Welcome to the Meeting

Grand Avenue (BL-15) Alignment Study Public Involvement Meeting

- We will begin shortly
- Please hold your questions until the end of the presentation

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NMDOT Public Involvement Meeting

for the Grand Avenue (BL-15) Alignment Study in Las Vegas, NM

Control No. 4101960

Tuesday, February 17, 2026

Grand Ave Study Team

New Mexico Department of Transportation

- Mark Salazar, P.E. – NMDOT Project Development Engineer
- Adam Romero, P.E. – NMDOT District Engineer (District 4)
- AJ Romero, P.E. – NMDOT Assistant District Engineer (District 4)
- Veronica Lovato-Lerma, P.E. – Traffic Engineer (Acting)
- Chris Urioste, P.E. – Assistant District Engineer (District 4 – Construction)
- Gabriel Lucero, P.E. – Assistant District Engineer (District 4 – Maintenance)

Consultants

- Andrew Gallegos, P.E. – NV5 Project Manager
- Christopher Bonanno, P.E. – NV5 Deputy Project Manager
- Adam Miera, P.E. – NV5 Traffic Engineer
- Sheila Johnson, P.E – NV5 Drainage Engineer
- Paul Knight – NV5 Environmental

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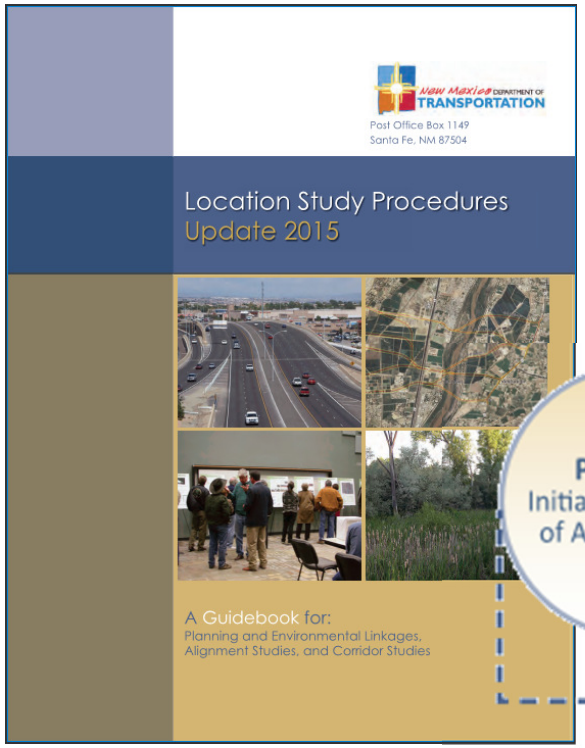
Agenda

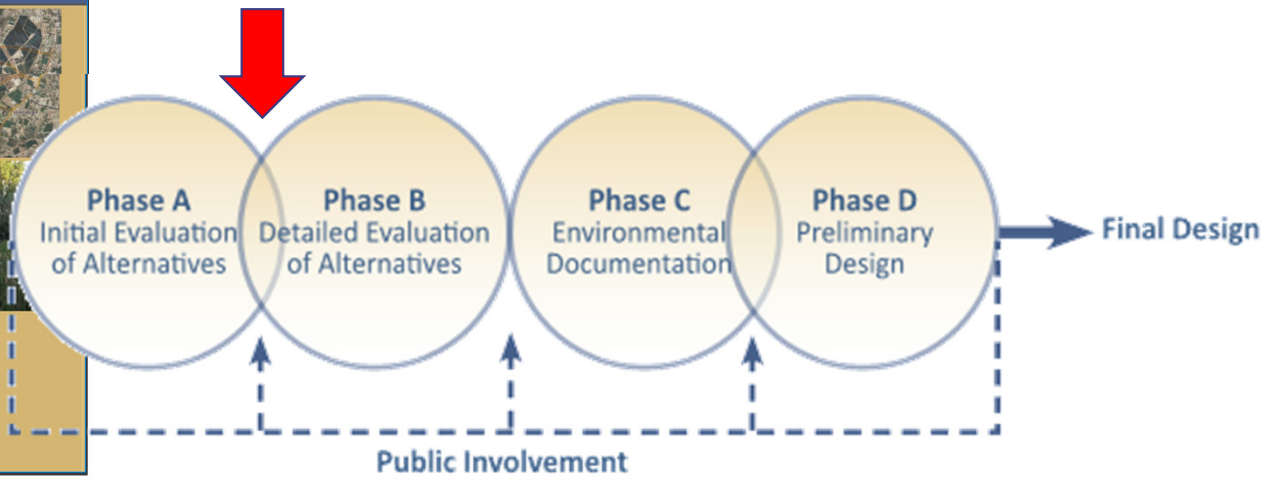
- Phase I-A/B Alignment Study Process
- Project Overview
- Purpose and Need
- Study Corridor Evaluation & Phase A Alternatives
  - Roadway
  - Traffic Operations
  - Drainage
  - Environmental
- Study Schedule and Next Steps
- Questions

Study Process

NMDOT's Location Study Procedures



First Public Meeting
February 17th, 2026
(We are Here)



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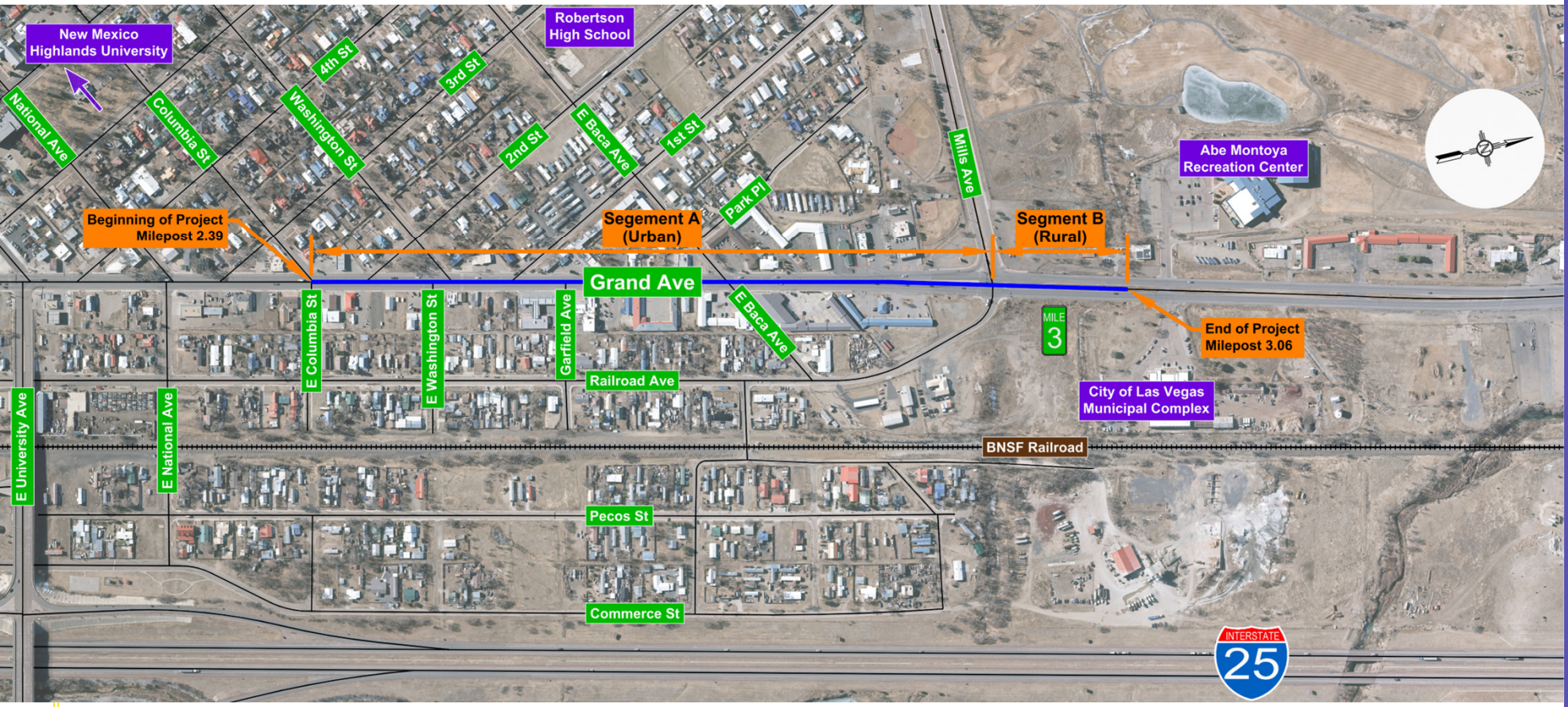
Study Vicinity Map



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Purpose & Need

"The Purpose and Need for the study is to improve traveler safety, address roadway and drainage infrastructure deficiencies, and provide ADA compliant and connected multi-modal access."

❖Study Needs:

- Roadway Infrastructure Deficiencies
  - Intersection Geometry - Limited Sight Distance
  - Deteriorating Pavement
- Drainage Infrastructure Deficiencies
  - Inadequate Storm Drain Facilities
- Safety & Access Control
  - 34 Crashes reported between 2021 and 2023
  - Uncontrolled Median Access & Numerous Access Points
- Multimodal Facilities
  - Limited Bicycle Facilities – Lack of Marked Bike Lanes
  - Deteriorating Pedestrian Facilities – Sidewalks & Crossings
- System Connectivity
  - Limited roadway network redundancy (I-25 Bus. Loop)

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Alternative Evaluation

Alternative Screening Matrix

- The alternative screening narrows the list of alternatives that will be carried into the Detailed Evaluation phase (Phase I-B).
- Four Primary Steps:
  - Selection of Evaluation Criteria
    - Safety,
    - Constructability,
    - Sustainability (Maintenance)
    - Construction Cost, etc.
  - Scoring and Ranking of Each Alternative & Color-Coding for simple evaluation
  - Determination of Alternative to Proceed to Phase I-B
- Alternatives that are clearly less effective are excluded from further consideration (and do not move not Phase I-B).

