



US 180 Silver City Safety Project Public Engagement Summary US 180 Milepost 111 to 123 (CN 1102290 | 1102292)

Prepared for
New Mexico Department of Transportation



July 2026

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ParametriX

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Prepared for

New Mexico Department of Transportation
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Acronyms and Abbreviations

NMDOT	New Mexico Department of Transportation
CN	Control Number
FHWA	Federal Highway Administration
RSA	Road Safety Audit
GRC	Global Resource Center

1. Introduction

This report presents the public engagement efforts that were conducted for two New Mexico Department of Transportation (NMDOT) projects located along highway US 180. These projects include the Silver City Safety Project, Control Number (CN) 1102290 between milepost 111 to milepost 123 (Figure 1) and Silver City Roadway Improvements at the US 180 and NM 90 intersection, project control number 1102292, between milepost 112.9 and milepost 113.7 (Figure 2). These projects are being conducted to evaluate and improve the safety conditions experienced by users of US 180, NM 90, and other streets connecting the corridor. Project CN 1102290 focused on analysis of safety across the project area, and included conduction of Road Safety Audits, data collection and analysis of speeds, traffic volumes and crashes, and examination of geometric elements of the roadway. Project 1102292 was a focused design of intersection improvements at the intersection of US 180 and NM 90, which had previously been thoroughly analyzed for safety concerns and improvements identified. While these are individual projects, both are being completed with the goal of improving safety of all users of US 180, including vehicular travel, bicyclists, and pedestrians. As these are two separate projects within the same footprint (US 180 between milepost 111 and 123) public engagement was initially conducted together before dividing into project specific efforts. Efforts were combined to introduce to the community to the broad improvement goal for the entirety of US 180 between milepost 111 and 123. After the initial outreach, efforts were separated as the projects were in significantly different stages, with 1102292 being in the design phase and 1102290 being in the study phase. Funding for this project includes contributions from state funds and funding provided by the Federal Highway Administration (FHWA).

Both projects rely on public input to identify areas of concern and modify designs to accommodate community considerations while providing improved safety and operations. This summary describes outreach efforts in further detail and discusses responses from the public. This public outreach will help inform design alternatives, validate the findings from the RSA's, and adjust priorities accordingly. Outreach was conducted via inviting the community with flyers and newspaper advertisements, signage placed throughout the corridor, press releases, and other venues.

2. Public Engagement Efforts

The following public engagement efforts were conducted to inform and request input from the public for the ongoing projects across US 180.

2.1 Project Website

A project website was created by the NMDOT and went live on Tuesday, October 29, 2025 (<https://www.dot.nm.gov/us180-projects/>). Information found on the website includes basic project descriptions, goals of the projects, project timelines, and public involvement resources. Additionally, the website provided visitors with an opportunity to join the project's contact list, submit questions and comments, and email the project team directly. This website was updated throughout the outreach process to invite the public of upcoming meetings, provide summaries and links to presentations, and update the status of the study. The website remains up but is not currently open for questions and comments.

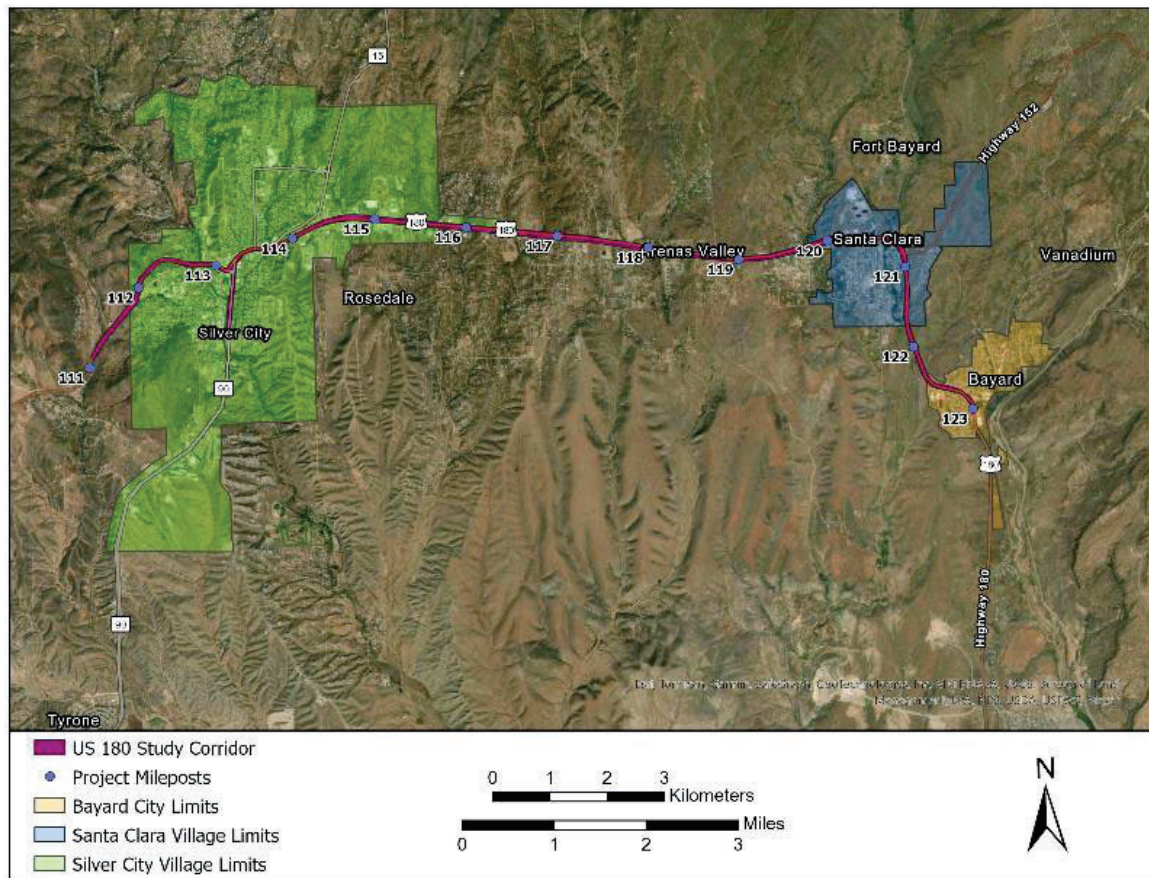


Figure 1: CN 1102290 Study Corridor

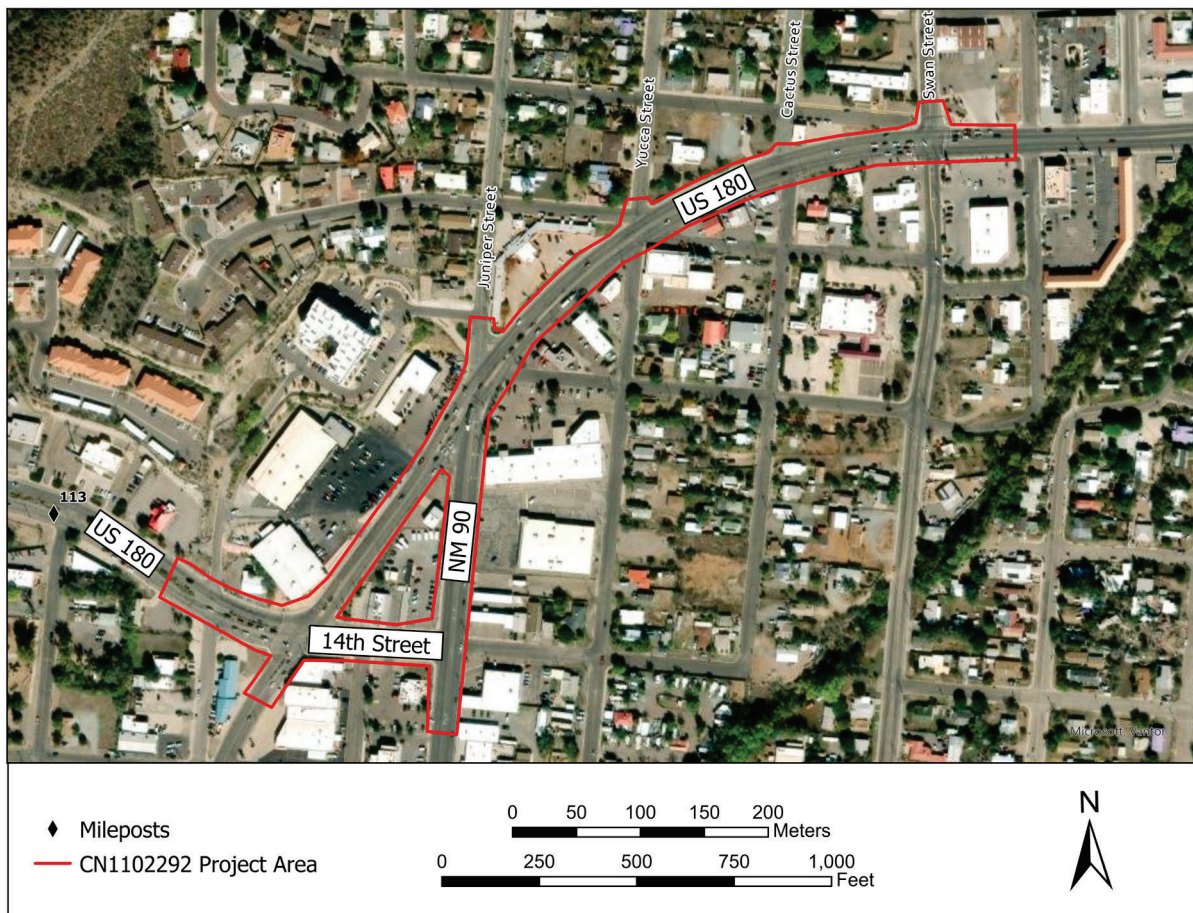


Figure 2: CN 1102292 Project Area

2.2 Public Open House

On December 10th, 2025, from 4:30 PM to 7:30 PM, the NMDOT hosted a public open house to engage the community regarding projects CN 1102290 and project CN 1102292. The open house took place at the Western New Mexico University Global Resource Center (GRC), chosen for its large capacity (over 200 people), spacious lobby suitable for an open house layout, and auditorium. A total of 51 members of the public attended the meeting. A Spanish interpreter was available for translation services during this open house. No translation or interpretation services were requested prior to the open house, at the open house, or after the open house.

The goal for this open house included presenting findings from the ongoing analysis of current road and intersection conditions of US 180, including sharing initial concepts of proposed alternatives for the US 180 and NM 90 intersection (CN 1102292). Additionally, public input on concerns within the US 180 corridor and the proposed improvements at the US 180/NM 90 intersection was gathered during this event. This effort was hosted in an open house format, and no formal presentation was provided for members of the public. Rather, a short slideshow was running in the auditorium that provided an overview of the project. Four stations were distributed throughout the lobby, each with materials sharing relative information for a particular segment of the project. Information shared

included multimodal information, geometric layouts, and traffic and safety data. Each station was manned by project team members who were able to discuss the project and answer questions. The stations were divided up to match the RSAs completed for this project. These stations included:

- Station 1 – US 180 from milepost 111 to Pope Street
- Station 2 – US 180 from Pope Street to Swan Street & NM 90 Broadway Street to US 180
- Station 3 – US 180 from Swan Street to milepost 123
- Station 4 – Question and Comments

Station 2 contained additional information as it included descriptions of the intersection design that was included for project CN 1102292. This additional information included conceptual level design for the intersection and discussion of benefits to drivers, bicyclists, and pedestrians. A rendering of the improvements that are proposed for the US 180 and NM 90 was shared at the open house as well. Materials presented at each station and the running slideshow can be found in Appendix A. Questions and comments were received verbally and in written form through the open house.

If people were unable to attend the meeting or wanted more information, a comment period was open from December 10th, 2025 through January 12, 2026. Those interested in asking a question could mail in written questions/comments, email the question/comment to the project email address, or give a phone call to the project team. A total of 87 comments were received during and after the open house. These public responses are discussed further in section 3 of this report.

2.2.1 Announcement and Advertisement of Public Open House

The project website and open house were advertised through a combination of mediums. A flyer regarding the open house was mailed to 352 property owners who were located directly adjacent to the study area. These mailers were mailed on November 26, 2025. Additionally, 39 emails were sent to various stakeholders who potentially had interest in this study. These emails included outreach to bicycle advocacy groups, city councilors and other elected officials, transportation committees, and leadership across the NMDOT. These emails were sent on December 3, 2025. Property owners and other stakeholders were identified during a preliminary review of the project area. The flyer distributed to invite the community about the public open house can be found in Appendix B.

In addition to the flyers distributed, six banners were placed across the project area to invite the public to the upcoming open house. These banners contained the project name, information regarding the time and place of the public meeting, and a URL and QR code that could be used to learn more about the project. The information on the banners was presented in English and Spanish. These banners were placed in a manner which prevented obstruction of view of drivers and pedestrians while still being legible to vehicles that were stopped at the intersection and to pedestrians/bicyclists using the sidewalks or trails adjacent to the roadway. The banners were placed at the following locations across the project corridor:

- Two (one for each direction of travel) at the Caddel Crossing and US 180 intersection (milepost 121.6)
- Two (one for each direction of travel) at the Casa Loma Road and US 180 intersection (milepost 116.3)
- One at the entrance of the Walmart off US 180 (milepost 115.0)
- One on northbound US 180 near Market Street (milepost 111.35)

The banners placed within the project corridor can be found in Appendix B.

On December 4, 2025, NMDOT published a press release and social media post regarding this project and its upcoming public open house. A follow up reminder about the open house was distributed by NMDOT on the morning of December 10th. This press release and social media package noted the public meeting and explained how the public could participate and provide questions and comments. The NMDOT press release can be seen in Appendix B. On November 25, 2025, the Grant County Beat local newspaper shared details on the public open house. Additionally, on December 2, 2025, a newspaper advertisement was run in the Silver City Daily Press, further inviting the public of the open house. These newspaper advertisements can be found in Appendix B.

2.3 Neighborhood Meeting

After the initial public meeting, the project team received substantial public interest regarding the intersection of US 180 and NM 90 improvements. Many focused on concerns with access to the neighborhood north of the intersection and how traffic patterns would shift under the proposed design. To address these questions and concerns, the New Mexico Department of Transportation hosted a follow up neighborhood meeting on February 19th, 2026. This meeting was held at the Grant County Veterans Memorial Business & Conference Center, which provided sufficient space for the anticipated attendance. The meeting consisted of a presentation followed by a formal question and comment period. The meeting was attended by 91 members of the public attended.

As a follow up, on February 20th, an additional meeting opportunity was held at the Tranquilbuzz Coffee House to accommodate stakeholders who were unable to attend the previous night's public meeting. Five members of the public met with the project team to discuss concerns and ask questions about the project. This meeting was intended to be a one-on-one meeting with a property owner unable to attend the meeting the night before. However, five residents attended. As this was not intended to be a second meeting, no advertisement or sign-in sheets were distributed for this meeting. The presentation shared at the neighborhood meeting can be found in Appendix A. A breakdown of questions and concerns raised during both meetings and additional comment forms submitted are discussed in section 3 of this document.

2.3.1 Announcement and Advertisement of the Neighborhood Meeting

To invite the neighborhood of the neighborhood meeting a flyer was mailed to 711 property owners who lived in the neighborhood north of the US 180 and NM 90 intersection (north Juniper neighborhood). Mailers were distributed using Every Door Direct Mailing system. In addition to the mailers, 59 emails were sent to interested members of the public who had previously commented on the project and provided contact information to keep informed. Emails were also distributed to city councilors and other elected officials of Silver City. The flyer distributed to invite the community about this public meeting can be found in Appendix B.

Additionally, the NMDOT provided a press release regarding this meeting on February 17th, 2026. This press release is located in Appendix B. No social media package was dispersed as part of this announcement.

3. Public comments and Responses

Between the public open house, the neighborhood meeting, and the open comment period, approximately 129 comments and questions were received. This included 87 comments that were received at the public open house or during the subsequent comment period and 42 comments received at the neighborhood meeting and the included coffee shop meeting. These comments included:

- 27 written comments/questions (24 from Open House and 3 from Neighborhood Meeting)
- 17 emailed comments/questions (All from the Open House)
- 35 comments/questions submitted via the project website (All from Open House)
- 11 phone calls/voicemails providing comments/questions (All from Open House)
- 39 comments/questions asked verbally at the neighborhood meeting (All from Neighborhood Meeting)

A review of the comments and questions received identified several common themes. These themes and responses from the project team are discussed in the following sections. A more detailed breakdown of comments from each meeting can be located in Appendix C.

3.1 Public Open House and Comment Period

A total of 87 comments were received during the public open house and proceeding comment period open from December 10th, 2025 to January 12th, 2026. Table 1 provides a general breakdown of questions/comments with common themes and responses from the project team. Individual comments and questions can be located in Appendix C.

Table 1. General Comment Themes from Public Open House

Theme	Number of comments	General Comment	Response from Project Team
Elimination of Juniper Ave access onto NM 90	22	Juniper Ave should still be able to proceed straight onto NM Highway 90, why are you removing this access? Couldn't the intersection be left as is with improvements to sidewalks and crosswalks and turn only lights to improve safety?	The project team understands the inconvenience that removing this access causes to the community. However, the elimination of this access allows for significant safety improvements to vehicles, bicyclists, and pedestrians. There will still be right-in right-out access. Leaving access in place presents safety risks.
Bicycle and Pedestrian Improvements	18	What improvements are being considered to accommodate pedestrians/bicyclists? Are separate bike lanes or a pedestrian trail considered? Are sidewalks and crosswalks proposed as part of this project? Is there a possibility of a trail parallel to US 180 that connects Silver City, Hurley, Fort Bayard, and Arenas valley?	Upgraded bicycle and pedestrian facilities will be included as part of the overall project. These include upgraded ADA access, bicycle lanes, and crosswalks, among other improvements. An alternative bike route is being considered within the Town of Silver City. However, this is a separate project and will not be included within this project.

Theme	Number of comments	General Comment	Response from Project Team
Turn lanes on Yucca, Cactus, and Swan St.	12	If access to Juniper Ave is limited, and vehicles have to take Swan, Yucca, and Cactus, will there be any improvements to these intersections? They currently lack sufficient turning accommodations and pushing traffic to these areas will be dangerous.	There will likely be striping updates along US 180 to provide a wider median. This will help provide turning movements onto Cactus St. and Yucca St. However, Swan St. will remain in its current configuration.
Emergency Services response time impacts from removal of Juniper Ave Access	7	The removal of access onto Juniper Ave will increase emergency response time to the Juniper Neighborhood which includes the senior living building. Has this been considered?	Coordination between the project team and emergency responders regarding the modifications to the intersection of US 180 and NM 90 is ongoing.
Kirkland intersection concerns	13	There are significant concerns with the Kirkland intersection with US 180 east of Silver City, primarily do to visual issues and a lack of turn lanes into the side streets. Are improved lighting, geometric alterations, implementation of a traffic signal, or dedicated turn lanes into the side streets being considered for this intersection?	The project team is aware of the concerns at the Kirkland intersection and will be evaluating alternatives as part of the overall project.
Speeding	5	Speeds are a concern, particularly between Hurley and Silver City as drivers constantly exceed the speed limit. Is it possible to lower the speed limit to 45 MPH for the length of US 180? Could it be lowered to 45 mph prior to Market St. as there are numerous homes in this area?	The project team is aware of the concerns with speeding across the corridor and will be evaluating alternatives as part of the overall project.
Lighting (More)	4	Could additional lighting be provided in certain areas of US 180? Particularly at the intersections of Kirkland Rd and Racetrack Rd?	The project team is aware of the potential impacts and safety related to lighting. Lighting will be evaluated as part of the overall project.
Lighting (Less)	4	Any lighting planned to be implemented should consider the impact on dark skies. Are streetlights that are installed considering preservation of dark skies? Can lights with hoods and directed down be installed to protect the dark skies?	The project team is aware of the potential impacts and safety related to lighting. Lighting will be evaluated as part of the overall project.
Wildlife	2	What considerations are there to account for wildlife for the project? Are you considering animal fencing, land bridges, or motion sensors with lights for active animal crossings?	The project team is in close coordination with the Wildlife Coordinator at the NMDOT There are several standard management options being considered for this project to help manage wildlife across the corridor. These options include: • Wildlife Fencing • Crossings • Advanced warning signage • Others All management alternatives will be evaluated based on available space, animal types, and general feasibility.

3.2 Neighborhood Meeting Comments and Questions

A total of 42 comments were received during the neighborhood meeting on February 19th, and the follow up meeting at the coffee shop on February 20th, 2026. Table 2 provides a general breakdown of questions/comments with common themes and responses from the project team. As the neighborhood meeting focused on the CN 1102292 intersection redesign, comments and questions during this meeting were focused on the US 180 and NM 90 intersection. Please note that this table only describes the most common questions/comments discussed during the outreach and several questions were raised multiple times, so the comment totals will not add up to 41. Individual comments and questions can be found in Appendix C.

Table 2. General Comment Themes from Neighborhood Meeting

Theme	Number of comments	General Comment	Response from Project Team
Traffic impacts	12	Has the impact of pushing traffic onto Yucca Street, Cactus Street, and Swan Street been considered? With no option to use Juniper anymore, how does this affect these streets?	The potential redistribution of traffic onto these side streets has been considered during development of the project design. While detailed modeling to determine the impact of traffic pushed to these streets has not been completed, the proposed design is expected to significantly improve overall intersection safety. Additional measures may be considered during final design to US 180 and the side streets to further increase safety of drivers using these side streets.
Bike accommodations	5	Is there space for a bike lane on US 180 and is one being implemented as part of this project?	Bike accommodations are being considered as part of this project; however, a dedicated bike lane on US 180 is not currently proposed. Rather, an alternative bike route within the adjacent road network is being analyzed. Long term plans include development of a regional trail connection from Hurley to the west side of Silver City.
Other alternatives	6	Has a traffic circle or roundabout been considered as an alternative to this intersection? What about straightening the intersection?	When installed properly and in the right location roundabouts work great. However, they require substantially more right-of-way than is currently available at this location. ROW acquisition was initially considered as an alternative. Unfortunately, time and cost inhibit this as an alternative. If we do not utilize the federal funds currently available within the project schedule and funding deadline, there is no guarantee that the funds will be available again.
Speeding	5	Speeding is a major concern across all directions of this intersection, including Yucca Street	Concerns regarding vehicle speeds have been documented and will be considered as the project design advances. Speeds were analyzed during the RSAs and further evaluation is being conducted.

3.3 Notification of the Public

While the themes discussed in the above tables were the most discussed topics at each meeting, a wide range of other comments were received. Individual questions, comments, and responses can be found in Appendix C. All people who attended the meetings and/or provided comments with their contact information will be notified that this public involvement summary via mailer and/or email is available on the project website (<https://www.dot.nm.gov/us180-projects/>). This notification process will occur within 2 weeks after the finalization of the outreach summary and its placement onto the project website.

4. Public Outreach Summary

Responses from public engagement efforts helped the project team understand how the community uses the US 180 corridor, concerns with the NM 90/US 180 intersection and concerns across the corridor and identify areas and considerations that should be examined further. Outreach for this project was conducted in two phases. The first involved a public open house regarding projects CN 1102290 and project CN 1102292. The goals for this open house included presenting initial findings from the analysis of current road and intersection conditions and sharing initial concepts of proposed alternatives at the US 180 and NM 90 intersection (CN 1102292). The second effort was a follow up neighborhood meeting focused on answering questions and concerns on the intersection of US 180 and NM 90. Both outreach efforts provided significant feedback on both the overall project and the intersection specific improvements.

In general, there was a mixture of questions and comment themes, varying between the broad US 180 safety project (CN 1102290) and the US 180 and NM 90 intersection improvements (CN 1102292). Primary themes regarding the broader US 180 study included:

- Concerns about potential removal of access, particularly relating to Juniper Street
- Questions regarding what pedestrian and bicycle improvements are being considered
- Requests to take care of speeding across the corridor
- Concerns with lighting, particularly relating to dark skies
- Concerns with the Kirkland and US 180 intersection

Primary concerns raised regarding the intersection improvements at NM 90 and US 180 included:

- Traffic impacts will occur on the side streets as a result of intersection improvements
- Bicycles and pedestrians need to be accommodated at the intersection
- Speeding needs to be reduced at the intersection

The project team reviewed and considered each alternative to determine how to best proceed for each project. A compilation of individual comments can be found in Appendix C.

5. Next Steps

This was the first phase of public engagement for this project, intended to receive input on the existing conditions of the corridor and identify areas of concern across the corridor and consider effects of improvements to the NM 90 and US 180. As the 1102290 study moves forward and potential improvements are identified, additional outreach will be conducted to invite the public and encourage additional feedback. This includes a second public meeting regarding the broader US 180 corridor project to share findings from the safety study. An additional public outreach effort for the NM 90 and US 180 intersection study will be conducted as well, including an effort to notify the community of the improvement decision and a follow up meeting to discuss the status of the design. These efforts are all being performed with the goal of engaging the community to identify areas of greatest concerns, consider potential inhibitors to project safety, and produce improvements that increase safety while improving the community. These next phases of outreach are anticipated to occur in summer/fall of 2026. This public engagement summary will be updated accordingly when it is completed.

Appendix A

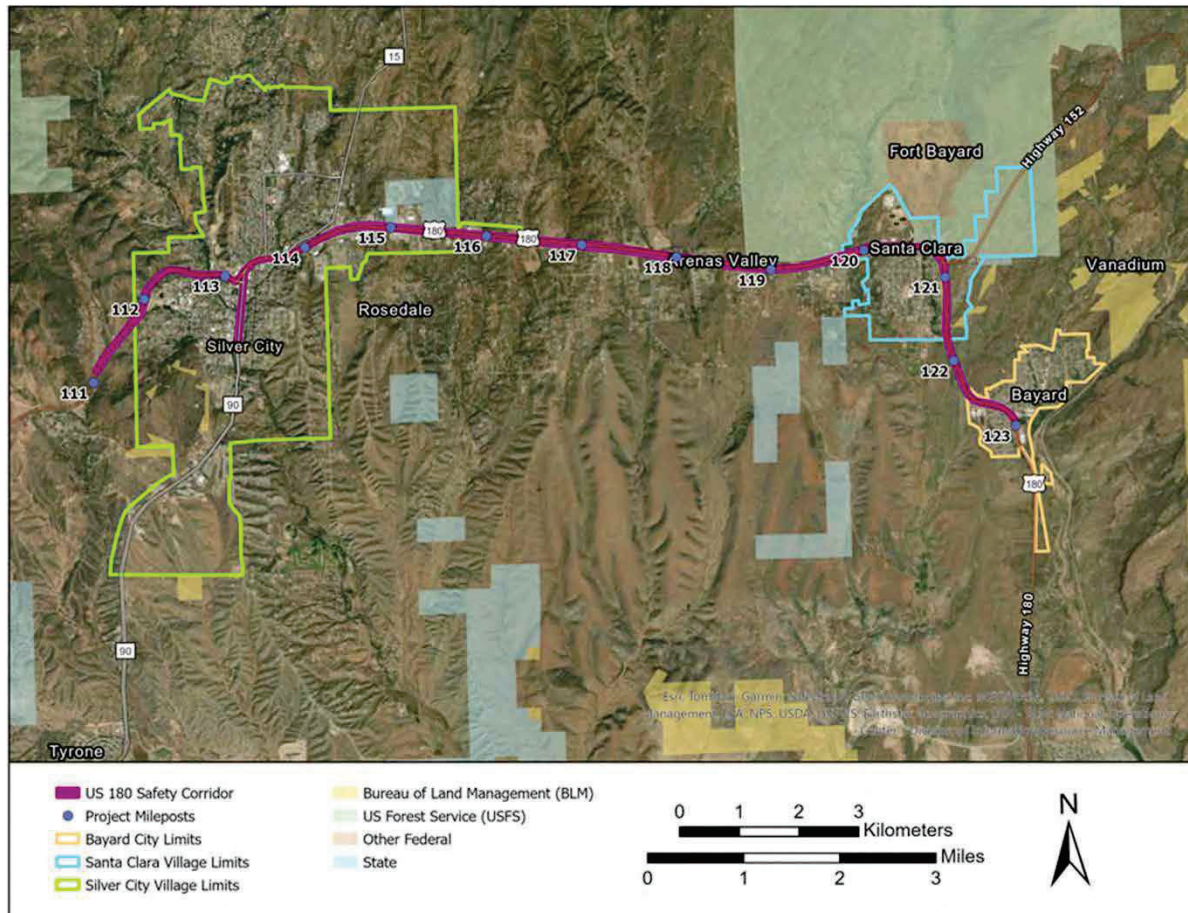
Presentation and Meeting Materials



Public Open House Event US 180 Silver City Safety Scoping Project December 10th, 2025 CN A1102290 | A1102292

Parametrix

What Area Are We Focusing On?



- The purpose of the Safety Scoping Project is to evaluate the corridor for safety, access, and multimodal needs.
- This area of focus covers US 180 from milepost 111 to 123, stretching from the west side of Silver City to Bayard.
- It also includes NM 90 from Broadway to US 180.

Purpose of Tonight's Open House Event



- Tonight's open house provides an overview of existing conditions along these corridors and aims to:
 - Introduce this project to the community
 - Share what we have learned about US 180 and NM 90.
 - Listen and gather input.
 - Answer questions/comments about the project

What Will Be Shared Tonight?

Tonight, our team will share data collected on existing conditions in the project area.

Data Collected includes:

- Roadway speeds and traffic volumes
- Crash history and safety concerns
- Wildlife collisions and high-risk areas
- Pedestrian and bicycle use
- Existing facilities and ideas for what facilities are needed in the future

We would like hear about your experiences in the corridor. Please share your ideas and needs with our team.



Phase 1: US 180 | NM 90 | 14th Street

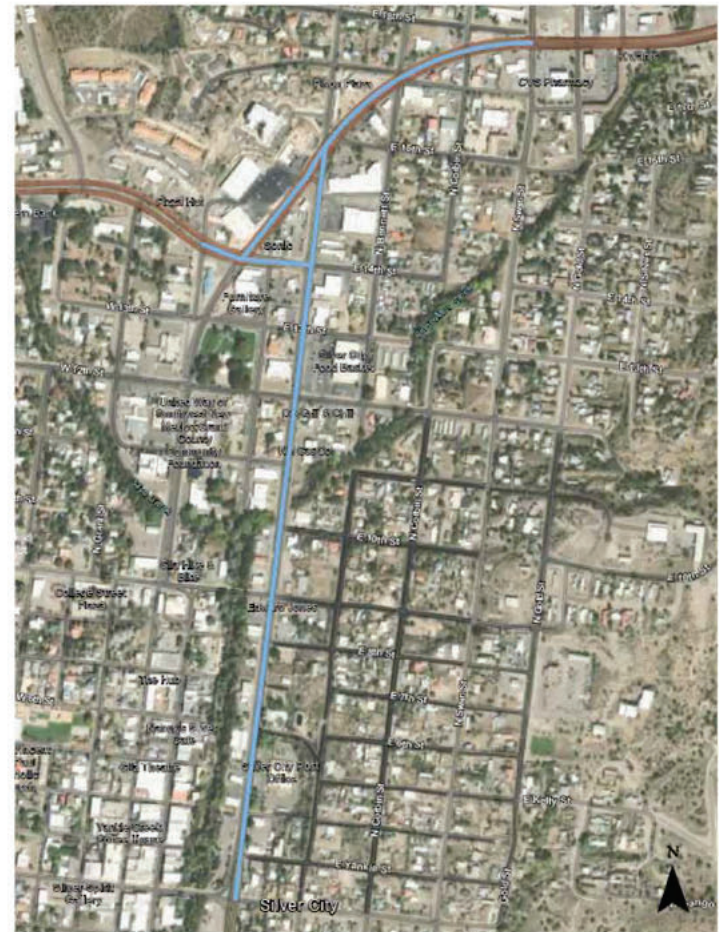
The first set of improvements moving into design development is focused on the intersection of US 180, NM 90, and 14th Street.

