



**Next Move Arizona
Statewide Listening Tour**

**Sonoita Area Listening Session
Meeting Notes**

June 26, 2026

Attendees

ADOT and Consultant Team

- Kristin Darr, Consultant Team Facilitator
- Teresa Welborn, ADOT Strategic Advisor
- Shannon Scutari, Consultant Central Metropolitan Liaison
- Daksha Masurkar, Consultant Support/Transportation Planner
- Elaine Mariolle, ADOT MPD Active Transportation Planner

Agency and Public Participants

- Ron Robinson, Town of Patagonia Town Manager/Clerk
- Ruth Ann LeFebvre, Sonoita Elgin Fire District/Seesi Board of Directors - Clerk
- Shannon Zouzoulas, Arizona Wine Growers Association Board of Directors - Southern AZ Representative
- Todd Bostock, Dos Cabezas WineWorks All-Around WineWorker
- Kelly Bostock, Dos Cabezas WineWorks All-Around WineWorker
- Sandra Moraga, South32
- Amie Wystrach, Steak Out / Sonoita Inn / Sonoita Mercantile

Welcome

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

Discussion

- Participants discussed transportation needs and challenges in the Sonoita area, emphasizing the balance between supporting economic growth and maintaining the region's rural character. Increased activity associated with the mining industry, wineries, agriculture, and tourism has contributed to higher traffic volumes and greater demands on the transportation system. While participants recognized the economic benefits generated by these industries, concerns were raised regarding the long-term impacts on roadway conditions, safety, and community character.



- Roadway safety was identified as the most significant transportation concern. Participants described ongoing safety issues along SR 82 and SR 83, including narrow shoulders, limited passing opportunities, high travel speeds, and increasing truck traffic associated with mining and agricultural operations.
- Residents and business owners expressed interest in a corridor-wide study extending from the SR 82/SR 83 intersection to Elgin Road.
- Participants raised concerns about the two-way stop at the SR 82/SR 83 intersection, citing a lack of advance warning signage and suggesting either additional warning signs or a roundabout. They also advocated for reduced speed limits in the area.
- Participants explained that SR 83 acts like a funnel, guiding traffic in three directions from the two-way stop-controlled intersection. This intersection can cause backups and raises safety concerns, as many drivers are unfamiliar with how to properly navigate a two-way stop sign on a highway.
- Recent head-on collisions, unsafe passing maneuvers, speeding, and traffic diversions from Interstate 10 incidents were cited as examples of growing safety challenges.
- Participants also discussed concerns related to roadway signage, intersection operations, Border Patrol vehicle activity, and reduced enforcement presence. Potential improvements discussed included wider shoulders, additional passing lanes, enhanced warning signs, pullouts, speed management measures, and intersection upgrades.
- Participants also discussed roadway maintenance and infrastructure conditions throughout the corridor. Heavy freight activity was described as a contributing factor to pavement deterioration and roadway wear.
- Concerns were raised regarding overgrown vegetation within highway rights-of-way, insufficient trash collection, outdated signage, and roadway segments requiring repair.
- Participants emphasized the importance of maintaining transportation infrastructure to support safety, freight movement, and economic activity throughout the region.
- Questions were also raised regarding project prioritization and how transportation needs are evaluated across the broader area.
- Tourism, recreation, and economic development were also recurring themes. Participants noted that the region's scenic resources, wineries, bicycle tourism opportunities, and outdoor recreation assets attract visitors and support local businesses.
- Opportunities were identified to expand transportation amenities that enhance the visitor experience, including scenic pullouts, overlooks, rest areas, bicycle facilities, multi-use paths, and electric vehicle charging infrastructure.



- Participants also emphasized the importance of promoting the area's scenic route designation and improving access to destinations throughout the corridor. Solar-powered signs have been installed in some areas, but additional bicycle corridors would attract more visitors and recreational users.
- Participants stated that the Mountain Empire Trails Association (META) had contacted ADOT about opportunities to extend rail-trail connections, but no outcomes were reported.
- Mobility and connectivity challenges were discussed as ongoing concerns for residents, workers, students, and visitors. Participants noted the limited availability of public transportation options and highlighted transportation barriers related to workforce access, tourism, education, and regional travel. Potential opportunities discussed included passenger rail connections, expanded transit options, bicycle infrastructure, and conversion of existing corridors into recreational and transportation facilities.
- Participants discussed the concept of passenger rail service connecting Mexico City and Nogales, particularly as a tool to support tourism and expand the regional workforce. They noted that many workers must travel long distances to reach their jobs due to housing affordability issues and limited childcare options.
- Participants also noted the importance of improving access to businesses and residences located along state highways to support both safety and economic activity. Participants also stressed the need for improved ingress and egress for residential properties and businesses located adjacent to highways.

Key Takeaways

- Growth in the mining, agricultural, tourism, and wine industries is increasing traffic volumes and freight activity, placing additional demands on the transportation system but supporting the regional economy.
- Roadway safety is a significant concern along SR 82 and SR 83, particularly due to narrow shoulders, limited passing opportunities, high travel speeds, increasing truck traffic, and recent serious crashes.
- Safety improvements such as wider shoulders, additional passing lanes, enhanced signage, speed management measures, pullouts, and intersection upgrades were identified as important transportation needs.
- Freight activity associated with mining and agriculture is contributing to roadway deterioration and maintenance needs, underscoring the importance of continued infrastructure investment.
- Tourism and recreation are important economic drivers, creating opportunities for investments in scenic pullouts, rest areas, bicycle facilities, multi-use paths, and electric vehicle charging infrastructure.
- Limited mobility options create challenges for residents, workers, students, and visitors, highlighting the need to explore additional transit, passenger rail, bicycle, and recreational trail connections.
- Improved access management for businesses and residences located along state highways could enhance both safety and economic vitality.



- Roadway closures, traffic diversions, and incident-related disruptions can have significant impacts on local businesses and community mobility, demonstrating the importance of transportation system reliability and resilience.
- Ongoing maintenance needs, including vegetation management, pavement preservation, trash collection, and signage improvements, remain important priorities throughout the corridor.
- Participants expressed interest in a corridor-wide approach to evaluating transportation, safety, tourism, and mobility needs throughout the Sonoita, Patagonia, and Elgin area.