achieve net zero greenhouse gas emissions and other sustainable practices.

General Recommendations

- Establish “net zero” GHG emissions as a long-term goal for the County
- Perform a baseline GHG emissions study
- Create a Climate Change Action Plan to be updated every 5 years or as needed
- Produce an annual Climate Change Action Report
- Create an on-going citizen body tasked to advise council on reducing greenhouse gas emissions
- Integrate the goal of net zero Greenhouse gas emissions, practice to achieve net zero, and other sustainability practices

Community Planning and Zoning Recommendations

- Develop an Overlay Code Superseding the Current Building Code with Energy Improvements and Connections to Help Transition to a Cleaner Electrical Energy Source.
- Consider a “Design-To” Concept for Changes Rather Than Audits or Certifications for LEED or HERs Compliance.
- Educate Contractors and Home Owners on the Importance of Selecting Energy Star Appliances. Listen to and Address Their Concerns.
- The County Should Set an Example with its Purchasing and Contracting by Incorporating an Evaluation of CO2 Equivalents in its Selection Process.
- The County Should Advocate to the State, Supporting Greater Flexibility in Code Requirements With Respect to “Replacement” Options. Current Code Requirements for a Replacement Window Cost 50% More than a Standard Double-Pane Window. The 2018 Code Typically Triggers Triple-Pane Windows Rather Than Double-Pane Windows. Items Like This Disincentivize Voluntary Retrofit Replacements to Reduce GHG Emissions.
- The County Should Include Some Commercial Zoning in Every Section of Town for a Gathering Place, such as Coffee Shop or Store, to Minimize Trips and Encourage Community Gathering.
- Develop a Loan Program, Repaid Through Utility Payments, for Existing Home Retrofits for the Addition of Insulation and Replacement of Windows and Including Other Recommendations to Reduce GHG Emissions. The Program Should Address All Costs Associated with Retrofits, Including Mold remediation, Asbestos Removal, etc.

Electricity Supply and Demand Recommendations

- The County Council and the BPU Should Formalize the Net Zero Carbon Electrical Power Commitment and Adopt a More Ambitious Timeline to Make LAC Net Carbon Zero Electricity by 2035.
- The DPU and BPU Should Evaluate Options and Develop a Plan Regarding the LANL/LAC Power Generation Relationship and What it Means in Terms of LAC’s Achievement of its Net Carbon Zero Goals.
- DPU/BPU Should Develop an “Intermittency Management Strategy” Including But Not Limited to Demand Management, Energy Storage Resources, Curtailment of Generation, and Time-of-Use metering.
- LAC Should Pursue Investment in Energy Storage Resources. In Addition, LAC Should Study Centralized Community Storage, Residential Storage, or Both.

- The County Should Either Purchase Utility-Scale Solar and Wind Resources, or Purchase Those Resources From an Entity that Aggregates Renewable Energy Resources.
- LAC should Continue to Pursue the Feasibility of Small Modular Reactors or Other Mature Nuclear Technologies.
- LAC Should Support and Incentivize the Continued Adoption of Residential PV Installation While Establishing a Program to Enable Homeowners to Purchase or Lease Residential Storage Battery Units That are Either Coupled With Their PV Installations or as Stand-Alone Systems.
- The DPU and BPU Should Support the Expansion of EVs and EV Charging Infrastructure.
- LAC Should Adopt a Community Education Strategy Around Electrification of Efficient Appliances for Residential Use, i.e. Heat Pumps, Air Conditioning, Water Heaters, Magnetic-Induction Stoves, etc.

Natural Gas Reduction Recommendations

- Compact Architectures Should be Encouraged in New Construction.
- New Construction Should Derive a Significant Portion of its Heating Energy From the Sun.
- All New Construction Should Have Solar Access.
- Reduce Average Heat Loading in Residences to 0.30 therms/sq. ft. or Less.
- Heat Pumps Should be Substituted When NG-Fired Furnaces and Boilers are Replaced.
- Solar Thermal, Heat Pump, or Point-of-Use Tankless Water Heaters Should be Substituted When Traditional Hot Water Heaters are Replaced.
- Electric Induction Ranges Should be Substituted When Traditional Cookstoves are Replaced.
- NG Pilot Lights Should be Discouraged or Banned in New or Replacement Gas Appliances.
- Institutional Spaces Should be Heated Without Natural Gas (placeholder pending specific recommendation(s) in final report).
- Base-Load Electrical Generating, Transmission, and Distribution Requirements to Meet Overnight Heating Energy Demand Should be Included in Electrical Utility Supply Planning.
- Distributed (“Rooftop”) Electric Generation and Storage Should be Encouraged.
- Natural Gas Hookups Should Not be Allowed for New Construction After Some Point in Time.

Transportation and Mobility Recommendations

- Increase Public Transportation Ridership
 - a. In Partnership with Regional Transit, Increase and Incentivize Regional Transit Use for Commuters and Visitors from Out of LA County
 - b. Develop an “Alternative Transit” Incentivization Program for Employees of County, Schools, and Community Business (and LANL)
 - c. To Encourage and Improve Local Public Transit Ridership, Address “First and Last Mile” Needs
 - d. Continue to Invest to Increase Bus Frequency and/or Other Kinds of On-Demand Service
 - e. Provide Evening and Weekend Atomic City Transit Service
 - f. Develop a Smartphone Ridesharing App to Help Residents and Commuters Get Around
 - g. Do a County Assessment for Commuter and Other Transportation Needs

- Improve Bicycle and Walking Infrastructure to Promote Safe and Convenient Carbon-Free Transportation
 - a. Implement the Transportation Board's Recommendations Outlined in the Bicycle Transportation Plan
 - b. Green Boxed Bike Lanes and Protected Bike Lanes
 - c. Create a Bike-Only Path Between Los Alamos and White Rock (not on the main road)
 - d. Bike Lane and Walking Path on Omega Bridge (or Other Option)
- Increase publicly accessible electric vehicle charging infrastructure
- Increase the Number of Electric Vehicles (EV) in LAC, ACT, and LAPS Fleets, Eventually Making 100% EV
- Implement Shaded Parking and a County-Wide No Idling Policy
- Launch Municipal Bike Share Program
- Encourage Private Electric Vehicle Purchase and Charging During Low Peak Hours
- Increase Number of Crosswalks (Some with Lighting)
- Convert Municipal Small Engines, Such as Golf Carts and Lawn/Garden Equipment, to be Fossil Fuel-Free
- Invest in Consistent, Ongoing Community Outreach and Education

Waste, Consumption & Natural Resources Recommendations

- Perform consumption-based GHG analysis for LAC
- Following "Zero Waste" principles, eliminate municipal waste sent to landfill through reduction, re-use, recycling and composting with a goal of 100% diversion by a period of time to be determined
- Educate community regarding sources of GHG emissions and provide information on reduction of personal carbon footprints
- Reduce consumption-associated emissions by encouraging and supporting sustainable purchasing, use and disposal of food, goods and services, refrigerant management, and low-carbon construction materials
- Build a comprehensive water conservation and watershed stewardship plan for the Los Alamos and White Rock communities
- Manage natural and community landscapes for climate change mitigation, resilience, community, cultural and wildlife values, and carbon sequestration

Los Alamos Downtown Master Plan (2021)

Vision

"A Downtown that is walkable with attractions for young and old, envisioned as a thriving community hub with a vibrant and balanced mix of residential, retail, and office development, inspired by the unique history of Los Alamos and the connection to the surrounding natural landscape, with

attractive housing, shopping, and public spaces and is a great place for residents to live and visitors to explore.”

Objective

Provide the development framework to focus on the benefits of mixed-use, transit-friendly, pedestrian-oriented development.

Recommendations

The Master Plan outlines seven elements that align with the Comprehensive Plan and inform a set of recommendations intended to implement the community vision for Downtown Los Alamos. These recommendations include the following:

Urban Form/ Identity

- Update Downtown zoning to promote pedestrian-oriented development patterns
- Increase and enhance pedestrian infrastructure
- Install signature gateway features
- Implement a branded wayfinding system
- Expand/ increase Downtown placemaking strategies
- Rebrand Downtown as a family-friendly environment

Housing

- Allow increased multi-family densities/ heights
- Incentivize affordable housing
- Allow/ encourage an urban mix of housing/ development types

Transportation

- Retail space preservation
- Retail space development
- Tenant recruitment
- Develop strategies to keep commercial rents affordable
- Promote mobile vending
- Develop policies and incentives to activate first floor frontages
- Streamline development process within Downtown
- Develop strategies that incentivize redevelopment of vacant and underutilized sites and structures
- Develop an entertainment use that attracts people, particularly families, to Los Alamos
- Promote tourism as an economic driver

Public Space/ Streets

- Create diverse, interconnected public spaces
- Incentivize the creation of a pedestrian corridor
- Define streets as public spaces

Infrastructure

- Incorporate Downtown infrastructure improvements into County's CIP
- Promote access to utilities and broadband

Sustainability

- Create standards for implementation of LID, solar covered parking, and electric vehicle charging stations
- Incorporate green parking lot practices
- Update outdoor lighting standards
- Revise landscape requirements to promote native plants

White Rock Town Center Master Plan (2021)

Vision

"The White Rock community faces some unique opportunities and challenges that can be helped by specific interventions in Downtown. These challenges include the following:

- General lack of an identifiable "town center"
- Blight due to vacant or otherwise dilapidated buildings
- Poor street connectivity and street layouts
- Lack of appropriate zoning
- Lack of housing, especially affordable housing
- High commercial space rents and lack of support for small, local businesses
- Inadequate pedestrian/ bicycle infrastructure

White Rock Town Center, the gateway to Bandelier, is envisioned as a thriving hub with a vibrant mix of residential, retail, and office development at a character and scale appropriate for the surrounding community. With attractive housing, shopping and public spaces, along with a network of trails and parks, it is a great place for residents to live and visitors to explore."

Objective

Provide a long range plan for the revitalization and planning of the town center, including the use of open space, zoning changes, and pedestrian oriented developments.

Recommendations

The master plan lays out multiple areas of focus for the town center that will impact how pedestrians interact with the space, including several specific projects that aim to bring more density and mixed use to the space. Working in tandem with other plans will allow the town center to function as a vibrant community with new housing and commercial destinations.

Urban Form/Identity

- Update Town Center zoning to mixed-use
- Pedestrian-oriented infrastructure
- Install signature gateway feature
- Implement a branded wayfinding system and placemaking strategies
- Provide multi-generational programming

Housing

- Allow increased multi-family densities/ heights
- Incentivize affordable housing
- Allow a greater mix of housing type within Town Center

Transportation

- Implement safe pedestrian and bicycle infrastructure
- Implement convenient transit and vehicular transportation system
- Improve the parking management strategy

Economic Vitality

- Update Town Center zoning
- Promote entertainment venues
- Streamline development process within Town Center
- Strengthen the Facade Improvement Program
- Develop strategies that incentivize redevelopment of vacant properties
- Develop strategies to keep commercial rents affordable
- Develop policies and incentives for active first floor frontages
- Promote tourism as an economic driver

Public Space/ Streets

- Define streets as public spaces
- Create diverse public spaces
- Promote free family-friendly programming

Sustainability

- Incorporate green infrastructure strategies

- Incorporate green parking lot practices
- Update outdoor lighting regulations to mitigate light trespass

Mid-Block Crossing Policy (2024)

The purpose of the plan is to outline the conditions and process for determining where mid-block pedestrian crossings may be installed within the county.

Crossing Location Evaluation Procedures and Considerations

Step 1: Request for Consideration

- Consideration for installation of a marked pedestrian crossing shall be initiated by contacting the Dept of Public Works Traffic and Streets Division

Step 2: Physical Location Data

- The county will conduct a physical review of the location and document many aspects of the crossing
- If the crossing is determined to meet the criteria it will proceed to step 3

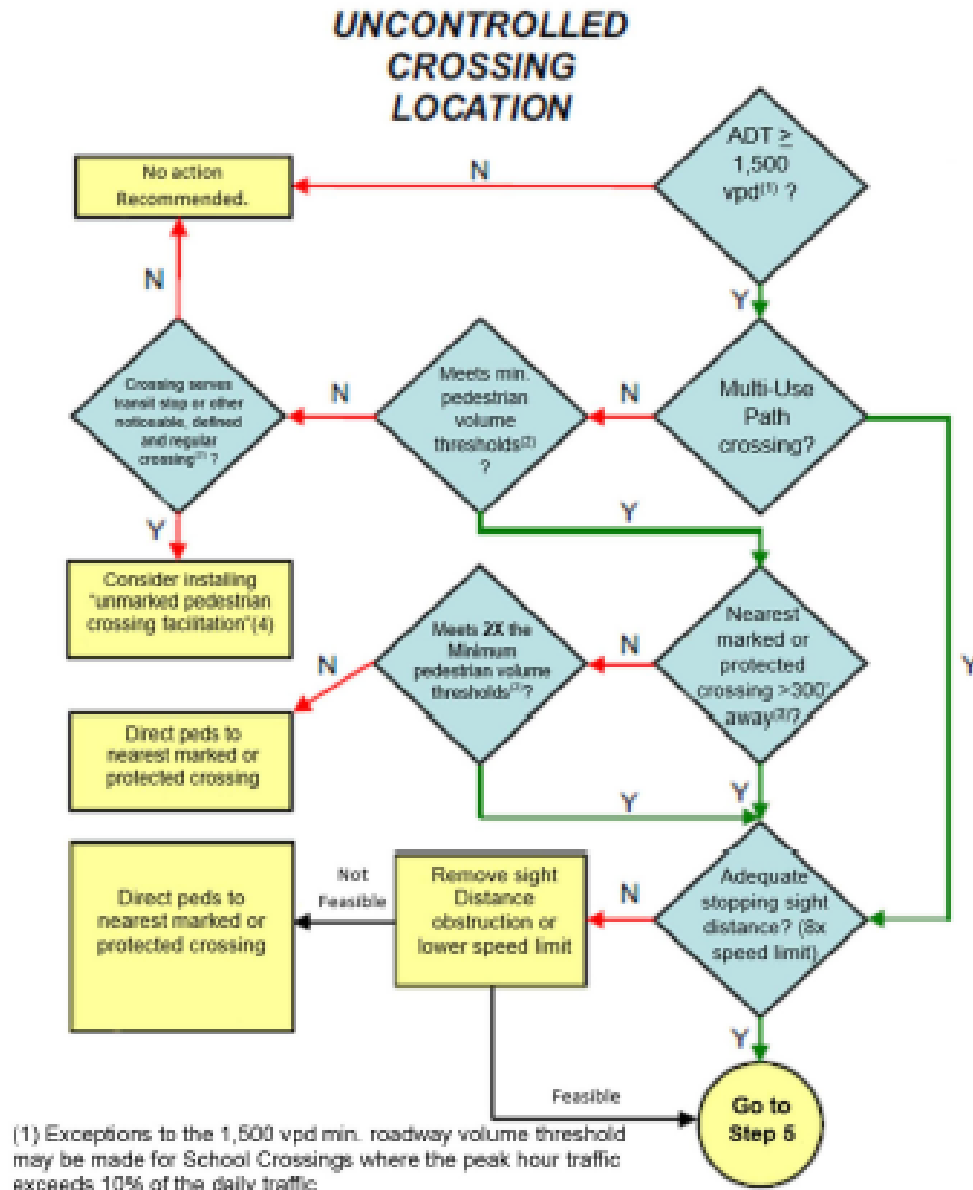
Step 3: Traffic Data Collection and Operational Observations

- Data collection includes pedestrian crossing volumes, pedestrian and bicyclist volumes, average daily traffic, 3-5 years of crash data

Step 4: Apply Data to Pedestrian Crossing Treatment Flowchart

- Data collected in steps 2 and 3 will be applied to the flowchart

Flowchart



Step 5: Evaluate and Recommend Countermeasures to be Installed

- Based on the comprehensive matrix, countermeasures will be suggested for application.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2 4 5 6	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5	① 5 7 9	① 5 7 9	① 3 4 5	① 5 7 9	① 5 7 9	① 3 4 5	① 5 7 9	① 5 7 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9	① 3 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9	① 3 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9
4+ lanes with raised median (2 or more lanes in each direction)	① 5 7 8 9	① 5 7 8 9	① 5 7 8 9	① 5 7 8 9	① 5 7 8 9	① 5 7 8 9	① 5 7 8 9	① 5 7 8 9	① 5 7 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	① 5 6 7 8 9	① 5 6 7 8 9	① 5 6 7 8 9	① 5 6 7 8 9	① 5 6 7 8 9	① 5 6 7 8 9	① 5 6 7 8 9	① 5 6 7 8 9	① 5 6 7 8 9
Given the set of conditions in a cell, ■ Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location. ● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location. ○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.* The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment. 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs 2 Raised crosswalk 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line 4 In-Street Pedestrian Crossing sign 5 Curb extension 6 Pedestrian refuge island 7 Rectangular Rapid-Flashing Beacon (RRFB)** 8 Road Diet 9 Pedestrian Hybrid Beacon (PHB)**									

*Refer to Chapter 4 "Using Table 1 and Table 2 to Select Countermeasures," for more information about using multiple countermeasures.

**It should be noted that the PHB and RRFB are not both installed at the same crossing location.

This table was developed using information from: Zegener, C.K., J.R. Stewart, H.R. Riseng, P.A. Logenwey, J. Freganese, and B.J. Campbell. (2005). Safety effects of marked versus unmarked crosswalks at uncontrolled locations: Final report and recommended guidelines. FHWA, No. FHWA-481-04-100. Washington, D.C.: FHWA. Manual on Uniform Traffic Control Devices, 2009 Edition (revised 2012). Chapter 4F: Pedestrian Hybrid Beacons. FHWA, Washington, D.C.: FHWA. Crash Modification Factors (CMF) Clearinghouse. <http://www.cmfclearinghouse.org/>. FHWA. Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE). <http://www.pedbikeapps.org/PEDSAFE/>. Zegener, C., P. Sankaranarayanan, D. Gier, S. Smith, C. Sundstrom, M.J. Threlk, J. Zegener, C. Lyon, E. Ferguson, and R. Van Ruiten. (2017). NCHRP Report 841: Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments. Transportation Research Board, Washington, D.C.; Thomas, Frank, and Zegener. (2014). MCMP Synthesis 498: Application of Pedestrian Crossing Treatments for Streets and Highways. Transportation Research Board, Washington, D.C.; and personal interviews with selected pedestrian safety practitioners.

- Priority will be based on crossing activity, conflicting vehicle activity, and construction cost

2025 Strategic Leadership Plan (2024)

Vision

“Los Alamos is a world-renowned community where discovery and innovation are inspired by its dramatic history. Extraordinary educational, recreational, and cultural opportunities abound in a vibrant and welcoming small-town atmosphere situated in a magnificent mountain setting.”

Objective

Established goals and priorities that are important to the community and the governance. These tools will help focus decisions and provide an approach to challenging issues.

Recommendations

Because the pedestrian realm is interconnected with all elements of a healthy and sustainable community, several of the Strategic Leadership goals support an enhanced pedestrian environment. However, the following goals specifically address improvements to the pedestrian realm:

- **Infrastructure Asset Management:** Evaluate the County’s assets and infrastructure to prioritize funding to first maintain and protect those investments and to second inform new investments.
- **Tourism and Special Events:** Sponsor special events, support major employer and community events, and promote tourism by enhancing amenities, utilizing indoor and outdoor facilities, and encouraging overnight stays.
- **Inclusion, Access, and Belonging:** Promote inclusion, access, and belonging through events and training, facility planning, and expanded opportunities and services for diverse interests.
- **Mobility:** Improve and expand access to, and provide disability accommodations for, alternative modes of travel including public transit, cycling, and walking amenities and services.
- **Open Space, Parks, and Recreation:** Manage, maintain, and improve designated open spaces, parks and recreation facilities, trails, and amenities as defined by adopted plans and approved projects.

By following these priorities, County Council and staff will have a framework to follow when planning larger documents and specific projects within the city.

APPENDIX B

LOS ALAMOS COUNTY PEDESTRIAN MASTER PLAN PUBLIC SURVEY RESULTS

Stage One: Assessing the Pedestrian Environment in Los Alamos Townsite and White Rock Town Center and Identifying Opportunities for Improvement

Your feedback is crucial to improving walkability in Los Alamos County. The updated Pedestrian Transportation Plan will enhance safety, infrastructure, and accessibility, particularly in the Los Alamos Townsite and White Rock Town Center.

Your insights will guide decisions on where to prioritize improvements like sidewalks, curb ramps, and crosswalks.

This Plan will help secure funding for projects and better serve underserved communities. The survey takes about 15 minutes, and your responses will remain anonymous.

For questions, contact Angelica Bryant at angelica.bryant@wilsonco.com.
Thank you for your input!

Questionnaire QR Code:



Questionnaire link:

<https://app.maptionnaire.com/q/3dd9djl9hck>



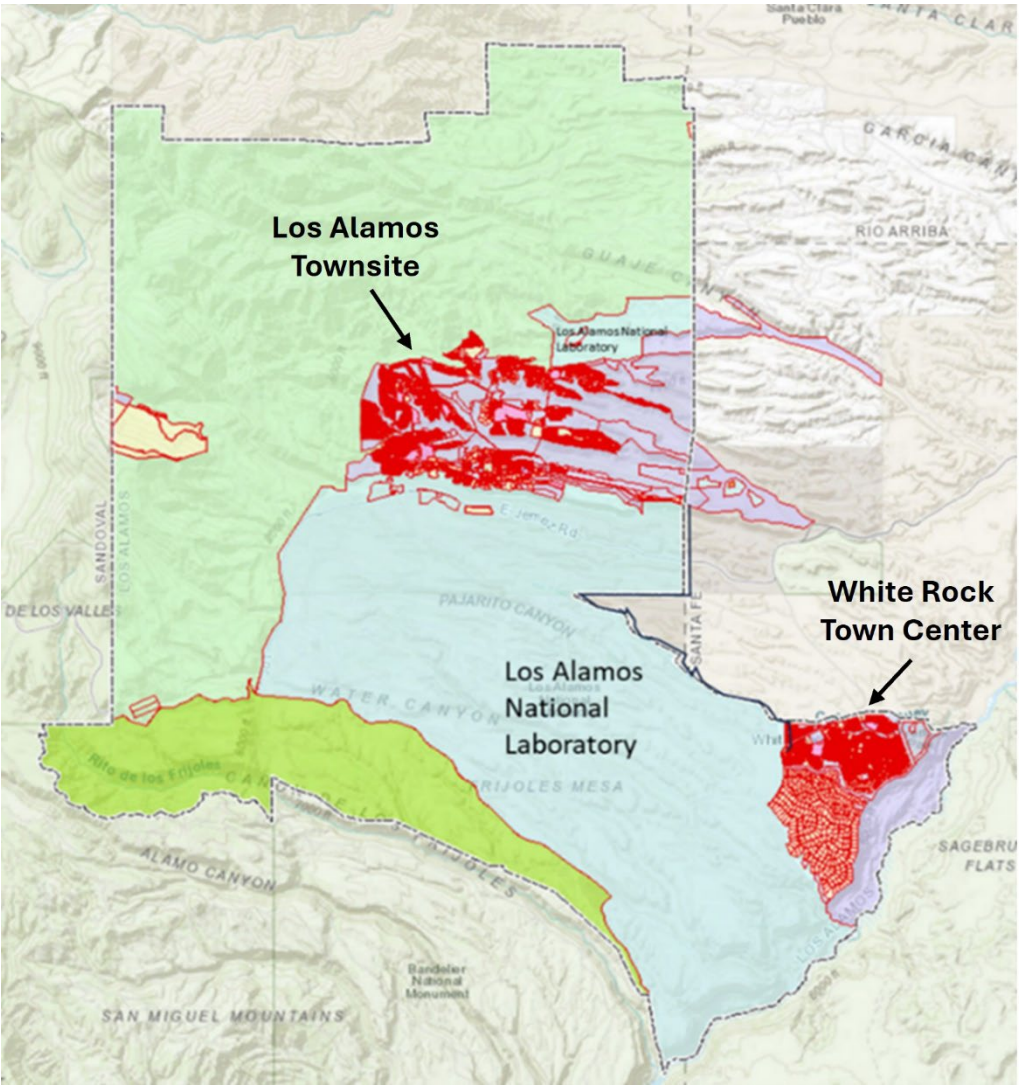
YOUR TRANSPORTATION WITHIN THE STUDY AREAS

The following map shows the study areas, roads and trails that are the focus of this Pedestrian Master Plan.

