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Los Alamos County NM4 Crossing & Multi-Use Trail Improvement Project & Pinon School Trail

January 27, 2026
Council Presentation



INTRODUCTIONS



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Keith Wilson, PTP, RSP1

Deputy Public Works Director
Public Works Department



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John Stricklan P.E.

Engineer Project Manager
Public Works Department

Bohannon  Huston
Design Engineers



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AGENDA

- Project History
- Project Overview
- Public Outreach
- HAWK Signal Location & Re-evaluation
- NM4 Lane Reduction & Re-evaluation
- Project Design Elements
- Recommendations/Requested Action
- Next Steps
- Questions/Feedback



PROJECT HISTORY

- Mirador Subdivision Approved April 2018
- Mirador Mixed Use Development Approved December 2020
- White Rock Town Center Master Plan Adopted October 2021
- Project Scoping (Bridge and Tunnel Options evaluated but deemed not feasible)
- Resolution 21-21 for Grant Application for NM4 Crossing Project Approved by Council September 2021
- Funding Award (\$2,750,000 Design & Construction)
- Design Started August 2024
- Pinon School Trail added February 2025
- Resolution 25-05 for Grant Application for Pinon School Trail Approved by Council March 2025
- Pinon School Trail Easement secured from LAPS May 2025
- Funding Award (\$700,000 Construction)



PROJECT OVERVIEW

- Carbon Reduction Program and Transportation Alternative Program funds from NMDOT (\$2,750,000 and \$700,000)
- Reconstruction of Multi-use trail along Eastbound NM4 with enhanced mid-block crossing (Pedestrian Hybrid Beacon/HAWK Signal)
- Lane reduction on Westbound NM4 to accommodate new multi-use trail and enhance pedestrian safety
- Reconstruction of existing trails through Pinon Park, including connections to Sherwood Blvd and Sierra Vista Dr
- Construction of new trail along west side of Pinon Park
- Coordination with CSD's Rocket Park Renovation Project
- Drainage Improvements
- Reconstruction of trail from Pinon Park to Grand Canyon Dr. on west side of Pinon Elementary School.





PIÑON PARK

Existing Conditions



PUBLIC OUTREACH

- Dec 2024 – Initial Project Presentation to Transportation Board
- Jan 2025 – Project Presentation to Parks and Recreation Board
- Feb 2025 – Project Update Presentation to Transportation Board
- Mar 2025 – Project Display at County Open House
- Jun 2025 – Presentation to Arts in Public Places Advisory Board
- Jul 2025 – Meeting with some Sierra Vista Neighborhood Residents
- Nov 2025 – Project Update Presentation to Transportation Board

ATTENTION

PUBLIC INPUT MEETING #2 NM4 CROSSING AND MULTI-USE TRAIL IMPROVEMENT PROJECT

When: Thursday, February 6, 2025, at 5:30 p.m.

Where: Municipal Building, 1000 Central Ave, or via Zoom

This project includes the design and construction of both new and reconstructed multi-use trails along NM4 between Sherwood Blvd. and La Vista Dr. and within Piñon Park and a crossing of NM4. The planned improvements will enhance connectivity and safety for pedestrians and cyclists. At this meeting updates will be provided on the design decisions related to the HAWK Signal Crossing, NM4 Lane Reduction and Trail Alignment along the northside of NM4.



For more information on the project
Scan the QR Code with Phone or go to
www.lacnm.us and Search for "NM4"
or Call 505-662-8150

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where discoveries are made



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PROPOSED NM4 CROSS SECTION

- Existing Trail to be Reconstructed
- New Trail

Mirador Mixed-Use



Mirador Subdivision

Confianza St

On-Street Trail

Lane Reduction

Library

To Sherwood Blvd Businesses

NM 4

Baptist Church

To Pion Elementary School

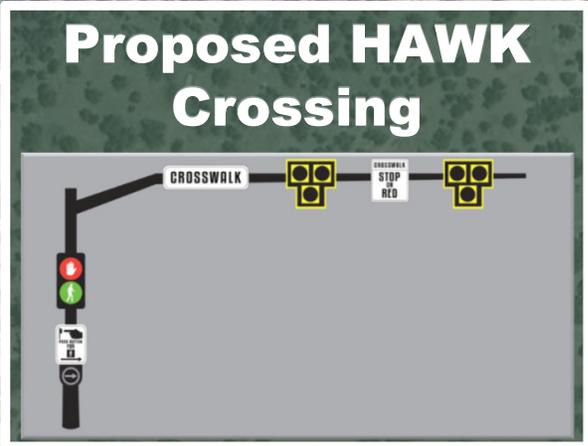


Image © 2024 Airbus

PEDESTRIAN HYBRID BEACON/HAWK SIGNAL OVERVIEW

HAWK SIGNALS



Source: The Land

INSTRUCTIONS			
Drivers		Pedestrians	
...will see this	...will do this	...will see this	...will do this
	Proceed with Caution		Push the Button to Cross
	Slow Down (Pedestrian has activated the push button)		Wait
	Prepare to Stop		Continue to Wait
	STOP! (Pedestrian in Crosswalk)		Start Crossing
	STOP! Proceed with Caution if Clear		Continue Crossing
	Proceed if Clear		Push the Button to Cross

