



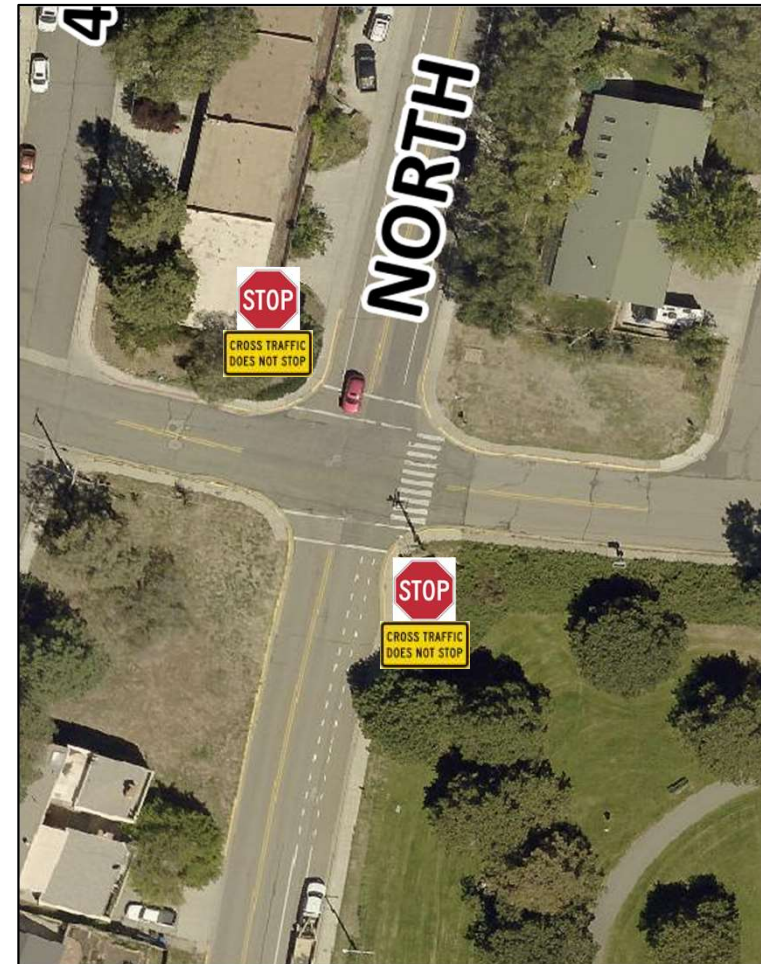
North Rd./Urban St. Intersection All-Way Stop Evaluation

Presentation to County Council

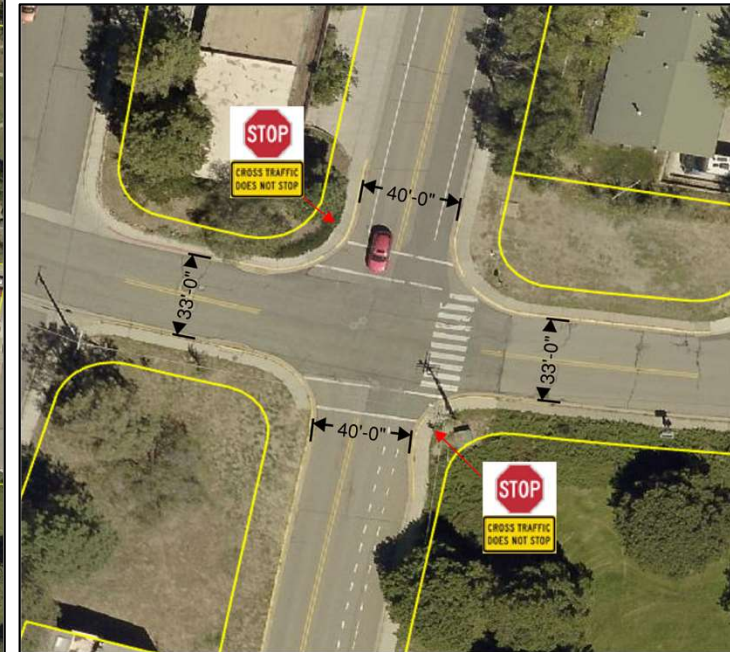
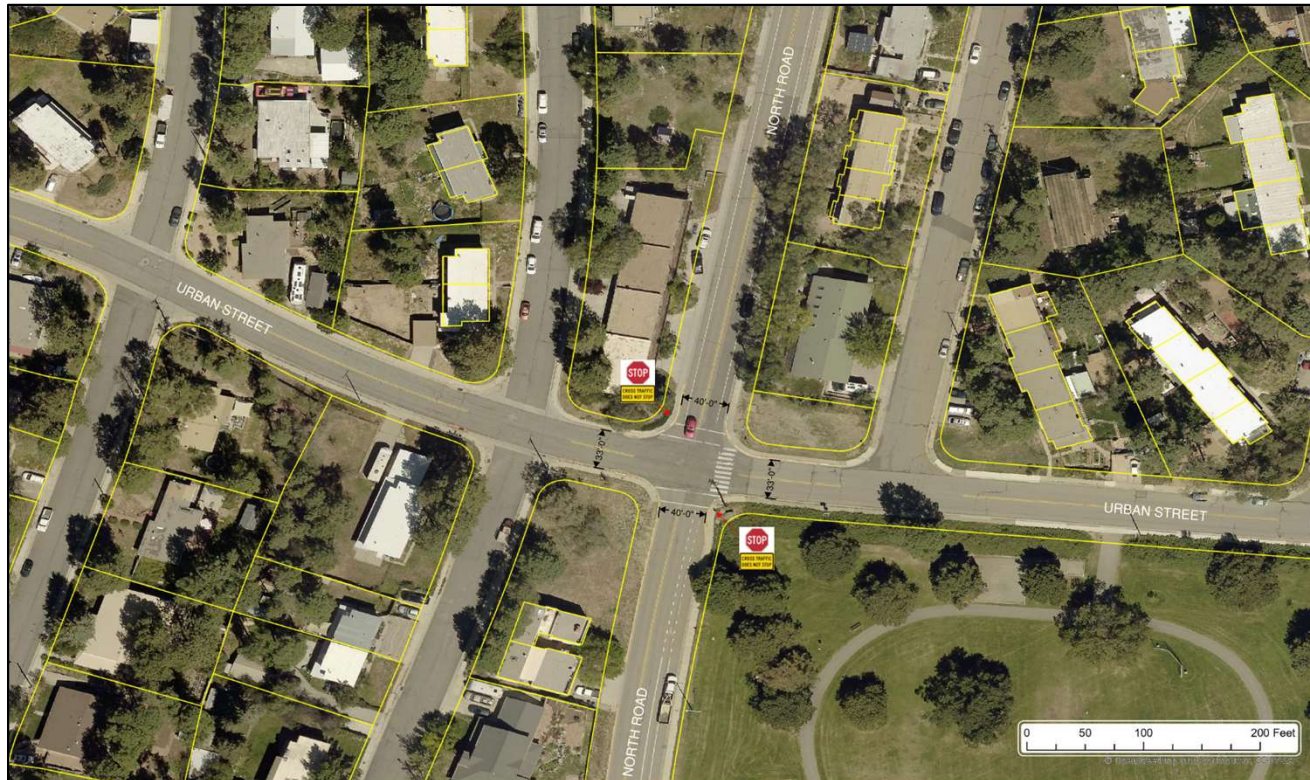
June 23, 2026

