

Los Alamos County  
Pedestrian Master Plan Update

# County Council Session

April 8, 2025

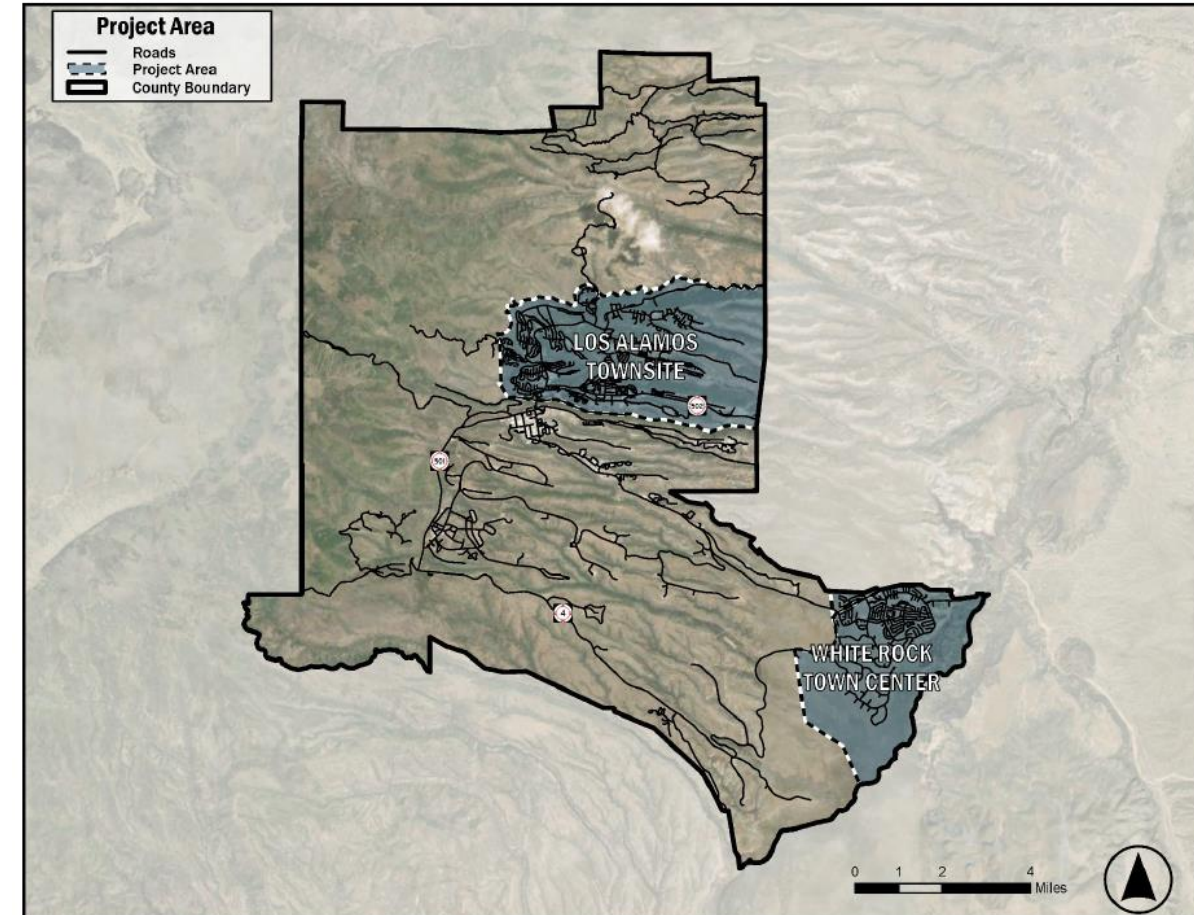


# Agenda

- i. Welcome and Introduction
- ii. Vision and Goals
- iii. Public Engagement Overview
- iv. Existing Conditions Overview
  - i. Key Findings
  - ii. Crash Data
  - iii. Areas of Concern
- v. Recommendations Overview
- vi. Recent Updates and Next Steps
- vii. Questions and Discussion