Source: City of Albuquerque, NM

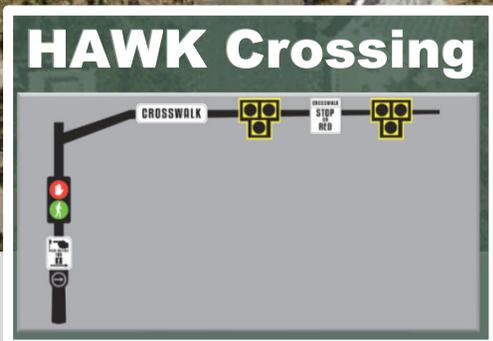


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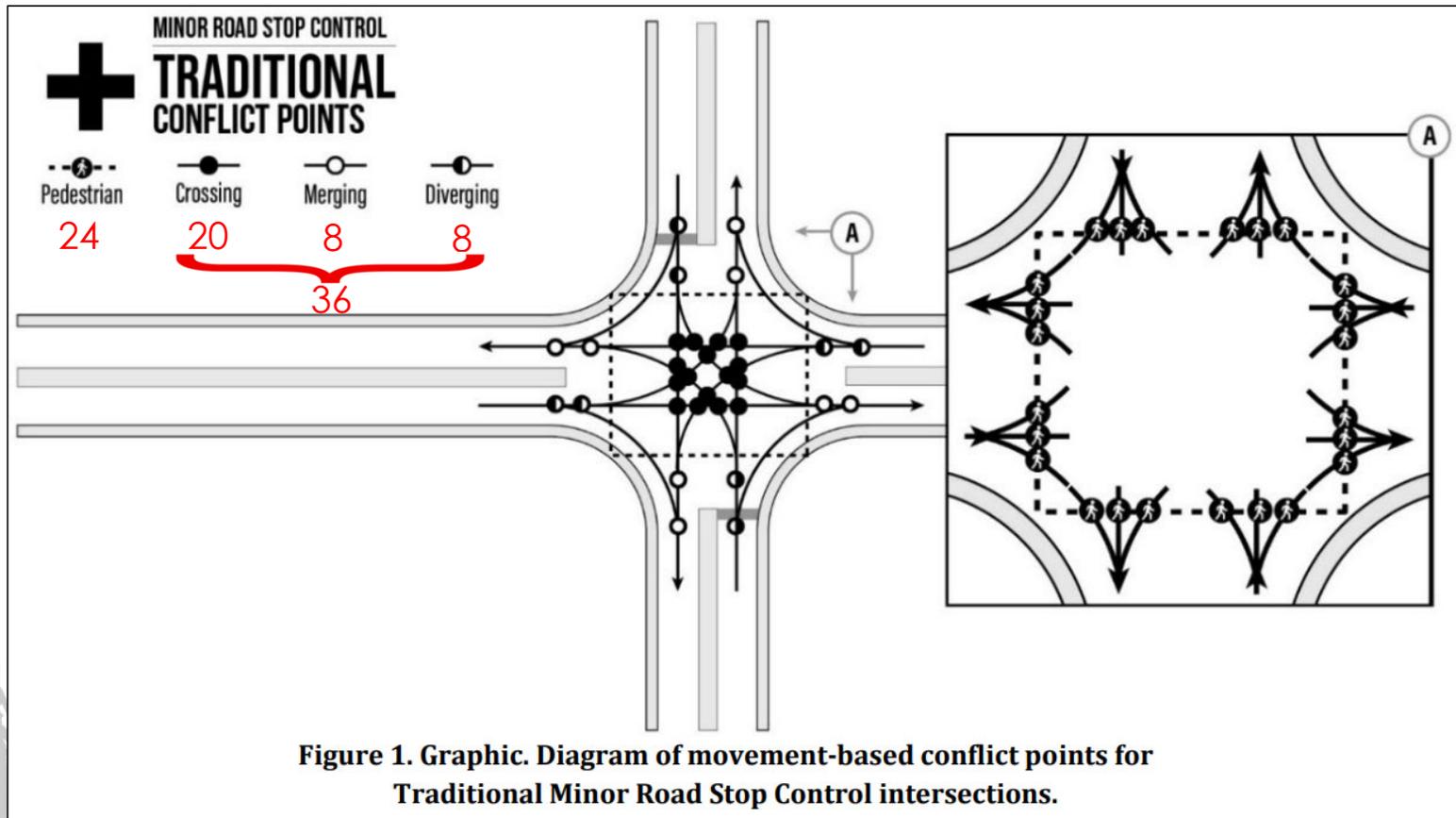
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PEDESTRIAN HYBRID BEACON (HAWK) CROSSING LOCATION RE-EVALUATION

