

NM 502 Roadway Improvements Project History Summary

February 2, 2005 – **NMDOT first public information meeting** to solicit public comments and concerns on the project

March 16, 2006 – **NMDOT second public information meeting** to present alternatives and collect comments

June 4, 2007 – NMDOT completes the Environmental Assessment for the NM 502 Improvements Project

June 9, 2009 – NMDOT presented the preferred design option to County Council. Public comments at the meeting expressed concerns about the design not adequately addressing bicycle traffic and the high speeds of vehicular traffic hindering safe pedestrian crossings.

FY2010 Council Budget Hearings – County Council moved funds from a County Transportation Master Plan and provided funding for NM 502 Corridor Study.

July 27, 2010 – County Council awards Services Agreements to MIG, Inc and CDM Engineering for the NM 502 Corridor Study

Corridor Study Meetings (18) to obtain Public Input and Involvement

Residents and Neighborhoods with Trinity access (9/1/10 and 1/11/11)

Businesses with Trinity access (9/2/10 and 1/12/11)

Businesses on the Corridor and on Central (9/1/10, 9/2/10, 1/11/11, and 1/12/11)

Councilors and councilors-elect (10/6/10, 10/7/10, and 11/16/11)

Los Alamos National Laboratory Project Manager Group (11/17/10)

Cyclists (11/16/10)

Public Meetings (10/6/10 and 11/17/10)

Transporation Board Meeting (9/2/10, 11/17/10)

Environmental Sustainability Board (11/18/10)

January 25, 2011 – **County Council meeting** to provide an update on the corridor study and request direction

July 7, 2011 – **Public Meeting** to present the draft NM 502 Corridor Study. There were many questions about the capacity and function of a single lane roundabout.

August 31, 2011 – Los Alamos County received the findings from Ourston Roundabout Engineering firm hired to provide a third party check on the single lane roundabout capacity.

September 6, 2011 – **County Council meeting** to present the NM 502 Corridor Study Final Report. Council expanded the Technical Advisory Committee (TAC) to discuss the design and evaluate the design option with a concentration on NM 502 from DP Road to Airport Road. October 11, 2011 to January 4, 2012 – TAC meets five times in open meeting to discuss and finally rank the design alternative including the NMDOT 2007 option, signalized options with different lane configurations, roundabout options, and a no-build option.

January 4, 2012 to January 12, 2012 – Los Alamos County (LAC) staff prepare a hybrid design based on comments and discussions at the TAC meetings.

January 12, 2012 – Transportation Board meeting to discuss the TAC meetings

January 19, 2012 – Transportation Board meeting where LAC staff presented the hybrid design.

February 7, 2012 – **County Council meeting** to discuss the NM 502 design alternatives. Council endorses the hybrid design option and directs LAC staff to work with NMDOT to develop a project. NMDOT requests that LAC staff evaluate the Level of Service (LOS) at the Arroyo Lane and Sombrillo Court intersections. State and Federal LOS standard is “D” or better for both existing and future peak hour traffic volumes.

July 17, 2012 – LAC staff present LOS calculations to NMDOT for Arroyo Lane and Sombrillo Court intersections. Arroyo Lane’s LOS was below a “D” for the existing and future PM peaks with one east bound lane. Sombrillo Court’s LOS was below a “D” for the existing and future AM peaks and the future PM peak. NMDOT requested the growth rate to be reduced to 0.5% per year and recalculate the LOS.

July 27, 2012 – LAC staff submits revised LOS calculations. Arroyo Lane is still below a “D” with one east bound lane but is above a “D” with two east bound lanes. Sombrillo Court’s existing and future AM peaks is improved but still below a “D”. NMDOT is going to present hybrid design and LOS to Federal Highway Administration (FHWA).

November 1, 2012 – NMDOT meeting with Council Leadership, County Administration, and LAC staff to discuss State Highway issues in Los Alamos County. NM502 is discussed and NMDOT say the project may have to be County funded if LOS is not improved to a “D” or better. Council Leadership requests a meeting with FHWA and NMDOT to discuss.

November 13, 2012 – NMDOT and FHWA meeting with Council Leadership, County Administration and LAC staff to discuss NM 502 design, LOS and funding. FHWA holds firm on the LOS standard. LAC staff is directed keep the limits of the project within the 2007 Environmental Study and phase the project to stay within the existing funding limits.

December 11, 2012 – **County Council meeting** to discuss phasing limits of the NM502 project. Council approves the project to start at Knecht Street to just east of the existing Canyon Road

Intersection and to include Pedestrian Hybrid Beacons for pedestrian crossings. NMDOT agrees to start on the environmental document update.

February 20, 2013 – A public information meeting was held to discuss the revised proposed alternative for NM 502 and to receive comments from the public.

January 22, 2014 - A meeting was held with Los Alamos Public Schools. The purpose of the meeting was to familiarize the school officials with the proposed improvements on NM 502, discuss the project schedule, and impacts to the school property located on the north side of NM 502 between Canyon Road and 4th Street.

January 22, 2014 – A meeting was held with the Los Alamos County Public Works and Public Utilities staff to discuss concerns brought up by Los Alamos County Public Works staff regarding the Preliminary Roundabout design presented to them, as well as, concerns brought up by Los Alamos Public Schools representatives.

February 27, 2014 – A meeting was held with the Los Alamos Public School representatives to follow up with LAPS on design modifications made to address issues brought up by the LAPS at the meeting held on 1/22/14. In addition the meeting served to further discuss the right-of-way acquisition process and project schedule.

August 2014 - A Warrants Study was conducted by the NMDOT and based on the results, it was determined that a HAWK signal is not currently warranted, and therefore cannot be included in the project without further justification.

July 2015 – Los Alamos County conducted a GAP analysis. The GAP analysis showed that there are currently a sufficient amount of safe gaps, therefore, this study did not provide the needed justification for a HAWK signal.

August 24, 2015 – A design team meeting was held with Los Alamos County Public Works to discuss the Hawk Signal warrants and to obtain direction on what provisions will be made in the construction plans to address this issue.

September 14, 2015 – With regards to the two pedestrian crossings, Los Alamos County Public Works concurs with NMDOT recommendations to construct a median refuge and curb ramps, signage, striping, and conduits/sleeves at both locations for possible future HAWK installation. In addition, the County requested pedestrian activated Rectangular Rapid Flashing Beacons (RRFBs) at the two crossings.

December 2015 – A newsletter will be sent out to the community and posted on the Los Alamos County website providing a summary of the revised roadway design, changes to the pedestrian crossings, and the project schedule.