

City of Yuma City Council Meeting Agenda

Wednesday, March 18, 2026

5:30 PM

Yuma City Hall Council Chambers
One City Plaza, Yuma

Notice is hereby given, pursuant to Resolution R2015-047 that one or more members of the Yuma City Council may participate in person or by telephonic, video or internet conferencing. Voting procedures will remain as required by the Yuma City Charter and other applicable laws.

Those wishing to speak on an agenda item or during Call to the Public must complete a Speaker Request Form prior to the start of the meeting. Speaker Request Forms can be found on the City's website, in the Clerk's Office, as well as in the Council Chambers.

"Call to the Public" comments are limited to non-agenda items that pertain to City business under the authority and legislative functions of the City Council. The total time for "Call to the Public" is limited to 30 minutes.

Speaker Request Forms should be submitted to City Clerk staff prior to the start of each meeting. All speakers, whether speaking on an agenda item or during "Call to the Public" are provided 3 minutes, with no more than 5 speakers permitted per topic/issue.

City Council Worksessions and Regular City Council Meetings can be viewed through the following platforms:

- Cable – Meetings are broadcast live on Spectrum Cable Channel 73.
- Live Stream – Residents can watch meetings on their computer or mobile device at www.yumaaz.gov/telvue. Previous Council meetings are also available on-demand.
- Virtual – Residents can watch meetings via Teams on their computer or mobile device at www.yumaaz.gov/publicmeetings. Click on "Calendar" then select the City meeting and click "Join".

CALL TO ORDER

INVOCATION

PLEDGE OF ALLEGIANCE

FINAL CALL

Final call for submission of Speaker Request Forms.

ROLL CALL

PRESENTATIONS

- Reading of Proclamation: Small Business Development Centers Day
- Children's Museum Update
- Consolidated Plan Update for Community Development Block Grant, HOME, and Neighborhood Revitalization Strategy Area Plans

I. MOTION CONSENT AGENDA

All items listed on the Motion Consent Agenda will be considered and enacted with one motion. There will be no separate discussion of these items unless a Councilmember so requests. In which event, the item will be removed from the Motion Consent Agenda and the vote or action may be taken separately.

A. Approval of minutes of the following City Council meeting(s):

1. [MC 2026-054](#) **Regular Council Worksession Draft Minutes February 3, 2026**
Attachments: [2026 02 03 RWS Minutes](#)
2. [MC 2026-055](#) **Regular Council Worksession Draft Minutes March 3, 2026**
Attachments: [2026 03 03 RWS Minute](#)

B. Executive Sessions

Executive Sessions may be held at the next regularly scheduled Special Worksession, Regular Worksession and City Council Meeting for personnel, legal, litigation and real estate matters pursuant to A.R.S. § 38-431.03 Section A(1), (3), (4), and (7). (City Attorney)

C. Approval of staff recommendations:

1. [MC 2026-049](#) **Cooperative Purchase Agreement: Police Vehicle Upfitting**
Authorize the purchase and installation of upfitting for police vehicles from Arizona Emergency Products, Phoenix, Arizona and Waltz Outfitting, Tempe, Arizona, utilizing a cooperative purchase agreement from the City of Chandler for one year with the option to renew for four additional one-year periods, one period at a time, depending on the appropriation of funds and satisfactory performance as needed at an estimated annual expenditure of \$300,000.00. (Police Department-CPA-26-252) (Thomas Garrity/Robin R. Wilson)

2. [MC 2026-050](#) **Cooperative Purchase Agreement: Firefighting Equipment and Rescue Tools with Related Supplies and Accessories**
Authorize the purchase and delivery of firefighting equipment, rescue tools, and related services from L.N. Curtis and Sons, Inc., Gilbert, Arizona utilizing a cooperative purchase agreement from Sourcewell for one year with the option to renew for four additional one-year periods, one period at a time, depending on the appropriation of funds and satisfactory performance as needed at an estimated annual expenditure of \$100,000.00. (Fire Department CPA-26-241) (John Louser/Robin R. Wilson)
3. [MC 2026-051](#) **Cooperative Purchase Agreement: YRCS Servers Infrastructure**
Authorize the purchase of replacement server infrastructure hardware and services, utilizing a Cooperative Purchase Agreement through the State of Utah with The Redesign Group, El Segundo, California for an estimated expenditure of \$929,269.19 (Information Technology-CA-26-254) (Jeremy Jeffcoat/Robin R. Wilson)
4. [MC 2026-052](#) **Sole Source: Service Subscription Licenses**
Authorize a sole source purchase of hosting service licenses for Badger Water Meters per unit, encoders, and endpoint water meters at an estimated expenditure of \$163,013.00 for fiscal year 2026. (Utilities - SS-26-146) (Jeremy McCall/Robin R. Wilson)
5. [MC 2026-053](#) **Ratification: Settlement of Martinez v. City of Yuma, et al.**
Ratify settlement of the lawsuit *Leticia Martinez v. City of Yuma, et al.* Yuma County Superior Court Case No. S1400CV202500756. (City Attorney) (Richard Files)

II. RESOLUTION CONSENT AGENDA

All items listed on the Resolution Consent Agenda will be considered and enacted with one motion. There will be no separate discussion of these items unless a City Councilmember so requests or a Speaker Request Form has been submitted. In which event, the item will be removed from the Resolution Consent Agenda and the vote or action may be taken separately.

1. [R2026-012](#) **Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan**

Adopt the updated ADA Self-Evaluation and Transition Plan and Inventory, dated December 2025 (Engineering) (Dave Wostenberg)

Attachments: [1. RES ADA Self-Evaluation and Transition Plan](#)
[2. PLAN ADA Self-Evaluation and Transition Plan](#)

III. ADOPTION OF ORDINANCES CONSENT AGENDA

All items listed on the Ordinances Consent Agenda will be considered and enacted with one motion. There will be no separate discussion of these items unless a City Councilmember so requests or a Speaker Request Form has been submitted. In which event, the item may be removed from the Ordinance Consent Agenda and the vote or action will be taken separately.