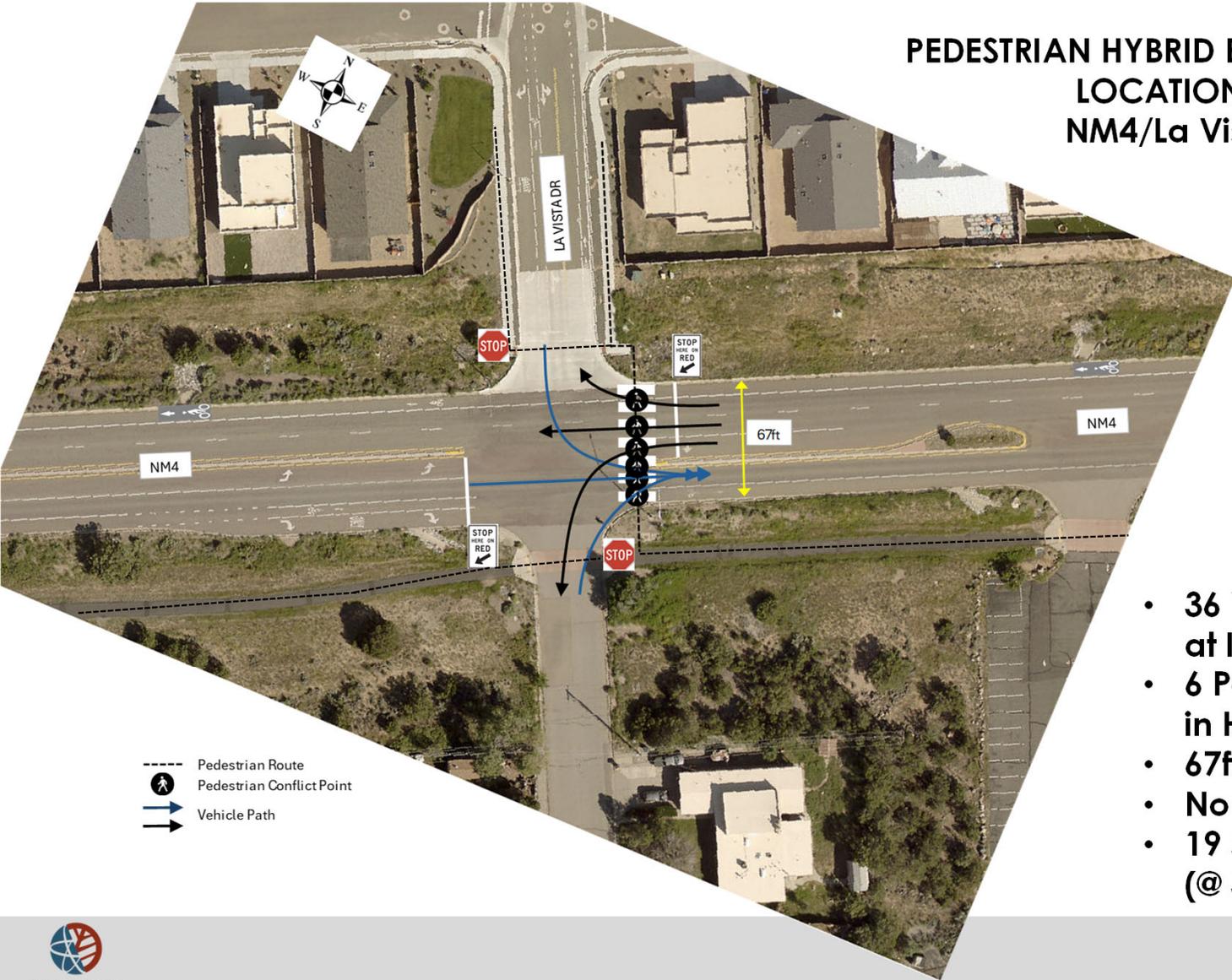


PEDESTRIAN HYBRID BEACON (HAWK) CROSSING LOCATION RE-EVALUATION NM4/La Vista Dr Intersection



