NM 502 Trinity Drive Study
Public Input Meeting

Incorporated County of Los Alamos

Public Works Department
Wilson & Company

June 6, 2024

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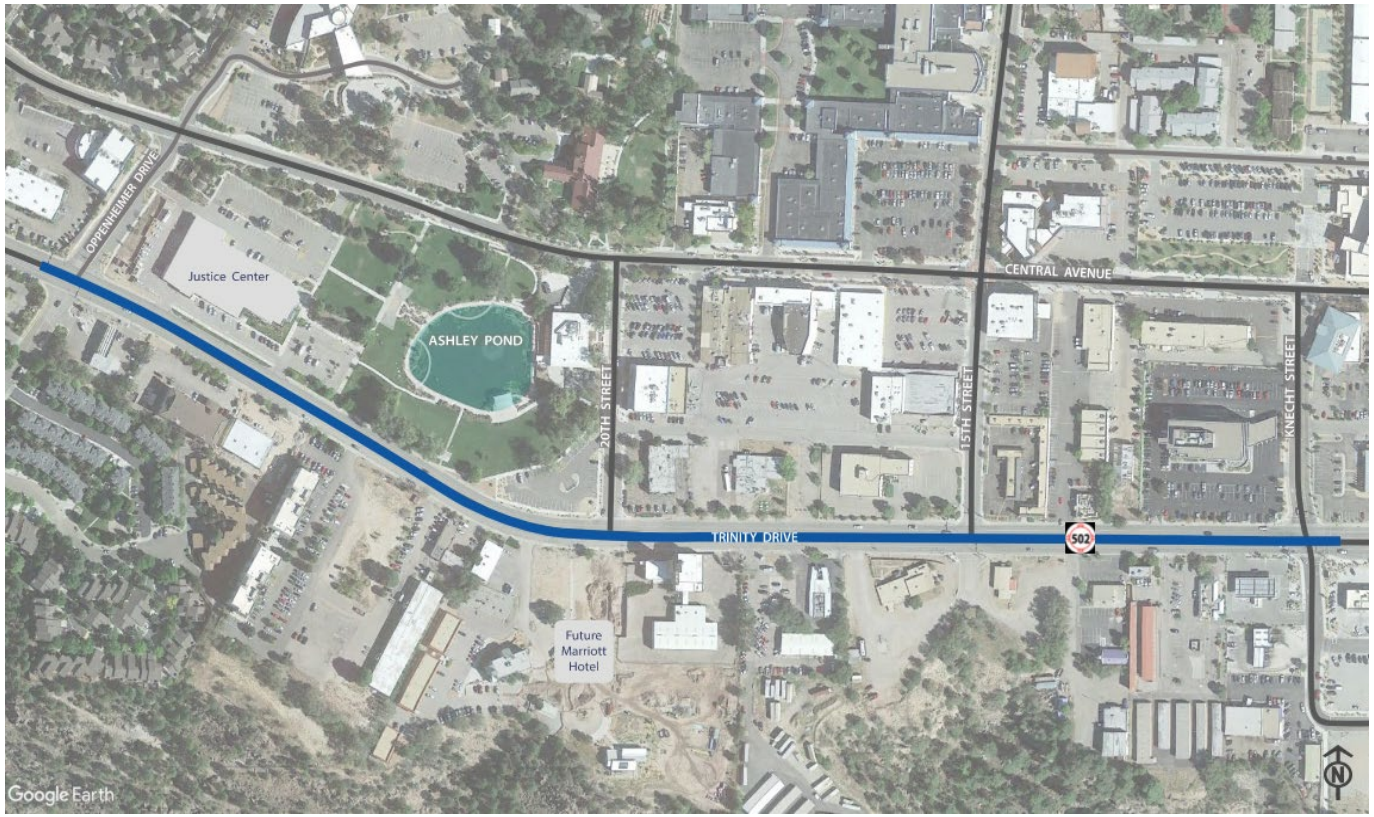
NM 502 Trinity Drive Study

Study Limits

- Study Limits: NM 502 (Trinity Drive) from Oppenheimer Drive to Knecht Street
- Length: approx. 0.5 miles
- Posted Speed Limit: 35 mph
- Roadway Classification: Principal Arterial



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Attachment A

NM 502 Trinity Drive Study

Project Purpose

- Analyze the existing conditions, develop alternatives for improvements along the corridor and identify the recommended alternative for NM 502 (Trinity Drive)
- This study will include three phases leading up to the project preliminary and final design stages:
  - Phase A provides an initial evaluation of existing conditions and project alternatives
  - Phase B provides a detailed evaluation of alternatives selected to advance from Phase A
  - Phase C involves the preparation of an environmental document such as a Programmatic Categorical Exclusion (PCE) and its subsequent processing through NEPA

NM 502 Trinity Drive Study

Purpose of Meeting

- Introduce project
- Introduce potential alternatives
- Public input – we want to hear from you!

