

Los Alamos County  
Pedestrian Master Plan

# County Council Session

July 15, 2025



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## Overview of the Pedestrian Master Plan's purpose:

To guide the development of pedestrian infrastructure and create a comprehensive roadmap for safe, accessible walking environments.

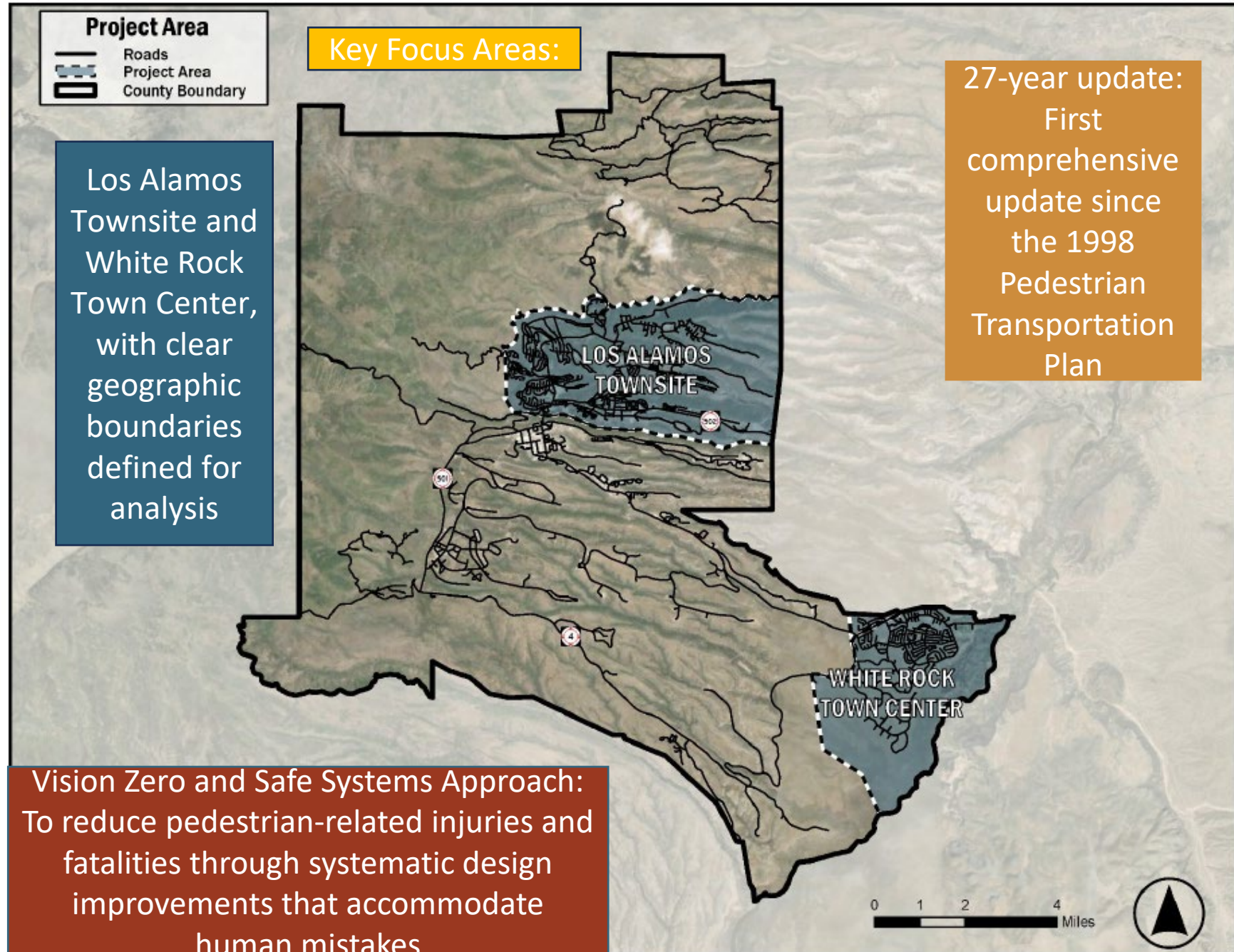
**Project Area**  
— Roads  
▨ Project Area  
▭ County Boundary

