



**Next Move Arizona
Statewide Listening Tour**

**Payson Area Listening Session
Meeting Notes**

June 2, 2026

Attendees

ADOT and Consultant Team

- Mike Kies, ADOT Strategic Advisor
- Will Randolph, ADOT Regional Transportation Planner
- Shannon Scutari, Consultant Central Metropolitan Liaison
- Daksha Marsukar, Consultant Support

Agency and Public Participants

- Tanner Henry, Payson Water Department
- Nathan Larson, Payson Town Engineer
- Doni Wilbanks, Payson Public Works Director/ADA Coordinator
- Sharon Rueckert, Executive Director, Rim County Chamber of Commerce
- Zeena Gagnon, CAG Mobility Management Coordinator
- Andrea Robles, CAG Executive Director

Welcome

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

Discussion

- Participants described a range of transportation conditions and coordination considerations in the Payson area, including recent project experiences, operational challenges, and long-term system needs.
- Recent ADOT projects, such as the SR 260 Lion Springs Improvement Project, have enhanced regional mobility and emergency access, especially for communities in Star Valley and along Lion Springs Road. However, ongoing construction has caused localized congestion at the SR 260/SR 87 intersection. The outcomes of the Lion Springs project might increase traffic at the SR 87/SR 260 interchange. Town opinions on roundabouts are mixed, so extending the future right turn lane to Tyler Parkway is advisable.
- Project development and delivery processes were discussed, with concerns raised regarding cost estimation and budget management. Participants noted that projects frequently experience significant cost overruns, creating challenges for smaller



communities with limited funding capacity. There was interest in improved scoping practices and tools to better align project costs with available resources.

- Roadway conditions and safety were identified as ongoing concerns along key corridors, such as on SR 260 North between Payson and Pine. Issues include narrow shoulders, short passing lanes, pavement deterioration, and limited opportunities for safe passing. Participants noted that these conditions contribute to safety risks and operational inefficiencies. Potential improvements discussed included widening shoulders, extending passing lanes, adding pullouts, and addressing pavement conditions.
- ADOT's ongoing permit issues persist but are getting better. Small businesses find it challenging to maintain areas just outside the ROW.
- Transit and mobility services were also discussed. Participants noted that the new staff responsible for Sections 5310 and 5311 are not aware of the historical context of the training and reimbursement processes. Existing materials on the website are outdated and lack consistent updates, hindering effective program implementation. Additionally, training resources for staff on regional mobility management are not readily available, forcing staff to learn the tasks on their own.
- Communication and coordination with ADOT were described as generally good; however, participants noted challenges related to staff turnover, evolving points of contact, and public understanding of roadway jurisdiction. Local agencies often serve as intermediaries for resident concerns. At the same time, recent outreach efforts—including advance construction notifications and informational materials—were viewed as effective in improving public awareness.
- Corridor-level planning and system connectivity were emphasized as key considerations for future improvements. Participants noted the importance of evaluating the full corridor from the Casino to Star Valley to understand system performance and level of service. Additional considerations included freight routing, tourism-related travel demand, emergency evacuation planning, and anticipated increases in traffic associated with regional growth.
- Issues are occurring with vehicles and freight taking surrounding forest roads based on the navigation information provided by Google Maps.
- Misinformation is widespread, and ADOT's past signal timing efforts are viewed unfavorably. Locals believe this negatively affects their ability to access SR 87 and SR 260.

Key Takeaways

- Recent ADOT projects have improved mobility and emergency access; however, construction activities are contributing to localized congestion in key areas.
- Project cost overruns are a recurring concern, highlighting the need for improved scoping, cost estimation, and budget alignment.
- Roadway conditions along SR 260 and other corridors require improvements, including wider shoulders, longer passing lanes, and pavement rehabilitation to address safety concerns.



- Transit providers are experiencing delays in reimbursements, rising operational costs, and challenges accessing clear, up-to-date program guidance.
- Existing training and guidance materials are difficult to access and not consistently updated, creating barriers for program administration.
- ADOT is generally responsive, but staff turnover and unclear points of contact create coordination challenges for local agencies and the public.
- Public outreach tools, including advance notifications and informational materials, are effective and should be continued.
- Comprehensive corridor planning is needed to evaluate system performance and identify effective, long-term solutions across the full SR 260/SR 87 corridor.
- Local funding constraints, including limited tax base and high per-capita roadway costs, affect the ability to maintain and improve infrastructure.
- Emergency evacuation planning and coordination remain important priorities, particularly in relation to wildfire risk.
- Targeted operational improvements, including turn lanes and freight routing tools, may help address congestion and safety concerns without the need for a bypass.
- The Town Chamber of Commerce would like to receive more information from ADOT regarding ongoing and upcoming projects.