BACKGROUND

- March 15, 2026: Pedestrian Fatality Crash at the intersection
- March 25, 2026: Citizen Petition submitted requesting a 4-way or All-Way stop
- April 7, 2026: Council discussed the petition and directed staff to investigate, research and return with a recommendation within 90-days
- Data Collection & Analysis completed
- June 3, 2026: Recommendation was finalized and implemented
- June 4, 2026: Evaluation presented to the Transportation Board
- June 23, 2026: Present Evaluation to Council



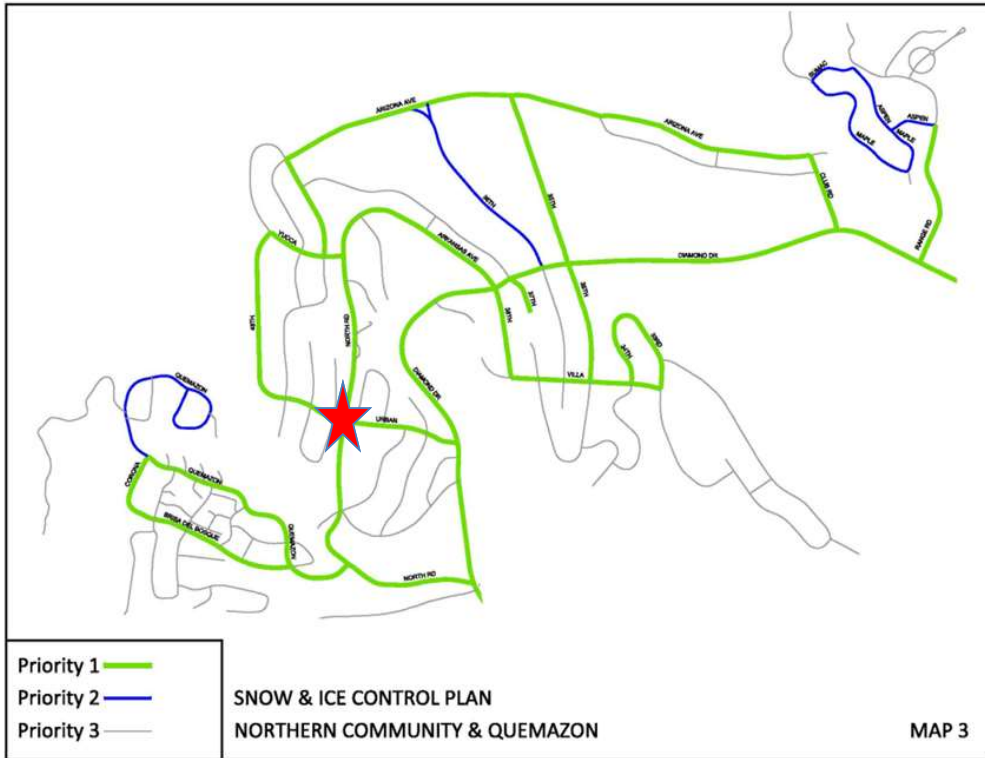
EXISTING CONDITIONS - Intersection



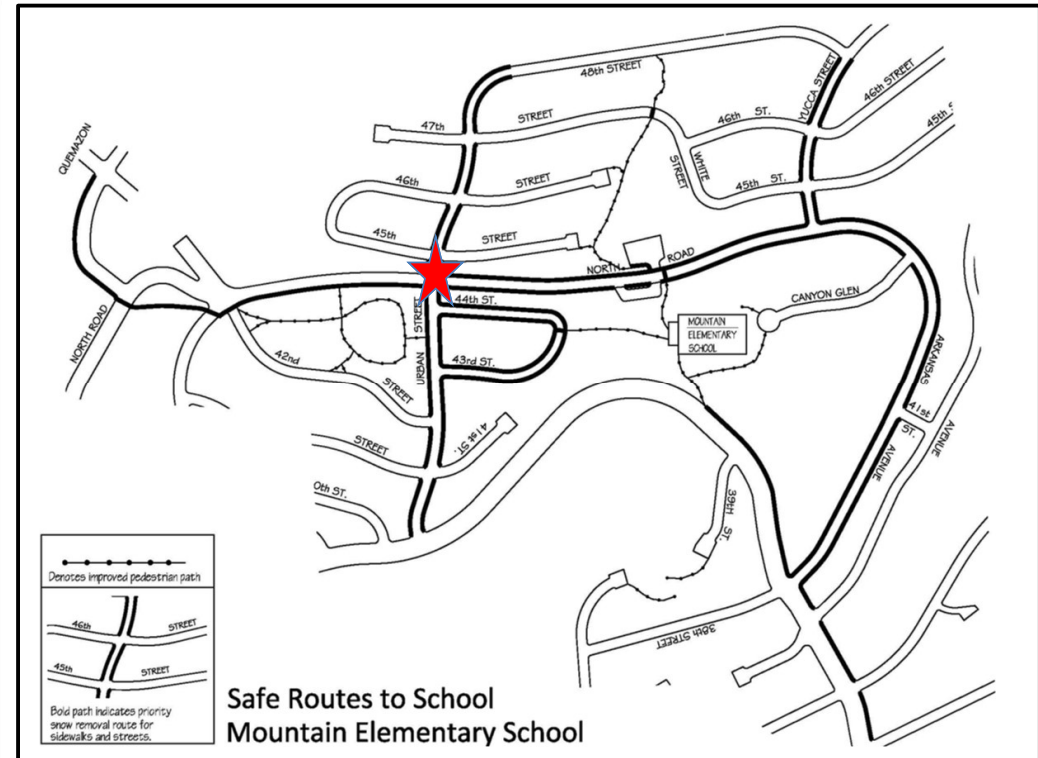
EXISTING CONDITIONS – Bus Service



EXISTING CONDITIONS – Snow & Ice Control



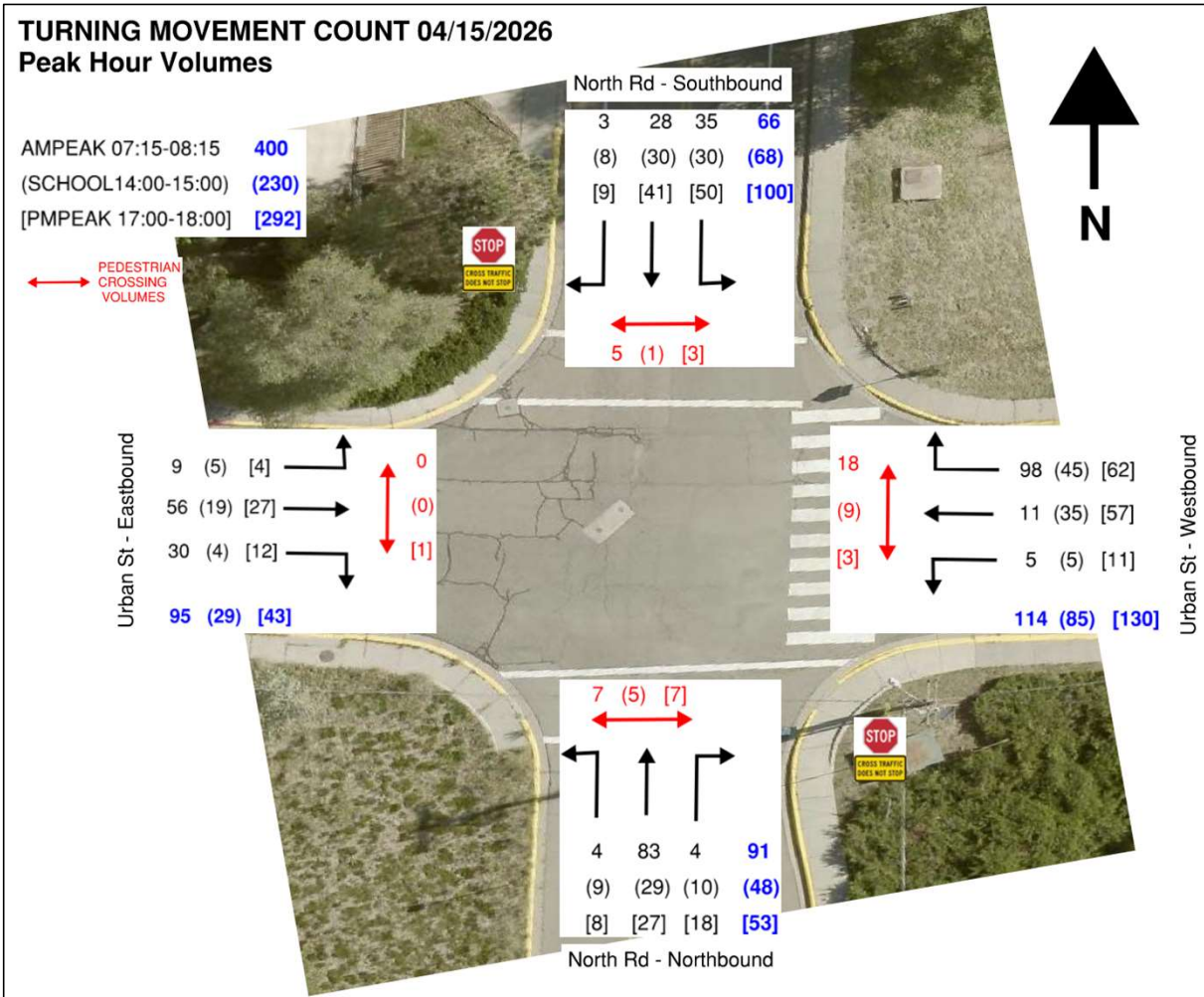
Source: 2026 Snow & Ice Control Plan



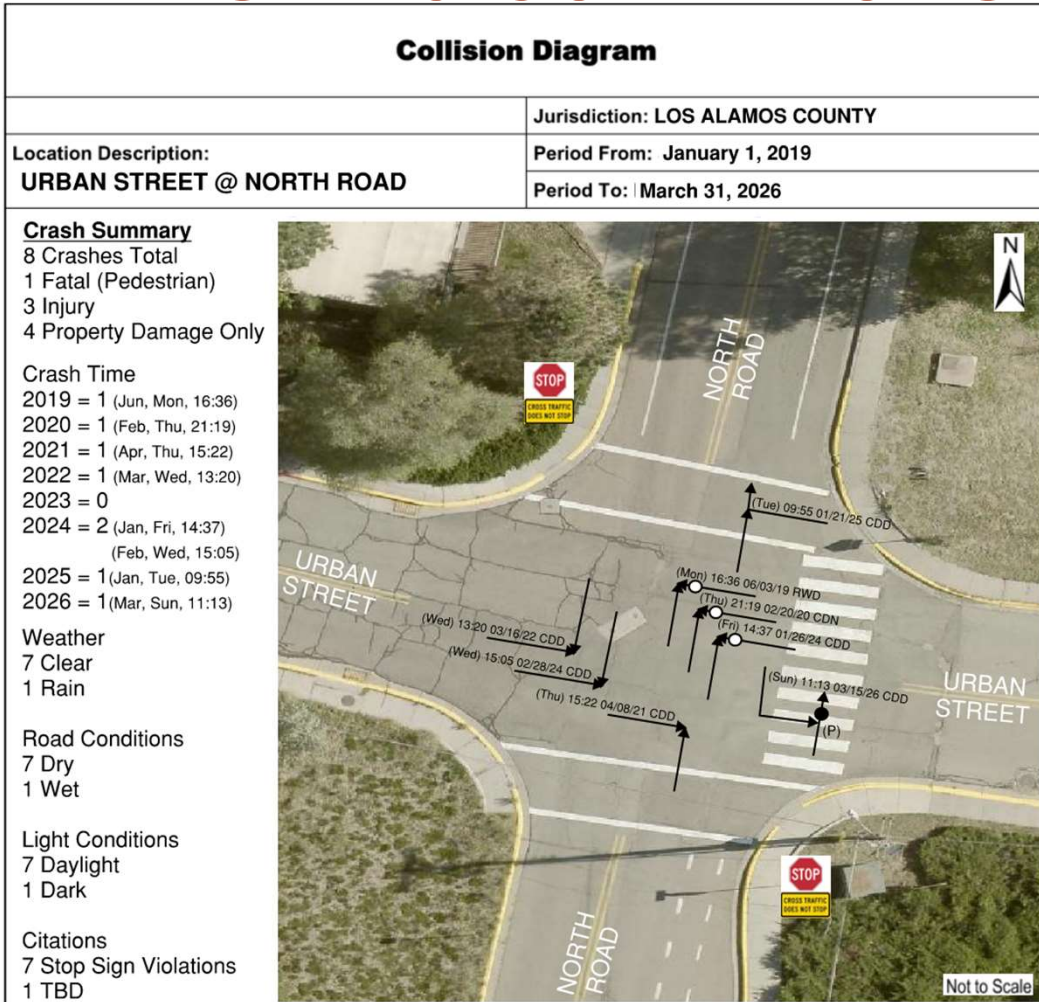
Source: 2026 Snow & Ice Control Plan

★ Urban St/North Rd Intersection

EXISTING CONDITIONS – Traffic Volumes



EXISTING CONDITIONS – Crash History



