



**Next Move Arizona
Statewide Listening Tour**

**Parker Area Listening Session
Meeting Notes**

January 27, 2026

Attendees

ADOT and Consultant Team

- Teresa Welborn, ADOT Strategic Advisor
- Will Randolph, ADOT Regional Transportation Planner
- Jonathan Fell, ADOT Southwest Assistant District Engineer
- Dillon Kennedy, Consultant Support

Agency and Public Participants

- Cheryl Stone, La Paz County Director of Administrative and Fiscal Services
- Duce Minor, La Paz County District 2 Supervisor and Board Member
- Jason Scott, La Paz County Emergency Management Director
- Lonnie Lewis, La Paz County School Superintendent
- Michael Ramos, La Paz County Community Development Director
- Nora Yackley, Town of Parker Manager
- Randy Hartless, Town of Parker Mayor
- Stephanie McDowell, La Paz County Administrator
- Steve Ziegler, Town of Parker Public Works Director
- Zafer Genc, Town of Parker Vice Mayor

Welcome

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

Discussion

- The SR 72 and SR 95 intersection affects local circulation in Parker.
- ADOT investment is appreciated but perceived as infrequent, occurring every few years rather than on a consistent basis.
- Recent storm drain and runoff improvements between the signalized intersection and the Colorado River bridge access have created challenges for local businesses.
- Safety was noted as the Town of Parker's highest priority.
- In small rural communities, limited funding is a daily reality, and there is understanding that ADOT faces significant financial constraints, though uncertainty makes it difficult for communities to understand when or how issues will be addressed.



- County coordination has occurred to address issues along Vicksburg Road, but progress has been slow.
- There is concern about how investments in new projects are balanced against ongoing maintenance needs.
- Potholes and roadway deterioration are increasing, particularly on SR 72.
- Improved coordination and responsiveness from ADOT with local jurisdictions is a major priority. Examples of successful cooperation were noted, such as turn lane improvements in Bouse.
- There is frustration that some community needs are low-cost and straightforward but remain unresolved despite years of coordination. Simple measures, such as signage and speed management, were cited as examples of achievable improvements.
- Growth in Bouse is increasing pressure on the transportation system.
- Truck traffic on SR 72 is a local concern.
- Traffic speeds are a concern through Bouse and the Colorado River bridge spur.
- A suggestion was made to remove the passing lane on the Bill Williams bridge crossing to enhance safety,
- ADOT's internal processes and bureaucracy were described as slowing down the ability to implement solutions.
- When roadways are closed due to crashes or incidents, detours are lengthy because the regional network has limited route redundancy, with many facilities consisting of two-lane roads.
- Participants noted personal experience with traffic congestion, particularly on two-lane roadways that serve both local traffic and heavy freight vehicles. It was also noted that narrow lanes combined with high truck volumes are accelerating roadway wear across La Paz County.
- Several severe crashes have occurred near the bridge crossing over Bill Williams River.
- Concerns were raised about truck passing and unsafe driving behavior through the Bouse area.
- There is a desire to extend the speed reduction corridor through Parker beyond the hospital area.
- Truck traffic through town remains a concern.
- Participants emphasized the importance of ensuring truck drivers hold proper CDL licensure and receive appropriate training, with enhanced enforcement suggested.
- Law enforcement presence and speed enforcement through town were identified as challenges, with limited DPS coverage, particularly during nighttime hours.
- A speed limit flashing sign near the Bill Williams River area was recently removed, and participants noted that these signs are a low-cost tool that can help address speeding and would be valuable to have in more locations.
- Participants expressed frustration with being told that slower speeds cannot be implemented through populated areas, noting that similar speed reductions have been achieved elsewhere, such as in Wickenburg.
- Safety was noted as a significant component of transportation, but not the only consideration.



