

INCORPORATED COUNTY OF LOS ALAMOS RESOLUTION NO. 10-32

**A RESOLUTION ON THE POLICY FOR THE DESIGN OF PUBLIC
STREETS AND RIGHTS-OF-WAY IN LOS ALAMOS COUNTY**

WHEREAS, the Los Alamos County Council has established six (6) main Strategic Goals, three (3) of which are "Enhance Environmental Quality and Sustainability", "Improve Transportation and Mobility", and "Diversify the Economy/Revitalize White Rock and Los Alamos Downtowns"; and

WHEREAS, the Council has established a series of Strategic Objectives to carry out these goals, including objectives to "Incorporate smart growth concepts", "Pursue community-wide independence from hydrocarbon energy sources", "Promote and expand regional transit organization", "Develop a Transportation Master Plan", and "Improve downtowns by attracting at least \$30 million of private investment and making available \$6 million of public funds"; and

WHEREAS, recent advances in the practice of traffic engineering and urban planning have developed new "best practices" for the design of streets that better accommodate the needs of private vehicles, transit riders, pedestrians, cyclists, and those with disabilities, while enhancing safety and convenience for all users; and

WHEREAS, a consistent policy on the development of streets and rights-of-way in the County that supports consideration of all modes of transportation during the design process will help to achieve Council's three aforementioned Strategic Goals.

NOW, THEREFORE, BE IT RESOLVED by the Council of the Incorporated County of Los Alamos that the "Policy for the Design of Streets and Rights-of-Way in Los Alamos County" (Attachment "A") shall be adopted as the official policy of the County.

PASSED AND ADOPTED this 9th day of November, 2010.

**COUNCIL OF THE INCORPORATED COUNTY
OF LOS ALAMOS, NEW MEXICO**



**Michael Wismer
Council Chair**



ATTEST:



**Janet Foster
Los Alamos County Clerk**

ATTACHMENT "A"

Policy on the Design of Public Streets and Rights-of-Way in Los Alamos County

1. Purpose and Vision

The purpose of this policy is to ensure that in the process of designing new streets and rights-of-way or redesigning or reconstructing existing ones:

- 1.1. Street and right-of-way design and land use decisions are mutually reinforcing, to create effective synergy between streets and rights-of-way and land uses.
- 1.2. A comprehensive approach to street and right-of-way planning and design provides sufficient capacity and safe and comfortable travel for expected levels of motorists, bicyclists, pedestrians, transit riders, and operators of other evolving modes of transportation, such as low speed vehicles.
- 1.3. Street and right-of-way design provides transportation choices while promoting safety, health, economic vitality, environmental sustainability, and livability throughout the community.
- 1.4. Street and right-of-way designs incorporate published engineering and best planning practices.

2. Applicability

2.1. This policy along with other related plans, codes, and regulations shall apply to the design of all new and rebuilt streets, roads, sidewalks, and similar paved public rights-of-ways. The policy does not apply retroactively to streets and rights-of-way that otherwise are being resurfaced or repaired.

2.2. All potential streets, rights-of-way and intersection elements to be considered under this policy are subject to context and appropriateness of surrounding and future land uses. Certain constraints such as lack of right-of-way, or topography may prohibit the use or require refinement of design element options.

2.2.1. Aspects of this policy may be waived if cost of accommodation is excessively disproportionate to the need or probable use.

2.2.2. A well defined process for granting exceptions will be developed that includes review by senior level department heads in DPW and Community Planning with concurrence by their respective Boards and Commissions. This policy shall also be taken into account when considering future codes and regulations.

3. Implementation

3.1. This policy establishes the goals for street, right-of-way, and intersection design guidelines that will be part of the Comprehensive Transportation Plan for Los Alamos County.

3.1.1 Guidelines for cross-sections, speeds, functional and aesthetic design elements for new and reconstructed streets and rights-of-way, including the design components that create the desired character of various streets or street segments will be set appropriately considering the overall function of the street or right-of-way in the context of surrounding land uses.

3.1.2 Street and right-of-way design guidelines will include street and intersection design elements and their intended purpose, as well as outline the approach to evaluating the tradeoffs among competing users and uses of the street right-of-way.

3.1.2 Developers and designers shall document how elements of this policy were taken into consideration during design and provide justification for elements recommended by or appropriate to the project and its surrounding land uses but not included in the recommended design, subject to County review and acceptance.

3.2 The requirements for development review and approval currently required by code should be updated as needed to implement this policy.

3.2.1 The Los Alamos County Public Works Construction Standards and current design-manuals will be revised and updated in a periodic manner consistent with the evolution of best practices. The Director of Public Works will be responsible for this process. Reference should be made to existing design guides, such as those issued by AASHTO, state design standards, and the Americans with Disabilities Act Accessibility Guidelines.

3.2.2 The County's Development Code should be updated as necessary.

3.3 This policy shall be incorporated into existing and future transportation related documents.

3.4 The public will be informed and involved during all stages of the planning and design process to ensure that the perspectives of all stakeholders are heard and seriously considered.