Key to Symbols			
Vehicle Type	Collision Type	Environment Condition	* Avoidance of Animal (Mon) 18:00 07/13/07 CDD (weekday); time; month/day/year environment; road surface; lighting
<ul style="list-style-type: none"> → Automobile (T) Truck (B) Bus (C) Bicycle (P) Pedestrian 	<ul style="list-style-type: none"> ↔ Rear-end ↘ Turning Movement → □ Fixed Object → □ Animal ⚡ Out of Control ↘ Angle ↔ Sideswipe (same direction) ↔ Sideswipe (opposite direction) ↔ Reversing 	<ul style="list-style-type: none"> C Clear R Rain S Snow F Fog 	
Vehicle Movement		Road Surface Condition	
<ul style="list-style-type: none"> ↔ Left → Straight ↘ Right ↔ Reversing 		<ul style="list-style-type: none"> D Dry W Wet S Snow I Ice 	
Traffic Control	Crash Severity	Light Condition	
<ul style="list-style-type: none"> ⊥ Stop Sign ⊞ Traffic Signal 	<ul style="list-style-type: none"> → □ Property Damage Only → ○ Non-Fatal Injury → ● Fatality 	<ul style="list-style-type: none"> D Daylight A Dawn/Dusk N Dark L Streetlight 	