In which of the following study areas do you walk or take public transportation?

After reviewing the map, select from the list below the Los Alamos County planning areas you walk in or take public transportation.

Area	Count
Los Alamos Townsite	82
White Rock Town Center	16



TRAVEL MODE, FREQUENCY, AND TRIP DESTINATION

Approximately how much time do you spend using each of the travel modes below?

	Daily	Once or twice a week	A few times a month	A few times a year	Never
Walking outdoors	67%	22%	8%	3 %	0%
Travel in a wheelchair/ other mobility device	2 %	1%	0%	4%	93%
Take Public Transportation (Atomic City Transit)	7%	1%	12%	43%	37%

In general, please provide your trip purpose for all of the following modes of transportation.

Walking outdoors

Option	Count
General recreation/ enjoyment/ exercise	83
Commute to work/school	19
Travel to other destinations (amenities, services, etc.)	51
Not applicable	1

Travel in a wheelchair or other mobility device

Option	Count
General recreation/ enjoyment/ exercise	5
Commute to work/school	1
Travel to other destinations (amenities, services, etc.)	2
Not applicable	70

Take Public Transportation (Atomic City Transit)

Option	Count
General recreation/ enjoyment/ exercise	9
Commute to work/school	18
Travel to other destinations (amenities, services, etc.)	36
Not applicable	32

BARRIERS

What makes it difficult or unpleasant for you to walk? Please rate the following conditions that can make it difficult or unpleasant for people to walk, from 1 (no problem) to 5 (absolute barrier)

	1: No Problem	2: Minor Concern	3: Moderate Issue	4: Significant Challenge	5: Absolute Barrier
Busy streets with no sidewalks	20%	22%	27%	22%	9%
Residential streets with no sidewalks	30%	30%	25%	12%	3%
Tripping hazards on sidewalks	7%	36%	34%	20%	3%
Sidewalks that are too narrow	19%	37%	25%	18%	1%
Sidewalks that do not provide a buffer (such as street trees, landscaping, or parked cars) between people walking and moving cars	24%	34%	23%	14%	5%
Not enough safe ways to cross busy streets (such as traffic signals, stop signs, or crosswalks)	15%	16%	34%	25%	10%
Missing curb ramps (wheelchair ramps) at intersections	48%	25%	21%	2%	4%
People driving too fast	4%	22%	22%	32%	20%
Poor lighting	32%	33%	26%	7%	2%
Drivers not stopping for people crossing streets	6%	28%	29%	18%	19%
Not enough time to cross street with signal	47%	30%	18%	5%	0%
Blocked sidewalks (by parked cars, utility poles, etc.)	23%	33%	26%	15%	3%
Personal safety concerns (crime related)	73%	19%	8%	0%	0%
Other (please specify)	27%	5%	24%	27%	17%

Other Barriers

- I saw a former blind coworker walking west in front of the post office, which is a sea of concrete, using his white cane. Before I could get to him, he veered to the right and walked into the bushes. We are addressing pedestrians who are in wheelchairs, but what about those who are blind? There are techniques for designing sidewalk surfaces that can guide/signal the blind to walk in the right direction. Those techniques must be included in any pedestrian plan. Chris Downey is a blind architect who has devised such techniques. See <https://www.youtube.com/watch?v=fi38ookPvaE>
- Walking on sidewalks to work in the winter when community/neighborhood members or the county don't shovel sidewalks, or clear the sidewalks after clearing streets, is more of an absolute barrier at times. It can be impossible to traverse Diamond Drive by the high school, for instance, when the snow and ice has been thrown onto the sidewalk and not cleared in time to go to work. I often have to drive and as I get older, I won't be able to manage that walk with the amount of ice and snow I've seen at times.
- Another example is the sidewalk in front of the "'old PEEC'" where the family strengths network is located. I'm not sure who is technically responsible for keeping that cleared, but the schools and the county often neglect it, and so the sidewalk going down Orange St is often ice and snow packed for days or weeks at a time.
- Crossing Canyon at the Diamond Drive intersection can be pretty terrifying at times, although the change in pedestrian signaling has helped a little."
- Sidewalks and pathways on north Mesa is in a state of disrepair or missing completely. Specifically, sections of San Ildefonso starting at the east end all the way to 950 San Ildefonso. Asphalt walkway between NM dog park and Kwage trailhead park.
- Trinity Drive at 20th street - no way to cross.
- Attention to pedestrians by motor vehicle operators!!
- Overhead crosswalks at the high school get icy & slippery with weather.
- Ice/snow removal
- In my experience, no drivers stop for pedestrians at the crossing of diamond drive near diamond and sycamore, and the 35mph speed limit on that stretch of diamond is never followed.
- Sidewalks on only one side of a street.
- Icy large snow pack on sidewalks left by the snow plow drivers. This occurs in residential and along major roadways. The plows leave a hazard for pedestrians every time they plow. The amount of snow and ice plowed onto the sidewalks cannot be easily moved by residents in neighborhoods.
- Lack of snow removal and vegetation protruding into an over sidewalk during certain times of the year.

- Although I am not visually impaired I know several people who are. Significant issues include sidewalks blocked or partially blocked by parked cars, shrubs encroaching onto sidewalks and low hanging branches on trees.
- County vehicles parked and blocking sidewalks and ingress areas. Oversized RVs blocking many walking areas around downtown. County buildings placing their trash and recycle bins on the sidewalk (Fuller Lodge constantly)
- Slippery ice
- I often walk on the sidewalk from Longview to Shirwood to St Road 4 in White Rock. There is quite a bit of dirt build up on the State Rd 4 sidewalk across from the Visitor Center. The following is an example of a walk last Monday evening although it has occurred on multiple occasions. Despite wearing tennis shoes and dry sidewalks, I slipped twice due to loose dirt on the sidewalk between Shirwood Blvd and Metzger's. While I am fairly young and do not have walking issues, this caught me off guard and could have been a dangerous situation especially for an elderly person.
- Speeding on side streets and driving on the wrong side of the road
- Although there is a significant horse / rider population in Los Alamos, very little has been done to promote trails accessible to horses. In some cases, horses are forbidden on trails.
- Problems walking dogs because of "Goat head" stickers along the sidewalks in the fall/early winter.
- Some of the sidewalks in White Rock are not level and they tend to slope towards the street.
- Pushing a stroller is a moderate issue with uneven surfaces and narrow sidewalks.
- Overhead crosswalks at the high school get icy with the weather.
- Poor landscaping that allows rocks to end up in the sidewalk.
- County vehicles blocking sidewalks and access points
- Los Alamos needs to do a better job maintaining what it has. The sidewalks are overgrown. The weeds aren't mowed regularly. The trails are in terrible condition and poorly built. Stop spending money on studies and outreach and just hire, train, and maintain what we have!
- Large amounts of icy packed snow left by the snow plow drivers - both in
- Safely crossing 4 lanes of traffic. I have seen a flag system for pedestrians to carry a yellow caution flag across the street and hook it to a pole on the opposite side of the street. (Pagosa Springs)
- Slippery ice
- When snow is removed from sidewalks in a timely manner
- The cars have no respect for pedestrians or bikers. The police don't enforce the laws and instead blame pedestrians or bikers rather than address the traffic violations. My kids aren't even safe walking a block from our house to school because cars roll stop signs.

BARRIERS AT SPECIFIC LOCATIONS

Where are barriers to walking or using a mobility device such as a walker or wheelchair?

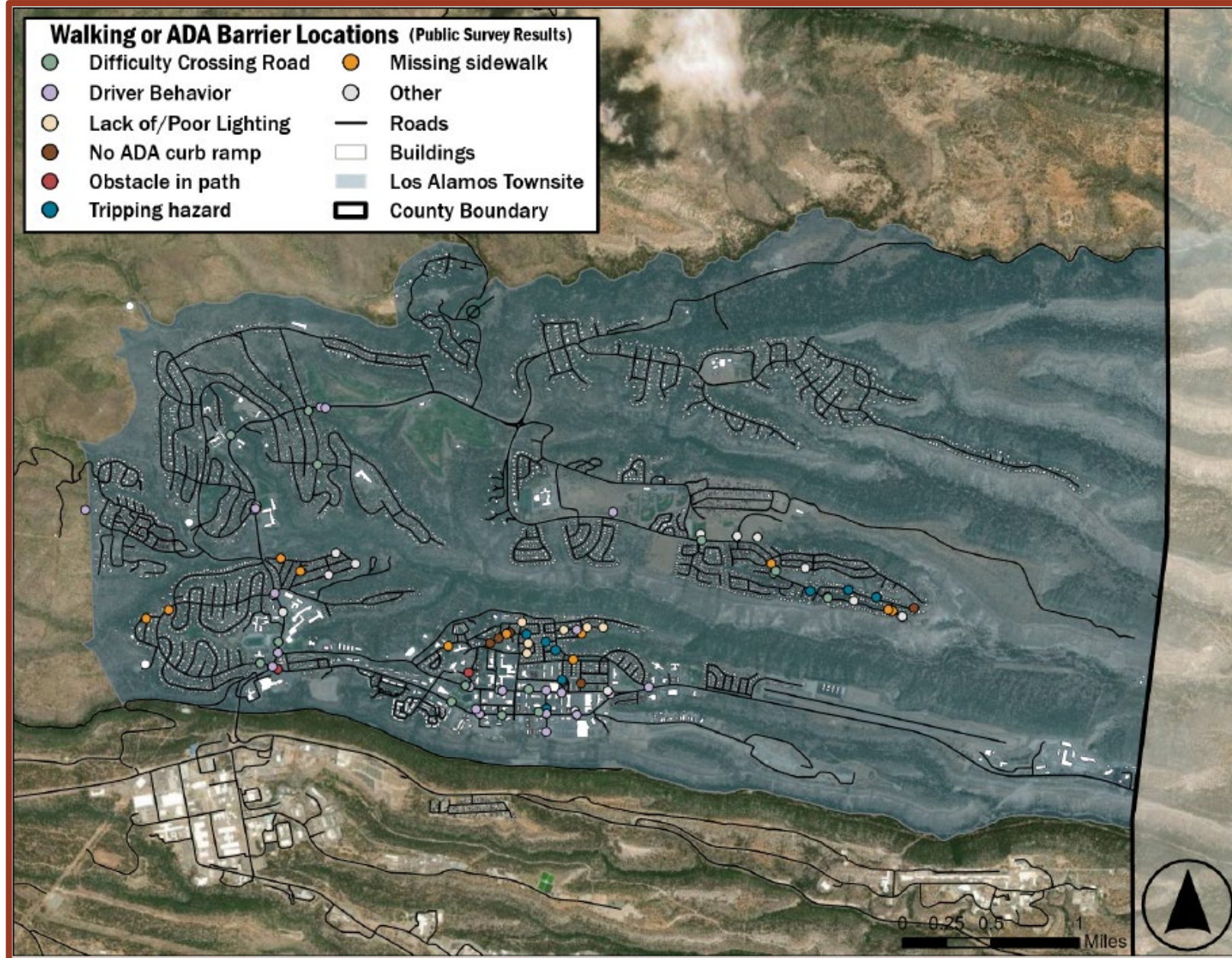
Please zoom in on the map and mark any locations where you encounter barriers while walking or using a mobility device, such as a walker or wheelchair.

After placing a point, answer the pop-up question to specify the type of issue.

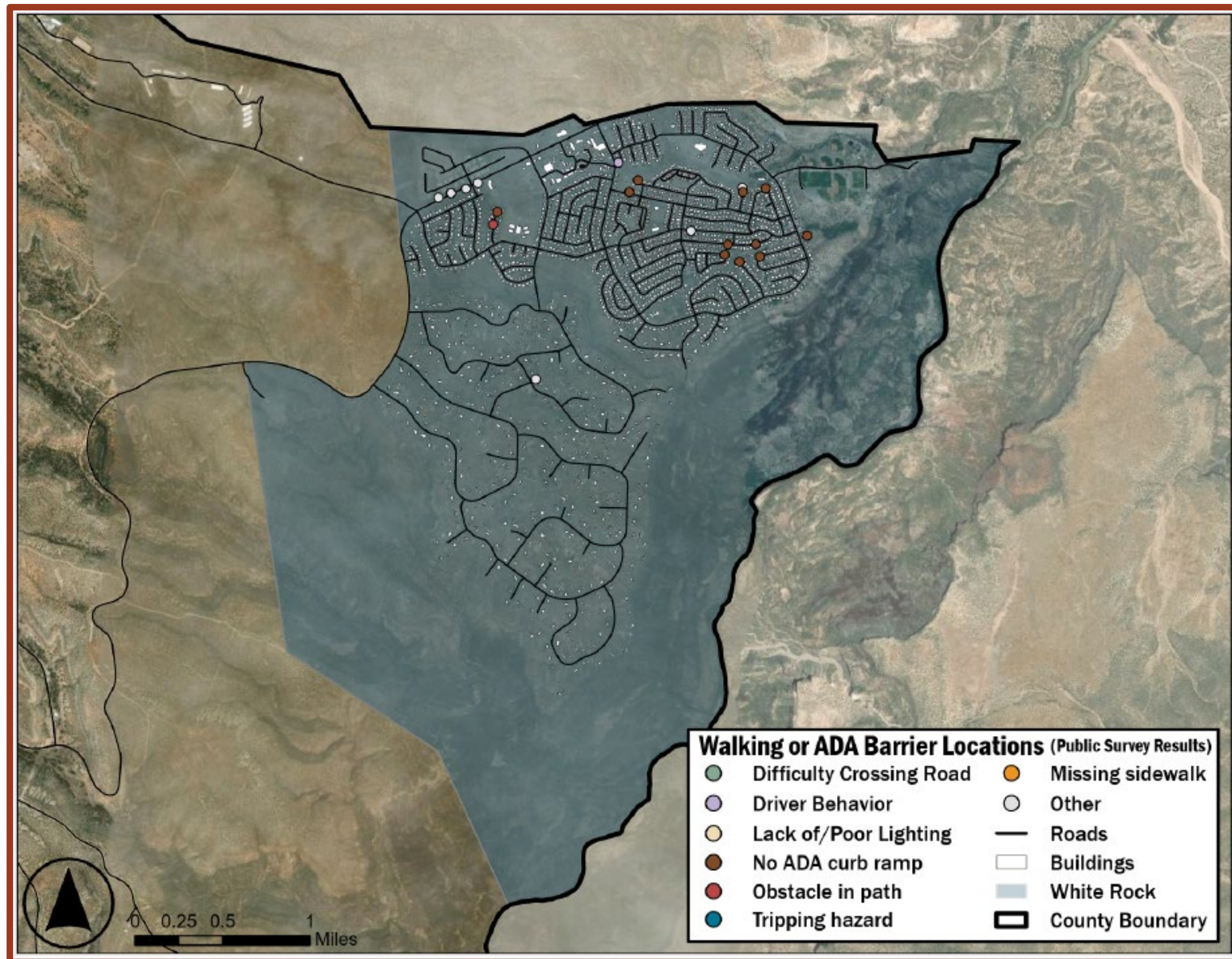
You can place as many points as needed.

Note: You do not need to indicate barriers only that you've personally encountered to mark them on the map. For example, if you notice a sidewalk without a curb ramp, even if you don't use a wheelchair, you're encouraged to report it.

Los Alamos Townsite Survey Map



White Rock Survey Map



PRIORITY LOCATIONS FOR IMPROVEMENTS

Where should the County prioritize walking improvements first? Please rate how important each of the following improvement locations is, from 1 (not very important) to 5 (extremely important).

	1: Not Very Important	2: Somewhat Important	3: Moderately Important	4: Very Important	5: Extremely Important
In areas with the most people walking	2%	12%	25%	37%	24%
On streets connecting people to transit stops	5%	14%	23%	46%	12%
To serve people who rely on walking the most (e.g., low-income and transit dependent residents)	6%	17%	22%	37%	18%
On streets connecting people to local community facilities such as parks, libraries, and community centers	2%	11%	28%	42%	17%
Along and across busy streets	2%	9%	17%	37%	35%
On streets connecting people to neighborhood businesses (grocery stores, coffee shops, restaurants, etc.)	0%	13%	28%	39%	20%
Places where the most people walking are injured	0%	5%	13%	38%	44%
On residential streets without sidewalks	14%	24%	38%	19%	5%
On streets connecting families and children to schools	0%	2%	26%	39%	33%
Other (please specify)	20%	10%	0%	20%	50%

Other priority locations for improvements

- County itself should lower the number of county vehicles driving around aimlessly all day and visiting Kroger several times per day. Maybe the county employees can use some of the Public Transit we provide? If they were to walk, they might understand. It's also odd that we don't have bus stops at trailheads, but we do have parking areas - how ironic!
- Crosswalks should have a maximum of 25 mph for traffic along streets that are not major thoroughfares (e.g. Diamond, Trinity). All crosswalks in these location should have a zebra where trails cross the road similar to DP Road crosswalks. School crosswalks should ALWAYS have zebra striping on road surface. Also, on roads where there is significant parks such as North Mesa Road at Terry St. should have a zebra especially considering the proximity to the horse park.
- I saw a former blind coworker walking west in front of the post office, which is a sea of concrete, using his white cane. Before I could get to him, he veered to the right and walked into the bushes. We are addressing pedestrians who are in wheelchairs, but what about those who are blind? There are techniques for designing sidewalk surfaces that can guide/signal the blind to walk in the right direction. Those techniques must be included in any pedestrian plan. Chris Downey is a blind architect who has devised such techniques. See <https://www.youtube.com/watch?v=fi38ooKPvaE>
- Increasing walkability/safety in all areas will increase pedestrian numbers across the entire region--this will also support the ability for people of low-income and those needing access to join in the larger numbers of ALL pedestrians.
- On streets around the senior center
- Range Road. No safe space for walkers, bicycles.
- This again mostly misses the point.

PRIORITY BUILD IMPROVEMENTS

What types of walking improvements should we build first? Please rate how important each of the following improvement types is, from 1 (not very important, so we should build later), to 5 (extremely important, so we should build now).

	1: Not Very Important (build later)	2: Somewhat Important	3: Moderately Important	4: Very Important	5: Extremely Important (build now)
Repair and maintain existing sidewalks in areas with the most people walking	3%	16%	18%	43%	20%
Provide safe walking paths where they are missing on residential streets	17%	25%	35%	13%	10%
Provide a buffer (such as street trees, landscaping, or parked cars) between people walking on sidewalks and cars on busy streets	18%	25%	25%	18%	14%
Build sidewalks where they are missing on busy streets	0%	7%	21%	53%	19%
Provide more safe ways to cross busy streets	3%	10%	17%	29%	41%
Reduce speeds on busy streets	20%	14%	25%	10%	31%
Reduce speeds on residential streets	30%	18%	12%	13%	27%
Other (please specify)	23%	0%	0%	15%	62%

Other Priority Build Improvements

- I saw a former blind coworker walking west in front of the post office, which is a sea of concrete, using his white cane. Before I could get to him, he veered to the right and walked into the bushes. We are addressing pedestrians who are in wheelchairs, but what about those who are blind? There are techniques for designing sidewalk surfaces that can guide/signal the blind to walk in the right direction. Those techniques must be included in any pedestrian plan. Chris Downey is a blind architect who has devised such techniques. See <https://www.youtube.com/watch?v=fi38ookPvaE>
- It's terrifying to be forced to walk along a sidewalk when bikes/ebikes or large motor vehicles are flying past only a few feet from your shoulder. This is terrible on Trinity and Diamond, also on Canyon. Omega Bridge, where bikes/ebikes travel at VERY high speeds in VERY close proximity to pedestrians is also terrifying.
- STOP restricting TRAFFIC flow -- this is WHY we are having fatalities -- when #'s increase we need to INCREASE traffic flow, NOT restrict it!!
- Travel speeds on diamond near the Denver steels is too high, regularly in excess of 10mph over the 35mph speed limit
- Enforce speed limits on roads with high pedestrian use but high rates of speeders (Canyon Road)
- Enforce sidewalk blockage laws; require snow removal
- "Enforce the existing speed limits!
- People constantly speed And tailgate those traveling at the speed limit on diamond and Trinity. Tailgating is unsafe and distracting to drivers following the speed limit."
- Add stop signs or speed bumps on residential streets close to schools, such as Villa street close to Aspen school. It is impossible to cross the road safely during busy hours, as the cars drive over the speed limit and don't stop for pedestrians.
- Widen sidewalks along busy streets (Like Trinity)
- "Minimize unneeded county vehicles driving and shopping all day.
- Less concrete/ asphalt and more porous pavers so that water can soak into the ground - see Enterprise Bank parking lot in Santa Fe"
- Set 25 mph on most roads designated as 35 mph on except where high volume traffic is present.
- Enforce speeds on residential streets with large numbers of pedestrians

PREFERRED WALKING PATHS

A. Stamped and stained asphalt sidewalk with curb (raised walkway)

Option	Count
Very comfortable	19
Comfortable	27
Somewhat uncomfortable	11
Not comfortable	2



B. Stained asphalt sidewalk with curb (raised walkway)

Option	Count
Very comfortable	14
Comfortable	30
Somewhat uncomfortable	3
Not comfortable	0



C. Curb-separated walking path at same level as cars

Option	Count
Very comfortable	1
Comfortable	17
Somewhat uncomfortable	21
Not comfortable	7



D. Shared walking space (people walking and driving share the roadway space) with traffic calming features to slow cars, including curved roadways, landscape elements, and speed humps.

Option	Count
Very comfortable	2
Comfortable	12
Somewhat uncomfortable	17
Not comfortable	14



E. Walking path at same level as cars, set behind landscaping (no curb).

Option	Count
Very comfortable	24
Comfortable	15
Somewhat uncomfortable	3
Not comfortable	2



DEMOGRAPHICS

Please tell us a little about yourself to help us with our engagement.

What is your zip code?

Zip Code	Count
87025	1
87507	1
87544	49
87547	8

What is your age range?

Age Range	Count
Under 18	0
18 - 24	0
25 - 34	3
35 - 44	13
45 - 54	6
55 - 64	17
65 and over	17

What is your gender identity?

Gender Identity	Count
Female	29
Male	22
Nonbinary	1
Other	0
Prefer not to answer	2

What is your race/ethnicity?