Roadway

Existing Conditions Evaluation & Phase A Alternatives

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Existing Conditions

Design Deficiencies

❖ Roadway and Intersections

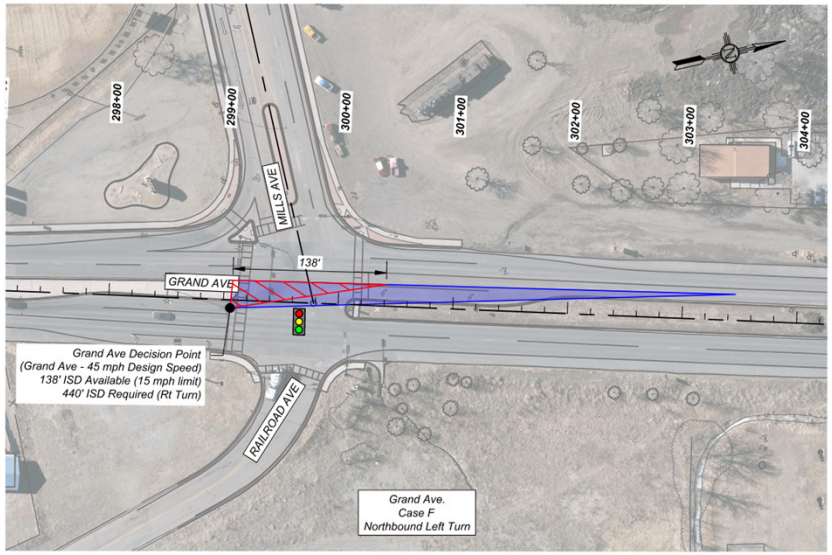
- 4-Lane Arterial Roadway, no Turn Lanes
- 60’ width, 80’ ROW
- Adequate Sight Distance at most intersections (Mills Ave Not Adequate)

❖ Pedestrians & Bicyclists

- ADA-Compliance (2% cross slope exceeded)
- Lack of Pedestrian Access at Major Intersections (Mills Ave)
- Multimodal Facilities (Transit, Bicycles, etc.)
  - No dedicated bicycle facilities
  - Shoulders used as Turn Lanes

❖ Street Lighting

- Standardization and Compliance
  - Inadequate Light Spacing
  - Does Not Meet City of Las Vegas Dark Skies Regulations



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Existing Conditions

Access and Access Management

- Existing Conditions
  - Uncontrolled median allows left turns anywhere without storage opportunities
  - Dense Driveway spacing
  - Oversized driveways create safety hazards for all users
- Goals
  - Limit Access Conflicts
  - Separate Turning/Through Traffic
  - Promote Shared Access

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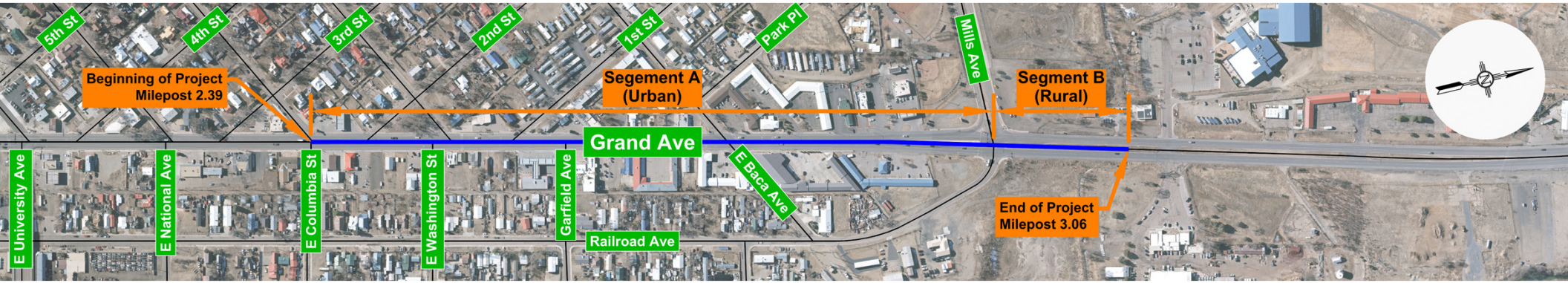
Roadway Alternatives

- Segment A - Urban
  - Columbia St to Mills Ave
  - 6 segment alternatives
  - Alternatives A-...
- Segment B – Semi-Rural
  - Mills Ave to MP 3.06 (Abe Montoya Rec. Center)
  - 5 segment alternatives
  - Alternatives B-...



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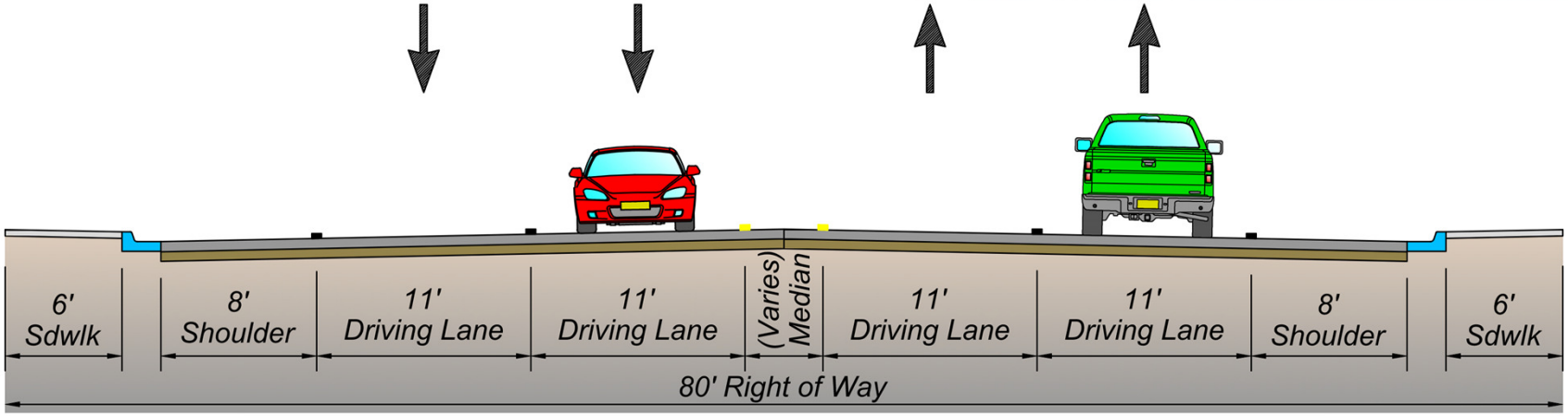
Alternative A-A – No Build

- No median
- Intermittent Sidewalk
- No bike facilities
- Limited street lighting
- Pavement in poor condition



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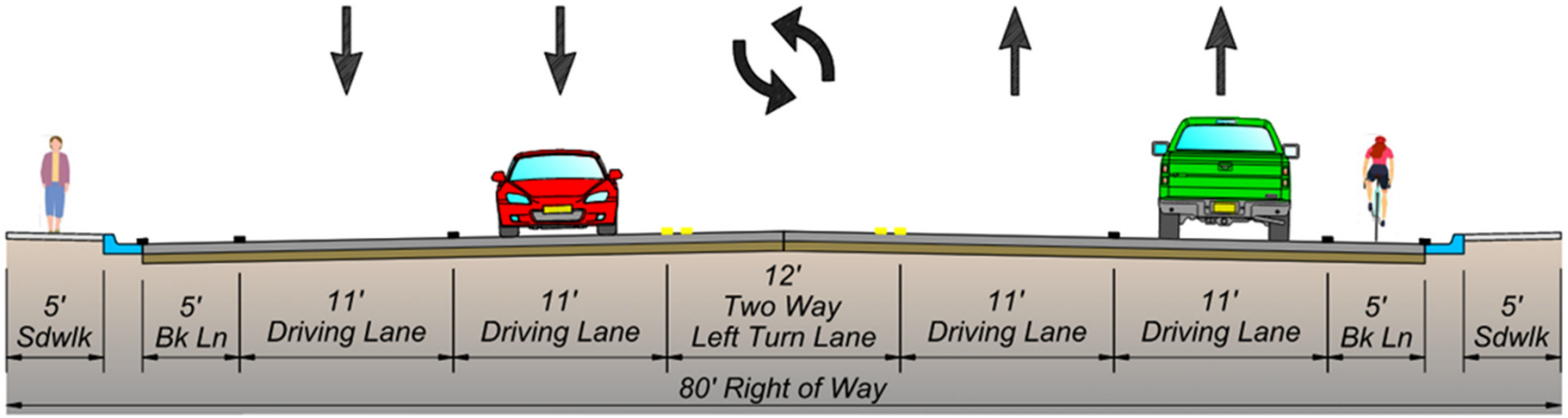
Do Not Advance into Phase I-B

Alternative A-B

- 2 lanes (each direction)
- Two-way left turn lane (TWLTL)

❖ Multimodal Accessibility
- Sidewalk & bike lanes

❖ Other Features
- Updated street lighting
- Stays within ROW



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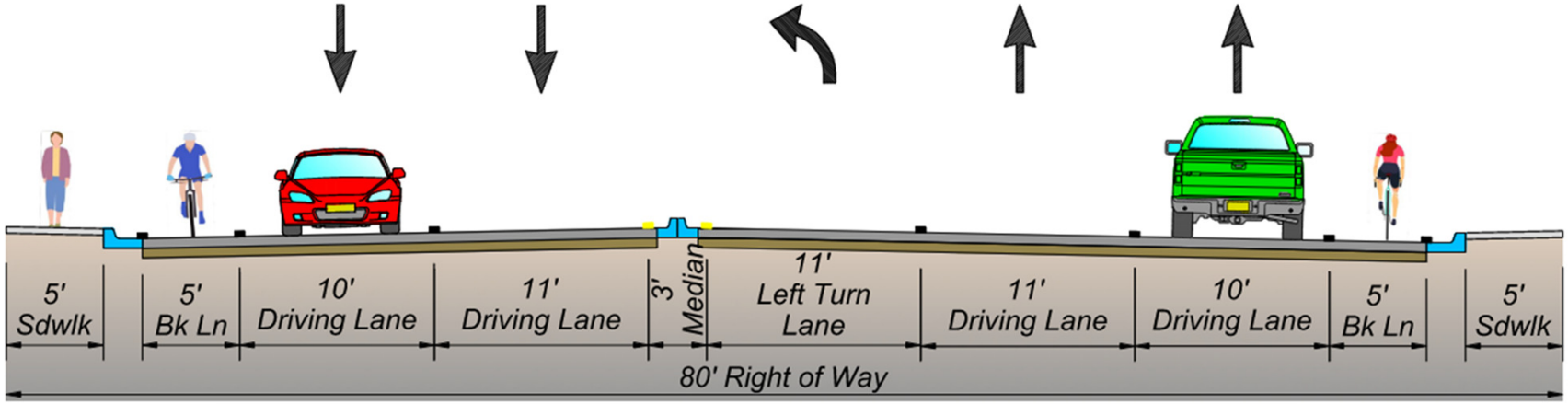
Do Not Advance into Phase I-B