EXISTING CONDITIONS – Speed Data



EXISTING CONDITIONS – Sight Distance

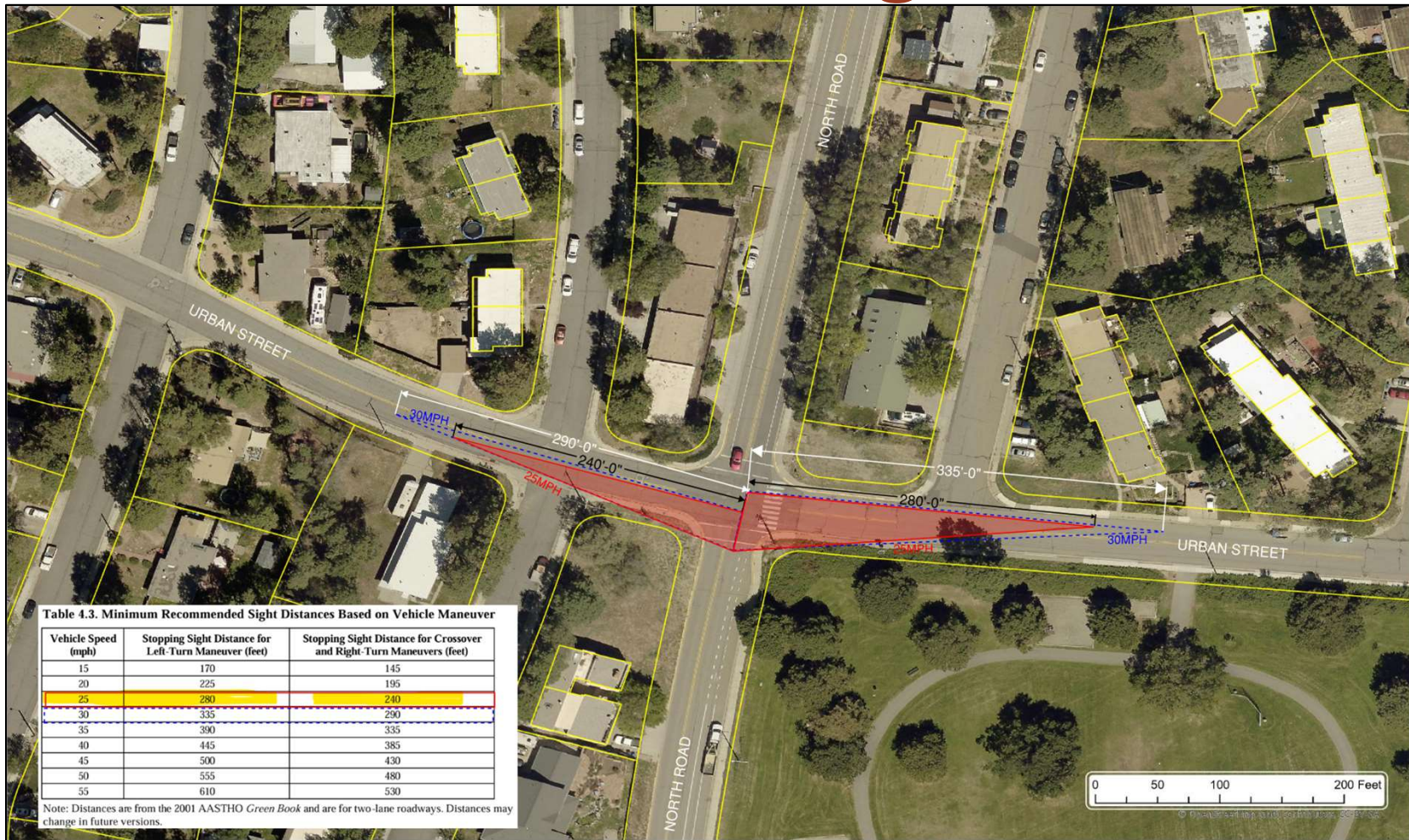
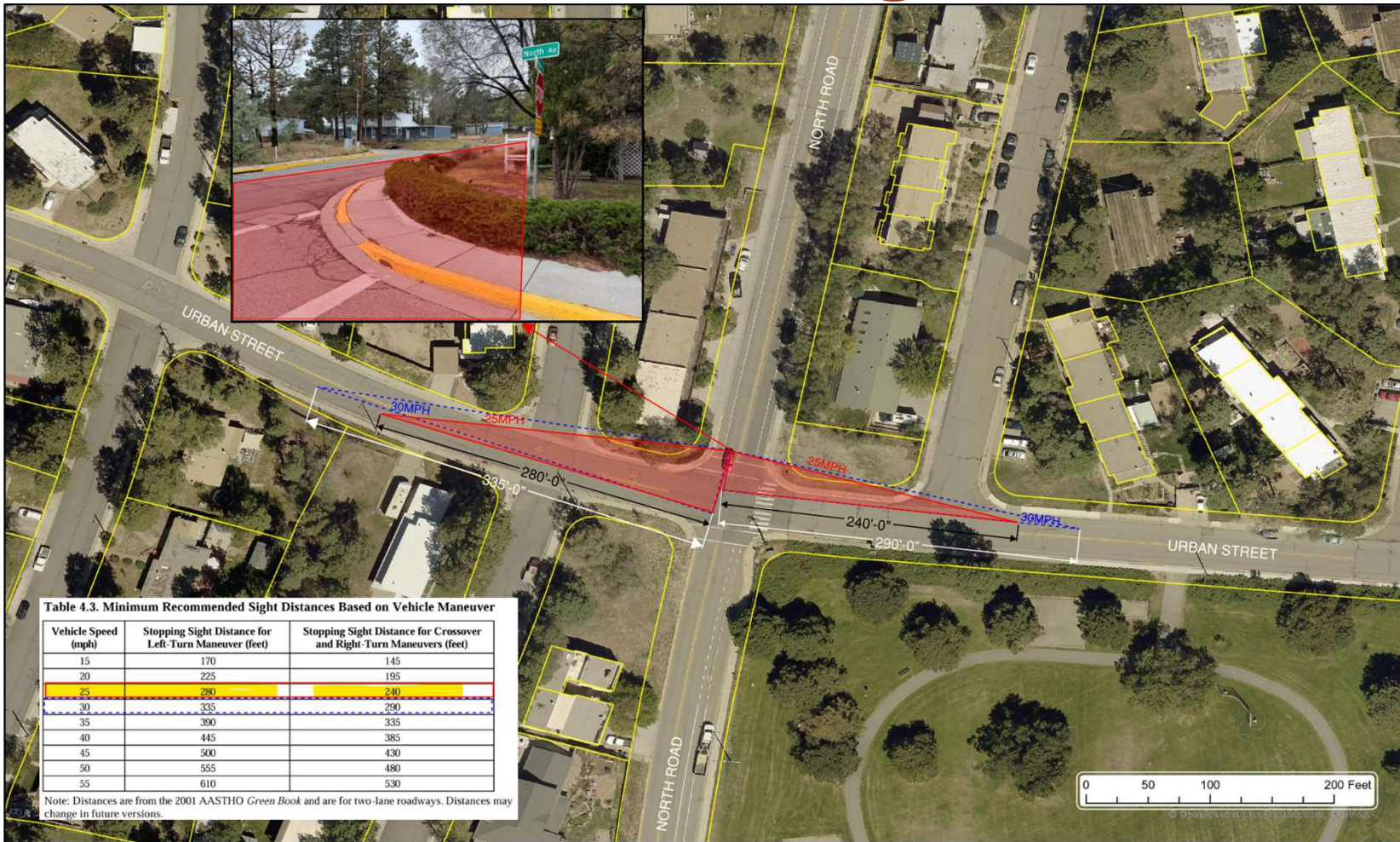


Table 4.3. Minimum Recommended Sight Distances Based on Vehicle Maneuver

Vehicle Speed (mph)	Stopping Sight Distance for Left-Turn Maneuver (feet)	Stopping Sight Distance for Crossover and Right-Turn Maneuvers (feet)
15	170	145
20	225	195
25	280	240
30	335	290
35	390	335
40	445	385
45	500	430
50	555	480
55	610	530

Note: Distances are from the 2001 AASTHO Green Book and are for two-lane roadways. Distances may change in future versions.