(You may select multiple)

Race/Ethnicity	Count
American Indian/Alaskan Native	0
Asian/Pacific Islander	0
Black/African American	0
Hispanic/Latino (of any race)	1
Middle Eastern/North African	0
White/Caucasian	39
Prefer not to answer	15

ADDITIONAL COMMENTS

Please share any final thoughts you have on the survey or the Los Alamos County Pedestrian Master Plan Update:

- Crossing major streets is hazardous mostly due to driver behavior. Can't trust that people in cars won't hit you. Maybe signals can be modified so that for example no left turns will be happening while people are trying to cross.
- I saw a former blind coworker walking west in front of the post office, which is a sea of concrete, using his white cane. Before I could get to him, he veered to the right and walked into the bushes. We are addressing pedestrians who are in wheelchairs, but what about those who are blind? There are techniques for designing sidewalk surfaces that can guide/signal the blind to walk in the right direction. Those techniques must be included in any pedestrian plan. Chris Downey is a blind architect who has devised such techniques. See <https://www.youtube.com/watch?v=fi38ookPvaE>
- The last time I looked at our municipal code, there were only two places in the Los Alamos townsite where it is illegal to jay-walk: On Central Ave east of the library and on Diamond Dr in front of the high school between Canyon Rd and Orange St. This should not be changed, but installing well designed crosswalks with an area of refuge would be great on wide roadways like Trinity Dr and Diamond. For example, there is such a crosswalk at the south end of the golf course."
- A significant enhancement to improve walkability and accessibility in the town would be the addition of a pedestrian bridge connecting North Mesa to downtown, potentially near the East Park Trail area. This bridge would foster a more community-oriented atmosphere and help alleviate traffic. Families could easily walk or bike into town without relying on cars or buses. There are several county-owned sites where this could be feasible. Additionally, upgrading the sidewalk infrastructure is a crucial first step, as many residents and families rely on sidewalks for travel. This is one of the key attractions of living in the county."
- I have for years had concerns about the speed along North Road. First, it is next to Urban Park and thus there are many walkers and children on the sidewalks. Second, it is a designated safe route for kids walking from Mountain School. Third, there is a bus stop across the street from the tennis courts where I often see people having to step out from between parked cars in order to check traffic before crossing. Most concerning is the speed of cars on North Road, particularly as the road starts to drop toward the canyon. A couple of significantly sized speed bumps along the peak of the hill before it starts down the canyon would be invaluable. When I made this request years ago I was told speed bumps are not possible because of snow plows. I beg to differ, having spent lots of time in Winter Park, Breckenridge and other towns that get much more snow than this town—all of which have loads of speed bumps.

- I rented a house on 45th across diamond Drive hoping that I would be able to ride my bike to downtown, but it was too hard to get across diamond Drive. This is a shame when the distance was only 2 miles.
- I would be in favor of having pedestrian only access in downtown i.e. block east/west traffic on a short section of central avenue
- (1) just west of access to parking lot including 107 central park square,
- (2) near USPS (100 Central) at first crosswalk north of central so that parking lot can be accessed,
- (3) intersection of 20th and Central, east side
- I would encourage Wilson and Company as well as county, staff and residence to engage in an actual physical walking tour of the site. Only when one puts on walking shoes, do the barriers become a parent. People of differing abilities could be invited to walk along in order to share their perspectives on areas that pose Barriers to access.
- Maintain the current pedestrian walkways.
- Work with the snow crew to stress the importance of keeping the snow off the sidewalks both along main arteries and in the neighborhoods.
- Please also keep in mind that bikes can use sidewalks (and on some streets should or must use sidewalks because of the speed of traffic, visibility, or behavior of drivers)
- Please don't hose bicyclists and please actually take the results seriously
- Please more protected bike lanes
- Quit asking questions about race. It has no basis in scientific reality. Ask people what their skin tone is or their perceived ethnic origin. That would make more sense.
- QUIT trying to fix things that ARE NOT priorities. SOLVE and IMPROVE traffic flow on Los Alamos limited roads. RESTRICTING thru-put does NEITHER solves safety or accidents -- as demonstrated TODAY (9/6/24). These particular road were ORIGINALLY FOUR(4) lanes. People pass across ""no-passing"" zones wouldn't have existed. MAKE traffic flow work -- INCREASE throughput, do NOT decrease it. This is IMPORTANT -- rethink pass INCORRECT thinking! Bryan Fearey
- Seniors are becoming more common in Los Alamos. This changing demographic is important to consider. Dog parks / kid parks near the DP Road community should be established.
- Several cars run red lights on Trinity Dr., right in front of the police station no less.
- Sidewalk repair is important. There is a lot of opportunity in this community to fix these. Access to the library near the judicial center is insufficient. There needs to be another crosswalk. Los Alamos county should check that all lights with pedestrian crossings are set for the maximum time for the pedestrian to cross. Hawk lights should be considered for trinity and 20th and potentially other intersections on trinity.

- Speed bumps on narrow side streets would help. For example, I often walk around the top of the Western area. One of the most dangerous spots is the area where Sandia and Trinity connect. People often zip around this narrow street on the inside edge because parking is allowed on the outside edge. They cannot see more than a few feet ahead of them. With the new quieter cars (especially electric) it is quite dangerous to be a pedestrian. Speed bumps would be a big help.
- The County continues to pursue self-defeating projects.
- The ""road"" of the Municipal Building parking lot is a prime example of an unsafe design where citizen pedestrians are at high risk of getting hit by drivers using this shortcut between Central and Iris Street.
- There isn't much point in changing laws if they're not enforced as is. Speeding is a threat to our community. People will drive 40, 50, 60 mph with people on sidewalks just a few feet away. They'll blow through crosswalks without lights or with them. Drivers feel invincible without enforcement. People are encouraged to drive because of ample parking. Fix those problems.
- Yes, it is very expensive to make the major changes needed to encourage our neighbors to spend time on their feet in this community. The biggest changes would be to focus on downtown. It is UNCOMFORTABLE to walk about downtown. Simple things like walking to any of the grocery stores (Smiths, Natural Grocers) from any other point in the townsite is not a pleasant walk—fast moving vehicles traveling too close, waiting on the side of a very fast, very busy street for a crossing light, guessing whether a driver is watching to see you as they cut across you cross while crossing on a walk light, more!). The next most dangerous zone might be around the high school—there are overpasses for pedestrians, but that doesn't support those with accessibility issues AT ALL. The construction, constant and fast traffic, the confusing center turn lane on a curved section of the road with too-fast drivers—all this makes it uncomfortable for students and any other pedestrian to spend any time in this area. Parents and kids add to the frustrations and crowding by using their vehicles more frequently to avoid having to be on foot in this zone. The storefronts (many that have shuttered in recent years) could also have a great deal more visitors if the entire area was more comfortable. It **could** be such a nice pedestrian zone with community-building business and inviting spaces. And in the end, all pedestrians need support at some time, so the access to pedestrian ways from all parking areas, plus better focused transit (more often, better routes to the townsite spaces from the neighborhoods). You need to give people a reason to choose traveling by foot as the better option, even if they drove to town/school.
- The stretch along Trinity between Diamond and Oppenheimer is uncrossable and it's very challenging being a pedestrian along that stretch (fast heavy traffic, distracted and speeding drivers). Lots of jay-walking there which will only get worse with the new development on 35th. Another problem point is the Oppenheimer/Central intersection. There's a crosswalk sign but no painted crossing path. It's heavily used by parents and children accessing the library as there is no other nearby crosswalk if approaching from the East or North. Cars go very quickly there and do not watch for pedestrians.

- The place where I see the biggest issues is the lack of pedestrian crossings at Trinity Drive from the hospital and past the Pond area. With the concerts and the businesses downtown, there should be better, safer crossings across that road. I still see families running across that road with kids in strollers, which is just ridiculous in our town. Build better and the town will feel safer to walk in for residents and tourists.

APPENDIX C

LOS ALAMOS COUNTY PEDESTRIAN MASTER PLAN RECOMMENDED IMPROVEMENTS ANALYSIS

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IMP1: 20th St and Trinity Drive

Total Score: 80 points

Proposed Pedestrian Improvement: High Visibility cross walks, signage, and RRFB for both EB/WB approaches (pedestrians travelling NB/SB)

High-Level Construction Cost Estimate:

- \$5,710/each high visibility crosswalk
- \$560/each signage
- \$57,680/each PHB

Timeframe: Long-Term

Safety (30 points):

- Crash History: 10 points (Moderate crash history)
- Vehicle Speeds and Volumes: 10 points (High speed and volume arterial)
- Public Safety Concerns: 10 points (Multiple documented concerns)

Justification: Full points were awarded due to high crash history, high speeds, and multiple safety concerns. Signal infrastructure needs updating. Multiple barriers were identified: difficulty crossing the road, driver behavior, and missing sidewalk.

Connectivity (20 points):

- Proximity to Key Destinations: 12 points (Near commercial/retail areas)
- Network Gaps: 8 points (Fills critical missing links)

Justification: Maximum points were given for excellent connectivity to key destinations and for filling critical gaps. Transit connection needs.

Equity and Accessibility (15 points):

- ADA Compliance: 7 points (non-compliant high-priority location)
- Vulnerable Populations: 8 points (High concentration of vulnerable populations)

Justification: Full points awarded for addressing high-priority ADA issues and serving vulnerable populations.

Community Support (8 points):

- Public Input Priority: 8 points (High community priority based on survey feedback)

Justification: Maximum points are given due to high community support.

Implementation Feasibility (7 points):

- Cost and Complexity: 3 point (High cost/complexity)
- Funding Opportunity: 4 points (Potential funding identified)

Justification: Lower points are due to high costs, but some potential funding has been identified.

Potential Funding Sources:

- Highway Safety Improvement Program (HSIP)
- Transportation Alternatives Program (TAP)
- Surface Transportation Block Grant Program (STBG)

- Safe Routes to School Program

IMP2: Southbound Approach at Diamond Dr and Arkansas Ave

Total Score: 80 points

Proposed Pedestrian Improvement: Repaint crossing striping

High-Level Construction Cost Estimate:

- \$770/each standard crosswalk

Timeframe: Short-Term

Safety (30 points):

- Crash History: 10 points (Moderate crash history with pedestrian crashes recorded)
- Vehicle Speeds and Volumes: 10 points (High speed and volume arterial)
- Public Safety Concerns: 10 points (Documented safety concerns)

Justification: High points for safety due to moderate crash history and documented concerns.

Connectivity (17 points):

- Proximity to Key Destinations: 12 points (Near commercial/retail areas)
- Network Gaps: 5 points (Enhances existing connections)

Justification: Good connectivity to key areas and enhances the existing network.

Equity and Accessibility (17 points):

- ADA Compliance: 10 points (non-compliant high-priority location)
- Serves Vulnerable Populations: 7 points (Serves vulnerable populations)

Justification: High points for addressing ADA issues and serving vulnerable groups. Crosswalk restriping and Pedestrian signal timing needs.

Community Support (8 points):

- Public Input Priority: 8 points (Moderate to high community priority)

Justification: Strong community support.

Implementation Feasibility (8 points):

- Cost and Complexity: 3 points (Medium cost/complexity)
- Funding Opportunity: 5 points (Secured or highly likely funding)

Justification: Relatively feasible implementation with likely funding.

Potential Funding Sources:

- Local Capital Improvement Funds
- Safe Routes to School Program
- Transportation Alternatives Set-Aside (TASA)

IMP3: East of 35th St and Diamond Dr

Total Score: 70 points

Proposed Pedestrian Improvement:

Enhance landscaping on the median and add curb extensions

High-Level Construction Cost Estimate:

- \$13,000/each curb extension
- \$15 to \$25 per square foot, depending on the selection of plants and the requirements for irrigation. for landscaping.

Timeframe: Mid-Term

Safety (27 points):

- Crash History: 10 points (Moderate crash history)
- Vehicle Speeds and Volumes: 10 points (High speed and volume arterial)
- Public Safety Concerns: 7 points (Some safety concerns)

Justification: Moderate safety concerns and crash history.

Connectivity (18 points):

- Proximity to Key Destinations: 10 points (Near parks/recreation)
- Network Gaps: 8 points (Enhances existing connections)

Justification: Good connectivity to recreational areas and improves existing network.

Equity and Accessibility (14 points):

- ADA Compliance: 7 points (non-compliant medium-priority location)
- Serves Vulnerable Populations: 7 points (Serves some vulnerable populations)

Justification: Addresses ADA issues and serves vulnerable groups.

Community Support (7 points):

- Public Input Priority: 7 points (Moderate community priority)

Justification: Moderate level of community support.

Implementation Feasibility (4 points):

- Cost and Complexity: 1 point (Medium to high cost/complexity)
- Funding Opportunity: 3 points (Potential funding identified)

Justification: Moderate feasibility with potential funding identified.

Potential Funding Sources:

- Congestion Mitigation and Air Quality (CMAQ) Program
- Transportation Alternatives Program (TAP)
- Local Bond Measures

IMP4: Sycamore St and Diamond Dr

Total Score: 82 points

Proposed Pedestrian Improvement: Install high visibility crosswalk and RRFB

High-Level Construction Cost Estimate:

- \$5,710/each high visibility crosswalk
- \$14,160/each RRFB

Timeframe: Mid-Term

Safety (30 points):

- Crash History: 10 points (Moderate crash history)
- Vehicle Speeds and Volumes: 10 points (High speed and volume arterial)
- Public Safety Concerns: 10 points (Documented safety concerns)

Justification: High safety points due to moderate crash history and documented concerns on a high-speed arterial.

Connectivity (20 points):

- Proximity to Key Destinations: 15 points (Near schools, parks, and civic centers)
- Network Gaps: 5 points (Enhances existing connections)

Justification: Excellent connectivity to key destinations and improves existing network.

Equity and Accessibility (17 points):

- ADA Compliance: 10 points (non-compliant high-priority location)
- Serves Vulnerable Populations: 7 points (Serves vulnerable populations)

Justification: High points for addressing important ADA issues and serving vulnerable groups.

Community Support (8 points):

- Public Input Priority: 8 points (High community priority based on survey feedback)

Justification: Strong community support, nearly maximum priority.

Implementation Feasibility (7 points):

- Cost and Complexity: 3 points (Medium cost/complexity)
- Funding Opportunity: 4 points (Secured or highly likely funding)

Justification: Relatively feasible implementation with likely funding.

Potential Funding Sources:

- Highway Safety Improvement Program (HSIP)
- Transportation Alternatives Program (TAP)
- Safe Routes to School Program

IMP5: Sandia Dr/Orange St and Diamond Dr

Total Score: 75 points

Proposed Pedestrian Improvement: Insert marked crosswalk at northbound approach and Pedestrian Push Buttons

High-Level Construction Cost Estimate:

- \$770/each standard crosswalk
- \$1,200/each push button installation

Timeframe: Short-Term

Safety (26 points):

- Crash History: 10 points (Moderate crash history)
- Vehicle Speeds and Volumes: 10 points (High speed and volume arterial)
- Public Safety Concerns: 6 points (Some documented concerns)

Justification: Significant safety points are due to a moderate crash history and concerns about a high-speed arterial.

Connectivity (20 points):

- Proximity to Key Destinations: 12 points (Near commercial/retail areas)
- Network Gaps: 8 points (Enhances existing connections)

Justification: Good connectivity to key areas and improves the existing network.

Equity and Accessibility (16 points):

- ADA Compliance: 7 points (non-compliant medium-priority location)
- Serves Vulnerable Populations: 9 points (Serves vulnerable populations)

Justification: Addresses ADA issues and serves vulnerable groups.

Community Support (7 points):

- Public Input Priority: 7 points (Moderate community priority)

Justification: Moderate level of community support.

Implementation Feasibility (6 points):

- Cost and Complexity: 3 points (Medium cost/complexity)
- Funding Opportunity: 3 points (Potential funding identified)

Justification: Moderate feasibility with potential funding identified.

Potential Funding Sources:

- Local Capital Improvement Funds
- Surface Transportation Block Grant Program (STBG)
- Transportation Alternatives Set-Aside (TASA)

IMP6: Eastbound Approach at Canyon Rd and Diamond Dr

Total Score: 90 points

Proposed Pedestrian Improvement: Repaint pedestrian crossing striping and add Leading pedestrian interval

High-Level Construction Cost Estimate:

- \$770/each standard crosswalk
- \$1,500/ped signal re-timing

Timeframe: Short-Term

Safety (30 points):

- Crash History: 15 points (High crash location with pedestrian crashes recorded)
- Vehicle Speeds and Volumes: 10 points (High speed and volume arterial)
- Public Safety Concerns: 5 points (Documented safety concerns)

Justification: High safety points due to crash history and high-speed arterial location. Multiple barriers were identified: difficulty crossing the road and driver behavior.

Connectivity (25 points):

- Proximity to Key Destinations: 15 points (Near schools, parks, and civic centers)
- Network Gaps: 10 points (Fills critical missing links)

Justification: Maximum points for excellent connectivity to key destinations and filling critical gaps.

Equity and Accessibility (20 points):

- ADA Compliance: 10 points (non-compliant high-priority location)
- Vulnerable Populations: 10 points (High concentration of vulnerable populations)

Justification: Full points for addressing high-priority ADA issues and serving vulnerable populations.

Community Support (8 points):

- Public Input Priority: 8 points (High community priority based on survey feedback)

Justification: Maximum points due to high community support.

Implementation Feasibility (7 points):

- Cost and Complexity: 4 points (Medium to low cost/complexity)
- Funding Opportunity: 3 points (Potential funding identified)

Justification: Moderate feasibility with potential funding identified.

Potential Funding Sources:

- Highway Safety Improvement Program (HSIP)
- Local Capital Improvement Funds
- Surface Transportation Block Grant Program (STBG)

IMP7: Oppenheimer Dr and Trinity Dr

Total Score: 69 points

Proposed Pedestrian Improvement: Repaint pedestrian crossing striping

High-Level Construction Cost Estimate:

- \$770/each standard crosswalk

Timeframe: Short-Term

Safety (23 points):

- Crash History: 5 points (No crashes but identified safety concern)
- Vehicle Speeds and Volumes: 10 points (High speed and volume arterial)
- Public Safety Concerns: 8 points (Documented safety concerns)

Justification: Moderate safety points due to identified concerns on a high-speed arterial, despite no recorded crashes.

Connectivity (20 points):

- Proximity to Key Destinations: 12 points (Near commercial/retail areas)
- Network Gaps: 8 points (Enhances existing connections)

Justification: Good connectivity to key areas and improves the existing network.

Equity and Accessibility (15 points):

- ADA Compliance: 7 points (non-compliant medium-priority location)
- Serves Vulnerable Populations: 8 points (Serves some vulnerable populations)

Justification: Addresses ADA issues and serves vulnerable groups.

Community Support (6 points):

- Public Input Priority: 6 points (Moderate community priority)

Justification: Moderate level of community support.

Implementation Feasibility (5 points):

- Cost and Complexity: 2 points (Medium to high cost/complexity)
- Funding Opportunity: 3 points (Potential funding identified)

Justification: Moderate feasibility with potential funding identified.

Potential Funding Sources:

- Local Capital Improvement Funds
- Transportation Alternatives Set-Aside (TASA)

IMP8: Knecht St and Trinity Dr

Total Score: 75 points

Proposed Pedestrian Improvement: Repaint high visibility pedestrian crossing striping

High-Level Construction Cost Estimate:

- \$5,710/each High Visibility Crosswalk

Timeframe: Short-Term

Safety (26 points):

- Crash History: 10 points (High crash history with pedestrian crashes record)
- Vehicle Speeds and Volumes: 10 points (High speed and volume arterial)
- Public Safety Concerns: 6 points (Some documented concerns)

Justification: Significant safety points are due to a moderate crash history and concerns about a high-speed arterial.

Connectivity (20 points):

- Proximity to Key Destinations: 12 points (Near commercial/retail areas)
- Network Gaps: 8 points (Enhances existing connections)

Justification: Good connectivity to key areas and improves the existing network.

Equity and Accessibility (17 points):

- ADA Compliance: 7 points (non-compliant medium-priority location)
- Serves Vulnerable Populations: 10 points (High concentration of vulnerable populations)

Justification: Addresses ADA issues and serves a high concentration of vulnerable groups.

Community Support (6 points):

- Public Input Priority: 6 points (Moderate community priority)

Justification: Moderate level of community support.

Implementation Feasibility (6 points):

- Cost and Complexity: 3 points (Medium cost/complexity)
- Funding Opportunity: 3 points (Potential funding identified)

Justification: Moderate feasibility with potential funding identified.

Potential Funding Sources:

- Local Capital Improvement Funds
- Transportation Alternatives Program (TAP)
- Surface Transportation Block Grant Program (STBG)

IMP9: 35th St and Villa St

Total Score: 65 points

Proposed Pedestrian Improvement: Install pedestrian crossing and signage for both EB/WB approaches (pedestrians travelling NB/SB)

High-Level Construction Cost Estimate:

- \$770/each standard crosswalk
- \$300/each sign

Timeframe: Mid-Term

Safety (22 points):

- Crash History: 5 points (No crashes but identified safety concern)
- Vehicle Speeds and Volumes: 10 points (High speed and volume arterial)
- Public Safety Concerns: 7 points (Documented safety concerns)

Justification: Moderate safety points due to identified concerns on a high-speed arterial, despite no recorded crashes.

Connectivity (18 points):

- Proximity to Key Destinations: 10 points (Near parks/recreation)
- Network Gaps: 8 points (Enhances existing connections)

Justification: Good connectivity to recreational areas and improves existing network.

Equity and Accessibility (15 points):

- ADA Compliance: 7 points (non-compliant medium-priority location)
- Serves Vulnerable Populations: 8 points (Serves some vulnerable populations)

Justification: Addresses ADA issues and serves vulnerable groups.

Community Support (5 points):

- Public Input Priority: 5 points (Moderate to low community priority)

Justification: Moderate to low level of community support.

Implementation Feasibility (5 points):

- Cost and Complexity: 2 points (Medium to high cost/complexity)
- Funding Opportunity: 3 points (Potential funding identified)

Justification: Moderate feasibility with potential funding identified.

Potential Funding Sources:

- Transportation Alternatives Program (TAP)
- Local Capital Improvement Funds
- Community Development Block Grants (CDBG)

IMP10: Canyoncito Montessori School

Total Score: 72 points

Proposed Pedestrian Improvement: Install 2 school zone signs (one at each endpoint)

High-Level Construction Cost Estimate:

- \$300/each sign

Timeframe: Short-Term

Safety (25 points):

- Crash History: 5 points (No crashes but identified safety concern)
- Vehicle Speeds and Volumes: 10 points (High speed and volume arterial)
- Public Safety Concerns: 10 points (Multiple documented concerns)

Justification: High safety points due to multiple documented concerns near a school, despite no recorded crashes. Safe routes to school.

Connectivity (18 points):

- Proximity to Key Destinations: 15 points (School)
- Network Gaps: 3 points (Minor enhancement to existing connections)

Justification: High points for proximity to a school but lower for network gaps.

Equity and Accessibility (16 points):

- ADA Compliance: 7 points (non-compliant medium-priority location)
- Serves Vulnerable Populations: 9 points (Serves vulnerable populations - children)

Justification: Addresses ADA issues and serves vulnerable groups (school children).

Community Support (7 points):

- Public Input Priority: 7 points (Moderate community priority)

Justification: Moderate level of community support.

Implementation Feasibility (6 points):

- Cost and Complexity: 3 points (Medium cost/complexity)
- Funding Opportunity: 3 points (Potential funding identified)

Justification: Moderate feasibility with potential funding identified.

Potential Funding Sources:

- Safe Routes to School Program (Primary)
- Local Capital Improvement Funds
- Transportation Alternatives Set-Aside (TASA)

IMP11: Rose St and Spruce St

Total Score: 64 points

Proposed Pedestrian Improvement: Install crosswalk striping to direct pedestrian traffic to north side with sidewalk

High-Level Construction Cost Estimate:

- \$770/each standard crosswalk

Timeframe: Short-Term

Safety (22 points):

- Crash History: 5 points (No crashes but identified safety concern)
- Vehicle Speeds and Volumes: 7 points (Collector Street)
- Public Safety Concerns: 10 points (Multiple documented concerns)

Justification: Moderate safety points due to documented concerns on Collector Street.