Alternative A-C

- 2 lanes (each direction)
- Median curb with left turn lanes

❖ Multimodal Accessibility
  - Sidewalk & bike lanes

❖ Other Features
  - Updated street lighting
  - Stays within ROW



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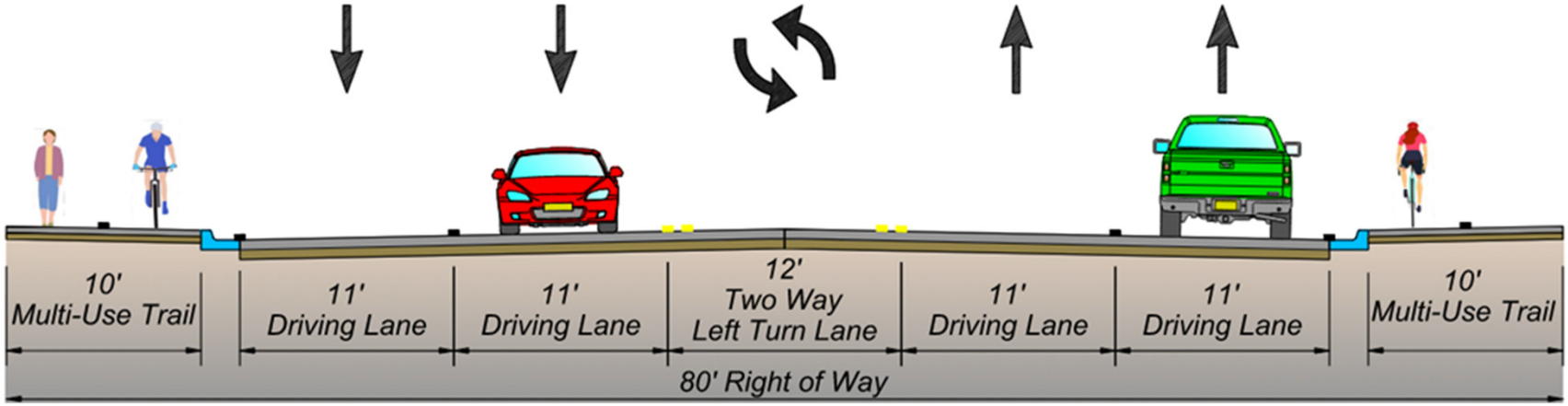
Advance into Phase I-B

Alternative A-D

- 2 lanes (each direction)
- Two-way left turn lane

❖ Multimodal Accessibility
- Multi-Use Trail(s)

❖ Other Features
- Updated street lighting
- Stays within ROW



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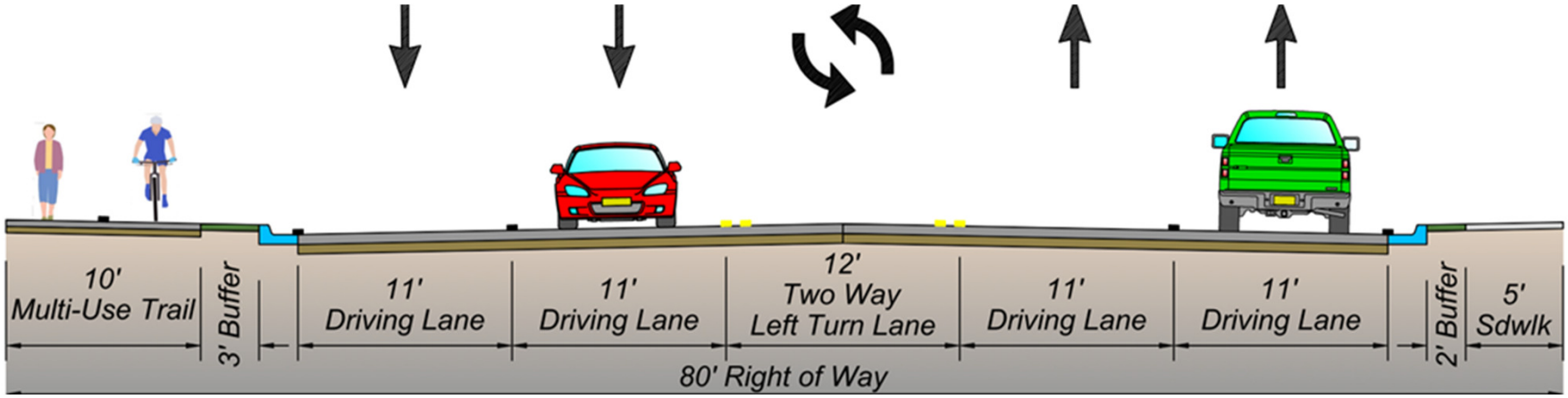
Advance into Phase I-B

Alternative A-D1

- 2 lanes (each direction)
- Two-way left turn lane

❖ Multimodal Accessibility
- Multi-Use Trail

❖ Other Features
- Updated street lighting
- Stays within ROW



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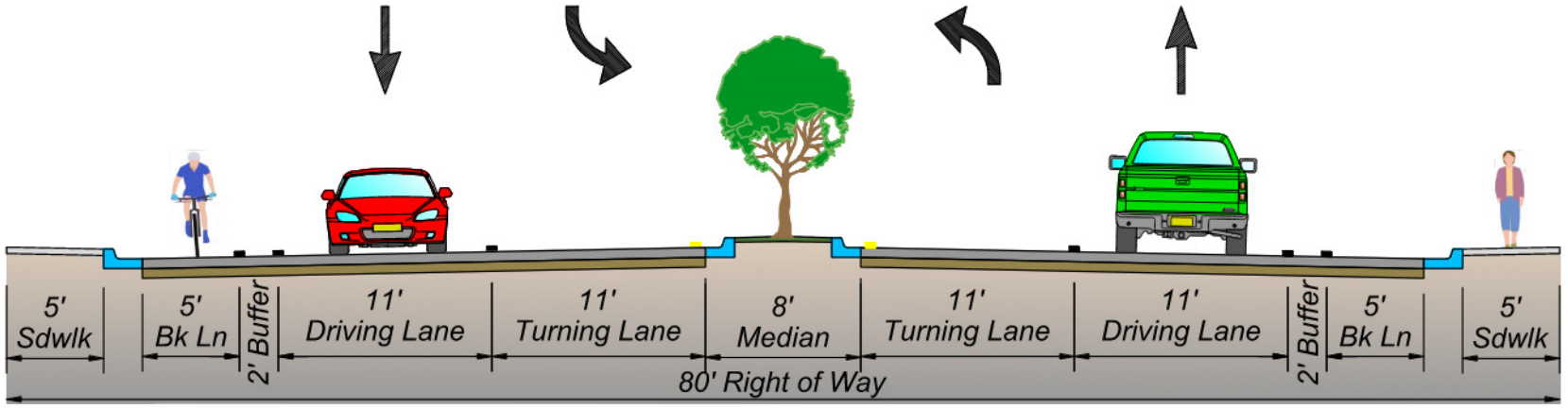
Do Not Advance into Phase I-B

Alternative A-E

- 1 lane (each direction)
- Continuous left turn lanes

❖Multimodal Accessibility
- Sidewalks
- Buffered bike lanes

❖Other Features
- Updated street lighting
- Stays within ROW



ALTERNATIVE A-E

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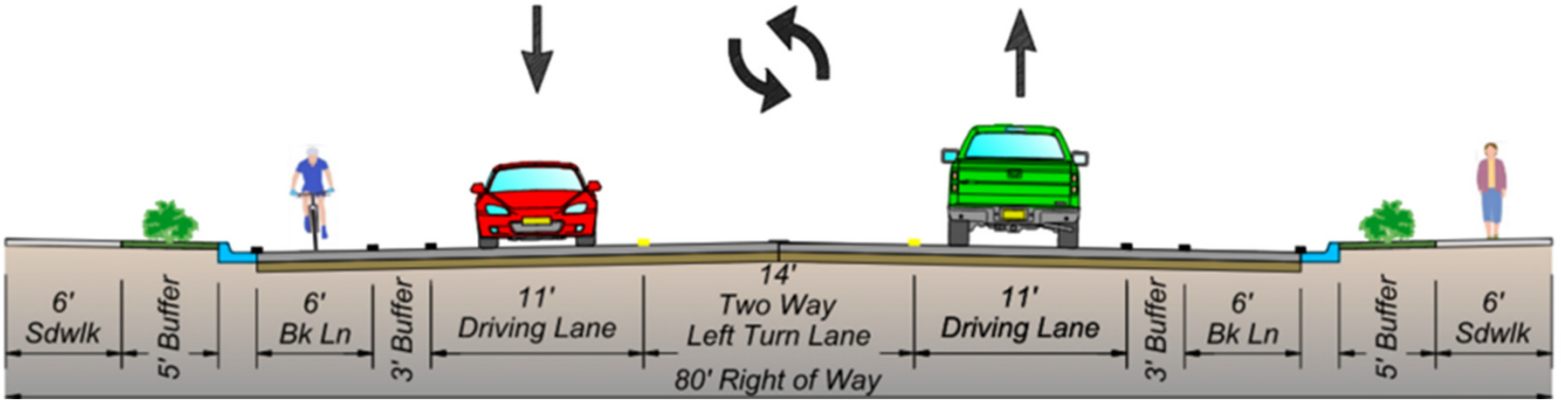
Advance into Phase I-B

Alternative A-F

- 1 lane (each direction)
- Two-way left turn lane

❖Multimodal Accessibility
- Wide, buffered sidewalks
- Buffered bike lanes

❖Other Features
- Updated street lighting
- Stays within ROW



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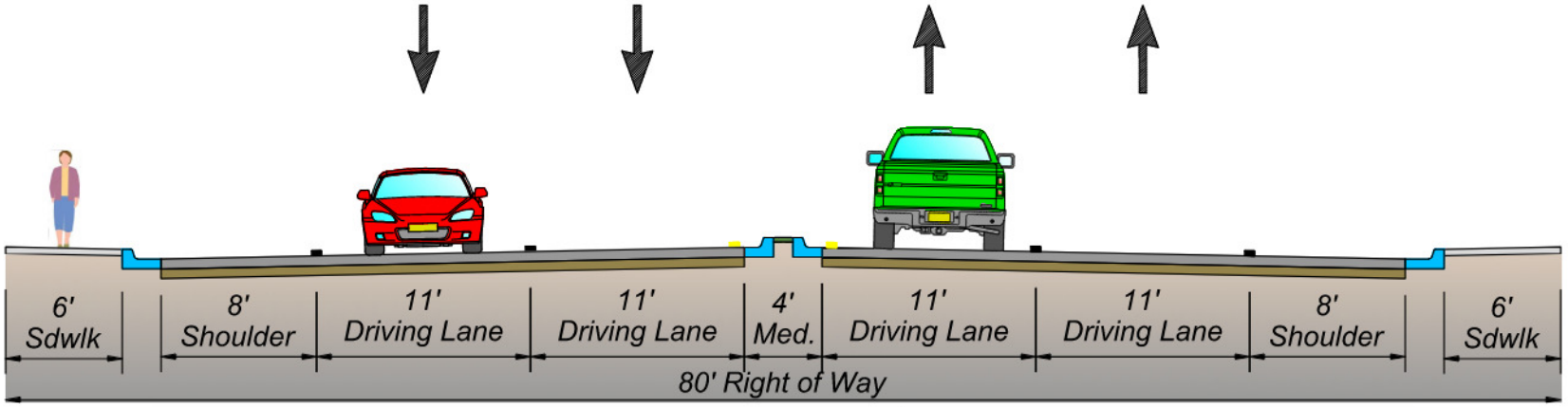
Do Not Advance into Phase I-B

