



**Next Move Arizona
Statewide Listening Tour**

**Sahuarita Area Listening Session
Meeting Notes**

March 30, 2026

Attendees

ADOT and Consultant Team

- Mike Kies, ADOT Strategic Advisor
- Teresa Welborn, ADOT Strategic Advisor
- Elaine Mariolle, ADOT Active Transportation Planner / Transportation Alternatives Program Manager
- Shannon Scutari, Consultant Central Metropolitan Liaison
- Kristin Darr, Consultant Team Facilitator
- Dillon Kennedy, Consultant Support

Agency and Public Participants

- Antonio Rocco Bruno, Valley Assistance Services Associate Director and Unified School District Board Member
- Beth Abramovitz, Town of Sahuarita Assistant Town Manager
- Carlos Suarez, Town of Sahuarita Construction/Development Manager
- Dan Gabiou, Pima Association Chief of Staff
- David McAllister Romo, Green Valley Council Executive Director
- Debbie Kenyon, Green Valley Council President
- Devin Stalder, Town of Sahuarita Parks & Recreation Director
- Diane Priolo, Town of Sahuarita Councilmember
- Jodi Guerin, Town of Sahuarita Parks & Recreation Deputy Director
- John Jay Brosky, Green Valley Council
- John Noland, Town of Sahuarita Police Chief
- Kevin McConnell, Freeport-McMoRan
- Kim Lisk
- Luke Smith
- Matt Smogor, Freeport-McMoRan
- Nathan Barrett, Town of Sahuarita Community Development Director
- Paolo Cruz, ASARCO Community Outreach Coordinator
- Randy Graf, Green Valley Sahuarita Chamber of Commerce President and CEO
- Ryan Gillespie, United Community Health Center Facilities Director
- Shane Dille, Town of Sahuarita Manager
- Tom Murphy, Town of Sahuarita Mayor
- Victor Gonzalez, Town of Sahuarita Economic Development/ Public Affairs Director



Welcome

- Mike opened the meeting with a welcome and a round of introductions.

Discussion

- The transportation system is perceived as consistently under construction while lacking sufficient funding, with infrastructure aging as growth continues and the state working to keep pace.
- Funding limitations are contributing to deferred maintenance, with the current funding structure viewed as inadequate and long-standing challenges, including gas tax constraints, continuing to delay meaningful solutions.
- There is a need to address funding more proactively, including identifying appropriate revenue levels, improving efficiency and accountability, and prioritizing transportation needs across the state.
- Transportation is viewed as more than roadways, with emphasis on moving people through a combination of major infrastructure, transit services, and smaller supporting improvements, including in rural areas.
- The I-19 corridor was identified as a major concern due to poor maintenance, visual conditions, and overall user experience, with impacts to safety, community perception, and tourism.
- Specific issues along I-19 include substandard ramp conditions, deteriorating pavement, obstructed and non-reflective signage, improperly located town limit signs, and ongoing maintenance challenges such as litter and vegetation.
- Local communities expressed concern about limited coordination and communication with ADOT, noting a lack of sustained engagement and perceived disconnect, particularly in areas such as Green Valley.
- Safety concerns were raised across the system, including lack of shoulders, unsafe conditions for bicyclists and other users, problematic roundabout conditions including rideshare and bus pickup activity at the Canoa Ranch roundabout, and high-crash corridors such as State Route 86.
- Broader safety challenges include high statewide fatality rates and lack of cohesive coordination across engineering, enforcement, and education efforts.
- There is interest in stronger collaboration and unified safety campaigns, as well as partnerships between public agencies and private entities to address safety and operational issues.
- Alternative transportation options are limited, with many residents relying on personal vehicles due to lack of safe or viable alternatives, particularly for everyday travel and school access.
- Transit service gaps remain, including challenges for specialized populations and reliability issues with existing programs.
- Limited alternative routes and transit connections in the Tucson and Pima County area, including between Sahuarita and Tucson, create congestion and reduce system resilience, while delays in advancing new corridor projects continue to constrain regional mobility.



- Transportation is closely tied to economic development, with infrastructure investments viewed as an opportunity to support growth, competitiveness, and workforce mobility.
- There is interest in treating transportation more strategically, including developing a clear, implementable business plan and evaluating the long-term economic benefits of infrastructure investment.
- Large, cross-jurisdictional projects require stronger state-level coordination, particularly for major corridors and regional connectivity improvements.
- Roadway design focused on speed rather than safety, lack of wayfinding signage, and ongoing maintenance challenges were identified as issues impacting usability and overall perception of the system.

Key Takeaways

- Current transportation funding levels are insufficient to maintain and improve the system, with long-standing deferral of funding solutions contributing to deferred maintenance and delayed progress on key needs.
- The system is struggling to keep pace with growth, with aging infrastructure and increasing demand creating ongoing pressure to catch up rather than plan proactively.
- The I-19 corridor reflects broader system challenges, with maintenance, safety, and user experience concerns highlighting the impacts of underinvestment and inconsistent upkeep.
- Safety remains a critical issue across the region, with high-risk corridors, limited infrastructure for non-motorized users, and lack of coordinated efforts contributing to continued fatalities and unsafe conditions.
- Transportation options are limited, with heavy reliance on personal vehicles due to gaps in transit service, lack of safe alternatives, and limited system connectivity.
- Funding discussions emphasized the need for more proactive, sustainable solutions, including addressing inefficiencies, improving accountability, and identifying realistic revenue strategies.
- Stronger coordination and engagement with ADOT is needed, with communities expressing a desire for more consistent communication, partnership, and responsiveness to local needs.
- Transportation is closely tied to economic development, with infrastructure investments seen as critical to supporting growth, workforce mobility, and regional competitiveness.
- There is a need for clearer planning and communication, including a realistic, implementable vision that aligns funding, priorities, and long-term outcomes.