### Key Focus Areas:

Los Alamos Townsite and White Rock Town Center, with clear geographic boundaries defined for analysis

27-year update:  
First comprehensive update since the 1998 Pedestrian Transportation Plan

Vision Zero and Safe Systems Approach:  
To reduce pedestrian-related injuries and fatalities through systematic design improvements that accommodate human mistakes





## Vision:

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

## Goals:



### SAFETY

Reduce pedestrian-related crashes and severity through systematic design improvements



### CONNECTIVITY

Develop a seamless, accessible pedestrian network linking neighborhoods, schools, and destinations



### EQUITY

Ensure equitable access to pedestrian infrastructure for all community members, focusing on ADA compliance



### HEALTH

Increase physical activity and improve public health by encouraging walking



### VIBRANCY

Build a thriving pedestrian network that promotes community and economic growth

## Comprehensive Engagement Process

- Public survey (September 5 - October 14, 2024)
- T-Board meeting presentations (9/5/24, 2/6/25, 3/6/25)
- Council Presentation (4/8/25)
- Email and phone feedback collection
- Mapping exercises to identify barriers

### Key Themes from the Public:

**82%**

Prioritize injury locations

**72%**

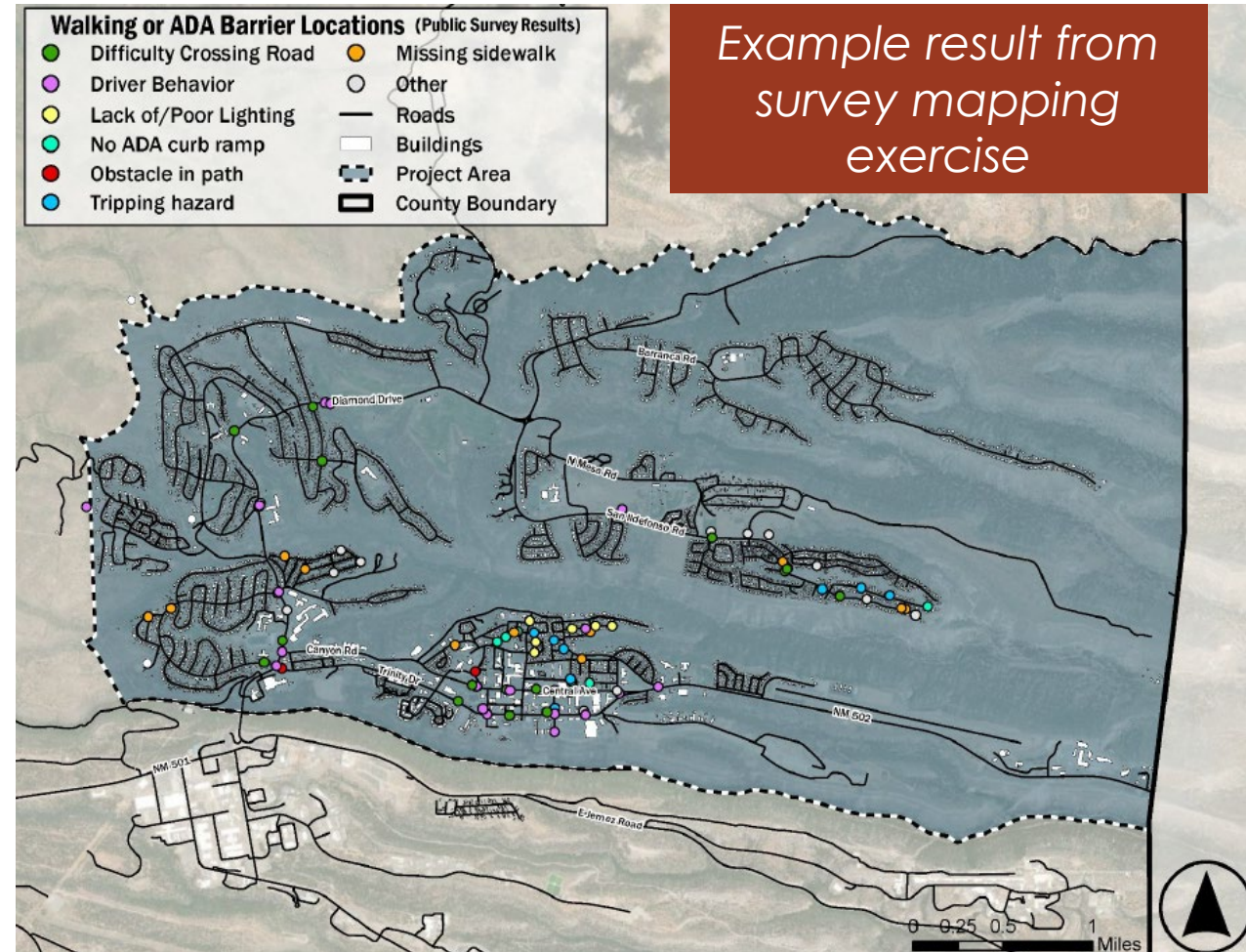
Want sidewalks on busy streets

**52%**

Concerned about speeding drivers