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Supports Council Goals

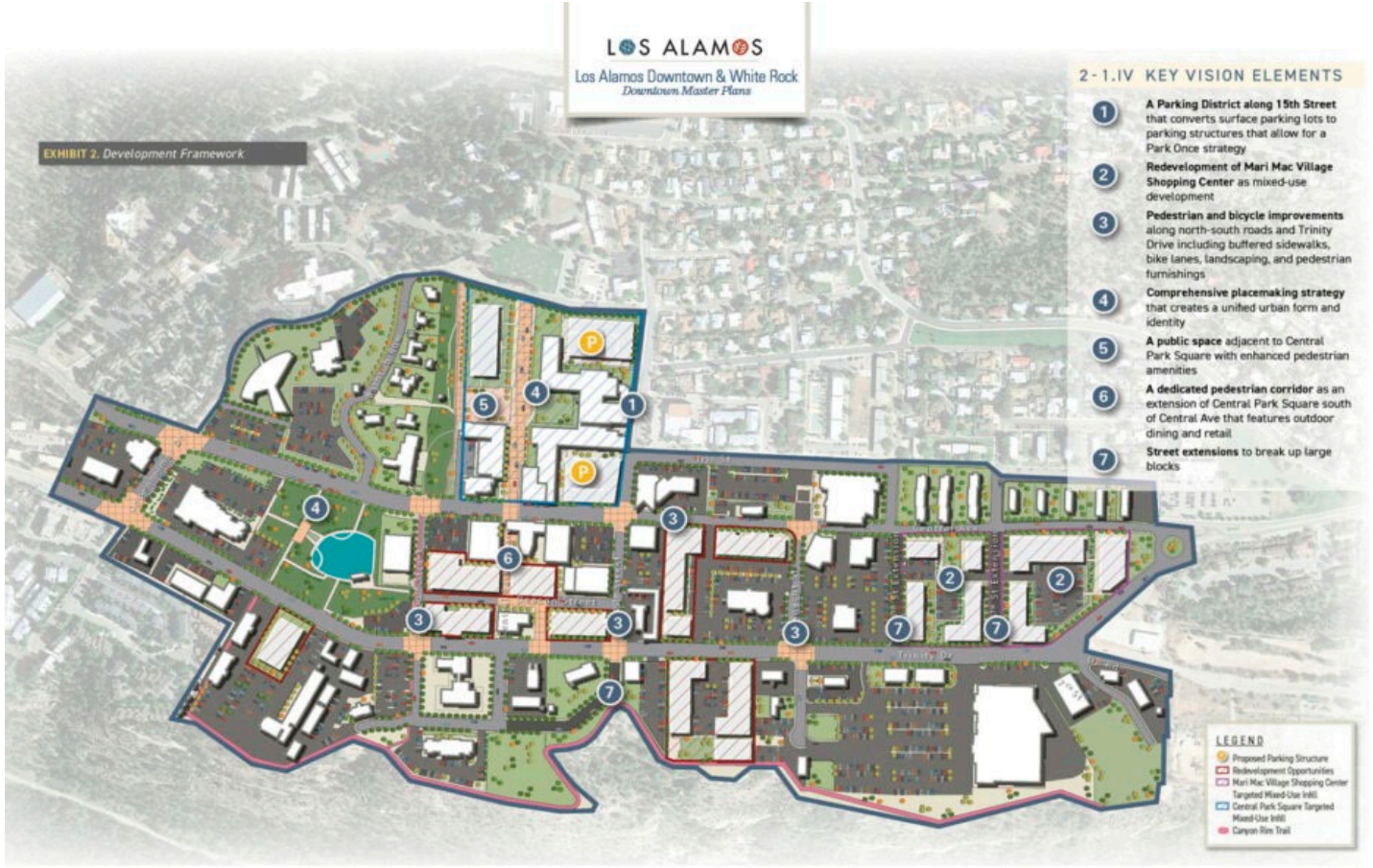
Priority Areas in the 2023 Strategic Leadership Plan

- Protecting, maintaining, and improving our open spaces, recreational and cultural amenities
- Enhancing support and opportunities for the local and new business economy
- Improve and expand access to alternative modes of travel
- Revitalize downtown by facilitating development opportunities
- Evaluate the County's infrastructure to prioritize funding

Supports Downtown Plans

Key Vision Elements in the 2021 Downtown Plan

- Pedestrian and bicycle improvements along NM 502 (Trinity Drive) including buffered sidewalks, bike lanes, landscaping, and pedestrian furnishings



