



Next Move Arizona
Statewide Listening Tour

Bouse Area Listening Session
Meeting Notes

January 28, 2026

Attendees

ADOT and Consultant Team

- Teresa Welborn, ADOT Strategic Advisor
- Mike Kies, ADOT Strategic Advisor
- Will Randolph, ADOT Regional Transportation Planner
- Dillon Kennedy, Consultant Support

Agency and Public Participants

- Denise Beasley
- Duce Minor, La Paz County District 2 Supervisor
- Gary Beasley
- J.C. Sanders
- John Newman
- John Vannoy
- Pastor Julian Barbara
- Julie Riffe
- Kari Ann Noeltner
- Kenneth Martsolf
- Mike Noeltner
- Mike Workman
- Phil Baron
- Ron Riffe
- Susan Martsolf
- Tracy Sanders
- Cynthia Larimore
- Meisha Melahest
- Mark Franklin
- Mike Grossman
- Nance Franklin

Welcome

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



Discussion

- Along SR 72 near mileposts 29–30, a no-passing zone was requested in advance of the dip due to safety concerns.
- Along SR 72 near milepost 18, the Game and Fish gate was identified as needing replacement, with questions raised about whether responsibility lies with ADOT or the Arizona Game and Fish Department.
- Access conditions at the La Posa Road exit were discussed.
- Participants emphasized the need to re-evaluate centerline striping on SR 72, noting that passing occurs through areas with limited sight distance and multiple roadway dips, and suggesting additional double-yellow striping in key segments.
- Profile grinding was suggested as a follow-up treatment on SR 72 to improve smoothness after pavement work, as current surfacing methods were described as resulting in rough conditions.
- Several localized safety and ride-quality issues were identified along SR 72, including an uneven cattle guard near Joshua, a dip just west of the Dollar Store that holds water in the westbound direction and splashes into oncoming traffic, and shoulders that would benefit from widening.
- Concerns were raised about chip seal being applied over recent pavement improvements on SR 72, with examples cited where this approach has resulted in rough conditions, though specific locations were not identified.
- It was suggested that heavy freight vehicles are not well-suited to SR 72 given current roadway conditions.
- Unsafe freight activity along SR 72 was described as a major concern, particularly at night, due to speeding, roadway wear, and unsafe passing behavior.
- Rough pavement conditions were identified along SR 95 south of Lake Havasu City, near mileposts 173–175.
- Interest was expressed in ADOT potentially assuming responsibility for Vicksburg Road or returning the roadway to dirt conditions.
- Internet service improvements by WeComm were noted, though the contractor has not been able to cross the state highway, limiting progress.
- Concerns were raised about increased traffic and delays during the 21st Parker 500 on February 20–21, with significant race-related vehicle traffic expected from Parker into the community.
- SR 72 was described as extremely dangerous, with one individual sharing personal experiences of being run off the road multiple times in the past year.
- It was suggested that the state undertake more foundational planning to establish designated commercial or freight routes, with selected corridors designed to appropriately accommodate that use.
- Participants suggested routing freight traffic through Hope to US 95 rather than through Bouse.
- The La Posa Road cattle gate was noted as being open most of the time, and long vehicles were described as needing to stop in the roadway to open or close the gate. Keeping the gate open or replacing it with a cattle guard was suggested as a potential safety improvement.