**35%**

Want more safe crossings





## Network Overview

**102.4**

Miles of sidewalks

**152.9**

Miles of trails

**11**

Signalized intersections

**164**

Marked crosswalks

*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*

## Key Infrastructure Challenges

- **Sidewalk widths:** 85% of sidewalks (86.45 miles) are less than 5 feet wide, impacting accessibility and ADA compliance
- **ADA compliance:** Overall curb ramp compliance increased by 10% since 2017, reaching 40.81%, but gaps remain in some areas
- **Geographic constraints:** Mesa and canyon topography has created well-defined communities but limits expansion options

## 2018-2022 Crash Summary

**770** Total crashes countywide  
(154 avg. crashes per year)

**8** Pedestrian-involved crashes  
(1.6 avg. crashes per year)

### Key Safety Concerns

- Highest pedestrian crash locations: Trinity Drive, Diamond Drive, and key intersections
- 2022 showed increase in pedestrian-involved crashes
- Los Alamos County rates remain below state and national averages but proactive measures essential

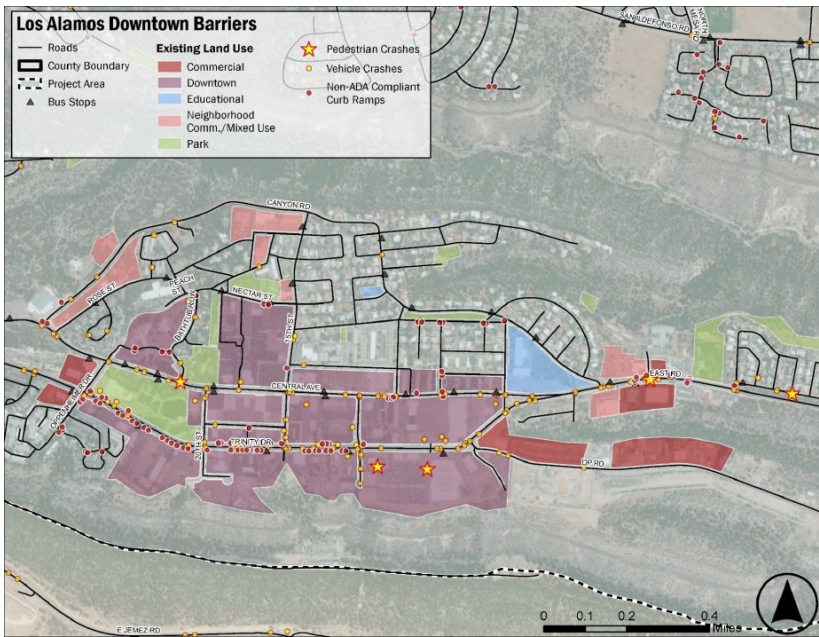
**Comparison to Standards:** While crash rates are lower than New Mexico and US averages, White Rock fatality rate (0.34 per 1,000) exceeds national average, highlighting need for targeted improvements

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# Three Priority Areas Identified