In 2023, a Road Safety Audit identified key concerns in this area, including:

- A high crash rate at the intersection of US 180 and NM 90
- Limited pedestrian and bicycle facilities
- Opportunities to improve traffic flow and safety access

The Phase 1 would include opportunities to:

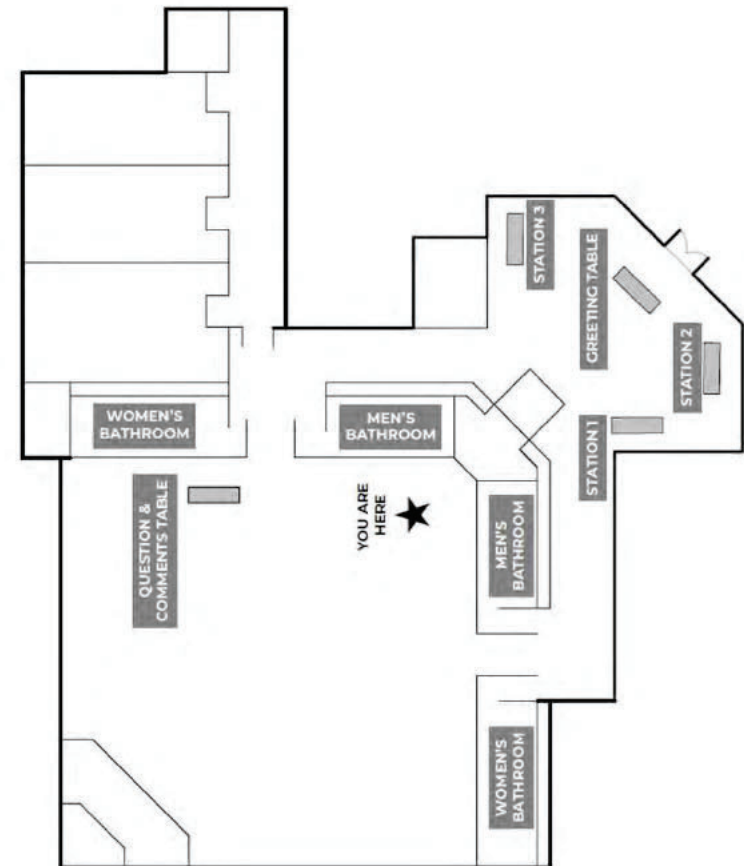
- Improve safety and efficiency at one of the busiest intersections in Silver City
- Provide improved pedestrian and bicycle access
- Update aging roadway features to better serve all users



How to Participate Tonight

Please visit each of our four stations in the lobby:

- Station 1: Market Street to Grant Street
- Station 2: Grant Street to Swan Street (US 180) and Broadway Street to US 180 (NM 90)
- Station 3: Swan Street to Taylor Street (Bayard)
- Station 4: Comments and Questions



How to Participate Tonight

Please:

- Visit with project team members during the open house to discuss issues, concerns, or ideas for the corridor.
- Leave any written questions or comments on comment forms found at Station 4
- Sign up for the mailing list using the QR code on this slide

Your input will help guide the final recommendations for improving US 180 and NM 90.



US 180 SILVER CITY SAFETY SCOPING PROJECT OPEN HOUSE

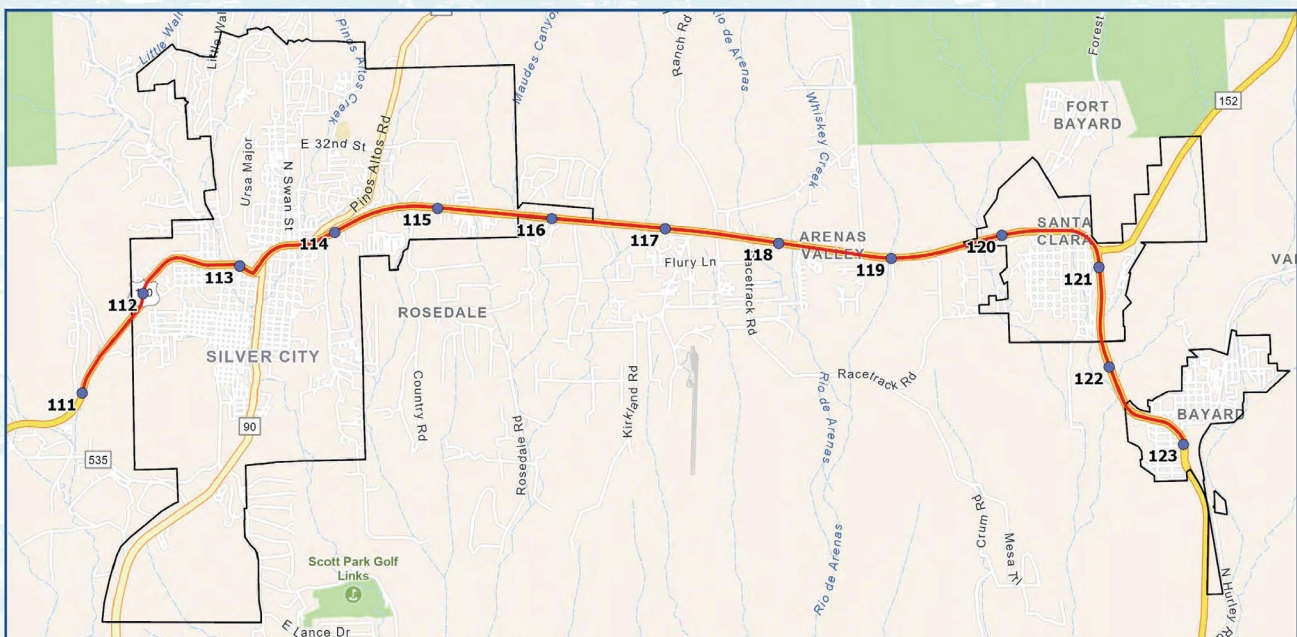


US 180 has been identified as a hotspot of safety concerns. This includes:

- Being ranked second in the state in wildlife vehicle collisions per mile.
- Sections of the corridor completely lacking bicycle and pedestrian accommodations.
- General safety concerns such as access, lighting, and other issues.

Tonight's open house provides an overview of existing conditions along this corridor relating to these safety concerns.

Please visit our information stations and chat with our team about the project, thank you!



US 180 SILVER CITY SAFETY SCOPING PROJECT OPEN HOUSE



Welcome to the US 180 Silver City Safety Scoping Project!

Segment 1



Segment 1

US 180 Segment 1 Multimodal Conditions

Walkways

- Acceptable
- Gap/Substandard

Bikeways

- Acceptable
- Gap/Substandard



A
How comfortable would you feel walking along this street?

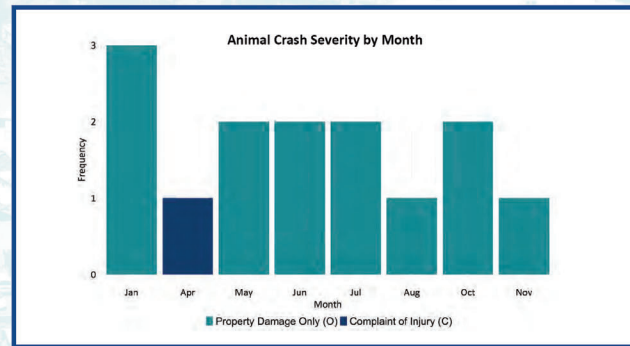
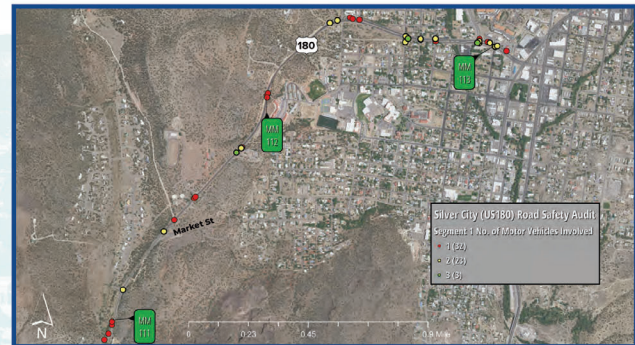
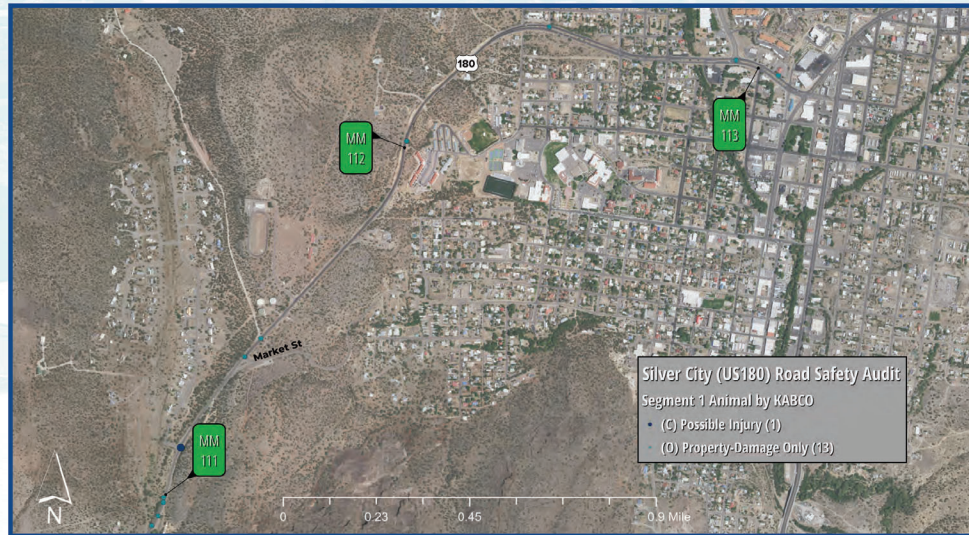
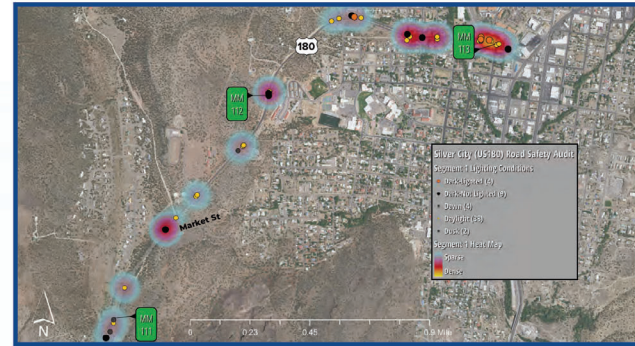
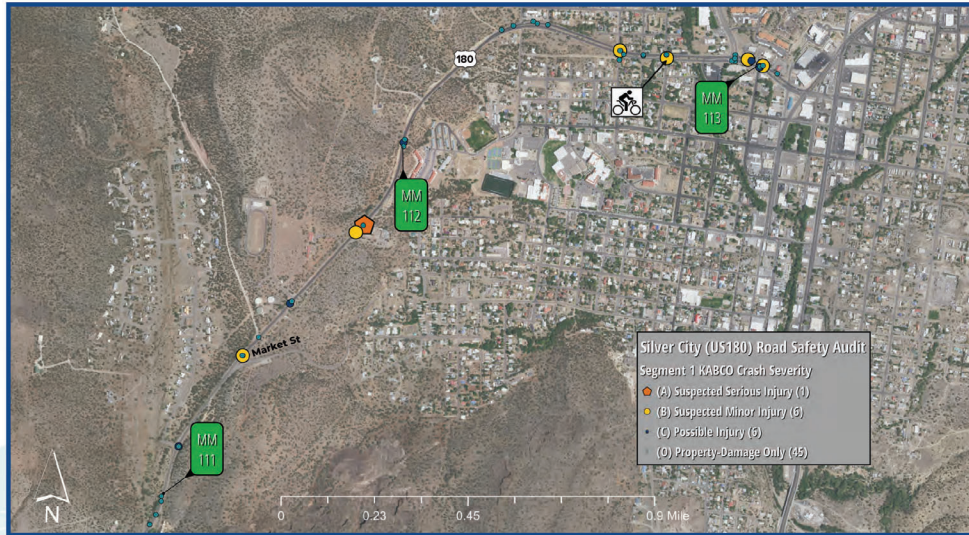


B
How comfortable would you feel crossing this street on foot?



C
How comfortable would you feel bicycling along this street?

Segment 1



Segment 1



Figure 1: US 180 West of San Vicente Trail



Figure 2: East of US 180 and Virginia Street Intersection



Figure 3: Intersection of US 180 and Little Walnut Road



Figure 4: US 180 West of San Vicente Trail



Figure 5: West of US 180 and Little Walnut Road Intersection

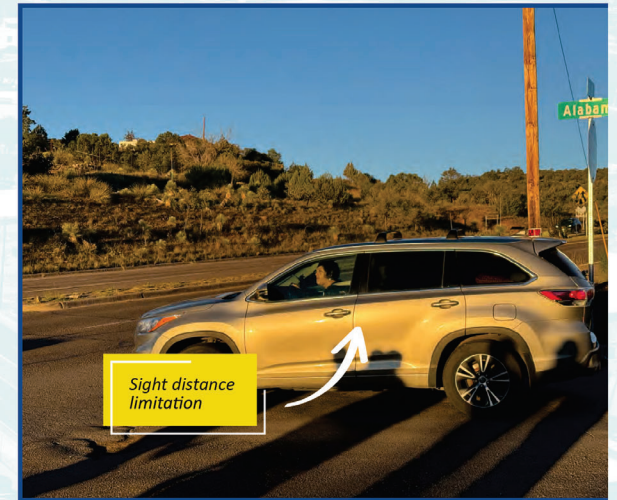


Figure 6: Intersection of US 180 and Alabama Street

Segment 2



A
How comfortable would you feel crossing this street on foot?



B
How comfortable would you feel bicycling along this street?



C
How comfortable would you feel crossing this street on foot?

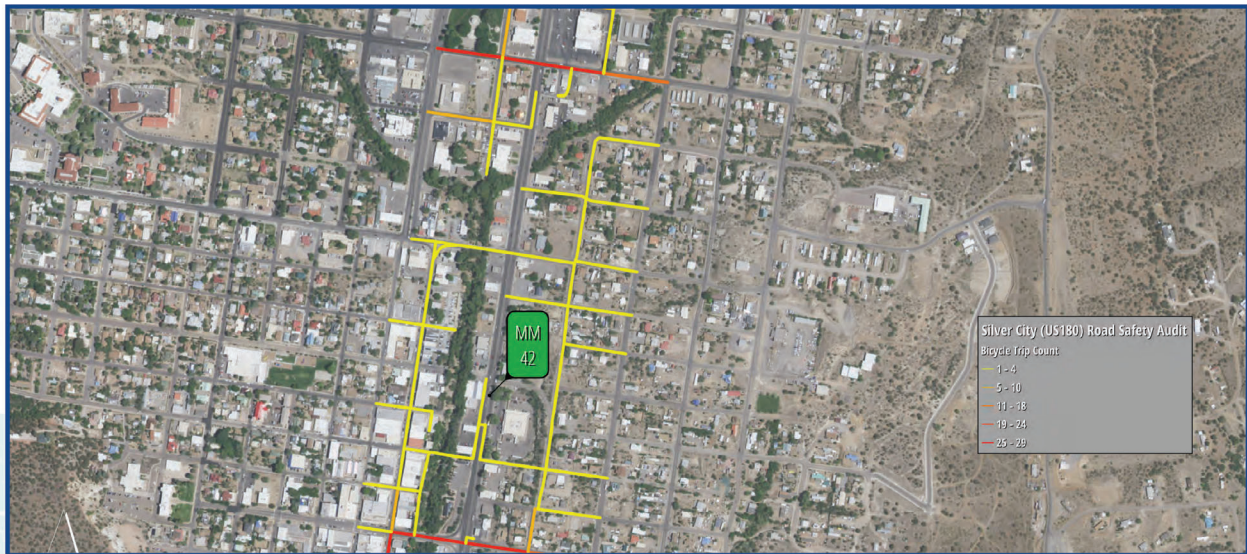
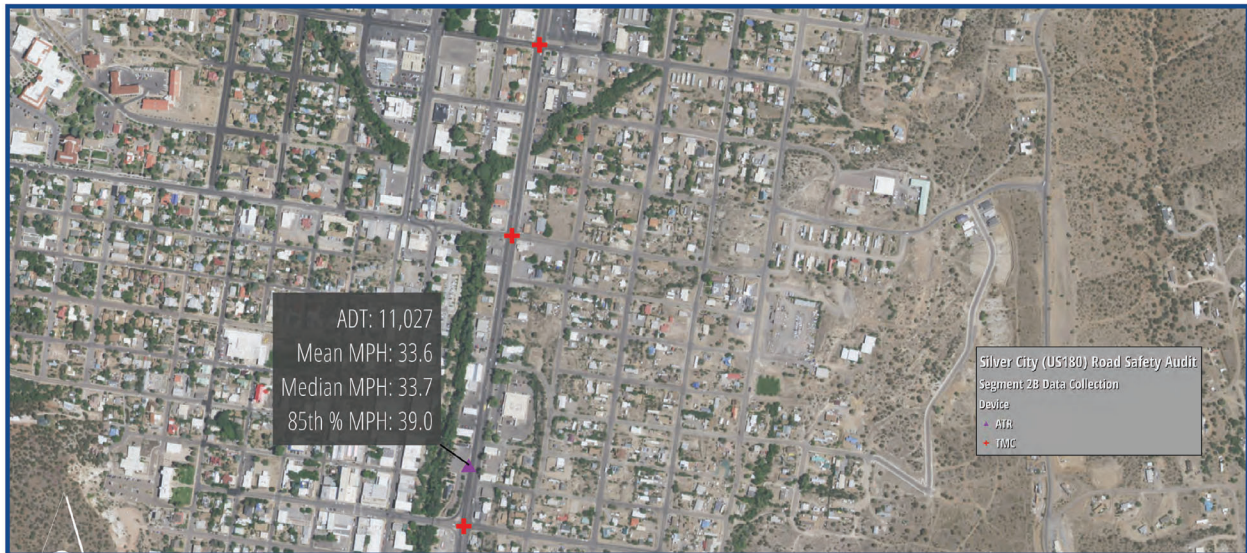


Segment 2



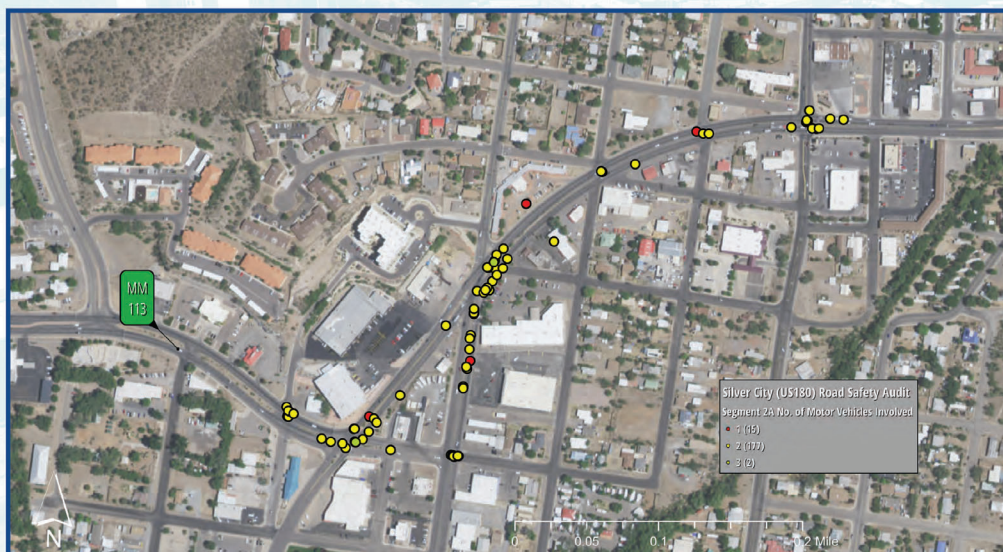
ADT= Average Daily Traffic
TMC = Turn Movement Count
ATR = Automated Traffic Recordings
MM = Mile Marker

Segment 2

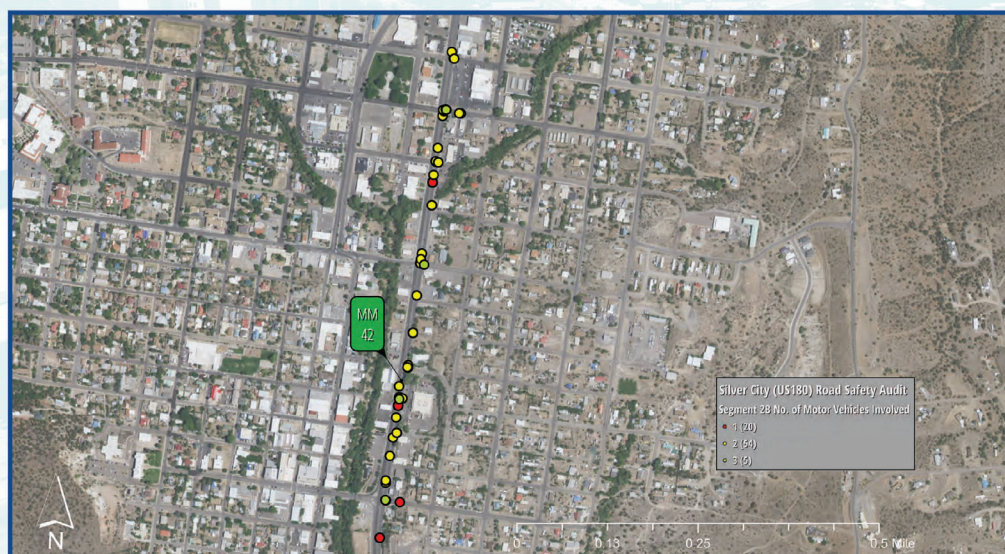
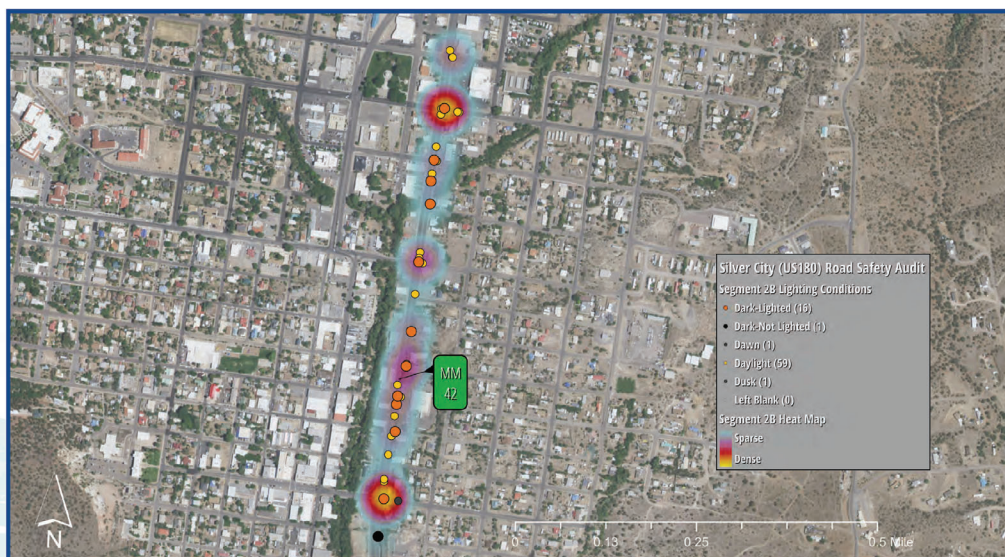
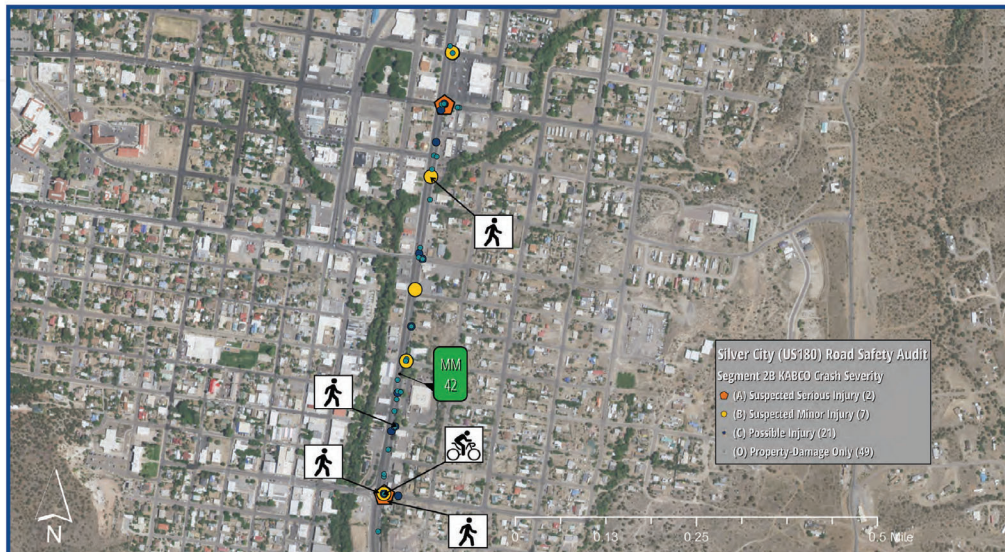


ADT= Average Daily Traffic
TMC = Turn Movement Count
ATR = Automated Traffic Recordings
MM = Mile Marker

Segment 2



Segment 2



Segment 2



Figure 3: Intersection of NM 90 and Broadway Street



Figure 2: West of US 180 and NM 90 Intersection



Figure 3: Intersection US 180 and Yucca Street



Figure 5: Intersection of NM 90 and 13th Street



Figure 5: East of US 180 and NM 90 Intersection

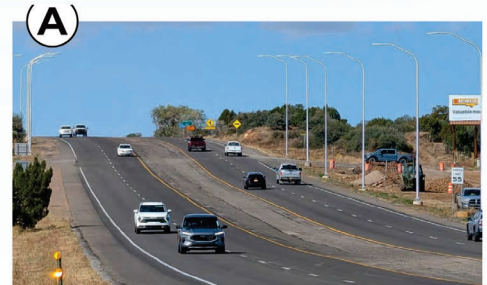
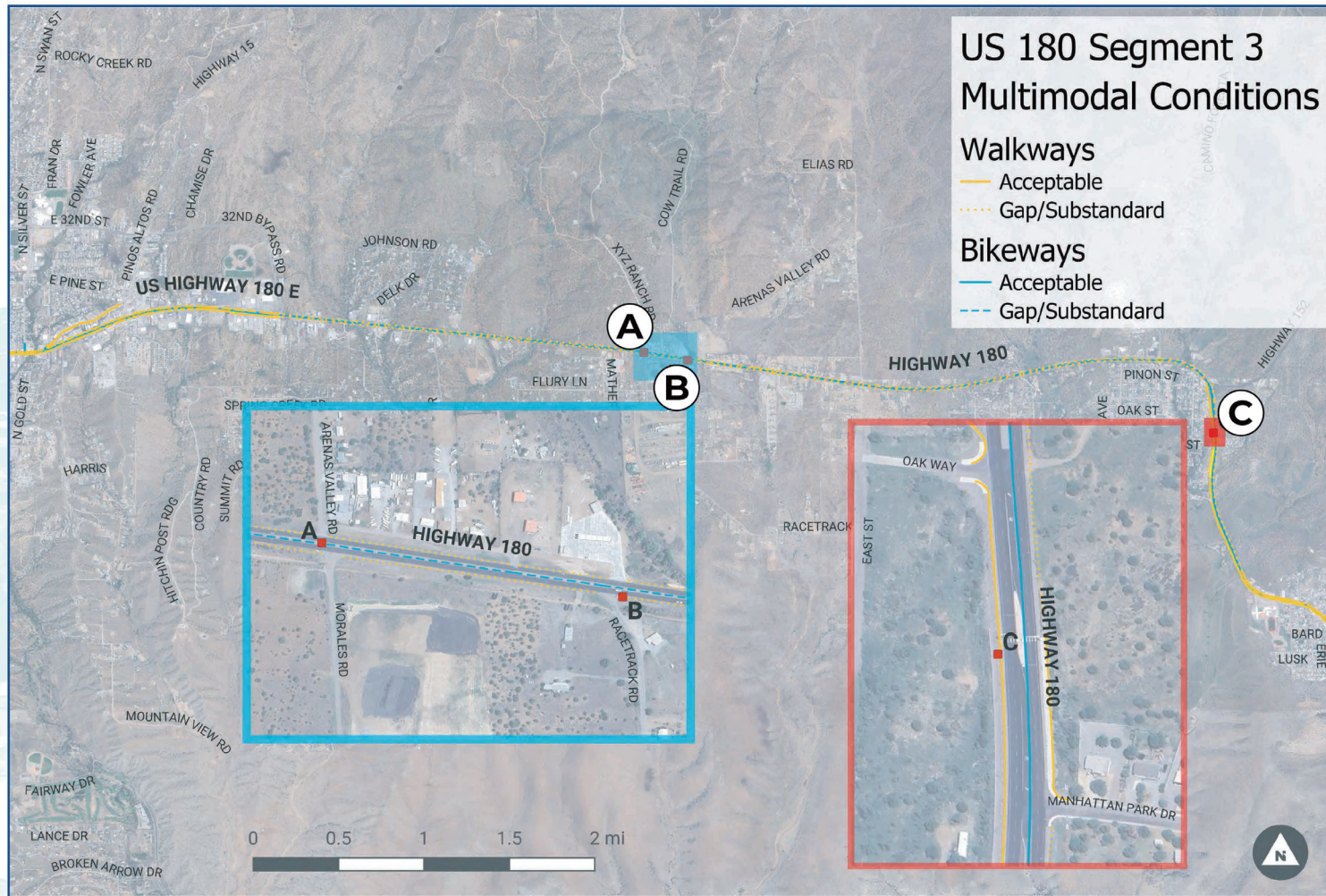


Figure 6: Intersection of US 180 and Juniper Street

Segment 3



Segment 3



(A) How comfortable would you feel bicycling along this street?



(B) How comfortable would you feel walking along this street?



(C) How comfortable would you feel crossing this street on foot?

