



Next Move Arizona
Statewide Listening Tour

Salome Area Listening Session
Meeting Notes

January 27, 2026

Attendees

ADOT and Consultant Team

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

Agency and Public Participants

- Christian Ackerley
- Debbie Swartz
- James Rinehart
- Judie Mew
- Larry Bogs
- Lyle Swartz
- Mike Larson

Welcome

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

Discussion

- ADOT responsiveness was perceived as complaint-driven, leaving smaller rural communities feeling overlooked.
- Participants noted that Border Patrol and the Sheriff are helpful when present in the area, but overall enforcement presence is limited.
- Homeland security and border enforcement concerns were raised in relation to Customs and Border Protection activity and limited enforcement presence in the region.
- High rates of speeding were reported, with posted speed limits frequently not adhered to.
- US 60 between Wenden and Harcuvar was identified as needing more regular maintenance.
- A speed reduction to 45 mph was suggested near Harcuvar, approximately four miles outside of Salome.



- Growth in La Paz County is increasing the need for additional turn lanes on state highways maintained by ADOT
- Participants suggested adding a left-turn lane at Salome Road and US 60 to improve operations.
- Participants expressed interest in exploring the possibility of a route transfer for Salome Road.
- As new development occurs, some developers are using dirt driveways with direct access onto ADOT-owned routes, and participants noted a need for support to enforce access standards without making the development process more difficult.
- Pavement conditions between Salome and Aguila were described as very poor, resulting in rough ride quality and increased vehicle wear.
- Participants noted that when US 60 is closed, all traffic is rerouted onto Salome Road. Increased traffic on Salome Road will require consideration of its open-range status.
- Participants noted that I-10 traffic diversions also occur using Salome Road, resulting in traffic using dirt roads and creating additional operational and safety concerns.
- Future signalization at Salome Road and US 60 was identified as a potential need due to increased traffic volumes and safety concerns.
- US 93 north of Wickenburg, between the Santa Maria River and Wikieup, was noted as having a high incidence of fatal crashes.
- Arizona highways were noted as having very narrow shoulders, with SR 72 cited as a particularly challenging segment.
- Avenues 41E and 42E were discussed, with Avenue 42E serving as an important alternate connection between SR 72 and US 60 and Avenue 41E experiencing residential development. Neither roadway has turn lanes, creating safety concerns for turning movements to and from SR 72 and US 60.
- SR 72 is seeing increased freight truck traffic, and limited roadway recovery features were noted, including narrow paved shoulders, steep drop-offs beyond the pavement edge, soft sandy shoulders that reduce vehicle control if tires leave the roadway, and a lack of safe areas for emergency pull-offs.
- On SR 72 approaching Bouse, concerns were raised that the posted speed limit transition occurs too late near Salome Elementary School, and extending the slower speed zone before the school turnoff was suggested.
- On the US 60 approach to Bouse, the posted speed limit does not change until after Salome Elementary School. Extending the slower speed zone to before the school turnoff was suggested.
- Concerns were raised about younger drivers, who may have less experience driving at higher speeds or recovering when a vehicle leaves the narrow shoulder, particularly given freight truck passing maneuvers that can force vehicles toward the edge of the roadway.
- The US 93 route north of Wickenburg was described as being avoided by local drivers due to unsafe undivided sections between Wickenburg and Wikieup, resulting in increased traffic diversion through Salome and Bouse, including freight trucks using US 60 and SR 72 as an alternative connection between I-10 and I-40.



- Participants noted that Vicksburg Road is heavily used by freight traffic traveling from I-10 north to SR 72, and then onward via SR 95 toward California and connections to I-40. However, this route was not designed to accommodate the resulting freight or increased traffic volumes.
- An increase in traffic was observed in recent years, including more vehicles with California license plates, and delays of up to five minutes were reported when turning from the landfill onto SR 72 due to higher traffic volumes.
- Concerns were raised that ADOT permitting for new development may need to be more stringent, as some businesses connect directly to ADOT-owned routes without making necessary access improvements, resulting in dirt turnoffs or a lack of turn lanes into communities.
- Shoulders were described as narrow and deteriorating, with debris and rock reducing usability and safety for people riding bicycles and e-bikes, and a demand for safer bicycle access was noted, particularly among seasonal residents traveling to and from the area.
- Participants expressed interest in the possibility of adding bicycle lanes in key areas to improve safety and connectivity.
- While there is limited demand for regular transit service, participants expressed interest in limited connections to and from Wickenburg, Parker, and Buckeye, with service two to three days per week focused primarily on medical appointments.
- Ideas discussed included creating alternate truck-only corridors or lanes and developing more suitable freight routes to divert heavy trucks away from community roadways and improve safety.
- Along SR 72, additional truck passing lanes in strategic locations away from community areas were suggested, as long no-passing zones were noted and limited passing opportunities were described as contributing to unsafe passing behavior by freight vehicles.
- Improved communication was requested when ADOT projects or road improvements occur, as residents are often unaware of construction timing and duration and frequently rely on local online community boards, such as Salome-area Facebook pages, for information.
- Participants expressed interest in improving AZ511 and traveler information tools to better communicate roadway conditions, closures, and traffic impacts.

Key Takeaways

- Safety concerns in the Salome and La Paz County area are driven by a combination of high speeds, limited enforcement presence, narrow and deteriorating shoulders, and increasing freight traffic on roads not designed to accommodate heavy vehicles.
- Freight diversion from US 93 and I-10 is placing additional pressure on US 60, SR 72, Salome Road, and local connectors, contributing to congestion, unsafe passing behavior, and increased conflicts at intersections and access points.
- State of repair challenges are pronounced, with poor pavement conditions, limited roadway recovery areas, debris-filled shoulders, and inadequate pull-off space affecting vehicle safety, freight operations, and bicycle and e-bike use.



- Growth and development are increasing the need for turn lanes, access management, and clearer permitting enforcement on ADOT-maintained highways, particularly where dirt driveways and undeveloped access points are creating operational and safety issues.
- Targeted operational improvements were emphasized over broad system changes, including speed management near schools and community approaches, strategic truck passing lanes away from populated areas, and potential future signalization at key intersections.
- While demand for regular transit is limited, there is interest in modest, flexible service focused on medical trips to nearby regional centers, alongside a broader need for improved communication about ADOT projects through locally trusted channels.