1. [O2026-011](#) **Annexation Area No. ANEX-44726-2025 Livingston Ranch Unit Nos. 5-7**

Authorize annexation of properties located northwest of the 38th Street alignment and Avenue C. (ANEX-44726-2025). (Community Development/Community Planning) (Alyssa Linville)

Attachments: [1. PET Annex: Livingston Ranch Unit Nos. 5-7](#)
[2. ORD Annex: Livingston Ranch Unit Nos. 5-7](#)

IV. INTRODUCTION OF ORDINANCES

The following ordinance(s) is presented to the City Council for introduction. No vote or action by the City Council is necessary. However, the City Council may, at its option, vote or take action where appropriate. Ordinances given introduction are generally presented to the City Council for adoption at the next Regular City Council meeting.

1. [O2026-012](#) **Right-of-Way Exchange: The Palms RV Resort Development, Inc.**

Authorize the vacation of a portion of 32nd Street right-of-way to The Palms RV Resort Development, Inc. in exchange for fee title to 32nd Street and Michigan Avenue (Engineering/City Attorney) (David Wostenberg/Richard Files)

Attachments: [1. MAP LOC1- ROW Exchange The Palms RV Resort Development](#)
[2. MAP LOC2- ROW Exchange The Palms RV Resort Development](#)
[3. ORD ROW Exchange: The Palms RV Resort Development](#)

V. ANNOUNCEMENTS AND SCHEDULING

Discussion and possible action on the following items:

1. Announcements:

City Council report on meetings/events attended – City Council report on issues discussed in meetings/events attended by a City Council representative in their official capacity as the City's representative during the period of March 5, 2026 through March 18, 2026. City Council questions regarding the update must be limited solely for clarification purposes. If further discussion is warranted, the issue will be added to a future agenda for a detailed briefing.

City Council report of upcoming meetings.

City Council request for agenda items to be placed on future agendas.

2. Scheduling:

Motion to schedule future City Council meetings pursuant to Arizona Revised Statutes Section 38-431.02 and the Yuma City Code, Chapter 30.

VI. SUMMARY OF CURRENT EVENTS

This is the City Administrator's opportunity to give notice to the City Council of current events impacting the City. Comments are intended to be informational only and no discussion, deliberation or decision will occur on this item.

VII. CALL TO THE PUBLIC

Members of the public may address the City Council on matters within City Council's authority and jurisdiction that are not listed on the agenda during the "Call to the Public" segment of the meeting. All speakers must complete a Speaker Request Form and submit it to City Clerk staff no later than the "Final Call for Speaker Request Forms" is made at the beginning of each meeting.

VIII. EXECUTIVE SESSION

An Executive Session may be called during the public meeting for the purpose of receiving legal advice for items on this agenda pursuant to A.R.S. Section 38-431.03 A (1, 3, 4 and/or 7) and the following items:

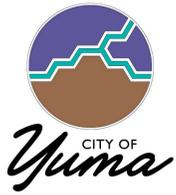
A. Discussion, consultation, and/or direction to City Attorney regarding City owned real property. (A.R.S. § 38-431.03 A3, A4, & A7)

B. Discussion, consultation, and/or direction to City Attorney regarding A.R.S. § 28-8484. (A.R.S. § 38-431.03 A3, A4, & A7)

C. Discussion, consultation, and/or direction to City Attorney regarding Greater Yuma Port Authority. (A.R.S. § 38-431.03 A3 & A4)

ADJOURNMENT

In accordance with the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973, the City of Yuma does not discriminate on the basis of disability in the admission of or access to, or treatment or employment in, its programs, activities, or services. For information regarding rights and provisions of the ADA or Section 504, or to request reasonable accommodations for participation in City programs, activities, or services contact: ADA/Section 504 Coordinator, City of Yuma Human Resources Department, One City Plaza, Yuma, AZ 85364-1436; (928) 373-5125 or TTY (928) 373-5149.



City of Yuma
City Council Report

File #: MC 2026-054

Agenda Date: 3/18/2026

Agenda #: 1.

Regular Council Worksession Draft Minutes February 3, 2026

MINUTES
REGULAR CITY COUNCIL WORKSESSION
CITY COUNCIL OF THE CITY OF YUMA, ARIZONA
CITY COUNCIL CHAMBERS - YUMA CITY HALL
ONE CITY PLAZA, YUMA, ARIZONA
February 3, 2026
5:30 p.m.

CALL TO ORDER

Mayor Nicholls called the Regular City Council Worksession to order at 5:33 p.m.

Councilmembers Present: Martinez, Morris, McClendon, Smith, Morales, Watts, and Mayor Nicholls
Councilmembers Absent: None
Staffmembers Present: Acting City Administrator, John D. Simonton
Deputy City Administrator, Jennifer Reichelt
Communications Manager, Jennifer Miller
Director of Community Development, Alyssa Linville
Various department heads or their representatives
City Attorney, Richard W. Files
Deputy City Clerk, Janet L. Pierson

I. ELEVATE SOUTHWEST

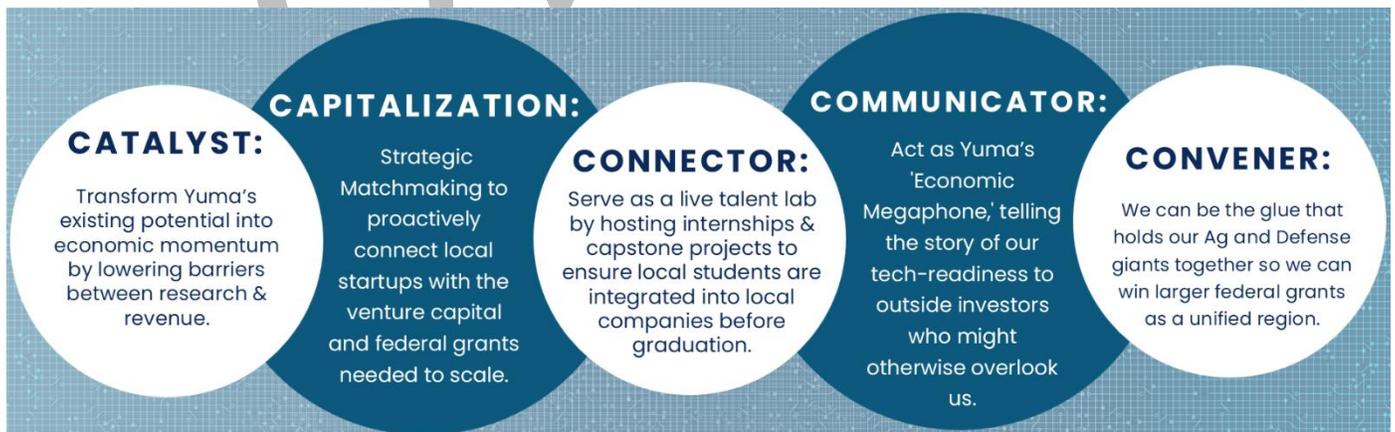
Jerry Cabrera, President and Chief Executive Officer, provided the following update on Elevate Southwest:

- The Price of Inaction: Yuma’s Growing Opportunity Gap
 - Elevate Southwest is creating an incubator space for high-tech companies in areas such as agricultural technology (ag tech), aerospace and defense, clean technology, biotechnology (biotech), and biomedicine.
 - The initiative aims to address Yuma’s low bachelor’s degree attainment rate of 16.7% for residents aged 25 and older, compared to Arizona’s 32.6%.
 - Increasing educational attainment is critical because individuals with a bachelor’s degree earn about \$37,000 more annually than those without one.
 - Despite significant research and development (R&D) activity at Yuma Proving Ground (YPG) and other facilities, Yuma faces a “brain drain” as graduates leave due to limited local career opportunities.
 - Partnerships with Arizona Western College (AWC) and satellite campuses of major universities are helping promote careers in health, engineering, and related fields, but more research and development integration is needed.
 - The region’s economic growth rate has been 3.2% in recent years, but improving degree attainment and retaining talent are key priorities for future development.
- The Solution: A Hub for High-Wage Growth
 - A key strategy to grow local talent is developing a 60,000-square-foot facility that includes wet labs, dry labs, and space for R&D.
 - Such a facility could generate significant revenue for the City and support innovation, similar to successful technology parks (planned areas for tech-focused business and research facilities, often called a tech park) nationwide.

- Tech parks have proven effective in fostering high-tech careers, with examples like California Polytechnic State University and Arizona State University (ASU) contributing to billions in economic impact.
- Establishing a regional tech park would strengthen Yuma's position in ag tech, defense, and other emerging fields, reducing brain drain.
- YPG conducts over \$2 billion in R&D annually, and retaining this work locally through an Innovation Hub would maximize economic and educational benefits.
- The goal is to unify agribusiness and defense sectors while creating a home for R&D in Yuma to drive transformation and growth.
- The Roadmap: Scaling Yuma into a Regional Powerhouse
 - Developing an Innovation Zone in Yuma requires a mixed-use model and significant initial investment, similar to Phoenix's Taiwan Semiconductor Manufacturing Company project, which began with \$205 million.
 - While Yuma cannot match Maricopa County's revenue scale, prioritizing infrastructure and ecosystem development is essential to unlock economic growth.
 - Such projects have the potential to generate billions in economic impact and create thousands of construction jobs.
 - The Innovation Hub and Zone aim for a 15-year projection focused on economic growth, job creation, and talent retention.
 - Talent retention and higher educational attainment drive revenue and attract funding, enabling success for companies beyond research and development.
- Work, Learn, Play, Live, Stay
 - Creating an Innovation Hub fosters a "work, learn, play, live, stay" environment that supports local economic growth.
 - AWC reports that every public dollar spent generates \$1.10 in economic return.
 - High-wage workers in these sectors earn about \$13,000 more annually, with an overall increase of \$3,000 in average wages.
 - The initiative aims to raise the 16.7% bachelor's degree attainment rate while also recognizing the need for credentialed technical jobs.
 - Technicians skilled in robotics, fiber optics, and related technologies remain essential to support advanced systems across the county.
- Future-Proofing Yuma: Beyond Agriculture and Defense
 - Future growth strategies include expanding into sectors such as artificial intelligence, advanced manufacturing, transportation logistics, biomedicine, biotechnology, and clean technology.
 - Partnerships like Onvida's collaboration with Medtronic and Dr. Husnu Kaynak provide hands-on experiences for students, such as working in a catheterization lab.
 - These opportunities encourage students to remain in Yuma by offering real-world exposure to high-tech careers and innovative projects.
- The Catalyst Effect
 - A catalyst effect refers to creating a ripple effect that drives synergy and collaboration across different sectors.
 - The goal is to build a strong talent pipeline and address the recurring issue of brain drain, where local students leave due to limited opportunities.
 - This requires community-wide efforts to unify skills and foster partnerships within an ecosystem like an Innovation Hub or Elevate Southwest.



- The Five Cs: Catalyst, Capitalization, Connector, Communicator, Convener
 - Creating an Innovation Hub alone will not attract companies; the key draw is the R&D activity within the facility.
 - Yuma can expand beyond agriculture and defense to become a test bed for sectors like semiconductors and artificial intelligence.
 - Partnerships extend beyond Arizona universities to include institutions across the border, such as the University of Sonora and universities in Mexicali and Baja California.
 - Four companies from Mexicali have already committed to joining the Innovation Hub, focusing on Artificial Intelligence (AI) and other advanced fields.



- Elevate Southwest: Turning Potential into prosperity
 - Advocating for and supporting the Innovation Hub is essential to transform the region into a global destination for high-tech industries.
 - The hub will generate significant revenue, not only for technology-related projects but also for local banks, construction companies, and other sectors that benefit from economic growth.
 - Increased revenue will provide funding for additional City projects, reinforcing the hub's role in regional prosperity and development.
- Elevate Southwest Startup Launch
 - There are 11 new startup partnerships across clean energy, artificial intelligence, advanced manufacturing, biotech, ag tech, and financial technology
 - If these ventures succeed, they project approximately 503 additional local jobs, including technical roles, engineers, biomedical, and radiation-related positions.
 - These job figures are projections provided by the startups themselves and reflect the skills they anticipate needing in Yuma.
 - Partnerships and collaborations include:
 - University of Arizona (U of A) Center Innovation
 - U of A Tech Parks
 - ASU Faculty
 - Northern Arizona University (NAU)-Yuma Engineering
 - Sonora State University
 - U of A Intellectual Property Law program
 - Startup Science Software & Founder Network
 - Institute for Defense Analysis
 - The Business Doctor
 - Flinn Foundation
 - Arizona Tech Investors
 - Angel Capital Association
 - Local First Arizona
- Current Impact: Internship, Podcast, Camps, School Partnerships
 - The organization has actively promoted Science, Technology, Engineering and Mathematics (STEM) careers through internships and podcasts designed to engage students and the community.
 - Partnerships have been established with multiple local and state organizations, including Arizona Business and Education Coalition, Southwest Technical Education District of Yuma, NAU Yuma, Cibola High School Skills USA, Ronald Reagan Elementary, Switch Workshop, Arizona@Work, Center for Future of Arizona, and SciTech Institute.
 - Over the past two years (two podcast seasons), the team has produced podcasts highlighting STEM opportunities and career pathways.
- Internships
 - Internship outcomes have been highly successful, with over 80% of interns securing jobs or continuing in STEM-related fields.
 - Internships serve a dual purpose: providing hands-on experience and helping students determine whether a STEM career is the right fit, preventing wasted years in unsuitable fields.