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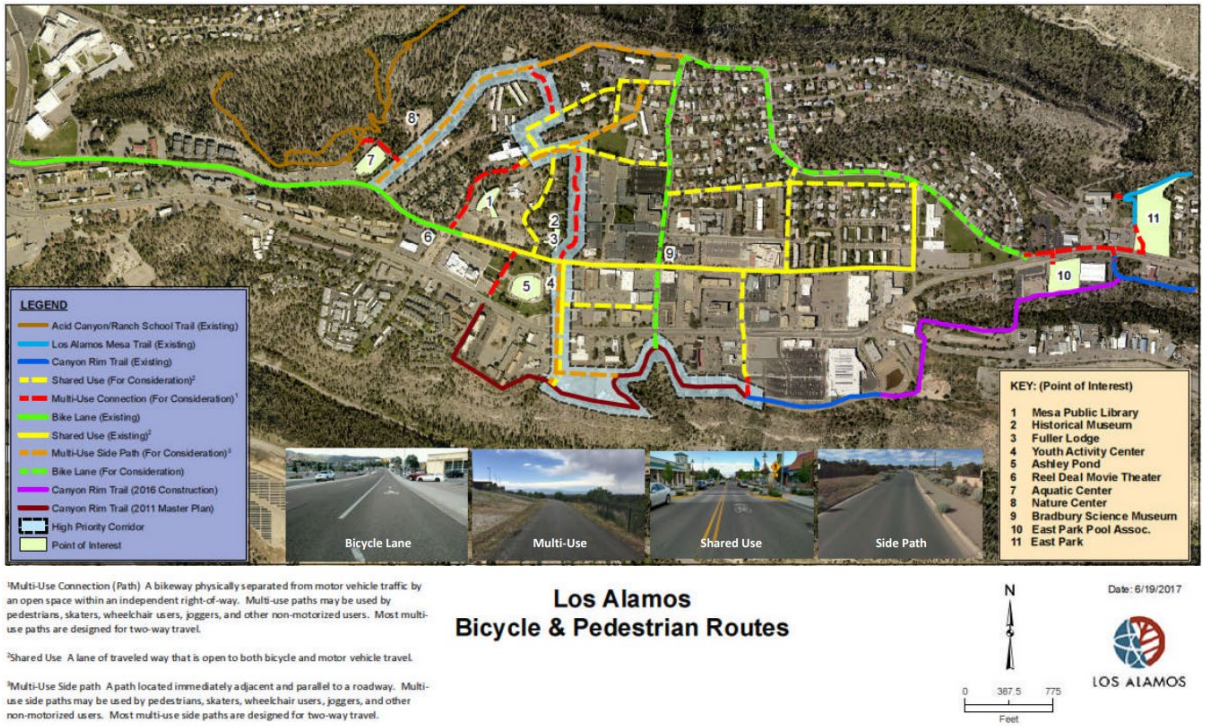
Attachment A

Supports Bicycle Transportation Plans

Council Strategic and Comp Plan Goals in the 2017 Bicycle Transportation Plan

- Enhance and facilitate bicycle use for residents and visitors
- Improve the public image of bicycling as a safe mode of travel
- Incorporate bike facilities in new and existing roadways
- Improve bicycle facility safety, design, and maintenance
- Integrate planned bicycle improvements and connections into the planning and design of new land development and redevelopment
- Future Consideration: Shared Use corridor along NM 502 (Trinity Drive)



Attachment A

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Supports Road Safety Audit

Recommendations and Conclusions in the 2016 Road Safety Audit

- Study Limits: NM 502 (Trinity Drive) from Oppenheimer Drive to 15th Street
- Consideration of a road diet such as going from existing five-lane roadway to a three-lane roadway to promote multi-modal safety
- Incorporate a lane reduction and/or speed reduction along Trinity Drive
- Incorporate bike facilities to encourage ridership on bike paths or lanes

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

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NM 502 Trinity Drive Study

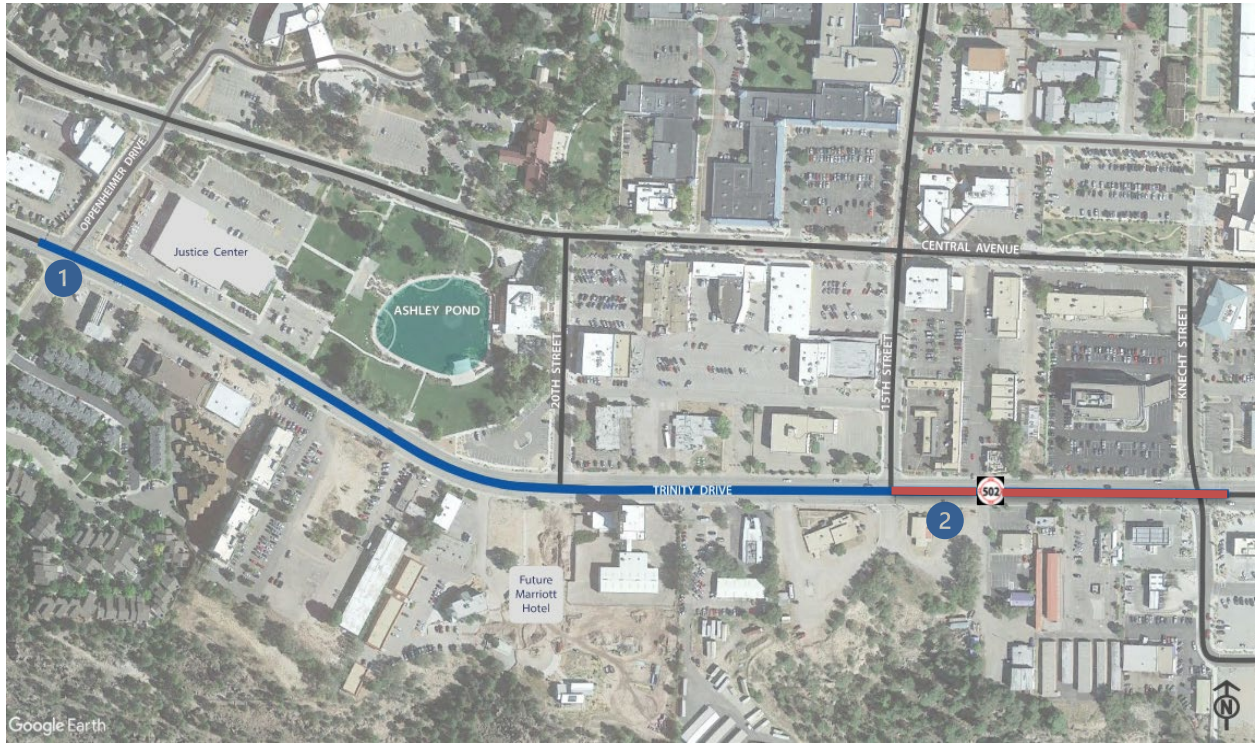
Project Schedule: (Phases developing concurrently)