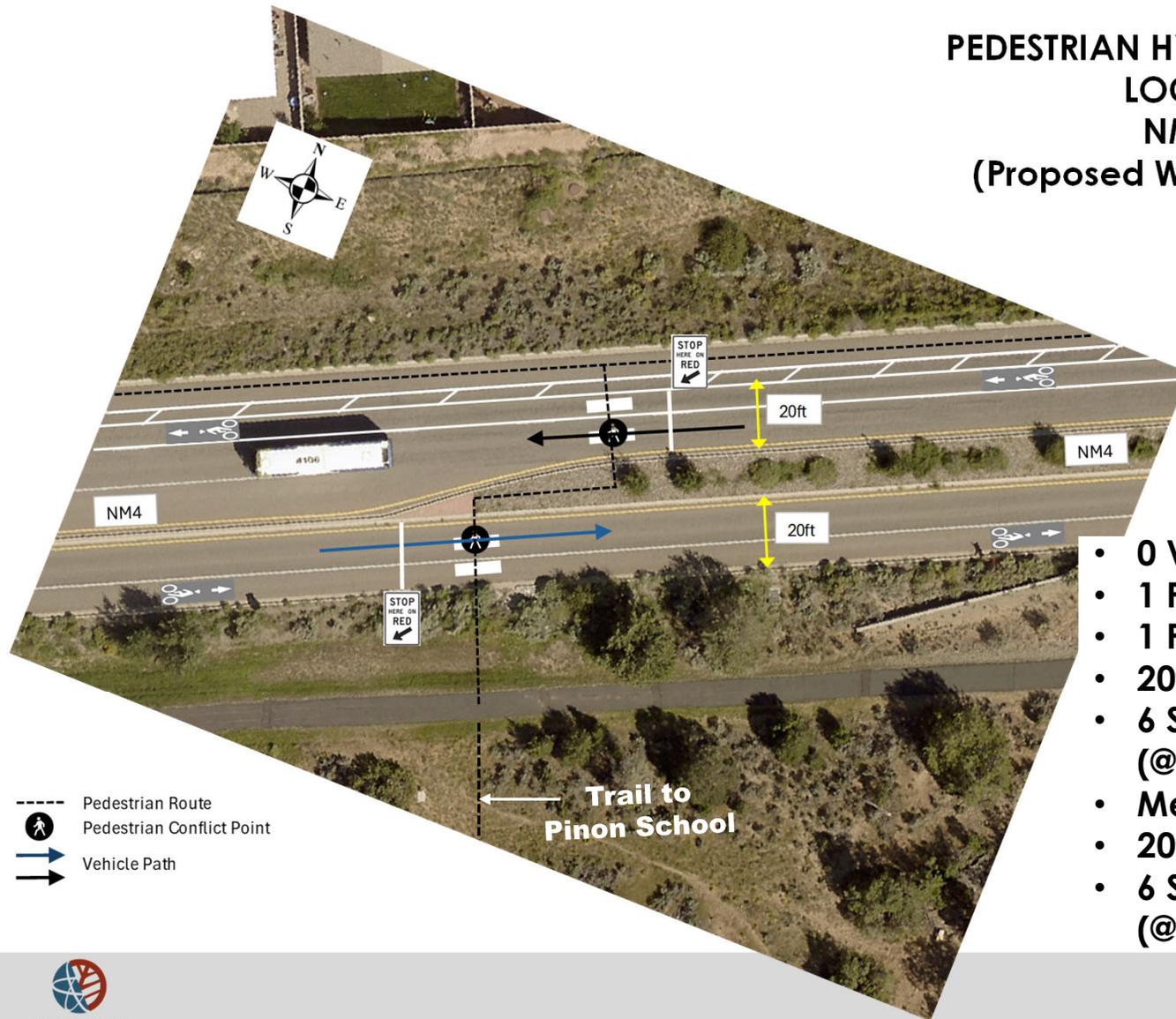
Source: FHWA Publication No.: FHWA-SA-21-013 A Safe System-Based Framework and Analytical Methodology for Assessing Intersections

PEDESTRIAN HYBRID BEACON (HAWK) CROSSING LOCATION RE-EVALUATION NM4/La Vista Dr Intersection



- 36 Vehicle/Vehicle Conflict Points at Intersection
- 6 Pedestrian/Vehicle Conflict Points in HAWK Crossing
- 67ft Crossing Distance
- No Median Refuge
- 19 Second Pedestrian Exposure (@ 3.5ft per sec)

PEDESTRIAN HYBRID BEACON (HAWK) CROSSING LOCATION RE-EVALUATION NM4 Mid-Block Location (Proposed WB Lane Reduction Cross Section)



- 0 Vehicle/Vehicle Conflict points
- 1 Pedestrian/Vehicle Conflict Points [WB]
- 1 Pedestrian/Vehicle Conflict Points [EB]
- 20ft Crossing Distance [WB]
- 6 Second Pedestrian Exposure (@ 3.5ft per sec [WB])
- Median Refuge
- 20ft Crossing Distance [EB]
- 6 Second Pedestrian Exposure (@ 3.5ft per sec [EB])

- Pedestrian Route
- ⊙ Pedestrian Conflict Point
- Vehicle Path



PEDESTRIAN HYBRID BEACON (HAWK) CROSSING LOCATION RE-EVALUATION SUMMARY



NM4/La Vista Intersection

Pros

- Convenient Route for All Destinations

Cons

- Increased Pedestrian Exposure
- Complex Decision Making for all Users
- More Conflicts/Less Safe
- Longer Delays

Mid-Block Crossing

Pros

- Minimal Pedestrian Exposure
- Simplified Decision Making for all Users
- Less Conflicts/Safer
- Shorter Delays
- Convenient Route for Major Destinations

Cons

- Less Convenient Route for Some Destinations

RECOMMEND Mid-Block Crossing



NM4 WESTBOUND LANE REDUCTION RE-EVALUATION

La Vista Dr to Pajarito Rd



Rover Blvd to Sherwood Blvd



Pajarito Rd to the West



Sherwood Blvd to La Vista Dr.