Segment 3



Figure 1: Pedestrian Crossing Adjacent to Cobre Consolidated High School



Figure 2: East of US 180 and Swan Street Intersection



Figure 3: Intersection of US 180 and Pinos Altos Road



Figure 4: West of US 180 and Walnut Street Intersection

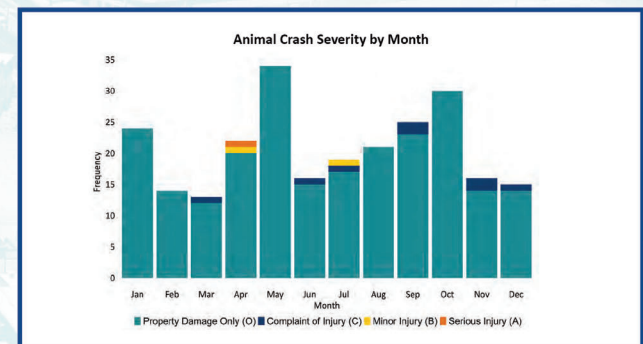
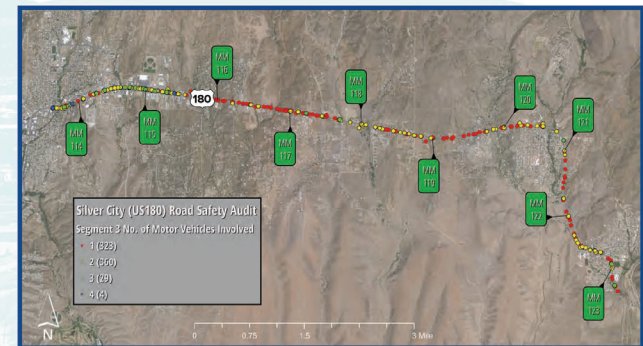
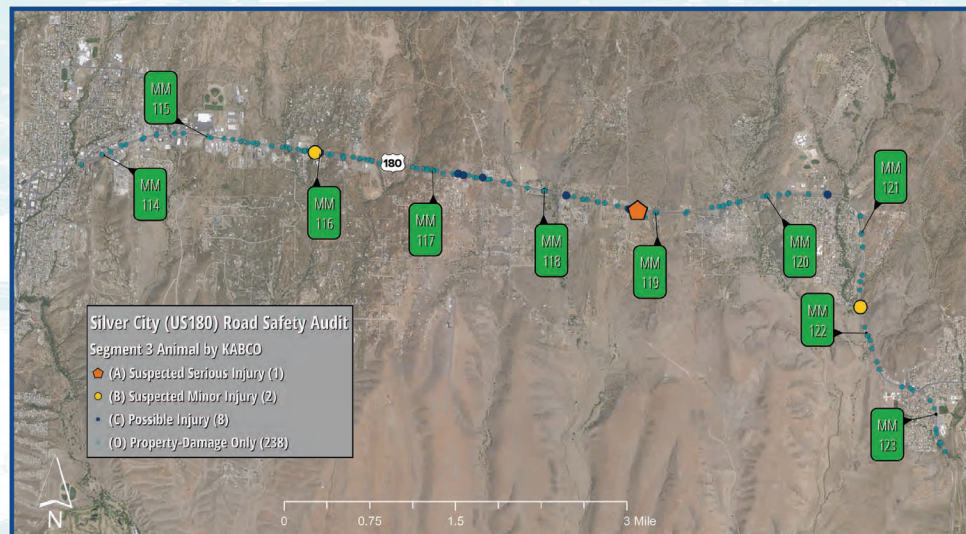
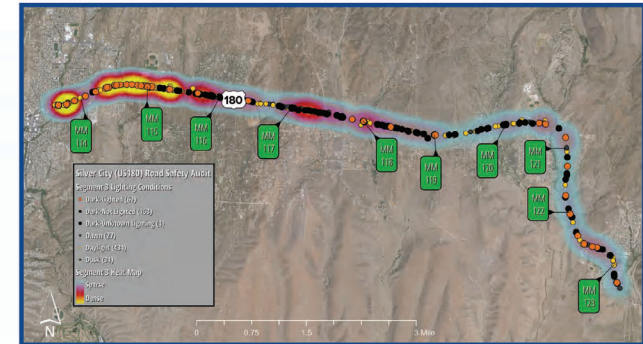
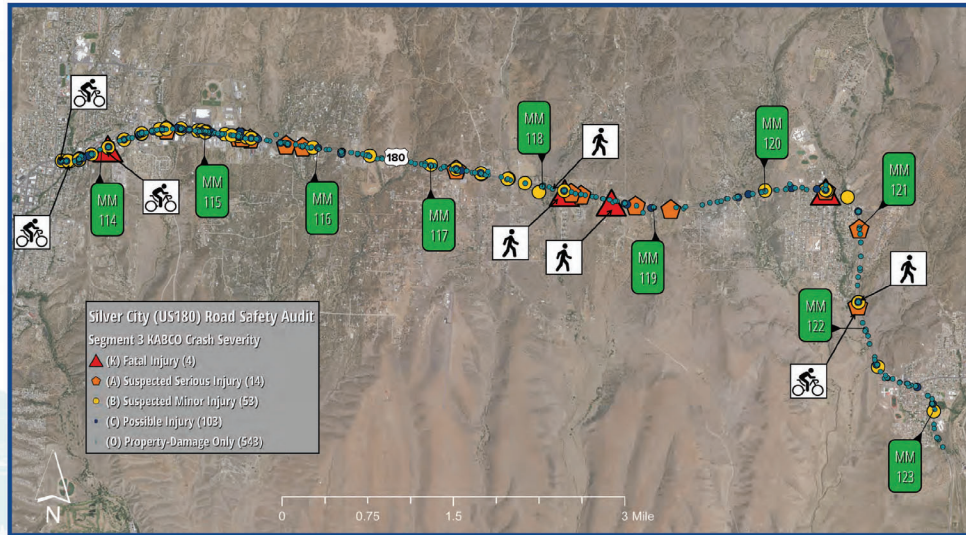


Figure 5: West of US 180 and Delk Drive



Figure 6: East of US 180 and Walmart Driveway Intersection

Segment 3





Neighborhood Meeting US 180/N Hudson/14th Street Improvements February 19th, 2026 CN A1102292

Parametrix



What Will Be Shared Tonight?

Tonight, our team will share data collected on existing conditions in the project area and the proposed design for US 180/NM90/14th Street

Data Collected includes:

- Roadway speeds and traffic volumes
- Crash history and safety concerns
- Public input



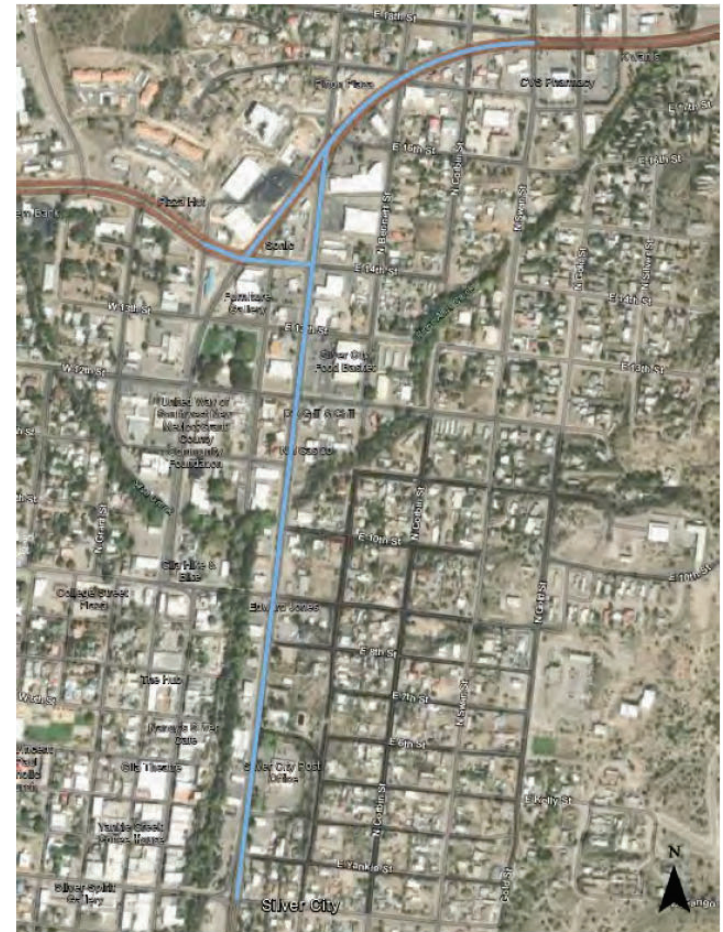
Previous Safety Analysis and Efforts

In 2023, a Road Safety Audit identified key concerns in this area, including:

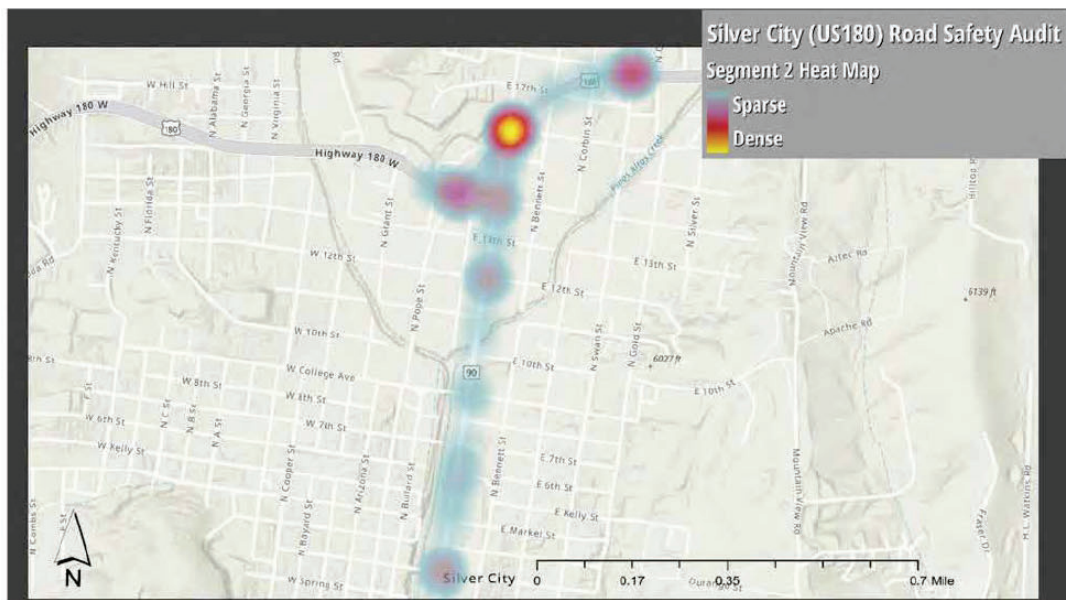
- A high crash rate at the intersection of US 180 and NM 90
- Limited pedestrian and bicycle facilities
- Opportunities to improve traffic flow and safety access

The Project would include opportunities to:

- Improve safety and efficiency at one of the busiest intersections in Silver City
- Provide improved pedestrian and bicycle access
- Update aging roadway features to better serve all users



Crash Data



- US 180/NM 90 High Density Crash Location



Traffic Volumes

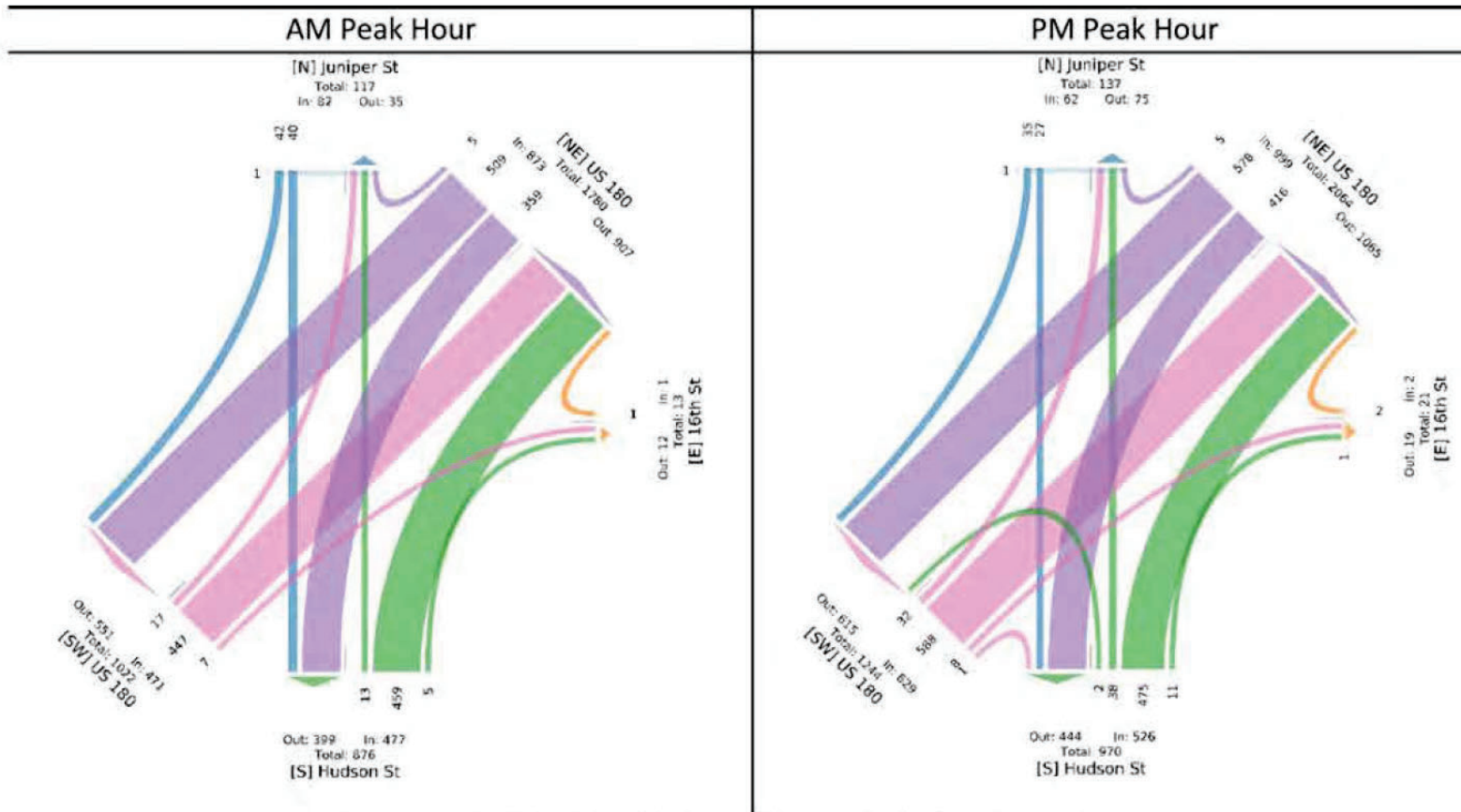


Figure 10: US 180 & NM 90 (Hudson St.)/Juniper St./16th St. Existing Volumes

Why This Project Is Being Considered

Based on the previous RSA and data collected as part of this project, the project corridor experiences the following:

- Minimal Pedestrian and Bicycle Facilities
- Higher Crash Rates
- Aging infrastructure

This project aims to do the following:

- Improve pedestrian and bicycle access through the project
- Minimize conflicts at high crash locations
- Update the aging infrastructure
- Improve traffic flow where possible

Existing Intersection



Parametrix

Proposed Layout



Parametrix

Proposed Layout



Proposed Layout



Preliminary layout

Proposed Layout





Neighborhood Meeting US 180/N Hudson/14th Street Improvements February 19th, 2026 CN A1102292

Parametrix



Appendix B

Announcement Materials

US 180 SILVER CITY SAFETY SCOPING PROJECT



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE



The New Mexico Department of Transportation (NMDOT) will hold an open house to share information about the US 180 Corridor Safety Scoping Project, which includes the segment of US 180 between milepost 111 west of Silver City and milepost 123 in Bayard. The project is examining safety issues affecting motorists, bicyclists, and pedestrians within the corridor as well as potential solutions to improve traffic operations and reduce hazards. At the open house, NMDOT will present findings from reviews of current road and intersection conditions, highlighting potential hazards and recommended improvements. Community members and US 180 users from Silver City, Rosedale, Arenas Valley, Santa Clara, and Bayard are invited to provide input, ask questions, and share safety concerns.

Please send any initial comments by January 12, 2026 to the following email or on the project website:

US180SafetyScoping@Parametrix.com
<https://www.dot.nm.gov/us180-projects/>

LEARN MORE | PUEDE OBTENER MÁS INFORMACIÓN

<https://www.dot.nm.gov/us180-projects>

JOIN US!

OPEN HOUSE

Dec 10, 2025

4:30-7:30pm

**Western New Mexico University
Global Resource Center Building (GRC)
805 W 12th St, Silver City, NM 88061**

¡ACOMPÁÑANOS!

REUNIÓN COMUNITARIA

10 de diciembre de 2025

4:30-7:30pm

**Edificio del Centro de Recursos
Globales (GRC) de la Universidad de
Nuevo México Occidental
805 W 12th St, Silver City, NM 88061**



For Americans with Disabilities Act (ADA) or Civil Rights Title VI accommodations and/or hard copies of the presentation contact Tyler Pennington with the project team at 505-288-7518 or TPennington@parametrix.com. Por favor comuníquese al lo mismo, pero en español. Si desea esta información en Español.

PROYECTO Y COVERTURA DE ALCANCE PARA LA SEGURIDAD DE LA CARRETERA US 180 EN SILVER CITY



New Mexico DEPARTMENT OF
TRANSPORTATION
SAFETY FOR EVERYONE



El Departamento de Transporte de Nuevo México (NMDOT) llevará a cabo una reunión informativa (open house) para compartir información sobre el Proyecto y Cobertura de Alcance de Seguridad del Corredor US 180, que incluye el segmento de la US 180 entre el Lindero 111, al oeste de Silver City, y el Lindero 123, en Bayard.

El proyecto está analizando los problemas de seguridad que afectan a conductores, ciclistas y peatones dentro del corredor, así como posibles soluciones para mejorar las operaciones de tráfico y reducir accidentes.

Durante esta reunión informativa, El Departamento De Transporte de Nuevo México (NMDOT) presentará los resultados de varias revisiones, y las condiciones en las cuales se encuentra la carretera, movimiento e intersecciones, las cuales se identifican posibles riesgos y las recomendaciones de sus mejoras para los usuarios de US 180.

Esta reunión también brindará la oportunidad para que los usuarios de la US 180 y las comunidades circunvecinas de Silver City, como: Rosedale, Arenas Valley, Santa Clara y Bayard nos brinden sus comentarios sobre este proyecto, hagan sus preguntas, compartan sus inquietudes y experiencias relacionadas con la seguridad.

Por favor envíe cualquier comentario inicial al siguiente correo electrónico o en el sitio web de este proyecto:

US180SafetyScoping@Parametrix.com

<https://www.dot.nm.gov/us180-projects/>

JOIN US! OPEN HOUSE



Dec 10, 2025



4:30-7:30pm



Western New Mexico University
Global Resource Center Building (GRC)
805 W 12th St, Silver City, NM 88061

¡ACOMPÁÑANOS! REUNIÓN COMUNITARIA



10 de diciembre de 2025



4:30-7:30pm



Edificio del Centro de Recursos
Globales (GRC) de la Universidad de
Nuevo México Occidental
805 W 12th St, Silver City, NM 88061

LEARN MORE | PUEDE OBTENER MÁS INFORMACIÓN

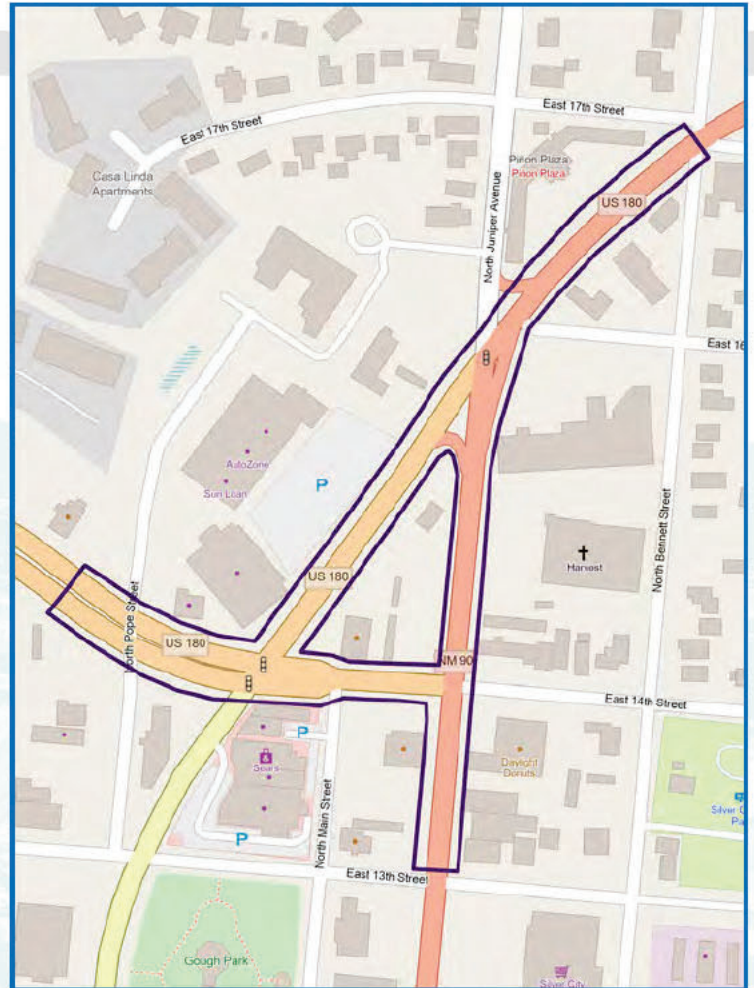
<https://www.dot.nm.gov/us180-projects>



US 180 SILVER CITY SAFETY SCOPING PROJECT

NEIGHBORHOOD MEETING FOR INTERSECTION AT US 180 AND NM 90

In response to community requests, the New Mexico Department of Transportation (NMDOT) will participate in a neighborhood meeting to address questions and concerns related to the proposed Phase 1 improvements that may affect N. Juniper Ave. Representatives from NMDOT, the project design team, and city officials will be available to answer questions.



New Mexico DEPARTMENT OF
TRANSPORTATION
MORALITY FOR EVERYONE



U.S. Department
of Transportation
**Federal Highway
Administration**

MEETING DATE AND LOCATION:

-  February 19th
-  6:00 PM to 8:00 PM
-  Grant County Veterans Memorial and Conference Center,
3031 US 180, Silver City, NM 88061

Join Us! US 180 Silver City Safety Scoping Project

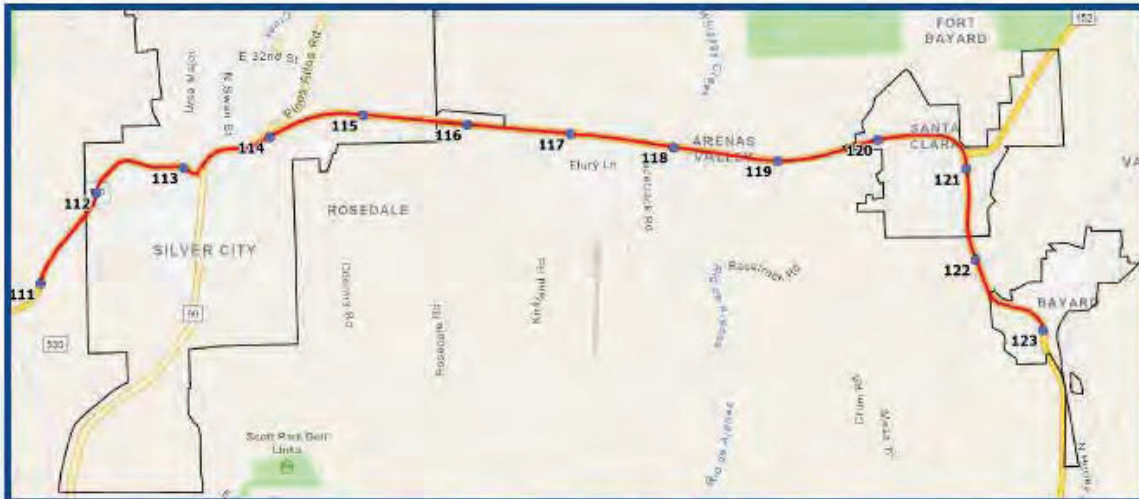
From Evans, Ami, DOT <Ami.Evans@dot.nm.gov>

Date Thu 12/4/2025 11:10 AM

 1 attachment (2 MB)

US 180 Silver City Flyer.pdf;

US 180 SILVER CITY SAFETY SCOPING PROJECT



The New Mexico Department of Transportation (NMDOT) will hold an open house to share information about the US 180 Corridor Safety Scoping Project, which includes the segment of US 180 between milepost 111 west of Silver City and milepost 123 in Bayard. The project is examining safety issues affecting motorists, bicyclists, and pedestrians within the corridor as well as potential solutions to improve traffic operations and reduce hazards. At the open house, NMDOT will present findings from reviews of current road and intersection conditions, highlighting potential hazards and recommended improvements. Community members and US 180 users from Silver City, Rosedale, Arenas Valley, Santa Clara, and Bayard are invited to provide input, ask questions, and share safety concerns.

JOIN US!

OPEN HOUSE

Dec 10, 2025

4:30-7:30pm

Western New Mexico University
Global Resource Center Building (GRC)
805 W 12th St, Silver City, NM 88061

¡ACOMPÁÑANOS!

REUNIÓN COMUNITARIA

10 de diciembre de 2025

4:30-7:30pm

Edificio del Centro de Recursos
Globales (GRC) de la Universidad de
Nuevo México Occidental
805 W 12th St, Silver City, NM 88061

Please send any initial comments by January 12, 2026 to the following email or on the project website:

US180SafetyScoping@Parametrix.com

<https://www.dot.nm.gov/us180-projects/>

LEARN MORE | PUEDE OBTENER MÁS INFORMACIÓN

<https://www.dot.nm.gov/us180-projects>



For Americans with Disabilities Act (ADA) or Civil Rights Title VI accommodations and/or hard copies of the presentation contact Tyler Pennington with the project team at 505-288-7518 or TPennington@parametrix.com. Por favor comuníquese al lo mismo, pero en español. Si desea esta información en Español.

Ami R Evans

NMDOT-D1

Public Information Officer

2912 E Pine St, Deming, NM 88030



Outlook

Join Us! US 180 Silver City Safety Scoping Project Meeting

From Evans, Ami, DOT <Ami.Evans@dot.nm.gov>

Date Tue 2/17/2026 7:06 AM

 1 attachment (2 MB)

US 180 Silver City Flyer-Meeting-2-v4.pdf;

US 180 SILVER CITY SAFETY SCOPING PROJECT

NEIGHBORHOOD MEETING FOR INTERSECTION AT US 180 AND NM 90

In response to community requests, the New Mexico Department of Transportation (NMDOT) will participate in a neighborhood meeting to address questions and concerns related to the proposed Phase 1 improvements that may affect N. Juniper Ave. Representatives from NMDOT, the project design team, and city officials will be available to answer questions.



MEETING DATE AND LOCATION:

- February 19th
- 6:00 PM to 8:00 PM
- Grant County Veterans Memorial and Conference Center,
3031 US 180, Silver City, NM 88061

For Americans with Disabilities Act (ADA) or Civil Rights Title VI accommodations and/or hard copies of the presentation contact Tyler Pennington with the project team at 505-288-7518 or TPennington@parametrix.com by February 14, 2026.

Ami R Evans

NMDOT-D1

Public Information Officer

2912 E Pine St, Deming, NM 88030

Cell: (575) 640-5981

[http://nmroads.com/.](http://nmroads.com/)

US 180 SILVER CITY SAFETY SCOPING PROJECT



Please join us!

PUBLIC MEETING

 Dec 10, 2025

 4:30-7:30pm

 Western New Mexico University
Global Resource Center
Building (GRC)

¡Acompáñanos para!

REUNIÓN COMUNITARIA

 10 de diciembre de 2025

 4:30-7:30pm

 Edificio del Centro de Recursos
Globales (GRC) de la Universidad
de Nuevo México Occidental

LEARN MORE | PUEDE OBTENER MÁS INFORMACIÓN

<https://www.dot.nm.gov/us180-projects>





Banner at milepost 121.6, the Caddell Crossing and US 180 intersection



Banner at milepost 115, at Walmart entrance



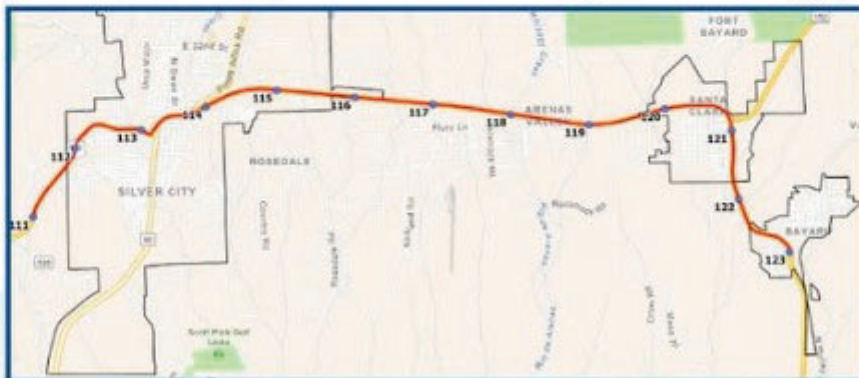
Milepost 113.5 northbound US 180 near Market Street



Community members and US 180 users from Silver City, Rosedale, Arenas Valley, Santa Clara, and Bayard are invited to provide input at an open house hosted by the New Me... See more

CN 1102290 | T12292

US 180 SILVER CITY SAFETY SCOPING PROJECT

New Mexico Department of
TRANSPORTATIONU.S. Department of Transportation
Federal Highway Administration

The New Mexico Department of Transportation (NMDOT) will hold an open house to share information about the US 180 Corridor Safety Scoping Project, which includes the segment of US 180 between milepost 111 west of Silver City and milepost 123 in Bayard. The project is examining safety issues affecting motorists, bicyclists, and pedestrians within the corridor as well as potential solutions to improve traffic operations and reduce hazards. At the open house, NMDOT will present findings from reviews of current road and intersection conditions, highlighting potential hazards and recommended improvements. Community members and US 180 users from Silver City, Rosedale, Arenas Valley, Santa Clara, and Bayard are invited to provide input, ask questions, and share safety concerns.

Please send any initial comments by January 12, 2026 to the following email or on the project website:

US180SafetyScoping@Parametrix.com
<https://www.dot.nm.gov/us180-projects/>

LEARN MORE | PUEDE OBTENER MÁS INFORMACIÓN

<https://www.dot.nm.gov/us180-projects/>

For Americans with Disabilities Act (ADA) or Civil Rights Title VI accommodations and/or hard copies of the presentation contact Tyler Pennington with the project team at 505-288-7516 or TPennington@parametrix.com. Por favor comuníquese al mismo, pero en español. Si desea esta información en Español.

JOIN US!

OPEN HOUSE

📅 Dec 10, 2025

🕒 4:30-7:30pm

📍 Western New Mexico University
Global Resource Center Building (GRC)
805 W 12th St, Silver City, NM 88061

¡ACOMPÁÑANOS!

REUNIÓN COMUNITARIA

📅 10 de diciembre de 2025

🕒 4:30-7:30pm

📍 Edificio del Centro de Recursos
Globales (GRC) de la Universidad de
Nuevo México Occidental
805 W 12th St, Silver City, NM 88061



👍 18 💬 4 ➦ 36

View more comments

PROYECTO Y COBERTURA DE ALCANCE PARA LA SEGURIDAD DE LA CARRETERA US 180 EN SILVER CITY



El Departamento de Transporte de Nuevo México (NMDOT) llevará a cabo una reunión informativa (open house) para compartir información sobre el Proyecto y Cobertura de Alcance de Seguridad del Corredor US 180, que incluye el segmento de la US 180 entre el Lindero 111, al oeste de Silver City, y el Lindero 123, en Bayard.

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Esta reunión también brindará la oportunidad para que los usuarios de la US 180 y las comunidades circunvecinas de Silver City, como: Rosedale, Arenas Valley, Santa Clara y Bayard nos brinden sus comentarios sobre este proyecto, hagan sus preguntas, compartan sus inquietudes y experiencias relacionadas con la seguridad.

PPor favor envíe cualquier comentario inicial al siguiente correo electrónico o en el sitio web de este proyecto:



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Dec 10, 2025

4:30-7:30pm

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Global Resource Center Building (GRC)
805 W 12th St, Silver City, NM 88061

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[Public Open House US 180 Safety Scoping Project December 10, 2025](#)

Local News Releases

Nov 25, 2025

Public Open House US 180 Safety Scoping Project December 10, 2025

See Flyer below



Legal

(Will not be recorded live)

NOTICE IS HEREBY GIVEN that the Silver Consolidated School Board of Education Finance Committee Meeting is scheduled for Thursday, December 11, 2025, beginning at 4:00 p.m. in the Conference Room of SCS Admin Building 2810 N. Swan St., Silver City, NM 88061, for the transaction of the following business: approval of agenda; information/presentations/reports.

An agenda for the foregoing meeting may be obtained from the Office of the Superintendent, 2810 N. Swan Street, Silver City, New Mexico, 72 hours

Legal

STATE OF NEW MEXICO
COUNTY OF GRANT
SIXTH JUDICIAL
DISTRICT COURT

D-608-PB-2025-00028
Judge Thomas F. Stewart

IN THE MATTER OF
THE ESTATE OF
JOEL JAMES SCHELL,
DECEASED.

NOTICE TO CREDITORS

NOTICE IS HEREBY GIVEN that BRENNIA BROWN has been appointed personal representative of the estate of the decedent. All persons having claims against the estate of the decedent are required to present their claims within four (4)

prior to the meeting, or on line at www.silverschools.org. If you are an individual with a disability who needs a reader, amplifier, qualified sign language interpreter, or any other form of auxiliary aid or service to attend or participate in the meeting, please contact Mr. William Hawkins, Superintendent, at 2810 N. Swan St., Silver City, New Mexico, or at 575-956-2000 at least one week prior to the meeting, or as soon as possible.
DATED: December 02, 2025
/s/ Patrick M. Cohn, Jr.
Secretary Board of Education
Silver Consolidated Schools D2

months after the date of the first publication of any published notice to creditors or sixty (60) days after the date of mailing or other delivery of this notice, whichever is later, or the claims will be forever barred. Claims must be presented either to the undersigned attorney, or filed with the Sixth Judicial District Court of New Mexico located at 201 N. Cooper Street, Silver City, NM 88061.