- Project Kick-off: February 2024
- Data Acquisition and Alternative Analysis: February – ongoing
- Public Meeting: June 2024
- Environmental Review and Coordination: May –ongoing
- Preliminary Design: September – December 2024
- Final Design Phase: March 2025

Existing Conditions

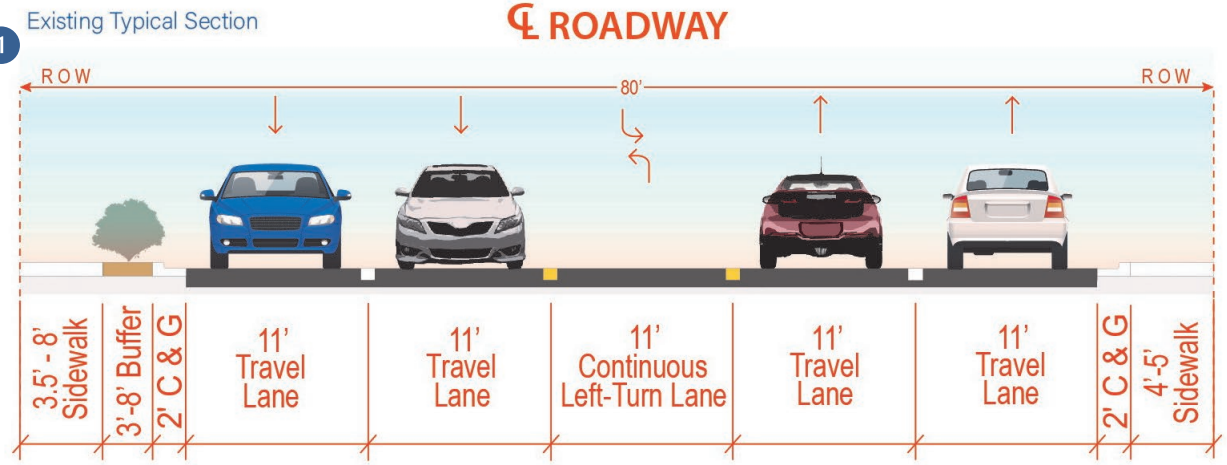
NM 502 Trinity Drive

Within Corridor Limits

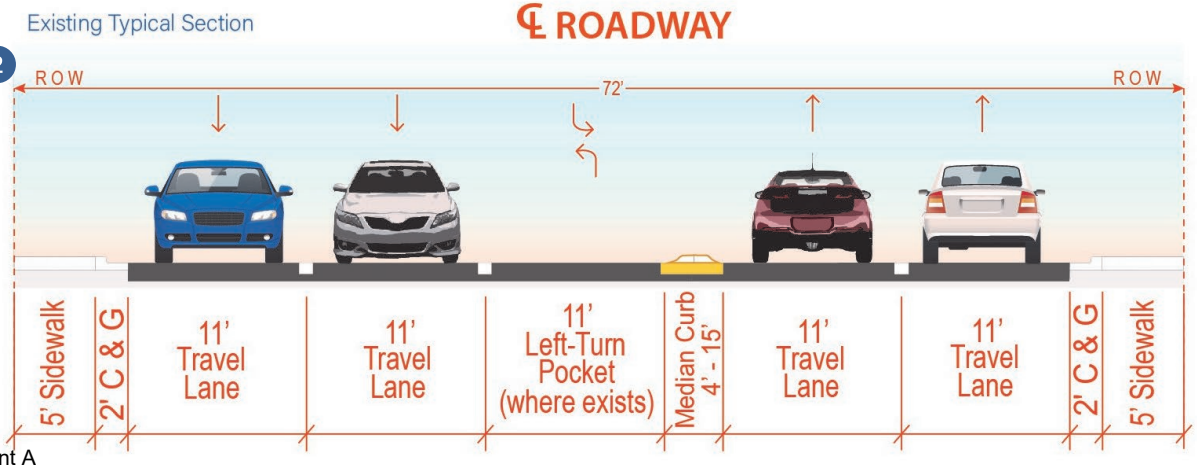


Typical Sections