# Introduction

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



# Vision and Goals

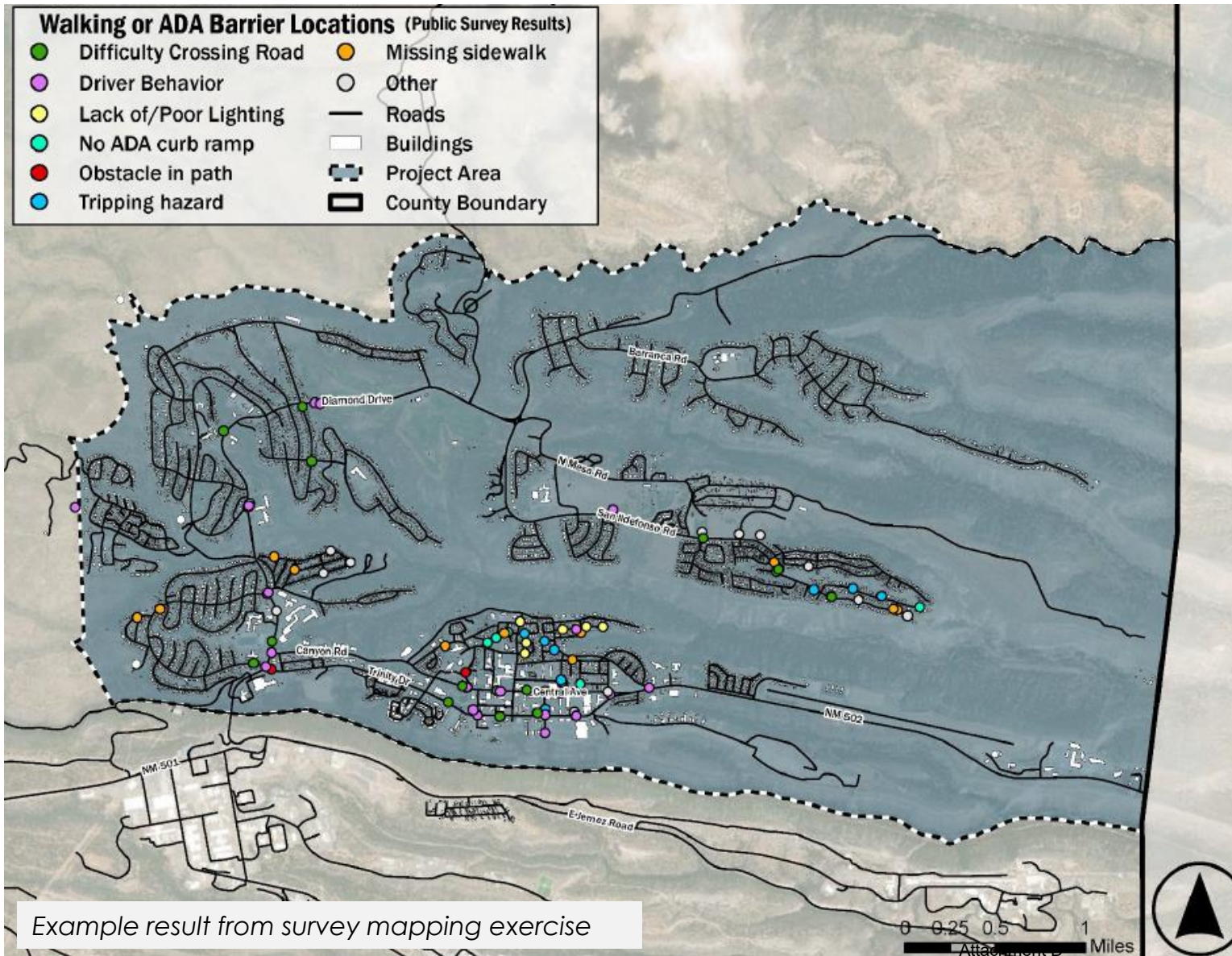
**Vision:** *A walkable community where residents and visitors can walk with confidence, safety, and accessibility.*

## Goals:

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



# Public Engagement Overview



A survey and public meetings were held to gather public input

Key themes from the public:

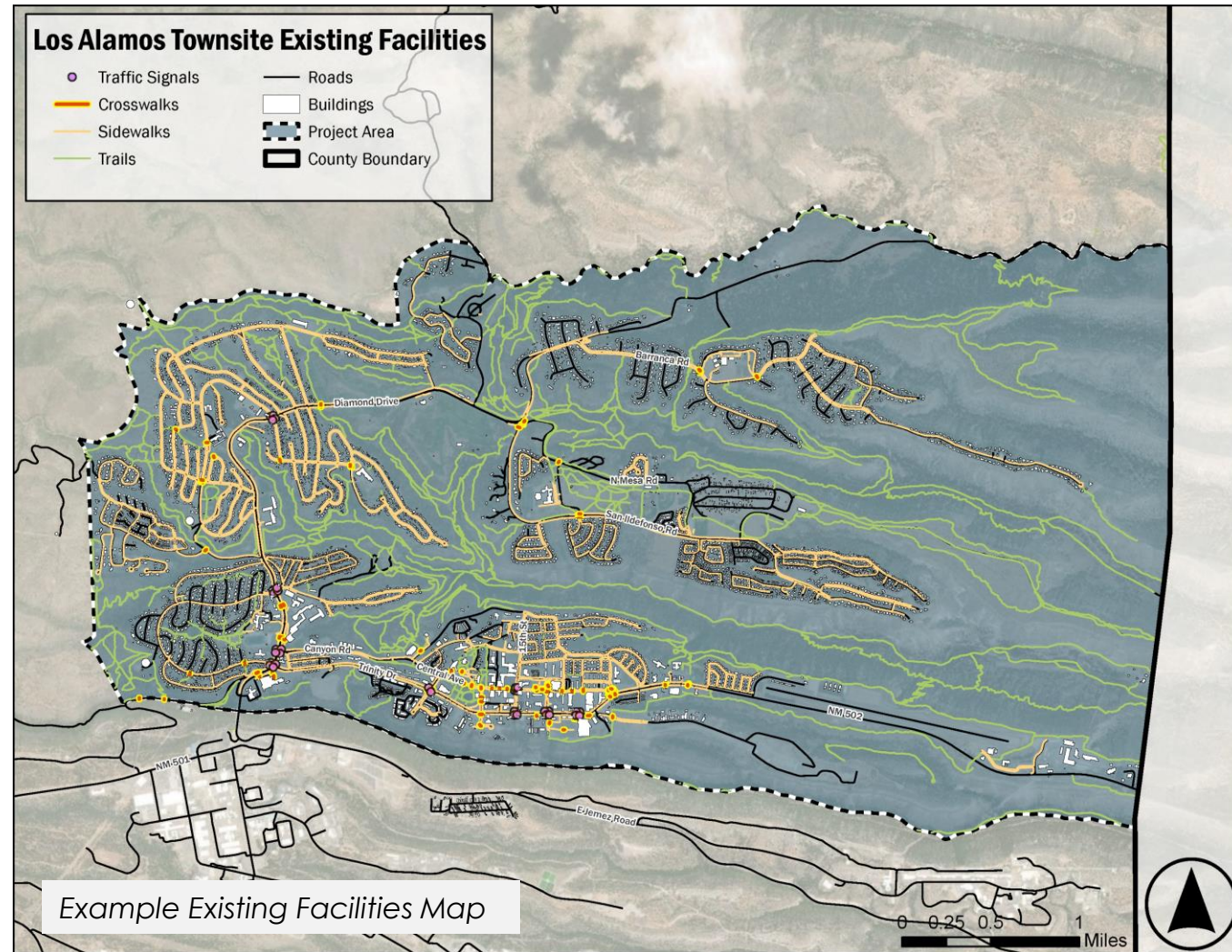
- **Barriers to walking (mapping exercise)**  
Top concerns are speeding, insufficient safe crossings, and busy streets with inadequate sidewalks
- **Priority improvement locations**  
Respondents prioritized addressing locations with frequent pedestrian injuries, improving school routes, enhancing walkability at high traffic areas, and improving accessibility and connectivity to transit stops
- **Preferred walking path design**  
Raised sidewalks with curb separation and landscaped buffers
- **Types of Improvements**  
Major barriers should be addressed (speeding; sidewalk gaps; safer crossings) at critical locations such as Trinity Dr and school zones. And pedestrian infrastructure maintenance should be prioritized