Respectfully submitted by:
(s) Gillian Sherwood
Gillian Sherwood
Attorney for PR Brenna Brown
508 W. Broadway St.
Silver City, NM 88061
(575) 313-3507 N25,D2,9

Legal

STATE OF NEW MEXICO
COUNTY OF GRANT
IN THE SIXTH JUDICIAL
DISTRICT

IN THE MATTER OF
THE BODE LIVING TRUST
Marilyn J. Bode, Deceased.

NOTICE TO CREDITORS BY PUBLICATION

NOTICE IS HEREBY GIVEN that Marilyn J. Bode, Trustor of the Bode Living Trust, dated April 9, 1997, passed away on October 3, 2025. Timothy Dean Bode and Charles Edward Preston Jr. were appointed to serve as Co-Successor Trustees ("Trustees") and are the acting Co-Trustees of the irrevocable Trust. All persons having claims against the estate of the decedent are required to present their claims within four (4) months after the date of the first publication of any published notice to creditors or sixty (60) days after the date of mailing or other delivery of this notice, whichever is later, as prescribed in N.M.S.A. §45-3-801, or claims will be forever barred. Claims must be presented to the attorney for the Trust and Estate, James P. Plitz whose address is 1947 E Spring Street, New Albany, Indiana 47150.
DATED this 25th day of November, 2025

Respectfully submitted,
James P. Plitz
Attorney for Co-Trustees
1947 E Spring Street
New Albany, Indiana 47150
Telephone: 812-949-1114 D2,9,16

New Mexico Taste the Tradition Holiday Lookbook available

This holiday season, celebrate New Mexico's culture and traditions with the fourth edition of the New Mexico Taste the Tradition Holiday Lookbook, a 38-page online guide presented by the New Mexico Department of Agriculture that highlights a variety of locally grown and crafted products — perfect for everyone on your list.

From vibrant salsas and handcrafted seasonings to locally inspired teas, wines, and natural wellness products, the lookbook celebrates New

Mexico's farmers, ranchers and artisans, according to a news release. It also offers exclusive holiday recipes from New Mexico — Taste the Tradition Chef Ambassadors Julian Griego and Becky Windels to inspire your seasonal cooking.

"NMMA is proud to share the 2025 New Mexico Taste the Tradition Holiday Lookbook," said New Mexico Secretary of Agriculture Jeff Witte. "It highlights the creativity of local producers who make New Mexico's food and gifts unique. It's a

great way to celebrate the season while supporting those who help our state thrive."

The lookbook, which includes businesses that were featured in this year's New Mexico State Fair Country Store, has already proved to boost small business visibility and sales, the release stated.

The lookbook can be viewed on the Elevate New Mexico Agriculture website. Shoppers are encouraged to explore it early.

"Make your holidays unforgettable by choosing local — and giving a little piece of New Mexico to those you care about," a spokesperson said.

Legal

By Pass Self Storage
4028 Hwy 90 South
Silver City, NM 88061

2835 Wilson Ave
Redding, CA 96002
Household

By Pass Self Storage does hereby give notice of a public sale on December 13, 2025 at 9:30 a.m. and ending at 10:00 a.m. at By Pass Self Storage, 4028 Hwy 90 South, Silver City, NM to sell personal property to satisfy liens belonging to:

Jade Benavidez
258 Camino de Vida
Mimbres, NM 88049
Household

Deandra Lopez
429 Maple St
Bayard, NM 88023
Household

Ronald Bell

N25,D2

Legal

NOTICE IS HEREBY GIVEN that the Silver Consolidated School Board of Education **Work Session Meeting** is scheduled for Monday, December 15, 2025 beginning at 2:00 p.m. and will be followed by the **Regular Board Meeting** at 2:30 p.m. in the Board Room of SCS Admin Building 2810 N. Swan St., Silver City, NM 88061, and Streamed live on Facebook at: <https://www.facebook.com/SilverCitySchls/>, for the transaction of the following business: approval of minutes and agenda; information/presentations/reports; action items-approval of the consent agenda; future meetings and proposed agenda items; executive session; and such other items as may be included on the Work Session and the Regular Board Meeting Agenda.

An agenda for the foregoing meetings may be obtained from the Office of the Superintendent, 2810 N. Swan Street, Silver City, New Mexico, 72 hours prior to the meeting, or on line at www.silverschools.org.

The Board may elect to go into executive session pursuant to 1978 NMSA, 10-15-1, H 1-9. If you are an individual with a

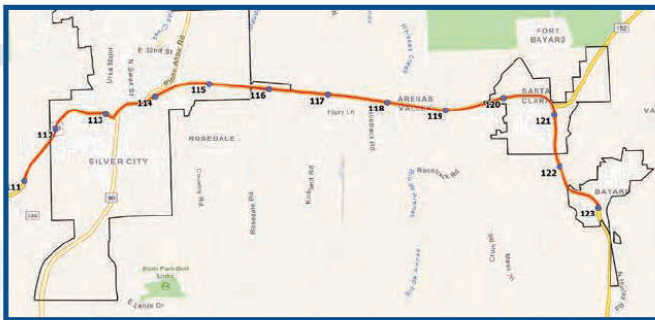
disability who needs a reader, amplifier, qualified sign language interpreter, or any other form of auxiliary aid or service to attend or participate in the meeting, please contact Mr. William Hawkins, Superintendent, at 2810 N. Swan St., Silver City, New Mexico, or at 575-956-2000 at least one week prior to the meeting, or as soon as possible.

Any person requesting to speak during the Public Comments Section on the agenda, must fill out a Public Comments Form and hand in a request to the Recording Specialist or email the form directly to the Board President, Ashley Montenegro at amonte negro@silverschools.org no later than 5:00 p.m. on December 15, 2025, or go to: https://docs.google.com/forms/d/1DmB8nSZG1jR_QPa8Gij9HcVka1rOzP5DCRNyZjY-7zY/edit?ts=67ae665e

Please email llucero@silverschools.org to request a form to be emailed to you, or pick one up at the SCS Central Office.

DATED: December 02, 2025
/s/ Patrick M. Cohn, Jr.
Secretary Board of Education
Silver Consolidated Schools D2

US 180 SILVER CITY SAFETY SCOPING PROJECT



The New Mexico Department of Transportation (NMDOT) will hold an open house to share information about the US180 Corridor Safety Scoping Project, which includes the segment of US 180 between milepost 111 west of Silver City and milepost 123 in Bayard. The project is examining safety issues affecting motorists, bicyclists, and pedestrians within the corridor as well as potential solutions to improve traffic operations and reduce hazards. At the open house, NMDOT will present findings from reviews of current road and intersection conditions, highlighting potential hazards and recommended improvements. Community members and US 180 users from Silver City, Rosedale, Arenas Valley, Santa Clara, and Bayard are invited to provide input, ask questions, and share safety concerns.

JOIN US!

OPEN HOUSE

📅 Dec 10, 2025

🕒 4:30-7:30pm

📍 Western New Mexico University
Global Resource Center Building (GRC)
805 W 12th St, Silver City, NM 88061

¡ACOMPÁÑANOS!

REUNIÓN COMUNITARIA

📅 10 de diciembre de 2025

🕒 4:30-7:30pm

📍 Edificio del Centro de Recursos
Globales (GRC) de la Universidad de
Nuevo México Occidental
805 W 12th St, Silver City, NM 88061

Please send any initial comments by January 12, 2026 to the following email or on the project website:

US180SafetyScoping@Parametrix.com
<https://www.dot.nm.gov/us180-projects/>

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Appendix C

Public Comments and Questions

DATE: January 12, 2026
TO: NMDOT
FROM: Parametrix
SUBJECT: Public Meeting 1 Comments
PROJECT NUMBER: 564-4756-060
PROJECT NAME: US 180 Silver City Safety Scoping Project

On December 10th, 2025, the New Mexico Department of Transportation and the US 180 Silver City Safety Project Team hosted a public open house to engage the community regarding project CN 1102290 and project CN 1102292. This meeting took place at Western New Mexico University Global Resource Center (GRC), chosen for its large capacity (over 200 people), spacious lobby suitable for an open house layout, and auditorium accommodating a continuously running slideshow for attendees to view throughout the event. A total of 51 members of the public attended the meeting.

Comments were received at the meeting as well as after the meeting via written comment forms, emails, and phone calls. A total of 78 comments were received from the meeting through January 12, 2026. This included 19 direct emails to the project specific email, 24 written comments, and 35 comments submitted via the project website. The comments received varied, but the most frequently mentioned issues in the submitted comments are discussed below. In addition to the written, emailed, and website comments received, a total of 11 phone calls or voicemails were received regarding the project. All 11 phone calls expressed concerns and asked questions about the project's plans for Juniper Ave.

Table 1 provides a general breakdown of questions/comments with common themes and responses from the project team. Please note that some questions/comments discussed multiple issues, so the comment totals will not add up to 78.

Table 1. Question and Comments Themes

Theme	Number of comments	General Comment	Response from Project Team	Municipal or Emergency Services issue? (Y/N)
Elimination of Juniper Ave access onto NM 90	22	Juniper Ave should still be able to proceed straight onto NM Highway 90, why are you removing this access? Couldn't the intersection be left as is with improvements to sidewalks and crosswalks and turn only lights to improve safety?	The project team understands the inconvenience that removing this access causes to the community. However, the elimination of this access allows for significant safety improvements to vehicles, bicyclists, and pedestrians. There will still be right-in right-out access. Leaving access in place presents safety risks.	
Bicycle and Pedestrian Improvements	18	What improvements are being considered to accommodate pedestrians/bicyclists? Are separate bike lanes or a pedestrian trail considered? Are sidewalks and crosswalks proposed as part of this project? Is there a possibility of a trail parallel to US 180 that connects Silver City, Hurley, Fort Bayard, and Aransas valley?	Upgraded bicycle and pedestrian facilities will be included as part of the overall project. These include upgraded ADA access, bicycle lanes, and crosswalks, among other improvements. An alternative bike route is being considered within the Town of Silver City. However, this is a separate project and will not be included within this project.	
Turn lanes on Yucca, Cactus, and Swan St.	12	If access to Juniper Ave is limited, and vehicles have to take Swan, Yucca, and Cactus, will there be any improvements to these intersections? They currently lack sufficient turning accommodations and pushing traffic to these areas will be dangerous.	There will likely be striping updates along US 180 to provide a wider median. This will help provide turning movements onto Cactus St. and Yucca St. However, Swan St. will remain in its current configuration.	
Emergency Services response time impacts from removal of Juniper Ave Access	7	The removal of access onto Juniper Ave will increase emergency response time to the Juniper Neighborhood which includes the senior living building. Has this been considered?	Coordination between the project team and emergency responders regarding the modifications to the intersection of US 180 and NM 90 is ongoing.	
Kirkland intersection concerns	13	There are significant concerns with the Kirkland intersection with US 180 east of Silver City, primarily do to visual issues and a lack of turn lanes into the side streets. Are improved lighting, geometric alterations, implementation of a traffic signal, or dedicated turn lanes into the side streets being considered for this intersection?	The project team is aware of the concerns at the Kirkland intersection and will be evaluating alternatives as part of the overall project.	NA

Theme	Number of comments	General Comment	Response from Project Team	Municipal or Emergency Services issue? (Y/N)
Speeding	5	Speeds are a concern, particularly between Hurley and Silver City as drivers constantly exceed the speed limit. Is it possible to lower the speed limit to 45 MPH for the length of US 180? Could it be lowered to 45 mph prior to Market St. as there are numerous homes in this area?	The project team is aware of the concerns with speeding across the corridor and will be evaluating alternatives as part of the overall project.	NA
Lighting (More)	4	Could additional lighting be provided in certain areas of US 180? Particularly at the intersections of Kirkland Rd and Racetrack Rd?	The project team is aware of the potential impacts and safety related to lighting. Lighting will be evaluated as part of the overall project.	NA
Lighting (Less)	4	Any lighting planned to be implemented should consider the impact on dark skies. Are streetlights that are installed considering preservation of dark skies? Can lights with hoods and directed down be installed to protect the dark skies?	The project team is aware of the potential impacts and safety related to lighting. Lighting will be evaluated as part of the overall project.	NA
Wildlife	3	What considerations are there to account for wildlife for the project? Are you considering animal fencing, land bridges, or motion sensors with lights for active animal crossings?	The project team is in close coordination with the Wildlife Coordinator at the NMDOT. There are several standard management options being considered for this project to help manage wildlife across the corridor. These options include: • Wildlife Fencing • Crossings • Advanced warning signage • Others All management alternatives will be evaluated based on available space, animal types, and general feasibility.	NA

Bold text indicates comments specific to the US 180 and NM 90 intersection

A breakdown of individual questions and comments is provided in Table 2.

Table 2. US 180 Safety Scoping Project Comments

Comment Type	Comment	Theme
Written	Are you considering animal fencing, land bridges, or motion sensors with lights for active animal crossings?	Wildlife
Written	I hear on a weekly basis that locals and tourists want a continuation of the Santa Clara/Bayard bike trail into Silver City. Many pedestrians and cyclists use the roadway currently, but it does not feel safe due to its high traffic. Generally, this would be transformative from a safety and recreational standpoint. Locals could connect to Fort Bayard trail system as well as local businesses between the towns. At least four people have died on this stretch of US 180 and we don't need any more fatalities. Please note that this portion of US 180 is also part of the southern tier bike route by the adventure cycling association that sees hundreds of people bike annually.	Bicycle/Pedestrian
Written	Juniper Ave should still be able to go forward onto Highway 90. Protective barriers and wider bike paths are needed All Pedestrian crossings need red lights	Juniper Ave Access, Bicycle/Pedestrian
Written	There has been no litter cleanup in the medians of US 180, this is a safety hazard as garbage is constantly blowing across the highway. Speeders are constantly causing users of US 180 to pull over to avoid being run over. Additional police presence and enforcement is needed.	Speeding, maintenance
Written	Going east on US 180 from Silver City, turning onto Kirkland there is a turn lane which was previously striped hash line to denote this turn lane. Most recent striping is a solid line preventing people from knowing a turn lane is available	Kirkland Intersection
Written	Pedestrian bridge at the post office on highway 90 is needed Remove street lights at Peterson drive as it has caused unsafe merging onto Highway 180 at night. We use the sight of headlights to know if its safe to get onto highway 180 Arroyo Seco is not maintained	Pedestrian, less lighting, maintenance

Comment Type	Comment	Theme
Written	The turn off to Arenas Valley Rd. coming from Silver City is rough and dangerous to pull onto at high speed The Kirkland intersection is very dangerous. I was with the fire department and we would avoid going out through Kirkland between 8-9 am and 4-5:30 pm due to dangerous conditions. This added significant time to responses	Arenas Valley intersection, Kirkland intersection
Written	Addition of a barrier along the median of US 180 would only make the corridor more unsafe Look at additional lighting at the Kirkland Rd and Racetrack Rd intersections Racetrack Rd intersection is currently unsafe with the angle that it enters US 180. Needs more lighting and a deceleration lane	More lighting, Racetrack Rd intersection
Written	I would not like to see a lighted super highway, would like to preserve the night skies To improve safety of the corridor, the following features could be implemented: • Improve median turning lane and add arrows • Reduce speed limits and enforce it • Mis amigos Area, add stop sign to the access road • Arenas Valley Rd, exit onto Us 180 from Dragonfly, trim the bushes to improve visibility Main concerns are safety and preserving night skies	Less lighting, improves safety
Written	Please don't add bright lights to US 180. I do not like what has been done on US 180 from Silver City to Hurley. Like Daytime all the time. The orange lights are much better	Less lighting
Written	Speed is the greatest concern with 32nd St to Bayard being like a freeway. No monitoring of speed, aggressing, seems like a freeway though a residential area.	Speeding
Written	We live above Mississippi St where the speed limit goes from 55 to 45 to 35 in a small span of roadway. There are homes, driveways, children that line in this area, making it unsafe to exit driveways as cars continue on the stretch of US 180 at a speed of 55 or 65. The speed reduction to 45 should begin prior to market st and 35 prior to the homes and driveways. A flashing speed limit sign is needed further up near market in addition to the flashing light where the lanes double.	Speeding
Written	Speed limit between market St and Mississippi St on US 180 is too fast. There are homes and driveways and young children in this area. The speed limit needs to be reduced to 45 prior to market street coming from cliff. Then at market St it should be reduced to 35 mph. Currently cars exceed the limit in the current 45 mph driving 65 mph because the limit reduces from 55 to 45 to 35 in a short span.	Speeding
Written	Comment on display materials, do not put white print on gray as this is hard to read, make it legible! Don't use fancy fonts and use black on white	Display material

Comment Type	Comment	Theme
Written	The Mississippi St/US 180 underpass is used by local school to go to functions at the university. The walk area is only about 20 inches wide for the kids. No room if vehicles come into the underpass, for the safety of pedestrians. Pedestrian safety on US 180 from Mississippi St to Market St, the corridor is not wide enough to safely accommodate pedestrians and bikes. Market St to 180 would be a more cost-effective route than blasting a path through rock at the 113 to 112 mile markers	Bicycle/Pedestrian
Written	The median from Kirkland Rd through Bayard need to be drivable for left turns., especially coming down from Kirkland Rd to Arenas Valley Rd.	US 180 Medians
Written	Separate bike/pedestrian trail parallel to US 180 connecting Hurly, Fort Bayard, Arena Valley, Silver City	Bicycle/Pedestrians
Written	We need a "SLOW! Vehicles entering" roadway light of a traffic light for Kirkland and US 180 intersection. There is a perfect spot for a right turn lane with arrow so vehicles aren't slowing to a crawl on the blind hill. Also for the left turn heading west	Kirkland intersection
Written	There are no lights at the intersection of Kirkland Rd and US 180 making turning left onto Kirkland very difficult as you often can't see where the road is. There is no official center lane either. People turn onto the unofficial center lane going both directions and there is an official right hand turn lane. There are 5+ businesses and most the residents for this section of US 180 just outside the Silver City limits. There have been numerous accidents and fatalities at this turnoff for Kirkland, as this intersection is at the crown of a hill on US 180. Visibility is impaired. Having a warning sign and light to warn about this intersection is great, I understand this will happen in the next 3 months. However, we still need streetlamps here as we still can't see the intersection at night.	More lights, Kirkland intersections
Written	US Highway 180 at Kirkland Road segment 116/117, leaving Kirkland Rd to cross highway 180 to travel west, there is very limited sight distance. Recommend cutting 6' off the top of the hill on highway 180 of all 4 lanes to increase sight distance.	Kirkland intersection
Written	Two intersections that I find troublesome. US Highway 180 (Silver Heights Blvd) and Hudson/Juniper intersection. Right turn from Hudson NB onto Silver heights, merge lane. No traffic detection on right turn merge lane so no control for Silver Heights. Need to turn 160 degrees to left to see vehicles approach from west. I suggest traffic detection for that right hand/ merge lane or eliminate that right hand/merge lane or eliminate merge lane and construct a right hand TWLTL from the I at Silver Heights	US 180/Silver Heights Blvd intersection, Hudson/Juniper intersection
Written	We live off of US 180 and Kirkland Rd in Arenas Valley. This intersection is busier than most in our segment of US 180. We have seen recent improvements added to streetlights along 180 east and west of Kirkland but our intersection is still dark. We would love a traffic light and safety light at this intersection. We would also like to see wildlife crossings and pedestrian/bike trails and lowering the speed limit to 45,	Kirkland intersection, more lighting, wildlife crossings

Comment Type	Comment	Theme
Written	Main concern is the intersection of Kirkland Rd and US 180. Kirkland is halfway between Bayard and Silver City and I'm sure it is the busiest intersection outside of Silver City limits. Whiskey Creek Airport and several businesses are accessed off this intersection. There are at least 10 other streets with houses off of Kirkland Rd. and some of these roads intersect other roads that don't connect to Kirkland. The intersection is veery dangerous, there is no official center lane or right-hand turn lane. Numerous accidents have occurred here, some fatal. The intersection is on the crown of a hill on US 180, making visibility even more difficult. Bicyclists also use 180 to commute to Silver City. There are no streetlights at this intersection either, and they are needed.	Kirkland intersection, more lighting
Written	Keep the shoulders of US 180 in as good shape as the road. Have a bike lane/shoulder in good condition for the channelized right turn from 180 to 32 nd St bypass as you are heading into Silver City. Market St and US 180 intersection is dangerous if a bicyclist is on US 180 and is not taking the channelized right turn onto Market St. It is difficult to turn left from 180 when going into town onto side street like Louisiana.	Maintenance, bicycle/pedestrian
Email	My intent was to use the bike to run local errands instead of a less energy efficient vehicle. However, I quickly discovered that most of my errands take me to businesses along 180, and high traffic along this route makes it very unsafe for bicycles. The ideal solution would be a bike/pedestrian path that is separated from the main roadway, similar to the path between Santa Clara and Bayard. This upgrade would help us to achieve the full energy savings potential offered by the new fleet of ebikes in Silver City. I would definitely use my ebike much more frequently if there was a separate bike path along route 180.	Bicycle/pedestrians
Website	I urge you to extend the Santa Clara-Bayard bike path to the edge of Silver City. This would greatly improve safety for cyclists and pedestrians, reduce energy consumption, and promote tourism by providing safe access to the Dragonfly, Fort Bayard, Open Space and other local attractions.	Bicycle/pedestrians
Email	I read in the Daily Press Resident Mark Ormand's comment about smooth median's so a motorist could drive "all the way down to where you need to turn". Hello! I don't think that Median's are designed to be an extra lane, even (or especially) for turning!	Median

Comment Type	Comment	Theme
Email	Dear DOT folks -- I'm a long time Silver City resident and I care about safety and also the impact of highway projects on the quality of life in our area. I have two major points: 1) I strongly support the idea of an off-highway bike/walking trail between Silver City and Santa Clara. As Eric Payne stated in the Dec. 3 open house, this should definitely NOT be a bike lane attached to the highway. With vehicles traveling at speed, substantial traffic levels, and numerous opportunities for distraction, a separate bike/walk path would be far safer and much more likely to be used. 2) Any lighting planned for the highway should be designed to minimize impact on dark skies. The intense, over-bright lighting between 32nd St. and the Walmart entrance is NOT an example to be followed. Our area is one of the best star-gazing zones in America, and we need to preserve darkness to the extent possible. Street lights that are installed must be hooded and directed toward the ground, where they will help with safety -- not broadcasting bright light upward or sideways.	Bicycle/pedestrians, less lighting
Website	I approve and support NMDOT's US 180 Silver City Safety Scoping Project	Support
Website	There should be fully paved and painted turning lanes. for all side streets or roads intersecting HWY 180	Turning lanes
Website	The intersection of 180 East/14th St./Hudson St./Silver Heights boulevard(180 West) has always been a problem and was part of the 180 West improvement many years ago until the project was shortened. What could be possible if all 3 properties were purchased? How could that improve traffic flow for all modes of transportation?	US180/NM 90 intersection
Website	The best way to protect pedestrians/cyclists from road traffic is to not put them on the road next to cars. The solution that would actually attract the most pedestrians/cyclists would be to build a dedicated parallel path from Santa Clara to Silver City. This would only be more difficult in terms of getting land permission/easement/eminent domain from property owners along the route. A path along the road sounds great, but I've driven my bike over the highways across countries and cities	Bicycle/pedestrians
Website	Please add street lights to the very busy Hwy 180 and Kirkland Rd intersection. There are pedestrians and bicycles using this area at night and are hard to see.	Kirkland intersection
Website	Landscaping in median where 14th St intersects Hiwy 180 and Pope St (ACE Hardware on northwest corner) obstructs view of east/west facing vehicles making left turns	Visual obstruction

Comment Type	Comment	Theme
Website	My biggest concern and suggestion is that there should be a separate bike bath from Silver City to Santa Clara. Riding on the shoulder of 180 is not safe. There are too many distracted drivers, too much debris on the road, and the shoulder uneven. Instead, an exclusive bike path for bikers and pedestrians would be an excellent tourist draw and recreational activity. It could link to other trail systems as well. This project could also tie in with other sources of funding for the state	Bicycle/pedestrians
Website	The intersection of 180 and Highway 90 is unbearably dangerous. I take backroads to avoid it in all 4 directions, Reconfigure it!!	US180/NM 90 intersection
Website	My concerns: Speed limit: recommend keeping speed limit at 45 MPH from Hurley to Silver City. Concern for wildlife, too many dead and decaying deer, skunks, other mammals and birds. Recommend more 'wildlife caution' signs, with flashing lights. The middle lane between east and west bound traffic is unreliable for easy merging into this lane when making left hand turns. Often filled with debris including dead animals. Recommend regular maintenance on the 180 middle turn lane	Speeds, wildlife, maintenance
Website	My family lives off Juniper and we are really concerned about cutting off access to the juniper neighborhood from Hudson. Can't the intersection be left as is, with sidewalks and crosswalks add in its current position and turn only lights added, so people can turn more safely! Also, I clearly colored bike line from juniper to Hudson as well as from juniper to hwy 180. At the intersection can't two lines split with only one lane going down to Pope. Please hold another meeting before changes.	Juniper Ave Access
Email	I watched the youtube video a few times (it would have been much easier to understand with a voiceover explaining the proposed changes) and from my understanding, it looks like Juniper St. has limited access from 180 with the new route. This feels like it will just make getting from that side of town to downtown even more difficult. That intersection could benefit from a dedicated bike lane, sidewalks to make it safer for pedestrians to cross, and a longer/larger left turn lane (when going East from 180 and turning left onto Juniper). Instead it looks like you won't be able to make a left going that direction at all now. That would mean that accessing that neighborhood would require going all the way around to Swan St. and then cutting back, which seems like a lot of extra stress on the Swan and 180 intersection. We already have a number of streets not going through to 180 in that corridor and this would just increase the congestion in the area. I know this is a notoriously dangerous intersection and it's long overdue for a makeover, but the current proposal doesn't seem like a good fix. Let me know if I'm misreading the maps and video and if there's a possibility to do this another way, that makes it more bike and pedestrian friendly and less congested for Swan S	Juniper Ave Access

Comment Type	Comment	Theme
Email	I am writing to express my opposition to the proposed cut off of the Juniper St access from Hudson St. This is an ill conceived solution to the complicated intersection, in my opinion. Essentially one would be required to continue all the way to Swan as there is no left turn lane at Yucca or Cactus. This will add vital and life saving minutes to an ambulance call or fire call. I use this intersection daily and do understand there needs to be a better solution however I oppose the plan at this stage that cuts off a thoroughfare to Juniper. Please allow a public meeting for our neighborhood so that residents can be informed. I believe there was one held early in December but it was not publicized enough for me to even have heard of it.	Juniper Ave Access

Email	I am writing to submit a public comment regarding the US 180 / Silver Heights planning process. My primary concern is maintaining safe and functional access to Juniper Street and the surrounding neighborhood.	Juniper Ave Access
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Juniper Street serves a large residential area and is not only used by residents of the neighborhood, but also by many community members who intentionally choose it over Swan Street. Drivers often access Juniper either directly from the end of Hudson Street or via a left turn from Pope Street because Juniper is slower-moving, calmer, and feels safer. It provides an important alternative route for accessing schools and medical facilities on or near Swan/32nd Street, as well as other essential destinations.

I am concerned that proposed alternatives which would restrict or eliminate access to Juniper Street—such as requiring left turns from Silver Heights/US 180 onto Yucca or Cactus Streets, or forcing traffic to use the protected left at Swan—could unintentionally make traffic conditions worse. Rather than simplifying movements, these changes would disperse traffic across multiple routes (Yucca, Cactus, and Swan), resulting in more left turns at more intersections. This increases the number of conflict points and may elevate risk rather than reduce it. I myself avoid these left turns because they feel dangerous.

While I fully acknowledge that there are real safety concerns along this corridor, including serious and even fatal crashes, I am not convinced that altering access at such a vital and well-used intersection will improve safety. When an intersection is generally functioning in a predictable way and relied upon by the community, significant changes can introduce new confusion and unintended hazards.

I would also like to comment on the public communication approach for this project. I am a former planning professional, and from that perspective, I am concerned that the materials presented to the public do not adequately support informed participation. While flyover animations and videos posted online may be visually impressive, they are not sufficient on their own to explain complex access changes, especially when critical details are embedded in lengthy consultant reports. Working residents cannot reasonably be expected to locate, read, and interpret technical documents in order to understand how their daily travel will be affected.

The responsibility to clearly communicate proposed changes lies with NMDOT. This includes providing straightforward, static diagrams that show existing conditions versus proposed alternatives, clearly labeled intersections and street names, and plain-language explanations of how access and turning movements would change. Without this level of clarity, meaningful public input is difficult, and confusion is inevitable.