1 Existing Typical Section



2 Existing Typical Section



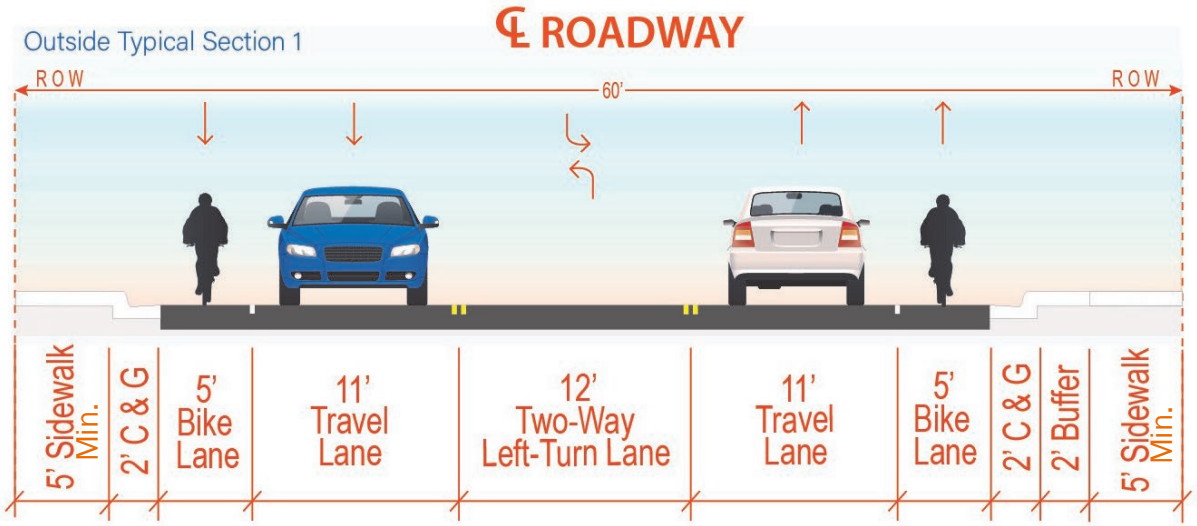
Attachment A

NM 502 Trinity Drive

Outside Corridor Limits

Typical Sections

1



2

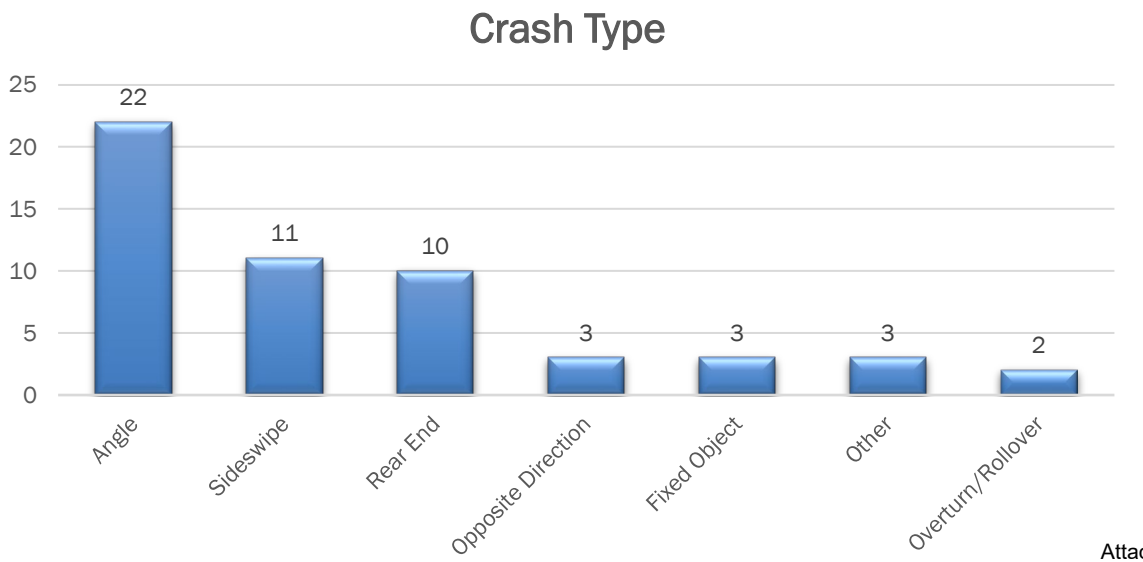
Attachment A

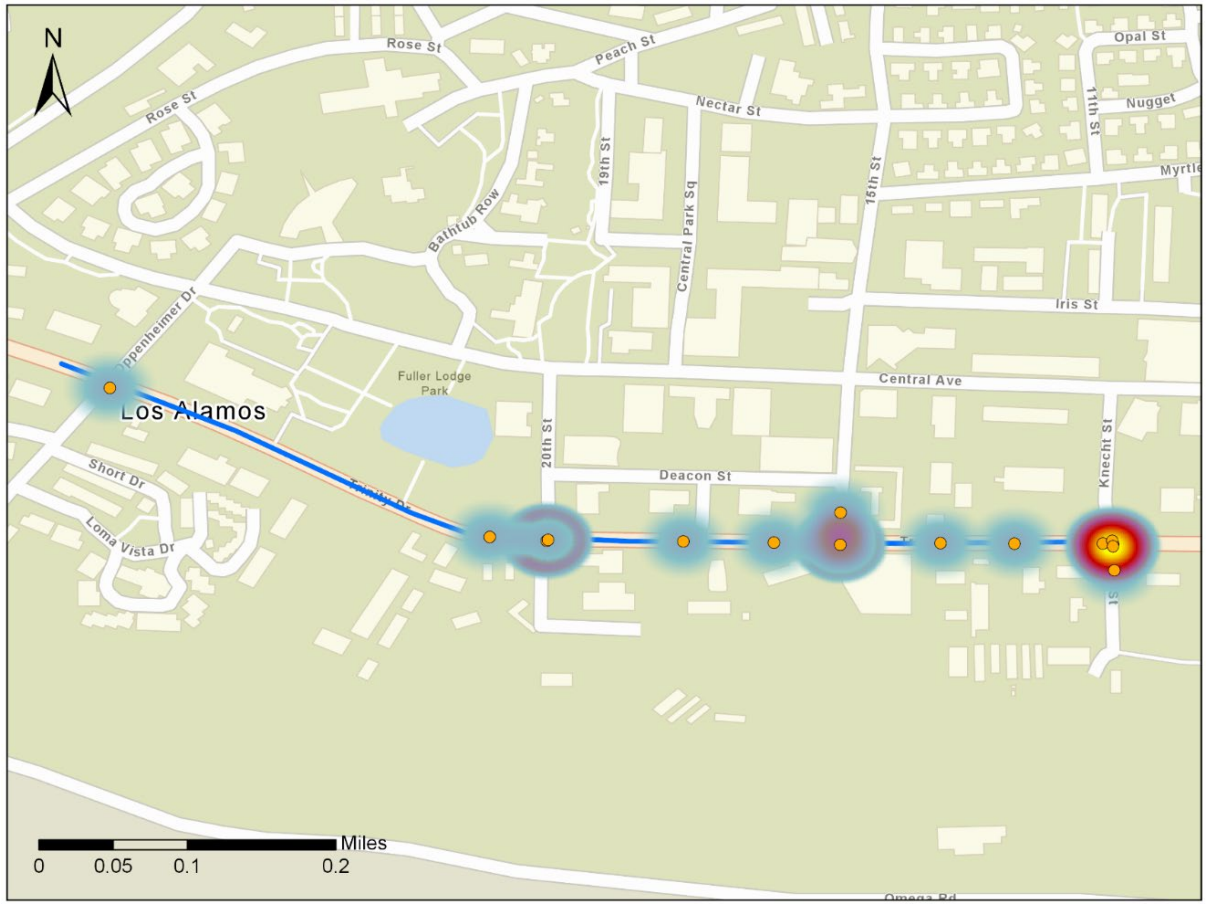
*PDO – Property Damage Only

Crash History

NM 502 Trinity Drive

Year	Crash Severity		Total
	Injury	PDO*	
2014-2020	25 (46%)	29 (54%)	54 (100%)





