



**Next Move Arizona
Statewide Listening Tour**

**Kingman Area Listening Session
Meeting Notes**

January 21, 2026

Attendees

ADOT and Consultant Team

- Mike Kies, ADOT Director of Multimodal Planning
- Todd Steinberger, ADOT Northwest Assistant District Engineer – Development
- William Randolph, ADOT Regional Transportation Planner
- Kristin Darr, Consultant Team Facilitator
- Estella Hollander, Consultant Support

Agency and Public Participants

- Chris Cranny, Real Estate Investor
- Don Martin, Mohave County District 4 Supervisor
- Doug Breckenridge, Kingman Airport General Manager
- Jack Plaunty, City of Kingman Public Works Division Manager – Streets
- Jack Yeager, City of Kingman Fire Chief
- Jacob Crawford, Mohave Community College Dean of Student and Community Engagement
- Jamie Curreri, City of Kingman Public Works Director
- Jamie Scott Stehly, City of Kingman City Councilmember
- Jason Moquin, City of Kingman Director of Development Services
- Ken Watkins, City of Kingman Mayor
- Matthew Gunderson, Mohave County Planning and Zoning Division Manager
- Mike Meersman, City of Kingman Director of Parks and Recreation
- Mike Smith, Mohave County Community Services Director
- Robert Petrillo, City of Kingman City Engineer
- Roland Hulse, Western Arizona Council of Governments Transportation Program Manager
- Scott Holtry, Mohave County Director of Development Services
- Sergio Gudino, Mohave County Civil Engineer
- Smiley Ward, City of Kingman City Councilmember
- Steven P. Latoski, Mohave County Director of Public Works
- Tami Ursenbach, Mohave County Director of Economic Development
- Timothy Walsh, City of Kingman City Manager



Welcome

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

Discussion

- Roadway maintenance issues, such as potholes, strongly influence public perceptions of quality of life and economic development.
- Tourists notice poor pavement conditions when entering Arizona, shaping first impressions of the state.
- Severe potholes were reported on US 93 and I-40, particularly between Kingman and Flagstaff on I-40 and between Kingman and Las Vegas on US 93. Potholes return annually on these routes despite repeated repairs.
- ADOT has funding to maintain approximately 2% of the state highway system each year, resulting in an estimated 50-year maintenance cycle rather than the recommended 10 to 15 years.
- Asphalt has a lower upfront cost but tends to fail sooner, requiring more frequent maintenance. Concrete alternatives, including the Ash Fork concrete test section and roller-compacted concrete used in parts of Mohave County, have been cited as longer-lasting options with reduced maintenance needs, though higher upfront costs remain a funding constraint.
- Participants emphasized the importance of evaluating alternative materials and construction approaches that better account for extreme temperature conditions and heavy truck traffic.
- There is strong support for upgrading US 93 as part of the planned I-11 corridor, an ADOT-led effort to improve regional connectivity, though concerns were raised about potential business access impacts due to the limited number of interchanges required under interstate standards.
- The segment north of Kingman, particularly the first 23 miles near mile marker 148, was highlighted as a challenge for attracting new businesses from Las Vegas to Kingman.
- Participants requested more proactive planning for US 93 and the future interstate layout, including frontage roads and access points. Businesses would benefit from clarity to make informed investment decisions.
- Safety concerns were raised at the Pierce Ferry Road and US 93 intersection in Dolan Springs, where multiple collisions have occurred. Issues include limited sight distance and the lack of a traffic signal.
- Safety issues were noted at I-40 and Beale Street due to limited warning and advisory signage.
- Red light running was identified as a significant safety issue. While political resistance to photo enforcement persists due to government mistrust, participants noted alternative approaches, including improved signal timing and yellow clearance intervals, roundabouts to enhance safety and flow, and expanded driver safety education.
- There is strong interest in improving driver education to reduce reliance on parents and in modernizing safety and behavior-change campaigns.