I respectfully ask that NMDOT:

Comment Type	Comment	Theme
	Clearly confirm whether closing or restricting Juniper Street access is being considered in any alternative Provide clear, easily accessible diagrams showing exactly how traffic movements would change Evaluate whether restricting Juniper access would increase the number of left turns and conflict points across multiple intersections Improve public-facing materials so residents can understand impacts without having to rely on technical consultant reports I appreciate the opportunity to comment and strongly encourage solutions that reflect real-world driving behavior, preserve neighborhood access, and improve safety without creating new risks.	
Website	Just a comment on NM 90 and US 180 intersection. Coming north on NM 90 today, Dec. 31, I was in line to turn right on to US 180, but the line stretched back to the Food Basket, south of 14th Street. Just wondering if you could have a two lane right turn since you won't have any way to go straight across the road to Juniper Street.	US 180/NM 90 intersection

Comment Type	Comment	Theme
Email	I am writing to comment on the US 180 / Silver Heights planning process. My primary concern is maintaining safe and functional access to Juniper Street and the surrounding neighborhood. As a former resident of the affected area, and as someone who drives through that area regularly, I'm very concerned about any changes that would impede easy access and movement in that area. Juniper is often used to access the nearby schools and various medical facilities in the Swan and 32nd Street neighborhood. If someone is coming from west of Swan and prefers to avoid Swan as far as possible, then that means they will have to make left turns across traffic (instead of just following Hudson across highway 180 onto Juniper), making that whole area of Silver Heights more dangerous. Whatever the concerns are that brought about the desire to change the access to Juniper, I'm hoping that there are alternative solutions that can be considered that won't simply cause other problems. I would like to have a better understanding of exactly what the problems are with the routing in this area. Could you please provide the public with clear diagrams that illustrate the problem, including street names? And the analysis of pros and cons regarding proposed solutions? And, people who drive through and live in that area may have ideas based on real life experience driving there that might help generate alternative solutions that can avoid the negative side effects of the change being considered. I would like the NMDOT to 1) articulate the problem they are trying to solve, complete with clear diagrams and illustrations; 2) clearly state what solutions are being considered; 3) solicit input from the people who live and otherwise drive in that area	Juniper Ave Access
Website	I own a home on Juniper and I am very concerned about the proposed redesign of the Hwy180/Hwy 90 intersection. From the design I saw online, it looks like there will be no access to my neighborhood at that intersection once redone. This will cause problems for many residents	Juniper Ave Access
Website	I support safety improvements at the US-180/NM-90 intersection and appreciate the proposed ADA sidewalks. Safety must be holistic: sufficient pedestrian crossing time for seniors, audible signals, continuous bike lanes (no abrupt endings), and reliable emergency/service vehicle access. I did not learn of the Dec 10 meeting until Dec 31, and no notices were posted near the intersection. I respectfully request another well-noticed community meeting before design advances.	US 180/ NM 90 intersection
Website	Northbound Hudson should be two lanes turning on to silver heights blvd. Making it one lane is going to make the problem worse.	Northbound Hudson

Comment Type	Comment	Theme
Email	I am writing in favor of the proposed intersection improvement in Silver City at Highway 180/90. This is a notoriously dangerous intersection with not enough space to allow for traffic turning both ways (onto Juniper and simultaneously onto Hudson). It also does not currently allow a left turn from Highway 90 onto 180, which is a major inconvenience. This intersection NEEDS a large improvement and has been talked about in private circles for some years. Please also consider adding in a bike lane and pedestrian crosswalk. Silver City is slowly becoming more responsive to cyclists and pedestrians, and this would be huge in getting more community support behind this project. You will most likely hear a lot of negative comments, citing the "if it isn't broke, don't fix it" mentality. This is a backwards point of view and does not consider the needs of the larger population. Similarly, people will be upset about losing direct access to the Juniper neighborhoods. But these neighborhoods make up only a small (borderline statistically insignificant) percentage of traffic. The DOT should not allow the selfish interests of one neighborhood to overshadow the safety of an entire county. There have been multiple accidents at this intersection, with lives lost. Please, move forward with this project– it will only improve Silver City in the long run, even if people do not have the ability to see that far ahead...	US 180/ NM 90, bicycle/pedestrians
Website	The problem at that intersection now seems to be that the major flow of traffic has to funnel down to the right lane to make the right hand turn at that intersection. This makes impatient drivers rush to get to the intersection first. This is creating an unsafe situation as well as delays in smooth flow of traffic, causing accidents. The plans posted show the same problem but just pushed down the road creating the same situation to the intersection before it. That intersection is already	US 180/NM 90
Website	I am opposed to this project because of its proposal to eliminate access to Juniper Street from the intersection of Hudson/90 and Silver Heights/180. I've emailed more detailed comments because a max of 500 characters on this form is not sufficient to provide meaningful/useful/detailed comments. That amounts to amounts to something like 5 sentences and isn't okay for a project of this importance.	Juniper Ave Access
Website	I would like EMS/fire to be able to go from Hudson to Juniper as they can now. There are senior apartments off Juniper. Seniors are likely to need fast response in case of emergencies	Juniper Ave Access

Comment Type	Comment	Theme
Website	Protected right hand turn, especially at Swan/180, turning right from Swan onto 180. Left turn signals at the intersections of Pope(14th?)/180 in all directions, except not exactly sure how it'd fit, unless you time it like it's done Tucson, where one side of traffic moves, turns and all, then the next side? A traffic light somewhere near the title loan place (block with old Sonic/car dealership) for people going onto 90S. Ppl creep up trying to beat yellow, then can't see the light turn red	US 180/NM 90
Email	I have a concern surrounding the Juniper/180 intersection. The Fire and the Police department HQ is south of the intersection and the proposal might limit emergency responses to the Juniper neighborhood. Vehicles north on Hudson would have to turn east or right onto 180, veer left crossing lanes to the next intersection which has no traffic light. During rush hour, many citizens doing that may cause dangerous traffic jams, it is a heavily travelled route. My questions boil down to traffic counts such as emergency vehicles north bound on Hudson proceeding to Juniper, versus emergency traffic from the hospital EMS and fire station on NM 15 and the 32nd St bypass. Similarly for rush hour traffic from Hudson to Juniper. How will backed up traffic turn safely north at the next intersection without increasing the risk of collisions. I am not an expert in traffic flow yet I do see a major problem building, I think more thought is needed. Please review traffic counts for Juniper/180 and for the next intersection to the east, then review your current plans.	Juniper Ave Access
Website	There is one thing that would easily improve all roads for both pedestrians and cyclists. That is that paving and repaving should be done continuously across both the traffic lane and the shoulders. Of course, the shoulders should be as wide as possible. Over the years edges left from paving only the traffic lane have become our greatest hazard. NM 90 south of Silver is best.	Maintenance

Comment Type	Comment	Theme
Email	I am writing in strong favor of the proposed intersection improvement at Highway 180/90 in Silver City, NM. This intersection is one of-- if not the most-- dangerous intersections in Grant County. There is not enough room for cars turning both North onto Juniper and South onto Highway 90, with cars often only narrowly missing each other. Majority of cars coming from Highway 90 are turning right (East) onto Highway 180. The biggest complaint I've heard from the local community is that this proposed project will remove access for those traveling North into the Juniper neighborhood. However, this is SUCH a SMALL portion of traffic! Should Grant County really allow the opinions of one neighborhood to impact the safety and convenience of an entire county? There have been several accidents at this intersection, with the least harmful taking out an entire light post and the most harmful taking a *human life*. Small towns become so outraged when any large entity mentions something new. People become scared, but that's only out of self-centeredness. They do not see the positive impact that this project would have on the rest of the population. Please, I urge the DOT to move forward with this project. It is something that MANY of us residents have discussed privately and are in HUGE favor of. You may not hear from many of us, much as a restaurant or business on Yelp/Google only receive negative reviews, but again I urge the DOT to consider the needs and safety of the larger community-- not just a small portion who are worried about losing convenient access to their neighborhood. My only other comment is that this new intersection would DEMAND a safe crosswalk for pedestrians. There is currently no safe way for pedestrians to cross at this intersection, and that is something I would love to see considered in the new plans.	Support of US 180/NM 90 improvements
Website	Please continue to seek input on proposals to modify and hopefully improve intersection of Rt 180 and Hudson/Juniper streets. Maps and proposals would be helpful to us online if they were easily accessed. We hope that N/S traffic flow can be maintained for Juniper and Swan and that safe crossways and bike lanes can still be available.	Juniper Ave Access
Website	The redesign blocks northbound Hwy 90 access to Juniper street. This is a bad idea. It blocks emergency vehicles from Hudson street from entering the Silver Heights neighborhood north of 180. It forces vehicles that use this for access to Silver Heights to turn at Yucca, Cactus or Swan street to the east. That would block the left lane on 180 as they wait to turn left. This will just push the dangerous conditions two to three blocks to the east	Juniper Ave Access

Comment Type	Comment	Theme
Email	The redesign blocks northbound Hwy 90 access to Juniper street. This is a bad idea. 1. This blocks the fastest emergency vehicles from Hudson street (Hwy 90) from entering the Silver Heights neighborhood (north of US 180). There is a fire station and police are based on Hudson with quick access to Juniper Street and the surrounding Silver Heights district. 2. It forces vehicles that use northbound Hudson (Hwy 90) for access to Silver Heights to instead try to turn left at Yucca, Cactus or Swan street to the east. That would block the left lane on US 180 as they wait to turn left and just push the dangerous conditions two to three blocks to the east. 3. It will force more traffic to have to flow through residential streets by pushing all access to the eastern side of the Silver Heights neighborhood. Residential neighborhoods need traffic spread out, not funneled. All residents who live on the western side would have to enter from the east and drive through residential streets. This neighborhood is known as a pleasant place to walk. More traffic having to travel east to west will decrease pedestrian safety. Personally, I use that northbound access quite frequently to get to my home on Yucca at 19th street. The problem with the intersection is two-fold: 1. Most importantly, the left turn signals from US 180 onto Juniper and US 90 are not visible to drivers who drift into the intersection waiting to turn, thereby often stranding them in the intersection when the light changes. This is compounded by the state not painting stopping lines and not maintaining signage that warns drives to wait at the (nonexistent) line. This simple solution is to install signal poles on the medians in the east and west sides on US180 that are visible to drivers as they drift into the intersection. Then they could see the left turn signal change to yellow and red and know to complete their turn. From the design image, I don't see that any thought was given to the signal visibility that makes this intersection dangerous. 2. The sweeping right turn lane from northbound Hwy 90 onto eastbound US 180. Right now that just treated as a yield. Make drivers stop before they turn. Just square out that corner more and make the right turn part of the signal lights by removing the small triangle of concrete that makes drives believe that the right turn is a right of way on yield . I do appreciate the plan to put sidewalks on the north-west side of the 180-90 intersection. And it looks like bike lanes are proposed. That would be welcome by the many of us who walk to historic downtown Silver City from Silver Heights to the pedestrian crossing at Pope street and 180. Modernization of this intersection is long overdue. And the efforts toward redesign is appreciated. Just don't cut off northbound Hwy 90 to Juniper.	Juniper Ave Access

Comment Type	Comment	Theme
Website	Hello, we have just purchased a house on Juniper Avenue and we are not at all clear as our neighbors, on exactly how this will affect everyone in this area. I am requesting that you provide more public input from our neighborhood before making the change and cutting off this intersection. Thank you	Juniper Ave Access
Website	The lighting project towards Santa Clara was a welcome edition but my concern is they missed an important lighting addition to a very dangerous intersection, the corner entrance/exit of Kirkland Road in Arenas Valley. This area has seen some very bad accidents. People have lost their lives or have been badly injured. The guard rails have been damaged by drivers who don't see the turnoff or just run into the guard rails. The area needs a deceleration zone as well or fix the entrance	Kirkland intersection, more lighting
Website	I would like to see a bike path connecting Arenas Valley to Silver City. Bike riding on the shoulder of 180 does not feel safe at the present time. There are no alternative routes that can be easily taken for riders between Silver City and Arenas Valley. A bike path would increase the health and safety for the citizens that live in the area	Bicycle/pedestrians
Website	Why 3 three exiting Juniper St when only a right turn is possible? What is count of vehicles entering North of Juniper at this time? What changes will be made to Yucca and Cactus Street entrances and exits onto Silver Heights to insure safety of All vehicles? i.e. turn lanes, bike lane, What is Child Project 1102292? Will Yucca and Cactus gain new sidewalks? How will this make pedestrian crossings safer to local businesses?	Juniper Ave Access
Email	Trying to make a left turn into Cactus is quite dangerous with traffic coming towards one fairly constantly, the same applies turning into Yucca.	Juniper Ave Access
Website	Once again. I am encouraging you to put a light at the entrance/exit of Highway 180 E. and the Kirkland exit/entrance since the guardrail was once again wiped out this morning. This is about the 5th time it has happened this year. It's costing more to maintain it, than to install lights. We also need an exit/deceleration zone or to upgrade the poorly maintained one in existence now. If you don't believe me. just ask Jerry Montes. Highway Supervisor for this area.	Kirkland intersection

Comment Type	Comment	Theme
Email	Your proposed redesign of HWY 180/Hudson/Pope street in Silver City needs to be seriously reconsidered. This is a dangerous intersection as I drive, walk and bike through this intersection. I am glad that NMDOT is looking at this intersection in our city but please consider a few things from someone who lives here. While I am on a bike or walking in this intersection there is currently no crosswalk and there are inconsistent sidewalks. I don't see in your proposal that there will be improvements to these two important issues. I have to interface with this intersection to get to the downtown, college area and access to other neighborhoods in our town. Shutting off Juniper street will also cause significant issues for emergency vehicles to access the Senior Living apartments just off of Juniper street. This neighborhood requires access for fire and Paramedics to Juniper Street and Cedar Street residents. If the plan is to use Yucca street the first responders would have to cross HWY 180 without a light and onto a funky and confusing street access that is more dangerous in my opinion than Juniper street. Our first responders are currently on Hudson street and their quickest and easiest access into that neighborhood is through Juniper street. It also appears you are planning these changes without talking to the residents of this community. Please reconsider this proposal and please contact our town and set up a meeting with us so we can understand what you are planning to do with this intersection and how best you can serve the residents of Silver City	Juniper Ave Access, Bicycle/pedestrian

Comment Type	Comment	Theme
Email	This redesign needs to be seriously reconsidered and should require public input. This intersection is one of the primary intersections from which I access the rest of Silver City. Having access to Juniper provides me the safest option to do so. Without access from Juniper I would have to access 180 from Yucca street which does not have a traffic light and where sight lines are impaired by vegetation. Additionally, if I walk or bike through this intersection I must rely on the change of the light in order to insure my safety, there is no walk signal. I have some hip issues and the current length of the light prevents me from making it all the way across 180 before the light changes. Light poles on the corner make it difficult to maneuver, there is no sidewalk and the bike lane is very narrow. I am glad that NMDOT is looking at this intersection in our city but please consider a few things from someone who lives here. I don't see in your proposal that there will be improvements to the bike lanes, sidewalks or provide a pedestrian signal. Shutting off Juniper street will also cause significant issues for emergency vehicles to access the Senior Living in the neighborhood behind the strip center. This interchange currently gives access for fire and Paramedics to these residents. If the plan is to use Yucca street the first responders would have to cross HWY 180 without a light and onto a funky and confusing street access that is more dangerous in my opinion than Juniper street. Our first responders are currently on Hudson street and their quickest and easiest access into that neighborhood is through Juniper street. Please reconsider this proposal and contact our town to set up a meeting with us so we can understand what you are planning to do	Juniper Ave Access, Bicycle/pedestrian
Email	Please do something about the intersection of Highway 180 with Hudson and Juniper Streets. I live a few blocks away, but when I walk down Juniper Street to go to Family Dollar the sidewalk ends just where I need it the most. If I go to the Billy Caspar Center I have to cross 180 by dodging traffic: no crosswalks nor pedestrian signals. No bike lanes either. Even while driving, if I need to turn right from Juniper to 180 the angle makes it very hard to see oncoming traffic. Please fix this intersection soon	US 180/NM 90 intersection, bicycle/pedestrians
Email	I live very near this intersection and am just now hearing of the plan. Seems like residents such as myself could have been informed of plans. Looks like I missed the meeting - not informed at all. A flyer would have been respectful. It would be ideal to reduce traffic going by my place so I support! Please please let us locals know how it shakes out and restrictions we need to deal with as it progresses.	Us 180/NM 90 intersection support

Comment Type	Comment	Theme
Email	I was shocked to just find out about the proposed change to this intersection, 180 and Juniper. Not only will this cause a tremendous inconvenience to the neighborhood but it is also dangerous to turn left off of 180 onto either Yucca or Cactus. There is no safe turn lane and always lots of traffic which will be exacerbated by this change. There are already long lines at the light on 180 and Swan and these also will be much worse, especially at hours of going to and coming home from school and work. These changes will also impede firetrucks from a quick and safe entrance to the neighborhood. The change is particularly awful for neighborhoods west of Juniper. Although I now see there was a comment meeting in December myself and none of my neighbors were aware of this. AS this is a major change that will affect all of this in the Silver Heights neighborhood it seems that flyers could have been distributed. Everyone I have spoken to is against this change. While this is a crazy intersection there has to be a better solution. I ask that you extend the comment period and inform directly the neighborhood affected	Juniper Ave Access
Website	On one hand, I live in Silver Heights and regularly drive north and south between Hudson and Juniper. On the other hand, I've also almost gotten clobbered twice, once in each direction. I'd like to see a light at 14th and Hudson on my trip southbound, as well as a longer left turn lane onto Swan going northbound. I would be interested in the perspective of the home insurance companies - whether this changes access to Silver Heights for emergency vehicle	US 180/NM 90 intersection
Email	I would like to be kept in the loop as this progresses because I see problems with this first plan. I do not have the specific answers but it seems like this just changes the problems. No doubt in my mind this is a dangerous intersection that needs change. Watching the video and thinking about the traffic that I see each day this does not seem like a solution for moving cars and people around town. I know this safety scoping is about the safety of 180 and moving people through town safely. It does answer that but will complicate cars and people moving around town especially up into the Silver Heights neighborhood that starts at the highrise senior housing building. What are the next steps for this plan so I can continue to think about alternative ideas. What boxes does this current idea check?	US 180/NM 90 intersection

Comment Type	Comment	Theme
Website	Not onboard with this process. Most of my neighbors never heard of this - someone left a flyer with a neighbor last week - no one else got any info. Need to be able yo go from Hudson to Juniper and visa versa - dangerous and congested to cross east bound and of 180 to turn left on Yucca or Cactus. Please inform ALL of Silver Heights residences and have another meeting.	Juniper Ave Access
Website	US 180 / NM 90 needs to be redesigned. Rework existing streets into a large roundabout. Make US 180 between Hudson and 14th one way, northbound. Make 14th between Pope Street and Hudson one way, eastbound. Make Hudson (NM 90) between 14th and US 180 one way, northbound. Then change all the intersections to be curves instead of angles. This would require acquiring the private property within this triangle. With Sonic closed, now is the best time to do this.	US 180/NM 90 intersection
Website	180 needs a dedicated bike lane that is not part of the road. The drivers do not pay attention to the cyclists. We don't need anymore street lights.	Bicyclists/pedestrians
Website	Please don't cut off access to the Silver Heights area with this plan that closes areas that need to stay open	Juniper Ave Access
Website	It seems there should be more public input for the neighborhood of Juniper/Yucca/Cactus streets, as this will significantly impact us. I do agree that there has needed to be a change at the Juniper intersection for years, however, closing it off without considering another safe and effective way to easily access it raises concern. More safety issues may arise from cars trying to turn left across traffic into the neighborhood on Yucca or Cactus streets if the light at Juniper is removed.	Juniper Ave Access

Comment Type	Comment	Theme
Website	The intersection of US 180 and 90 needs to be made safer. I would love to see walking/biking paths along Highway 180 similar to the one that is between Santa Clara and Bayard. The lighting that has been recently installed has been amazing. More flashing yellow arrow turns on traffic lights would be great.	US 180/NM 90 intersection
Website	In addition the suggestions for the Pope/Silver Heights/180 X, consider extending 180 (14th St). all the way to Swan St. (building a bridge across the ditch) with lights at HWY 90 to help alleviate congestion in the funnel at 180 & 90. It's important to keep the entrance to Juniper St. open, but perhaps "square off" that intersection and back off where the left turn lanes start. Keep Yucca open in/out, but close 18th(? behind Adobe Springs Plaza) put barrier, but open drive though parking lot	Juniper Ave Access
Email	Thank you for speaking for the dot project being proposed for Silver City. I sincerely hope there will be better communication between our SC citizens and the DOT. We are concerned and need to hear what is being proposed and DOT needs to meet with the public to discuss	Juniper Ave Access

Public Meeting Sign-in Sheet

12/10/2025 | 4:30 PM - 7:30 PM

12/10/25

US 180 Silver City Safety Scoping Project | CN 1102290 & 1102292



64	GARY BERG
65	Cerisse Grigalva
66	Priscilla Lucero
67	JOE SAEUZ
68	LLWYD Lacey
69	Scot GUBER
70	Pamela CRUZ
71	Eric Payne
72	Bruce Ashburn
73	Janie Epperson
74	Amy McLane
75	Mary Alice Murphy
76	Jacklyn Bartlett
77	Dana Gleghorn
78	Alexa Tubbs
79	Ami Cecau

Public Meeting Sign-in Sheet

12/10/2025 | 4:30 PM - 7:30 PM

US 180 Silver City Safety Scoping Project | CN 1102290 & 1102292



128

Robert Esqueda

129

JUDY CRUZ

130

Marcela Johnson

131

Mark Ormand

132

Susan Mittelstadt

133

~~Armin Hoffman~~

134

L. Chace

135

Nicole Seitz

136

Jim & Jackie Blurtor

137

Joni Frost

138

George Esqueda

139

Anneliese Nachman

140

JARED BRYANT

141

MAUREEN McHEEDS

142

Stan Snider

143

Jeff LeBlanc

Public Meeting Sign-in Sheet

12/10/2025 | 4:30 PM - 7:30 PM

US 180 Silver City Safety Scoping Project | CN 1102290 & 1102292



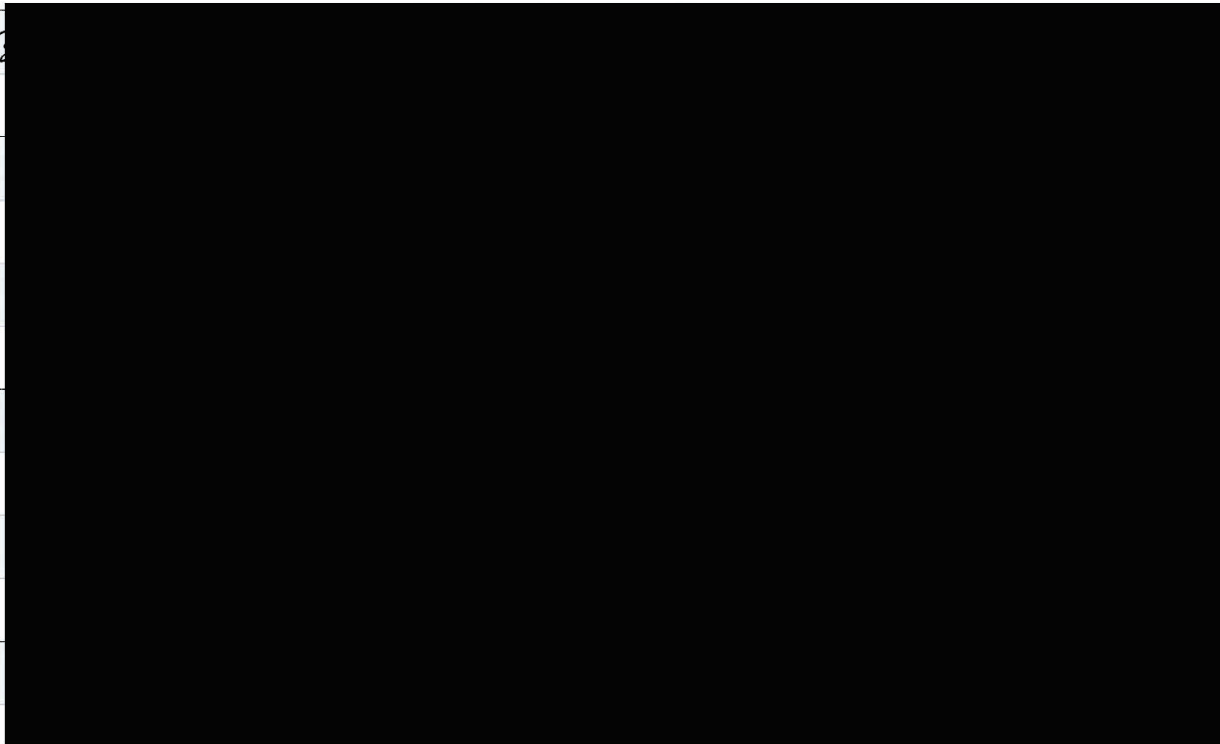
NAME

PH #

Email

12/10/25

96 Roger Fike
97 Tricia Hurley
98 Dorothy + Craig Pfeifer
99 Katie Nolasco
100 John McCoy
101 Bob Schindler
102 Dani Caranecine
103 Evana
104 Marion McDonald
105 JR Calkins
106 Mary Barrett
107 AL Arasteh
108
109
110
111



Public Meeting Sign-in Sheet

12/10/2025 | 4:30 PM - 7:30 PM

US 180 Silver City Safety Scoping Project| CN 1102290 & 1102292



160	Mark Karagas	
161	Joshua Nemeth	
162	Chris Grealish	
163	Tracy Weber	
164	Pamela Weber	
165	Jesse Franklin-Owens	

Comment Form



US 180 Silver City Safety Scoping Project | Control Nos. 1102290 & 1102292

We want to hear from you and ask that you share your comments and questions with our team before [January 16th, 2026]. Thank you for your participation!

ARE YOU CONSIDERING ANIMAL FENCING?
MOTION SENSORS WITH LIGHTS FOR ACTIVE ANIMAL
CROSSINGS?
ANIMAL CROSSING LAND BRIDGES?
PEDESTRIAN BRIDGES? (AT MAJOR CROSSING AREA)
ANY KIND OF ROCK RETENTION OR SCREENING FOR HIGH
CUT WALLS?

Providing your contact information below is **optional**, however, it will allow us to add you to the mailing/email list to receive future project information.

Name:	[REDACTED]
Address:	[REDACTED]
City:	[REDACTED]
Email:	[REDACTED]

Share your comments and questions by mail, email, phone, or online.

Parametrix Attn: US 180 Silver City Safety Scoping Project Control Nos. 1102290 & 1102292 4041 Jefferson Plaza NE, Suite 210 Albuquerque, NM 87109	Email: US180SafetyScoping@parametrix.com Phone: 505-288-7518 Webpage: https://www.dot.nm.gov/us180-projects/
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FOR MORE INFORMATION, VISIT THE WEBPAGE BELOW OR EMAIL OUR TEAM.

Comment Form



US 180 Silver City Safety Scoping Project | Control Nos. 1102290 & 1102292

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I own G.I.s Hike + Bike in town and hear on a weekly basis that locals + tourists alike want a continuation of the Santa Clara/Bayard bike into Silver City. Soooo many pedestrians + cyclists use this road already but it doesn't feel safe for locals, and tourists refuse to ride it due to high traffic. Generally this would be transformative from a safety + recreational standpoint. Locals could connect to Ft Bayard trail system as well as local businesses off the two downs. At least 4 people have died on this stretch and we really don't need more. Please note that this portion of 180 is also part of the Southern Tier bike route by the Adventure Cycling Association used that hundreds of people bike annually.

Providing your contact information below is **optional**, however, it will allow us to add you to the mailing/email list to receive future project information.

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

Email: [REDACTED]

Share your comments and questions by mail, email, phone, or online.

Parametrix

Attn: US 180 Silver City Safety Scoping
Project | Control Nos. 1102290 & 1102292
4041 Jefferson Plaza NE, Suite 210
Albuquerque, NM 87109

Email: US180SafetyScoping@parametrix.com

Phone: 505-288-7518

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US180SafetyScoping@Parametrix.com

Comment Form



US 180 Silver City Safety Scoping Project | Control Nos. 1102290 & 1102292

We want to hear from you and ask that you share your comments and questions with our team before [January 16th, 2026]. Thank you for your participation!

Juniper should still be able to go forward onto Hwy 90.
Protective barriers for bike paths + wider bike paths.
All Pedestrian crossings need red lights.

Providing your contact information below is **optional**, however, it will allow us to add you to the mailing/email list to receive future project information.

Name: _____		
Address: _____		
City: _____	State: _____	Zip: _____
Email: _____	Phone: _____	

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no litter cleanup in medians or grassy
areas along highway - this is a safety hazard
garbage is constantly blowing across the highway
Dept of Transportation is responsible for this
Speeders constantly causing people to have to
pull off the roads to avoid getting run over
No Police Presence of Highway
No parked police cars tracking speeders
We Deserve Better from our "leaders"

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Name:

Address:

City:

State:

Zip:

Email:

Phone:

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Going east on W/80 from Silver City, turning
onto Kirkland → There is a turn lane
which was previously striped hash line to
denote this turn lane. The most recent
restriping is a solid line, so people do not
know there is a ^(right) turn lane available.

Providing your contact information below is **optional**, however, it will allow us to add you to the mailing/email list to receive future project information.

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Email: _____

Phone: _____

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#1. Perostigay Bridge @ Post office On Hwy 90

#2. Remove Street lights @ Peterson Drive - Has caused unsafe merging on to Hwy 180 @ night. we use the sight of Headlight Beams to know if it is safe to get out on Hwy.

#3. Aeroport Seco - not maintained by County or City due to "not being built to County Standards" However - it was built by the County.

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- The turn off to Arenas Valley Rd. coming from Silver City is <u>very</u> rough and dangerous to pull out on to at speed.
- The Kirkland Intersection is very dangerous. - I was with the fire department - Whiskey Creek and we had to make a rule that if we were called out to a fire between 8-9am. or 4-5:30 pm. we couldn't go out Kirkland. The trucks are heavy and hard to get speed after stopping. We had to make a big loop and come out to 180 at Racetrack Rd. so we could see traffic. This adds about 3 min. to response time which doesn't sound like a lot - but in the fire world it is.

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Segment #3
- the addition of a big barrier along median would only add to the structure being unsafe
- hope look at adding additional lighting at Kirkland Rd : Race track Rd intersections
- Race track Rd / US 180 int
• current configuration is unsafe with the angle that Race track approaches US 180
• add lighting
• add direct lane off of US 180

Providing your contact information below is **optional**, however, it will allow us to add you to the mailing/email list to receive future project information.

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

Email: [REDACTED]

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SEGMENT 3 - ARENAS Valley area.
Rural + Commercial mix - would not like to
See a lighted SuperHighway.
Safety Features that could be implemented:
① Improve the median turning lane
↓ add arrows.
② Reduce The Speed limit +
enforce it!
③ Mis Amigos area! Add Stop
Sign to the access road.
④ Arenas Valley Rd - EXIT onto 180
From Dragonfly - Cut bushes for
visibility.
Main concern - Safety + preserve night SKIES

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Email:

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US180SafetyScoping@Parametrix.com

New Mexico DEPARTMENT OF
TRANSPORTATION
MODILITY FOR EVERYONE

We want to hear from you and ask that you share your comments and questions with our team before [January 16th, 2026]. Thank you for your participation!

Please don't add bright lights to 180 W. I do not like what has been done on 180 from Silver City to Hurley. Daytime all the time. The orange lights were much better. Thank You
Olick.

Name:

Address

City:

Email:

Parametrix

Email: US180SafetyScoping@parametrix.com

Phone: 505-288-7518

Webpage: <https://www.dot.nm.gov/us180-projects/>



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✉ US180SafetyScoping@Parametrix.com

Comment Form



US 180 Silver City Safety Scoping Project | Control Nos. 1102290 & 1102292

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SPEED IS GREATEST CONCERN
32 ND STREET → BAYARD IS
LIKE A FREEWAY. NO MONITORING
OF SPEED, AGGRESSIVE, SEEMS
LIKE A FREEWAY THROUGH A
RESIDENTIAL AREA.

Providing your contact information below is **optional**, however, it will allow us to add you to the mailing/email list to receive future project information.

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We want to hear from you and ask that you share your comments and questions with our team before [January 16th, 2026]. Thank you for your participation!

SEGMENT ①
WE LIVE ABOVE MISSISSIPPI ST. THE SPEED LIMIT Goes from 55 to 45 to 35 in a small span of roadway. THERE ARE HOMES, DRIVEWAYS, CHILDREN THAT LIVE IN THIS AREA, MAKING IT UNSAFE TO EXIT DRIVEWAYS AS CARS CONTINUE ON THE STRETCH OF 180 @ A SPEED OF 55 OR 65. THE SPEED REDUCTION TO 45 SHOULD BEGIN PRIOR TO MARKET ST AND 35 PRIOR TO THE HOMES & DRIVEWAYS. A FLASHING SPEED LIMIT SIGN IS NEEDED FURTHER UP NEAR MARKET RATHER OR IN ADDITION TO THE FLASHING LIGHT WHERE THE LANES DOUBLE

Providing your contact information below is **optional**, however, it will allow us to add you to the mailing/email list to receive future project information.

Name

Address

City:

Email:

Share your comments and questions by mail, email, phone, or online.

Parametrix

Attn: US 180 Silver City Safety Scoping
Project | Control Nos. 1102290 & 1102292
4041 Jefferson Plaza NE, Suite 210
Albuquerque, NM 87109

Email: US180SafetyScoping@parametrix.com

Phone: 505-288-7518

Webpage: <https://www.dot.nm.gov/us180-projects/>

FOR MORE INFORMATION, VISIT THE WEBPAGE BELOW OR EMAIL OUR TEAM.



<https://www.dot.nm.gov/us180-projects/>



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Segment (1)
SPEED limit Between Market St & Mississippi street on US 180 is too fast. There are homes and driveways and young children in this area.
The speed limit needs to be reduced to 45 prior to market street coming from cliff. Then at market street it should be reduced to 35 mph. Currently cars exceed the limit in the current 45 mph driving 65 mph because the limit reduces from 55 → 45 → 35 in a short span of road.

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New Mexico DEPARTMENT OF
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commented on maps - Do not put tiny white print on gray - You are covering up parts of the map anyway - make it readable -

no fancy fonts - use Times New Roman - black on white

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The Mississippi Str. 180 Underpass is used By Local Schools To go to function at the University. The walk Area is only about 20 inches wide for the kids very limited. Room if vehicles come into the underpass for the safety of the children. As for bicycle & Pedestrian safety on US 180 From Mississippi Str. To Market Str. Corridor the Hiway is not wide enough to safely accomodate this activity. Market Str. To 180 would be a more cost effective route than blasting a path through all the rocks at the 113 1/2 to the 112 mile marker.

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The median from Kirkland Rd. through Arenas ~~Valley~~ Boyd need to be drivable for left turns. Especially, coming down from Kirkland Rd. to Arenas Valley Rd.

What about lights at Peterson + Kirkland Rd.

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New Mexico DEPARTMENT OF
TRANSPORTATION
MODILITY FOR EVERYONE

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Separate bike/pedestrian trail parallel to 180
Connecting Hurly, Ft. Boyar 2, Arenas Valley, to Silver G.