Community Partners

Paul Rouff Engineering	The Regimen Club
Humane Society of Yuma	Barkley Company of Arizona
Thompson Architects	Best Health Care
Midwives Kitchen	Power Joule
Yuma Orthopedic Physical Therapy	Cradic Chiropractor
Keithly Williams Seed	Elemental Lif Spa
Yuma Investment Group	Nicholas Engineering
Core Engineering	KAP Organic Agro
Yuma Veterinary Clinic	Pa'l Mundo Designs
Desert Veterinary Clinic	WDF Services
Desert Premium Farms	Acacia Medical of Yuma

- Additional community partners include Onvida and Sunset Community Clinic, who play a role in outreach.
- The Student Advisory Board originated from an internship initiative where students wanted to make a broader impact beyond their own experience.
- Its mission is to promote STEM careers across Yuma County, aligning with the vision of Elevate Southwest and supporting community growth.

Andrew Reyes, President of the Elevate Southwest Student Advisory Board, explained that the board's mission is to expose local students to internship opportunities offered by Elevate Southwest. He emphasized that many students are unaware of these opportunities in Yuma and the desert southwest, and the goal is to increase awareness to help retain the local workforce through internships and career exposure.

Cabrera concluded his presentation by extending an invitation to Arizona Tech Week, scheduled for the week of April 6, and encouraging creative events that incorporate technology, noting that almost any idea can include a technology element.

Discussion

- The innovation hub currently has about 15 companies, including universities, showing interest in participating. There is a strong focus on expanding beyond agriculture into areas like R&D, biotech, biomedicine, and national security. Partnerships are forming with organizations such as U of A and Onvida, including work on grants and initiatives tied to YPG, signaling significant growth opportunities and projects in the pipeline. (**Mayor Nicholls/Cabrera**)
- The student advisory board consists of about eight students from various educational levels. It includes local high school students from schools such as Cibola and Gila Ridge, as well as college students who were born and raised in Yuma but now attend college outside the area. Overall, it is a diverse group representing different backgrounds and institutions. (**Mayor Nicholls/Cabrera**)
- It's difficult to measure tangible progress for Elevate Southwest because key attainment data from the Arizona Board of Regents has not been released, and collecting information on degree completion is a six-year process. Success depends on collaboration across the entire community, including local colleges and organizations. (**McClendon/Cabrera**)

- The region faces challenges in keeping pace with rapid technological change, and Yuma is currently absent from Arizona’s “silicon desert” map. The goal is to position Yuma as a hub for research, development, and skilled talent to avoid falling behind and to create a stronger presence in the state’s technology landscape. **(McClendon/Cabrera)**
- Progress in engaging students and retaining local talent is still in early stages. Efforts now begin in elementary school, with advocacy for high-tech careers and partnerships that provide opportunities in areas such as imaging, radiation, AI, and web design. However, there is a need to better inform counselors and parents, as misconceptions about technology can influence decisions. Community-wide involvement is essential to prepare students for future opportunities and position Yuma as a competitive hub for R&D. **(McClendon/Cabrera)**
- The strategy focuses on aligning workforce development with industry growth. Companies involved are not limited to research; they are actively developing technologies in areas such as battery storage, financial technology, biotech, and biomedicine. Support includes helping startups with business strategies, pitch events, and connections to investors and venture capitalists. Students gain internships that often lead to local employment, while efforts continue to expand university programs so graduates can build long-term careers in Yuma. Both workforce development and industry establishment must progress together for success. **(Morris/Cabrera)**
- The Student Advisory Board’s mission is to advocate for students by exposing them to higher education and internship opportunities to help retain local talent. They visit schools, starting at the middle school level, to give presentations about these opportunities. Most internships are available in Yuma and are open to both high school and college students, with applications starting at age 16. The board is primarily composed of high school students, with some college students involved as well. **(Watts/Reyes)**
- Internships were initially paid through a grant, but funding ended, so most are now unpaid. Despite this, students remain eager for the experience and exposure. Some funding is available through Arizona@Work for those who qualify. The innovation hub is not just an idea; it is a collaborative effort involving the City, Elevate Southwest, universities, and the broader community, aimed at creating real opportunities and retaining local talent. **(Watts/Cabrera)**
- Any company that joins the Elevate Southwest ecosystem is required to accept interns. This approach helps ensure local students have access to opportunities, which is especially important for families concerned about the high cost of college. Internships provide valuable experience and exposure, supporting efforts to retain talent in the community. **(Smith/Cabrera)**
- Elevate Southwest fills gaps that traditional institutions cannot address by supporting individuals and startups that do not fit into a college-based model. Many entrepreneurs, including those with advanced degrees or those who do not wish to return to school, need guidance, resources, and a roadmap to succeed without pursuing further education. Elevate Southwest provides that support while partnering with universities and other organizations to complement – not duplicate – their efforts, ensuring a collaborative approach to fostering innovation and business growth. **(Mayor Nicholls/Morales/Cabrera)**
- There is an urgent need to build a 60,000-square-foot innovation hub to attract and retain companies and talent in Yuma. Consultants have warned that delaying action will cost the community more in the long term, as startups and existing businesses require specialized facilities such as labs and collaborative spaces to grow. The plan is to secure funding, complete engineering designs, and break ground within 18 months, with project completion targeted in two years. **(Morales/Cabrera)**