Connectivity (17 points):

- Proximity to Key Destinations: 10 points (Near parks/recreation)
- Network Gaps: 7 points (Enhances existing connections)

Justification: Good connectivity to recreational areas and improves existing network.

Equity and Accessibility (14 points):

- ADA Compliance: 7 points (non-compliant medium-priority location)
- Serves Vulnerable Populations: 7 points (Serves some vulnerable populations)

Justification: Addresses ADA issues and serves vulnerable groups.

Community Support (6 points):

- Public Input Priority: 6 points (Moderate community priority)

Justification: Moderate level of community support.

Implementation Feasibility (5 points):

- Cost and Complexity: 2 points (Medium to high cost/complexity)
- Funding Opportunity: 3 points (Potential funding identified)

Justification: Moderate feasibility with potential funding identified.

Potential Funding Sources:

- Local Capital Improvement Funds
- Transportation Alternatives Set-Aside (TASA)

IMP12: Trinity Dr from 20th St to Knecht St

Total Score: 94 points

Proposed Pedestrian Improvement: Install speed feedback sign

High-Level Construction Cost Estimate:

- \$3,000 - \$7,000/sign

Timeframe: Short-Term

Safety (32 points):

- Crash History: 15 points (High crash location)
- Vehicle Speeds and Volumes: 10 points (High speed and volume arterial)
- Public Safety Concerns: 7 points (Documented safety concerns)

Justification: High safety points due to crash history and high-speed arterial location. Multiple barriers were identified: difficulty crossing the road, driver behavior, missing sidewalks, and tripping hazards—multiple public Survey-identified barriers.

Connectivity (24 points):

- Proximity to Key Destinations: 15 points (Near schools, parks, and civic centers)
- Network Gaps: 9 points (Fills important network gaps)

Justification: High points for excellent connectivity to key destinations and filling critical gaps.

Equity and Accessibility (19 points):

- ADA Compliance: 10 points (non-compliant high-priority location)
- Serves Vulnerable Populations: 9 points (Serves vulnerable populations)

Justification: High points for addressing high-priority ADA issues and serving vulnerable populations.

Community Support (10 points):

- Public Input Priority: 10 points (High community priority)

Justification: Strong community support, nearly maximum priority.

Implementation Feasibility (9 points):

- Cost and Complexity: 4 points (Medium to low cost/complexity)
- Funding Opportunity: 5 points (Secured or highly likely funding)

Justification: High feasibility due to likely funding and moderate cost.

Potential Funding Sources:

- Highway Safety Improvement Program (HSIP)
- Surface Transportation Block Grant Program (STBG)
- Local Capital Improvement Funds

IMP13: Hawk Dr and San Ildefonso Rd (school zone)

Total Score: 86 points

Proposed Pedestrian Improvement: Install stop signs at eastbound and westbound approaches and upgrade curb ramps to meet ADA standards.

High-Level Construction Cost Estimate:

- \$300/each sign
- \$700-\$3,500/each curb ramp reconstruction (depends on level of reconstruction.)

Timeframe: Long-Term

Safety (27 points):

- Crash History: 10 points (Moderate crash location)
- Vehicle Speeds and Volumes: 10 points (High speed and volume arterial)
- Public Safety Concerns: 7 points (Documented safety concerns in a school zone)

Justification: Very high safety points due to crash history, high-speed arterial, and school zone location. Multiple barriers were identified: difficulty crossing the road and driver behavior.

Connectivity (23 points):

- Proximity to Key Destinations: 15 points (School)
- Network Gaps: 8 points (Fills critical missing links)

Justification: Maximum points for proximity to school and filling critical gaps.

Equity and Accessibility (20 points):

- ADA Compliance: 10 points (non-compliant high-priority location)
- Vulnerable Populations: 10 points (High concentration of vulnerable populations - children)

Justification: Full points for addressing high-priority ADA issues and serving vulnerable populations (school children).

Community Support (8 points):

- Public Input Priority: 8 points (High community priority)

Justification: Maximum points due to high community support for school zone safety.

Implementation Feasibility (8 points):

- Cost and Complexity: 3 points (Medium cost/complexity)
- Funding Opportunity: 5 points (Secured or highly likely funding)

Justification: Good feasibility due to likely funding, despite medium complexity.

Potential Funding Sources:

- Safe Routes to School Program (Primary)
- ADA Compliance Grants
- Transportation Alternatives Program (TAP)
- Highway Safety Improvement Program (HSIP)

IMP14: Oppenheimer Dr and Central Ave

Total Score: 76 points

Proposed Pedestrian Improvement: Install pedestrian crossing on WB approach (for pedestrians traveling NB/SB).

High-Level Construction Cost Estimate:

- \$770/each standard crosswalk

Timeframe: Short-Term

Safety (26 points):

- Crash History: 10 points (Moderate crash history)
- Vehicle Speeds and Volumes: 10 points (High speed and volume arterial)
- Public Safety Concerns: 6 points (Some documented concerns)

Justification: Significant safety points are due to a moderate crash history and concerns about a high-speed arterial.

Connectivity (20 points):

- Proximity to Key Destinations: 12 points (Near commercial/retail areas)
- Network Gaps: 8 points (Enhances existing connections)

Justification: Good connectivity to key areas and improves the existing network.

Equity and Accessibility (17 points):

- ADA Compliance: 7 points (non-compliant medium-priority location)
- Vulnerable Populations: 10 points (High concentration of vulnerable populations)

Justification: Addresses ADA issues and serves a high concentration of vulnerable groups.

Community Support (7 points):

- Public Input Priority: 7 points (Moderate community priority)

Justification: Moderate level of community support.

Implementation Feasibility (6 points):

- Cost and Complexity: 3 points (Medium cost/complexity)
- Funding Opportunity: 3 points (Potential funding identified)

Justification: Moderate feasibility with potential funding identified.

Potential Funding Sources:

- Local Capital Improvement Funds
- Transportation Alternatives Set-Aside (TASA)
- Surface Transportation Block Grant Program (STBG)

IMP15: Central Ave and 6th St

Total Score: 82 points

Proposed Pedestrian Improvement: Repaint crosswalk to match red standard style used in the West.

High-Level Construction Cost Estimate:

- \$2,090/each standard crosswalk with red interior

Timeframe: Short-Term

Safety (28 points):

- Crash History: 10 points (Moderate crash history with pedestrian crashes record)
- Vehicle Speeds and Volumes: 10 points (High speed and volume arterial)
- Public Safety Concerns: 8 points (Documented safety concerns)

Justification: High safety points due to moderate crash history and documented concerns on a high-speed arterial. Multiple barriers were identified: difficulty crossing the road, driver behavior, and tripping hazards. Public Survey-identified barriers.

Connectivity (22 points):

- Proximity to Key Destinations: 15 points (Near schools, parks, and civic centers)
- Network Gaps: 7 points (Enhances existing connections)

Justification: Excellent connectivity to key destinations and improves existing network.

Equity and Accessibility (18 points):

- ADA Compliance: 10 points (non-compliant high-priority location)
- Serves Vulnerable Populations: 8 points (Serves vulnerable populations)

Justification: High points for addressing important ADA issues and serving vulnerable groups.

Community Support (8 points):

- Public Input Priority: 8 points (High community priority)

Justification: Strong community support.

Implementation Feasibility (6 points):

- Cost and Complexity: 3 points (Medium cost/complexity)
- Funding Opportunity: 3 points (Potential funding identified)

Justification: Moderate feasibility with potential funding identified.

Potential Funding Sources:

- Highway Safety Improvement Program (HSIP)
- Surface Transportation Block Grant Program (STBG)
- Local Capital Improvement Funds

IMP16: Trinity Dr from 20th St to Knecht St

Total Score: 82 points

Proposed Pedestrian Improvement: Sidewalk reconstruction - increase sidewalk widths that are 5 ft or less and ensure ADA curb ramp compliance.

High-Level Construction Cost Estimate:

- \$410/linear foot

Timeframe: Long-Term

Safety (31 points):

- Crash History: 15 points (High crash location)
- Vehicle Speeds and Volumes: 10 points (High speed and volume arterial)
- Public Safety Concerns: 6 points (Documented safety concerns)

Justification: Very high safety points due to crash history and high-speed arterial location.

Multiple barriers were identified: difficulty crossing the road, driver behavior, missing sidewalks, and tripping hazards.

Connectivity (19 points):

- Proximity to Key Destinations: 12 points (Near commercial/retail areas)
- Network Gaps: 7 points (Fills important network gaps)

Justification: High points for excellent connectivity to key destinations and filling critical gaps.

Equity and Accessibility (17 points):

- ADA Compliance: 10 points (non-compliant high-priority location)
- Serves Vulnerable Populations: 7 points (Serves vulnerable populations)

Justification: High points for addressing high-priority ADA issues and serving vulnerable populations.

Community Support (8 points):

- Public Input Priority: 8 points (High community priority)

Justification: Maximum points due to high community support.

Implementation Feasibility (7 points):

- Cost and Complexity: 4 points (Medium to low cost/complexity)
- Funding Opportunity: 3 points (Potential funding identified)

Justification: Moderate feasibility with potential funding identified.

Potential Funding Sources:

- Infrastructure Investment and Jobs Act (IIJA) Grants
- BUILD Transportation Grants
- ADA Compliance Grants
- Community Development Block Grants (CDBG)

IMP17: Central Ave from Bathtub Row to 6th St

Total Score: 85 points

Proposed Pedestrian Improvement: Incorporate wayfinding, appropriate pedestrian amenities, and art to enhance the pedestrian experience.

High-Level Construction Cost Estimate:

- Varies largely on involvement of artists; type and style of amenities; creation and implementation of wayfinding branding

Timeframe: Long-Term

Safety (29 points):

- Crash History: 10 points (Moderate crash history)
- Vehicle Speeds and Volumes: 10 points (High speed and volume arterial)
- Public Safety Concerns: 9 points (Multiple documented concerns)

Justification: High safety points due to moderate crash history and multiple concerns on a high-speed arterial. Multiple barriers were identified: difficulty crossing the road, driver behavior, missing sidewalks, and tripping hazards.

Connectivity (24 points):

- Proximity to Key Destinations: 15 points (Near schools, parks, and civic centers)
- Network Gaps: 9 points (Fills important network gaps)

Justification: High points for excellent connectivity to key destinations and filling critical gaps.

Equity and Accessibility (19 points):

- ADA Compliance: 10 points (non-compliant high-priority location)
- Serves Vulnerable Populations: 9 points (Serves vulnerable populations)

Justification: High points for addressing high-priority ADA issues and serving vulnerable populations.

Community Support (7 points):

- Public Input Priority: 7 points (Medium community priority)

Justification: Strong community support, nearly maximum priority.

Implementation Feasibility (6 points):

- Cost and Complexity: 3 points (Medium cost/complexity)
- Funding Opportunity: 3 points (Potential funding identified)

Justification: Moderate feasibility with potential funding identified.

Potential Funding Sources:

- Infrastructure Investment and Jobs Act (IIJA) Grants
- BUILD Transportation Grants
- Community Development Block Grants (CDBG)
- Public-Private Partnerships

IMP18: Rover Blvd near Rover Park and Ponderosa Montessori School

Total Score: 98 points

Proposed Pedestrian Improvement: Install pedestrian crossing, signage, and RRFBs on WB approach (for pedestrians traveling NB/SB).

High-Level Construction Cost Estimate:

- \$770/each standard crosswalk
- \$300/each sign
- \$14,160/each RRFB

Timeframe: Mid-Term

Safety (35 points):

- Crash History: 15 points (High crash location with pedestrian crashes recorded)
- Vehicle Speeds and Volumes: 10 points (High speed and volume arterial)
- Public Safety Concerns: 10 points (Multiple documented concerns near school and park)

Justification: Very high safety points due to crash history, high-speed arterial, and proximity to school and park.

Connectivity (25 points):

- Proximity to Key Destinations: 15 points (School and park)
- Network Gaps: 10 points (Fills critical missing links)

Justification: Maximum points for proximity to school and park and filling critical gaps.

Equity and Accessibility (20 points):

- ADA Compliance: 10 points (non-compliant high-priority location)
- Serves Vulnerable Populations: 10 points (High concentration of vulnerable populations - children)

Justification: Full points for addressing high-priority ADA issues and serving vulnerable populations (school children).

Community Support (10 points):

- Public Input Priority: 10 points (High community priority)

Justification: Maximum points due to high community support for school and park safety.

Implementation Feasibility (8 points):

- Cost and Complexity: 3 points (Medium cost/complexity)
- Funding Opportunity: 5 points (Secured or highly likely funding)

Justification: Good feasibility due to likely funding, despite medium complexity.

Potential Funding Sources:

- Highway Safety Improvement Program (HSIP)
- Safe Routes to School Program (Primary)
- Transportation Alternatives Program (TAP)
- Surface Transportation Block Grant Program (STBG)

IMP19: Trinity Dr from Oppenheimer Dr to 20th St

Total Score: 89 points

Proposed Pedestrian Improvement: Widen sidewalks and add landscaped buffer zones.

High-Level Construction Cost Estimate:

- \$410/linear foot of concrete sidewalk
- \$15 to \$25 per square foot, depending on the selection of plants and the requirements for irrigation for landscaped buffers

Timeframe: Long-Term

Safety (33 points):

- Crash History: 15 points (High crash location with pedestrian crashes recorded)
- Vehicle Speeds and Volumes: 10 points (High speed and volume arterial)
- Public Safety Concerns: 8 points (Multiple documented concerns)

Justification: Very high safety points due to crash history, pedestrian crashes, and high-speed arterial location. Multiple barriers were identified: difficulty crossing the road, driver behavior, missing sidewalks, and tripping hazards.

Connectivity (23 points):

- Proximity to Key Destinations: 15 points (Near schools, parks, and civic centers)
- Network Gaps: 8 points (Fills critical missing links)

Justification: Maximum points for excellent connectivity to key destinations and filling critical gaps.

Equity and Accessibility (18 points):

- ADA Compliance: 10 points (non-compliant high-priority location)
- Vulnerable Populations: 8 points (Serves vulnerable populations)

Justification: Full points for addressing high-priority ADA issues and serving vulnerable populations.

Community Support (8 points):

- Public Input Priority: 8 points (High community priority)

Justification: Maximum points due to high community support.

Implementation Feasibility (7 points):

- Cost and Complexity: 4 points (Medium to low cost/complexity)
- Funding Opportunity: 3 points (Potential funding identified)

Justification: Moderate feasibility with potential funding identified.

Potential Funding Sources:

- Infrastructure Investment and Jobs Act (IIJA) Grants
- BUILD Transportation Grants
- Community Development Block Grants (CDBG)
- Surface Transportation Block Grant Program (STBG)

IMP20: Southeast Corner of Trinity Dr and Diamond Dr

Total Score: 85 points

Proposed Pedestrian Improvement: Install crosswalk striping and RRFBs.

High-Level Construction Cost Estimate:

- \$770/each standard crosswalk
- \$14,160/each RRFB

Timeframe: Mid-Term

Safety (31 points):

- Crash History: 15 points (High crash location)
- Vehicle Speeds and Volumes: 10 points (High speed and volume arterial)
- Public Safety Concerns: 6 points (Documented safety concerns)

Justification: High safety points due to crash history and high-speed arterial location. Multiple barriers were identified: difficulty crossing the road, driver behavior, missing sidewalks, and tripping hazards.

Connectivity (23 points):

- Proximity to Key Destinations: 15 points (Near schools, parks, and civic centers)
- Network Gaps: 8 points (Enhances existing connections)

Justification: High points for excellent connectivity to key destinations and improving the existing network.

Equity and Accessibility (18 points):

- ADA Compliance: 10 points (non-compliant high-priority location)
- Serves Vulnerable Populations: 8 points (Serves vulnerable populations)

Justification: High points for addressing high-priority ADA issues and serving vulnerable populations.

Community Support (8 points):

- Public Input Priority: 8 points (High community priority)

Justification: Strong community support.

Implementation Feasibility (5 points):

- Cost and Complexity: 3 points (Medium cost/complexity)
- Funding Opportunity: 2 points (Potential funding identified)

Justification: Moderate feasibility with potential funding identified.

Potential Funding Sources:

- Highway Safety Improvement Program (HSIP)
- Transportation Alternatives Program (TAP)
- Surface Transportation Block Grant Program (STBG)

IMP21: Diamond Dr and Trinity Dr

Total Score: 88 points

Proposed Pedestrian Improvement: Leading pedestrian interval

High-Level Construction Cost Estimate:

- \$1,500/ped signal re-timing

Timeframe: Short-Term

Safety (32 points):

- Crash History: 15 points (High crash location with pedestrian crashes recorded)
- Vehicle Speeds and Volumes: 10 points (High speed and volume arterial)
- Public Safety Concerns: 7 points (Documented safety concerns)

Justification: Very high safety points due to crash history, pedestrian crashes, and high-speed arterial location. Multiple barriers were identified: difficulty crossing the road, driver behavior, missing sidewalks, and tripping hazards.

Connectivity (23 points):

- Proximity to Key Destinations: 15 points (Near schools, parks, and civic centers)
- Network Gaps: 8 points (Enhances existing connections)

Justification: High points for excellent connectivity to key destinations and improving the existing network.

Equity and Accessibility (19 points):

- ADA Compliance: 10 points (non-compliant high-priority location)
- Serves Vulnerable Populations: 9 points (Serves vulnerable populations)

Justification: High points for addressing high-priority ADA issues and serving vulnerable populations.

Community Support (8 points):

- Public Input Priority: 8 points (High community priority)

Justification: Strong community support.

Implementation Feasibility (6 points):

- Cost and Complexity: 3 points (Medium to low cost/complexity)
- Funding Opportunity: 3 points (Potential funding identified)

Justification: Moderate feasibility with potential funding identified.

Potential Funding Sources:

- Highway Safety Improvement Program (HSIP)
- Local Capital Improvement Funds
- Surface Transportation Block Grant Program (STBG)

IMP22: San Ildefonso Dr and Camino Uva

Total Score: 80 points

Proposed Pedestrian Improvement: Upgrade curb ramps to meet ADA standards.

High-Level Construction Cost Estimate:

\$700-\$3,500/each curb ramp reconstruction (depends on level of reconstruction.)

Timeframe: Mid-Term

Safety (28 points):

- Crash History: 10 points (Moderate crash history)
- Vehicle Speeds and Volumes: 10 points (High speed and volume arterial)
- Public Safety Concerns: 8 points (Documented safety concerns)

Justification: High safety points due to moderate crash history and concerns on a high-speed arterial.

Connectivity (21 points):

- Proximity to Key Destinations: 12 points (Near commercial/retail areas)
- Network Gaps: 9 points (Fills crucial network gaps)

Justification: Good connectivity to key areas and fills essential gaps in the network.

Equity and Accessibility (17 points):

- ADA Compliance: 7 points (non-compliant medium-priority location)
- Serves Vulnerable Populations: 10 points (High concentration of vulnerable populations)

Justification: Addresses ADA issues and serves a high concentration of vulnerable groups.

Community Support (7 points):

- Public Input Priority: 7 points (Moderate community priority)

Justification: Moderate level of community support.

Implementation Feasibility (7 points):

- Cost and Complexity: 3 points (Medium cost/complexity)
- Funding Opportunity: 4 points (Potential funding identified with good prospects)

Justification: Moderate feasibility with potential funding identified.

Potential Funding Sources:

- ADA Compliance Grants
- Transportation Alternatives Program (TAP)
- Local Capital Improvement Funds

IMP23: Olive St Trailhead

Total Score: 76 points

Proposed Pedestrian Improvement: Restripe crosswalk (connection to trailhead) and install advanced pedestrian warning signing and crosswalk signing.

High-Level Construction Cost Estimate:

- \$770/each standard crosswalk
- \$300/each sign

Timeframe: Short-Term

Safety (27 points):

- Crash History: 10 points (Moderate crash history)
- Vehicle Speeds and Volumes: 10 points (High speed and volume arterial)
- Public Safety Concerns: 7 points (Documented safety concerns)

Justification: High safety points due to moderate crash history and concerns on a high-speed arterial.

Connectivity (20 points):

- Proximity to Key Destinations: 12 points (Near recreational areas)
- Network Gaps: 8 points (Enhances existing connections)

Justification: Good connectivity to recreational areas and improves existing network.

Equity and Accessibility (16 points):

- ADA Compliance: 7 points (non-compliant medium-priority location)
- Serves Vulnerable Populations: 9 points (Serves vulnerable populations)

Justification: Addresses ADA issues and serves vulnerable groups.

Community Support (7 points):

- Public Input Priority: 7 points (Moderate community priority)

Justification: Moderate level of community support.

Implementation Feasibility (6 points):

- Cost and Complexity: 3 points (Medium cost/complexity)
- Funding Opportunity: 3 points (Potential funding identified)

Justification: Moderate feasibility with potential funding identified.

Potential Funding Sources:

- Transportation Alternatives Program (TAP)
- Local Capital Improvement Funds
- Recreational Trails Program

IMP24: Canyon Rd and Central Ave

Total Score: 84 points

Proposed Pedestrian Improvement: Install high visibility crosswalk and RRFBs

High-Level Construction Cost Estimate:

- \$5,710/each high vis. crosswalk
- \$14,160/each RRFB

Timeframe: Short-Term

Safety (29 points):

- Crash History: 10 points (Moderate crash history)
- Vehicle Speeds and Volumes: 10 points (High speed and volume arterial)
- Public Safety Concerns: 9 points (Multiple documented concerns)

Justification: High safety points due to moderate crash history and multiple concerns on a high-speed arterial. Multiple barriers were identified: difficulty crossing the road, driver behavior, missing sidewalks, and tripping hazards.

Connectivity (22 points):

- Proximity to Key Destinations: 15 points (Near schools, parks, and civic centers)
- Network Gaps: 7 points (Enhances existing connections)

Justification: Excellent connectivity to key destinations and improves existing network.

Equity and Accessibility (18 points):

- ADA Compliance: 10 points (non-compliant high-priority location)
- Serves Vulnerable Populations: 8 points (Serves vulnerable populations)

Justification: High points for addressing important ADA issues and serving vulnerable groups.

Community Support (9 points):

- Public Input Priority: 9 points (High community priority)

Justification: Strong community support, nearly maximum priority.

Implementation Feasibility (6 points):

- Cost and Complexity: 3 points (Medium cost/complexity)
- Funding Opportunity: 3 points (Potential funding identified)

Justification: Moderate feasibility with potential funding identified.

Potential Funding Sources:

- Highway Safety Improvement Program (HSIP)
- Transportation Alternatives Program (TAP)
- Surface Transportation Block Grant Program (STBG)

IMP25: Sherwood Blvd - Piedra Loop to Aztec Ave

Total Score: 94 points

Proposed Pedestrian Improvement: Improve lighting

High-Level Construction Cost Estimate:

- \$5,000/each streetlight

Timeframe: Mid-Term

Safety (32 points):

- Crash History: 15 points (High crash location)
- Vehicle Speeds and Volumes: 10 points (High speed and volume arterial)
- Public Safety Concerns: 7 points (Documented safety concerns)

Justification: High safety points due to crash history and high-speed arterial location.

Connectivity (24 points):

- Proximity to Key Destinations: 15 points (Near schools, parks, and civic centers)
- Network Gaps: 9 points (Fills important network gaps)

Justification: High points for excellent connectivity to key destinations and filling critical gaps.

Equity and Accessibility (19 points):

- ADA Compliance: 10 points (non-compliant high-priority location)
- Serves Vulnerable Populations: 9 points (Serves vulnerable populations)

Justification: High points for addressing high-priority ADA issues and serving vulnerable populations.