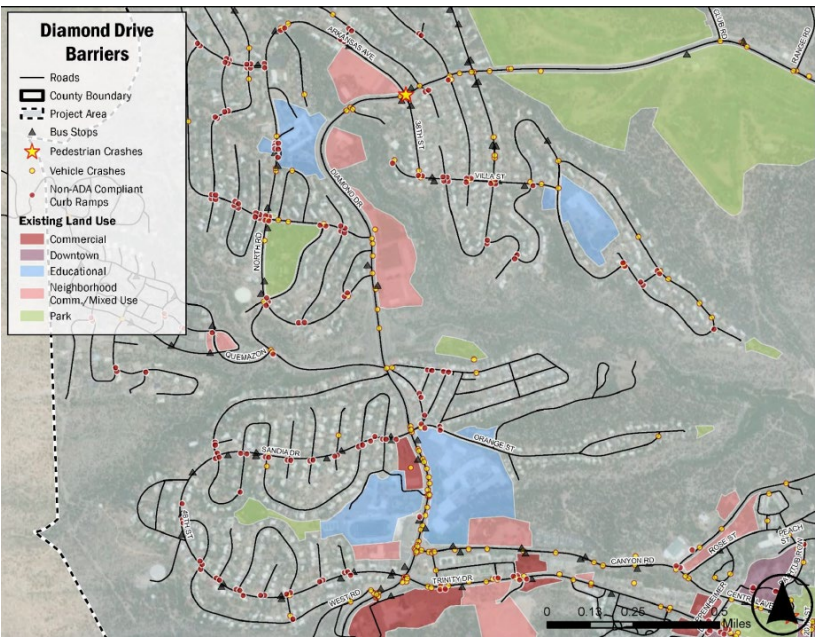
## 1. Downtown Los Alamos

High concentration of pedestrian destinations, mixed traffic volumes, accessibility challenges, NMDOT-owned requiring coordinated improvements



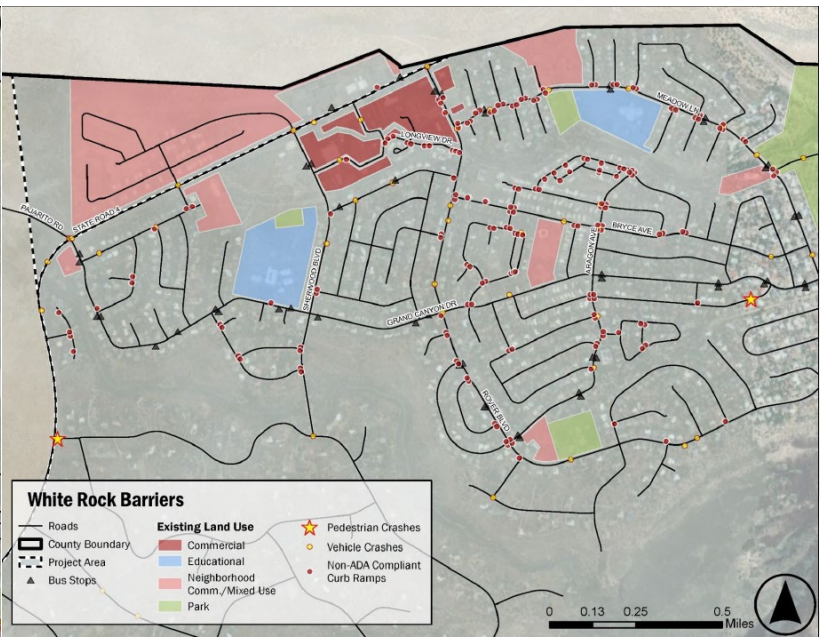
## 2. Diamond Drive Corridor

Major north-south route with safety concerns



## 3. White Rock Northern Boundary

Concentrated pedestrian activity area along NM-4 with limited crossing opportunities, NMDOT-owned requiring coordinated improvements



These areas concentrate pedestrian destinations, crash locations, and non-ADA compliant infrastructure, requiring holistic improvement approaches.