Alternative A-G

- 2 lanes (each direction)
- Raised median curb

❖ Multimodal Accessibility
- Sidewalks
- Wide shoulders – no bike facilities

❖ Other Features
- Updated street lighting
- Stays within ROW



ALTERNATIVE A-G

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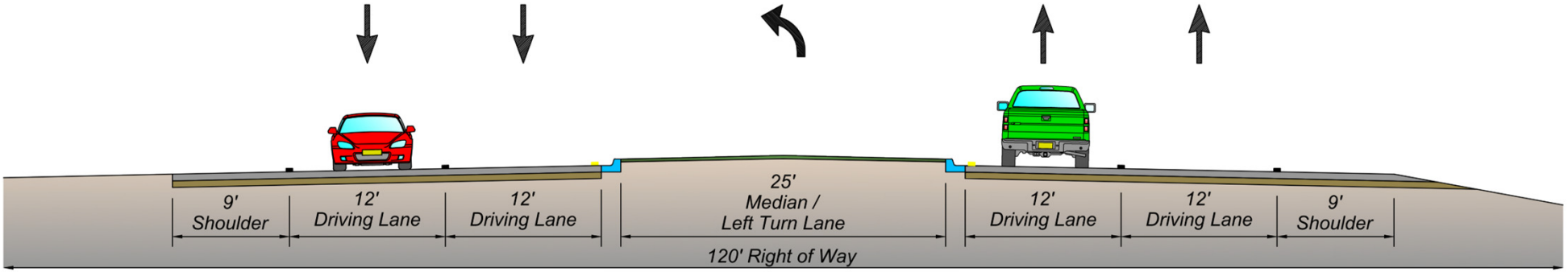
Alternative B-A - No Build

- Large median
- No sidewalks or bike facilities
- Limited street lighting
- Pavement in poor condition
- Signal (Mills Ave Intersection)



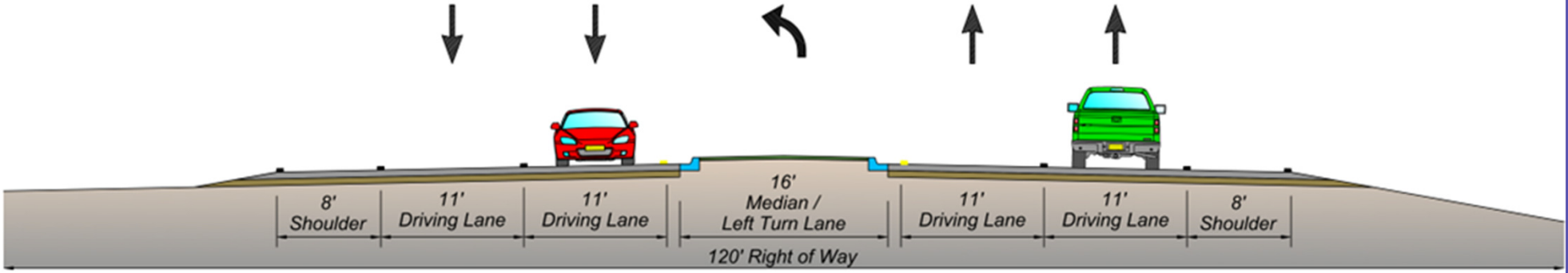
Do Not Advance into Phase I-B

Alternative B-B

- 2 lanes (each direction)
- Raised median with left turn lanes
- Wide shoulders

❖Other Features

- Updated street lighting
- Stays within ROW



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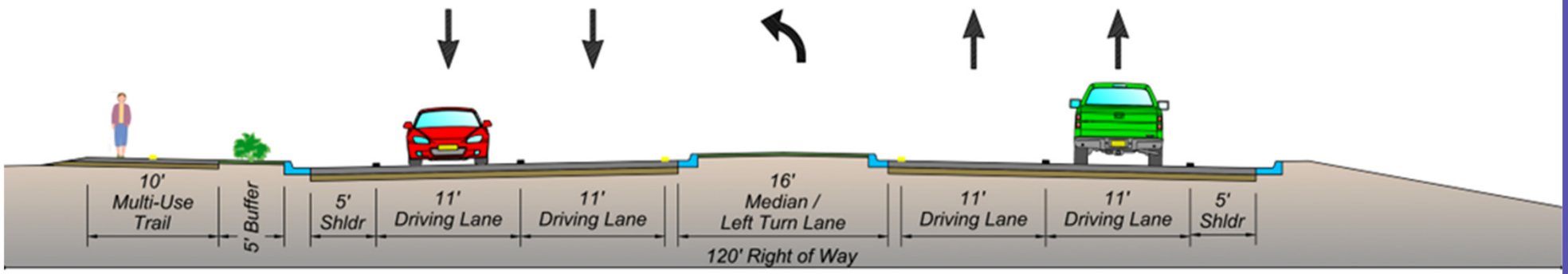
Advance into Phase I-B

Alternative B-C

- 2 lanes (each direction)
- Raised median with left turn lanes
- Narrow outside shoulders with raised curbs

❖ Multimodal Accessibility
  - Buffered multi-use trail

❖ Other Features
  - Updated street lighting
  - Stays within ROW



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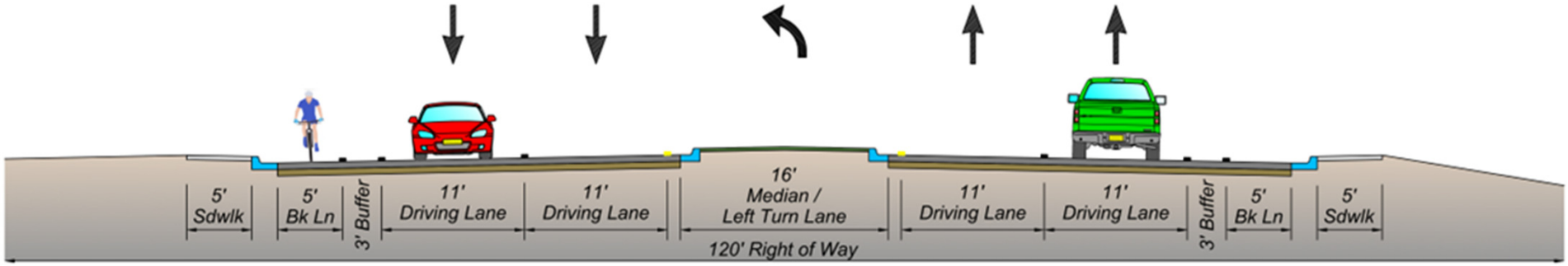
Do Not Advance into Phase I-B

Alternative B-D

- 2 lanes (each direction)
- Raised median with left turn lanes
- Narrow inside shoulders

❖ Multimodal Accessibility
- Buffered bike lanes
- Sidewalks

❖ Other Features
- Updated street lighting
- Stays within ROW



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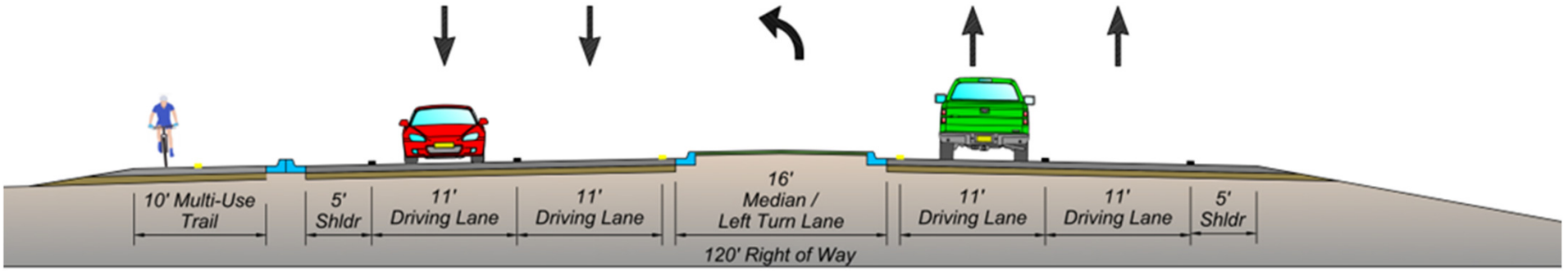
Advance into Phase I-B

Alternative B-E

- 2 lanes (each direction)
- Raised median with left turn lanes
- Narrow outside shoulders

❖ Multimodal Accessibility
  - Buffered multi-use trail

❖ Other Features
  - Updated street lighting
  - Stays within ROW



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Evaluation Matrix – Roadway

	Segment A Alternatives							Segment B Alternatives				
Evaluation Factor	A-A	A-B	A-C	A-D	A-E	A-F	A-G	B-A	B-B	B-C	B-D	B-E
Roadway Infrastructure Deficiencies	- -	+	+	+ +	+	+	+	- -		+ +	+	+ +
Safety	- -	-		+		+	- -	- -	-	+ +		+ +
Access & Access Control	-	+	+	+	+ +	+		+	+	+	+	+
Multimodal Facilities	- -	-	-	+ +			- -	- -	-	+ +		+ +
System Connectivity & Traffic Operations		+	+	+	+			+	+	+	+	+
ROW Impacts	+							+				
Constructability	+							+				
Environmental & Community Impacts			-	+		+	-	-	-	+		+
Maintenance	-	+	+	+	+	+	+	-	+	+	+	+
Public Input												
Construction Costs*	+ +		+	+ +		-		+ +	+			+
Recommendation	Advance	Do Not Advance	Do Not Advance	Advance	Do Not Advance	Advance	Do Not Advance	Advance	Do Not Advance	Advance	Do Not Advance	Advance