Community Support (10 points):

- Public Input Priority: 10 points (High community priority)

Justification: Maximum points due to high community support.

Implementation Feasibility (9 points):

- Cost and Complexity: 4 points (Medium to low cost/complexity)
- Funding Opportunity: 5 points (Secured or highly likely funding)

Justification: High feasibility due to likely funding and moderate cost.

Potential Funding Sources:

- Highway Safety Improvement Program (HSIP)
- Surface Transportation Block Grant Program (STBG)
- Community Development Block Grants (CDBG)

IMP26: NM-4 near Monte Rey Dr

Total Score: 86 points

Proposed Pedestrian Improvement: Install speed feedback sign

High-Level Construction Cost Estimate:

- \$3,000 - \$7,000/sign

Timeframe: Short-Term

Safety (31 points):

- Crash History: 15 points (High crash location with pedestrian crashes recorded)
- Vehicle Speeds and Volumes: 10 points (High speed and volume arterial)
- Public Safety Concerns: 6 points (Documented safety concerns)

Justification: Very high safety points due to crash history, pedestrian crashes, and high-speed arterial location.

Connectivity (23 points):

- Proximity to Key Destinations: 15 points (Near schools, parks, and civic centers)
- Network Gaps: 8 points (Enhances existing connections)

Justification: High points for excellent connectivity to key destinations and improving the existing network.

Equity and Accessibility (18 points):

- ADA Compliance: 10 points (non-compliant high-priority location)
- Serves Vulnerable Populations: 8 points (Serves vulnerable populations)

Justification: High points for addressing high-priority ADA issues and serving vulnerable populations.

Community Support (8 points):

- Public Input Priority: 8 points (High community priority)

Justification: Strong community support.

Implementation Feasibility (6 points):

- Cost and Complexity: 3 points (Medium cost/complexity)
- Funding Opportunity: 3 points (Potential funding identified)

Justification: Moderate feasibility with potential funding identified.

Potential Funding Sources:

- Highway Safety Improvement Program (HSIP)
- Surface Transportation Block Grant Program (STBG)
- State Transportation Innovation Grants

IMP27: NM-4 near Karen Circle

Total Score: 80 points

Proposed Pedestrian Improvement: Install speed feedback sign

High-Level Construction Cost Estimate:

- \$3,000 - \$7,000/sign

Timeframe: Short-Term

Safety (28 points):

- Crash History: 10 points (Moderate crash history)
- Vehicle Speeds and Volumes: 10 points (High speed and volume arterial)
- Public Safety Concerns: 8 points (Documented safety concerns)

Justification: High safety points due to moderate crash history and concerns on a high-speed arterial.

Connectivity (21 points):

- Proximity to Key Destinations: 12 points (Near commercial/retail areas)
- Network Gaps: 9 points (Fills important network gaps)

Justification: Good connectivity to key areas and fills essential gaps in the network.

Equity and Accessibility (17 points):

- ADA Compliance: 7 points (non-compliant medium-priority location)
- Vulnerable Populations: 10 points (High concentration of vulnerable populations)

Justification: Addresses ADA issues and serves a high concentration of vulnerable groups.

Community Support (7 points):

- Public Input Priority: 7 points (Moderate community priority)

Justification: Moderate level of community support.

Implementation Feasibility (7 points):

- Cost and Complexity: 3 points (Medium cost/complexity)
- Funding Opportunity: 4 points (Potential funding identified with good prospects)

Justification: Moderate feasibility with potential funding identified.

Potential Funding Sources:

- Highway Safety Improvement Program (HSIP)
- Surface Transportation Block Grant Program (STBG)
- State Transportation Innovation Grants

IMP28: S Peach St from Nectar St to S Sage Loop

Total Score: 73 points

Proposed Pedestrian Improvement: Connect sidewalks

High-Level Construction Cost Estimate:

- \$410/linear foot of concrete sidewalk

Timeframe: Long-Term

Safety (25 points):

- Crash History: 10 points (Moderate crash history)
- Vehicle Speeds and Volumes: 7 points (Collector Street)
- Public Safety Concerns: 8 points (Documented safety concerns)

Justification: Significant safety points are due to a moderate crash history and concerns about collector street.

Connectivity (19 points):

- Proximity to Key Destinations: 12 points (Near residential areas)
- Network Gaps: 7 points (Enhances existing connections)

Justification: Good connectivity to residential areas and improving existing network.

Equity and Accessibility (16 points):

- ADA Compliance: 7 points (non-compliant medium-priority location)
- Serves Vulnerable Populations: 9 points (Serves vulnerable populations)

Justification: Addresses ADA issues and serves vulnerable groups.

Community Support (7 points):

- Public Input Priority: 7 points (Moderate community priority)

Justification: Moderate level of community support.

Implementation Feasibility (6 points):

- Cost and Complexity: 3 points (Medium cost/complexity)
- Funding Opportunity: 3 points (Potential funding identified)

Justification: Moderate feasibility with potential funding identified.

Potential Funding Sources:

- Community Development Block Grants (CDBG)
- Local Bond Measures
- Infrastructure Investment and Jobs Act (IIJA) Grants

IMP29: 9th St and Iris St

Total Score: 78 points

Proposed Pedestrian Improvement: ADA curb ramp reconstruction

High-Level Construction Cost Estimate:

- \$700-\$3,500/each curb ramp reconstruction (depends on level of reconstruction.)

Timeframe: Mid-Term

Safety (27 points):

- Crash History: 10 points (Moderate crash history)
- Vehicle Speeds and Volumes: 10 points (High speed and volume arterial)
- Public Safety Concerns: 7 points (Documented safety concerns)

Justification: High safety points due to moderate crash history and concerns on a high-speed arterial.

Connectivity (20 points):

- Proximity to Key Destinations: 12 points (Near commercial/retail areas)
- Network Gaps: 8 points (Enhances existing connections)

Justification: Good connectivity to key areas and improves the existing network.

Equity and Accessibility (16 points):

- ADA Compliance: 7 points (non-compliant medium-priority location)
- Serves Vulnerable Populations: 9 points (Serves vulnerable populations)

Justification: Addresses ADA issues and serves vulnerable groups.

Community Support (8 points):

- Public Input Priority: 8 points (High community priority)

Justification: Strong community support.

Implementation Feasibility (7 points):

- Cost and Complexity: 3 points (Medium cost/complexity)
- Funding Opportunity: 4 points (Potential funding identified with good prospects)

Justification: Moderate feasibility with potential funding identified.

Potential Funding Sources:

- ADA Compliance Grants
- Local Capital Improvement Funds
- Transportation Alternatives Set-Aside (TASA)

IMP30: San Ildefonso Rd near Big Rock Loop

Total Score: 83 points

Proposed Pedestrian Improvement: Install crosswalk

High-Level Construction Cost Estimate:

- \$770/each standard crosswalk

Timeframe: Short-Term

Safety (28 points):

- Crash History: 10 points (Moderate crash history)
- Vehicle Speeds and Volumes: 10 points (High speed and volume arterial)
- Public Safety Concerns: 8 points (Documented safety concerns)

Justification: High safety points due to moderate crash history and concerns on a high-speed arterial. Multiple barriers were identified: difficulty crossing the road, missing sidewalk, and lack of/poor lighting.

Connectivity (21 points):

- Proximity to Key Destinations: 12 points (Near residential areas)
- Network Gaps: 9 points (Fills important network gaps)

Justification: Good connectivity to residential areas and fills essential gaps in the network.

Equity and Accessibility (17 points):

- ADA Compliance: 7 points (non-compliant medium-priority location)
- Serves Vulnerable Populations: 10 points (High concentration of vulnerable populations)

Justification: Addresses ADA issues and serves a high concentration of vulnerable groups.

Community Support (10 points):

- Public Input Priority: 10 points (High community priority)

Justification: Moderate level of community support.

Implementation Feasibility (7 points):

- Cost and Complexity: 3 points (Medium cost/complexity)
- Funding Opportunity: 4 points (Potential funding identified with good prospects)

Justification: Moderate feasibility with potential funding identified.

Potential Funding Sources:

- Local Capital Improvement Funds
- Transportation Alternatives Program (TAP)
- Surface Transportation Block Grant Program (STBG)

IMP31: Meadow Ln from Rover Blvd to Trail Entrance

Total Score: 86 points

Proposed Pedestrian Improvement: Widen sidewalks and make curb ramps compliant.

High-Level Construction Cost Estimate:

- \$410/linear foot of concrete sidewalk
- \$700-\$3,500/each curb ramp reconstruction (depending on level of reconstruction.)

Timeframe: Long-Term

Safety (29 points):

- Crash History: 10 points (Moderate crash history)
- Vehicle Speeds and Volumes: 10 points (High speed and volume arterial)
- Public Safety Concerns: 9 points (Multiple documented concerns)

Justification: High safety points due to moderate crash history and multiple concerns on a high-speed arterial.

Connectivity (22 points):

- Proximity to Key Destinations: 15 points (Near parks and recreation)
- Network Gaps: 7 points (Enhances existing connections)

Justification: Excellent connectivity to recreational areas and improves existing network.

Equity and Accessibility (18 points):

- ADA Compliance: 10 points (non-compliant high-priority location)
- Serves Vulnerable Populations: 8 points (Serves vulnerable populations)

Justification: High points for addressing important ADA issues and serving vulnerable groups.

Community Support (9 points):

- Public Input Priority: 9 points (High community priority)

Justification: Strong community support, nearly maximum priority.

Implementation Feasibility (8 points):

- Cost and Complexity: 3 points (Medium cost/complexity)
- Funding Opportunity: 5 points (Secured or highly likely funding)

Justification: Good feasibility due to likely funding, despite medium complexity.

Potential Funding Sources:

- Infrastructure Investment and Jobs Act (IIJA) Grants
- ADA Compliance Grants
- Transportation Alternatives Program (TAP)
- Recreational Trails Program

IMP32: Myrtle St - 9th St to 5th St

Total Score: 72 points

Proposed Pedestrian Improvement: Connect sidewalk on N side. Opportunity to implement amenities/art/wayfinding in Myrtle Street Green Park.

High-Level Construction Cost Estimate:

- \$410/linear foot of concrete sidewalk

Timeframe: Mid-Term

Safety (26 points):

- Crash History: 10 points (Moderate crash history)
- Vehicle Speeds and Volumes: 7 points (Collector Street)
- Public Safety Concerns: 9 points (Multiple documented concerns)

Justification: Significant safety points are due to a moderate crash history and multiple concerns on a collector street.

Connectivity (19 points):

- Proximity to Key Destinations: 12 points (Near residential areas)
- Network Gaps: 7 points (Enhances existing connections)

Justification: Good connectivity to residential areas and improving existing network.

Equity and Accessibility (15 points):

- ADA Compliance: 7 points (non-compliant medium-priority location)
- Serves Vulnerable Populations: 8 points (Serves some vulnerable populations)

Justification: Addresses ADA issues and serves vulnerable groups.

Community Support (6 points):

- Public Input Priority: 6 points (Moderate community priority)

Justification: Moderate level of community support.

Implementation Feasibility (6 points):

- Cost and Complexity: 3 points (Medium cost/complexity)
- Funding Opportunity: 3 points (Potential funding identified)

Justification: Moderate feasibility with potential funding identified.

Potential Funding Sources:

- Community Development Block Grants (CDBG)
- Local Bond Measures
- Transportation Alternatives Program (TAP)

IMP33: End of Sierra Vista Dr/Entrance to Trail

Total Score: 85 points

Proposed Pedestrian Improvement: Install ADA compliant curb ramps on end of sidewalk and entrance to trail.

High-Level Construction Cost Estimate:

- \$700-\$3,500/each curb ramp reconstruction (depends on level of reconstruction.)

Timeframe: Mid-Term

Safety (30 points):

- Crash History: 15 points (High crash location)
- Vehicle Speeds and Volumes: 7 points (Collector Street)
- Public Safety Concerns: 8 points (Documented safety concerns)

Justification: High safety points due to crash history and documented concerns, despite being on a collector street.

Connectivity (21 points):

- Proximity to Key Destinations: 15 points (Near parks and recreation)
- Network Gaps: 6 points (Enhances existing connections)

Justification: Excellent connectivity to recreational areas and improves existing network.

Equity and Accessibility (18 points):

- ADA Compliance: 10 points (non-compliant high-priority location)
- Serves Vulnerable Populations: 8 points (Serves vulnerable populations)

Justification: High points for addressing important ADA issues and serving vulnerable groups.

Community Support (9 points):

- Public Input Priority: 9 points (High community priority)

Justification: Strong community support, nearly maximum priority.

Implementation Feasibility (7 points):

- Cost and Complexity: 3 points (Medium cost/complexity)
- Funding Opportunity: 4 points (Potential funding identified with good prospects)

Justification: Moderate feasibility with potential funding identified.

Potential Funding Sources:

- ADA Compliance Grants
- Recreational Trails Program
- Transportation Alternatives Program (TAP)

IMP34: San Ildefonso Rd and N Mesa Park Rd

Total Score: 87 points

Proposed Pedestrian Improvement: Install crosswalk and ADA compliant curb ramps on EB approach (to direct ped traffic to continued sidewalk on north side).

High-Level Construction Cost Estimate:

- \$5,710/each high vis. crosswalk
- \$700-\$3,500/each curb ramp reconstruction (depending on level of reconstruction.)

Timeframe: Mid-Term

Safety (31 points):

- Crash History: 15 points (High crash location)
- Vehicle Speeds and Volumes: 10 points (High speed and volume arterial)
- Public Safety Concerns: 6 points (Documented safety concerns)

Justification: Very high safety points due to crash history and high-speed arterial location. Multiple barriers were identified: difficulty crossing the road and no ADA curb ramp.

Connectivity (23 points):

- Proximity to Key Destinations: 15 points (Near schools, parks, and civic centers)
- Network Gaps: 8 points (Enhances existing connections)

Justification: High points for excellent connectivity to key destinations and improving the existing network.

Equity and Accessibility (19 points):

- ADA Compliance: 10 points (non-compliant high-priority location)
- Serves Vulnerable Populations: 9 points (Serves vulnerable populations)

Justification: High points for addressing high-priority ADA issues and serving vulnerable populations.

Community Support (8 points):

- Public Input Priority: 8 points (High community priority)

Justification: Strong community support.

Implementation Feasibility (6 points):

- Cost and Complexity: 3 points (Medium cost/complexity)
- Funding Opportunity: 3 points (Potential funding identified)

Justification: Moderate feasibility with potential funding identified.

Potential Funding Sources:

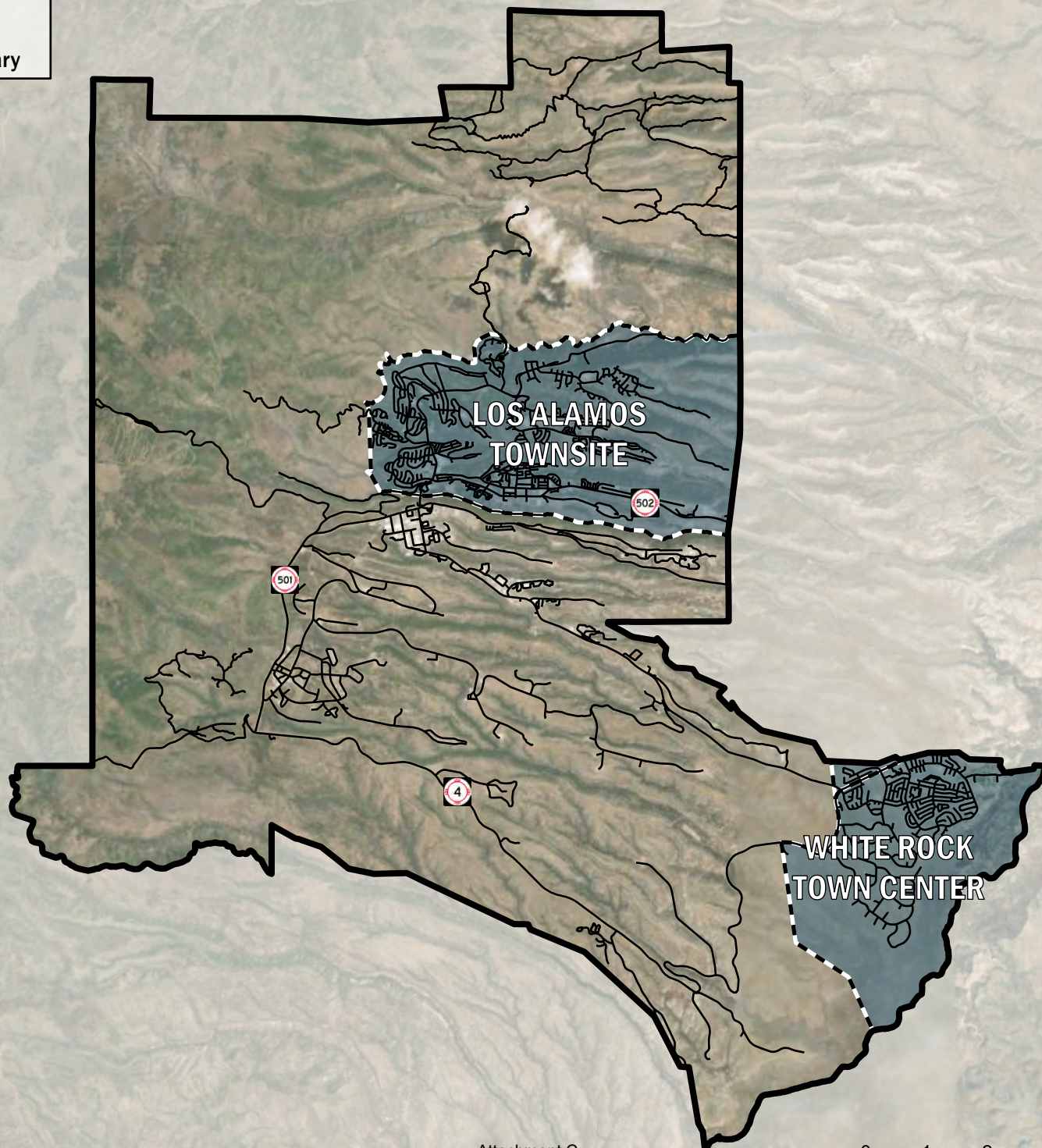
- Highway Safety Improvement Program (HSIP)
- ADA Compliance Grants
- Transportation Alternatives Program (TAP)
- Surface Transportation Block Grant Program (STBG)

APPENDIX D

LOS ALSMOS COUNTY PEDESTRIAN MASTER PLAN COMBINED MAPS

Project Area

- Roads
- Project Area
- County Boundary



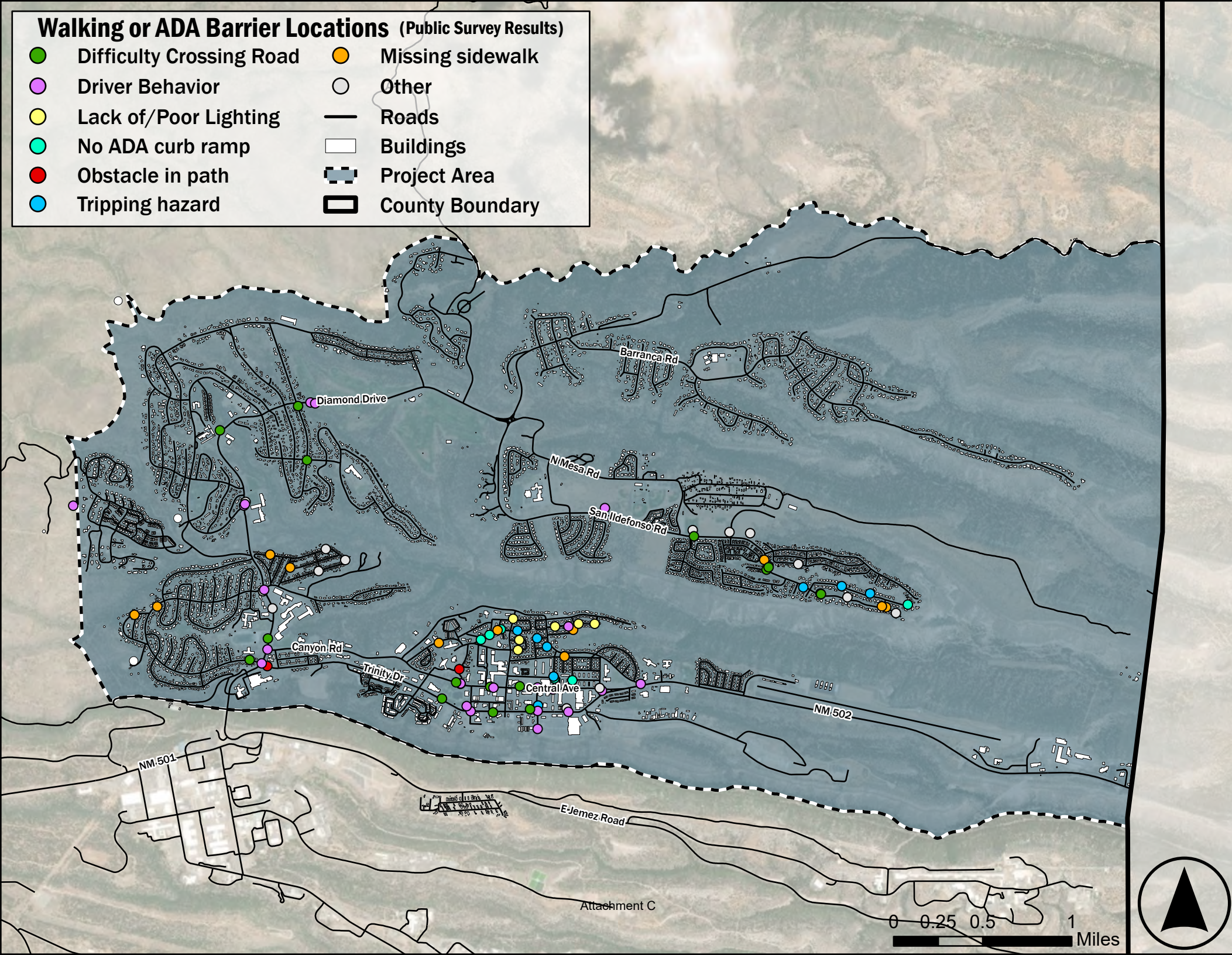
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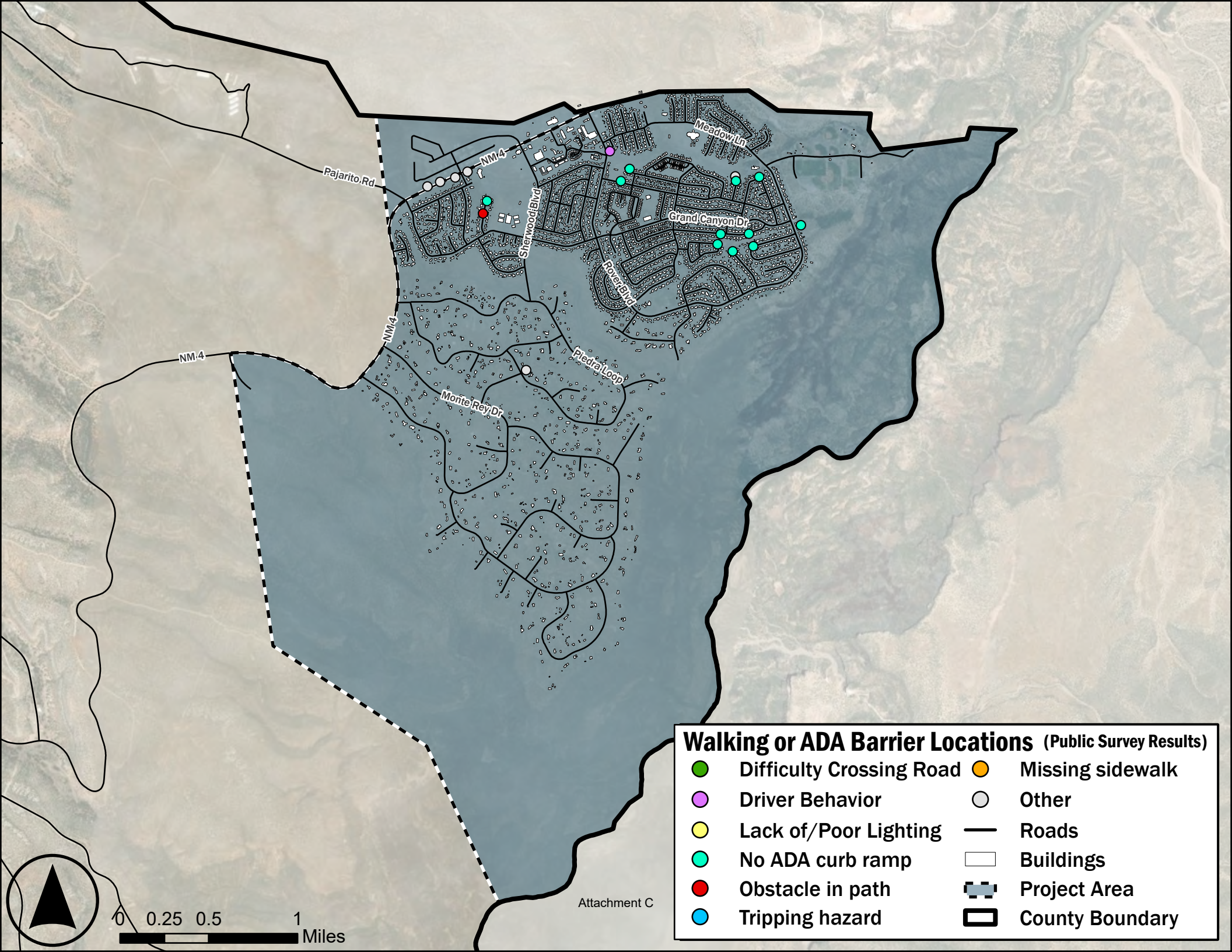
0 1 2 4 Miles