- Concerns were raised about the centerline striping in the current SR 72 construction zone between mileposts 20 and 30, with the line described as thin and difficult to see.
- Driving westbound on SR 72 near the SR 95 intersection, large potholes were reported on both sides of the intersection, and the need for roadway improvements was noted, including the potential use of excess construction materials.
- Turn lanes were identified as needed at Avenue 42E for both right- and left-turn movements, as the current approach requires drivers to slow significantly.
- Participants noted that the American Legion access also needs a turn lane to improve safety and access.
- Avenue 42E was noted as a major connection between SR 72 and US 60.
- SR 72 was described as having inconsistent shoulders and very narrow lanes, contributing to unsafe conditions.
- A personal concern was shared about making left turns at Avenue 42E, including the need to slow or stop in the roadway and the risk that following drivers may not see turn signals in time.
- A lower speed limit of 35 mph through Bouse was suggested, noting the level of roadside activity within the community and referencing Searchlight, Nevada as an example of effective speed management in a similar setting.
- An individual shared that they have never lived in a place where a highway operates like SR 72, citing minimal enforcement presence, frequent speeding and unsafe behavior by freight vehicles, particularly in the evenings, and identifying the need for a pedestrian crossing across SR 72 in town.
- SR 72 was described as having significant shoulder deterioration, including edge drop-offs of up to approximately one foot and soft shoulder conditions that make vehicle recovery difficult if a tire leaves the pavement, with unsafe freight driving behavior noted under these conditions.
- Very limited local law enforcement presence was noted along SR 72, with concerns that without consistent enforcement, changes to posted speed limits are unlikely to be effective.
- Concerns were raised regarding illegal freight operations, including drivers potentially operating without proper CDL licensing and foreign driver enforcement issues, with some participants noting the potential need for federal involvement.
- Delays of more than a year were described in finalizing right-of-way fencing along SR 72.
- Participants expressed frustration that follow-up communication regarding right-of-way concerns had not occurred as previously discussed.
- Numerous local routes connect to SR 72, contributing to operational complexity and safety challenges.
- Concerns were raised that SR 72 is not designed to accommodate the weight of the freight loads currently traveling the corridor.
- Participants suggested imposing weight restrictions to reduce freight traffic along SR 72, noting that this could significantly improve safety conditions.



- Dam reconstruction work at Lake Mead was noted as a factor that initiated increased use of SR 72 by freight trucks as a shortcut.
- Questions were raised about why there is no direct exit from US 95 to Interstate 10. A La Paz County representative noted that Quartzsite is working with ADOT to make improvements to existing interchanges.
- During the winter season, increased ATV use was reported on and adjacent to roadways, creating conflicts with other vehicles and reduced visibility due to dust.
- Expanding speed reductions along SR 72 through the Town of Bouse was suggested, citing extensive direct access to SR 72, including approximately 22 businesses and 12 residential driveways within a five-mile area.
- Along SR 72 between mileposts 24 and 30, expanding the 45 mph zone farther outside of town and establishing a no-passing zone was suggested.
- Along SR 72 between mileposts 26 and 28, reducing speeds to 35 mph through the core of Bouse and mirroring “Entering Bouse” signage on both approaches was suggested.
- Along SR 72, it was noted by participants that at least once per week a semi-truck becomes stuck in the sand while attempting to turn around.
- Along SR 72 between Bouse and Hope, shoulders were described as minimal or nonexistent for nearly 20 miles.
- Additional appreciation and support was expressed for efforts to lower speed limits along SR 72 through Bouse.
- Freight traffic along SR 72 was described as constant, with particularly high volumes overnight.
- Turning movements from Avenue 41E onto SR 72 were described as precarious and unsafe.
- A perception was shared that the community has not felt adequately heard in the past.
- Participants emphasized the need for a dedicated ADOT contact representative for Parker-area coordination and follow-up communication.
- Avenue 42E was noted as an important connection between SR 72 and US 60, extending south toward Brenda.
- Frustration was expressed that outreach to federal representatives was being considered because local concerns had not resulted in meaningful action or follow-up.
- Suggested safety enforcement strategies along SR 72 included flashing speed feedback signs, increased law enforcement ticketing, and the potential use of automated camera enforcement, with limited shoulder space noted as a constraint on safely conducting traffic stops.
- The possibility of establishing non-commercial truck routes or designating restricted truck corridors was raised, including questions about whether and how such route limitations could be formally implemented.
- Suggested safety engineering improvements along SR 72 included adding turn and passing lanes, widening shoulders and turn-offs, installing rumble strips, establishing double-yellow no-passing zones, adjusting speed limits, and installing flashing speed



feedback signage. A three-lane cross section with a center turn lane was also discussed as a potential corridor-wide safety enhancement.