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Intersection Alternatives

- 1 signalized intersection
- 7 unsignalized intersections

Signalized Intersection

- Grand Ave/Mills Ave/Railroad Ave
- 4 Intersection Alternatives:
  - Alt. 1: No-Build
  - Alt. 2: Offset Left Turn Lane
  - Alt. 3: Double Left Turn Lane
  - Alt. 4: Roundabout

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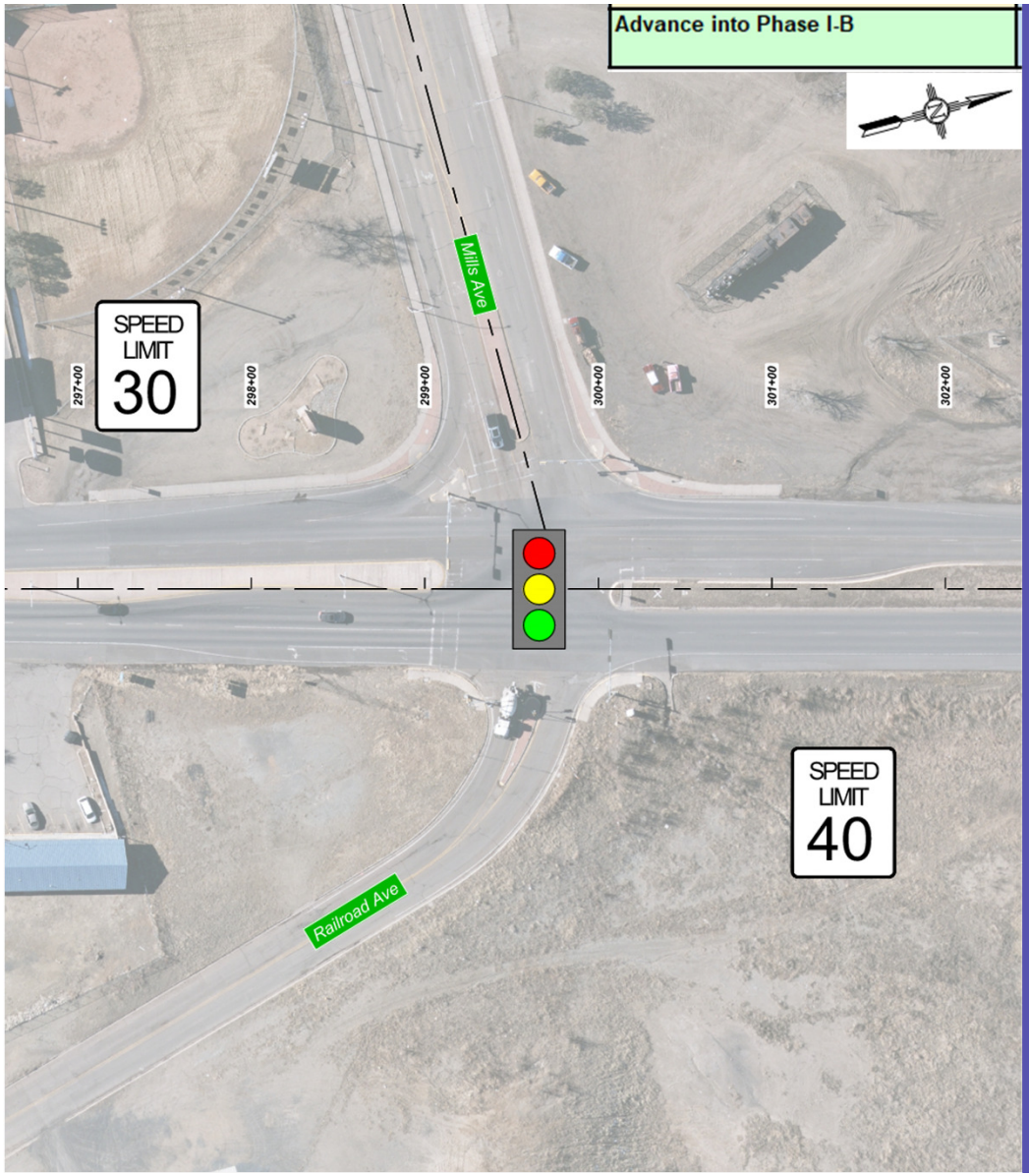
Alternative 1: No-Build

- Skewed intersection approach
- Compromised sight line for left turning drivers on Grand Ave
- Short northbound/southbound right and left turn deceleration lanes on Grand Ave



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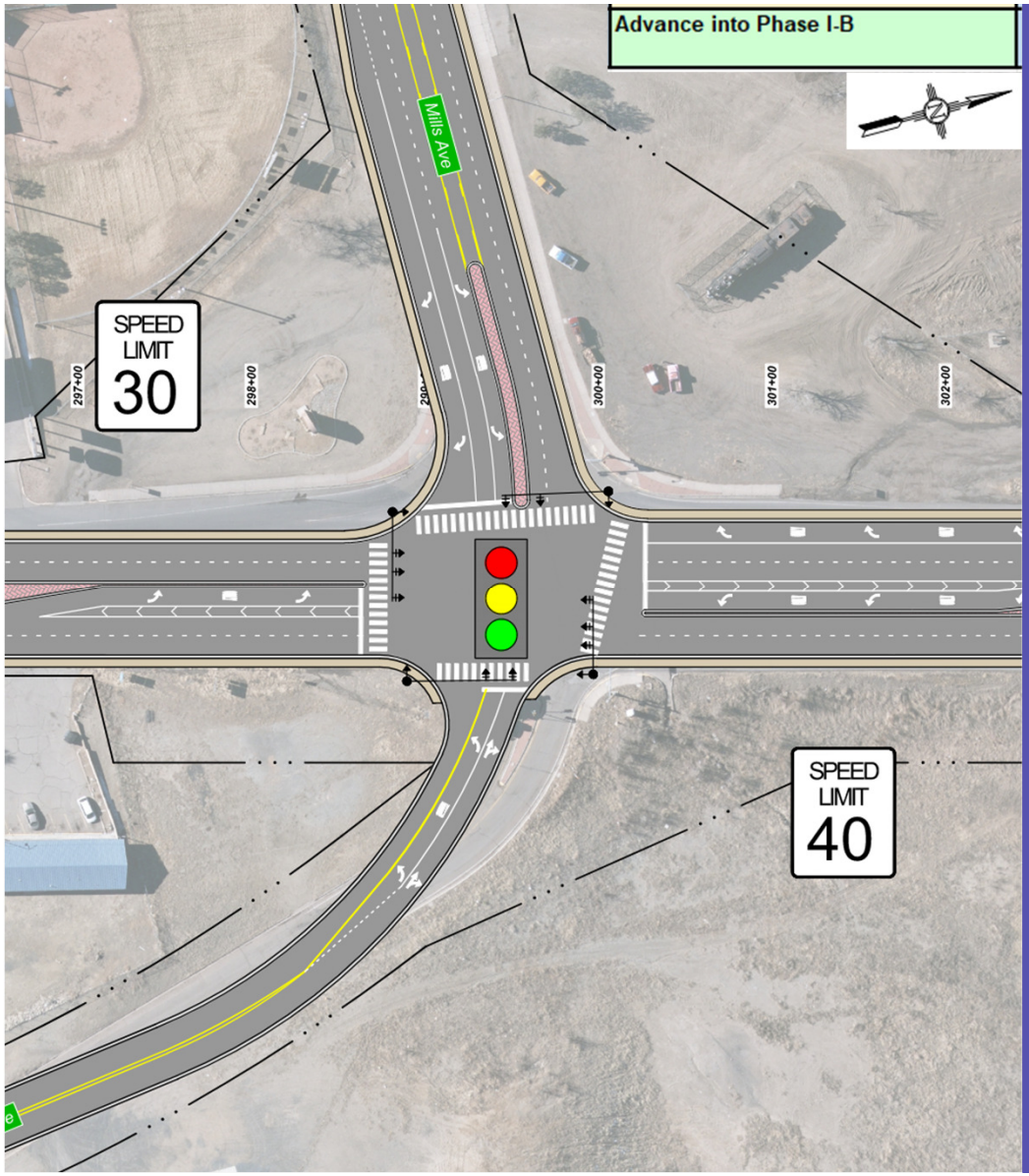
Alt. 2: Offset Left Turn Lane

- Improved Mills Ave/Railroad Ave approach angle
- Clears intersection sight lines (for left turning drivers on Grand Ave)
- Minimal changes to existing signal operations (permissive left turns from Grand Ave)
- Left turn and right turn deceleration lanes extended (to extent practicable)
- Minimal Right-of-Way impacts anticipated



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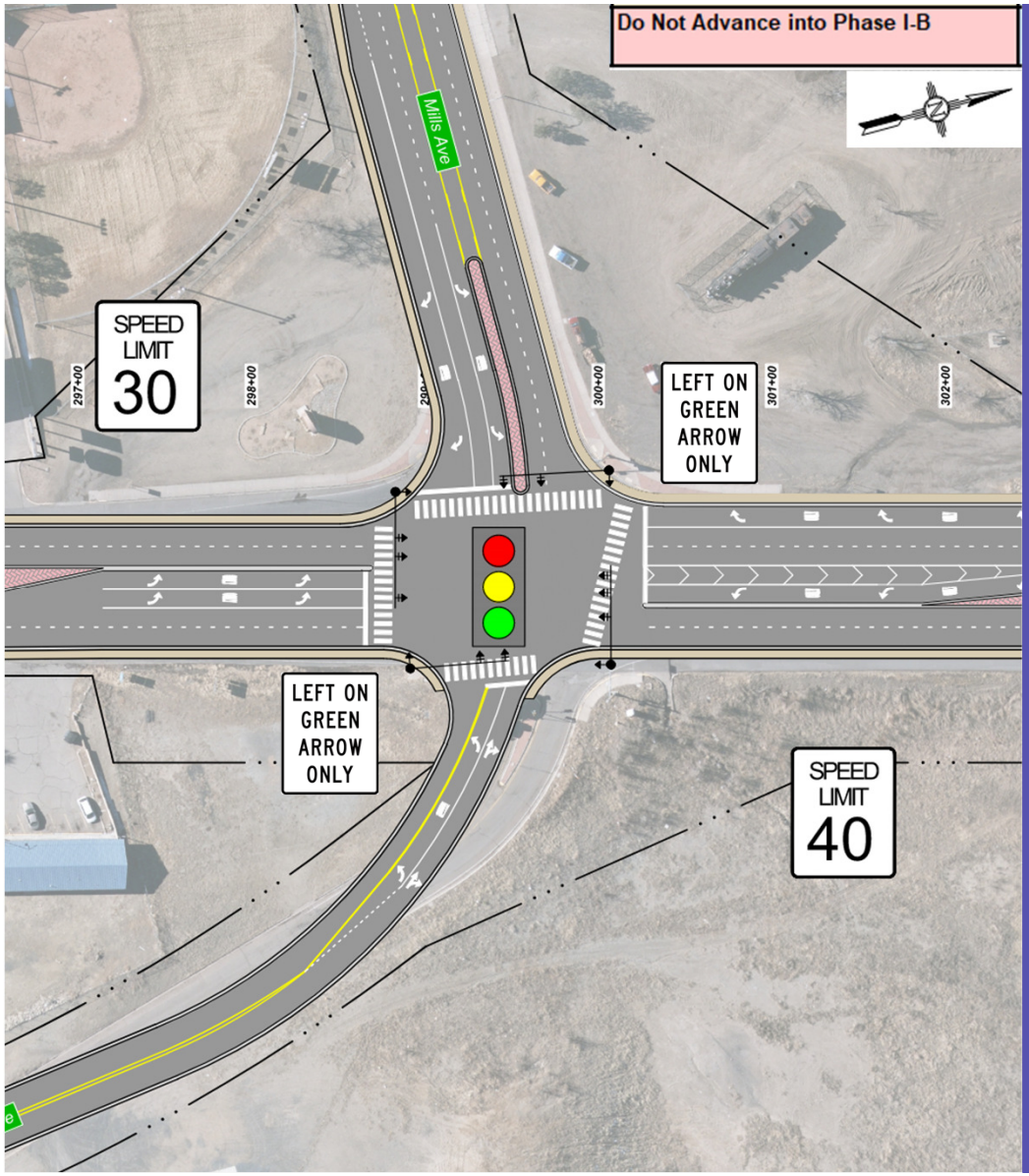
Alt. 3: Double Left Turn Lane