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Email: _____ Phone: _____

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We need a "Slow" vehicles entering roadway light or a traffic light for Kirkland and 180. There is a perfect spot for a right turn lane (with arrow) so vehicles aren't slowing to crawl on the blind hill also for the left turn heading west (especially)

Providing your contact information below is **optional**, however, it will allow us to add you to the mailing/email list to receive future project information.

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Email: _____ Phone: _____

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US 180 Silver City Safety Scoping Project | Control Nos. 1102290 & 1102292

We want to hear from you and ask that you share your comments and questions with our team before [January 16th, 2026]. Thank you for your participation!

Thank you for hosting this meeting. We've lived off of Kirkland Rd for 20 years. We don't drive @ night b/c there are no lights at the intersection w/ Highway 180 here. Turning left onto Kirkland is impossible - you literally cannot see where the Rd is!!

There is no center lane officially either. People turn onto this unofficial center lane going both directions. Abr is there an official right hand turn lane. There are 5+ businesses + the most residents for this section of 180 just outside the Silver City City limits than any other road off 180. There have been numerous accidents & fatalities. The "turnoff" for Kirkland is on the crown of a Hill on Highway 180 - visibility is impaired already. Having a warning sign + light to warn about this intersection is great - I understand that this will happen in the next 3 months. However, we still need street lamps here as we still won't be able to see the intersection at night

Providing your contact information below is **optional**, however, it will allow us to add you to the mailing/email list to receive future project information. *with warning lights.*

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Email: _____

Phone: _____

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US Hwy 180 @ Kirkland Road segment 11/6/17
Leaving Kirkland Rd to cross Hwy 180 to travel west.
Very limited sight distance.
Recommend cutting 6' off the top of the hill on Hwy 180, all 4 lanes, to increase sight distance both east and west.

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2 intersections in mind that I find troublesome.
US Hwy 180 (Silver Heights Blvd) & Hudson/Juniper intersection
Right turn from Hudson NB onto Silver Heights.
Merge lane.
No traffic detection on merge lane so no control for Silver Heights.
Need to turn 180° to left to see approach vehicles from west.
My neck doesn't turn that far.
I suggest traffic detection for that right hand/merge lane or eliminate merge lane and construct a right hand turn from the "T" at Silver Heights

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We live off of US 180 and Kirkland Rd in Arcos Valley. This intersection is busier than most in our segment of 180. We have seen recent improvements or added street lights along 180 east and west of Kirkland. Our intersection is still dark. We would love a traffic light and safety lighting. Also we would like to see wildlife crossings and pedestrian/bike trails. We wouldn't be upset about lowering the speed limit to 45 MPH from 55 currently.

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New Mexico DEPARTMENT OF
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US 180 Silver City Safety Scoping Project | Control Nos. 1102290 & 1102292

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Is4, thank you for hosting an open public feedback meeting. My main concern is the intersection of Kirkland Rd w/ Hwy 180. Kirkland is 1/2 way b/t Bayard and Silver City (S.C.) I'm sure it is the busiest intersection just outside of the S.C. limits. Whiskey Creek Airport and several businesses are accessed off of it. There are at least 10 other streets with houses off of Kirkland; some of these roads intersect other roads that don't connect to Kirkland. The intersection is very dangerous, there is no "official" center lane or rt. hand turn lane. Numerous accidents have occurred here, some fatal. The intersection is at the crown of a hill on Hwy 180, making visibility even more difficult for people turning. There are also bikers who use 180 to commute to S.C. There are no street lamps here either. I was so excited when I saw NMDOT putting in street lamps along the Hwy. Unfortunately, they stopped before Kirkland Rd.

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Comment Form



New Mexico DEPARTMENT OF
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MODILITY FOR EVERYONE

US 180 Silver City Safety Scoping Project | Control Nos. 1102290 & 1102292

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Keep the shoulder of Hwy 180 in as good repair as the road.
have a bike lane / shoulder in good condition for the channelized right turn from 180 to 32nd St. by pass as you are heading into Silver City.
market Market street and 180 is dangerous if biker is on 180 and is not taking the channelized right turn onto Market street
difficult to turn left from 180 when going into town onto side street like Louisiana which I do to get off 180

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US180SafetyScoping@Parametrix.com

Optional Questions

Thank you for taking a few minutes to complete this survey. **Answering the following questions is optional** but your response will be extremely helpful in ensuring the fairness and equity of NMDOT's public involvement process. Submissions will be kept confidential and separate from any personally identifiable information so that respondents will remain anonymous. These questions are not listed in any particular order.

What is your race?

☐ Black or African American ☐ American Indian or Alaskan Native ☐ Asian

☒ Hispanic or Latino ☐ White ☐ Native Hawaiian or Other Pacific Islander

☐ I prefer to self-describe: _____

What is the primary language spoken in your home?

☒ English ☐ Spanish ☐ Other (Please specify): _____

Was project information translated into other languages appropriately?

☒ Yes ☐ No ☐ Not Applicable

How many people live in your household?

☒ 1-2 ☐ 3-5 ☐ 6+

What are the age ranges of those living in your household? (Check all that apply.)

☐ Under 18 ☐ 19-44 ☒ 45-64 ☐ 65+

What is your annual household income?

☐ Less than \$10,000 ☐ \$10,000 - \$24,999 ☐ \$25,000 - \$49,999 ☐ \$50,000 - \$74,999

☐ \$75,000 - \$99,999 ☒ \$100,000 - \$149,999 ☐ \$150,000 +

What is the highest level of education completed by members of your household?

☐ None ☐ Elementary School ☐ Middle School ☐ High School ☒ College/University

☐ Other: _____

Do any individuals living in your home have a physical or mental impairment that substantially limits one or more major life activities?

☐ Yes ☒ No

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How many people live in your household?

- ☒ 1 – 2 ☐ 3 – 5 ☐ 6 +

What are the age ranges of those living in your household? (Check all that apply.)

- ☐ Under 18 ☐ 19 – 44 ☐ 45 – 64 ☒ 65 +

What is your annual household income?

- ☐ Less than \$10,000 ☐ \$10,000 - \$24,999 ☐ \$25,000 - \$49,999 ☒ \$50,000 - \$74,999
☐ \$75,000 - \$99,999 ☐ \$100,000 - \$149,999 ☐ \$150,000 +

What is the highest level of education completed by members of your household?

- ☐ None ☐ Elementary School ☐ Middle School ☐ High School ☒ College/University
☐ Other: _____

Do any individuals living in your home have a physical or mental impairment that substantially limits one or more major life activities?

- ☐ Yes ☒ No

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Comment Form



US 180 Silver City Safety Scoping Project | Control Nos. 1102290 & 1102292

We want to hear from you and ask that you share your comments and questions with our team before [January 16th, 2026]. Thank you for your participation!

I just want to say that anything you can do to make 180 & 90 safer and make pedestrian & cyclist friendly will be greatly appreciated. 180 from 32nd St by pass to Alabaster St. and 90 to Broadway are awful. I like these roads to the Mississippi River with no bridges to cross it on. The town is completely divided in two!

That said, please don't add any more street lights. We are trying to be dark sky friendly. How about more money spent on landscaping & less on too tall or too bright decorative lights. The area in front of Foxworth & Galbraith is awful. Some native landscaping & fewer lights would have been a big improvement.

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Email:

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US180SafetyScoping@Parametrix.com

The questions below are intended to help our staff better understand what worked well and what improvements to consider implementing before holding future public meetings. Thanks in advance for taking the time to fill out the survey. **We value your input!**

How did you hear about this public meeting? (please check)

☒ Newspaper ☐ Sign/Banner ☐ DOT website ☐ Social Media ☐ Word of Mouth

☐ Postcard/Mailer ☐ Other:

The day before was not enough notice

Was the information easy to understand and informative? ☐ Yes ☐ No

Please specify:

I didn't understand what a scoping project was - still not sure

Please indicate which of the following best represents you:

☒ Local Resident ☐ Local Business/Industry/Trade Association ☐ Neighborhood Group

☐ Local Non-Profit Organization ☐ National Environmental Organization

☐ Local or State Government ☐ Federal or Tribal Government

☒ Other (please specify) *and concerned environmentalist.*

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We want to hear from you and ask that you share your comments and questions with our team before [January 16th, 2026]. Thank you for your participation!

The pedestrian/bicycle path between Santa Clara & Bayard is wonderful then you ruined it by lighting it like it was Broadway. We can see the glow from our house on a hill off of Rosedale. What you have done & are planning to do with the illegal way too tall street lights from 32nd St to we presume Deming is criminal. I called the DOT engineer in Deming when the Bayard to Hurley section was being done. He assured me 14 lights would just be at intersections, 5 at each. And imagine our surprise when all those sets of 5 lights went up in Arenas Valley. A lot of those sets are over underpasses where one would hope wild life would use them. But they are going to be lit up with →

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Name: [REDACTED]

Address: [REDACTED]

City:

State:

Zip:

Email:

Phone:

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- ☐ Newspaper ☐ Sign/Banner ☐ DOT website ☐ Social Media ☐ Word of Mouth
☐ Postcard/Mailer ☐ Other: _____

Was the information easy to understand and informative? ☐ Yes ☐ No

Please specify: _____

Please indicate which of the following best represents you:

- ☐ Local Resident ☐ Local Business/Industry/Trade Association ☐ Neighborhood Group
☐ Local Non-Profit Organization ☐ National Environmental Organization
☐ Local or State Government ☐ Federal or Tribal Government
☐ Other (please specify) _____

spotlights. We were trying to become a dark sky community. This is negating any possibility of that happening. Stop the lighting of our rural communities!

Do more wildlife over and under passes & native landscaping & less obnoxious too tall, bright street lights!!! If you are worried about wildlife collisions, over & underpasses are the answer. Not street lights! LEDs are blinding & light polluting. How about soft lights instead.

FOR MORE INFORMATION, VISIT THE WEBPAGE BELOW OR EMAIL OUR TEAM.

Input on the US 180, SC project

From [REDACTED]
Date Wed 12/31/2025 4:07 PM
To US180SafetyScoping <US180SafetyScoping@parametrix.com>

To whom it may concern-

I was unable to join the open house on 12/10/25 and I tried to leave feedback on the website portal for input but got an error message so I don't think it went through.

I watched the youtube video a few times (it would have been much easier to understand with a voiceover explaining the proposed changes) and from my understanding, it looks like Juniper St. has limited access from 180 with the new route. This feels like it will just make getting from that side of town to downtown even more difficult. That intersection could benefit from a dedicated bike lane, sidewalks to make it safer for pedestrians to cross, and a longer/larger left turn lane (when going East from 180 and turning left onto Juniper). Instead it looks like you won't be able to make a left going that direction at all now. That would mean that accessing that neighborhood would require going all the way around to Swan St. and then cutting back, which seems like a lot of extra stress on the Swan and 180 intersection. We already have a number of streets not going through to 180 in that corridor and this would just increase the congestion in the area.

I know this is a notoriously dangerous intersection and it's long overdue for a makeover, but the current proposal doesn't seem like a good fix. Let me know if I'm misreading the maps and video and if there's a possibility to do this another way, that makes it more bike and pedestrian friendly and less congested for Swan St.

Thank you for your consideration,

[REDACTED]



Outlook

CN 1102290 - Comment

From mailservices@skss.com <mailservices@skss.com>

Date Tue 1/13/2026 1:06 PM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name



How did you hear about the public event (check all that apply):

- social media

Comments and/or Questions: (short answer)

Street lights would be awesome along these corridors. Also sidewalks that are walkable w/o light poles or any obstruction right smack in the middle of the sidewalk.

Better, brighter, and longer lasting paint on these heavily used streets, even using reflectors. More posted speed limit (bigger than a piece of paper) signs - there's only 1 from the fastfood Chinese place to the hotels. (I got a ticket bc I didn't know the posted speed limit.)



Outlook

CN 1102290 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Thu 1/15/2026 10:38 AM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]
Brenda

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

Comments and/or Questions: (short answer)

Complaint. Waiting for 10 minutes to turn right is not acceptable. In fact it's absolutely crazy and downright embarrassing for the town. Eventually many people assume it's broken and ignore the sign. Needs fixing yesterday!



Outlook

CN 1102290 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Mon 1/12/2026 12:44 PM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- flyer

Would you like to join the mailing list?

No

Comments and/or Questions: (short answer)

Please don't cut off access to the Silver Heights area with this plan that closes areas that need to stay open.



Outlook

CN A301573 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Tue 1/6/2026 8:39 AM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- word-of-mouth

Would you like to join the mailing list?

Yes

Comments and/or Questions: (short answer)

I would like to see a bike path connecting Arenas Valley to Silver City. Bike riding on the shoulder of 180 does not feel safe at the present time. There are no alternative routes that can be easily taken for riders between Silver City and Arenas Valley. A bike path would increase the health and safety for the citizens that live in the area.



Outlook

Median

From [REDACTED]

Date Sat 12/13/2025 4:23 PM

To US180SafetyScoping <US180SafetyScoping@parametrix.com>

I read in the D [REDACTED] comment about smooth median's so a motorist could drive "all the way down to where you need to turn".

Hello! I don't think that Median's are designed to be an extra lane, even (or especially) for turning! Go to driving school!!

[REDACTED]

Sent from my iPhone



Outlook

CN A301573 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Wed 12/31/2025 8:17 PM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- newspaper

Would you like to join the mailing list?

Yes

Comments and/or Questions: (short answer)

Just a comment on NM 90 and US 180 intersection. Coming north on NM 90 today, Dec. 31, I was in line to turn right on to US 180, but the line stretched back to the Food Basket, south of 14th Street. Just wondering if you could have a two lane right turn since you won't have any way to go straight across the road to Juniper Street.

Did you find the materials shared easy to understand? Was our staff able to answer your questions? If no to these questions, please tell us how we can better serve you.

Yes. Enjoyed the video that was put on YouTube.



Outlook

CN 1102290 - Comment

From mailservices@skss.com <mailservices@skss.com>

Date Sun 1/11/2026 12:21 PM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- flyer

Would you like to join the mailing list?

Yes

Comments and/or Questions: (short answer)

Not onboard with this process. Most of my neighbors never heard of this - someone left a flyer with a neighbor last week - no one else got any info.

Need to be able yo go from Hudson to Juniper and visa versa - dangerous and congested to cross east bound and of 180 to turn left on Yucca or Cactus.

Please inform ALL of Silver Heights residences and have another meeting.

[REDACTED]

CN A301573 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Wed 12/10/2025 5:47 PM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- social media

Would you like to join the mailing list?

Yes

Comments and/or Questions: (short answer)

Last year nearly 200 ebikes were sold in Silver City thanks to a PNM electric vehicle promotion (check with the vendor, Silver City Cycles). As part of 180 corridor safety improvements, I urge you to extend the Santa Clara-Bayard bike path to the edge of Silver City. This would greatly improve safety for cyclists and pedestrians, reduce energy consumption, and promote tourism by providing safe access to the Dragonfly, Fort Bayard, Open Space and other local attractions.

Did you find the materials shared easy to understand? Was our staff able to answer your questions? If no to these questions, please tell us how we can better serve you.

Yes, excellent presentation and helpful staff!

CN A301573 - Comment

From mailservices@skss.com <mailservices@skss.com>

Date Sat 1/3/2026 7:38 AM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- flyer
- word-of-mouth

Would you like to join the mailing list?

Yes

Comments and/or Questions: (short answer)

I am opposed to this project because of its proposal to eliminate access to Juniper Street from the intersection of Hudson/90 and Silver Heights/180. I've emailed more detailed comments because a max of 500 characters on this form is not sufficient to provide meaningful/useful/detailed comments. That amounts to amounts to something like 5 sentences and isn't okay for a project of this importance.

Public Comment on US 180 / Silver Heights Safety Project

From [REDACTED]

Date Wed 12/31/2025 6:57 PM

To US180SafetyScoping <US180SafetyScoping@parametrix.com>

To Whom It May Concern,

I am writing to submit a public comment regarding the US 180 / Silver Heights planning process. My primary concern is maintaining safe and functional access to Juniper Street and the surrounding neighborhood.

Juniper Street serves a large residential area and is not only used by residents of the neighborhood, but also by many community members who intentionally choose it over Swan Street. Drivers often access Juniper either directly from the end of Hudson Street or via a left turn from Pope Street because Juniper is slower-moving, calmer, and feels safer. It provides an important alternative route for accessing schools and medical facilities on or near Swan/32nd Street, as well as other essential destinations.

I am concerned that proposed alternatives which would restrict or eliminate access to Juniper Street—such as requiring left turns from Silver Heights/US 180 onto Yucca or Cactus Streets, or forcing traffic to use the protected left at Swan—could unintentionally make traffic conditions worse. Rather than simplifying movements, these changes would disperse traffic across multiple routes (Yucca, Cactus, and Swan), resulting in more left turns at more intersections. This increases the number of conflict points and may elevate risk rather than reduce it. I myself avoid these left turns because they feel dangerous.

While I fully acknowledge that there are real safety concerns along this corridor, including serious and even fatal crashes, I am not convinced that altering access at such a vital and well-used intersection will improve safety. When an intersection is generally functioning in a predictable way and relied upon by the community, significant changes can introduce new confusion and unintended hazards.

I would also like to comment on the public communication approach for this project. I am a former planning professional, and from that perspective, I am concerned that the materials presented to the public do not adequately support informed participation. While flyover animations and videos posted online may be visually impressive, they are not sufficient on their own to explain complex access changes, especially when critical details are embedded in lengthy consultant reports. Working residents cannot reasonably be expected to locate, read, and interpret technical documents in order to understand how their daily travel will be affected.

The responsibility to clearly communicate proposed changes lies with NMDOT. This includes providing straightforward, static diagrams that show existing conditions versus proposed alternatives, clearly labeled intersections and street names, and plain-language explanations of how access and turning movements would change. Without this level of clarity, meaningful public input is difficult, and confusion is inevitable.

I respectfully ask that NMDOT:

- Clearly confirm whether closing or restricting Juniper Street access is being considered in any alternative
- Provide clear, easily accessible diagrams showing exactly how traffic movements would change
- Evaluate whether restricting Juniper access would increase the number of left turns and conflict points across multiple intersections
- Improve public-facing materials so residents can understand impacts without having to rely on technical consultant reports

I appreciate the opportunity to comment and strongly encourage solutions that reflect real-world driving behavior, preserve neighborhood access, and improve safety without creating new risks.

Thank you for your time and consideration.

Sincerely,

A solid black rectangular box used to redact the signature of the sender.

CN 1102290 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Thu 1/15/2026 10:52 AM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

Comments and/or Questions: (short answer)

This is poor planning, lowering speed limits and limiting traffic flow have already caused more issues, if our city and county and state would actually have the intersections, medians and turning lanes done correctly these would not be needed. Right now, north bound traffic on Hudson street is continually backed up all the way down to the 12th street light. People are taking the left lane to the 180/Silver Hgts light and then turning right since the right hand lane is so backed up.

Did you find the materials shared easy to understand? Was our staff able to answer your questions? If no to these questions, please tell us how we can better serve you.

No



Outlook

CN 1102290 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Tue 1/13/2026 9:58 AM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- newspaper
- social media

Would you like to join the mailing list?

Yes

Comments and/or Questions: (short answer)

Please add me to the email update list. Thank you

CN A301573 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Fri 1/2/2026 7:44 AM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- social media
- word-of-mouth

Comments and/or Questions: (short answer)

I am writing to express my opposition to the proposed cut off of the Juniper St access from Hudson St. This is an ill conceived solution to the complicated intersection, in my opinion. Essentially one would be required to continue all the way to Swan as there is no left turn lane at Yucca or Cactus. This will add vital and life saving minutes to an ambulance call or fire call. I use this intersection daily and do understand there needs to be a better solution however I oppose the plan.

Did you find the materials shared easy to understand? Was our staff able to answer your questions? If no to these questions, please tell us how we can better serve you.

The public meeting in early December was not well advertised so many concerned neighborhood citizens were not in attendance. There needs to be more input from local residents.

CN 1102290 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Mon 1/12/2026 3:06 PM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- signs/banners
- word-of-mouth

Would you like to join the mailing list?

No

Comments and/or Questions: (short answer)

It seems there should be more public input for the neighborhood of Juniper/Yucca/Cactus streets, as this will significantly impact us. I do agree that there has needed to be a change at the Juniper intersection for years, however, closing it off without considering another safe and effective way to easily access it raises concern. More safety issues may arise from cars trying to turn left across traffic into the neighborhood on Yucca or Cactus streets if the light at Juniper is removed.

Did you find the materials shared easy to understand? Was our staff able to answer your questions? If no to these questions, please tell us how we can better serve you.

The information online was difficult to decipher, but after reviewing it a few times, it became clearer.



Outlook

CN 1102290 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Sun 1/11/2026 4:17 PM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Email Address

[REDACTED]

How did you hear about the public event (check all that apply):

- newspaper

Would you like to join the mailing list?

Yes

Comments and/or Questions: (short answer)

US 180 / NM 90 needs to be redesigned.

Rework existing streets into a large roundabout.

Make US 180 between Hudson and 14th one way, northbound.

Make 14th between Pope Street and Hudson one way, eastbound.

Make Hudson (NM 90) between 14th and US 180 one way, northbound.

Then change all the intersections to be curves instead of angles.

This would require acquiring the private property within this triangle.

With Sonic closed, now is the best time to do this.

Did you find the materials shared easy to understand? Was our staff able to answer your questions? If no to these questions, please tell us how we can better serve you.

Materials are fine. I did not attend the in-person event.



Outlook

CN A301573 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Thu 12/18/2025 3:40 PM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- email

Would you like to join the mailing list?

Yes

Comments and/or Questions: (short answer)

I approve and support NMDOT's US 180 Silver City Safety Scoping Project.

Did you find the materials shared easy to understand? Was our staff able to answer your questions? If no to these questions, please tell us how we can better serve you.

yes

Hwy 180/Hudson redesign

From [REDACTED]

Date Thu 1/8/2026 8:07 AM

To US180SafetyScoping <US180SafetyScoping@parametrix.com>

To whom it may concern.

This redesign needs to be seriously reconsidered and should require public input.

This intersection is one of the primary intersections from which I access the rest of Silver City. Having access to Juniper provides me the safest option to do so. Without access from Juniper I would have to access 180 from Yucca street which does not have a traffic light and where sight lines are impaired by vegetation. Additionally, if I walk or bike through this intersection I must rely on the change of the light in order to insure my safety, there is no walk signal. I have some hip issues and the current length of the light prevents me from making it all the way across 180 before the light changes. Light poles on the corner make it difficult to maneuver, there is no sidewalk and the bike lane is very narrow. I am glad that NMDOT is looking at this intersection in our city but please consider a few things from someone who lives here.

I don't see in your proposal that there will be improvements to the bike lanes, sidewalks or provide a pedestrian signal.

Shutting off Juniper street will also cause significant issues for emergency vehicles to access the Senior Living in the neighborhood behind the strip center. This interchange currently gives access for fire and Paramedics to these residents. If the plan is to use Yucca street the first responders would have to cross HWY 180 without a light and onto a funky and confusing street access that is more dangerous in my opinion than Juniper street. Our first responders are currently on Hudson street and their quickest and easiest access into that neighborhood is through Juniper street.

Please reconsider this proposal and contact our town to set up a meeting with us so we can understand what you are planning to do.

Warm Regards

[REDACTED]

CN A301573 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Thu 1/1/2026 5:27 PM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- word-of-mouth

Would you like to join the mailing list?

Yes

Comments and/or Questions: (short answer)

I support safety improvements at the US-180/NM-90 intersection and appreciate the proposed ADA sidewalks. Safety must be holistic: sufficient pedestrian crossing time for seniors, audible signals, continuous bike lanes (no abrupt endings), and reliable emergency/service vehicle access. I did not learn of the Dec 10 meeting until Dec 31, and no notices were posted near the intersection. I respectfully request another well-noticed community meeting before design advances.

Did you find the materials shared easy to understand? Was our staff able to answer your questions? If no to these questions, please tell us how we can better serve you.

I did not attend the meeting because I did not hear about it until after it occurred. I cannot speak to materials shared in person or staff availability. The video posted on Dec 19 lacks narration and is difficult to interpret; I watched it repeatedly to understand the proposal. Clear narration, labeled diagrams, and notice of meetings placed at the intersection of concern would greatly improve public understanding and engagement.



Outlook

Supplemental Public Comment — US-180 Safety Corridor (Full Letter Attached)

From



Date Thu 1/1/2026 5:41 PM

To US180SafetyScoping <US180SafetyScoping@parametrix.com>

 1 attachment (154 KB)

Mintz_PublicComment_US180_JuniperIntersection.pdf;

Hello,

Attached is a PDF of my supplemental public comments regarding the US-180 Safety Corridor, focusing on the US-180/NM-90/North Juniper intersection. This letter expands on the comments I submitted through the NMDOT online portal.

Thank you for your consideration.

Best regards,



January 1, 2026

Dear Project Team,

I am writing to submit public comment on the proposed improvements to the US-180 Safety Corridor, with specific focus on the intersection of US-180 (Silver Heights Boulevard), NM-90 (Hudson Street), and North Juniper Avenue.

I appreciate that this project has risen to the top of the priority list after many years, and I support the goal of improving safety at one of the most dangerous intersections in Silver City. I also want to acknowledge and thank the project team for proposing ADA-compliant sidewalks as part of this work. That improvement is long overdue and very welcome.

My comments are offered in the spirit of collaboration and reflect lived, daily experience navigating this intersection as a resident who lives three blocks away on North Juniper Avenue.

Context Matters at This Intersection

While I understand this project is part of an 11-mile safety corridor, this particular intersection is not typical of the corridor as a whole. It is irregularly shaped (X-configured), includes a residential street, and is near essential community services: the fire department, post office, grocery store, local businesses, and a senior living apartment building — the closest residential structure to the intersection.

I recognize that the rendering presented represents one alternative currently under consideration and is not a final design. My comments are intended to help refine the scope and priorities during this early design phase, consistent with the goals outlined in the 2023 Road Safety Audit.

As such, safety here must be evaluated holistically, across modes, ages, and needs — not solely through vehicle crash metrics.

Pedestrian Safety, ADA Access, and Crossing Times

Although ADA sidewalks are proposed, sidewalk presence alone does not ensure safe crossing. At nearby intersections with signalized crosswalks, elderly residents often do not have sufficient time to cross before the signal changes. This creates anxiety and discourages walking.

I respectfully request that:

- pedestrian crossing times be calibrated for seniors and mobility-limited users,

- signal timing and synchronization be evaluated to reduce unnecessary waiting and exposure, and
- audible signals be included for visually impaired pedestrians, as the current design relies solely on push-button activation without sound.

Given the documented history of pedestrian fatalities at this intersection — and the fact that people already attempt to cross where no crosswalk exists — pedestrian safety must be treated as a core safety outcome, not a secondary accommodation.

Bicycle Safety and School Access

The proposal includes bike lanes, which I appreciate. However, at least one bike lane abruptly ends and does not resume, creating a dangerous and confusing condition. A bike lane that disappears functions less as safety infrastructure and more as a hazard.

Families in our neighborhood would like their children to be able to bicycle to school, but current conditions make this nearly impossible. In practice, cyclists are forced onto sidewalks (where they exist) or into fast-moving traffic. Riding on a busy highway is not a realistic or safe option for most residents, including myself.

I ask that bicycle accommodation through this intersection be continuous, legible, and designed to avoid dead-ends that place riders at risk.

Emergency and Service Access

North Juniper Avenue directly faces Hudson Street where the fire department is located not far away. Any redesign that forces emergency vehicles to take more circuitous routes into the neighborhood raises serious concerns about response times. Similar considerations apply to garbage trucks, postal delivery, and other essential service vehicles that must reliably enter and exit residential streets.

I request that emergency and service vehicle routing be explicitly evaluated and clearly communicated as part of the design process.

Stormwater Management, Trees, and Desert Resilience

Stormwater currently flows down neighborhood streets and into The Big Ditch, ultimately leaving the area rather than contributing to local aquifer recharge. In a desert environment, it is increasingly difficult to justify extensive impermeable surfaces when permeable materials, infiltration features, and tree planting could capture and slow water locally.

I encourage the project team to consider stormwater infiltration, aquifer recharge, and tree canopy as integral components of long-term safety and resilience, not aesthetic extras.

Community Engagement

Finally, many residents most affected by this intersection were unaware of the December 10 meeting, as no signage or notices were placed near the intersection itself. Posting a video after the meeting limited meaningful participation. I respectfully request an additional, well-noticed community meeting focused specifically on this intersection, with clear maps and opportunities for dialogue before designs advance further.

Thank you for your work on this important project and for considering these comments. My goal is not to delay safety improvements, but to help ensure that they truly serve the people who live, work, walk, bike, and respond to emergencies here every day.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



Outlook

CN A301573 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Sat 1/3/2026 8:30 AM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- flyer

Would you like to join the mailing list?

No

Comments and/or Questions: (short answer)

I would like EMS/fire to be able to go from Hudson to Juniper as they can now. There are senior apartments off Juniper. Seniors are likely to need fast response in case of emergencies.

Public Comment RE: Construction on HWY 180 Silver City, New Mexico

From [REDACTED]
Date Fri 1/16/2026 4:47 PM
To US180SafetyScoping <US180SafetyScoping@parametrix.com>

To Whom it May Concern:

I have been a citizen of Grant County for 40 years at [REDACTED] I am deeply concerned about the plans for reconstruction of the intersection at HWY 180 and Juniper Ave. For all that time I have approached that intersection with trepidation and extreme caution, whether in my vehicle or on foot. You have the stats and you know it is dangerous as it stands now. I offer these comments in the spirit of collaboration and safety.

- 1) What about a circular center at the middle of the intersection as they have in other cities? Has this option been reviewed? It would certainly slow traffic and direct it to the proper exit off the circle and have carefully marked crosswalks to get pedestrian traffic from one side to the other safely.
- 2) I respectfully request at any modifications to crosswalks include a lengthy enough time for seniors and disabled to actually cross over to the other side.
Motorists will obey longer red light stops only if the timing is changed in the machinery of the light switches. I know of a friend who had an accident with a pedestrian who darted out at the last minute to cross the street. The individual survived, but she had significant injuries and my friend was a cautious driver; however, this person just sprinted out of nowhere to cross the street.
- 3) Audible sounds at the crosswalks must be included for the visually impaired.
- 4) Bike lanes need to be continuous and not just drop off at some point leaving the bicyclist with nowhere to go but into traffic?
- 5) Emergency and Service access needs to be carefully considered so they don't have to take a longer route around to get to Juniper Street.
- 6) Water is a precious resource in NM, can you carefully consider ways to create stormwater infiltration, aquifer recharge and tree canopy as important to long-term safety and resilience for that area. This would avoid the flooding that often occurs when storm drains are overwhelmed and people try to cross over puddles safely.
- 7) I am not sure but it also looks like two lanes would become only one as access to 180? That seems outrageous and worse than the current situation we already have in terms of traffic. That is where a circular on and off design would be better and has worked well in Las Cruces at challenging intersections.

Thank you for the opportunity to comment, and look forward to the next community meeting In Silver City for this project.





Outlook

CN 1102290 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Thu 1/15/2026 9:20 AM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- social media

Would you like to join the mailing list?

No

Comments and/or Questions: (short answer)

The no turn on red at the intersection of Hudson and 180 is causing HUGE back ups!! This isn't safe - people will cut through the neighborhood to get around it. Either bring back the right turn on red, or make the right turn green light much longer (which could also make the left turn green from 180 onto Hudson longer, a good thing). As it now is, it is NOT WORKING.

Also the 45 mph limit on 180 outside town is ridiculous.



Outlook

CN A301573 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Sun 12/21/2025 4:55 AM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name



How did you hear about the public event (check all that apply):

- social media

Comments and/or Questions: (short answer)

Landscaping in median where 14th St intersects Hiwy 180 and Pope St (ACE Hardware on northwest corner) obstructs view of east/west facing vehicles making left turns

CN A301573 - Comment

From mailservices@skss.com <mailservices@skss.com>

Date Sun 1/4/2026 4:49 PM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- signs/banners
- newspaper

Would you like to join the mailing list?

Yes

Comments and/or Questions: (short answer)

We both attended the presentation and made comments at that time. However, we would like to add the following:

There is one thing that would easily improve all roads for both pedestrians and cyclists. That is that paving and repaving should be done continuously across both the traffic lane and the shoulders. Of course, the shoulders should be as wide as possible. Over the years edges left from paving only the traffic lane have become our greatest hazard. NM 90 south of Silver is best.

