



**Next Move Arizona
Statewide Listening Tour**

**Quartzsite Area Listening Session
Meeting Notes**

January 29, 2026

Attendees

ADOT and Consultant Team

- Mike Kies, ADOT Strategic Advisor
- Will Randolph, ADOT Regional Transportation Planner
- Dillon Kennedy, Consultant Support
- Paul Patane, ADOT SW District Administrator

Agency and Public Participants

- Duce Minor, La Paz Country District 2 Supervisor
- Emmett Brinkerhoff, Town of Quartzsite Public Works Director
- Jewel Raspberry-Elam, Town of Quartzsite Community Center Services Coordinator
- Joey Burnett, Town of Quartzsite Police Lieutenant
- Melissa Newton, Town of Quartzsite Transit Manager
- Norm Simpson, Town of Quartzsite Mayor
- Scott Janz
- Shanana Rain Golden-Bear, Owner / Publisher of Desert Messenger
- Starr BearCat, Town of Quartzsite Councilmember

Welcome

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

Discussion

- Current local transit service in Quartzsite provides connections to Parker, Lake Havasu City, and Yuma.
- Interstate 10 carries a high volume of truck traffic through the area, though pavement conditions were noted as having improved recently.
- Residents and seasonal visitors are using a local community Facebook page to share complaints on the transportation system.
- During recent seasonal shows, there has been a noticeable increase in e-bike sales and usage, prompting requests for expanded bicycle infrastructure. Riders are increasingly using sidewalks due to limited dedicated facilities, creating safety concerns.



- Significant potholes were reported near milepost 12 on US 95, described as severe enough to require drivers to slow and maneuver around them, including within a recently paved section.
- South of town along US 95, residents have expressed concern that the shoulder is narrower than in other areas. Informal paths have developed on adjacent Bureau of Land Management (BLM) land to access town, and there is interest in establishing a dedicated bike lane in this segment.
- Community comments shared through social media indicate opposition to FLOCK camera installations, with concerns centered on privacy and perceived tracking.
- Kuehn Street lacks shoulder space, creating safety challenges for pedestrians. Although a pedestrian bridge provides access to the roadway, there are limited or no connected pedestrian facilities beyond the bridge to safely accommodate foot traffic.
- South of US 95, traffic volumes were described as heavy, and there was interest in continuing the existing five-lane roadway configuration farther south to better accommodate demand.
- US 95 was described as a growing concern for the community, particularly given Quartzsite's dramatic seasonal population increase from a small year-round base to more than 100,000 residents and visitors during peak months.
- Seasonal growth has led to increased use of e-bikes and side-by-sides operating adjacent to the highway, with riders informally creating parallel travel paths near US 95. Participants indicated that conflicts between large vehicles towing loads and recreational users have resulted in serious crashes, including fatalities.
- Backups associated with the Love's Truck Stop were reported to spill onto the freeway ramp and along Kuehn Street and Dome Rock Road, with traffic backing up from the gas station toward the overpass and occasionally requiring traffic redirection due to congestion and safety concerns.
- Numerous crashes were reported near Exit 17 on I-10, including incidents involving semi-trucks and passenger vehicles, raising concerns about ramp operations and heavy truck volumes in the area.
- Participants raised concerns about road conditions along a roughly 12-mile stretch of US 95 near Four Corners, citing very deep potholes, areas where resurfacing has separated, and shoulder erosion caused by drivers avoiding damaged pavement, and emphasized the need for attention along this corridor.
- Participants suggested providing paved All-Terrain Vehicle (ATV) / Off-Highway Vehicle (OHV) paths along La Posa Road between La Posa and La Posa North, noting that current use of the shoulder kicks up dust, reducing visibility and creating safety and health concerns, including valley fever.
- Participants noted that many ATVs, particularly those registered out of state with only an OHV sticker, are not permitted to operate on highways or interstates, creating access and compliance challenges.