- Improved Mills Ave/Railroad Ave approach angle
- Modifies signal operations from left turn on green (from grand Ave) to left turn on green arrow only
- Left turn and right turn deceleration lanes extended (to extent practicable)
- Minimal Right-of-Way impacts anticipated



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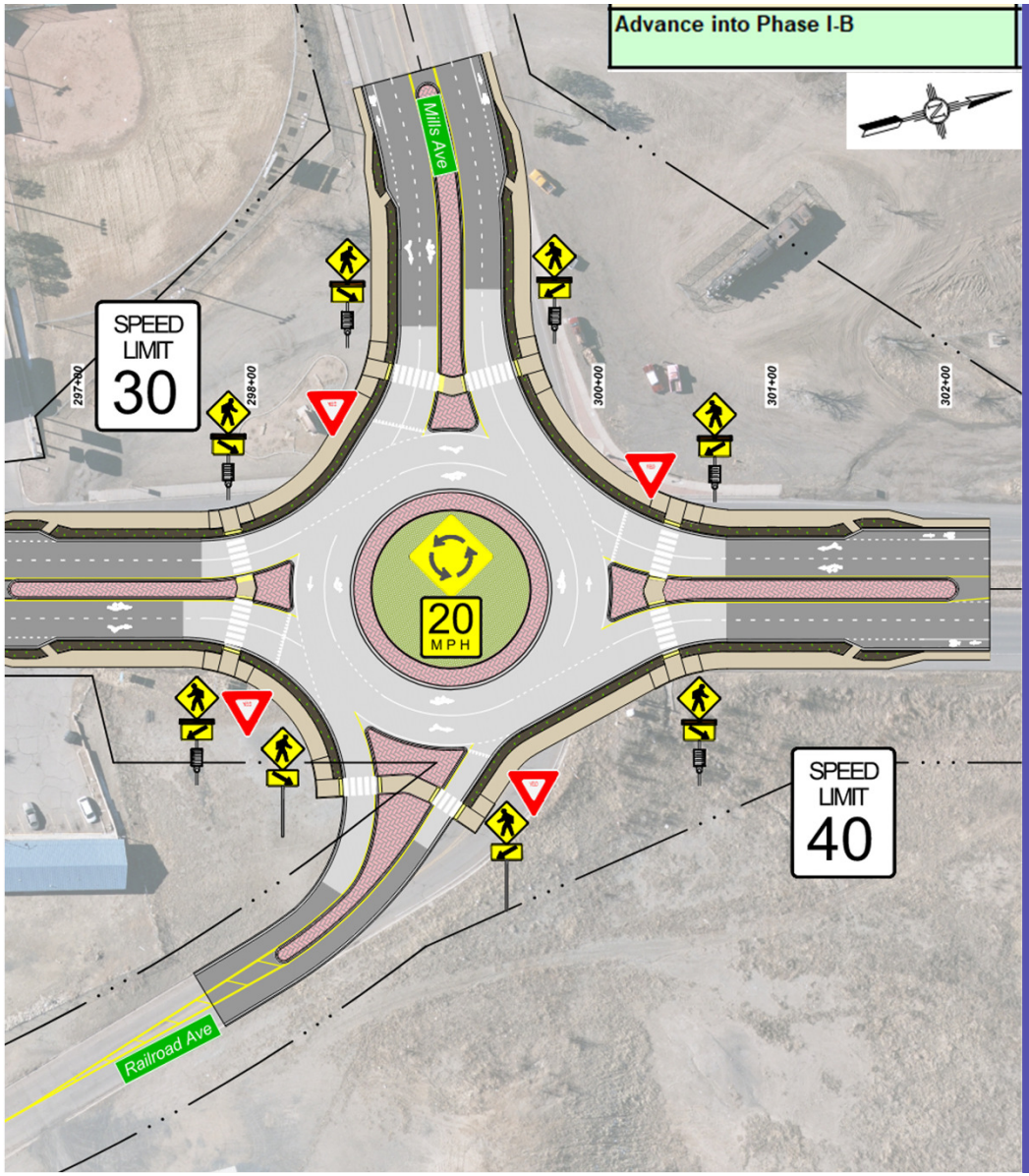
Alternative 4: Roundabout

- Replaces signal with roundabout
- Significantly improved Mills Ave/Railroad Ave approach angle
- Creates separation between Rural and Urban areas
- Reduces speeds approaching the Urban Corridor (segment A)
- Issues with driver expectations
- Higher cost of construction, reduced maintenance cost
- Minor Right-of-Way impacts anticipated



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Evaluation Matrix – Intersection

	Mills Ave Alternatives			
Evaluation Factor	NO BUILD	OFFSET LT TURN	DUAL LT TURN	ROUNDABOUT
Roadway Infrastructure Deficiencies	- -	+	+	+ +
Safety	-	+	+	+ +
Access & Access Control				+
Multimodal Facilities	- -			+ +
System Connectivity & Traffic Operations	+		-	+ +
ROW Impacts	+			
Constructability	-			-
Environmental & Community Impacts	-			+
Maintenance	-	+	+	+
Public Input				
Construction Costs*	+ +	+	+	
Recommendation	Advance	Advance	Do Not Advance	Advance

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Traffic Operations

Existing Conditions & Phase A Evaluation/Alternatives

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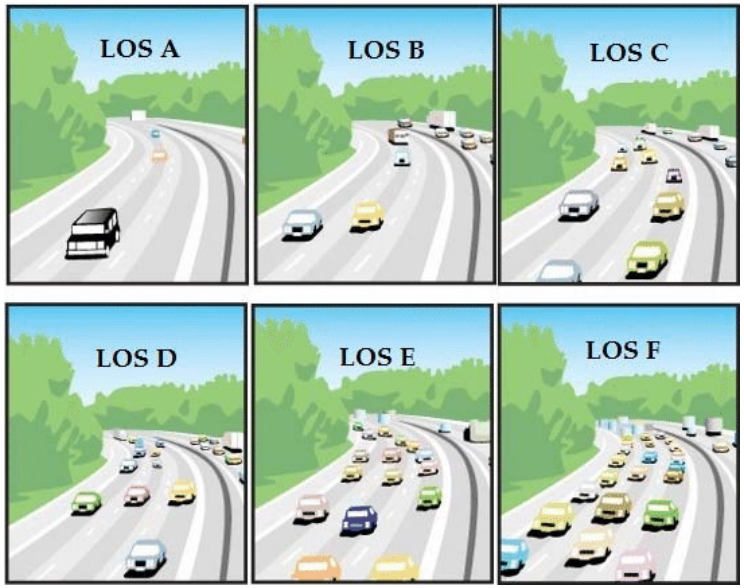
Traffic

Corridor Capacity

Level of Service (LOS) is a performance measure which represents quality of service, with LOS A representing the best operating conditions from the driver's perspective and LOS F the worst. – Highway Capacity Manual, 7th Ed.

❖ Design Year

- 2025: 9,216 AWDT*
- 2045: 11,245 AWDT
  (1% estimated annual growth)



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Traffic

Intersection Capacity

- Unsignalized Intersections
  - All intersections perform at acceptable LOS D or higher
- Signalized Intersection of Grand Ave/Mills Ave
  - The intersection performs at acceptable LOS B
  - Queueing for the northbound left turn movement exceeds existing storage capacity

Levels of Service (LOS) - Existing 2025		
Stop-Controlled Intersection	**AM**	**PM**
Grand Avenue and Columbia Street	B	C
Grand Avenue and 2nd Street	A	A
Grand Avenue and Washington Street	C	C
Grand Avenue and 1st Street	B	B
Grand Avenue and Garfield Avenue	B	B
Grand Avenue and Baca Avenue	C	C
Grand Avenue and City Hall Road	C	C
Signalized Intersection	**AM**	**PM**
Grand Avenue and Mills Avenue	B	B

Traffic

Intersection Capacity

- Unsignalized Intersections Alternatives A
  - All intersections perform at acceptable LOS D or higher
- Signalized Intersections Alternatives A
  - All intersections perform at acceptable LOS C or higher
  - Queue storage lengths are no longer a concern
- Unsignalized Intersections Alternatives B
  - All intersections perform at acceptable LOS D or higher

Levels of Service (LOS) - Horizon Year 2045								
Urban Intersection	Alternative	No-Build	Alt A-B	Alt A-C	Alt A-D	Alt A-E	Alt A-F	Alt A-G
Grand Avenue and Columbia Street	AM	C	B	B	B	B	B	C
	PM	C	C	C	C	C	C	C
Grand Avenue and 2nd Street	AM	A	A	A	A	A	B	A
	PM	B	B	B	B	B	B	B
Grand Avenue and Washington Street	AM	C	B	B	B	C	C	C
	PM	D	C	C	C	C	C	D
Grand Avenue and 1st Street	AM	C	B	A	B	A	C	A
	PM	B	C	B	C	B	B	B
Grand Avenue and Garfield Avenue	AM	B	B	B	B	B	B	B
	PM	B	B	B	B	B	C	C
Grand Avenue and Baca Avenue	AM	C	C	C	C	C	C	C
	PM	D	C	C	C	C	C	D