# Existing Conditions

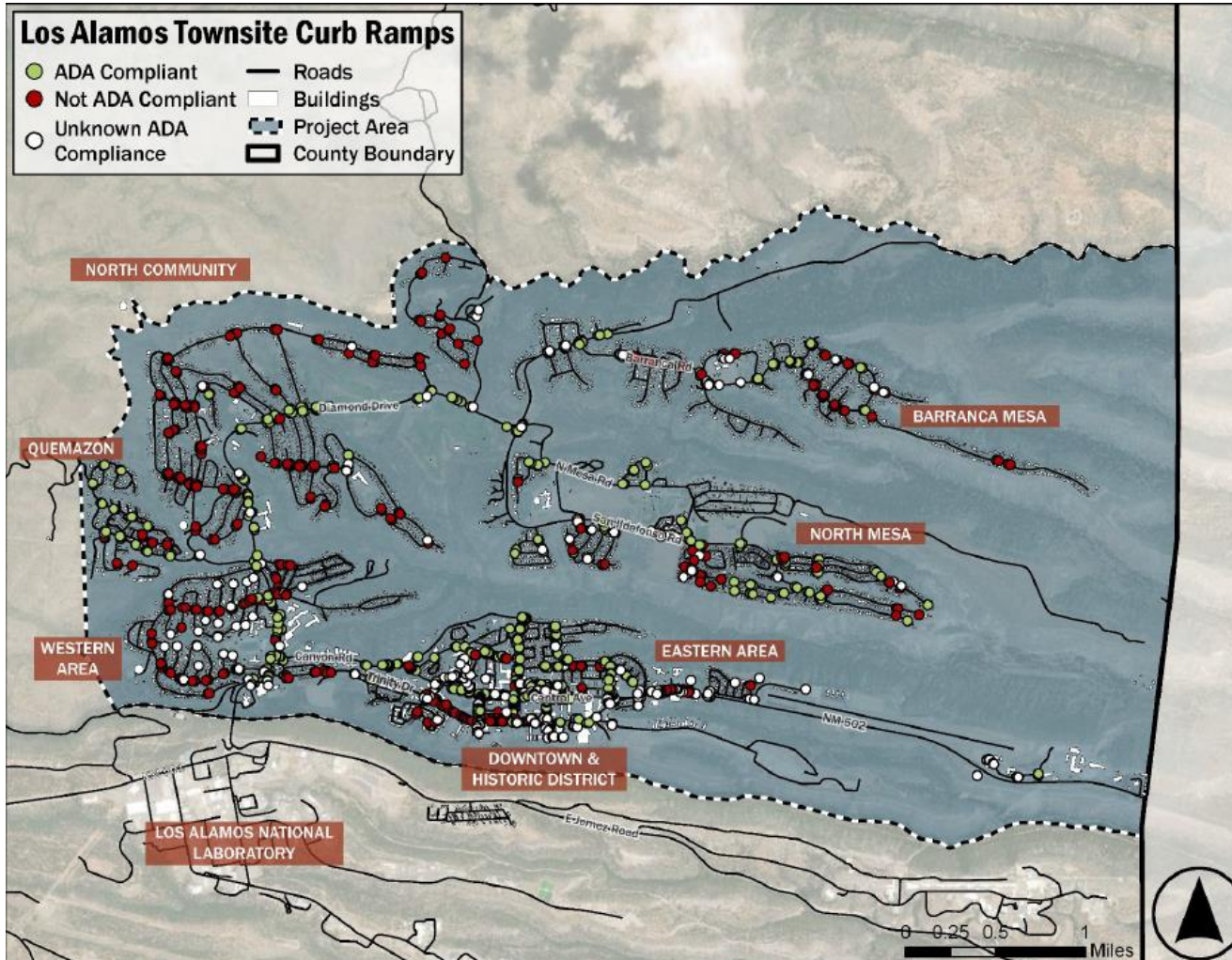
The Existing Conditions analysis includes the assessment of:

- Facilities locations – sidewalks, trails, signalized intersections, marked crosswalks
- Sidewalk conditions and widths
- ADA curb ramp compliance
- Pedestrian destinations
- Crash data analysis
- Areas of Concern/Barriers





# Existing Conditions – Key Findings



Key findings tell us that:

- Los Alamos County has a **well-established pedestrian network** with connected sidewalks and pedestrian-friendly crossings, however, there can always be improvements to safety and accessibility
- Most sidewalks are **less than 5 feet** in width (86.45 miles), which impacts accessibility
- ADA curb ramp compliance increased by 10%, but there are still **significant gaps** in some areas
- Downtown Los Alamos, Diamond Drive, and the northern boundary of White Rock house a concentration of **pedestrian destinations** and activity, calling for a greater focus of improvements

# Existing Conditions – Crash Data

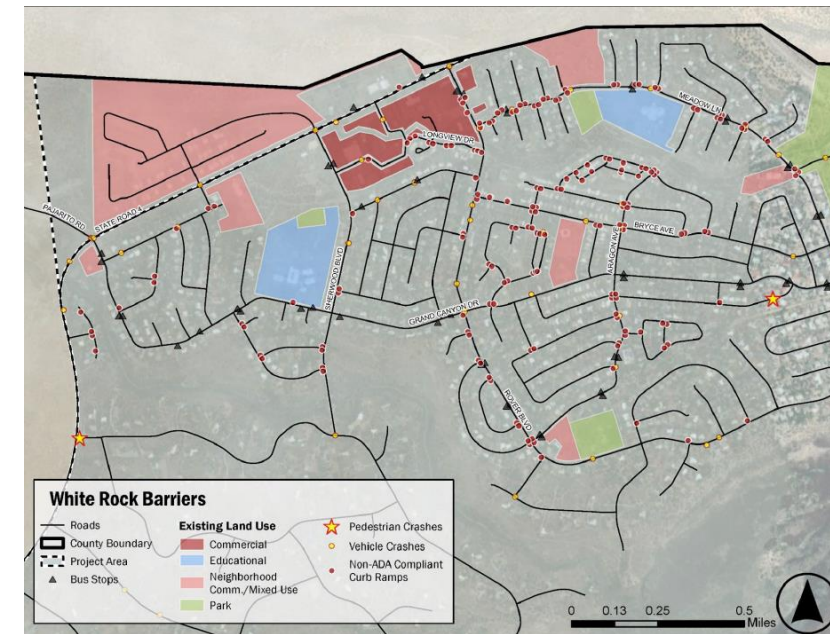
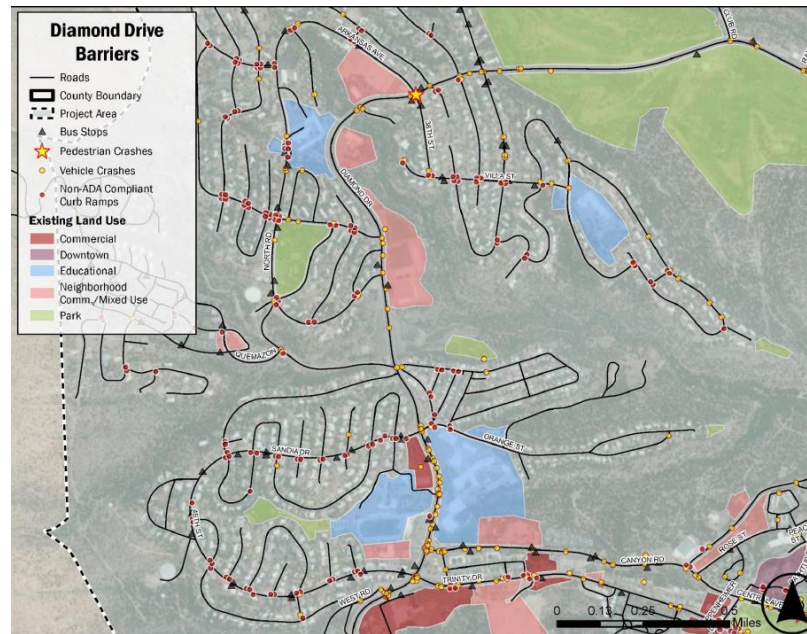
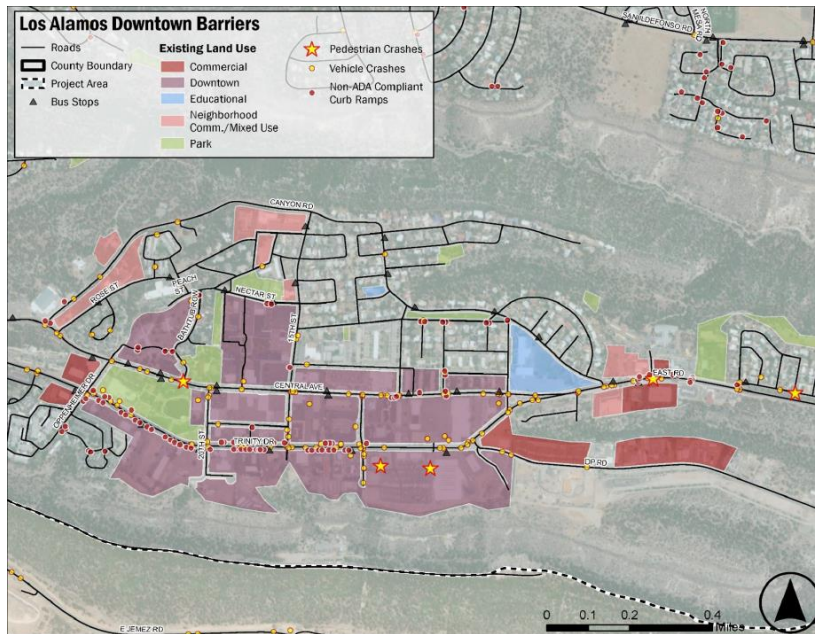
- Between 2018-2022, Los Alamos County recorded 770 crashes, **8 involving pedestrians**.
- Highest pedestrian-involved crash locations: **Trinity Drive, Diamond Drive, and key intersections such as 38th Street**.
- 2022 showed a rise in pedestrian-involved crashes from 1 to 2 pedestrian crashes, highlighting the **need for continued safety improvements**.