- Participants expressed a desire for ADOT to clearly show how crash data is monitored, evaluated, and acted upon.
- Traffic issues near the airport include recurring afternoon congestion at Airport Drive and Andy Devine Avenue due to industrial shift changes. ADOT has implemented signal timing improvements, but long-term solutions are still needed.
- Major crashes on I-40 and US 93 can cause extended backups that affect emergency response and overall safety, leaving vehicles stranded for hours.
- Participants noted the need for better integration between ADOT signal timing and local systems during incidents to manage traffic diversion more effectively.
- An emphasis on clearing freeways can shift congestion onto local roadways, creating additional operational challenges.
- Improved communication is needed with ADOT and the City of Kingman when traffic patterns change due to new traffic impact studies.
- Developers are often required to address longstanding infrastructure deficiencies that should have been resolved at the time of subdivision approval, creating unexpected and costly obligations later in the development process.
- ADOT comments are frequently provided late, after significant time and resources have already been invested in plan sets, and the resulting requirements can be cost-prohibitive for small to mid-sized projects, leading some developments to stall or not move forward.
- ADOT should engage early in pre-application meetings, provide clear scoping documents, ensure cost-sharing expectations are fair and feasible within legislative limits, and consider waiving requirements when justified, especially for small businesses.
- Project delivery is slow, with tasks that could take days often taking two to three months, driven in part by rigid processes and late design changes. Flying Fortress/Rattlesnake Traffic Impact Study was noted as an example.
- High administrative fees significantly increase overall project costs and the local match burden.
- Local agencies noted that greater flexibility to use local design manuals could reduce costs, but conflicts with ADOT standards limit this approach.
- Improved collaboration is needed on corridor safety monitoring, signal operations, traffic impact analysis requirements, and multimodal planning.
- Participants identified a disconnect between ADOT's regional priorities and cities' local congestion needs.
- There is strong support for annual coordination meetings, similar to those held for airport projects.
- The Kingman Airport, which houses over 200 stored aircraft and conducts maintenance and operations, is financially self-sustaining and requires no general fund support.
- Participants value ADOT aviation funding and the Federal Aviation Administration (FAA) partnership, and suggested reinstating ADOT's 90/10 split or exploring a 50/50 cost-share for improvements not covered by the FAA.



- Mohave Community College collaborates effectively with local cities but faces transportation challenges due to its rural location.
- Participants noted potential for intercity transit if cities provide support and buy-in.
- Participants noted gaps in bike lanes where they cross ADOT right-of-way, such as I-40 underpasses, and missing bike facilities along ADOT sections of Andy Devine Avenue.
- City of Kingman officials requested clearer communication regarding ADOT's active transportation plan.
- The Arizona gas tax has not increased since 1991, highlighting the need for updated and sustainable revenue sources.
- Suggested funding approaches included electric vehicle fees based on weight or electricity usage, and models similar to Clark County's Regional Transportation Commission or Regional Flood Control District.

Key Takeaways

- Roadway conditions on US 93 and I-40, including recurring potholes, significantly affect safety, quality of life, economic development, and visitor perceptions.
- Upgrades to US 93 as part of the planned I-11 corridor are strongly supported for regional connectivity, with proactive planning and clear access management needed to support businesses.
- Traffic congestion and operational challenges impact industrial areas, emergency response, and local streets, highlighting the need for improved signal coordination, long-term solutions, and integrated traffic management.
- Safety concerns include intersection crashes, red light running, gaps in driver education, and limited advisory signage, prompting calls for modernized, data-driven approaches and infrastructure improvements.
- Local development is constrained by ADOT's slow project delivery, rigid standards, late comments, and high administrative costs, emphasizing the need for earlier engagement, clear expectations, and fair cost-sharing.
- Collaboration and coordination between ADOT and the City of Kingman require improvement, with annual coordination, corridor safety monitoring, and multimodal planning seen as critical.
- Active transportation infrastructure needs attention, including gaps in bike and pedestrian facilities and improved communication on planning initiatives.
- Funding and revenue structures are outdated, with suggested sustainable sources such as EV fees and regional funding models. Opportunities exist to support Kingman Airport, improve crash data transparency, modernize safety campaigns, and enhance driver education.