II. YUHSD CAREER TECHNICAL EDUCATION

Nereida Lansman, Director of Career and Technical Education (CTE) for the Yuma Union High School District (YUHSD), introduced CTE students **Emily Valtierra** from Kofa High School, **Ayana Logan** from Yuma High School, and **Karidee Ellsworth** from Gila Ridge High School to share their experience with the CTE program as follows:

- What is CTE?
 - CTE is an educational approach that combines traditional academic instruction with hands-on, career-focused learning.
 - It provides high school students with real-world readiness by offering practical workplace experience alongside classroom learning.
 - Through CTE, students develop valuable skills and participate in activities that prepare them for future careers.
- YUHSD CTE Snapshot
 - YUHSD consists of seven high schools: Cibola, Gila Ridge, Kofa, San Luis, Somerton, Vista, and Yuma High School.
 - The district offers a total of 77 CTE programs of study.
 - These programs include pathways in health, science, information technology, manufacturing, agriculture, business, public safety, construction, and more.
- Why CTE Matters to Our Community
 - Builds a skilled local workforce aligned with regional industry demand.
 - Reduces skill gaps by preparing students early for careers.
 - Strengthens economic development and creates robust talent pipelines for the community.
 - Enhances student engagement through hands-on learning experiences in classrooms, labs, and job sites.
- Dual Credit Opportunities
 - CTE students have the opportunity to participate in dual credit enrollment with Arizona Western College.
 - This allows students to earn both high school and college credit simultaneously while completing coursework aligned to their chosen career pathway.
 - Dual credit reduces costs for high school students and helps them gain college credit early.
 - It prepares students for college and gives them an academic advantage compared to peers who are not enrolled in CTE courses.
- Industry Credentials
 - YUHSD provides students with access to industry-recognized credentials that align with regional workforce needs.
 - Examples of these credentials include CPR, First Aid, OSHA 10-Hour, Health Care General, Stop the Bleed, ServSafe Manager and Food Handler, and Adobe Photoshop.
 - These certifications help students gain practical skills and qualifications that are valued by employers in the community.
- Career and Technical Student Organizations
 - A major component of CTE classes is the availability of Career and Technical Student Organizations (CTSOs), which are student-led organizations.
 - CTSOs include:
 - Health Occupation Students of America for health science
 - SkillsUSA for trades, IT, public safety, and digital media.

- Future Farmers of America for agriculture
- Family, Career and Community Leaders of America for culinary and human services
- Students regularly compete and place at regional, state, and national competitions through these organizations.
- Participation in CTSOs helps students develop leadership, communication, and presentation skills while fostering passion for their chosen career pathways.
- Work-Based Learning in Yuma County
 - CTE students in Yuma County participate in work-based learning opportunities that connect classroom instruction to real-world experience.
 - Opportunities include internships, job shadowing, and other hands-on experiences aligned with students' chosen career pathways.
 - These experiences allow students to apply technical and employability skills in professional settings, explore local career options, and contribute to the economic vitality of the community.
 - Students often earn certifications that enhance workplace readiness and provide a competitive advantage in their careers.

Valtierra, Logan, and Ellsworth spoke about their personal experience with CTE, highlighting how the program provided valuable opportunities for career development and personal growth. They emphasized gaining leadership experience, earning multiple industry certifications, and competing at regional, state, and national levels through organizations like SkillsUSA. CTE helped them clarify career goals, build confidence, and develop practical skills through internships, credentials, and hands-on learning, ultimately preparing them for future success in both education and the workforce.

Discussion

- The students delivered strong presentations and demonstrated leadership skills, reflecting confidence and professionalism gained through SkillsUSA. Their consistent success at national competitions is a proud tradition for Yuma, showcasing individual accomplishments and the community's commitment to excellence in CTE programs. **(Mayor Nicholls)**
- Students are often introduced to CTE programs through advisors who encourage and guide them toward opportunities they might not initially see for themselves. Awareness is also spread through presentations at middle school fairs and high school freshman orientations, where students learn about CTE pathways and their impact on future careers. **(Smith/Valtierra/Ellsworth/Logan)**
- Dual credit opportunities allow students to complete significant college coursework while still in high school, often finishing an associate degree just months after graduation. This accelerated path can reduce the time to earn advanced degrees, such as nursing or law, and provides a strong foundation for careers that are in demand locally. **(Watts/Valtierra)**
- A construction technologies program is offered at two campuses as a two-year course. Students participate in SkillsUSA competitions judged by industry professionals. The Southwest Contractors Association collaborates by providing on-campus training and supporting competitions. There is a strong focus on promoting the program to attract young talent to the construction industry. **(Morris/Lansman)**

Mayor Nicholls read a proclamation declaring February 2026 as Career and Technical Education Month, and encouraged all citizens to recognize the contributions of CTE to students' futures and the workforce.

III. YOUTH GOVERNMENT PROGRAM

Reichelt noted that the City has a strong commitment to supporting CTE programs and has hosted CTE students for several years. A new Youth Government Program is being launched to provide students with real-life skills such as public speaking and problem-solving, alongside exposure to local government. The program was developed through collaboration with Councilmembers and input from high school students. It is expected to grow significantly and will include opportunities for students to present during a dedicated City Council Worksession.

Miller provided the following overview of the Youth Government Program:

- The Logo
 - The logo features a flame surrounded by laurel leaves, symbolizing leadership, inspiration, civic responsibility, and the passing of the torch to the next generation.
 - The laurel leaves represent achievement, honor, growth, accomplishment, and civic pride.
 - The color teal references the Colorado River, symbolizing connection, flow, and shared progress.
 - The color gold represents excellence, achievement, and civic pride, reinforcing the importance of public service and leadership.
 - The logo was designed in-house by a member of the communications team, showcasing creativity and commitment to the youth program.

- What is the Youth Government Program?
 - The City of Yuma's first youth government program is a free six-week summer leadership experience for 20 high school juniors and seniors.
 - Participants will go behind the scenes to learn how local government operates and how they can make a difference in their community.
 - The program will begin in the first week of June and conclude around mid-July.
- Course Overview
 - Students will tour City Hall, meet City leadership, and learn how departments serve the community, including opportunities to shadow staff.
 - The program will build leadership, civic understanding, public speaking, and teamwork skills.
 - Participants will work in groups to identify community challenges, develop youth-led solutions, and present their proposals at a future Council Meeting.
 - The experience will conclude with a graduation celebration for all participants.

