



**Next Move Arizona
Statewide Listening Tour**

**Winslow Area Listening Session
Meeting Notes**

February 12, 2026

Attendees

ADOT and Consultant Team

- Mike Kies, ADOT Strategic Advisor
- Ruth Garcia, ADOT Regional Transportation Planner
- Kristin Darr, Consultant Team Facilitator
- Dillon Kennedy, Consultant Support

Agency and Public Participants

- Amanda Tolino, Navajo DOT Planner
- Benjamin Gonnig, Navajo DOT Senior Planner
- Crystal Tawahongva, Hopi Medical Transportation Program Billing Coordinator
- Cyndi Secakuku, Hopi Senom Transit Administrator
- Daniel Deets, Navajo County MCAT K-9
- Dave Coolidge, City of Winslow City Manager
- Gaylyn Johnson, Winslow Indian Health Care Center Director of General Services
- Glennabah White, Winslow Indian Healthcare Center
- Greg Sehongva, Hopi Tribe Safety Program Manager
- Margie Begay, Navajo DOT Principal Planner
- Pamela Tsinijinnie, City of Winslow Transit Manager
- Peter Cake, City of Winslow Councilmember
- Sharon Wolz, Northern Arizona Council of Governments (NACOG) Economic Development Planner
- Shawn Silas, Hopi Senom Transit Transportation Supervisor
- Tim Westover, City of Winslow Public Works Director
- Tod Morris, Northern Arizona Council of Governments (NACOG) Transportation Planner

Welcome

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

Discussion

- Safety gaps were identified related to seatbelt use and car seat compliance, along with challenges in accessing reliable data collection and safety analysis tools.



- Not all traffic collisions, including some fatalities, are consistently reported to state systems, though participants noted recent improvements in data sharing from the Hopi Tribe.
- Education and outreach were identified as key opportunities to improve safety, including increased signage, updated CDL training, expanded coordination between agencies, use of billboards and navigation apps, and reintroducing driver education in high schools.
- Participants emphasized that behavioral safety measures such as rumble strips and improved lighting are among the most effective investments.
- Language barriers among some freight operators and local populations were identified as a factor affecting safety and communication.
- Safety and operational concerns were raised along US 191 near Chinle and the junction with Round Rock, where high speeds, heavy truck traffic, and lack of weigh station infrastructure contribute to unsafe conditions.
- Participants noted that this corridor has been in planning discussions for an extended period without visible progress or implemented improvements.
- In Many Farms, participants expressed the need for a traffic signal and additional safety measures, noting a lack of traffic control through the community.
- SR 377 was identified as a highly dangerous corridor, with limited shoulders, unsafe passing conditions, heavy truck traffic, and a history of serious crashes and fatalities.
- Recommended improvements include wider shoulders, additional passing lanes, and long-term expansion to a four-lane facility.
- Improvements near Sage Memorial Hospital in Ganado and safety needs near Delcon Medical Center highlight the importance of targeted investments such as traffic signals, lighting, and intersection design improvements.
- Participants noted that flashing stop signs are not effective when enforcement is limited.
- Roadway improvements such as wider shoulders and long-term expansion to four lanes were identified as key needs to accommodate traffic demand.
- Lack of shoulders, soft roadside conditions, and limited pull-off areas create safety and operational challenges, including vehicles becoming stuck.
- Roadway maintenance concerns include deteriorating pavement edges, recurring potholes, and short-lived chip seal treatments on SR 264.
- Participants noted that local knowledge of roadway conditions is not consistently incorporated into maintenance and planning efforts.
- Roadway conditions contribute to unsafe driving behavior, with drivers changing lanes to avoid hazards.
- Heavy truck traffic, including impacts from truck stops, contributes to roadway wear and safety challenges, while some traffic diverts to avoid weigh stations.
- Limited DPS presence along Tribal highways contributes to unsafe driving behavior, with enforcement largely limited to crash response or freight escort.
- Participants emphasized that increased enforcement visibility alone could improve safety outcomes.
- Suggested strategies include mock enforcement vehicles, targeted freight enforcement, lane discipline, and improved detour routing and wayfinding to avoid directing traffic onto unsuitable roads.



- Navajo chapter representatives expressed frustration with limited feedback and follow-up on project requests and lack of clarity on project status.
- Participants noted that local input is regularly shared but not clearly reflected in decision-making.
- Participants emphasized the need for funding, technical assistance, and clearer direction to support project implementation, along with improved collaboration between local, Tribal, and state partners.
- Transit options are limited, with services focused on medical trips, minimal fixed-route availability, and constrained coordination between providers.
- Regional connectivity gaps persist, particularly along the Winslow to Flagstaff corridor, due to insufficient funding.
- Funding structures limit expansion, with programs focused on maintaining existing service levels and constraints within ADOT MPD Transit programs.
- Participants noted the absence of a statewide transit plan and identified stronger models in neighboring states.
- Workforce and operational challenges include high CDL training costs, limited medical transport vendors, and long-distance trips that reduce system capacity.
- Population growth, return migration, and economic development are increasing transportation demand, including industrial growth in Winslow and freight investments such as the Trade Port Corridor along SR 87.
- Growth trends include increased homebuilding on the Hopi Reservation, continued growth in Many Farms and Chinle, increased commuting to metro areas, and seasonal population increases in areas such as Heber.
- Beautification and maintenance within ADOT right-of-way are limited by resource constraints and policy restrictions, with local communities noting disparities in treatment compared to larger municipalities.

Key Takeaways

- Safety challenges across the region are systemic, driven by a combination of roadway design limitations, heavy truck traffic, limited enforcement presence, and inconsistent data reporting.
- Several corridors, particularly US 191 and SR 377, no longer meet current demand or safety expectations, reflecting a mismatch between existing infrastructure and increased traffic volumes.
- Freight activity plays a significant role in both roadway deterioration and safety risk, with limited weigh station infrastructure and enforcement capacity compounding these challenges.
- Behavioral and low-cost safety strategies, including lighting, signage, rumble strips, and driver education, present immediate opportunities to improve conditions while larger infrastructure improvements are pursued.
- Data, communication, and coordination gaps—particularly across Tribal, regional, and state partners—limit the ability to prioritize projects and deliver timely improvements.
- Transit and mobility limitations create barriers to accessing essential services, particularly healthcare, with current funding structures focused on maintaining existing service rather than enabling expansion.



- Operational and funding constraints within transit programs, including reimbursement delays and lack of a statewide vision, further restrict the ability to scale mobility solutions.
- Growth trends, including return migration to Tribal communities, increased commuting, and planned freight and industrial development, are increasing demand on an already constrained transportation system.
- Equity concerns persist, including limited ability for local communities to participate in right-of-way maintenance and a mismatch between infrastructure impacts and local benefits from freight activity.