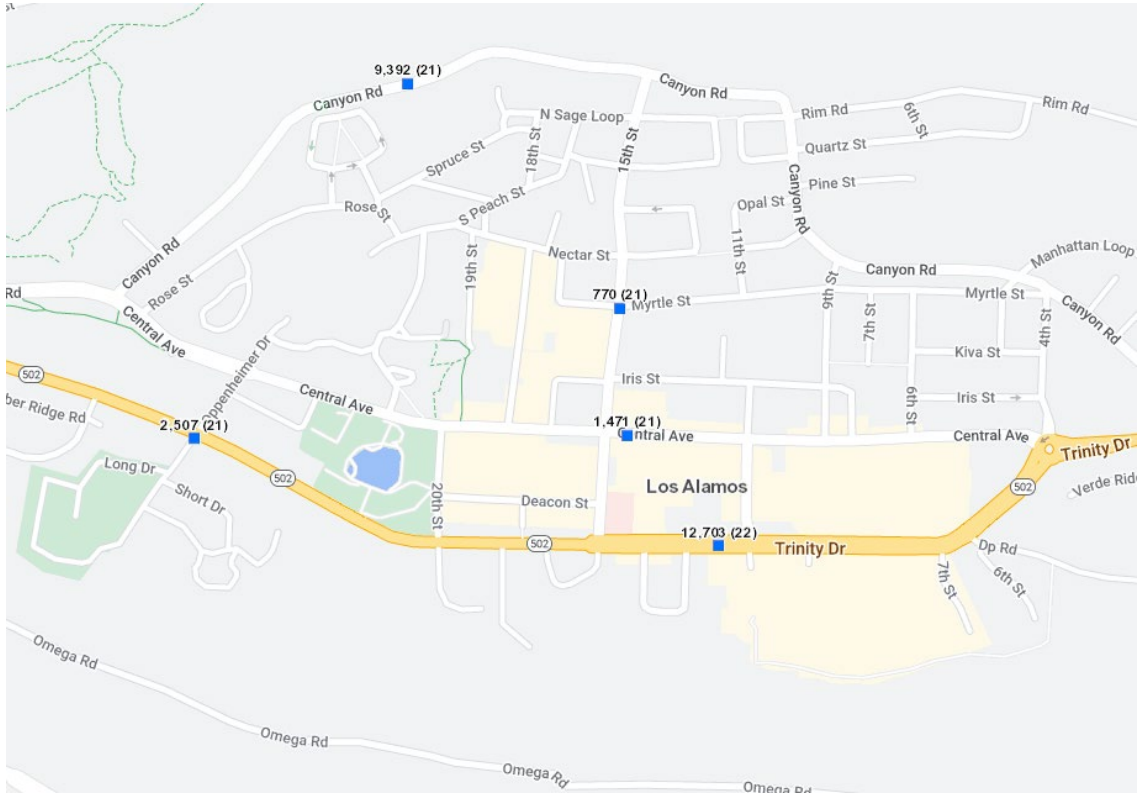
Attachment A

Traffic Volumes

NM 502 Trinity Drive

Year	AADT
2022	12,703
2021	11,269
2020	9,894

Source: NMDOT Traffic Count Database



Existing Modal Split

NM 502 Trinity Drive

Intersection	Vehicles		Pedestrians		Bicycles	
	Total	Percentage	Total	Percentage	Total	Percentage
Oppenheimer Drive and Trinity Drive	13,550	99.22%	101	0.74%	5	0.04%
20th Street and Trinity Drive	13,427	99.76%	27	0.20%	5	0.04%
15th Street and Trinity Drive	13,467	99.66%	44	0.33%	2	0.01%
Knecht Street and Trinity Drive	13,114	99.50%	63	0.48%	3	0.02%

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NM 502 Trinity Drive Study

Design Criteria:

- Minimum Lane Width for Principal Arterial – 11 ft
- Posted Speed Limit – 35 mph
- Meet all American with Disabilities Requirements Including:
  - 5% (1:20) maximum trail grade on independent trail alignments
  - Surface must be “firm and stable”
- Crosswalk visibility enhancements to improve bicycle and pedestrian safety
- Lighting, only where needed for safety

Potential Alternatives

Description of Alternatives

Widening Paved Shoulders – Eliminated

Benefits

- Increases effective turning radii at intersections
- Provides space for maintenance operations and snow storage
- Provides an increased level of comfort for bicyclists