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



# Existing Conditions – Areas of Concern

3 Areas of Concern were identified which have the greatest concentration of barriers to a safe and accessible pedestrian environment: **Downtown Los Alamos**, **Diamond Drive**; and the **Northern boundary of White Rock**. These areas are reflected in the recommendations identification.



# Recommendations

The Recommendations chapter provides:

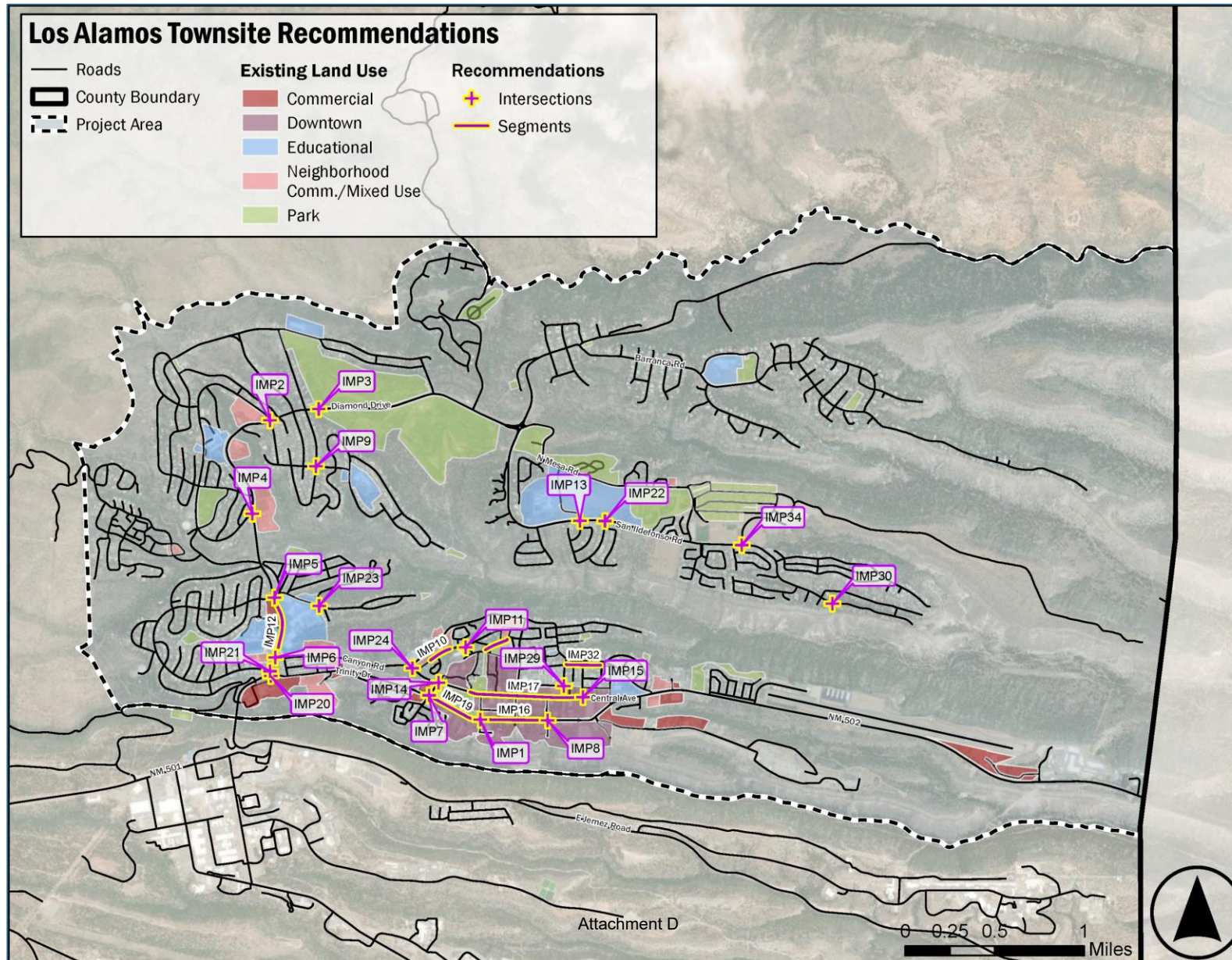
- A set of **Traffic Calming Design Techniques**
- An inventory of pedestrian related **projects identified in previous plans**
- A set of **34 location-specific recommendations** with estimated timeframes, construction costs, and additional requirements
- A **prioritization scoring methodology** to rank the recommendations
- Recommended **funding opportunities** and **implementation strategies**