Levels of Service (LOS) - Horizon Year 2045					
Intersection	Alternative	No-Build	Alt 2 - Signal (Positive Offset NBLT)	Alt 3 - Signal (Dual, Protected NBLT)	Alt 4 - Roundabout
Grand Avenue and Mills Avenue	AM	B	B	C	A
	PM	B	C	C	A

Levels of Service (LOS) - Horizon Year 2045			
Intersection	Alternative	No-Build	Alt B
Grand Avenue and City Hall Road	AM	C	B
	PM	D	C

Safety

3-Year Crash History

34 total crashes reported
- 51% Property Damage Only
- 46% Injury
- 1 Fatal Crash, involving a bicyclist

Most Frequent Crash Types:
- Rear End Collisions
- Angle Collisions

Top Contributing Factors:
- Driver Inattention
- Failed to Yield Right of Way
- No Data Available

Intersections with the highest crash frequencies;
- Grand Ave and Mills Ave/Railroad Ave (21)
- Grand Ave and Washington Ave (4)

Alternatives Safety Assessment

Crash Modification Factors

- FHWA-approved factors that are produced through research
- Used to quantify the safety benefits of each alternative
- Applied to the baseline crash frequency (the long-term, average crashes/year if no changes are made)

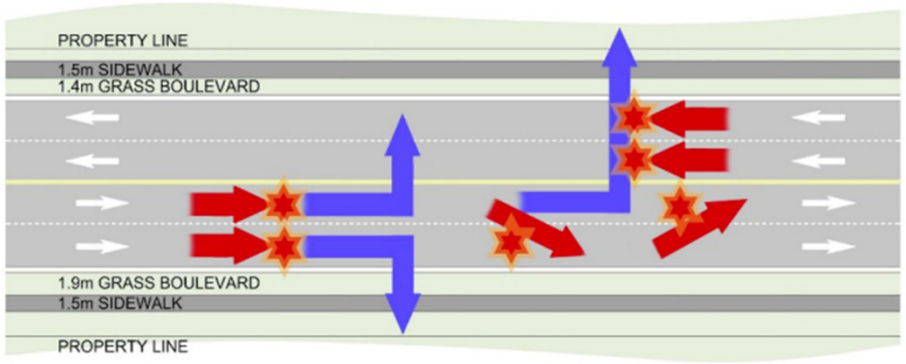
Urban Segment Safety Analysis - Columbia to Mills										
Treatment	Crash Modification Factor (CMF)	Crash Type	Expected Crash Frequency (crashes/yr)	Crashes Frequency with Countermeasure (crashes/yr)	Alt A-B	Alt A-C	Alt A-D	Alt A-E	Alt A-F	Alt A-G
Install Raised Median	0.290	All	4.19	1.22	---	X	---	X	---	X
Add Two-Way Left-Turn Lane	0.920	All	4.19	3.85	X	---	X	---	---	---
Provide a Left-Tun Lane on a Major-Road Approach	0.720	All	4.19	3.02	---	X	---	---	---	---
Install Bicycle Lanes	0.510	All	4.19	2.14	---	---	---	X	X	---
Converting Four-Lane Roadways To Three-Lane Roadways With Center Turn Lane	0.530	All	4.19	2.22	---	---	---	---	X	---
Install Shared Path	0.750	Vehicle/Bike	0.08	0.06	---	---	X	---	---	---
% Potential Crash Reduction (All Crashes)					8%	99%	8%	100%	96%	71%
% Potential Crash Reduction (Vehicle/Bike Crashes)					---	---	25%	---	---	---

Alternatives Safety Assessment

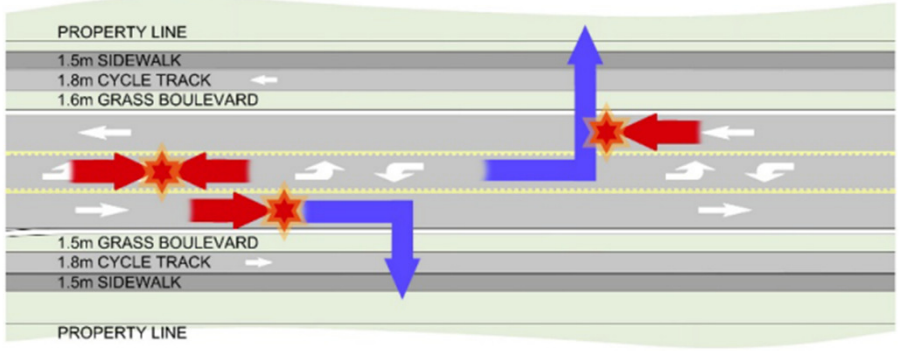
Replacing Direct Left Turns with Right Turns/U-Turns

- Reduction of rear-end and left-turn crashes due to the dedicated left-turn lane
- Reduced right-angle crashes as side street motorists cross three versus four travel lanes
- Fewer lanes for pedestrians to cross

Conflict Points Before:



Conflict Points After:



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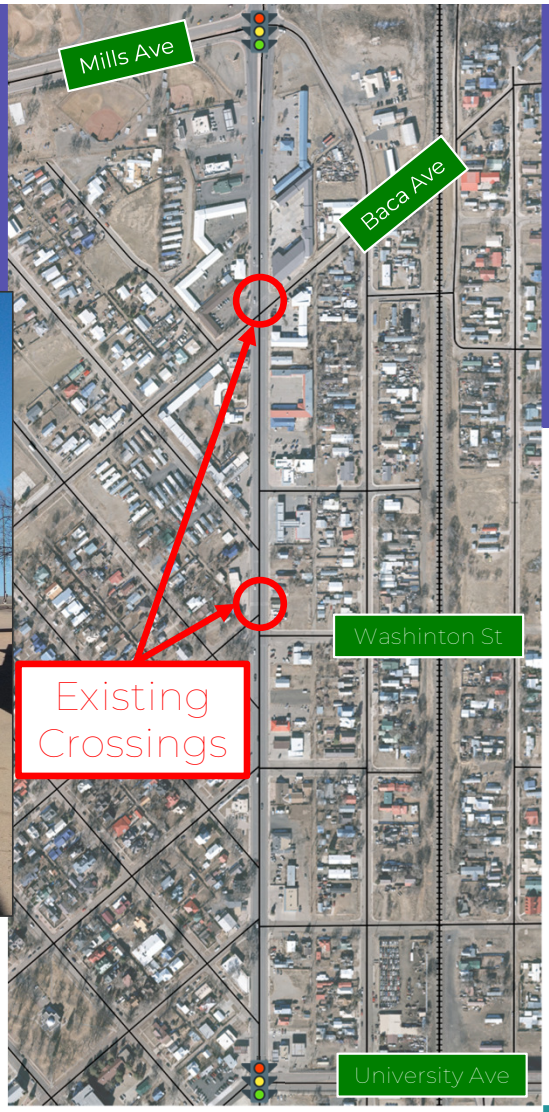
Pedestrian Alternatives

Mid-Block Pedestrian Crossings

- High Visibility Crosswalks
- Median Refuge Islands
- Rectangular Rapid Flashing Beacons (RRFBs)
- Pedestrian Hybrid Beacon (HAWK)



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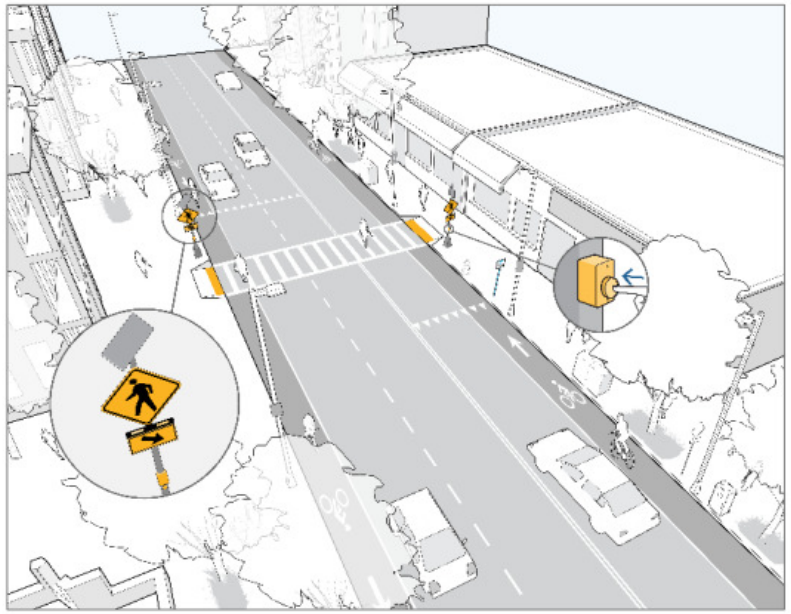
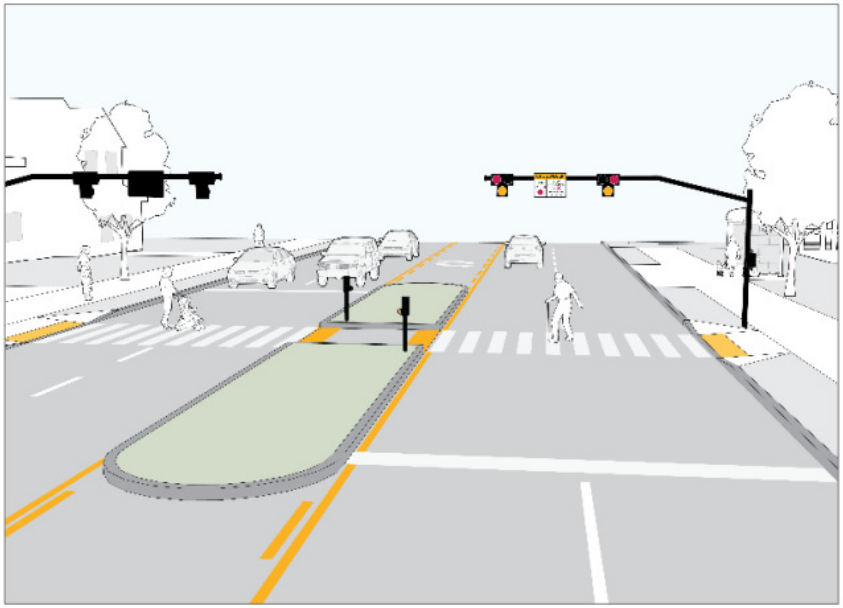
Pedestrian Alternatives

Mid-Block Pedestrian Crossings (locations to be determined)