- Skills
 - Leadership and teamwork
 - Confidence in public speaking
 - Understanding how local government works
 - Problem-solving and critical thinking
 - Project planning and collaboration
 - Professional communication skills
- Recruitment Timeline
 - The program will accept only 20 students, making it a highly competitive opportunity.
 - Participants will be selected through an application and interview process conducted by the Youth Government Committee.
 - All applications are due by February 28.
 - Interviews and final candidate selections will take place in March.
 - Selected candidates will be notified by April 3.
- How are we getting the word out?
 - The program is being promoted through in-person visits to every high school in Yuma, including public, private, and charter schools.
 - Presentations are primarily given to student council classes, but participation is open to all students regardless of student council involvement.
 - Outreach also includes homeschooled students to ensure they are not excluded from the opportunity.
 - The first presentation was held at Vista High School, where students engaged and shared ideas about community needs.
 - Additional school visits will continue over the coming weeks to raise awareness and encourage applications.

Miller concluded the presentation by noting that while the program concludes in mid-July, it offers an additional opportunity for students to participate in Youth Government Day at the League of Cities and Towns Conference in August. Students will represent the City of Yuma, network with peers from across the state, and gain exposure to other youth government programs.

Discussion

- The City's leadership and Councilmembers organized and launched the program after years of planning, achieving a long-standing goal. This program creates a unique opportunity for students to grow and learn, and limiting participation to 20 students makes the program highly selective. (**Mayor Nicholls**)
- The program seeks students who are passionate about civic engagement and will be able to demonstrate that commitment throughout their participation. Candidate selection will focus on identifying individuals who show motivation and enthusiasm for contributing to their community. (**Watts/Miller**)
- The program will increase youth awareness of local government and foster civic engagement. Most students currently do not know their mayor or councilmembers, and this initiative seeks to change that. (**Morales**)
- Early classroom visits have generated strong excitement and positive feedback from students. The program is already sparking interest and enthusiasm among youth, with students expressing eagerness to participate and learn more about local government. (**Smith**)

- The initial concept evolved into a well-structured program and meaningful experience through careful planning and collaboration. The effort transformed a broad idea into a tangible initiative that will culminate with students presenting their ideas to City Council, showcasing their engagement and creativity. **(Morris)**
- Creating opportunities for continued engagement after the program ends, such as having participants return as youth leaders or mentors for future sessions, will be explored to ensure the program fosters long-term involvement and leadership development. **(McClendon/Miller)**

IV. REGULAR CITY COUNCIL MEETING AGENDA OF FEBRUARY 4, 2026

Ordinance O2026-006 – Approve the Housing Authority of the City of Yuma (HACY) Acquisition, Development and Operation of an Affordable Housing Apartment Complex, Tentatively known as Vista Apartments (for the development of a 200-unit Low Income Housing Tax Credit project located at 221 E. 26th Place) (DCD/Nbhd & Econ Dev)

Discussion

- This ordinance is required to allow the Housing Authority of the City of Yuma to acquire property, and it does not involve the City purchasing property or creating any financial obligation for the City. **(Morales/Morris/Files)**

MC 2026-015 – Bid Award: Livingston Ranch Wall (for the construction of a block wall in the Livingston Ranch subdivision in the amount of \$128,923.50 to Maya’s Construction) (RFQ-25-090) (Eng)

Discussion

- The project costs are primarily for clearing the land, survey work, and constructing a new perimeter wall. Of 19 affected property owners, 14 have signed agreements, and others may join later. The wall will be built as one continuous structure, but owners who have not signed agreements cannot remove their existing walls or use the additional space until they do. **(Smith/Linville)**

EXECUTIVE SESSION/ADJOURNMENT

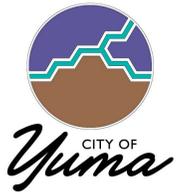
Motion (Morales/Smith): To adjourn the meeting to Executive Session. Voice vote: **approved** 7-0. The meeting adjourned at 6:54 p.m.

Lynda L. Bushong, City Clerk

APPROVED:

Douglas J. Nicholls, Mayor

Approved at the City Council Meeting of: _____ City Clerk: _____
--



City of Yuma

City Council Report

File #: MC 2026-055

Agenda Date: 3/18/2026

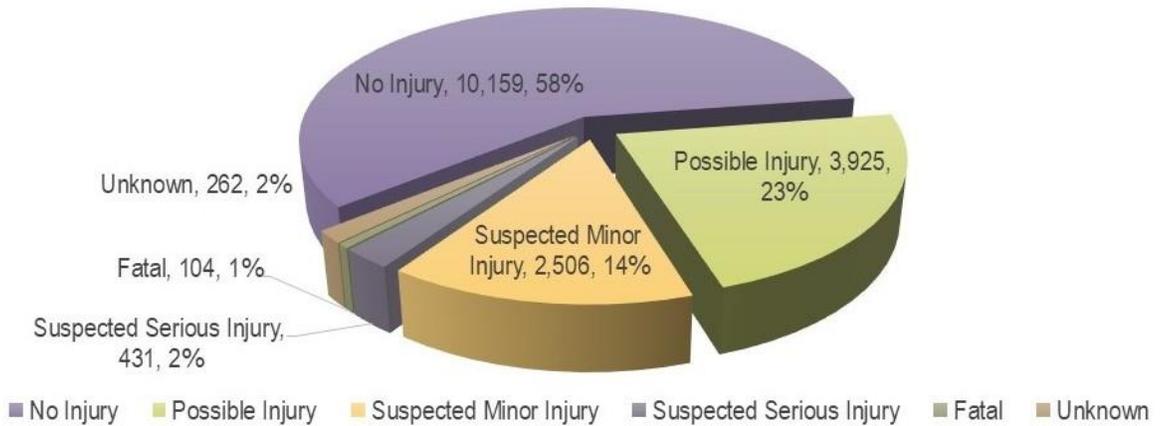
Agenda #: 2.