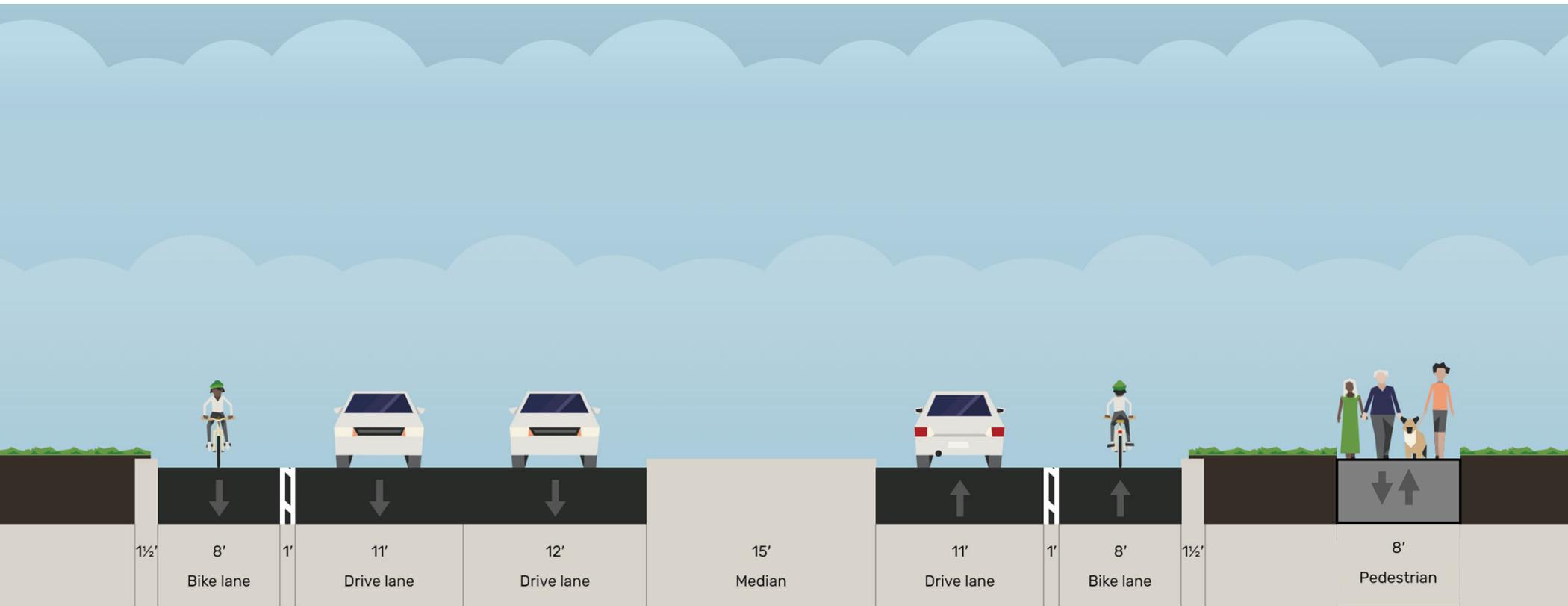
Truck Route to Rover Blvd



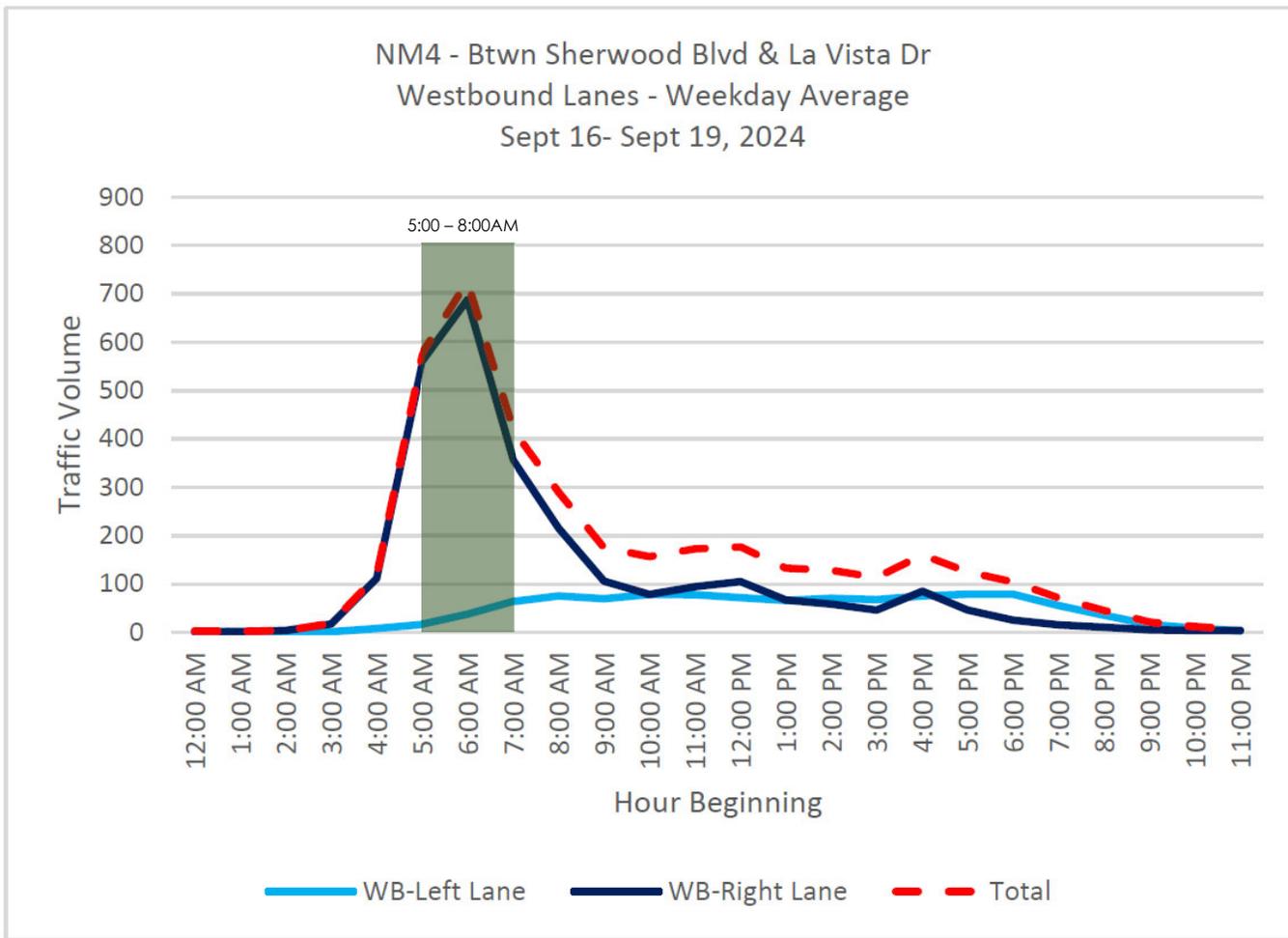
NM4 WESTBOUND LANE REDUCTION RE-EVALUATION

Existing Cross-Section

Sherwood Blvd to La Vista Dr



NM4 WESTBOUND LANE REDUCTION RE-EVALUATION



NM4 WESTBOUND LANE REDUCTION RE-EVALUATION



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NORTHSIDE TRAIL LOCATION RE-EVALUATION

New Trail in Buffer Area



- Trail Alignment cannot be placed at the back of curb due to requiring significant drainage work.
- Corridor with minimal utility conflicts is available.
- Requires cut in some areas and fill in others to meet ADA slope requirements and connection to mid-block crossing.