Walking or ADA Barrier Locations (Public Survey Results)

- | | |
|----------------------------|--------------------|
| ● Difficulty Crossing Road | ● Missing sidewalk |
| ● Driver Behavior | ○ Other |
| ● Lack of/Poor Lighting | — Roads |
| ● No ADA curb ramp | □ Buildings |
| ● Obstacle in path | ▒ Project Area |
| ● Tripping hazard | ▭ County Boundary |





Los Alamos Townsite Existing Facilities

Traffic Signals

Crosswalks

Sidewalks

Trails

Roads

Buildings

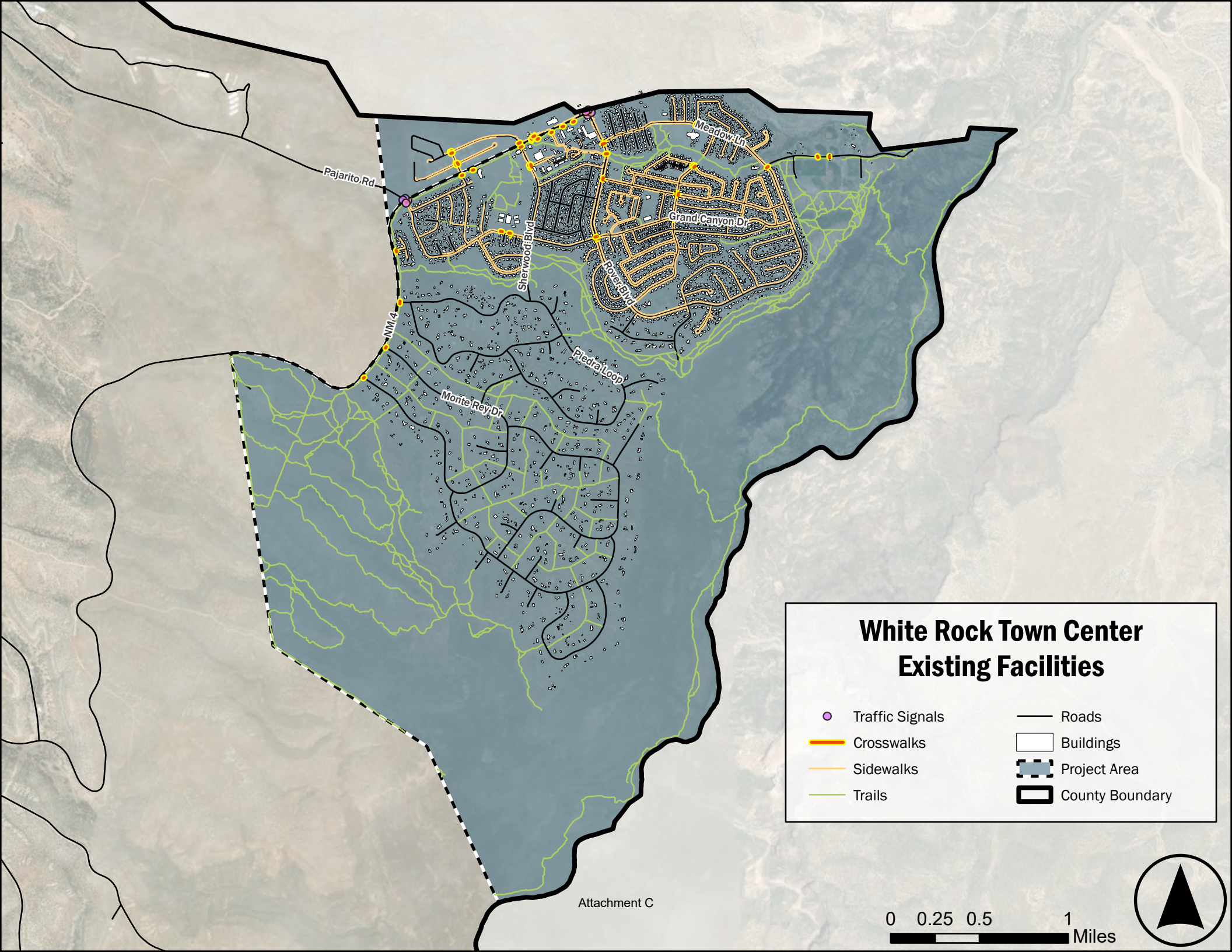
Project Area

County Boundary

This map illustrates the existing infrastructure within the Los Alamos Townsite. The townsite boundary is delineated by a dashed black line. Major roads, including NM-501, NM-502, and E Jemez Road, are shown as solid black lines. The project area is highlighted in a light blue shade. A network of orange lines represents sidewalks and crosswalks, while green lines indicate trails. Purple dots mark the locations of traffic signals. White rectangular symbols represent buildings. The map also shows topographic features like hills and valleys, and labels for specific roads such as Diamond Drive, Canyon Rd, Trinity Dr, Central Ave, San Ildefonso Rd, N. Mesa Rd, and Barranca Rd. A scale bar at the bottom right indicates distances from 0 to 1 mile, and a north arrow is located in the bottom right corner.

Attachment C

0 0.25 0.5 1 Miles



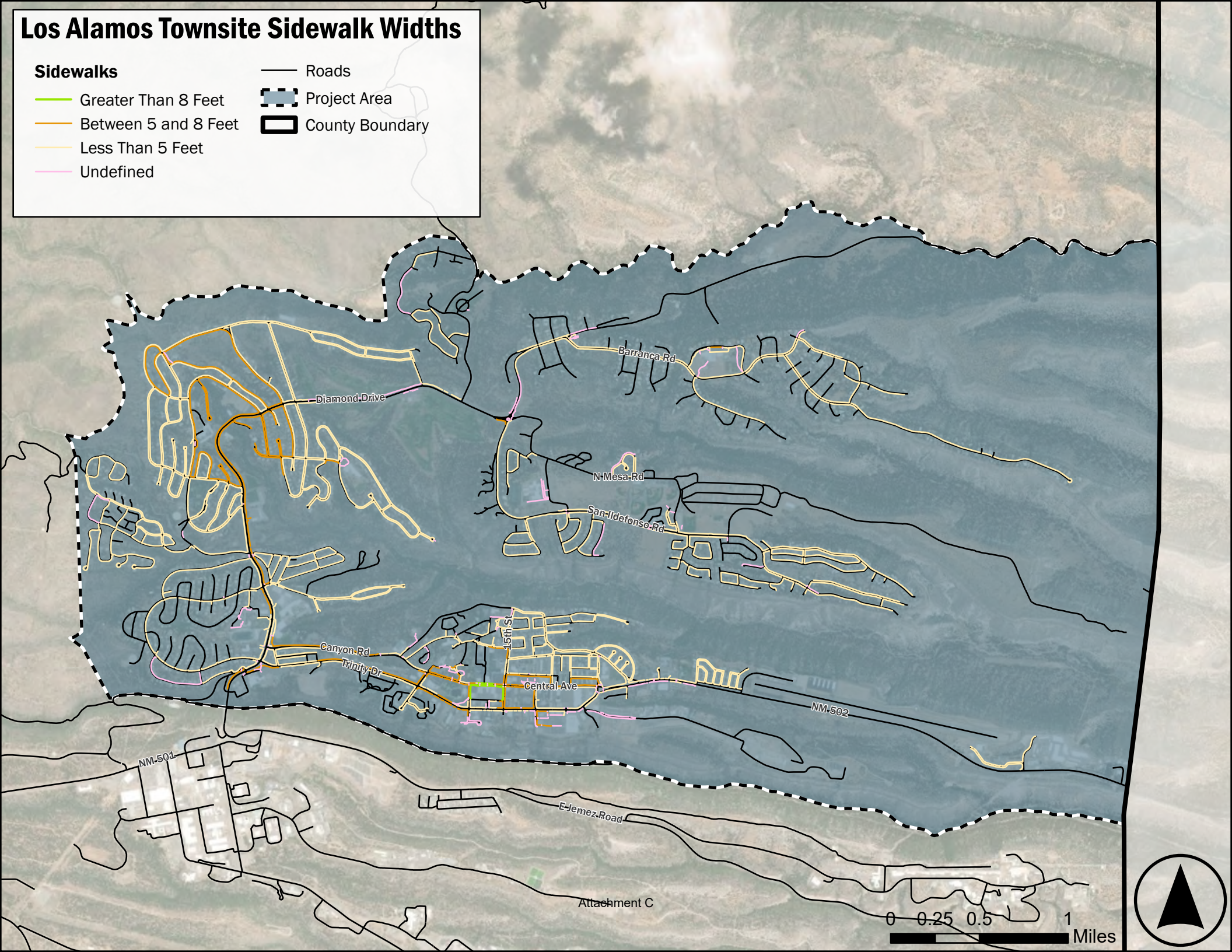
Los Alamos Townsite Sidewalk Widths

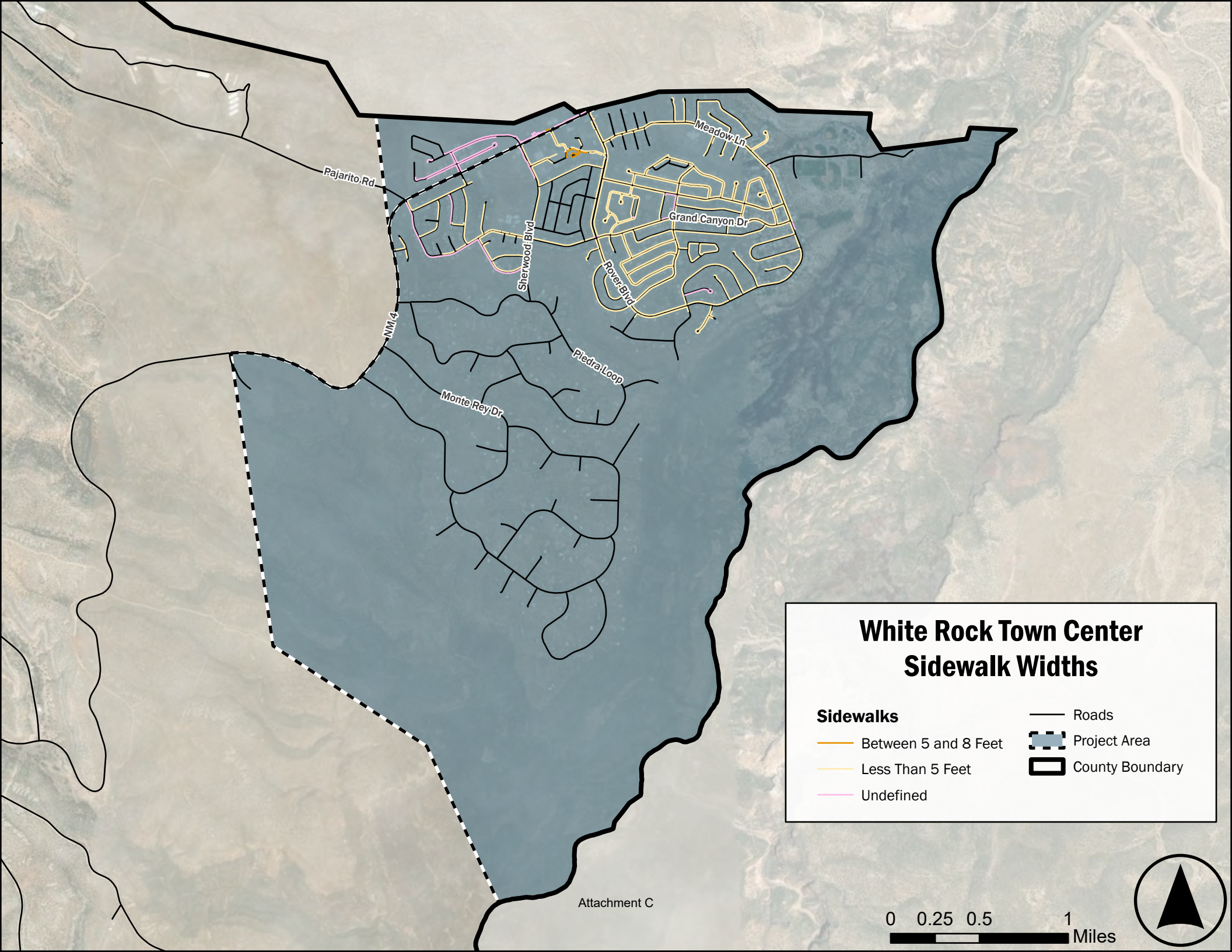
- Sidewalks**

 - Greater Than 8 Feet
 - Between 5 and 8 Feet
 - Less Than 5 Feet
 - Undefined
- Roads**

Project Area

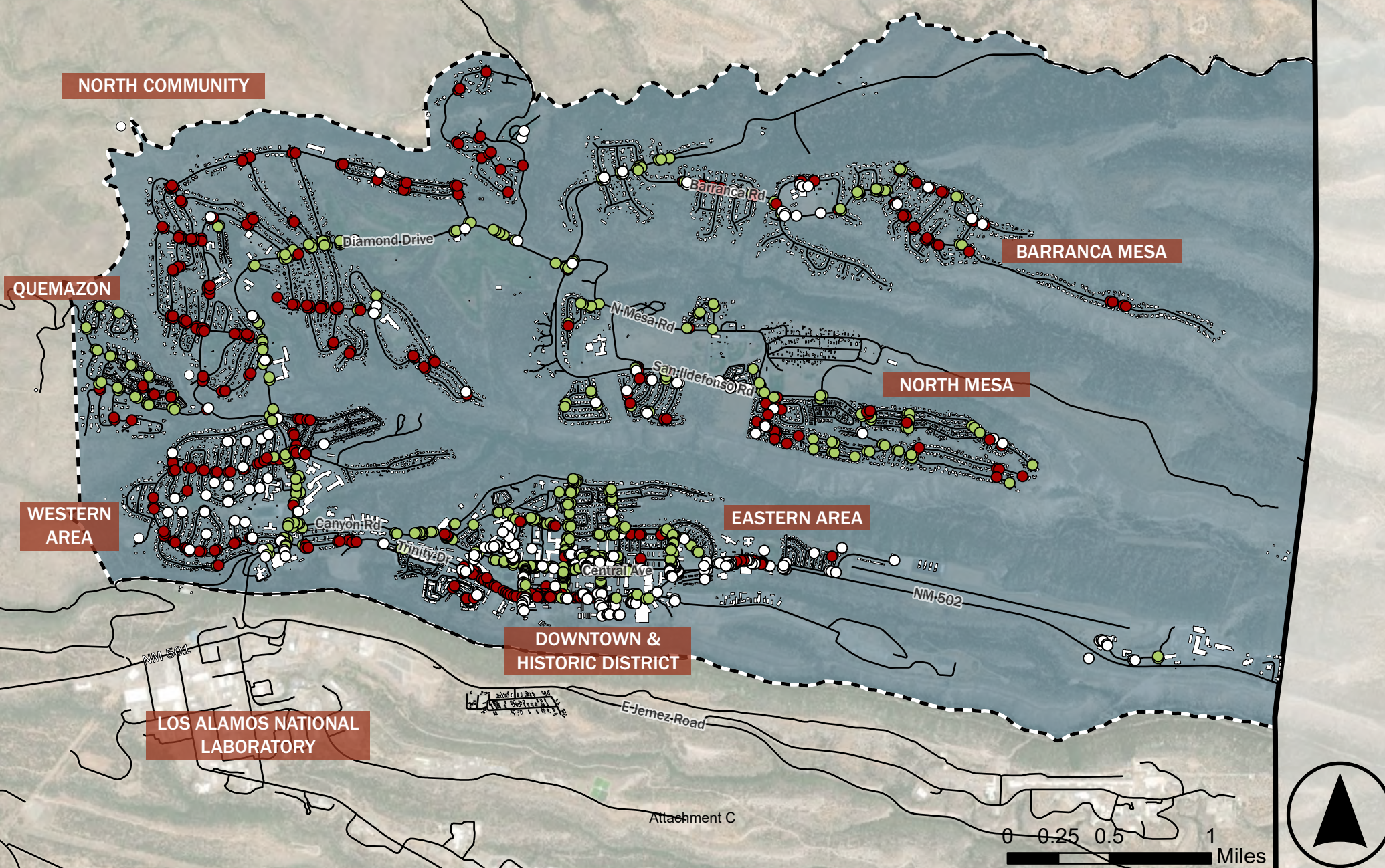
County Boundary

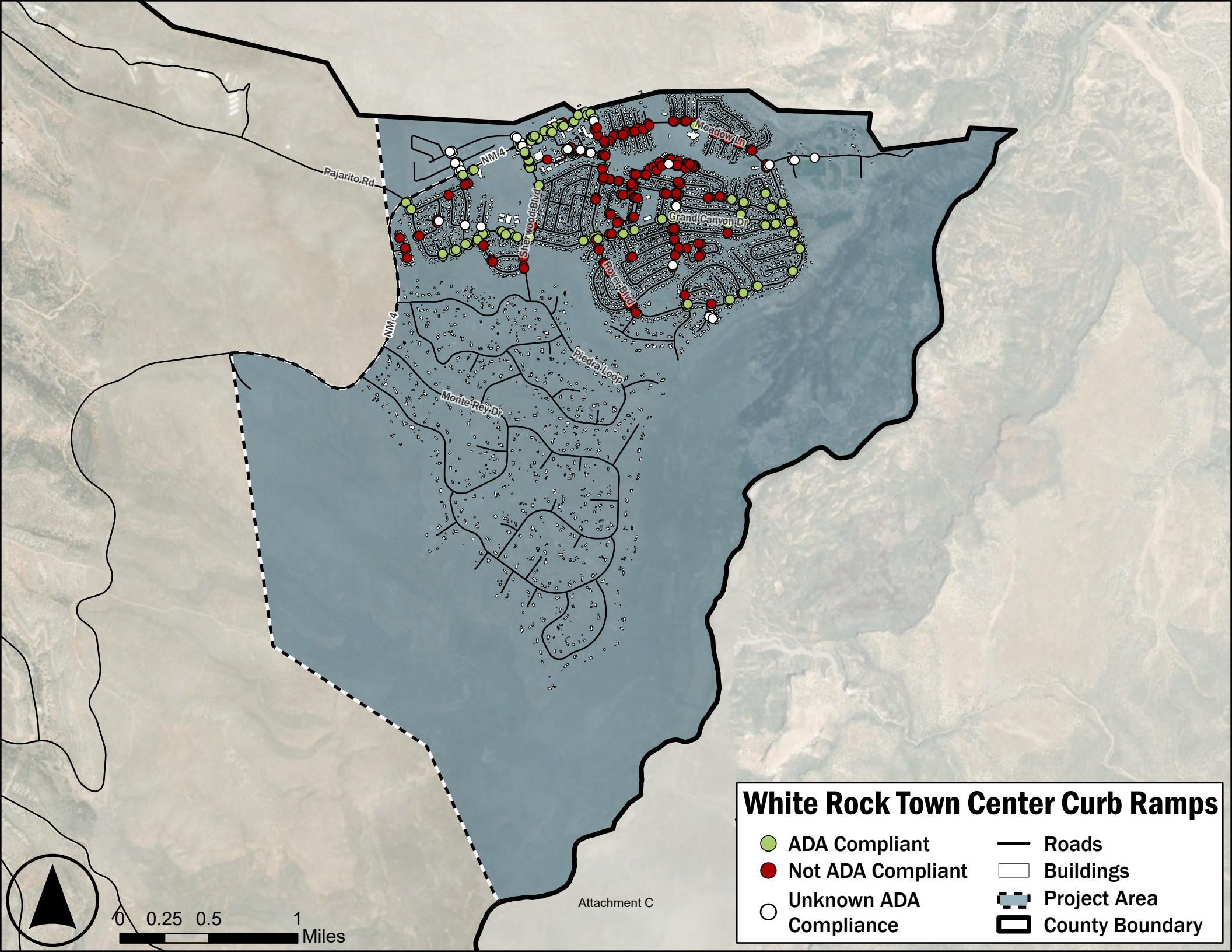




Los Alamos Townsite Curb Ramps

- ADA Compliant
- Not ADA Compliant
- Unknown ADA Compliance
- Roads
- Buildings
- ▒ Project Area
- ▭ County Boundary





White Rock Town Center Curb Ramps

- | | |
|--|---|
|  ADA Compliant |  Roads |
|  Not ADA Compliant |  Buildings |
|  Unknown ADA Compliance |  Project Area |
| |  County Boundary |