Did you find the materials shared easy to understand? Was our staff able to answer your questions? If no to these questions, please tell us how we can better serve you.

NO problems

CN A301573 - Comment

From mailservices@skss.com <mailservices@skss.com>

Date Tue 1/6/2026 12:17 PM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- flyer

Comments and/or Questions: (short answer)

Why 3 three exiting Juniper St when only a right turn is possible?

What is count of vehicles entering North of Juniper at this time?

What changes will be made to Yucca and Cactus Street entrances and exits onto Silver Heights to insure safety of All vehicles? i.e. turn lanes, bike lane,

What is Child Project 1102292?

Will Yucca and Cactus gain new sidewalks?

How will this make pedestrian crossings safer to local businesses?

Did you find the materials shared easy to understand? Was our staff able to answer your questions? If no to these questions, please tell us how we can better serve you.

Please send in snail mail responses and issues from the De. 10 meeting.



Outlook

US 180 & NM 90

From [REDACTED]

Date Thu 1/8/2026 9:18 AM

To US180SafetyScoping <US180SafetyScoping@parametrix.com>

Please do something about the intersection of Highway 180 with Hudson and Juniper Streets. I live a few blocks away, but when I walk down Juniper Street to go to Family Dollar the sidewalk ends just where I need it the most. If I go to the Billy Caspar Center I have to cross 180 by dodging traffic: no crosswalks nor pedestrian signals. No bike lanes either. Even while driving, if I need to turn right from Juniper to 180 the angle makes it very hard to see oncoming traffic. Please fix this intersection soon!

[REDACTED]

Re: US 180/N Hudson/E 14th Street improvements - Follow up meeting

From [REDACTED]

Date Sat 2/14/2026 7:38 AM

To US180SafetyScoping <US180SafetyScoping@parametrix.com>

[REDACTED]

February 14, 2026

To the New Mexico Department of Transportation:

I am glad you're finally planning to do something about the dangerous intersection of Silver Heights Boulevard—US 180—with Hudson and Juniper Streets in Silver City. Already you have wisely posted a sign on Hudson Street saying NO TURN ON RED.

Please, you need to install a similar sign on Juniper Street at this intersection. I have great difficulty when turning right onto US 180 to see oncoming traffic. After a near accident last month, I will no longer turn right until the light turns green. This needs to be posted.

As a continuation of NM Highway 90, Juniper Street is an important Silver City artery. Please keep it continuous with Hudson Street, as that avoids a hazardous left turn for those of us going downtown or returning homeward. One change I recommend there is to require vehicles waiting at the light to turn left from Highway 180 onto Hudson Street to stop well before the intersection so as to not block vehicles going north on Juniper.

While you have scheduled on the 19th a public input session, you have scheduled it at night. This is a slap in the face to senior citizens like me who don't drive after dark. If you have any respect for the elderly, you will please schedule a second public session during daylight hours.

[REDACTED]

On Thu, Feb 5, 2026 at 8:56 AM US180SafetyScoping <US180SafetyScoping@parametrix.com> wrote:

Hello,

The NMDOT would like to invite you to a follow up meeting to discuss the proposed improvements to the US 180/North Hudson Street/East 14th Street corridor in Silver City. This meeting will include a brief presentation about the project followed by a opportunity for community members to speak and express concerns to the project team.

This meeting is scheduled for February 19th, from 6:00 PM to 8:00 PM at the Grant County Veterans Memorial and Conference Center, 3031 US 180, Silver City, NM 88061.

Please see the attached flyer for more information.

Sincerely,

The US 180 Silver City Safety Scoping Project Team





Outlook

CN A301573 - Comment

From mailservices@skss.com <mailservices@skss.com>

Date Fri 1/2/2026 12:28 AM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name



How did you hear about the public event (check all that apply):

- social media

Would you like to join the mailing list?

No

Comments and/or Questions: (short answer)

Northbound Hudson should be two lanes turning on to silver heights blvd. Making it one lane is going to make the problem worse.



Outlook

CN A301573 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Thu 1/1/2026 12:46 PM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- social media

Would you like to join the mailing list?

No

Comments and/or Questions: (short answer)

I own a home on Juniper and I am very concerned about the proposed redesign of the Hwy180/Hwy 90 intersection.

From the design I saw online, it looks like there will be no access to my neighborhood at that intersection once redone.
This will cause problems for many residents

CN 1102290 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Mon 1/12/2026 4:53 PM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- social media

Would you like to join the mailing list?

Yes

Comments and/or Questions: (short answer)

In addition the suggestions for the Pope/Silver Heights/180 X, consider extending 180 (14th St). all the way to Swan St. (building a bridge across the ditch) with lights at HWY 90 to help alleviate congestion in the funnel at 180 & 90.

It's important to keep the entrance to Juniper St. open, but perhaps "square off" that intersection and back off where the left turn lanes start.

Keep Yucca open in/out, but close 18th(? behind Adobe Springs Plaza) put barrier, but open drive though parking lot

Did you find the materials shared easy to understand? Was our staff able to answer your questions? If no to these questions, please tell us how we can better serve you.

This was the most professional and competent presentations I've ever attended or participated in (in any discipline or subject matter)Every staff member I encountered had amazing people skills as well as technical knowledge and was well versed in our local trouble spots. I am truly impressed!

If there are opportunities to be part of a "community input/review board", I would love to volunteer. I love the process of needs/use assessment, and have those and related skills, and am a creative thinker

CN A301573 - Comment

From mailservices@skss.com <mailservices@skss.com>

Date Sat 1/3/2026 10:24 AM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- social media

Would you like to join the mailing list?

Yes

Comments and/or Questions: (short answer)

Protected right hand turn, especially at Swan/180, turning right from Swan onto 180.

Left turn signals at the intersections of Pope(14th?)/180 in all directions, except not exactly sure how it'd fit, unless you time it like it's done Tucson, where one side of traffic moves, turns and all, then the next side?

A traffic light somewhere near the title loan place (block with old Sonic/car dealership) for people going onto 90S. Ppl creep up trying to beat yellow, then can't see the light turn red

Did you find the materials shared easy to understand? Was our staff able to answer your questions? If no to these questions, please tell us how we can better serve you.

It was hard to decipher. Maybe label some of the buildings from the top view?

CN 1102290 - Comment

From mailservices@skss.com <mailservices@skss.com>

Date Tue 1/13/2026 1:00 PM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- social media

Comments and/or Questions: (short answer)

How are you just going to cut off access to Juniper street for those residents and the residents who live in the Apartments just up the hill? What access are you going to create for those residents if you should proceed with your proposal? Reducing to one lane from Silver Heights seems like there'd be backup-up onto 13th. There is plenty of traffic in that area in the AM/PM "rush hours" that could cause backup. the turn lane onto 90 from SHB is dangerous w/o a light there to signal the creepers

Did you find the materials shared easy to understand? Was our staff able to answer your questions? If no to these questions, please tell us how we can better serve you.

Labeling the buildings would be helpful. It took a few seconds to recognize where I was on the map.

CN 1102290 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Mon 1/12/2026 3:46 PM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- social media

Comments and/or Questions: (short answer)

The intersection of US 180 and 90 needs to be made safer.

I would love to see walking/biking paths along Highway 180 similar to the one that is between Santa Clara and Bayard.

The lighting that has been recently installed has been amazing.

More flashing yellow arrow turns on traffic lights would be great.

Thank you.

Did you find the materials shared easy to understand? Was our staff able to answer your questions? If no to these questions, please tell us how we can better serve you.

Yes.

proposed redesign on Hwy 180

From [REDACTED]

Date Thu 1/8/2026 7:50 AM

To US180SafetyScoping <US180SafetyScoping@parametrix.com>

Public comment from a resident of Silver City, NM

Your proposed redesign of HWY 180/Hudson/Pope street in Silver City needs to be seriously reconsidered.

This is a dangerous intersection as I drive, walk and bike through this intersection. I am glad that NMDOT is looking at this intersection in our city but please consider a few things from someone who lives here.

While I am on a bike or walking in this intersection there is currently no crosswalk and there are inconsistent sidewalks. I don't see in your proposal that there will be improvements to these two important issues. I have to interface with this intersection to get to the downtown, college area and access to other neighborhoods in our town.

Shutting off Juniper street will also cause significant issues for emergency vehicles to access the Senior Living apartments just off of Juniper street. This neighborhood requires access for fire and Paramedics to Juniper Street and Cedar Street residents. If the plan is to use Yucca street the first responders would have to cross HWY 180 without a light and onto a funky and confusing street access that is more dangerous in my opinion than Juniper street. Our first responders are currently on Hudson street and their quickest and easiest access into that neighborhood is through Juniper street. It also appears you are planning these changes without talking to the residents of this community.

Please reconsider this proposal and please contact our town and set up a meeting with us so we can understand what you are planning to do with this intersection and how best you can serve the residents of Silver City.

A concerned citizen,



NM 180/90 Safety Project

From [REDACTED]
Date Thu 1/1/2026 12:45 PM
To US180SafetyScoping <US180SafetyScoping@parametrix.com>

To Whom It May Concern,

I am writing to comment on the US 180 / Silver Heights planning process. My primary concern is maintaining safe and functional access to Juniper Street and the surrounding neighborhood.

As a former resident of the affected area, and as someone who drives through that area regularly, I'm very concerned about any changes that would impede easy access and movement in that area. Juniper is often used to access the nearby schools and various medical facilities in the Swan and 32nd Street neighborhood. If someone is coming from west of Swan and prefers to avoid Swan as far as possible, then that means they will have to make left turns across traffic (instead of just following Hudson across highway 180 onto Juniper), making that whole area of Silver Heights more dangerous.

Whatever the concerns are that brought about the desire to change the access to Juniper, I'm hoping that there are alternative solutions that can be considered that won't simply cause other problems.

I would like to have a better understanding of exactly what the problems are with the routing in this area. Could you please provide the public with clear diagrams that illustrate the problem, including street names? And the analysis of pros and cons regarding proposed solutions? And, people who drive through and live in that area may have ideas based on real life experience driving there that might help generate alternative solutions that can avoid the negative side effects of the change being considered.

I would like the NMDOT to 1) articulate the problem they are trying to solve, complete with clear diagrams and illustrations; 2) clearly state what solutions are being considered; 3) solicit input from the people who live and otherwise drive in that area.

Thank you very much for considering my concerns and suggestions.

Sincerely,

[REDACTED]

Silver City Safety Project, 180/90

From [REDACTED]

Date Mon 1/5/2026 7:24 AM

To US180SafetyScoping <US180SafetyScoping@parametrix.com>

Hello,

I am writing in **strong** favor of the proposed intersection improvement at Highway 180/90 in Silver City, NM. This intersection is one of-- if not the most-- dangerous intersections in Grant County. There is not enough room for cars turning both North onto Juniper and South onto Highway 90, with cars often only narrowly missing each other. Majority of cars coming from Highway 90 are turning right (East) onto Highway 180. The biggest complaint I've heard from the local community is that this proposed project will remove access for those traveling North into the Juniper neighborhood. However, this is SUCH a SMALL portion of traffic! Should Grant County really allow the opinions of one neighborhood to impact the safety and convenience of an entire county? There have been several accidents at this intersection, with the least harmful taking out an entire light post and the most harmful taking a *human life*.

Small towns become so outraged when any large entity mentions something new. People become scared, but that's only out of self-centeredness. They do not see the positive impact that this project would have on the rest of the population. Please, I urge the DOT to move forward with this project. It is something that MANY of us residents have discussed privately and are in HUGE favor of. You may not hear from many of us, much as a restaurant or business on Yelp/Google only receive negative reviews, but again I urge the DOT to consider the needs and safety of the larger community-- not just a small portion who are worried about losing convenient access to their neighborhood. My only other comment is that this new intersection would DEMAND a safe crosswalk for pedestrians. There is currently no safe way for pedestrians to cross at this intersection, and that is something I would love to see considered in the new plans.

Thank you so much for your time and consideration,

[REDACTED]

Safety Project in Silver City

From [REDACTED]

Date Fri 1/2/2026 10:26 AM

To US180SafetyScoping <US180SafetyScoping@parametrix.com>

To whom it may concern,

I am writing in favor of the proposed intersection improvement in Silver City at Highway 180/90. This is a notoriously dangerous intersection with not enough space to allow for traffic turning both ways (onto Juniper and simultaneously onto Hudson). It also does not currently allow a left turn from Highway 90 onto 180, which is a major inconvenience. This intersection NEEDS a large improvement and has been talked about in private circles for some years.

Please also consider adding in a bike lane and pedestrian crosswalk. Silver City is slowly becoming more responsive to cyclists and pedestrians, and this would be huge in getting more community support behind this project.

You will most likely hear a lot of negative comments, citing the "if it isn't broke, don't fix it" mentality. This is a backwards point of view and does not consider the needs of the larger population. Similarly, people will be upset about losing direct access to the Juniper neighborhoods. But these neighborhoods make up only a small (borderline statistically insignificant) percentage of traffic. The DOT should not allow the selfish interests of one neighborhood to overshadow the safety of an entire county. There have been multiple accidents at this intersection, with lives lost.

Please, move forward with this project– it will only improve Silver City in the long run, even if people do not have the ability to see that far ahead...

Thank you for your consideration ,

[REDACTED]

NOTICE: This email may contain PRIVILEGED and CONFIDENTIAL information and is intended only for the use of the specific individual(s) to which it is addressed. If you are not the intended recipient of this email, you are hereby notified that any unauthorized use, dissemination or copying of this email or the information contained in it or attached to it is strictly prohibited. You may be subject to penalties under law for any improper use or further disclosure of any Protected Health Information in this email. If you have received this email in error, please delete it and immediately notify the sender of this email by reply mail. Thank you.



Outlook

CN 1102290 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Thu 1/15/2026 8:43 AM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

How did you hear about the public event (check all that apply):

- social media

Would you like to join the mailing list?

No

Comments and/or Questions: (short answer)

I am in favor of the safety project, especially at Highway 90 and Highway 180. However, I did notice that there are new signs at the intersection, prohibiting a right turn on red for cars turning from 90 onto 180. However, there is no sensor that tells the stoplight where there are cars in the turning lane. So in the morning, you end up with a significant line of cars waiting to turn right when there is NO traffic coming from 180. In this meantime, this lane needs its own sensors.

CN 1102290 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Fri 1/9/2026 8:49 PM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- flyer
- word-of-mouth

Would you like to join the mailing list?

Yes

Comments and/or Questions: (short answer)

On one hand, I live in Silver Heights and regularly drive north and south between Hudson and Juniper. On the other hand, I've also almost gotten clobbered twice, once in each direction.

I'd like to see a light at 14th and Hudson on my trip southbound, as well as a longer left turn lane onto Swan going northbound.

I would be interested in the perspective of the home insurance companies - whether this changes access to Silver Heights for emergency vehicles

Did you find the materials shared easy to understand? Was our staff able to answer your questions? If no to these questions, please tell us how we can better serve you.

flyovers were kinda disorienting.

more info on the bike lanes through the intersection.



Outlook

CN 1102290 - Comment

From mailservices@skss.com <mailservices@skss.com>

Date Thu 1/8/2026 6:51 PM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- word-of-mouth

Would you like to join the mailing list?

Yes

Comments and/or Questions: (short answer)

I live very near this intersection and am just now hearing of the plan. Seems like residents such as myself could have been informed of plans. Looks like I missed the meeting - not informed at all. A flyer would have been respectful.

It would be ideal to reduce traffic going by my place so I support!

Please please let us locals know how it shakes out and restrictions we need to deal with as it progresses.

Did you find the materials shared easy to understand? Was our staff able to answer your questions? If no to these questions, please tell us how we can better serve you.

No - just seeing this. Sent to me from a friend far from the intersection



Outlook

CN 1102290 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Thu 1/15/2026 9:41 AM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- social media

Would you like to join the mailing list?

No

Comments and/or Questions: (short answer)

The new sign that you put do not turn right on red going towards i10 in Silver City NM is ridiculous. We have so many stoplights in this small town and you guys are just making it more difficult. The line is ridiculous in the morning and in the afternoon I don't think you're taking anything into consideration for our small Lil county.

Re: Thank you for your questions/comments on the US 180 Silver City Safety Scoping Project

From [REDACTED]

Date Fri 1/16/2026 6:34 PM

To US180SafetyScoping <US180SafetyScoping@parametrix.com>

Thank you so much for your response. It is definitely important to the community here and I appreciate you and the fact that you were doing another meeting.



On Fri, Jan 16, 2026 at 2:25 PM US180SafetyScoping <US180SafetyScoping@parametrix.com> wrote:
Hello,

Thank you for submitting questions and comments on the US 180 Silver City Safety Scoping Project. Your questions/comments have been submitted to the New Mexico Department of Transportation and are currently under review. A summary of public input is being compiled and will be shared on the project webpage in the coming weeks.

Due to a large amount of interest in the US 180/ NM 90/ Juniper St. intersection improvements, a follow up public meeting is being planned in February of 2026. A follow-up email with details about this upcoming meeting will be sent to you in the next few weeks.

Thank you again for taking the time to provide feedback on this project. Your input will help guide the final recommendations for improving US 180 and NM 90.

Sincerely,

The US 180 Safety Scoping Project Team

CN A301573 - Comment

From mailservices@skss.com <mailservices@skss.com>

Date Mon 1/5/2026 5:17 PM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- flyer
- word-of-mouth

Would you like to join the mailing list?

Yes

Comments and/or Questions: (short answer)

Hello, we have just purchased a house on Juniper Avenue and we are not at all clear as our our neighbors, on exactly how this will affect everyone in this area. I am requesting that you provide more public input from our neighborhood before making the change and cutting off this intersection. Thank you

Did you find the materials shared easy to understand? Was our staff able to answer your questions? If no to these questions, please tell us how we can better serve you.

The video provided is exceptionally confusing and does not really display impact to the intersection in a way that is easy to see and understand.

Re: Thank you for your questions/comments on the US 180 Silver City Safety Scoping Project

From [REDACTED]

Date Wed 1/28/2026 10:31 AM

To US180SafetyScoping <US180SafetyScoping@parametrix.com>

Hello, can you please give me the date, time and location of this follow up meeting?

Thank you,

[REDACTED]

On Fri, Jan 16, 2026 at 2:25 PM US180SafetyScoping <US180SafetyScoping@parametrix.com> wrote:

Hello,

Thank you for submitting questions and comments on the US 180 Silver City Safety Scoping Project. Your questions/comments have been submitted to the New Mexico Department of Transportation and are currently under review. A summary of public input is being compiled and will be shared on the project webpage in the coming weeks.

Due to a large amount of interest in the US 180/ NM 90/ Juniper St. intersection improvements, a follow up public meeting is being planned in February of 2026. A follow-up email with details about this upcoming meeting will be sent to you in the next few weeks.

Thank you again for taking the time to provide feedback on this project. Your input will help guide the final recommendations for improving US 180 and NM 90.

Sincerely,

The US 180 Safety Scoping Project Team



Outlook

Juniper St.

From

[REDACTED]

Date Wed 12/31/2025 4:19 PM

To US180SafetyScoping <US180SafetyScoping@parametrix.com>

To Whom It May Concern:

I am writing to express my opposition to the proposed cut off of the Juniper St access from Hudson St. This is an ill conceived solution to the complicated intersection, in my opinion. Essentially one would be required to continue all the way to Swan as there is no left turn lane at Yucca or Cactus. This will add vital and life saving minutes to an ambulance call or fire call. I use this intersection daily and do understand there needs to be a better solution however I oppose the plan at this stage that cuts off a thoroughfare to Juniper.

Please allow a public meeting for our neighborhood so that residents can be informed. I believe there was one held early in December but it was not publicized enough for me to even have heard of it.

Thank you for your consideration,

[REDACTED]



Outlook

CN 1102290 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Sun 1/11/2026 6:17 PM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- signs/banners

Would you like to join the mailing list?

No

Comments and/or Questions: (short answer)

180 needs a dedicated bike lane that is not part of the road. The drivers do not pay attention to the cyclists. We don't need anymore street lights.

CN A301573 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Mon 12/29/2025 4:27 PM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- newspaper
- social media

Would you like to join the mailing list?

Yes

Comments and/or Questions: (short answer)

My concerns:

Speed limit: recommend keeping speed limit at 45 MPH from Hurley to Silver City.

Concern for wildlife, too many dead and decaying deer, skunks, other mammals and birds.

Recommend more 'wild life caution' signs, with flashing lights.

The middle lane between east and west bound traffic is unreliable for easy merging into this lane while making left hand turns. Often filled with debris including dead animals.

Recommend regular maintenance on the 180 middle turn lane

Did you find the materials shared easy to understand? Was our staff able to answer your questions? If no to these questions, please tell us how we can better serve you.

NA

180 Safety Issues

From [REDACTED]
Date Tue 12/9/2025 2:08 PM
To US180SafetyScoping <US180SafetyScoping@parametrix.com>

Hi,

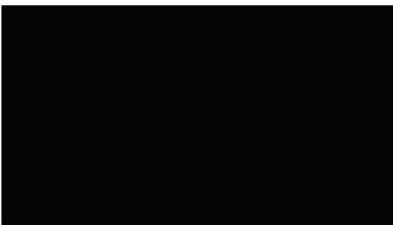
I'm unable to attend the meeting tomorrow, but I would like to comment on safety issues in the 180 corridor between Silver City and Bayard.

I am one of the lucky people who was able to purchase an e-bike at a discounted price thanks to a PNM electric vehicle promotion. Nearly 200 ebikes were sold to local residents during this promotion, according to a local vendor.

My intent was to use the bike to run local errands instead of a less energy efficient vehicle. However, I quickly discovered that most of my errands take me to businesses along 180, and high traffic along this route makes it very unsafe for bicycles.

The ideal solution would be a bike/pedestrian path that is separated from the main roadway, similar to the path between Santa Clara and Bayard. This upgrade would help us to achieve the full energy savings potential offered by the new fleet of ebikes in Silver City. I would definitely use my ebike much more frequently if there was a separate bike path along route 180.

Just my two cents worth. Wishing you every success in the scoping process.





Outlook

CN A301573 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Mon 12/22/2025 7:57 AM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- newspaper

Would you like to join the mailing list?

No

Comments and/or Questions: (short answer)

The intersection of 180 and Highway 90 is unbearably dangerous. I take backroads to avoid it in all 4 directions, Reconfigure it!!

Did you find the materials shared easy to understand? Was our staff able to answer your questions? If no to these questions, please tell us how we can better serve you.

Yes

CN A301573 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Mon 12/22/2025 6:17 AM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- newspaper

Would you like to join the mailing list?

Yes

Comments and/or Questions: (short answer)

My biggest concern and suggestion is that there should be a separate bike bath from Silver City to Santa Clara. Riding on the shoulder of 180 is not safe. There are too many distracted drivers, too much debris on the road, and the shoulder uneven. Instead, an exclusive bike path for bikers and pedestrians would be an excellent tourist draw and recreational activity. It could link to other trail systems as well. This project could also tie in with other sources of funding for the state.

Did you find the materials shared easy to understand? Was our staff able to answer your questions? If no to these questions, please tell us how we can better serve you.

Yes. I look forward to seeing the proposed solutions.

Silver City 180 review - concerns

From [REDACTED]
Date Sun 1/4/2026 3:46 PM
To US180SafetyScoping <US180SafetyScoping@parametrix.com>
Cc silvercitymayor@yahoo.com <silvercitymayor@yahoo.com>

Greetings,

I have looked at the NM DOT review of HWY 180 within Silver City, may I compliment you on the video showing the traffic flow from multiple directions.

I have a concern surrounding the Juniper/180 intersection.

The Fire and the Police department HQ is south of the intersection and the proposal might limit emergency responses to the Juniper neighborhood. Vehicles north on Hudson would have to turn east or right onto 180, veer left crossing lanes to the next intersection which has no traffic light. During rush hour, many citizens doing that may cause dangerous traffic jams, it is a heavily travelled route.

My questions boil down to traffic counts such as emergency vehicles north bound on Hudson proceeding to Juniper, versus emergency traffic from the hospital EMS and fire station on NM 15 and the 32nd St bypass. Similarly for rush hour traffic from Hudson to Juniper. How will backed up traffic turn safely north at the next intersection without increasing the risk of collisions.

I am not an expert in traffic flow yet I do see a major problem building, I think more thought is needed.

Please review traffic counts for Juniper/180 and for the next intersection to the east, then review your current plans.

Thank you



Outlook

CN 1102290 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Thu 1/15/2026 9:04 AM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- social media

Would you like to join the mailing list?

No

Comments and/or Questions: (short answer)

You gotta eliminate this no right turn on red rule at 90/180 intersection. It is not going to fly, way too much traffic backup. Take it down til you find a better solution

CN A301573 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Tue 12/30/2025 2:02 PM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- word-of-mouth

Would you like to join the mailing list?

Yes

Comments and/or Questions: (short answer)

My family lives off Juniper and we are really concerned about cutting off access to the juniper neighborhood from Hudson. Can't the intersection be left as is, with sidewalks and crosswalks add in its current position and turn only lights added, so people can turn more safely! Also, I clearly colored bike line from juniper to Hudson as well as from juniper to hwy 180. At the intersection can't two lines spilt with only one lane going down to Pope. Please hold another meeting before changes.

Did you find the materials shared easy to understand? Was our staff able to answer your questions? If no to these questions, please tell us how we can better serve you.

I think I sign at the intersection of juniper, hwy 180, hwy 90 is needed. The people in the juniper neighborhood know nothing about this project and it largely affects them. Please readvertise this at this intersection so that the people affects can have input. 60 attendees for a 22 mile stretch of road and the largest intersection shows that must community members are completely unaware

CN A301573 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Fri 12/19/2025 3:29 PM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- word-of-mouth

Would you like to join the mailing list?

Yes

Comments and/or Questions: (short answer)

The best way to protect pedestrians/cyclists from road traffic is to not put them on the road next to cars.

The solution that would actually attract the most pedestrians/cyclists would be to build a dedicated parallel path from Santa Clara to Silver City. This would only be more difficult in terms of getting land permission/easement/eminent domain from property owners along the route.

A path along the road sounds great, but I've driven my bike over the highways across countries and cities

Did you find the materials shared easy to understand? Was our staff able to answer your questions? If no to these questions, please tell us how we can better serve you.

around the world. None of these work in the long run except for one method: dedicated bike/pedestrian paths. In Albuquerque, DC, Boston, Berlin, Tokyo, rurally and everywhere else I have ridden, this is my experience. If you are serious about safety, health, environmental friendliness, recreation, and transport of people other than by car and want REAL solutions (not just a way to satisfy grants, get more money, virtue signal, etc.) contact me and I can 'show and tell' you do it.

CN A301573 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Mon 1/5/2026 11:36 AM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- social media

Would you like to join the mailing list?

Yes

Comments and/or Questions: (short answer)

RE: "US 180 Silver City Safety Scoping Project "

The redesign blocks northbound Hwy 90 access to Juniper street. This is a bad idea. It blocks emergency vehicles from Hudson street from entering the Silver Heights neighborhood north of 180. It forces vehicles that use this for access to Silver Heights to turn at Yucca, Cactus or Swan street to the east. That would block the left lane on 180 as they wait to turn left. This will just push the dangerous conditions two to three blocks to the east.

US 180 Silver City Safety Scoping Project Comment: Control Nos. 1102290 & 1102292

From [REDACTED]

Date Mon 1/5/2026 11:51 AM

To US180SafetyScoping <US180SafetyScoping@parametrix.com>

 1 attachment (2 MB)

US180_HWY90.png;

RE: US 180- HWY 90 Intersection

The redesign blocks northbound Hwy 90 access to Juniper street. This is a bad idea.

(I have attached an image I saw on a Facebook post about the proposed redesign of the intersection. I can't find it in the online planning website.)

1. This blocks the fastest emergency vehicles from Hudson street (Hwy 90) from entering the Silver Heights neighborhood (north of US 180). There is a fire station and police are based on Hudson with quick access to Juniper Street and the surrounding Silver Heights district.
2. It forces vehicles that use northbound Hudson (Hwy 90) for access to Silver Heights to instead try to turn left at Yucca, Cactus or Swan street to the east. That would block the left lane on US 180 as they wait to turn left and just push the dangerous conditions two to three blocks to the east.
3. It will force more traffic to have to flow through residential streets by pushing all access to the eastern side of the Silver Heights neighborhood. Residential neighborhoods need traffic spread out, not funneled. All residents who live on the western side would have to enter from the east and drive through residential streets. This neighborhood is known as a pleasant place to walk. More traffic having to travel east to west will decrease pedestrian safety.

Personally, I use that northbound access quite frequently to get to my home on Yucca at 19th street. The problem with the intersection is two-fold:

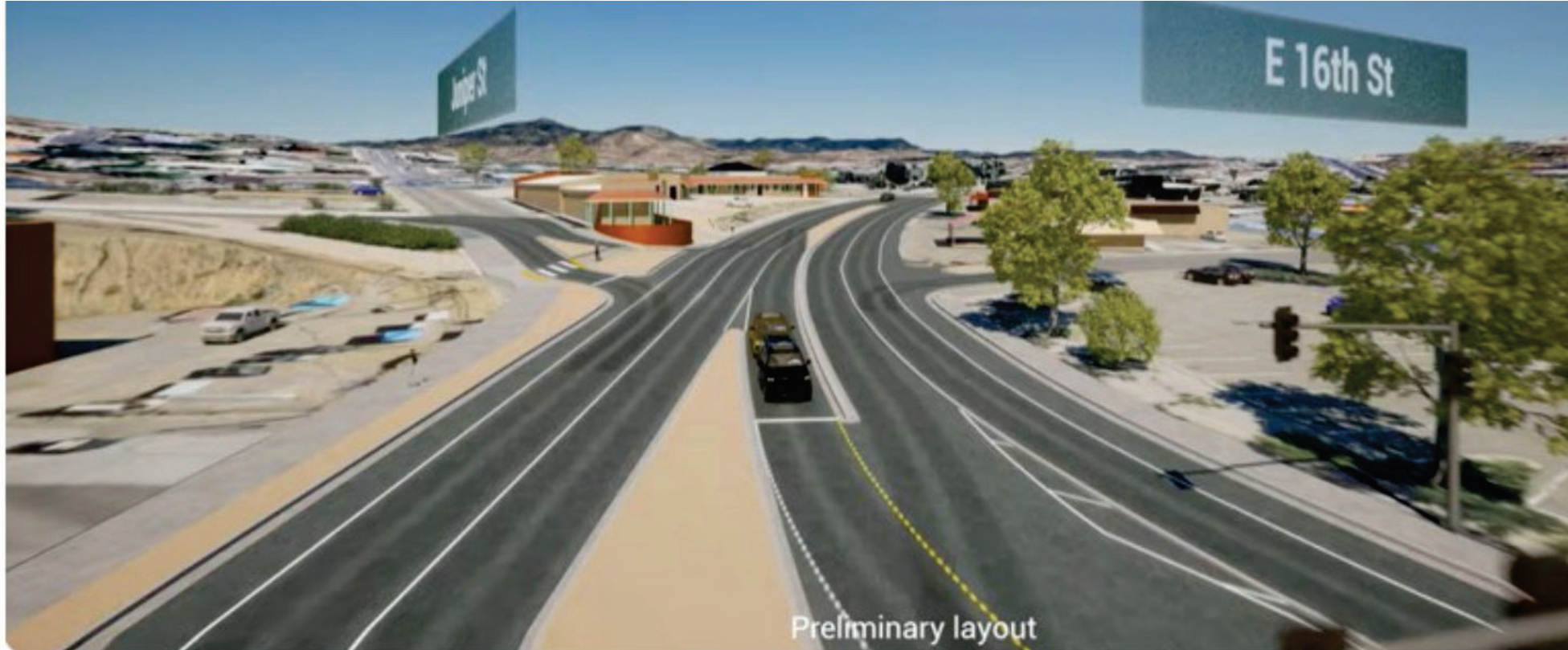
1. Most importantly, the left turn signals from US 180 onto Juniper and US 90 are not visible to drivers who drift into the intersection waiting to turn, thereby often stranding them in the intersection when the light changes. This is compounded by the state not painting stopping lines and not maintaining signage that warns drivers to wait at the (nonexistent) line. This simple solution is to install signal poles on the medians in the east and west sides on US180 that are visible to drivers as they drift into the intersection. Then they could see the left turn signal change to yellow and red and know to complete their turn. From the design image, I don't see that any thought was given to the signal visibility that makes this intersection dangerous.
2. The sweeping right turn lane from northbound Hwy 90 onto eastbound US 180. Right now that just treated as a yield. Make drivers stop before they turn. Just square out that corner more and make the right turn part of the signal lights by removing the small triangle of concrete that makes drivers believe that the right turn is a right of way on yield.