ID	Improvement Recommendation	Location	Construction Cost Estimate	Timeframe	Additional Requirements
IMP1	High Visibility cross walks, signage, and PHB for both EB/WB approaches (pedestrians travelling NB/SB)	20th St and Trinity Drive	\$5,710/each high vis. crosswalk \$560/each signage \$57,680/each PHB	Long-Term	Engineering Study
IMP2	Repaint crossing striping	Southbound approach at Diamond Drive and Arkansas Avenue	\$770/each standard crosswalk	Short-Term	
IMP3	Enhance landscaping on median and add curb extensions	East of 35th Street and Diamond Drive	\$13,000/each curb extension \$15 - \$25/sq ft of landscaping	Mid-Term	Engineering Study
IMP4	Install high visibility crosswalk and RRFB	Sycamore Street and Diamond Drive	\$5,710/each high vis. crosswalk \$14,160/each RRFB	Mid-Term	Engineering Study
IMP5	Insert marked crosswalk at northbound approach and Pedestrian Push Buttons	Sandia Drive / Orange Street and Diamond Drive	\$770/each standard crosswalk \$1,200/each push button installation	Short-Term	
IMP6	Repaint pedestrian crossing striping and add Leading pedestrian interval	Eastbound approach at Canyon Road and Diamond Drive	\$770/each standard crosswalk \$1,500/ped signal re-timing	Short-Term	Engineering Operational Study
IMP7	Repaint pedestrian crossing striping	Southbound Approach at Oppenheimer Drive and Trinity Drive	\$770/each standard crosswalk	Short-Term	
IMP8	Repaint high visibility pedestrian crossing striping	Northbound and southbound approaches at Knecht Street and Trinity Drive	\$5,710/each high vis. crosswalk	Short-Term	