Attachment C

Los Alamos Townsite Community Destinations

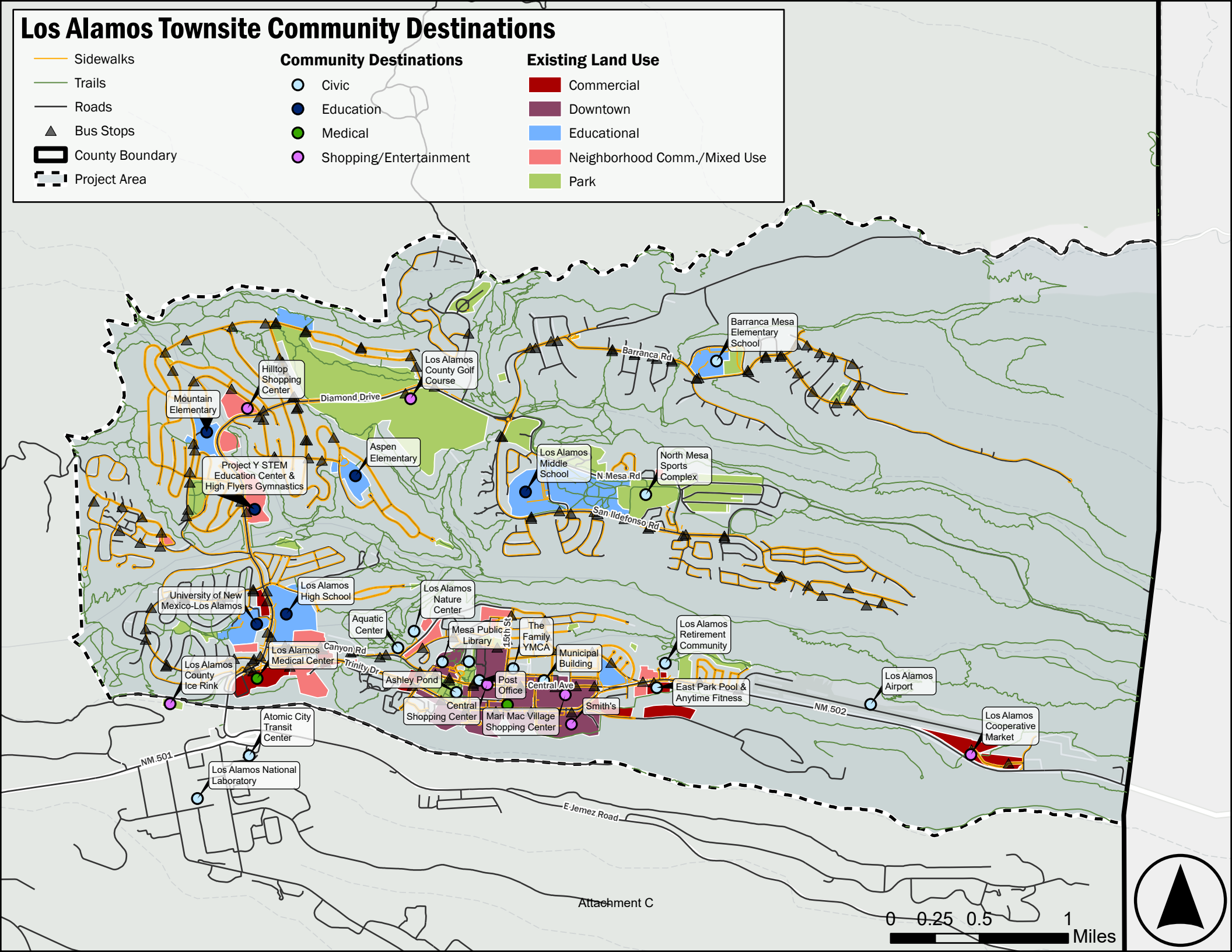
- Sidewalks
- Trails
- Roads
- Bus Stops
- County Boundary
- Project Area

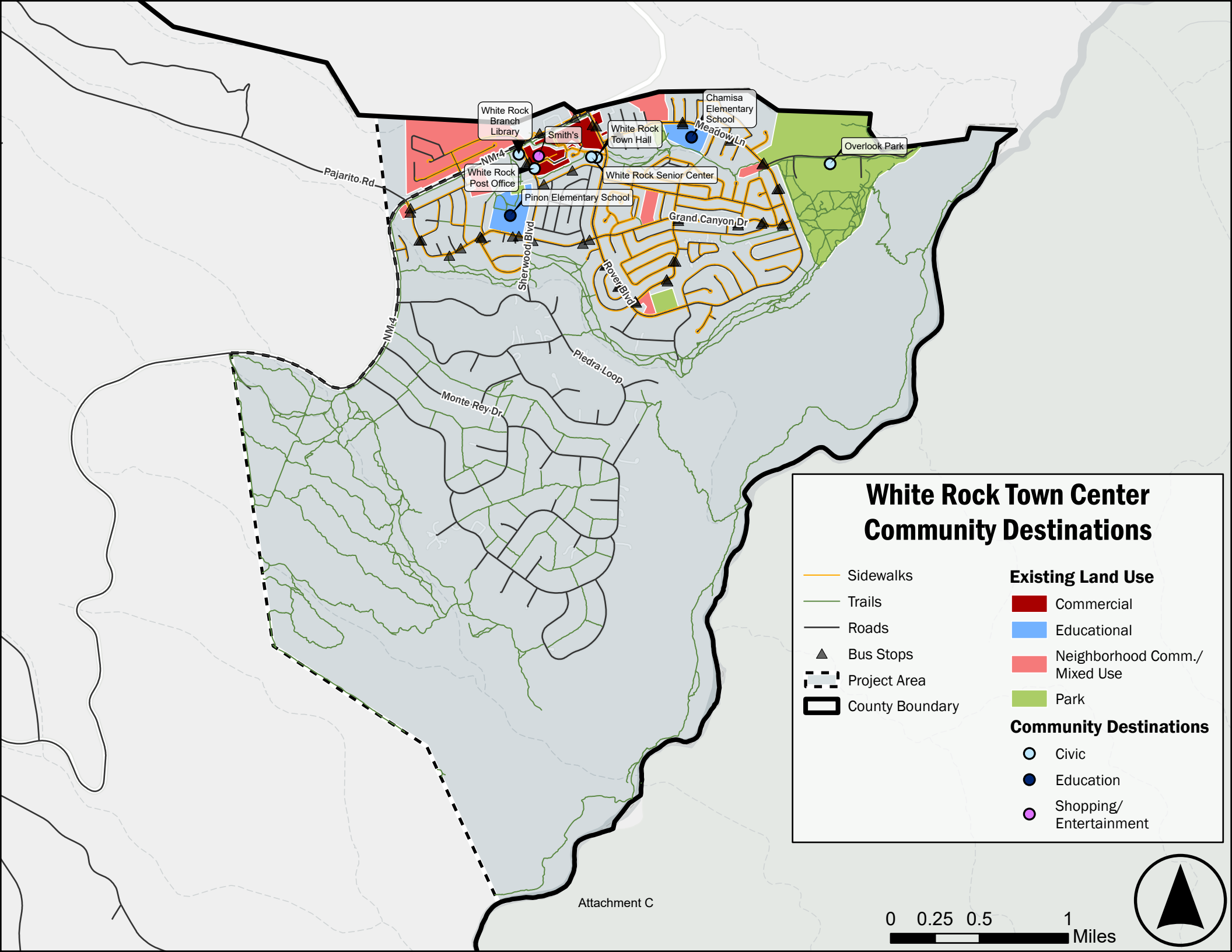
Community Destinations

- Civic
- Education
- Medical
- Shopping/Entertainment

Existing Land Use

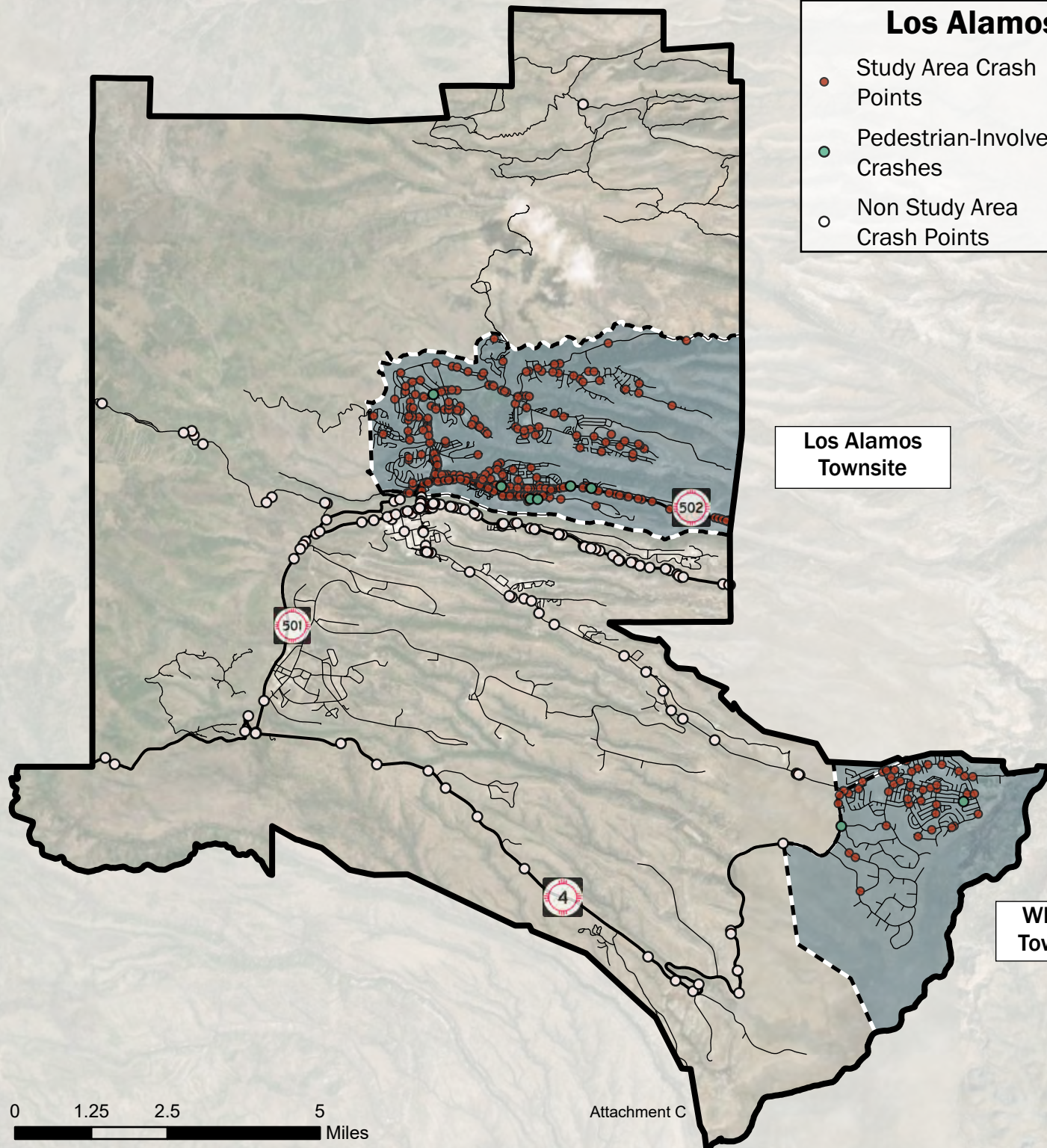
- Commercial
- Downtown
- Educational
- Neighborhood Comm./Mixed Use
- Park





Los Alamos County Crashes

- Study Area Crash Points
- Pedestrian-Involved Crashes
- Non Study Area Crash Points
- Roads
- State Roads
- ▨ Project Area
- ▭ County Boundary



Los Alamos
Townsite

White Rock
Town Center

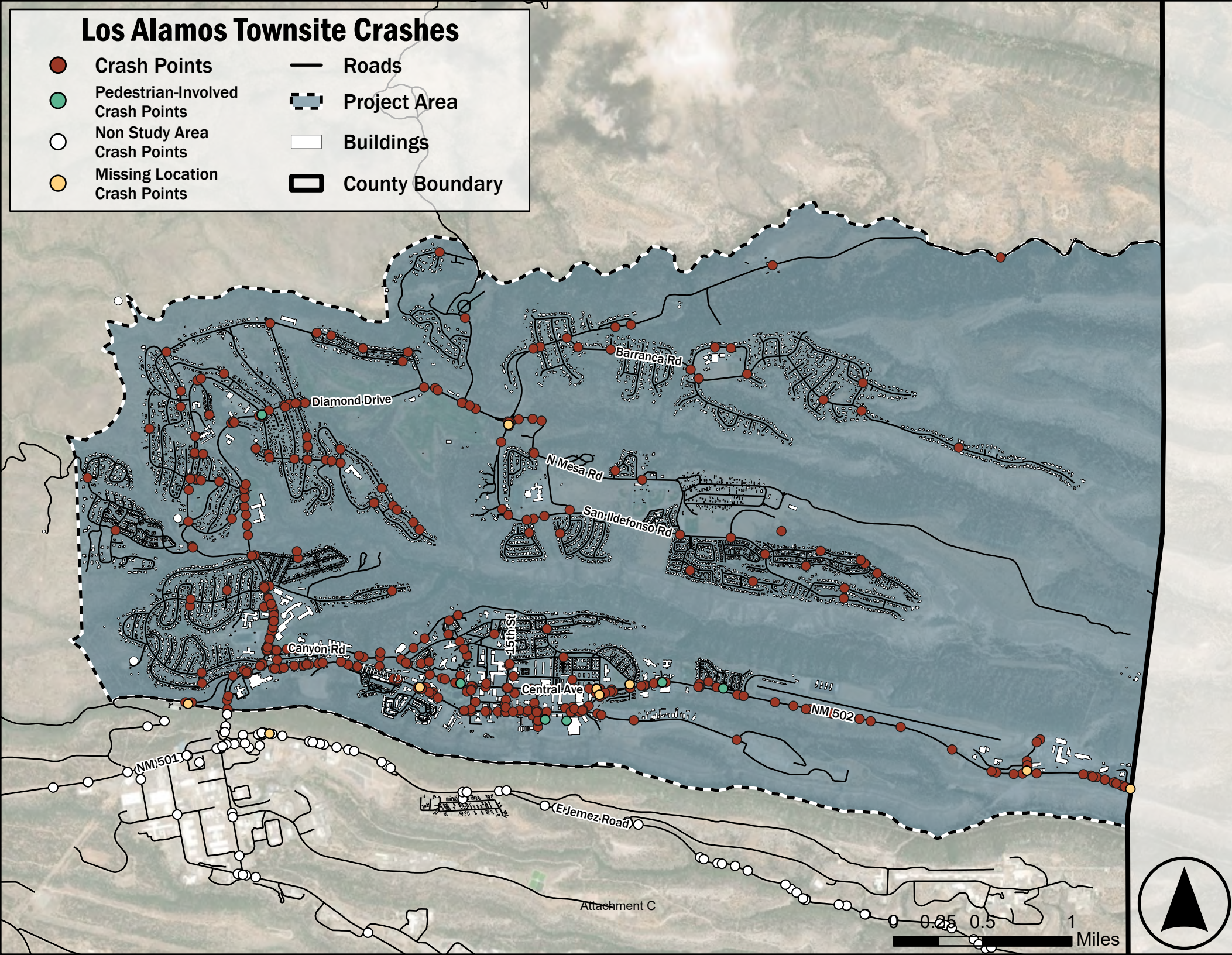


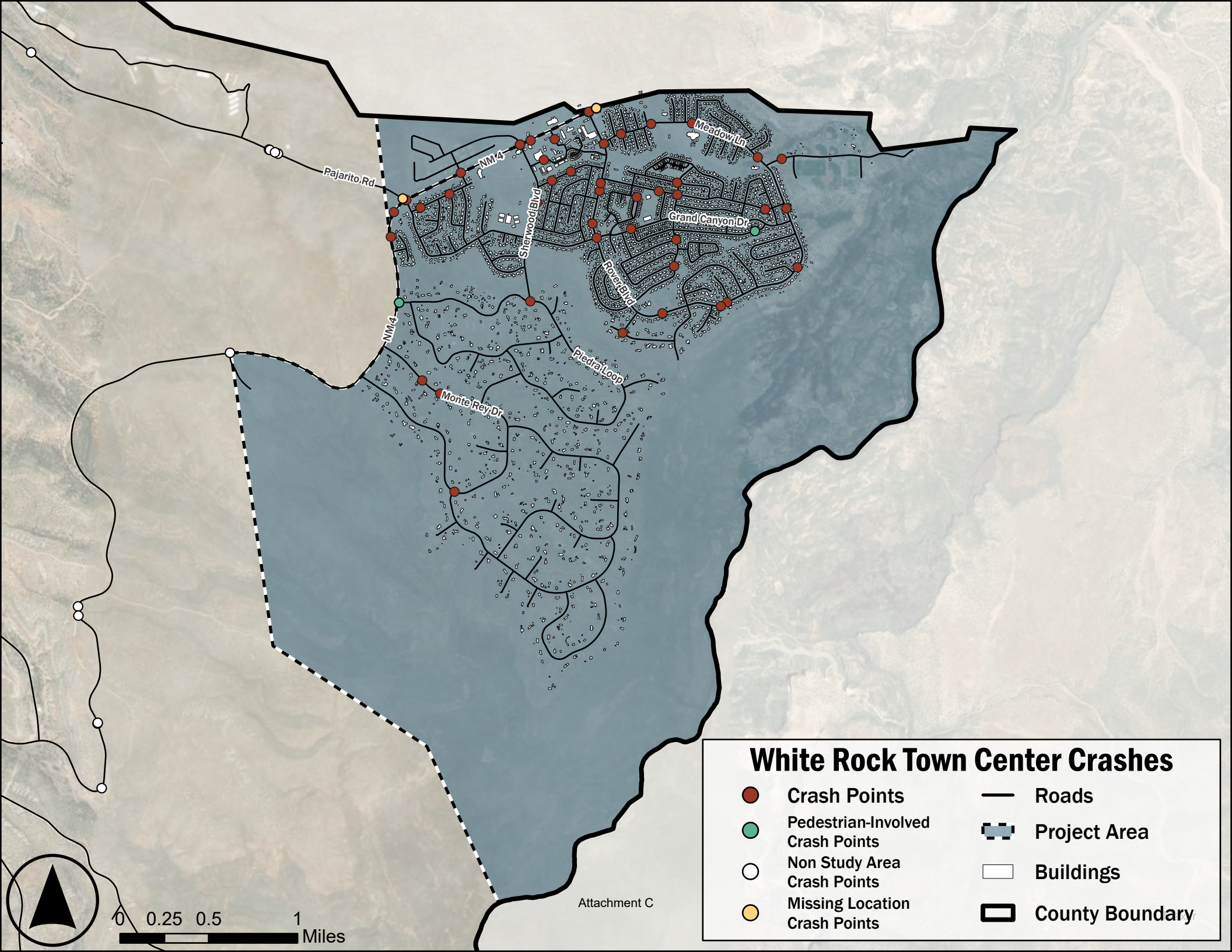
0 1.25 2.5 5
Miles

Attachment C

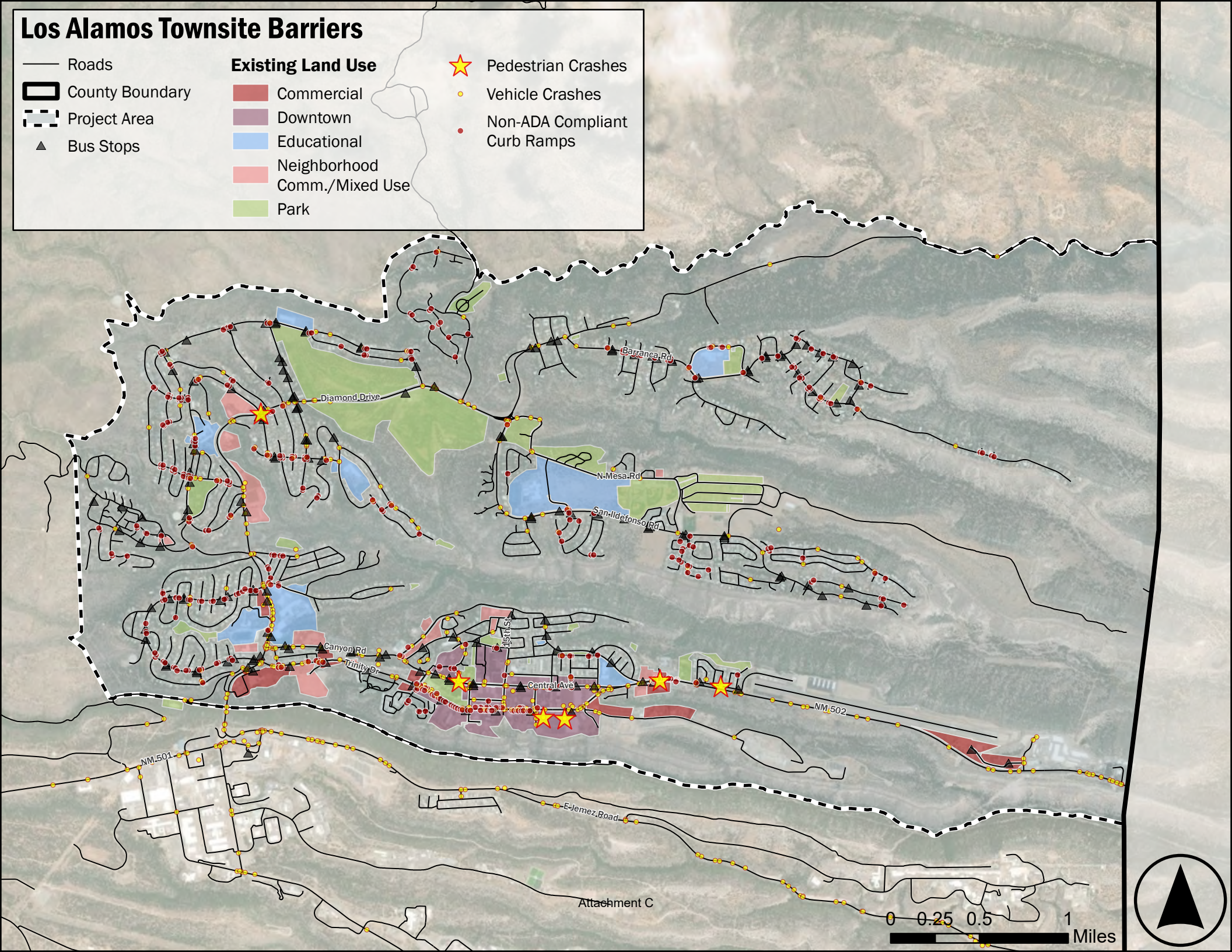
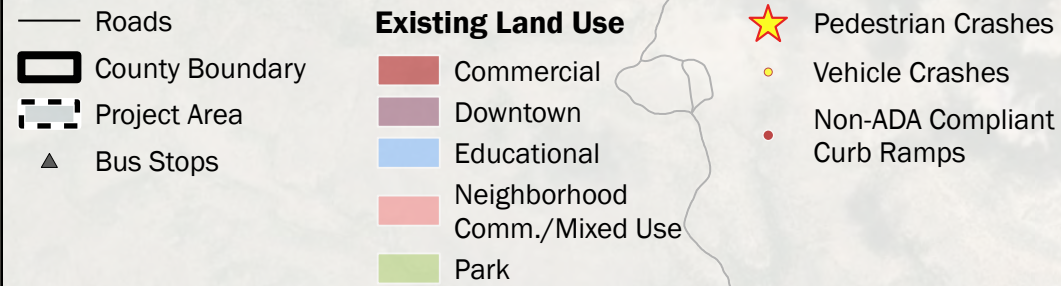
Los Alamos Townsite Crashes