- Basalt Rock is near surface in some areas.
- Estimated cost approximately 5 Times more than the cost to place the trail in NM4 Roadway

NM4 WESTBOUND LANE REDUCTION RE-EVALUATION NORTHSIDE TRAIL LOCATION RE-EVALUATION SUMMARY

NM4 Westbound Lane Reduction

Pros

- Allows Trail to Utilize Roadway reducing construction costs
- Help Moderate Speeds to new 35 MPH Speed Limit
- Improved safety at mid-block crossing
- Reviewed by Police and Fire Departments with no concerns

Cons

- Potential delays from slow moving trucks

Northside Trail in Buffer Area

Pros

- Trail Buffered from NM4

Cons

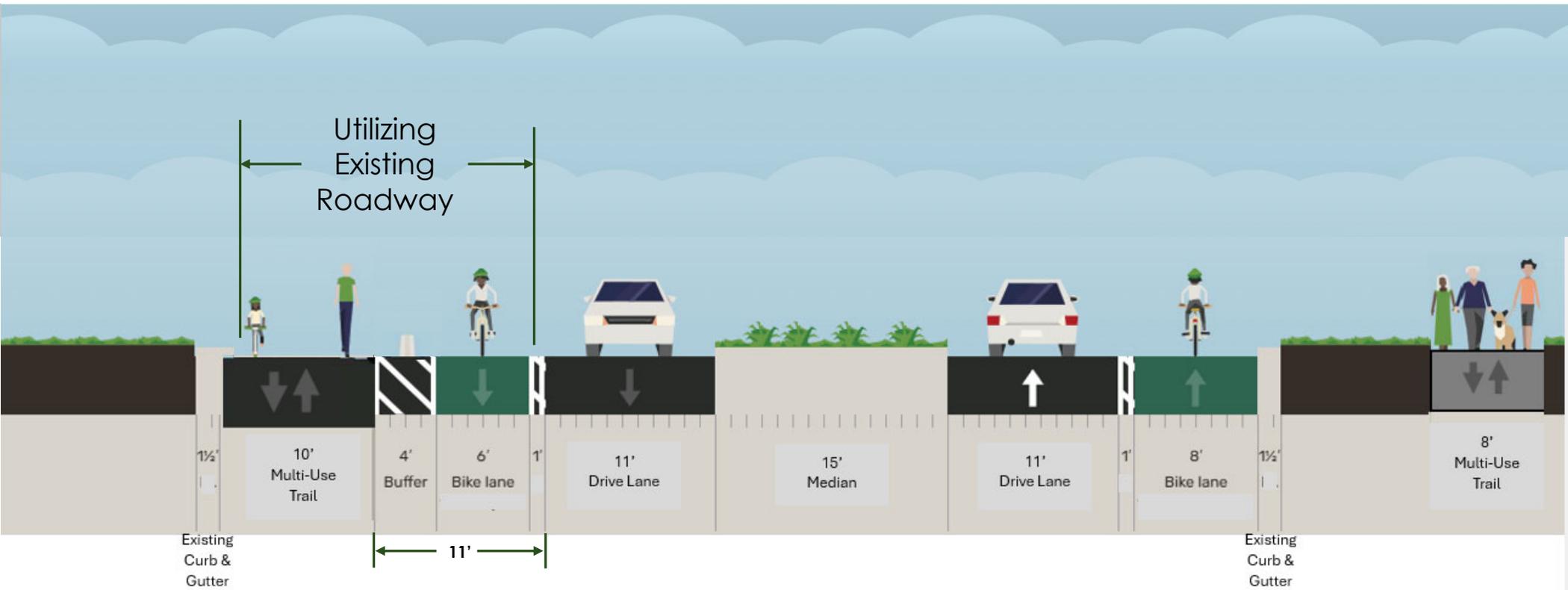
- 5 Times more Cost
- Some Construction Unknowns (Basalt)