I do appreciate the plan to put sidewalks on the north-west side of the 180-90 intersection. And it looks like bike lanes are proposed. That would be welcome by the many of us who walk to historic downtown Silver City from Silver Heights to the pedestrian crossing at Pope street and 180.

Modernization of this intersection is long overdue. And the efforts toward redesign is appreciated. Just don't cut off northbound Hwy 90 to Juniper.

Thank you

[REDACTED]



Silver City Safety Project, US-180/NM-90 Intersection Improvements | NMDOT





Outlook

CN A301573 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Fri 12/19/2025 8:54 AM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

[REDACTED]

Would you like to join the mailing list?

Yes

Comments and/or Questions: (short answer)

there should be fully paved and painted turning lanes. for all side streets or roads intersecting HWY 180

CN A301573 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Fri 1/2/2026 7:03 PM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

How did you hear about the public event (check all that apply):

- social media

Would you like to join the mailing list?

No

Comments and/or Questions: (short answer)

Hello,

The problem at that intersection now seems to be that the major flow of traffic has to funnel down to the right lane to make the right hand turn at that intersection. This makes impatient drivers rush to get to the intersection first. This is creating an unsafe situation as well as delays in smooth flow of traffic, causing accidents. The plans posted show the same problem but just pushed down the road creating the same situation to the intersection before it. That intersection is already



Outlook

CN A301573 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Fri 12/19/2025 11:39 AM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- newspaper

Would you like to join the mailing list?

No

Comments and/or Questions: (short answer)

The intersection of 180 East/14th St./Hudson St./Silver Heights boulevard(180 West) has always been a problem and was part of the 180 West improvement many years ago until the project was shortened. What could be possible if all 3 properties were purchased? How could that improve traffic flow for all modes of transportation?



Outlook

CN A301573 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Tue 1/6/2026 8:12 AM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- signs/banners
- newspaper
- word-of-mouth

Would you like to join the mailing list?

Yes

Comments and/or Questions: (short answer)

The lighting project towards Santa Clara was a welcome edition but my concern is they missed an important lighting addition to a very dangerous intersection, the corner entrance/exit of Kirkland Road in Arenas Valley. This area has seen some very bad accidents. People have lost their lives or have been badly injured. The guard rails have been damaged by drivers who don't see the turnoff or just run into the guard rails. The area needs a deceleration zone as well or fix the entrance

CN 1102290 - Comment

From mailservices@skss.com <mailservices@skss.com>

Date Wed 1/7/2026 3:45 PM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- newspaper
- email

Would you like to join the mailing list?

Yes

Comments and/or Questions: (short answer)

Once again. I am encouraging you to put a light at the entrance/exit of Highway 180 E. and the Kirkland exit/entrance since the guardrail was once again wiped out this morning. This is about the 5th time it has happened this year. It's costing more to maintain it, than to install lights. We also need an exit/deceleration zone or to upgrade the poorly maintained one in existence now. If you don't believe me. just ask Jerry Montes. Highway Supervisor for this area.

Juniper-180 intersection

From [REDACTED]
Date Fri 1/9/2026 5:00 PM
To US180SafetyScoping <US180SafetyScoping@parametrix.com>

I was shocked to just find out about the proposed change to this intersection, 180 and Juniper. Not only will this cause a tremendous inconvenience to the neighborhood but it is also dangerous to turn left off of 180 onto either Yucca or Cactus. There is no safe turn lane and always lots of traffic which will be exacerbated by this change. There are already long lines at the light on 180 and Swan and these also will be much worse, especially at hours of going to and coming home from school and work.

These changes will also impede firetrucks from a quick and safe entrance to the neighborhood. The change is particularly awful for neighborhoods west of Juniper.

Although I now see there was a comment meeting in December myself and none of my neighbors were aware of this. AS this is a major change that will affect all of this in the Silver Heights neighborhood it seems that flyers could have been distributed.

Everyone I have spoken to is against this change. While this is a crazy intersection there has to be a better solution.

I ask that you extend the comment period and inform directly the neighborhood affected.

Sincerely [REDACTED]

Intersection Hudson/Juniper and 180

From**Date** Sat 1/10/2026 12:56 PM**To** US180SafetyScoping <US180SafetyScoping@parametrix.com>

I would like to be kept in the loop as this progresses because I see problems with this first plan. I do not have the specific answers but it seems like this just changes the problems. No doubt in my mind this is a dangerous intersection that needs change. Watching the video and thinking about the traffic that I see each day this does not seem like a solution for moving cars and people around town. I know this safety scoping is about the safety of 180 and moving people through town safely. It does answer that but will complicate cars and people moving around town especially up into the Silver Heights neighborhood that starts at the highrise senior housing building.

What are the next steps for this plan so I can continue to think about alternative ideas. What boxes does this current idea check?

Thank you,



Comments on the 180 project

From [REDACTED]

Date Tue 12/16/2025 9:07 PM

To US180SafetyScoping <US180SafetyScoping@parametrix.com>

Dear DOT folks -- I'm a long time Silver City resident and I care about safety and also the impact of highway projects on the quality of life in our area. I have two major points:

1) I strongly support the idea of an off-highway bike/walking trail between Silver City and Santa Clara. As Eric Payne stated in the Dec. 3 open house, this should definitely NOT be a bike lane attached to the highway. With vehicles traveling at speed, substantial traffic levels, and numerous opportunities for distraction, a separate bike/walk path would be far safer and much more likely to be used.

2) Any lighting planned for the highway should be designed to minimize impact on dark skies. The intense, over-bright lighting between 32nd St. and the Walmart entrance is NOT an example to be followed. Our area is one of the best star-gazing zones in America, and we need to preserve darkness to the extent possible. Street lights that are installed must be hooded and directed toward the ground, where they will help with safety -- not broadcasting bright light upward or sideways.

Thank you for the opportunity to comment.





Outlook

Proposal to CUT OFF entrance into Juniper Neighborhood

From [REDACTED]

Date Wed 1/7/2026 1:36 PM

To US180SafetyScoping <US180SafetyScoping@parametrix.com>

TRying to make a left turn into Cactus is quite dangerous with traffic coming towards one fairly constantly, the same applies turning into Yucca.

[REDACTED]

Re: Thank you for your questions/comments on the US 180 Silver City Safety Scoping Project

From [REDACTED]

Date Fri 1/16/2026 4:45 PM

To US180SafetyScoping <US180SafetyScoping@parametrix.com>

Thank you for your email.

I'd like to know when and where the February meeting is.

How would it be safer to try to turn left into Yucca or Cactus into oncoming 180 traffic coming into the town center ?

What's so unsafe about the turn into Juniper?

Thank you for info to further try to understand this.

[REDACTED]

On Fri, Jan 16, 2026 at 2:25 PM US180SafetyScoping <US180SafetyScoping@parametrix.com> wrote:

Hello,

Thank you for submitting questions and comments on the US 180 Silver City Safety Scoping Project. Your questions/comments have been submitted to the New Mexico Department of Transportation and are currently under review. A summary of public input is being compiled and will be shared on the project webpage in the coming weeks.

Due to a large amount of interest in the US 180/ NM 90/ Juniper St. intersection improvements, a follow up public meeting is being planned in February of 2026. A follow-up email with details about this upcoming meeting will be sent to you in the next few weeks.

Thank you again for taking the time to provide feedback on this project. Your input will help guide the final recommendations for improving US 180 and NM 90.

Sincerely,

The US 180 Safety Scoping Project Team

CN 1102290 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Thu 1/15/2026 8:30 AM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

Would you like to join the mailing list?

No

Comments and/or Questions: (short answer)

The new light on Hudson & Hwy 180, no right turn on red is a huge safety hazard, there is NO reason we cannot continue to stop & then go right. People are going around onto other streets through neighborhoods to avoid this catastrophic backup this new traffic light is causing. Please realize it was a huge mistake & remove it, ASAP(as soon as possible)

CN A301573 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Mon 1/5/2026 8:52 AM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- newspaper
- flyer
- word-of-mouth

Would you like to join the mailing list?

No

Comments and/or Questions: (short answer)

Please continue to seek input on proposals to modify and hopefully improve intersection of Rt 180 and Hudson/Juniper streets. Maps and proposals would be helpful to us online if they were easily accessed.

We hope that N/S traffic flow can be maintained for Juniper and Swan and that safe crossways and bike lanes can still be available.

Did you find the materials shared easy to understand? Was our staff able to answer your questions? If no to these questions, please tell us how we can better serve you.

Good, clean information online with decent, easy maps showing alternatives and possibilities would help a great deal.

Re: Thank you for your questions/comments on the US 180 Silver City Safety Scoping Project

From 

Date Sun 1/18/2026 12:41 PM

To US180SafetyScoping <US180SafetyScoping@parametrix.com>

Thanks, and thanks for sending an email re upcoming meeting to discuss the project.
Tom

On Fri, Jan 16, 2026 at 2:25 PM US180SafetyScoping <US180SafetyScoping@parametrix.com> wrote:

Hello,

Thank you for submitting questions and comments on the US 180 Silver City Safety Scoping Project. Your questions/comments have been submitted to the New Mexico Department of Transportation and are currently under review. A summary of public input is being compiled and will be shared on the project webpage in the coming weeks.

Due to a large amount of interest in the US 180/ NM 90/ Juniper St. intersection improvements, a follow up public meeting is being planned in February of 2026. A follow-up email with details about this upcoming meeting will be sent to you in the next few weeks.

Thank you again for taking the time to provide feedback on this project. Your input will help guide the final recommendations for improving US 180 and NM 90.

Sincerely,

The US 180 Safety Scoping Project Team



180-90 intersection

[REDACTED]

Date Wed 1/14/2026 3:38 PM

To US180SafetyScoping <US180SafetyScoping@parametrix.com>

I reviewed the video of the proposed changes and am very disappointed with your lack of consideration for local traffic. There's a big senior living facility just off 180 at Juniper that needs access, as well as Juniper being a main corridor through that neighborhood to the north.

Have you even considered the Town's plans to close 12th Street to expand Gough Park? That will put even more traffic on Pope Street and the one-lane section you've proposed will be a nightmare.

Why don't you put a traffic light at 14th and Hudson/90 so people coming in from 180 West can go straight and turn either left or right there, and traffic going north on Pope could also use that option? It might relieve some of the pressure on the current 180/90 intersection.

Where are the pedestrian crossings?

I'm also disturbed that you've taken out all the plantings. We're not ugly El Paso.

[REDACTED]



Outlook

CN A301573 - Comment

From mailservices@sks.com <mailservices@sks.com>

Date Fri 12/19/2025 7:30 PM

To Mullins, Jennifer, DOT <jennifer.mullins@dot.nm.gov>; Tyler Pennington <TPennington@parametrix.com>; US180SafetyScoping <US180SafetyScoping@parametrix.com>; Zepeda, Gamaliel, DOT <gamaliel.zepeda@dot.nm.gov>

First Name

[REDACTED]

Last Name

[REDACTED]

Email Address

[REDACTED]

Mailing Address

[REDACTED]

How did you hear about the public event (check all that apply):

- newspaper

Would you like to join the mailing list?

Yes

Comments and/or Questions: (short answer)

Please add street lights to the very busy Hwy 180 and Kirkland Rd intersection. There are pedestrians and bicycles using this area at night and are hard to see.

DATE: March 6, 2026
TO: NMDOT
FROM: Parametrix
SUBJECT: CN 1102292 Neighborhood Meeting February 19th
PROJECT NUMBER: 564-4756-060
PROJECT NAME: US 180 Silver City Safety Scoping Project

After the initial public meeting on December 10th, 2025, the project team received substantial public interest particularly regarding the intersection of US 180 and NM 90. Many comments focused on access to the neighborhood north of the intersection and how traffic patterns would change under the proposed design.

To address these questions and concerns, the New Mexico Department of Transportation hosted a follow up neighborhood meeting on February 19th, 2026. This meeting was held at the Grant County Veterans Memorial Business & Conference Center, which provided sufficient space for the anticipated attendance. The meeting consisted of a presentation followed by a formal question and comment period. Approximately 90 members of the public attended.

On February 20th, an additional meeting was held at the Tranquilbuzz Coffee House to accommodate stakeholders who were unable to attend the previous night's public meeting. Five members of the public met with the project team to discuss concerns and ask questions about the project.

Several questions and concerns were raised during both meetings, and additional comment forms were submitted afterward. Common themes included:

- Potential traffic impacts with redistribution to nearby streets such as Yucca Street, Cactus Street, and Swan Street. Commenters expressed concern that the proposed design could shift safety issues and create delays at these adjacent intersections.
- Discussions on what bike accommodations will be included as part of this project. In particular, commenters wanted to know if there would be bike lanes on US 180 itself.
- Whether additional alternatives were considered, including straightening the NM 90/US 180 intersection or constructing a roundabout.

- Whether interim measures, such as revised striping or signal timing adjustments, could be implemented prior to full project construction to address existing safety concerns
- Vehicle speeds along US 180 and potential strategies to reduce speeding and improve corridor safety.

In addition to these concerns, several other topics were discussed at the meeting. **Table 1** below lists the comments and questions received and answered by the project team during the public meeting.

Table 1. Public Meeting Comments

Comment Type	Comment/Question	Response
Verbal	Has the impact of pushing traffic onto Yucca Street, Cactus Street, and Swan Street been considered? With no option to use Juniper anymore, how does this affect these streets?	The potential redistribution of traffic onto these side streets has been considered during development of the project design. While detailed modeling to determine the impact of traffic pushed to these streets has not been completed, the proposed design is expected to significantly improve overall intersection safety. Additional measures may be considered during final design to US 180 and the side streets to further increase safety of drivers using these side streets.
Verbal	Will US 180 be widened as part of these improvements?	US 180 will NOT be widened as part of this project. There is enough space for this project within the existing roadway through restriping and operational changes.
Verbal	Is there space for a bike lane on US 180 and is one being implemented as part of this project?	Bike accommodations are being considered as part of this project; however, a dedicated bike lane on US 180 is not currently proposed. Rather, an alternative bike route within the adjacent road network is being analyzed. Long term plans include development of a regional trail connection Hurley to the west side of Silver City.
Verbal	Is a sidewalk being included as part of this project?	Yes, sidewalk improvements are proposed along NM 90 and US 180 as part of the project design.

Comment Type	Comment/Question	Response
Verbal	Has there been any analysis of the safety concerns associated with the alternative routes?	Yes, we expect turning movements to change slightly and have considered the additional traffic movements onto side streets. A more detailed traffic and safety analysis will be conducted as the project advances into final design.
Verbal	How long do you anticipate construction of this project to take?	Construction is currently anticipated to take less than a year
Verbal	Has a traffic circle or round about been considered as an alternative to this intersection?	When installed properly and in the right location roundabouts work great. However, they require substantially more right-of-way than is currently available at this location. Unfortunately, time inhibits this as an alternative. If we do not utilize the funds currently available, there is no guarantee that the funds will be available again.
Verbal	How can we ensure that future projects within the corridor happen?	This project was initiated following a safety study indicating the need for improvements at this location. Projects moving forward will be determined by needs and safety concerns.
Verbal	There is concern that a problem is being created should you widen the median to allow left turns into Cactus and Yucca Street. This will cause significant back up on these side streets, including Swan Street.	These side streets have been considered to gauge impacts. A more detailed analysis will be conducted as we approach final design, however, as it currently stands there do not appear to be significant impacts to the side streets regarding traffic numbers or safety concerns.
Verbal	Silver City is a dark sky community, please consider this as projects are developed.	As designs are advanced, lighting and accommodation of the dark sky code will be considered.
Verbal	If the roads were straightened out at this intersection, could a classic four-way stop be utilized at this location?	That is not an option at this location. It would require significant land acquisition and would not adequately address the underlying safety issues identified at the intersection.
Verbal	Was acquiring and using the old Sonic and other vacant land parcels within the triangle considered as part of this project?	For this project it was not feasible to acquire this property as part of the intersection improvements.
Verbal	Swan is the worst place to funnel traffic, it will cause significant back ups	This concern has been noted and will be considered during ongoing design.

Comment Type	Comment/Question	Response
Verbal	Will the closure of Juniper Street affect response time for emergency services?	Current response times for this neighborhood are approximately 90 to 120 seconds. We anticipate that additional time added to respond would be 60 seconds at most. The national standard for response time is under 7 minutes is the. Even with this change, we will still be well below that time limit.
Verbal	I think the proposed plan will work; we just need some time to adjust to the change in operations. Have any considerations been made on making 17 th street one-way or signaling the Yucca Street intersection?	At this time, these are currently proposed as part of this project.
Verbal	While I understand the need for dark skies, there needs to be lighting at the intersection to help those who use the facility at night, particularly the elderly. Additionally, speed is an issue across US 180, is there any alternatives to increase speed enforcement?	Lights are an essential element of designing this intersection. While speeding is an issue in this corridor, enforcement is outside the scope of this engineering project. NMDOT will coordinate with the city and other agencies regarding community concerns related to speeding.
Verbal	Has a sky bridge across the intersection been considered, to help the considerable number of pedestrians attempting to cross?	A pedestrian overpass has not been identified as a feasible option for this location.
Verbal	Was making changes to striping and signal timing considered as an alternative to this intersection?	Yes, but these changes would not provide sufficient safety improvements at the intersection.
Verbal	This redesign would push more traffic to Swan Street, which makes sense and pushes Swan to be used more as its original purpose of a thorough fare within Silver City.	
Verbal	How would buses be impacted by the closure of Juniper Street? This includes school buses as well as the county bus system	Minimal impacts to school bus operations are anticipated. Coordination with the Grant County bus system will occur as this project advances.
Verbal	Swan Street will get backed up as part of this project, will there be any improvements done to Swan to help offset this?	Swan Street is a local street and therefore any improvements to it would come from Silver City. We are working with Silver City to identify potential improvements that could be considered to Swan Street.
Verbal	Speeding is a major concern across all directions of this intersection, including Yucca Street.	Concerns regarding vehicle speeds have been documented and will be considered as the project design advances.

Comment Type	Comment/Question	Response
Verbal	Currently, large vehicles occasionally use this intersection, particularly mining equipment. How will the new intersection accommodate this?	State routes must accommodate large vehicles. Any design will check the turning radius of the intersection. If the vehicle can currently make the turns, it will be able to make the turn with the new design.
Verbal	Could speed bumps be placed on US 180 to slow down traffic?	Speed bumps are not permitted on state highways and therefore cannot be implemented on US 180.
Verbal	Have any considerations been made to not allowing left turns onto Yucca Street and Cactus Street and turning 17 th Street into a one way? This might help prevent risky maneuvers.	At this point these have not been considered as part of this project.
Verbal	Are there plans to install a bike lane on Hudson to Juniper?	There is not at this time
Verbal	What is the process for this project?	We initially completed outreach for this project to gather feedback from the public about proposed alternatives. This meeting was the second phase of public outreach. Following this outreach, the project team will evaluate comments and refine the design. The next step will be selection of a preferred alternative, followed by final design and additional public communication.
Verbal	There are power poles in the middle of many sidewalks within the intersection currently. Is this something that can be addressed as part of the improvements?	Yes, these and other ADA-related concerns will be addressed as part of this project
Verbal	I have concerns that this improvement will turn 19 th Street into a thoroughfare.	While we don't anticipate a large increase in traffic using 19 th Street as part of the improvements, a more detailed analysis of traffic movements will be conducted as the design progresses.
Verbal	Will construction impact utilities?	A thorough utility review will be done as part of this project. If some utility relocations are necessary they will be completed in a timely manner with minimal impacts to residents of the area.
Verbal	How is the speed limit going to be enforced? This new design seems like it will make it easier to speed.	Speed is an issue that will require coordination with the NMDOT, Silver City, and enforcement agencies to make sure that enforcement is conducted on this section of roadway.

Comment Type	Comment/Question	Response
Verbal	Why are there no bike lanes currently on the proposed US 180 improvements?	There is currently insufficient right-of-way to accommodate bike lanes on US 180. Additionally, we have to consider the safety elements. Just painting bike stripes on US 180 doesn't make it safe. For these reasons, an alternative bike path using nearby local roads of Silver City rather than bike lanes on US 180 was considered the best option.
Verbal	My main concern is with the delay that it will take me to go to Swan Street and then the multiple stop signs that I will have to approach when trying to get back to Juniper Street,	The project team recognizes that some drivers may experience slightly longer travel times due to access changes. However, these modifications are necessary to address the safety issues identified at the intersection.
Verbal	There needs to be more law enforcement of the speed limits within the town. Speeding as a key issue within the town and many concerns could be addressed with an improvement in speeding concerns.	Speed is an issue that will require coordination with the NMDOT, Silver City, and enforcement agencies to make sure that enforcement is conducted on this section of roadway.
Verbal	Drivers are stopping past the stop sign when waiting to turn left from US 180 WB to 90 SB, which blocks the intersection and view for other drivers.	The improvements proposed at the intersection, such as striping and signal timing, will improve this issue.
Verbal	Is it possible that by moving traffic to Swan Street we are just moving more accidents to this intersection?	Our analysis of the project indicates that Swan Street is able to accommodate more traffic and is currently a safer intersection to make turns.
Verbal	If more traffic is funneled to the side streets of Yucca Street, Cactus Street, and Swan Street, I'd like more safety improvements to these turns to help protect people making these movements.	Potential improvements to increase safety of left turns onto these side streets is being considered.
Verbal	Will cyclists use the crosswalks to cross US 180?	Yes, the plan currently requests they use the crosswalk. We are continuing to analyze alternatives for bikes in the facility.
Written	Repaint the lane markings from US 180 and NM 90 eastward to Swan Street. Only the locals are familiar with what the lanes should be,	The comment has been noted and will be considered as the project design advances.
Written	My concern is the US 180 corridor from Santa Clara to Silver City; we need more speed limit signs. It is not clear where it's a 55-mph roadway and where it's a 45-mph roadway. Is it the same on both sides of the highway? I am not the only one who is not sure where the 45 mph begins and ends on the north side from Santa Clara to Silver City.	This issue will be considered in greater detail as part of the larger US 180 corridor study.

Comment Type	Comment/Question	Response
Written	The process needs to be more inclusive of the stakeholders that allows time for understanding the rules and limits to what can and should be done. Many people are concerned about moving car accidents from one intersection to another.	Stakeholder engagement will continue as the project progresses. Analysis conducted to date indicates the proposed improvements are expected to reduce crashes at the intersection without shifting safety issues to nearby streets.

Public Meeting Sign-in Sheet

2/19/2026 | 6 PM - 8 PM

US 180 Safety Scoping Project | CN1102290



NAME		MAILING ADDRESS
Peg & Dave Kidder		
Gerald Flynn		
Eric Payne		
Tom & Robin Line		
Emma Eileen McKinley		
Bob Schiowitz		
LINDA EWERS		
Anita Williams		
Raul Turrieta		
Carlos Arenivar		
April Lee		
Joshua Nemeth		
James McGrath		

Public Meeting Sign-in Sheet

2/19/2026 | 6 PM - 8 PM

US 180 Safety Scoping Project | CN1102290



NAME

Scot GUBER

Kurt Wohnsen

Elizabeth Marshall

Arthur GUNDEB

Jana Weisborn

Beverly Male

Tasha Marshe

Cerisse Grigalva

Kris Isom

Karen Bogue

* Kris Nolasco

Betha B. McKinney

Steve Mudge

Pete Stuzow

Jeffrey Castillo

Public Meeting Sign-in Sheet

2/19/2026 | 6 PM - 8 PM

US 180 Safety Scoping Project | CN1102290



NAME	PHONE NUMBER	EMAIL ADDRESS	MAILING ADDRESS
Jerusha Rawlings			
Guadalupe Carrillo			
Chene Arellano			
John Fischer			
Milo E Lambert			
MATTHEW Blann			
Melissa Brown			
Kristin Jostlin-Gary			
Silvia Madrid			
Eddie Madrid			
Mauria Stretch			
Gail Carter			
Jojo Ogilvie			
VICTOR NAVEZ			
JANET WALLET-ORTIZ			

Public Meeting Sign-in Sheet

2/19/2026 | 6 PM - 8 PM

US 180 Safety Scoping Project | CN1102290



NAME	PHONE NUMBER	EMAIL ADDRESS	MAILING ADDRESS
Julian Muñoz			
JACQUE CUSICK			
Sarah Zamora			
Barbara (Bobbie) Romero			
FRANCIS M. Vasquez			
Robin Romero			
Lori Rogers			
Jim Charleston			
Roger Metcalfe			
Mary Hazels			
Dawn Nemeth			
Delia Mudge			
Suey Merf			
Larry Wright			
DAVE BAKER			

Public Meeting Sign-in Sheet

2/19/2026 | 6 PM - 8 PM

US 180 Safety Scoping Project | CN1102290



NAME	PHONE NUMBER	EMAIL ADDRESS	MAILING ADDRESS
Tyler Pennington			
Patricia Cano			
Anne Nitopi			
Ophelia Chaelie			
Raquel Corral			
Samuel Zepeda			
Jacqui Olea			
Aaron Seavers			
Janna Mintz			
Annette Toney			
John Hoagland			
SIMON WHEATON SMITH			
JOHN CARTER			
Lynne Jones			
Lynne Zofalos			

Public Meeting Sign-in Sheet

2/19/2026 | 6 PM - 8 PM

US 180 Safety Scoping Project | CN1102290



NAME	PHONE NUMBER	EMAIL ADDRESS	MAILING ADDRESS
Mona Prater			
Denise Jones			
Tom Hester			
Jeanne Uhles			
Lillian Christian			
Angela M. Salas			
Liz Blance			
Jeremy McDonald			
David Tawson			
BRETT KASTEN			
Terri Higgins			
PAMELA WILLIAMS			
Mary Beth Chrest			
JOSEPH BEMBEK			
Stephen Hill			

2/19/2026 | 6 PM - 8 PM



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

[illegible]

US 180/90 intersection

From [REDACTED]
Date Mon 2/23/2026 6:32 AM
To US180SafetyScoping <US180SafetyScoping@parametrix.com>

I attended the 2/20/26 public meeting. I am a resident of the project area near the 180/90 intersection.

I have a few comments:

I appreciate the need for better safety at this intersection and do think the project, as presented, will reduce the number of accidents at this particular location. In particular the inclusion of a middle lane for turning near Cactus and Yucca is helpful. The addition of a crosswalk is much needed for the area.

I am concerned that for those of us who live off Juniper that the problems associated with accessing Juniper from 180 are just shifted to Swan street. Although there is a signal to access Swan off 180, none of the streets that would be used to access the neighborhood (which would require a left off Swan) have stop signs or left turn lanes, thus exposing drivers to accidents on this busy street. I didn't hear any proposal to address this and it may be outside the project area. A left turn onto Yucca from 180, although improved by the middle turn lane, is problematic because entry onto Yucca and 17th are together. Not a major problem now, but could be with more traffic diverted there.

My suggestion is a compromise which is to retain the left hand turn off 180 onto Juniper in a dedicated lane. Perhaps it can be a turn on left arrow only or the configuration could be adjusted so that the view of the oncoming lanes is not blocked by cars waiting in the westbound turn lane onto 90 (I identify this as the worst problem at the intersection). Either access from 180 or 90 should be retained for Juniper as this is the major access point and shifting to Swan forces a left across busy traffic for access.

Thank you for your attention.



Public Meeting – Comment Form



US 180 Safety Scoping Project | CN 1102290
2/19/2026

Thank you for participating in tonight's public meeting. Please take a few moments to answer the questions below about your experience. You may leave your completed sheet in the comment box, hand it to one of the project team members, or it may be returned by mail to the address on the back page or by email (US180SafetyScoping@parametrix.com).

How did you hear about this event or comment period? (Select all that apply)

- ☐ Newspaper ☐ Signs ☐ DOT website ☐ Radio ☐ Social Media ☒ Word of Mouth
☐ Postcard/Mailer ☒ Other: email from DOT and DOT

Did you find the material shared informative and easy to understand? ☐ Yes ☒ No

If not, how could it have been improved? It was vague about the mechanisms of how the funding works and what the process of public feedback and evaluation are.

What is your interest in the project area? (Select all that apply)

- ☐ Resident ☐ Business Owner ☒ Commuter ☒ Other: work

How often do you travel in the project area? ☒ Daily ☐ 2-3 times a week ☐ Monthly

☐ Other: _____

Do you have any suggestions on how we can improve? The process needs to be more inclusive of stakeholders that allows time for understanding the rules and limits to what can and should be done.

Many people are concerned about moving car accidents from one intersection to another

Providing your name and contact information is optional, however, it will allow us to add you to the mailing/email list to receive future project information.

Name

Street

City

Email



US180SafetyScoping@parametrix.com



<https://www.dot.nm.gov/us180-projects/>

Public Meeting – Comment Form



US 180 Safety Scoping Project | CN 1102290 2/19/2026

Thank you for participating in tonight's public meeting. Please take a few moments to answer the questions below about your experience. You may leave your completed sheet in the comment box, hand it to one of the project team members, or it may be returned by mail to the address on the back page or by email (US180SafetyScoping@parametrix.com).

How did you hear about this event or comment period? *(Select all that apply)*

- ☐ Newspaper ☐ Signs ☐ DOT website ☐ Radio ☒ Social Media ☐ Word of Mouth
☐ Postcard/Mailer ☐ Other _____

Did you find the material shared informative and easy to understand? ☐ Yes ☐ No

If not, how could it have been improved? _____

What is your interest in the project area? *(Select all that apply)*

- ☒ Resident ☐ Business Owner ☐ Commuter ☐ Other: _____

How often do you travel in the project area? ☐ Daily ☒ 2-3 times a week ☐ Monthly

☐ Other: _____

Do you have any suggestions on how we can improve? _____

My concern is the 180 corridor from Santa Clara to Silver City. We need MORE speed limit signs. It is not clear where its 55MPH and where 45MPH. IS IT THE same on both sides of the highway? I am not the only one who is not sure where the 45mph begins and ends on the north side from Santa Clara to Silver City.

Providing your name and contact information is optional, however, it will allow us to add you to the mailing list.

Name: _____

Street: _____

City: _____

Email: _____



US180SafetyScoping@parametrix.com



<https://www.dot.nm.gov/us180-projects/>

Public Meeting – Comment Form



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

US 180 Safety Scoping Project | CN 1102290
2/19/2026

Thank you for participating in tonight's public meeting. Please take a few moments to answer the questions below about your experience. You may leave your completed sheet in the comment box, hand it to one of the project team members, or it may be returned by mail to the address on the back page or by email (US180SafetyScoping@parametrix.com).

How did you hear about this event or comment period? (Select all that apply)

- ☐ Newspaper ☐ Signs ☐ DOT website ☐ Radio ☐ Social Media ☐ Word of Mouth
☐ Postcard/Mailer ☒ Other GRANT COUNTY BEAT

Did you find the material shared informative and easy to understand? ☐ Yes ☐ No
If not, how could it have been improved? _____

What is your interest in the project area? (Select all that apply)

- ☒ Resident ☐ Business Owner ☐ Commuter ☐ Other: _____

How often do you travel in the project area? ☒ Daily ☐ 2-3 times a week ☐ Monthly
☐ Other: _____

Do you have any suggestions on how we can improve? DO AN INTERIM

SAFETY TASK:

REPAINT THE LANE MARKINGS FROM
180 @ 90 EASTWARD TO SWAN. ONLY
THE LOCALS ARE "FAMILIAR" WITH WHAT
THE LANES SHOULD BE.

+ NOW +

Providing your name and contact information is optional, however, it will allow us to add you to the mailing list.

Name: _____

Street: _____

City: _____

Email: _____



US180SafetyScoping@parametrix.com



<https://www.dot.nm.gov/us180-projects/>