EXISTING CONDITIONS – Sight Distance



EVALUATION – MUTCD Warrant Summary

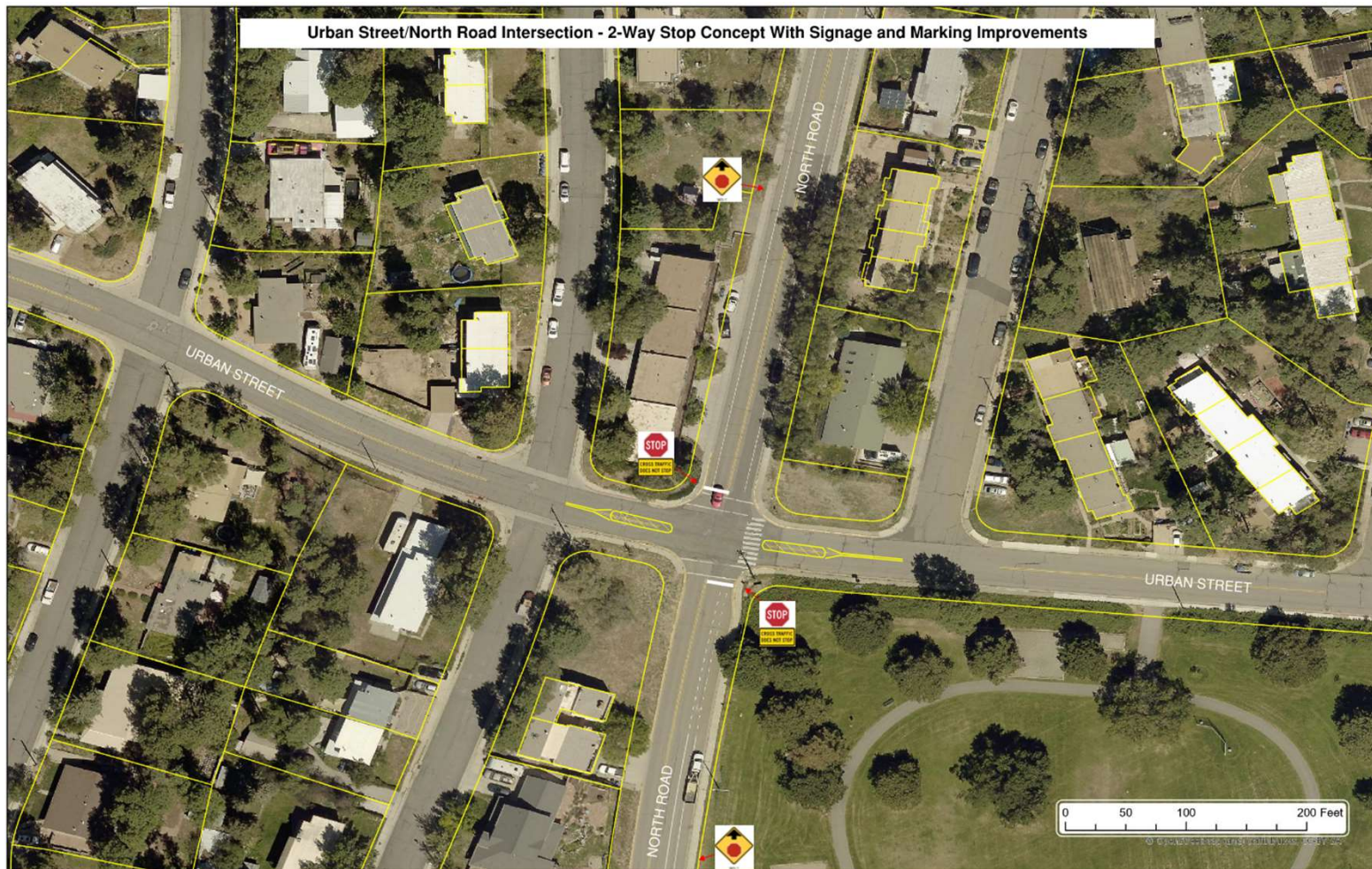
The decision to establish all-way stop control at an intersection should be based on an engineering study. The Engineering Study should include an analysis of factors related to the existing operation and safety at the intersection, the potential to improve these conditions, and the applicable factors contained in the following warrants:

- Warrant A: Crash Experience – **NOT MET**
- Warrant B: Sight Distance – **MET (marginally)**
- Warrant C: Transition to Signal or Roundabout – **NOT MET**
- Warrant D: 8-Hour Volumes – **NOT MET**
- Warrant E: Other Factors – **MET**