## Major Enhancements Based on Feedback

### Countermeasure Selection Guide

New 10-step process for identifying and implementing pedestrian improvements for future use

1. Determine Objectives
2. Collect and Analyze Data
3. Engage the Public
4. Identify Areas of Concern
5. Select Countermeasures (High-Level)
6. Determine High-Level Details for Countermeasures
7. Apply Prioritization Scoring Method
8. Complete Additional Studies
9. Identify Funding and Implementation Opportunities
10. Design, Construct, and Monitor Results

## Major Enhancements Based on Feedback

### Enhanced Integration

Better connection with other County documents and programs including:

- [Mid-Block Crossing Policy](#)
- [Open Space & Trails Management Plan](#) (currently being updated)
- [Public Works Design Standards](#) (recently updated)
- [Traffic and Streets Division](#) operations
- [Landscaping Code](#)
- [Neighborhood Traffic Management Program](#) and new automated speed monitoring ordinance

### NMDOT Coordination

Clear identification of recommendations on state-owned roads (Trinity Drive NM-502, NM-4) requiring NMDOT approval

### Improved Documentation

Higher quality maps, combined map appendix, clearer geographic boundaries for crash data, and living document framework for ongoing updates

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## Major Enhancements Based on Feedback

### Safe Routes to School (SRTS) Enhancement

- Building on successful 1998 program implementation and ongoing management

#### Supporting Programs

- Ongoing infrastructure maintenance in school zones
- Priority snow removal on school routes
- Safety concern investigation and response
- Coordination with Traffic and Streets Division

#### Action Item #1


**School District Partnership:** Encourage the school district to develop a SRTS program that the County can actively participate in, ensuring areas of concern are investigated and addressed.

**Since 1998:** The County has successfully managed and improved infrastructure within Safe Routes to School areas, including prioritized snow removal, regular safety inspections, and addressing community concerns in SRTS corridors throughout the county. Rather than adding new recommendations, the plan highlights existing improvements that support safer school systems.



# Major Enhancements Based on Feedback


## Safe Routes to School (SRTS) Enhancement

- Highlighting existing recommendations that support school safety
- Clear identification of school-related projects with  indicators

ID	Improvement Recommendation	Location	Construction Cost Estimate	Timeframe	Additional Requirements
 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	Requires NMDOT approval
 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 & Requires NMDOT approval