Regular Council Worksession Draft Minutes March 3, 2026

- Identification of high-injury/high-risk network
- Improvement strategies and projects that focus on the Safe System Approach
- Recommends policy and process changes
- Robust engagement with the public and relevant stakeholders
- Includes leadership commitment and goal setting
- Method to measure progress and be transparent
- Establishes a proactive framework that emphasizes shared responsibility for transportation safety among all users.
 - The RSAP’s vision is for a safe, accessible, and multimodal system supported by specific goals aligned with the City’s Vision Zero resolution, including reducing fatal and serious injury crashes by two-thirds by 2040, ultimately aiming for zero such crashes.
 - The plan addresses all crash types, with added focus on pedestrian, bicyclist, and transit-user safety due to their higher representation in current crash data.
- Crash Analysis Findings
 - Fatal & Serious Injury Crashes
 - Safety emphasis areas have been identified, and work is underway to develop related strategies and project and policy recommendations.
 - The SS4A program prioritizes fatal and serious-injury crashes; while all crash data is reviewed, the focus remains on these severe incidents.
 - Current findings show that fatal and suspected serious-injury crashes generally follow higher-traffic corridors, with a few locations showing unexpected patterns.
 - Crash Severity (All Crashes)

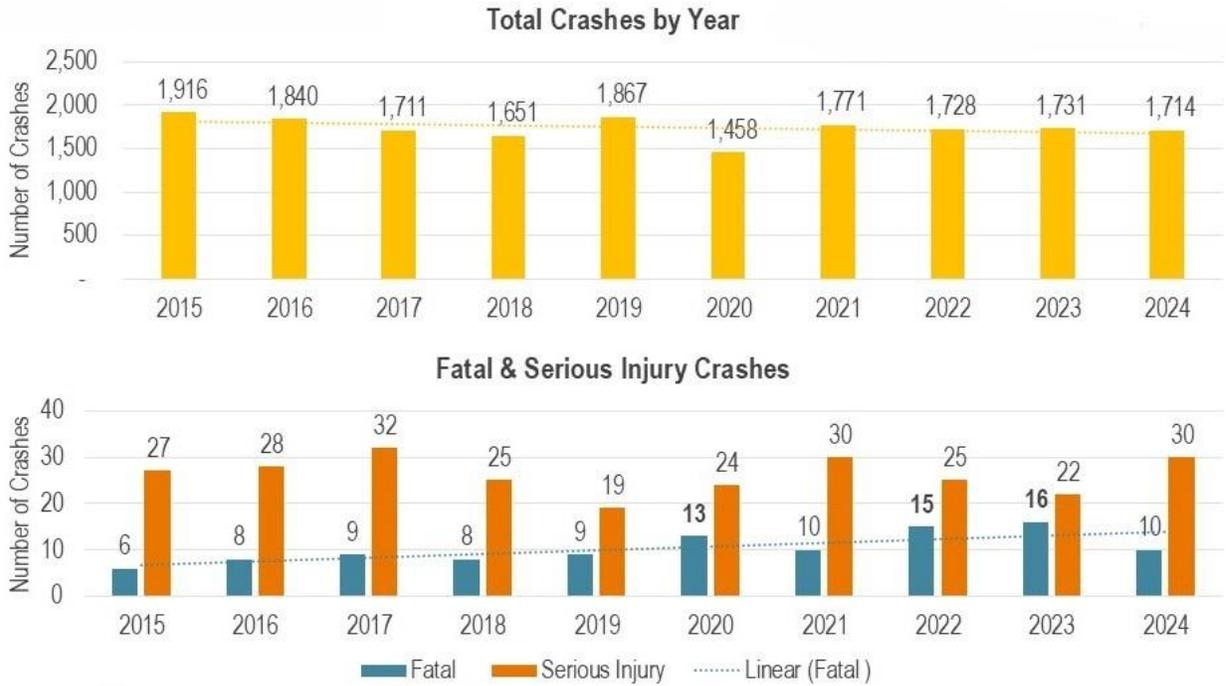
17,387 total crashes

Crash Severity 2015-2024



- Over the past decade, about 1% of crashes have been fatal and roughly 2% have involved suspected serious injuries, percentages that are consistent with statewide patterns.
- These fatal and suspected-serious-injury crashes form the primary focus of the analysis, though other crash types are still reviewed as needed.

○ Crash Trends



- The annual total-crash trend shows a slight decline, which is encouraging, but fatal and serious-injury crashes do not follow that same pattern.
- Fatal crashes show a small upward trend, though the numbers are relatively low – about ten per year – while serious-injury crashes average around thirty annually.

○ Crash Manner

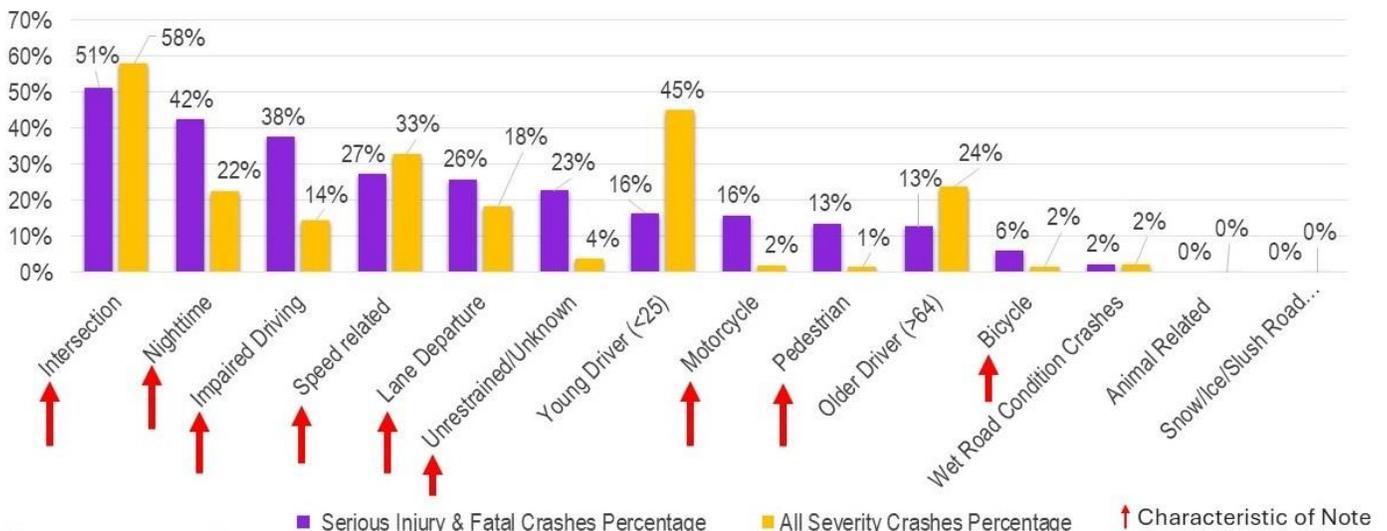
- This analysis compares different crash types by examining where the share of fatal crashes is disproportionately high relative to how often each crash type occurs overall.
- Rear-end crashes make up a large portion of total crashes but account for relatively few fatalities, suggesting they are not a primary focus for fatal-crash reduction.
- In contrast, angle crashes, pedestrian and bicyclist crashes, and single-vehicle run-off-road incidents show much higher fatal-crash proportions despite representing smaller shares of total crashes, highlighting them as higher-risk categories.