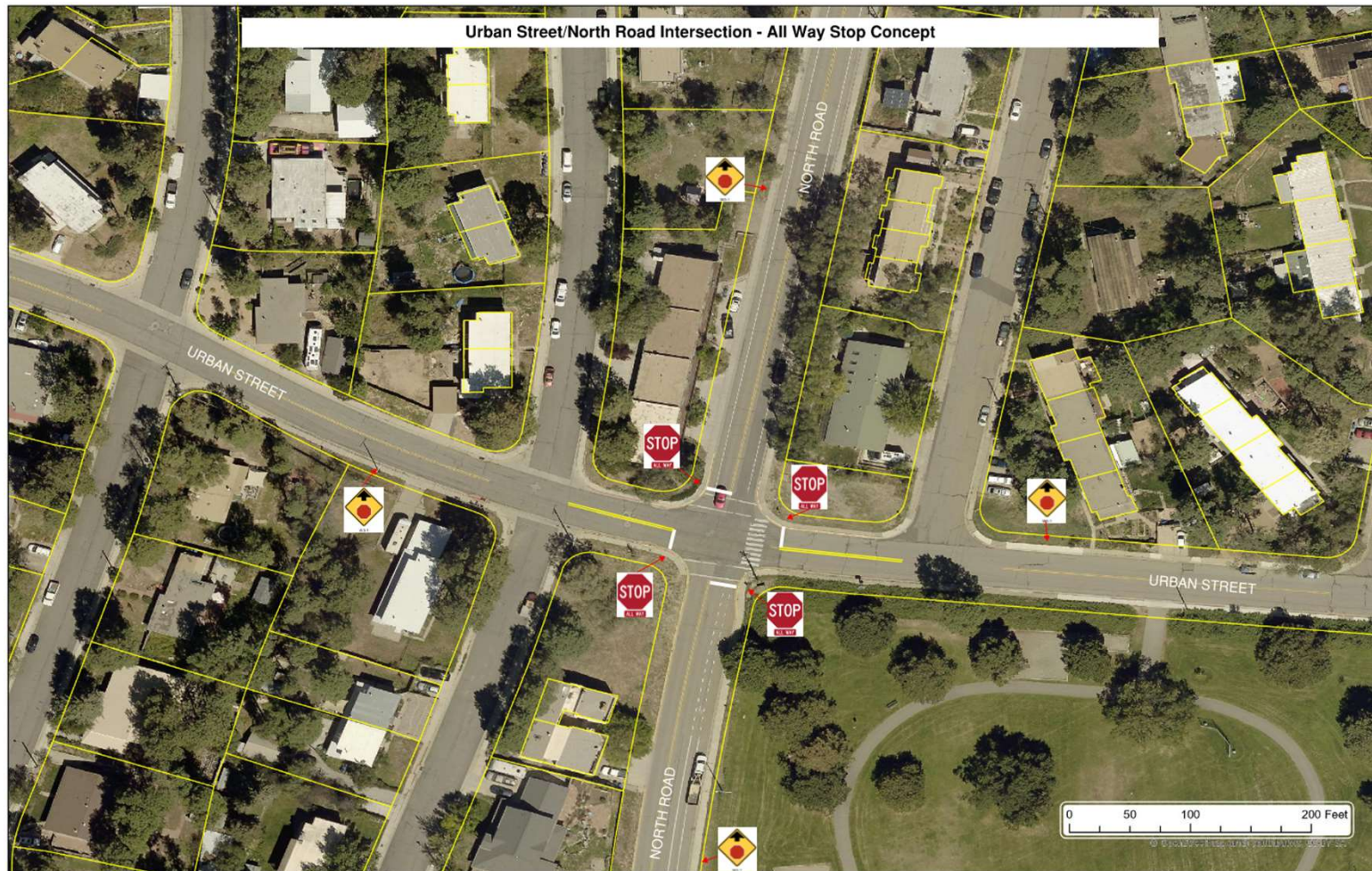
Source: Manual on Uniform Traffic Control Devices (MUTCD), 11th Edition

Based on Warrants B and E, Installation of All-Way Stop Control can be considered at this intersection.