- Transportation was described as how people move within, between, and across communities, and not solely measured by crash statistics, but by how effectively people can travel.
- Pedestrian conditions in town were described as unsafe, and bicycling in the area was noted as particularly challenging, with multiple close calls reported and efforts to avoid highways where possible. Memorials along SR 95 were cited as a visible reminder of safety risks for non-motorized users.
- Transit services are coordinated through the local health department but are limited to medical trips.
- Transit services in Quartzsite were noted for their successful function as a local circulator.
- SR 72 lacks adequate shoulders, with steep slopes and soft shoulder conditions creating safety issues, including vehicles leaving the roadway and trucks becoming stuck in sand.
- Truck traffic patterns shifted decades ago and have remained elevated, with participants questioning whether the change was related to dam or mining activity.
- High volumes of vehicles pulling loads, including boats, RVs, and OHVs, create circulation challenges, particularly when towing vehicles enter and exit main roads from pull-offs, local streets, staging areas, and businesses such as gas stations.
- Participants expressed concern that transportation funding is often driven by tourism, while census counts, another indicator used to assess funding needs, often undercount the area's population.
- Community development concerns were raised, noting that much of the land is already owned and that reducing travel speeds could encourage travelers to stop and better support local businesses.
- Trucks were observed parking in the median along the SR 95 spur, with limited enforcement to deter the activity, and participants noted a need for additional designated or legal spaces to accommodate truck parking and related movements.
- The process and cost of providing highway access for new development were identified as challenges, with caps on residential units triggering turn lane requirements that can act as a dealbreaker for projects.
- Concerns were raised about how improvement priorities are set, noting that turn lanes were installed following a fatality at the SR 95 access to Diamond Bar/Cienega Springs, while similar needs in Buckskin Valley (the Cliffs) to the south have not advanced due to limited development pressure.
- Limitations in vehicle mobility were raised, noting that the lack of alternative transportation options restricts access for people without reliable vehicles.
- Rose Acres Farms, a major local employer, developed a private shuttle system for workers and funded required turn-lane improvements, highlighting gaps in transit options and project funding.
- Limited rural transportation options were noted for hospital workers, many of whom commute from Lake Havasu City.
- Affordable housing was identified as a challenge to workforce growth, with residential permitting standards limiting new development.



- Safety concerns were raised about school pick-ups and drop-offs, noting that rural schools in Salome and Wenden along US 60 lack formal bus stops, lighting, signage, and paved pull-outs, creating hazardous conditions for children crossing the highway and in areas such as the Hillcrest development.
- Concerns were raised about debris and litter coming from recreation vehicles and nearby trucking activity, noting that cleanup takes significant time and creates a poor impression for the tourism industry, particularly in the Vicksburg area.
- Challenges were noted in coordinating road construction and maintenance with local community events.
- Requests for sandbags were noted, with participants stating that ADOT previously provided sandbags but no longer does.
- Traffic control concerns were identified near River Island Market, with reports of frequent near-misses.
- Economic development findings were referenced indicating a large number of workers commuting from outside the local area.

Key Takeaways

- Safety was consistently identified as the highest transportation priority, with concerns focused on speeding, truck traffic, unsafe passing, limited shoulders, and severe crashes on two-lane facilities, including SR 72, SR 95, bridge crossings, and school access locations in the broader region.
- Roadway maintenance and system condition are highly visible concerns, with increasing potholes, pavement deterioration, runoff impacts, debris accumulation, and limited routine upkeep cited as affecting safety, reliability, and community confidence.
- Funding limitations and uncertainty are a daily reality for rural communities, creating frustration around the pace of improvements and difficulty balancing new investments with ongoing maintenance needs.
- Participants expressed strong interest in improved coordination, responsiveness, and predictability from ADOT, noting that internal processes and bureaucracy can slow implementation, while also pointing to examples of effective collaboration, such as turn lane improvements in Bouse.
- Freight and truck traffic were identified as significant contributors to safety risks, congestion, and accelerated roadway wear, particularly on SR 72 and through populated areas, with concerns related to passing behavior, parking, enforcement, and driver compliance.
- Limited transportation options constrain mobility for non-drivers and essential workers, with transit largely restricted to medical trips, long commutes for hospital staff and major employers, and private-sector solutions emerging to fill gaps.
- Land use, housing, and highway access requirements were noted as barriers to workforce growth and economic development, with residential permitting standards, turn-lane thresholds, and limited affordable housing constraining new development.
- Pedestrian, bicycle, and school-related safety needs remain inadequately addressed, with unsafe walking and biking conditions, lack of formal bus stops, lighting, signage,



and paved pull-outs creating daily risks, particularly for children in rural school settings.

- Transportation conditions influence tourism and local economic vitality, with debris and litter, travel speeds, and roadway conditions shaping visitor experience, business activity, and community quality of life.
- Communities expressed a desire for better coordination between transportation activities and local events, along with continued support for operational needs such as traffic control and flood response resources.