Example of Recommendations table

# 34 Location-Specific Recommendations

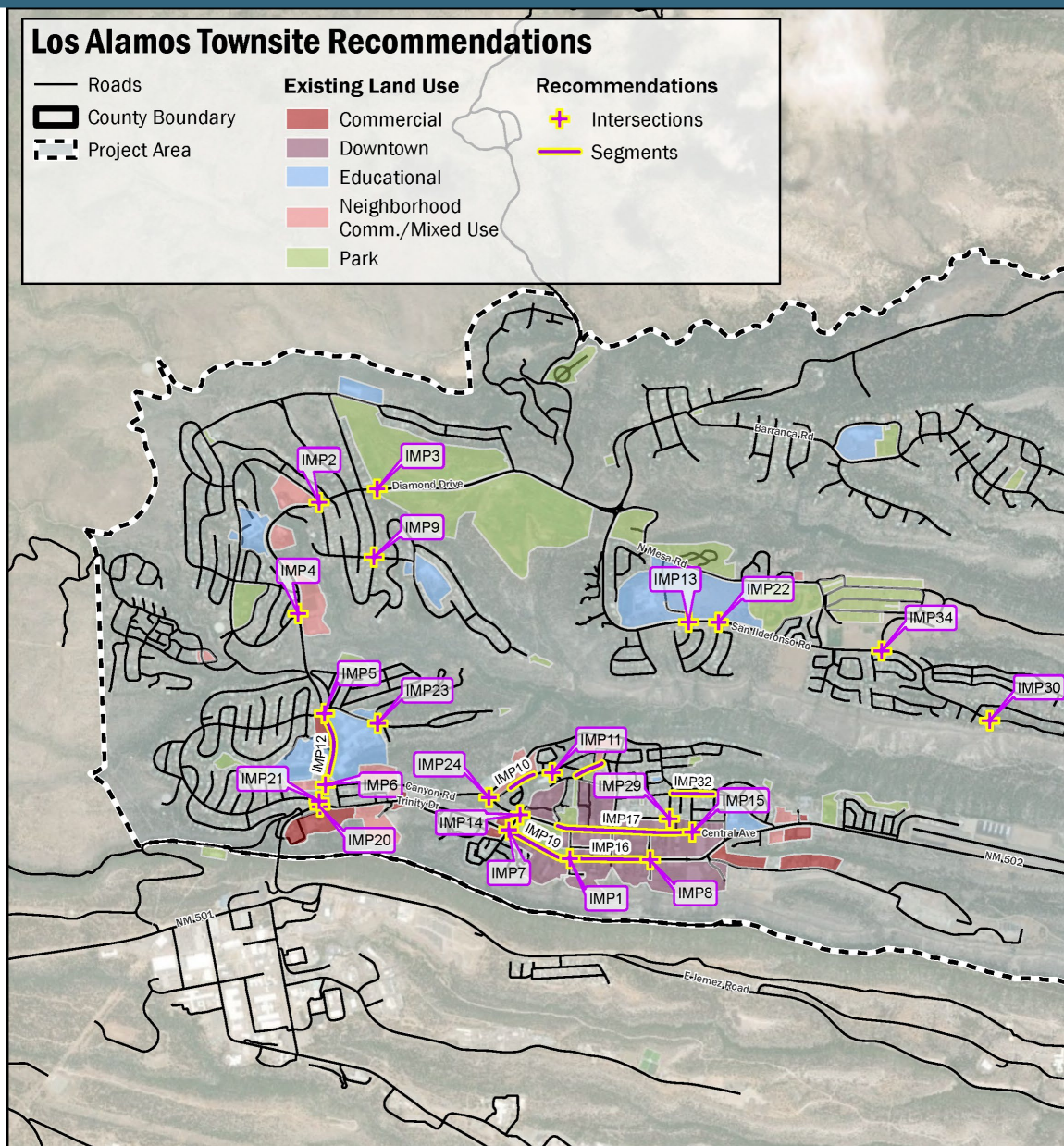
- Planning-level cost estimates
- Implementation timeframes (Short: 0-2 years, Mid: 2-5 years, Long: 5+ years)
- Additional requirements identification
-  Safe Routes to School indicators highlighting school-safety benefits