Cons

- Requires additional right-of-way (typically 10-ft throughout the corridor) for each 5-ft bicycle lane
- Requires reconstruction of the existing curb and gutter, retaining walls, sidewalk, turnouts, ADA ramps, and bicycle lanes
- Impacts to buildings such as the Century Link building located on the south side of Trinity Drive by pushing the new sidewalk adjacent to the structure

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Description of Alternatives

Roundabouts – Eliminated

Benefits

- Improve safety
- Promote lower speeds and traffic calming
- Reduce conflict points

Cons

- Expensive
- The intersecting roadways (Oppenheimer Drive, 20th St. 15th St.) are typically 3 – 4 feet lower in elevation as you approach from the south
- This elevation difference does not allow the driver to have the required sight distance to navigate the roundabout

Description of Alternatives

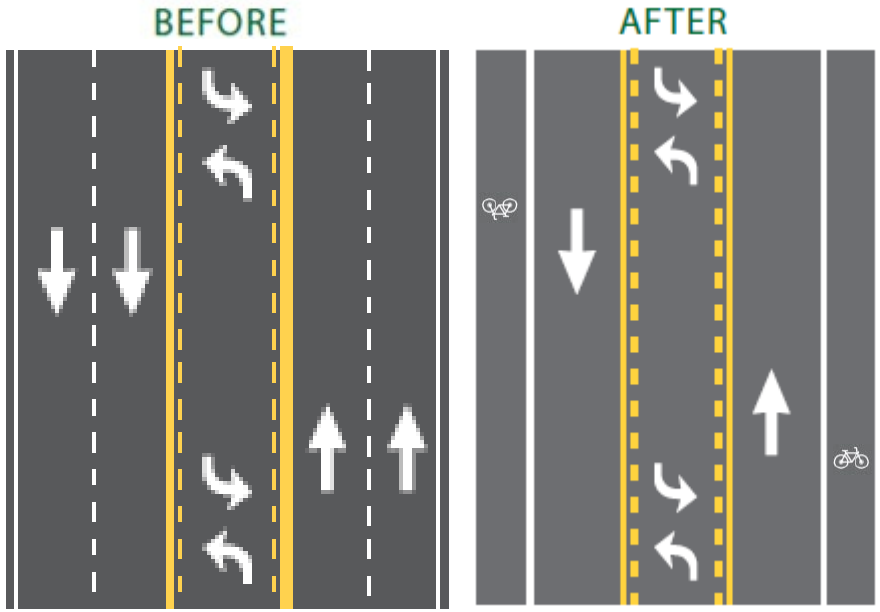
Road Diet

Benefits

- Reduction of rear-end and left-turn crashes
- Reduces right-angle crashes as side street vehicles cross three versus five travel lanes
- Fewer lanes for pedestrians to cross
- Opportunity to install pedestrian refuge islands, bicycle lanes, or transit stops
- Traffic calming and more consistent speeds