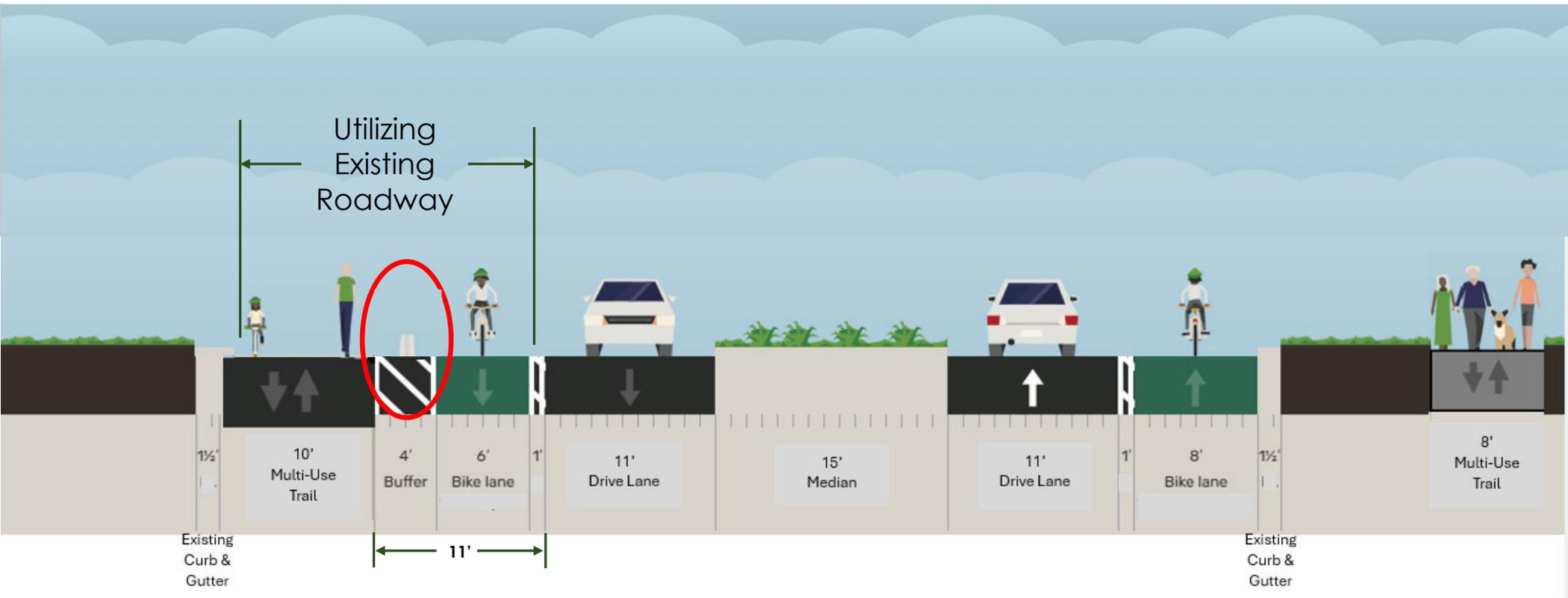
RECOMMEND WB Lane Reduction and Trail Placement on NM4