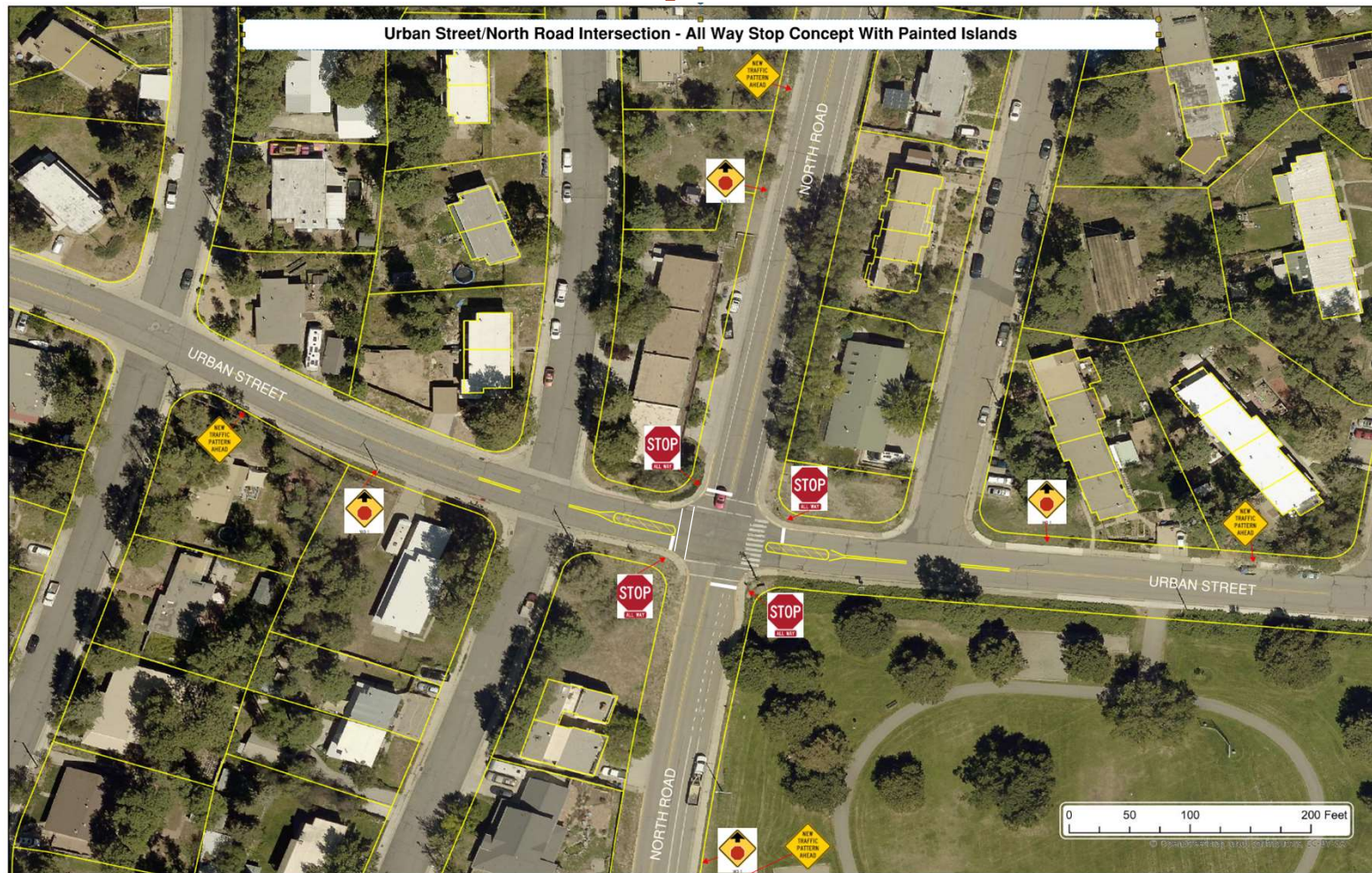
EVALUATION – Concepts Considered



EVALUATION – Concepts Considered



EVALUATION – Concept Recommended



IMPLEMENTATION – June 3, 2026



Sec. 38-192. - Manual and specifications for traffic-control devices.

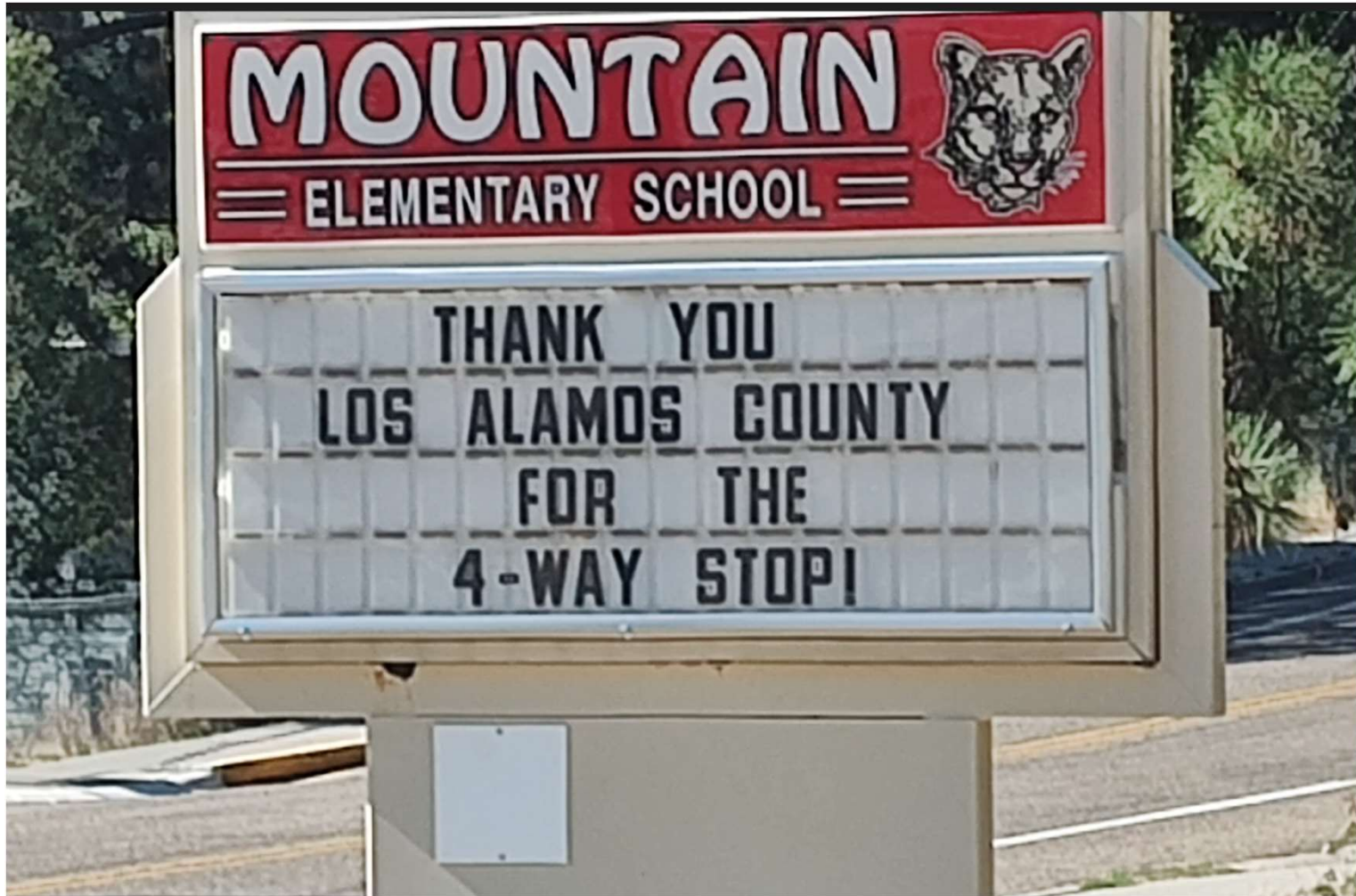
The traffic engineer shall place and maintain such traffic-control devices upon streets under their jurisdiction as they may deem necessary to indicate and to carry out the provisions of this chapter or to regulate, warn or guide traffic. All such traffic-control devices hereafter erected shall conform to the MUTCD (Manual of Uniform Traffic-Control Devices).

Source: Los Alamos County Code of Ordinances

NEXT STEPS

- Temporary Signage to remain in place through end of August
- Monitoring Operation and will make any needed adjustments
- Working with the University of Nevada, Reno to collect data with LiDAR Sensors to produce a variety of traffic and safety metrics. Urban/North Intersection is being used to test the system. Depending on the results Los Alamos County may start utilizing LiDAR for traffic and safety studies.





Questions?