Cons

- Loss of passing opportunities
- Reduce the existing five-lane cross section to a three-lane section
- Increase travel delay



Includes: one 12-ft lane in each direction with a 14-ft two-way left-turn lane (TWLTL), 5-ft bike lanes, 5-ft sidewalk, and standard curb and gutter

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Description of Alternatives

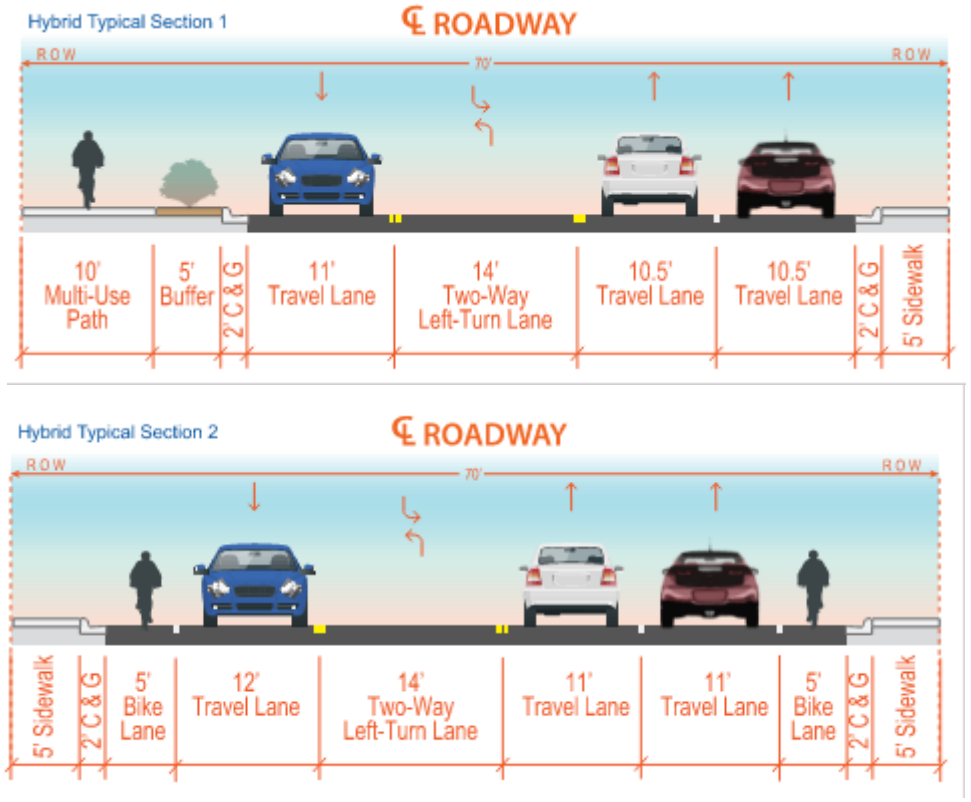
Hybrid

Benefits

- Reduction of rear-end and left-turn crashes
- Reduces right-angle crashes as side street vehicles cross four versus five travel lanes
- Fewer lanes for pedestrians to cross
- Opportunity to install pedestrian refuge islands, bicycle lanes, or transit stops
- Traffic calming and more consistent speeds

Cons

- Loss of passing opportunities
- Reduce the existing five-lane cross section to a four-lane section
- Increase travel delay



Includes: one lane in the westbound direction, and one lane in the eastbound direction with a 14-ft two-way left-turn lane (TWLTL), bike lanes or multiuse path, 5-ft sidewalk, and standard curb and gutter

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Alternatives Matrix

Evaluation Criteria	No-Build Alternative	Road Diet Alternative	Hybrid Alternative
Traffic Operations	(++)	(o)	(+)
Multimodal	(-)	(++)	(++)
Safety	(o)	(++)	(++)
LAC Master Plan	(-)	(++)	(++)
ROW	(++)	(++)	(++)
Cost	(o)	(-)	(-)

Positive, Good	(++)
Above Average	(+)
Average	(o)
Below Average	(-)
Negative, Poor	(- -)

Public Input

Comments / Contacts:

Please submit all comments by **June 20, 2024** to:

Public Works Department

1000 Central Avenue, Suite 160

Los Alamos, NM 87544

or

Phone: (505) 662-8150; Fax: (505) 662-8109

Email comments to: lacpw@lacnm.us

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Questions?

Thank you!

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

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