- High Visibility Crosswalks
- Other Safety Measures:
  - Rapid Flashing Beacons
  - Ped. Hybrid Beacons



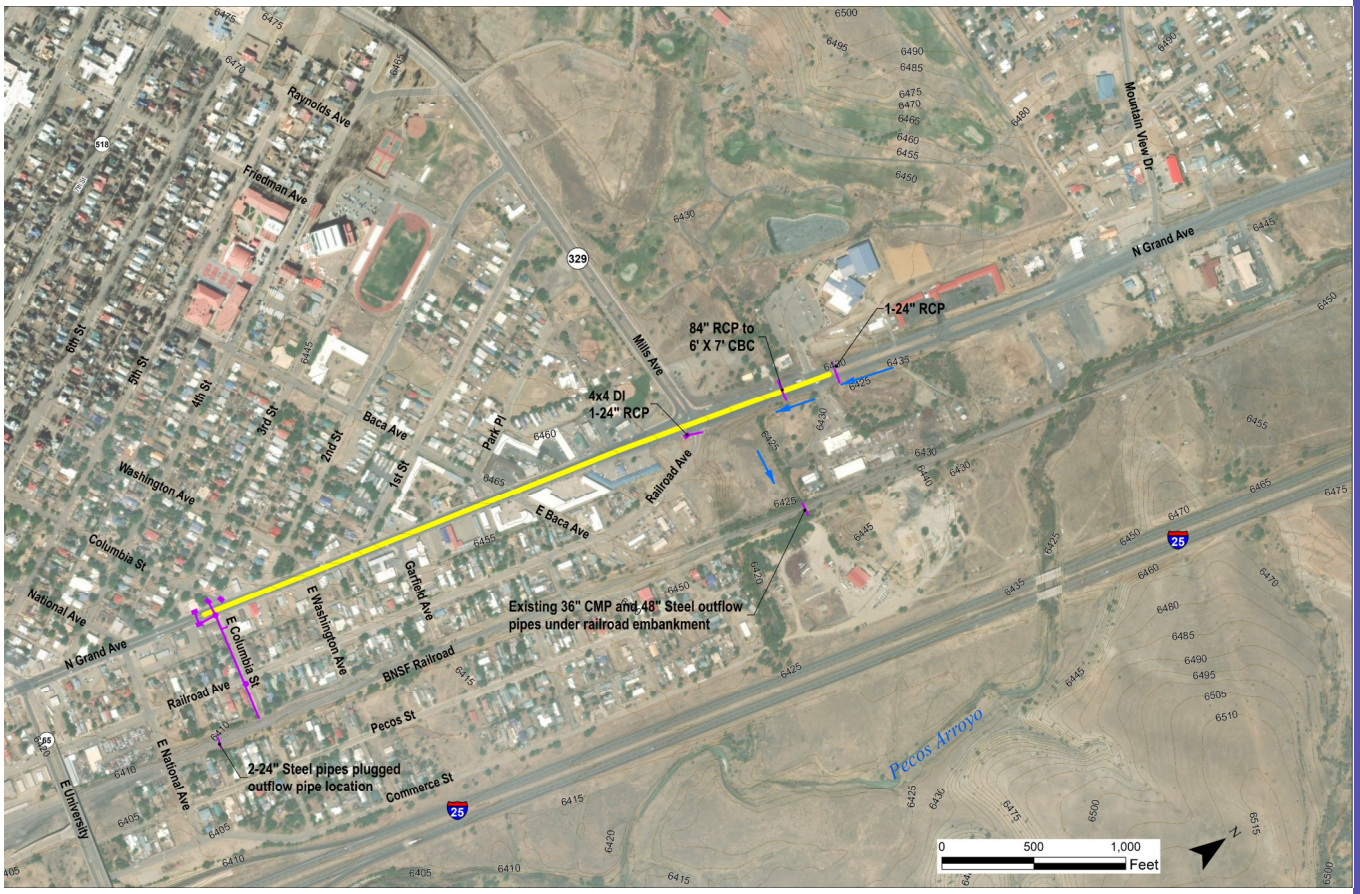


Drainage

Existing Conditions Evaluation

Existing Conditions

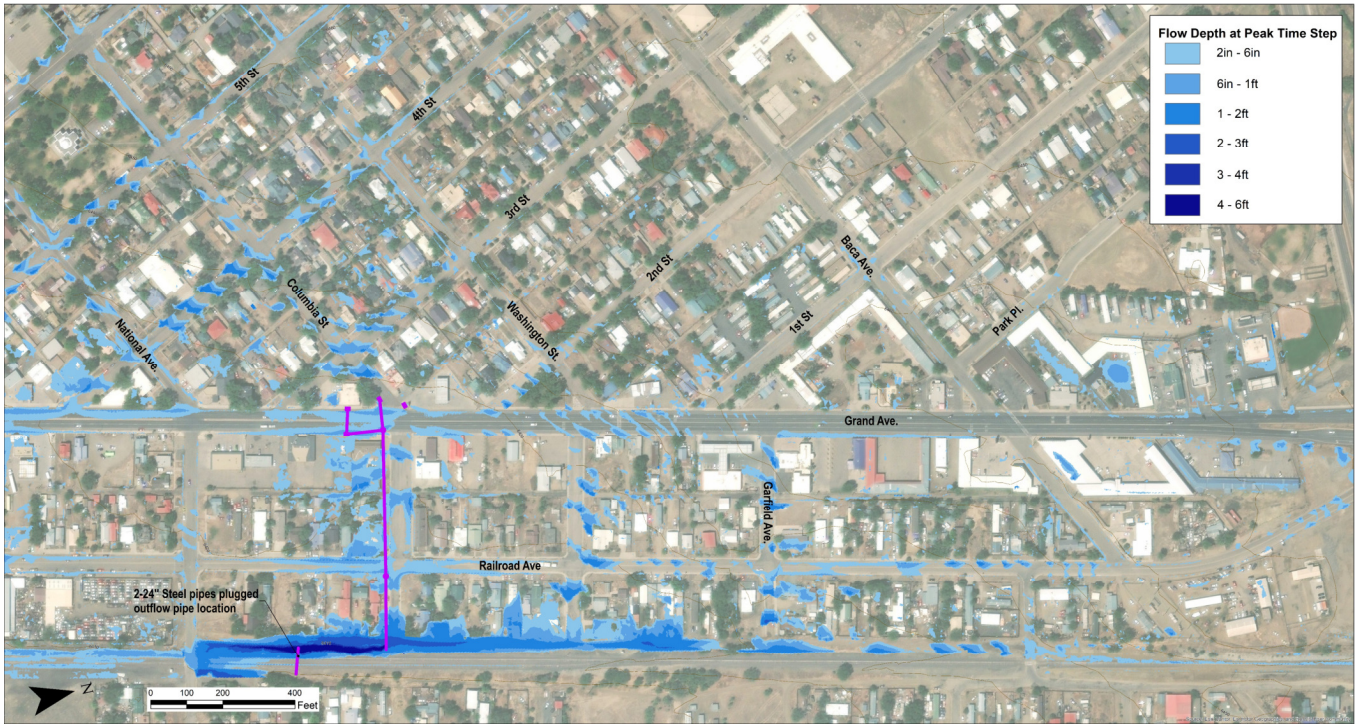
- Runoff flows west to east
- Divided at Mills Ave Segment A and B
- Segment A: overland in streets – across Grand Avenue to the BNSF Railroad ditch
- Segment B: large drainage basin drains to an existing 84" RCP /6'x7'concrete box culvert
- Neither segment has capacity for the design storm



Existing Conditions (Cont.)

Segment A:

- The area drains through side streets without a prominent direct or obvious flow path.
- 2-D modeling was used to determine where storm water drains, water depth, and draw attention to any other areas of concern.
- Results
  - Depth in Grand Ave up to 6-inches in places
  - Water drains from Grand Ave primarily down Columbia St., Washington St., and Garfield St.
- Drainage solutions are being developed and evaluated in part with the modeling results here and north of Mills Avenue as a basis.



Environmental

Existing Conditions & Phase A Evaluation

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Existing Conditions

- Cultural Resources
  - Parts of the study area have been previously inventoried, most has not been
  - Two resources types previously listed by the NM State Register of Cultural Properties and/or National Register of Historic Places occur adjacent to study corridor
    - One archaeological site
    - 15 historic cultural properties (buildings/public park adjacent to the corridor)
- Vegetation Community
  - Dominated by non-native species typical of urban habitats - wetland vegetation occurs near northern project terminus – the urban section is nearly devoid of vegetation aside from one city park.

Existing Conditions

- Sensitive and/or Protected Species
  - A review of the NM Department of Game and Fish Endangered Species list, the US Fish and Wildlife Threatened and Endangered Species list, and the NM State Forestry Endangered species list was completed.
  - No resources surveys were undertaken at this point in the study but an evaluation of the habitat in the project area was completed to determine the presence of species from the state and federal lists
  - 3 species were identified which could occur in the project area –
    - Monarch Butterfly (proposed threatened USFWS),
    - Suckley's Cuckoo bumblebee (proposed endangered USFWS)
    - Nokomis Silverspot Butterfly (threatened USFWS)

Existing Conditions

- Waterways and Wetlands
  - Two probable wetlands adjacent to northern end of the study area, formal wetland delineations to be performed after a preferred alternative has been selected.
- Resource surveys will be conducted after a preferred alternative has been selected
- All environmental work will be completed in compliance with National Environmental Protection Act (NEPA) guidelines.

Environmental Evaluation

- Cultural Resources
- Section 4(F) Properties (Historic Properties and Public Parks)
- Natural Resources (Wetlands and Habitat for Species with proposed protection status) Resource Surveys will be Conducted After the Preferred Alternative has been Identified
- Socioeconomics
- National Environmental Policy (NEPA) Compliance

Community Impacts

- Roadway Improvements
  - Pedestrian/Bicycle facilities
  - Roadway median adjustments
- Historic & Public Properties
  - No impacts anticipated
- Other impacts
  - No anticipated changes to traffic volume (noise/air quality)

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Study Schedule

- Existing Conditions Analysis – Winter 2024 to Spring 2025
- Phase I-A (Preliminary Alternatives) – Spring 2025 to Winter 2025
- First Public Meeting – We are Here (February 17th 2026)
  - Public Comment Deadline – March 19th 2026
- Phase I-B (Detailed Alternatives) – Spring 2026 to Summer 2026
- Second Public Meeting – Summer 2026
- Final Phase A/B Combined Report – Summer 2026
- Environmental Documentation – Fall 2026
- Begin Preliminary Design – Winter 2026

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Tuesday, February 17, 2026

Thank You!

Questions or Comments?

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Please provide your comments by March 19th, 2026