- Participants noted that narrow shoulders force bicyclists to ride directly on the fog line, limiting space for passing vehicles and creating safety concerns, including the potential for head-on or sideswipe collisions.
- Participants identified a very large bump on Main Street traveling west toward Exit 17 at the bridge over Tyson Wash and noted that the location needs attention.
- Participants emphasized that Exit 17 is a critical community resource, supporting both safety and local businesses, and noted interest in developing areas south of I-10.
- Concerns were raised that ADOT permitting requirements are discouraging investment, with potential businesses being asked to fund infrastructure improvements beyond what they are willing or able to spend.
- Participants cited examples, including challenges faced by Terrible's related to a requested roundabout, and stated that current permitting conditions are limiting the community's ability to expand and grow, despite believing solutions exist.
- Exit 17 received a SMART grant to support interchange design, which is currently at approximately 30% design with construction anticipated in 2028–2029. Participants also noted that the interchange does not fully connect into a continuous route and that improved connectivity should be a goal.
- Participants identified multiple needed improvements along Kuehn Street, including the lack of shoulders, barriers, signage, and guardrails, noting a history of serious crashes, particularly around a curve, and that portions of Kuehn Street are an ADOT facility connecting through to Dome Rock Road.
- Concerns were raised about truck traffic using Kuehn Street near the Show Grounds instead of Main Street to travel between Love's and US 95, including pass-through garbage and sewage sludge trucks traveling through neighborhood streets that do not stop locally but still utilize community infrastructure.
- Participants noted that during shows and peak season, Exit 17 near Love's experiences severe congestion, leading locals to avoid the area, and suggested that a larger or expanded exit could help address backups, particularly with additional congestion following the opening of Terrible's.
- Participants discussed communication with ADOT on the Exit 17 project, noting a recent presentation to council, an upcoming public process on March 4, and that overall coordination is going well.
- Participants discussed ways ADOT could better connect with the community, noting that many residents receive information through local Facebook groups, which were cited as a key communication channel in the area.
- Participants expressed concern that ADOT views Quartzsite's transportation issues as primarily seasonal, noting that ongoing truck and pass-through traffic create year-round challenges and that it took more than 20 years for Exit 17 improvements to begin moving forward.



- Participants noted limited east–west connectivity south of Quartzsite, with Main Street and Kuehn Street as the only connections between interstate exits, and suggested that improved connections, including better integration of BLM routes, could enhance network redundancy.
- Ongoing safety concerns for US 95 South were raised related to drainage and flood zones requiring continual maintenance, as well as the condition of bridges and culverts at wash crossings.
- Participants emphasized the need for capacity and design improvements along US 95 South, including four lanes from the Four Corners area toward Yuma, noting limited visibility at night due to modern headlights, very short speed transition zones near La Paz Valley, and difficulty judging the speed of fast-moving vehicles when turning.
- The lack of shoulders and single-lane sections on US 95 South were cited as major safety concerns, limiting space for traffic control and enforcement, creating officer safety risks, and reducing compliance with posted speed reductions.
- Participants noted that Yuma Proving Ground (YPG) activities are expected to shift further north along US 95 near Yuma, increasing pressure to improve, expand, or widen the corridor to accommodate future traffic.
- Participants highlighted safety and visibility benefits of delineator reflectors along US 95 approaching from Yuma and suggested extending similar treatments closer to Kuehn Street to improve nighttime visibility.
- Participants emphasized that roadway design needs to better accommodate an aging population, noting the need for longer turn lanes, additional recovery space, and more margin for slower reaction times.
- Concerns were raised that vehicles and trailers have become longer and wider over time without corresponding roadway design updates, creating challenges accelerating onto high-speed routes and contributing to congestion from longer turning delays.
- Participants discussed the need for improved east–west connectivity between the two interchanges, including concepts such as a bypass, truck-only routes, or direct ramps to US 95, and noted that ADOT faces challenges keeping pace with evolving traffic patterns amid limited funding, compounded locally by La Paz County’s very small private land base and limited property tax revenue.
- Participants expressed a perception that Maricopa County receives a disproportionate share of transportation funding. While it was noted that Maricopa County has its own voter-approved funding source, participants emphasized the need for better public education on how transportation funding is generated and allocated, as visible investment in urban areas reinforces feelings of underinvestment elsewhere.
- Participants noted that transportation safety and crashes feel especially personal in rural communities, where residents are more likely to know those involved in serious crashes or fatalities.



