



**Next Move Arizona
Statewide Listening Tour**

**Yuma Area Listening Session
Meeting Notes**

March 4, 2026

Attendees

ADOT and Consultant Team

- Mike Kies, ADOT Strategic Advisor
- Jennifer Hobert, ADOT Regional Transportation Planning Section Manager / Active Transportation Program Section Manager / Transportation Alternatives Program Section Manager
- Kristin Darr, Consultant Team Facilitator
- Dillon Kennedy, Consultant Support

Agency and Public Participants

- Adolfo Ponce, Town of Wellton Assistant Public Works Director
- Anthony Ware, Town of Wellton Assistant Public Works Director
- Bobby Sierra, HOPE Incorporated Yuma Site Coordinator
- Brian Golding, Sr., Fort Yuma Quechan Indian Tribe Economic Development Director
- Carol Brown, Western Arizona Council of Governments (WACOG) Senior Program Manager – Aging Policy and Advocacy
- Craig Sellers, Yuma County Department of Development Services Director
- Darren Simmons, Yuma County Supervisor for District 3
- David Garcia, Yuma County Intergovernmental Public Transportation Authority (YCIPTA) Transit Operations Manager
- Erika Peterson, City of Yuma Associate Planner
- Frank Sanchez, Yuma County Engineer / Flood Control District Director
- Greg LaVann, Greater Yuma Economic Development Corporation (GYEDC) President and CEO
- Jonathan Fell, ADOT Southwest District Assistant District Engineer
- JR Aguilar, Yuma Metropolitan Planning Organization (YMPO) Mobility Manager
- Kelly Fricke, Yuma County Public Works Director
- Lynne Pancrazi, Yuma County Supervisor for District 5
- Mary Ellen Finch, Marine Core Air Station (MCAS) Yuma Community Liaison Officer
- Molly Matzke, Onvida Health
- Paul Patane, ADOT Southwest District Administrator
- Raul Castillo, SMILE (Services Maximizing Independent Living and Empowerment) Outreach Coordinator
- Santos Guerrero, Yuma County Public Works
- Vera Salazar, Horizon Health and Wellness Fleet Services Manager



Welcome

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

Discussion

- Participants emphasized ongoing funding challenges, including limited return on HURF contributions, inequities tied to lane mile formulas, and concerns about insufficient funding to meet growing transportation needs.
- Interest was expressed in new funding strategies, including potential gas tax increases, local sales tax options, and addressing revenue gaps associated with electric vehicles, though concerns remain about impacts to lower-income populations.
- Rapid growth, particularly in the Foothills and eastern areas of Yuma, is increasing demand on infrastructure, with significant residential development and population influx since COVID.
- Development pressures are constrained by limited available land, rising costs, and increasing requirements for infrastructure improvements, which are contributing to higher housing costs and challenges in maintaining affordability.
- Participants emphasized the need for a clearer long-term planning vision to proactively address growth and guide infrastructure investments.
- The transportation network is experiencing increasing congestion, particularly at key locations including the I-8/16th Street interchange, Fortuna interchange and overpass, Avenue 3 corridor, County 14th Street, and 32nd Street.
- The Fortuna corridor, including the overpass and railroad crossing, was identified as a major bottleneck, with frequent backups, train conflicts, signal issues during rain events, and challenges when serving as a detour route for I-8 incidents.
- Participants emphasized the need for additional capacity improvements, including added lanes, improved turn movements, and potential bridge expansions to better accommodate traffic volumes.
- Additional corridor and structure needs include improvements along US 95, replacement of the 4th Avenue bridge crossing the Colorado River, and widening of the Ocean to Ocean Bridge to improve safety and capacity.
- Traffic signal timing and coordination were identified as a key issue, with participants noting the need for improved synchronization to reduce congestion and improve flow, particularly in the Foothills area.
- Red light running and unsafe interactions with large trucks were identified as increasing safety concerns across the region.
- Additional safety needs include improved lighting, safer pedestrian crossings, and expanded shoulder and roadway design features to better accommodate all users.
- Participants expressed mixed perspectives on roundabouts, with some noting concerns related to driver understanding and compatibility with large vehicles such as RVs and military equipment.
- Freight, military operations, and tourism contribute significantly to traffic volumes, creating seasonal and operational variability that impacts system performance.



- Participants highlighted the importance of the region's economic drivers, including agriculture, military, and tourism, and the role transportation plays in supporting these sectors.
- Public transportation funding and service expansion were identified as major needs, particularly for seniors and individuals with disabilities who may not be able to drive.
- Participants emphasized that existing transit services are insufficient, with barriers including limited routes, funding constraints, and programmatic restrictions such as duplication of service rules.
- Older adults and individuals with cognitive or physical limitations face significant mobility challenges, with limited viable alternatives to driving and concerns about safety and accessibility of existing options.
- Communication and coordination with ADOT Transit were identified as challenging, including delays in reimbursement, slow response times, and limited guidance on funding eligibility and competitiveness.
- Participants expressed frustration with limited feedback from ADOT on project ideas and funding strategies, noting that responses often default to "submit a proposal" without providing insight into competitiveness or feasibility.
- Participants expressed frustration with lengthy project delivery timelines, particularly for federally funded projects, noting that local delivery could be faster and more cost-effective in some cases.
- Construction practices were also raised as a concern, including lane closures without active work and the need to better align construction timing with actual activity.
- Participants emphasized the need for improved coordination, responsiveness, and partnership with ADOT, particularly in supporting local agencies with project development, funding strategies, and implementation.
- Environmental and land use considerations, including habitat preservation and agricultural land protection, are influencing development patterns and infrastructure planning decisions.
- Recreational and tourism-related transportation needs were highlighted, including access to the Colorado River, sand dunes, and cross-border travel to Los Algodones, as well as interest in expanding bicycle trails and recreational connectivity.
- Participants expressed interest in expanding bicycle and pedestrian infrastructure, particularly along the river and in areas with high senior populations who use these facilities for recreation and mobility.

Key Takeaways

- Rapid population growth and development pressures, particularly in the Foothills and eastern Yuma areas, are outpacing existing infrastructure and increasing demand on a constrained transportation network.
- The regional system is heavily reliant on a limited number of corridors and crossings, creating significant congestion and vulnerability when incidents occur, especially along I-8, US 95, and key interchanges.
- Funding constraints and equity challenges, including limited return on HURF contributions and reliance on lane mile formulas, are restricting the region's ability to deliver needed transportation improvements.



- Project delivery is hindered by high costs, right-of-way challenges, and lengthy federal processes, limiting the ability to implement both large-scale and smaller, locally prioritized projects in a timely manner.
- There is strong interest in more efficient and collaborative project delivery, including improved guidance from ADOT on funding opportunities and greater flexibility to support locally led solutions.
- Public transportation and mobility options are insufficient to meet current demand, particularly for seniors and individuals with disabilities, highlighting the need for expanded service and fewer programmatic barriers.
- Safety concerns are increasing across the system, including congestion-related issues, red light running, and conflicts with large vehicles, with a need for both infrastructure improvements and operational strategies.
- Economic activity in Yuma, including agriculture, military operations, and tourism, is closely tied to transportation performance, with system limitations affecting both mobility and long-term growth potential.
- Land use constraints, environmental considerations, and rising development costs are shaping growth patterns and increasing the importance of proactive, coordinated transportation planning.
- Participants emphasized the need for stronger coordination, communication, and partnership with ADOT to better align investments, respond to local needs, and support future growth.