



LOS ALAMOS

Incorporated County of Los Alamos
Public Works Department
Engineering & Project Management Division

Public Information and Involvement Plan
(PIIP)

The Urban Trail Project

Date: September 9, 2021

PIIP Revision #: Design

Project Manager: Keith Wilson

County Engineer: Eric Martinez

Department Director: Anne W. Laurent, Public Works Director

PIO Assigned: Louise Romero, Office Manager

PIIP Phase: Conceptual Design Construction

1. Project Purpose and Scope: The Urban Trail Project is a multi-use trail (pedestrian/bicycle) beginning at the intersection of Trinity Drive and 20th Street and heads north along the west side of 20th Street, through the Fuller Lodge grounds to the tennis courts below Spruce Street and then follows along the north side of Canyon Road to the Aquatic Center. The Urban Trail alignment is part of the High Priority Corridor identified in the Bicycle Transportation Plan adopted by Council on June 27, 2017. The project will help connect businesses, tourism, retail, schools, parks, recreation, and residences as envisioned in the Bicycle Transportation Plan. Completion of the Urban Trail will also increase the County's chances to improve from a bronze to a higher-level bicycle friendly community by the League of American Bicyclists.

The Urban Trail project has been awarded \$4.305 million (includes \$626,808 County Match) in Federal funds for Design and Construction. For funding purposes, the project has been separated into two project phases (segments):

Phase I – Trinity to Spruce St.: Los Alamos County Engineering staff is designing this segment.

Phase II – Spruce St. to Aquatic Center: Wilson & Company is designing this segment

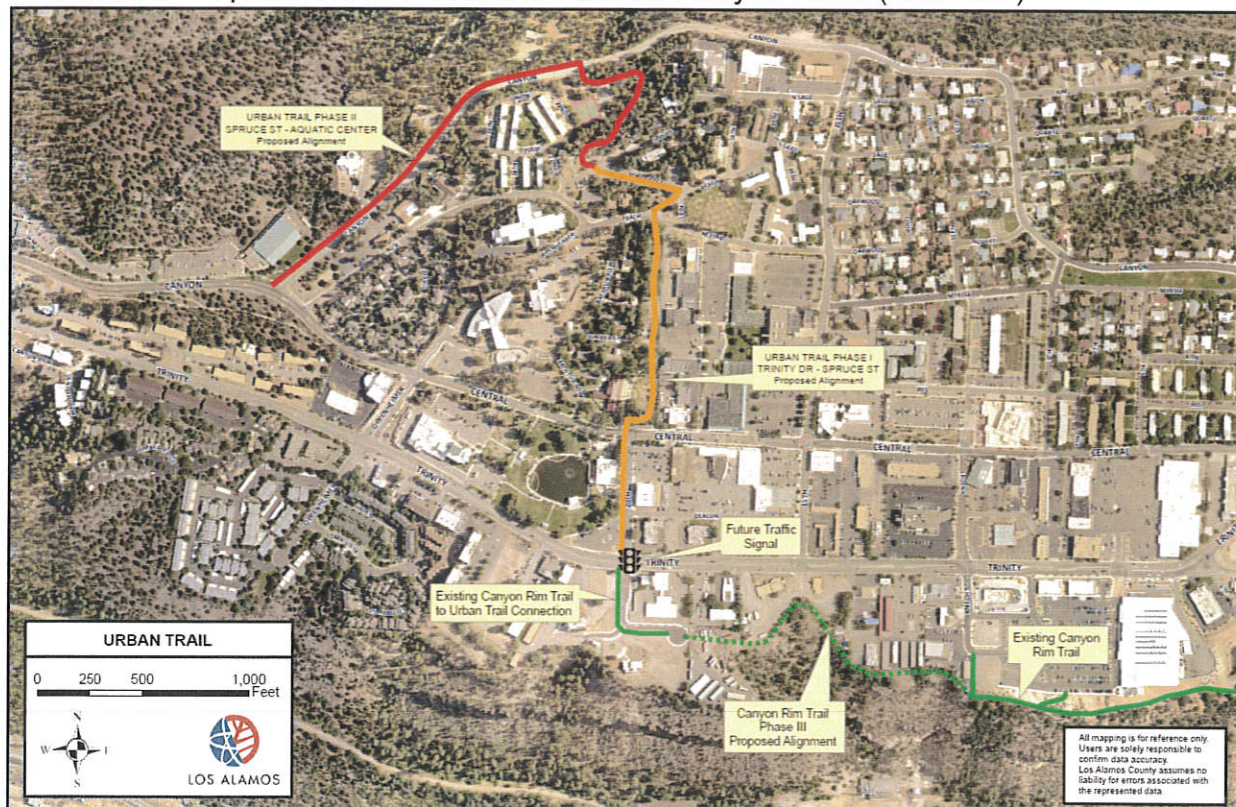
2. Does this project support any of the Council’s Strategic Goals? If so, which goal(s) apply? Yes, this project meets one of the Priority Areas set in the 2021 Strategic Leadership Plan: 1.) Protecting, maintaining, and improving our open spaces, recreational and cultural amenities. 2.) Enhancing support and opportunities for the local and small business environment. 3.) Expand transportation and mobility options and address parking challenges. 4.) Investing in infrastructure. Additionally, the Urban Trail alignment is part of the High Priority Corridor shown in Bicycle Transportation Plan adopted by Council on June 27, 2017.