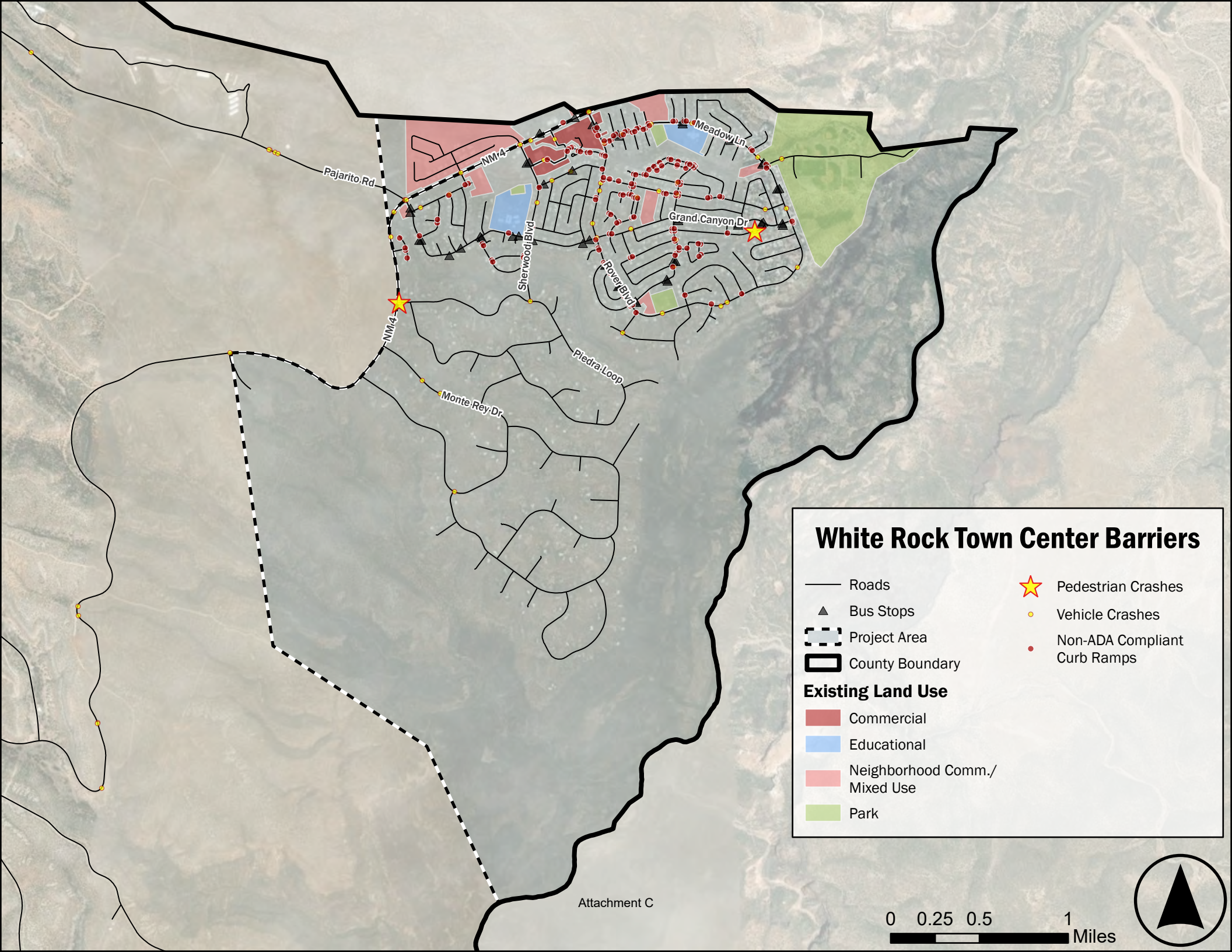
- Crash Points
- Pedestrian-Involved Crash Points
- Non Study Area Crash Points
- Missing Location Crash Points
- Roads
- ▒ Project Area
- Buildings
- ▭ County Boundary





Los Alamos Townsite Barriers





White Rock Town Center Barriers

- Roads
- ▲ Bus Stops
- - - Project Area
- ▬ County Boundary

Existing Land Use

- Commercial
- Educational
- Neighborhood Comm./Mixed Use
- Park

- ★ Pedestrian Crashes
- Vehicle Crashes
- Non-ADA Compliant Curb Ramps

Attachment C

0 0.25 0.5 1 Miles



Los Alamos Downtown Barriers

— Roads

County Boundary

Project Area

Bus Stops

Existing Land Use

Commercial

Downtown

Educational

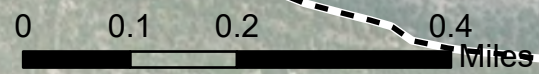
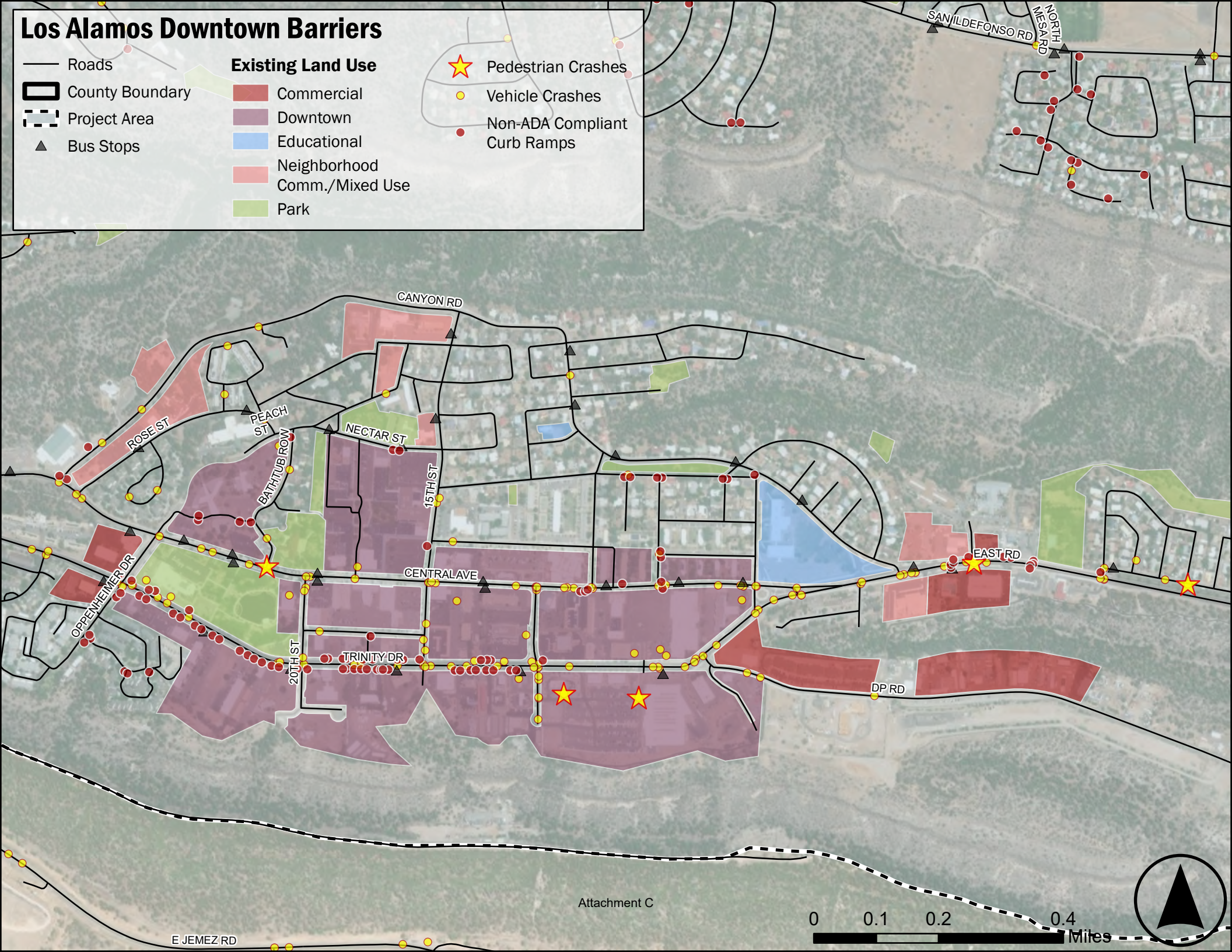
Neighborhood Comm./Mixed Use

Park

Pedestrian Crashes

Vehicle Crashes

Non-ADA Compliant Curb Ramps

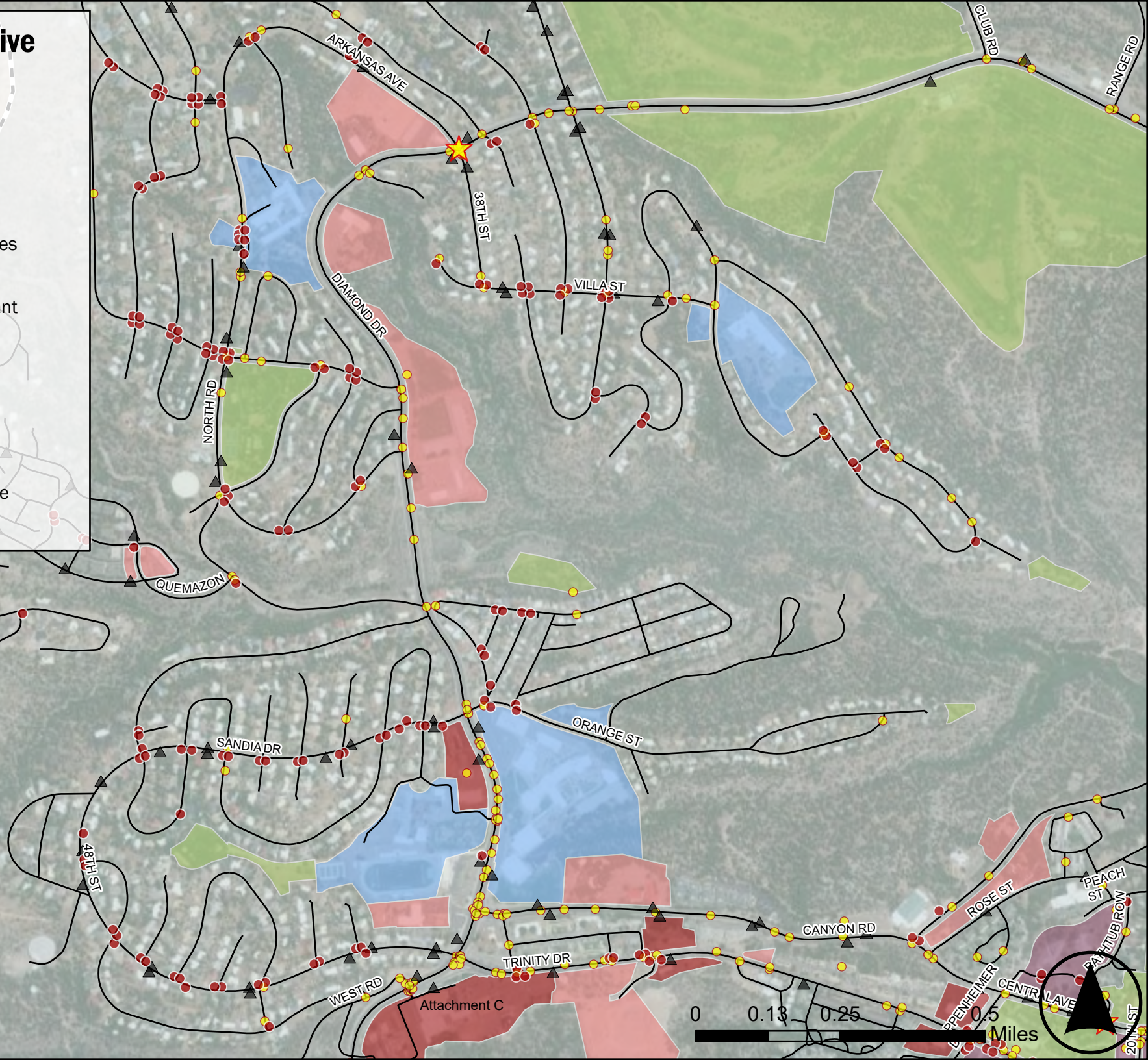


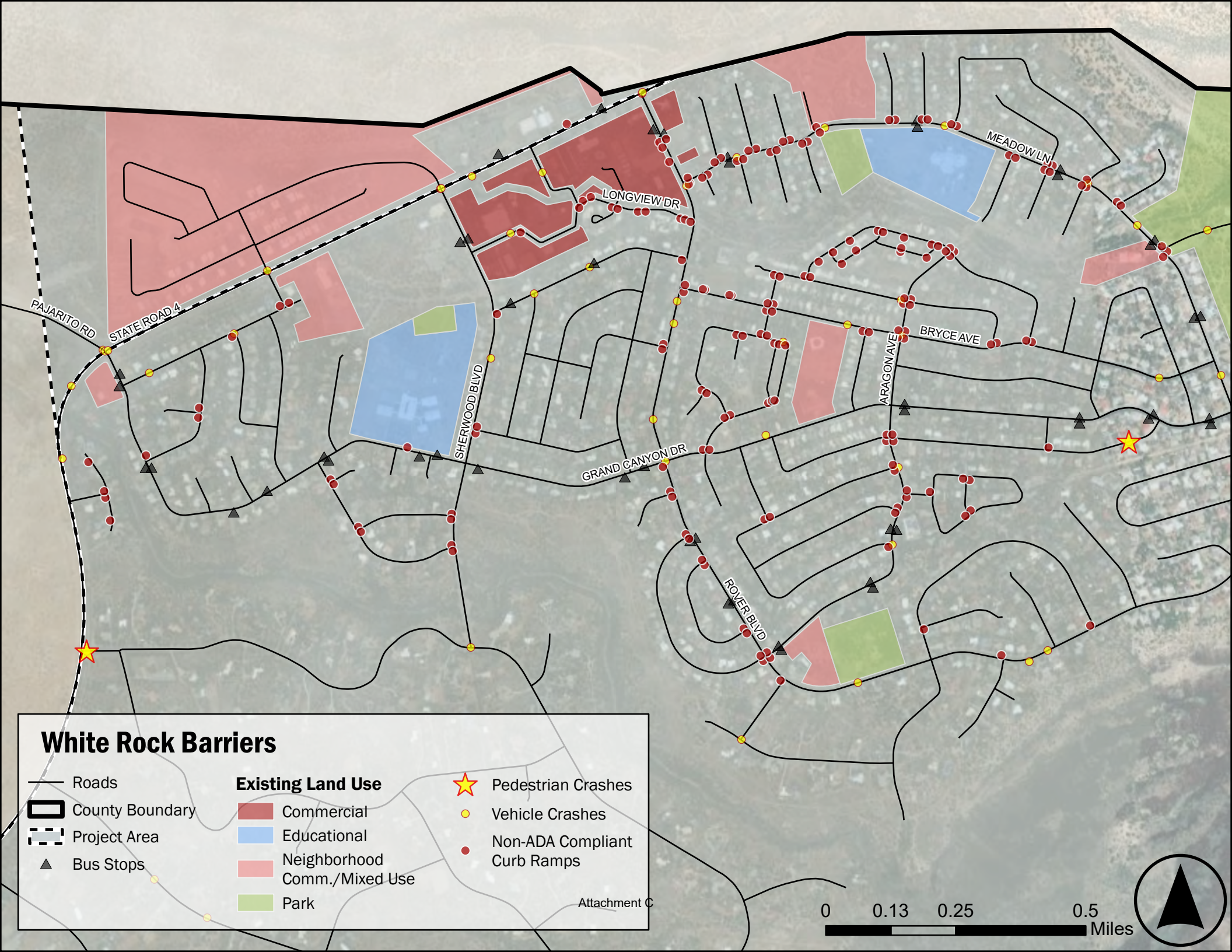
Diamond Drive Barriers

- Roads
- ▭ County Boundary
- - - Project Area
- ▲ Bus Stops
- ★ Pedestrian Crashes
- Vehicle Crashes
- Non-ADA Compliant Curb Ramps

Existing Land Use

- Commercial
- Downtown
- Educational
- Neighborhood Comm./Mixed Use
- Park





White Rock Barriers

- Roads
- ▭ County Boundary
- - - Project Area
- ▲ Bus Stops

Existing Land Use

- Commercial
- Educational
- Neighborhood Comm./Mixed Use
- Park

- ★ Pedestrian Crashes
- Vehicle Crashes
- Non-ADA Compliant Curb Ramps

Attachment C

0 0.13 0.25 0.5 Miles



Los Alamos Townsite Recommendations

— Roads

 County Boundary

 Project Area

Existing Land Use

 Commercial

 Downtown

 Educational

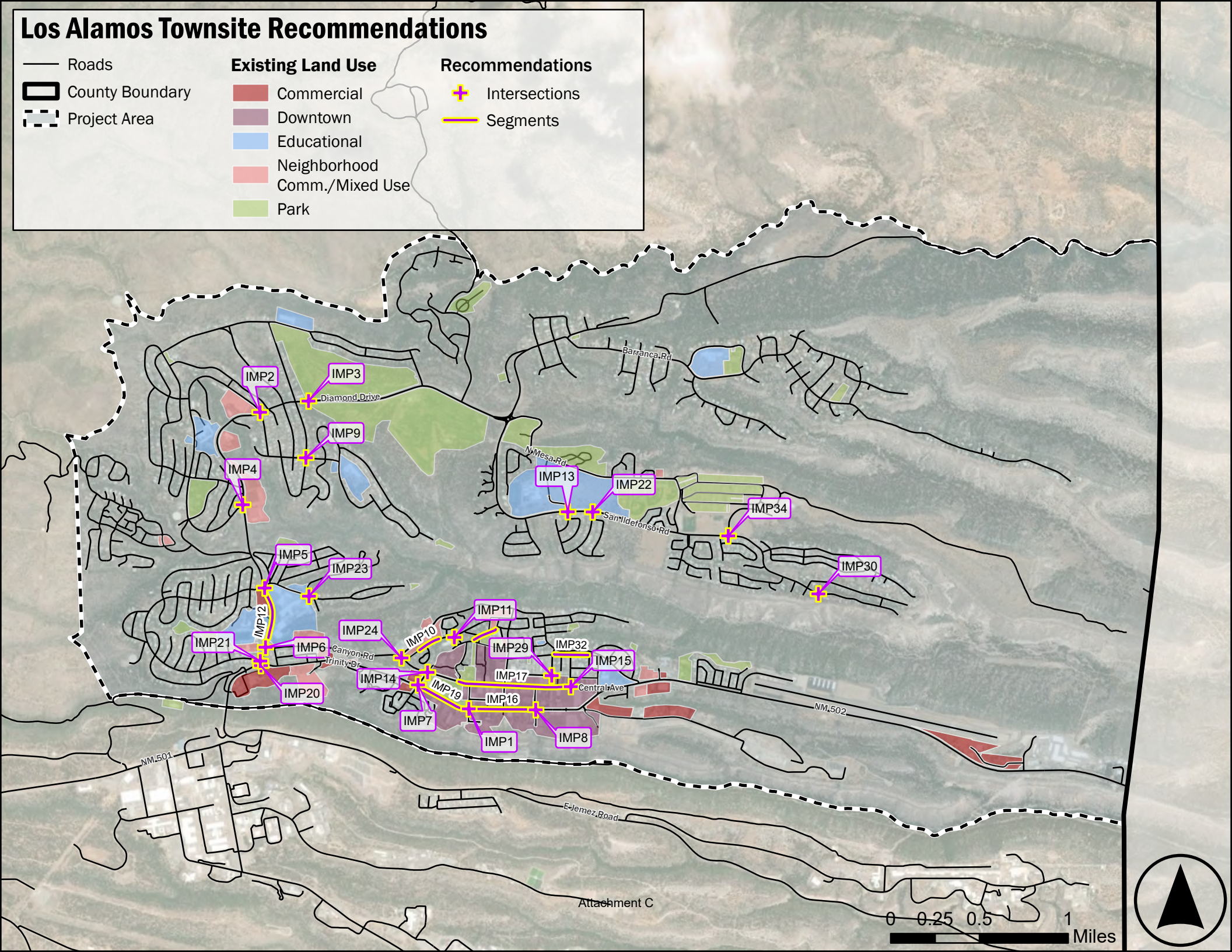
 Neighborhood Comm./Mixed Use

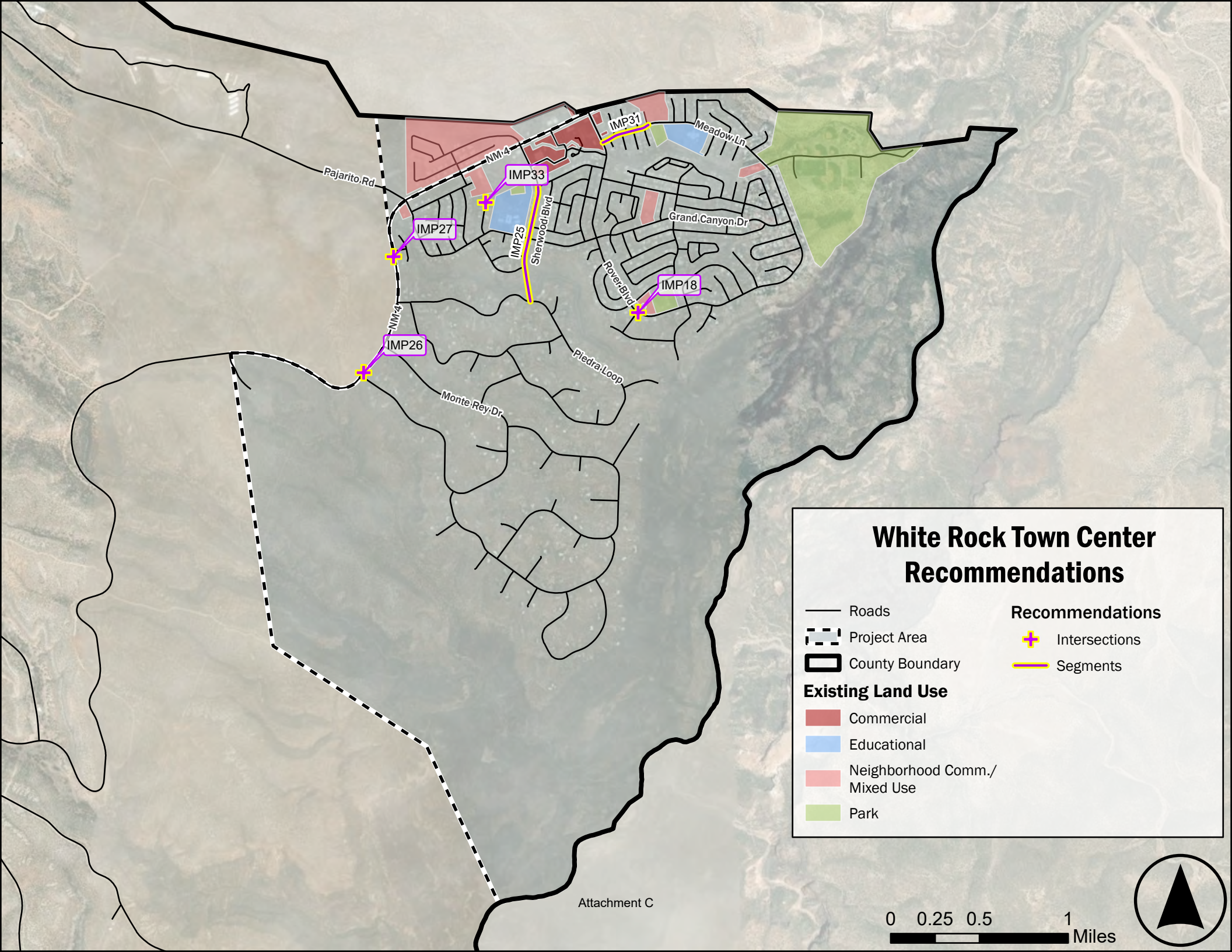
 Park

Recommendations

 Intersections

 Segments





White Rock Town Center Recommendations

- Roads
- Project Area
- County Boundary
- Intersections
- Segments

- Existing Land Use**
- Commercial
 - Educational
 - Neighborhood Comm./Mixed Use
 - Park