- Participants noted that federal land management partners should play a more active role in transportation solutions in areas dominated by federal lands, rather than ADOT being solely responsible.
- Participants expressed concern that recent pavement resurfacing at the US 95 and SR 72 intersection is already failing, emphasizing the need to prioritize construction quality over speed or lowest cost, particularly given how infrequently resurfacing occurs.
 - ADOT noted that the chip seal at the US 95 and SR 72 intersection failed, that the issue is known by the Southwest District, and that follow-up coordination with the contractor regarding repairs is anticipated.
- Participants suggested that ADOT re-evaluate contractor work quality and consider extending construction warranty periods.
- Participants noted that the Town of Quartzsite relies heavily on seasonal visitation and sales tax revenue, but that overall revenue remains relatively static, limiting the community's ability to grow.
- Ongoing challenges in attracting and securing new businesses were cited as a key factor constraining revenue growth.
- Participants expressed concern that ADOT requirements related to access, traffic analysis, and offsite mitigation create significant barriers to new development, citing the Travel America proposal as an example of a project that has not moved forward due to required mitigation costs.
- Participants noted that Quartzsite is prepared to bid on the sale of BLM land to support a new development area and proposed visitor center, but that the planned land auction has been delayed for years due to a lack of action from BLM.
- Participants emphasized that ADOT should better schedule construction and restrictions around peak seasons and major local events, and more actively coordinate with local governments to understand when impacts will be most disruptive.
- Concerns were raised that local government insight is not given sufficient weight in decision-making, noting that the public does not distinguish between levels of government, even though local officials have limited ability to mitigate state-imposed impacts.
- Participants expressed concern that ADOT is not currently structured to effectively coordinate projects, questioning whether inspectors are overextended and noting that poor workmanship and early failures are occurring too frequently.
- Slow response times to critical maintenance needs were cited as a concern, with some issues perceived as being ignored.
- Overall, participants noted that the transportation system is not keeping pace with Arizona's rapid growth.



- A comment of “slow down enough to spend money in town” was made, reflecting concerns that high-speed, pass-through traffic limits traveler stops and local economic activity.
- A concern was raised that projects can be removed from ADOT’s 5-Year Plan, with one participant stating, “The idea you can get bumped off the ADOT 5-Year Plan doesn’t sit right with me.”
- Participants expressed the need for a more strategic approach to organizing and delivering transportation improvements that better meet the needs of residents.
- Participants discussed the potential for a bypass around central Quartzsite to improve truck circulation and relieve congestion at key interchanges (Exits 17 and 19), suggesting the use of existing Gold Nugget or Dome Rock interchanges east of town to connect I-10 to areas north and south of Quartzsite.

Key Takeaways

- US 95 and Exit 17 are critical to Quartzsite’s safety and economy, but heavy truck traffic, seasonal population surges, and limited access create ongoing congestion and safety challenges.
- Seasonal growth significantly strains the transportation system, intensifying conflicts among trucks, passenger vehicles, e-bikes, ATVs, and pedestrians.
- Safety concerns along US 95 and Kuehn Street are heightened by narrow or missing shoulders, limited pedestrian and bicycle facilities, drainage issues, and pavement failures.
- Multimodal needs are increasing faster than infrastructure, leading to informal travel paths, sidewalk riding, dust-related health concerns, and safety conflicts.
- Exit 17 experiences severe congestion during peak seasons, with backups affecting ramps and local roads and limiting the interchange’s effectiveness.
- Limited east–west connectivity reduces system resilience, prompting interest in bypasses, truck routes, or alternative connections around central Quartzsite.
- Transportation requirements and funding constraints are limiting economic development, contributing to perceptions of rural underinvestment and slowing the delivery of improvements.
- Participants expressed concern that project delivery, maintenance response, and coordination processes are not keeping pace with community growth, transportation demand, and evolving safety needs.