3. Is this an approved CIP? Yes, Phase I and II are included in the Transportation CIP approved budget.

4. What is the project location?

Phase I - Trinity Dr. to Spruce Street (Orange Line)

Phase II – Spruce Street to Central Avenue/Canyon Road (Red Line)



5. Who is your audience – who are you talking to General public, residents, business and property owners.

6. Explain the steps for accomplishing the project and provide estimated timeframes for each step.

Both Phases of the project are being developed concurrently.

- Design Kick-Off: March 2021
- 30% Design Submittal/Review October/November 2021
- Environmental Documents November/December 2021
- 60% Design Submittal/Review January/February 2022
- 90% Design Submittal/Review & NMDOT Certifications April/May 2022
- Final Design June 2022
- Construction Procurement ~ November 2022
- Construction Estimated to Start March 2023, Construction Estimated Completion December 2023

7. Does this project relate to projects in progress or in the future?

Canyon Rim Trail Phase III currently in the easement acquisition stage will extend the Canyon Rim Trail from Knecht Street to Trinity/20th Street intersection. Trinity/20th Street Intersection Signalization will be constructed in coordination with the construction of the Marriott TownePlace Suites. Trinity Drive Safety and ADA Improvements is a Federally funded safety project to make improvements to Trinity Drive from Oppenheimer to Knecht Street with study and design pending contract award (currently in the procurement process).

8. Project start and completion dates:

Design Start: March 2021

Design Completion: June 2022

Estimated Construction Start: March 2023

Estimated Construction Completion: December 2023

9. Project cost and funding source:

Phase I Design = \$25,000 Federal Transportation Alternatives Program

Phase I Construction = \$675,000 Federal Transportation Alternatives Program

Phase II Design = \$230,000 Federal Congestions Mitigation and Air Quality

Phase II Construction = \$3,375,000 Federal Congestions Mitigation and Air Quality

Total Project Cost = \$4,305,000 (\$3,678,192 Federal/\$626,808 County Match)

10. Is the intent to inform , educate , and/or involve ?

11. Describe the issues the public may have regarding the project: Trail

Alignment runs through the grounds of Fuller Lodge. Alignment choice intended to minimize the impacts to uses of the Fuller Lodge grounds. Several intersections (Peach/Nectar, Ponderosa/Peach, Ponderosa/Spruce) and roadways (Peach, Ponderosa, Canyon) will need to be narrowed to accommodate the Trail Alignment and Roadway Crossings. A segment of Peach

between Nectar and Ponderosa may have to be made one-way. All others will maintain sufficient width to maintain two-way traffic.

12. Location of staging area. N/A – in the design stage.

13. Describe constraints on the project (regarding public information), such as critical timeframes, other.

Design of both Phase I and II need to be completed and approved by NMDOT by June 2023 to ensure obligation of the Construction Funding. With continued COVID restrictions public input meetings may need to be conducted through hybrid virtual format.

14. Will you be holding a public meeting/open house to solicit input or inform the public of a project.

Walking Tours of the trail alignments were held during Sciencefest on July 9 and 10, 2021 to provide information and solicit input

Public Input Meeting Scheduled in conjunction with the October 7, 2021

Transportation Board Meeting to present the proposed trail alignments and design details and solicit public feedback.

A Public Input Meeting will be held as part of the Environmental Documentation, date to be determined.

Additional Public Input Meetings may be scheduled through the design process based on issues that may arise.

The Public Works project webpage will be kept up to date as the design develops and public will have an opportunity to provide input at any time.

15. Is public comment limited to this meeting? Will you allow the public to provide written comments for a period after the meeting? What will you do with the comments? Individual Stakeholder meetings will be held as needed.

The public is typically provided a period of 7 to 14 days following the public meeting to submit written comments in addition to submitting them verbally or in writing at the Public Meetings. Comments will be reviewed by the Project Management Team for possible incorporation into the project. The Public Works project webpage will be kept up to date as the design develops and public will have an opportunity to provide input at any time.

16. Estimated PIIP Budget? \$2,000

Door hangars will be distributed to adjacent property owners with information regarding the public meeting.

A press release will be submitted to the media regarding public meeting.

An ad announcing the public meeting will be placed with the LA Daily Post.

The Public Works website will be updated as needed to keep citizens informed of progress and to share future project milestones.

Please sign below and date:

Submitted by Project Manager: Keith P. Wilson Date 9/14/2021

Keith P. Wilson

Approved by County Engineer: Eric Martinez Date 9/14/2021

Eric Martinez

Approved by Department Director:  Date 9/28/2021

Anne W. Laurent

Assigned Public Works PIO: Louise Romero Date 9/28/2021

Louise Romero

*Approved by Acting County PIO: Leslie Bucklin Date 9/29/2021

Leslie Bucklin

***If the PIO does not approve the PIIP, the PIO must provide justification for the disapproval below. The Department Director can override this decision but must also provide justification below or via an attached memo.**