



**Next Move Arizona
Statewide Listening Tour**

**Pinal Partnership Economic Development Committee Listening Session
Meeting Notes**

June 4, 2026

Attendees

ADOT and Consultant Team

- Kristin Darr, Consultant Team Facilitator
- Teresa Welborn, ADOT Strategic Advisor
- Shannon Scutari, Consultant Central Metropolitan Liaison
- Will Randolph, ADOT Regional Transportation Planner
- Daksha Marsurkar, Consultant Support

Agency and Public Participants

- James Schenck, Town of Superior
- Joel Millman, Pinal County - Economic and Workforce Development
- Kaeden Peterson, Pinal County - Economic and Workforce Development
- Craig McFarland, Pinal Partnership
- Rina Rein, Pinal Partnership
- Jeffrey McClure, Pinal County Board of Supervisors
- Rebecca Timmer, Independent Consultant
- Keith Watkins, Arizona Commerce Authority - Economic and Rural Development
- Irene Higgs, Sun Corridor MPO
- Sophie Dessart, Florence Copper
- Damascus Francisco, Gila River Indian Community
- Susan Bascom, MMR Fiber

Welcome

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

Discussion

- Participants described a range of transportation conditions and considerations in Pinal County, with discussion focused on system performance, coordination, and long-term planning needs. Similar to other regions, stakeholders noted that continued population and economic growth are placing increasing pressure on the existing transportation network, particularly along key corridors such as I-10, SR 347, and SR 24. Current conditions were described as constrained by both capacity limitations and deferred maintenance, contributing to congestion, safety concerns, and reduced system reliability.



- Additional alternative routes and connections are needed to address congestion and emergency closures. These issues impact residents' quality of life, and the State has a duty to support the local community.
- Transportation planning and system development were discussed within the context of long-term needs and regional coordination. Participants noted the absence of a clearly defined, unified transportation vision for Pinal County, particularly when compared to more established systems in neighboring metropolitan areas. This has resulted in a planning environment that is often reactive, with infrastructure improvements lagging behind development. Corridor connectivity and system completeness were recognized as crucial, emphasizing the importance of progressing projects like the SR 24 extension and enhancing links between residential neighborhoods, employment hubs, and regional corridors. There is also a need for more road access options to attract commercial businesses.
- Funding and project development processes were also key topics of discussion. Participants emphasized that available funding is insufficient to maintain existing infrastructure and deliver needed improvements at the pace required. While this constraint is understood to extend beyond ADOT, it has implications for both system preservation and expansion. Ongoing efforts to identify funding solutions and develop near-term plans were noted; however, participants highlighted the long time frames associated with securing and implementing major investments. A measure was approved to maintain the road maintenance tax, but passing a ½ cent road expansion tax remains more challenging. Increased transparency and educational outreach are needed to inform the public about how funding limitations affect transportation and how the funding system operates.
- Coordination and communication across agencies emerged as important factors influencing project delivery and system performance. Participants described challenges related to roles and responsibilities between ADOT, MPOs, and local jurisdictions, as well as inconsistencies in coordination during project implementation. Organizational structure, including district boundaries that divide Pinal County across regions, was identified as a potential barrier to cohesive planning. At the same time, existing communication tools and outreach efforts were recognized as beneficial, suggesting an opportunity to build on current practices to improve transparency, public understanding, and ongoing collaboration.
- There appears to be a disconnect between ADOT communications, MPD planning, and district operations. While social media efforts are effective, the absence of alternative routes leaves no options. There are concerns about partnership consistency, and communication seems to be declining again. Communications should be proactive rather than reactive. The perception among local agencies about overages is that ADOT dictates decisions instead of seeking input.
- Safety, accessibility, and multimodal considerations were also discussed. Participants identified concerns related to roadway design, including limited pedestrian infrastructure, insufficient crossing opportunities, and increasing crash risks associated with higher speeds and congestion. The importance of incorporating multimodal elements such as sidewalks, trails, and transit connections into planning efforts was emphasized, along with the need to address emerging modes such as e-bikes and electric vehicles. Expanding EV charging infrastructure and considering



innovative technologies, like smart car technologies, were noted as part of a broader effort to support future mobility needs.

- Pedestrian crossings at US 60 and Superior are a recurring concern. There is a need for more transit options for disabled and elderly residents in rural areas. Roads should prioritize safety and accommodate various uses instead of just single-occupant vehicles. Overall, the discussion reflects a need for more proactive, coordinated planning that aligns infrastructure investment with anticipated growth, improves system connectivity, and integrates safety, multimodal access, and emerging technologies into long-term decision-making.
- There is a need for improved education programs to enhance driver behavior. Additionally, the State's role in influencing driver conduct should be examined, and enforcement efforts should be intensified.

Key Takeaways

- Growth in Pinal County is placing increasing demand on the transportation system, contributing to congestion, safety concerns, and infrastructure deterioration.
- Participants noted the absence of a unified, long-term transportation vision, resulting in reactive planning and delayed system improvements.
- Funding constraints limit the ability to maintain existing infrastructure and increase road capacity, highlighting the need for long-term investment strategies.
- Improved coordination between ADOT, MPOs, and local jurisdictions is needed to clarify roles, strengthen partnerships, and support more effective project delivery.
- Organizational factors, such as district boundaries, might influence the capacity to coordinate planning and improvements effectively across the county, especially given shifting populations and needs.
- Key corridors such as I-10, SR 347, and SR 24 require continued investment to address capacity, connectivity, and system reliability.
- Safety and accessibility remain priorities, including the need for improved pedestrian facilities, safer crossings, and consideration of individuals with limited mobility.
- Multimodal planning should be integrated into transportation investments, including support for transit, active transportation, and emerging mobility options.
- Communication and public outreach efforts are valuable but could be expanded to improve transparency, public understanding, and stakeholder engagement.
- Proactive, corridor-level planning is needed to address long-term growth, improve connectivity, and support a more resilient and efficient transportation system.