Example of Recommendations table

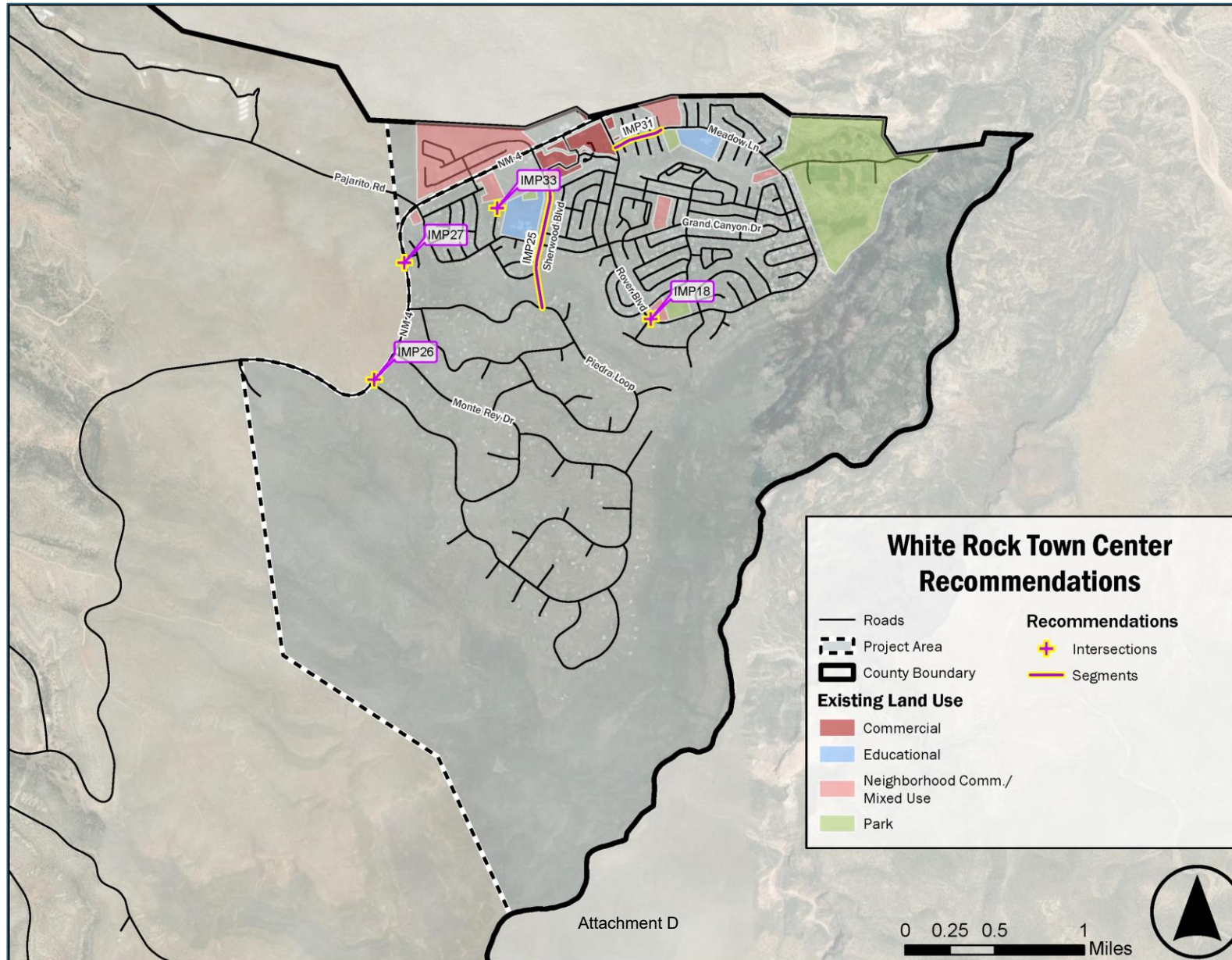


# Location-Specific Recommendations





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## Notable Recommendations Include:

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

# Recent Updates and Next Steps

- The Pedestrian Master Plan was presented to the T Board Feb. 6 where comments were received from the public and board members, in addition to comments from the 'LA Walks' walking group. Review and implementation of comments received is in progress.
  - Additional funding was provided to revise and finalize the plan according to feedback received. Feedback includes:
    - Expanded recommendations for Safe Routes to School
    - Landscaping and Visibility management strategy recommendations
    - Expanded integration of Vision Zero principals
    - Make the Plan a "Living Document" allowing for updates for additional engagement processes revisions when needed.
  - *The plan completion will occur in June with an anticipated final presentation to the T Board on June 5 and a request for Council's adoption on June 24*
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# Thank you!

*Open floor for questions and discussion on any immediate concerns or suggestions*