## Prioritization Scoring Methodology (100 points total)



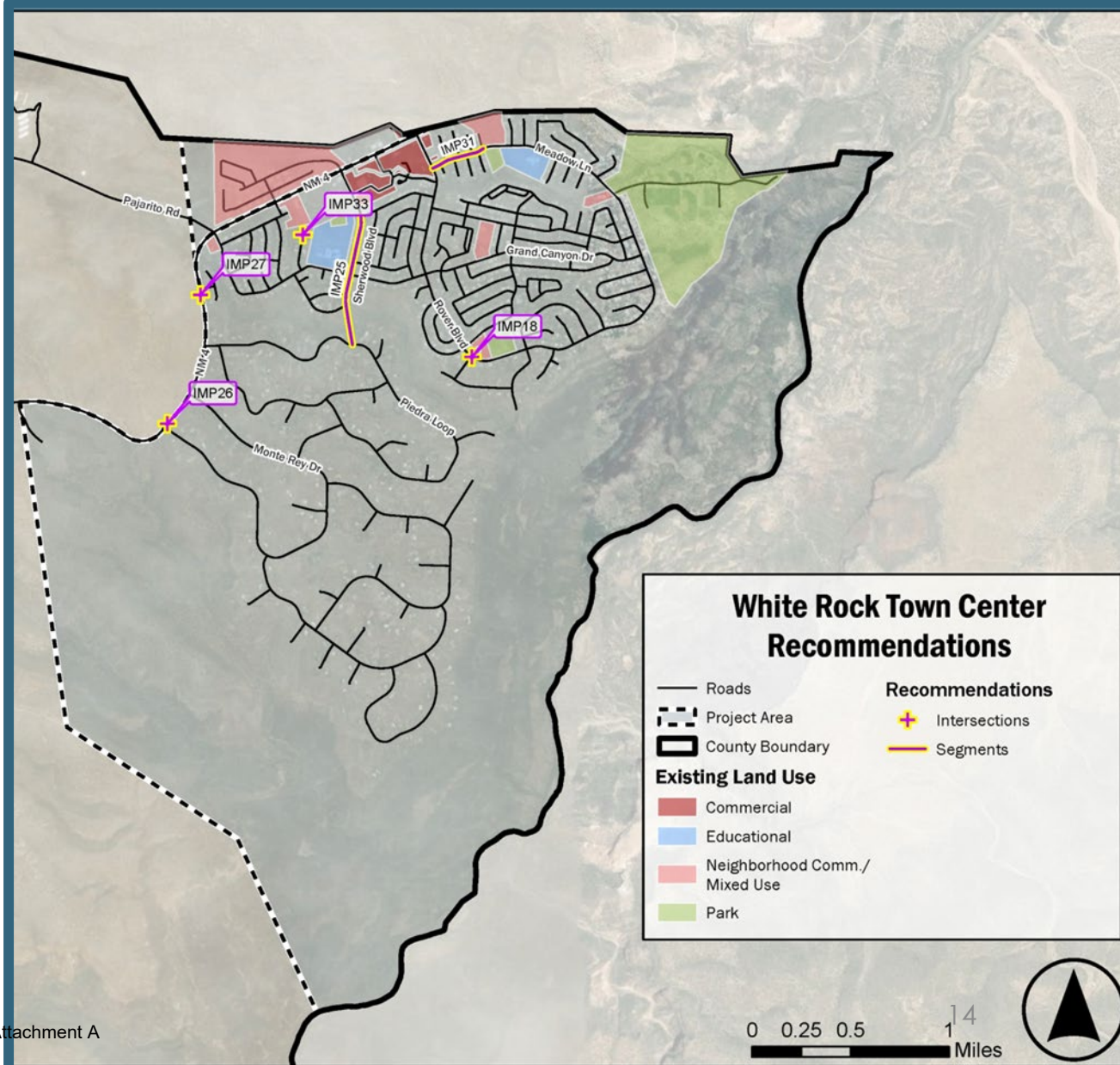
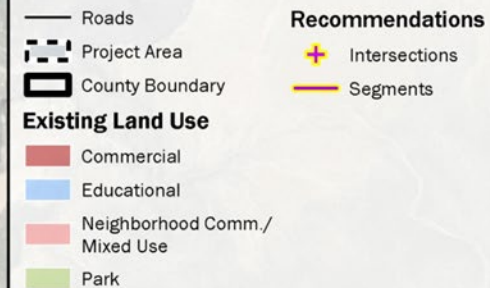


## Los Alamos Townsite Recommendations



Attachment A

## White Rock Town Center Recommendations



0 0.25 0.5 1 1.4 Miles





## Strategic Approaches

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- Bundle similar projects for efficiency
- Use local funds to leverage federal grants
- Phased implementation starting with high-priority, low-cost improvements
- Regular monitoring and priority updates

### **NMDOT Coordination:**

Some recommendations require NMDOT approval. County to serve in supporting/coordinating role for collaborative approach on state-owned corridors.

## **Short-term Implementation (0-2 years)**

- Focus on quick-win safety improvements
- Crosswalk repainting and signage updates
- Speed feedback sign installations
- ADA curb ramp priority upgrades

## **Long-term Vision (5+ years)**

- Major corridor reconstructions
- Comprehensive sidewalk width improvements
- Complete Streets implementations
- Enhanced connectivity to trail systems

## Continuous Improvement Framework

- Annual crash data and safety pattern reviews
- Periodic feedback sessions at Transportation Board
- Regular priority adjustments based on:
  - Completed projects
  - New safety concerns
  - Changed conditions
  - Funding availability

### Action Item #2

**Public Engagement Platform:** Develop a Pedestrian Master Plan webpage with an online form for reporting pedestrian concerns, utilizing site visits or walking audits as needed.

## Future Engagement Tools

- Standardized questionnaire for ongoing public input
- Countermeasure process guide for systematic improvements
- Post-implementation monitoring protocols



## Immediate Actions

- Final presentation of plan: **T-Board August 7**
- Final plan adoption proposed: **Council August 26**
- Begin high-priority project development
- Implement monitoring framework

# Questions and Discussion

**Thank you for your attention to improving pedestrian safety and accessibility in Los Alamos County!**