- Participants also suggested adding shoulder rumble strips and additional culverts to reduce roadway dips and improve safety conditions.
- Concerns were expressed that installing a traffic signal could alter the rural character and identity of Bouse.
- Long-term reprofiling of SR 72 to reduce dips was identified as a potential safety benefit, though the presence of multiple washes would make culvert conversion costly.
- It was noted that temporary washouts are generally tolerated by residents, who are willing to stay home or drive more slowly during storm events. Such conditions also slow truck traffic or encourage the use of alternate routes.
- Suggested safety education measures included enhanced signage along SR 72, such as additional speed limit and no-passing signs, clearer indicators of entering a populated area, and more visible or flashing signage.
- A recently added turn lane at Yellowbird Drive and SR 72 was noted as a positive improvement, as the intersection had previously experienced multiple crashes, including incidents where trucks passed vehicles waiting to turn left.
- Off-Highway Vehicle (OHV) use is frequent in the area, particularly among seasonal residents, and it was noted that some riders may be unfamiliar with state laws governing where operation is permitted. Riding partially or fully on the shoulder was described as common, creating dust and safety concerns.
- It was noted that when properly licensed, OHVs may be operated within the travel lane rather than on the shoulder, which could improve predictability and reduce dust, though extended travel along SR 72 remains hazardous due to speed differentials with higher-speed traffic and freight vehicles.
- As a potential alternative, creating parallel OHV-only routes outside the SR 72 right-of-way on Bureau of Land Management (BLM) land was suggested.
- Arizona roadway conditions were described as worse than those in neighboring states.
- Concerns were raised that maintenance practices are not sufficiently proactive, with examples including persistent potholes and deteriorating shoulders.
- A participant shared, “concentration needs to be on preventing the next death,” underscoring the urgency for immediate, practical safety improvements rather than long-term conceptual planning.
- Participants emphasized frustration that serious crashes and fatalities appear to be required before action is taken, expressing a desire for more proactive and preventive safety improvements rather than reactive responses after incidents occur.
- It was noted that near misses are not captured in the same formal reporting systems as crashes, limiting the ability to document emerging safety concerns.
- A user-reporting application was suggested as a potential tool to allow residents to document near misses and support proactive safety improvements before crashes occur.



- Emergency response in this rural area was described as limited, with full EMS response times of approximately 30 minutes originating from Parker.
- La Paz County Regional Medical Center was noted as now operating two helicopters, which has improved emergency response capacity.
- It was emphasized that reducing preventable incidents, particularly traffic collisions, is critical given response time constraints.

Key Takeaways

- Conditions and safety issues along SR 72 were described as urgent and systemic, with narrow lanes, inconsistent or deteriorating shoulders, edge drop-offs, dips, rough pavement, and limited sight distance contributing to high crash risk and frequent near misses.
- Increased freight traffic along SR 72, including heavy and overnight truck volumes, has created operational and safety challenges on a corridor not designed for sustained commercial use, prompting discussion of designated freight routes or truck restrictions.
- Speed management through Bouse emerged as a primary community concern, with requests for expanded reduced-speed zones, additional no-passing areas, enhanced striping visibility, and stronger entry signage to reflect roadside activity and direct access points.
- Limited law enforcement presence along SR 72 compounds unsafe driving behaviors, with participants noting that speed limit adjustments alone will not be effective without consistent enforcement and supportive roadway design features.
- Targeted engineering improvements, including turn lanes, passing lanes, shoulder widening, rumble strips, center turn lanes, and long-term corridor reprofiling, were identified as necessary to address both localized hazards and broader corridor safety deficiencies.
- OHV activity and seasonal population increases contribute to roadway conflicts, dust, and visibility concerns, highlighting the need for clearer operational guidance and potential parallel routes outside the state highway right-of-way.
- Maintenance practices were perceived as reactive rather than preventive, with ongoing potholes, rough surface treatments, shoulder degradation, and delayed fencing contributing to community frustration and declining confidence in roadway conditions.
- Rural emergency response limitations, including extended EMS response times, heighten the consequences of crashes along SR 72 and reinforce the urgency of proactive safety interventions.
- Participants expressed concern that near misses and emerging hazards are not adequately captured in existing data systems, limiting the ability to prioritize improvements before serious crashes occur.
- Participants expressed frustration with perceived lack of follow-through and coordination on longstanding concerns, emphasizing the need for more proactive communication, dedicated points of contact, and earlier safety intervention before serious crashes occur.