NM4 PROPOSED CROSS SECTIONS

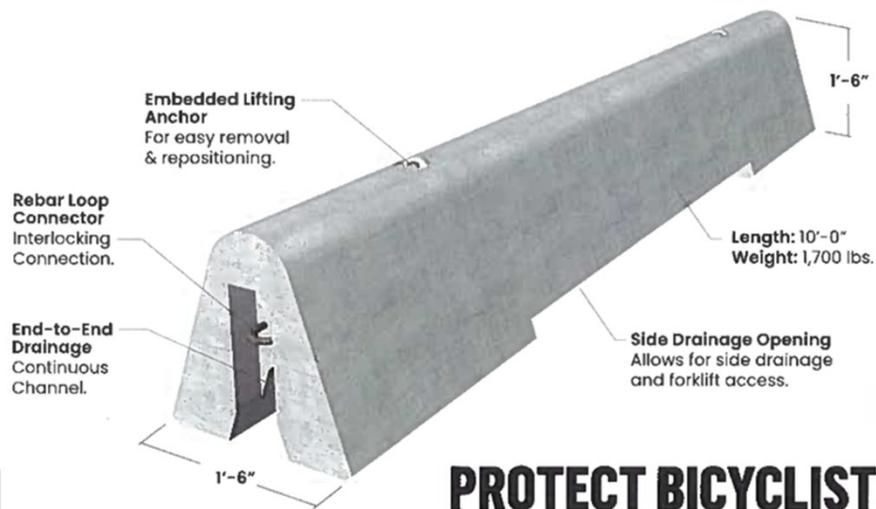


NM4 PROPOSED CROSS SECTIONS



PROPOSED TRAIL BUFFER BARRIER

SAFE-T LANE Bike Lane Divider



PROTECT BICYCLISTS

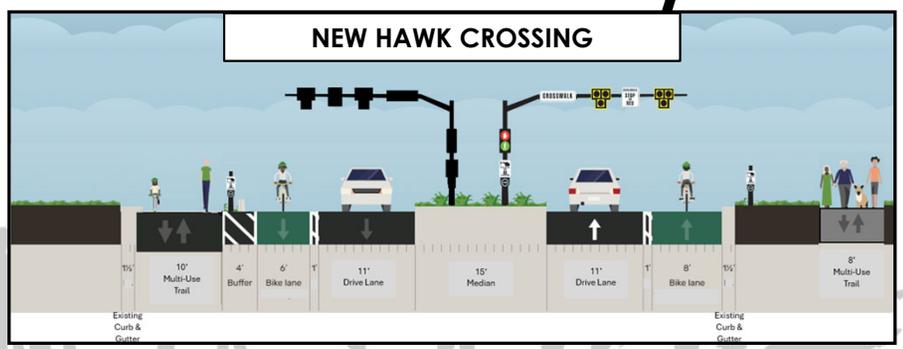
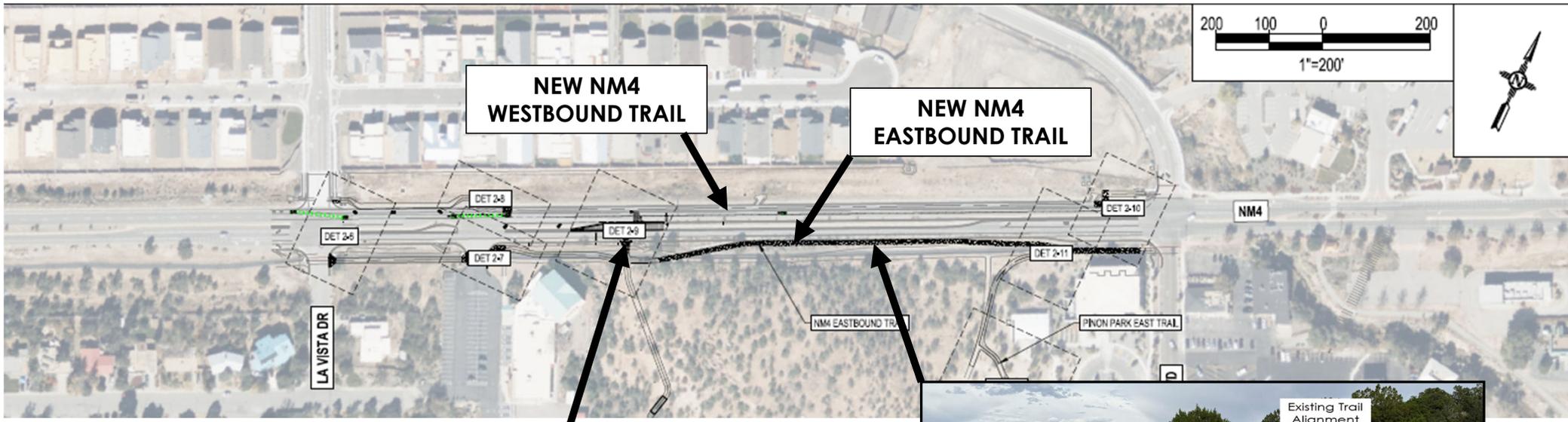
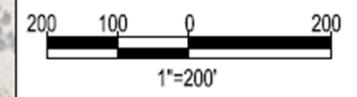


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NM4 DESIGN ELEMENTS



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Pinon School Trail



NEXT STEPS

February 2026

- Council Approval of NMDOT Maintenance Agreement
- Federal Funding Obligation & Execution of Funding Agreements

March – May 2026

- Advertise for Construction Bids
- Council Approval of Bid Award

June 2026

- Construction Start

Spring/Summer 2027

- Construction Completion



QUESTIONS?