Crash Manner	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Unknown	Grand Total	% of Crashes
Angle	1,849	861	589	106	20	2	3,427	19.7%
Head On	134	68	61	20	8		291	1.7%
Left Turn	1408	697	522	82	8	1	2,718	15.6%
Other	397	149	209	62	30		847	4.9%
Rear End	3,314	1,690	581	49	8	2	5,644	32.5%
Rear To Rear	21	2	2	1	<i>Note: Other includes 22 pedestrian and 3 bicyclist fatalities</i>		26	0.1%
Rear To Side	71	5	4				80	0.5%
Sideswipe Opposite Direction	171	31	27	1	1		231	1.3%
Sideswipe Same Direction	1,495	174	88	11	3	3	1,774	10.2%
Single Vehicle	1,222	229	406	97	25	251	2,230	12.8%
U Turn	42	16	15	2	1		76	0.4%
Unknown	35	3	2			3	43	0.2%
Grand Total	10,159	3,925	2,506	431	104	262	17,387	100.0%

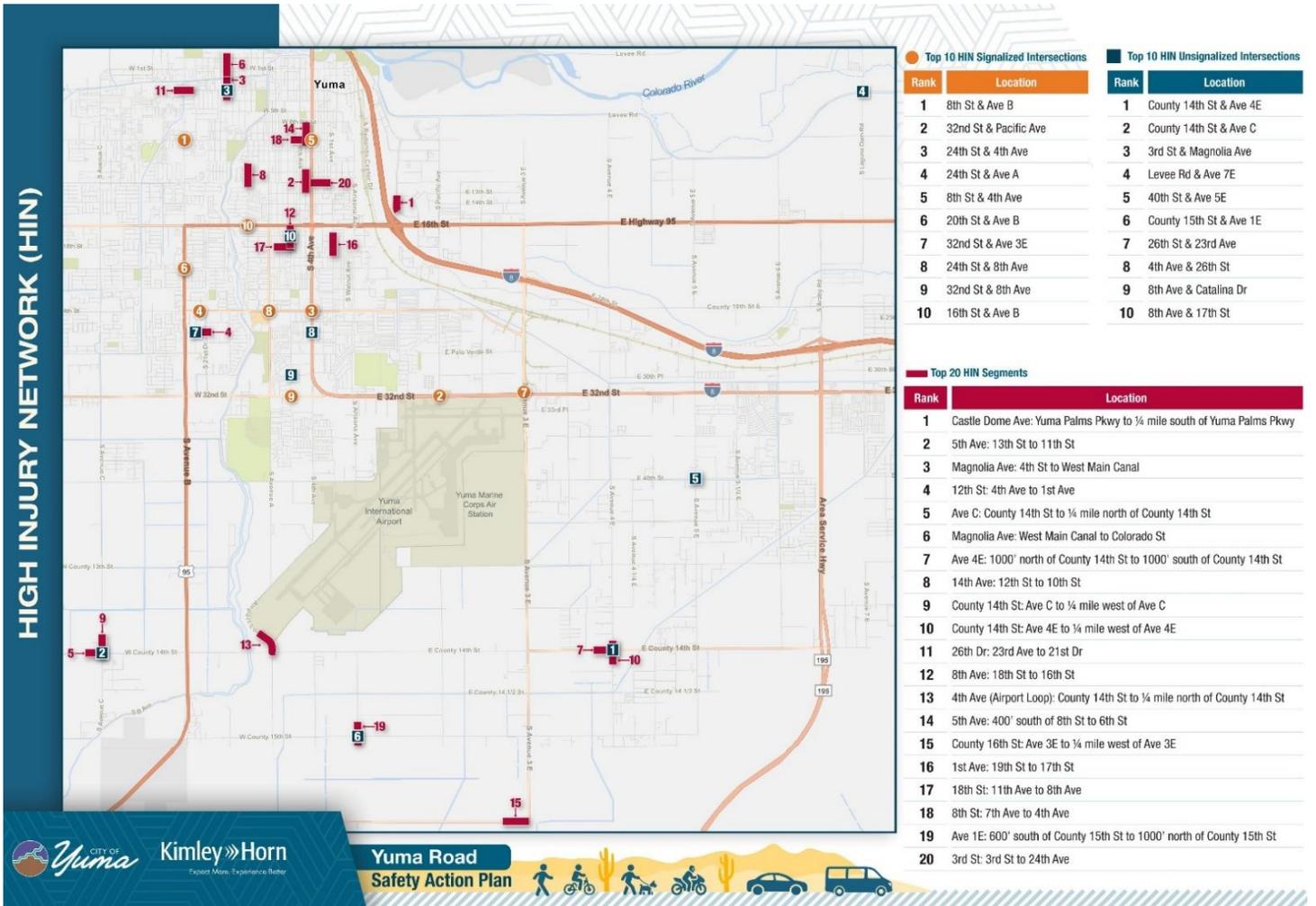
o Percentage Comparisons

- The chart below compares the percentage of fatal and serious-injury crashes (purple) with the percentage of all crashes (yellow) to identify where severe crashes are over-represented.
- Particular attention is given to crash types where the purple bar exceeds 20% or rises noticeably above the yellow bar, signaling elevated risk.
- Categories highlighted with red arrows represent characteristics linked either to a high share of fatalities or to a disproportionate number of severe crashes – such as pedestrian crashes, which account for only about 1% of all crashes but 13% of fatalities – making these key areas of concern.

Crash Characteristics

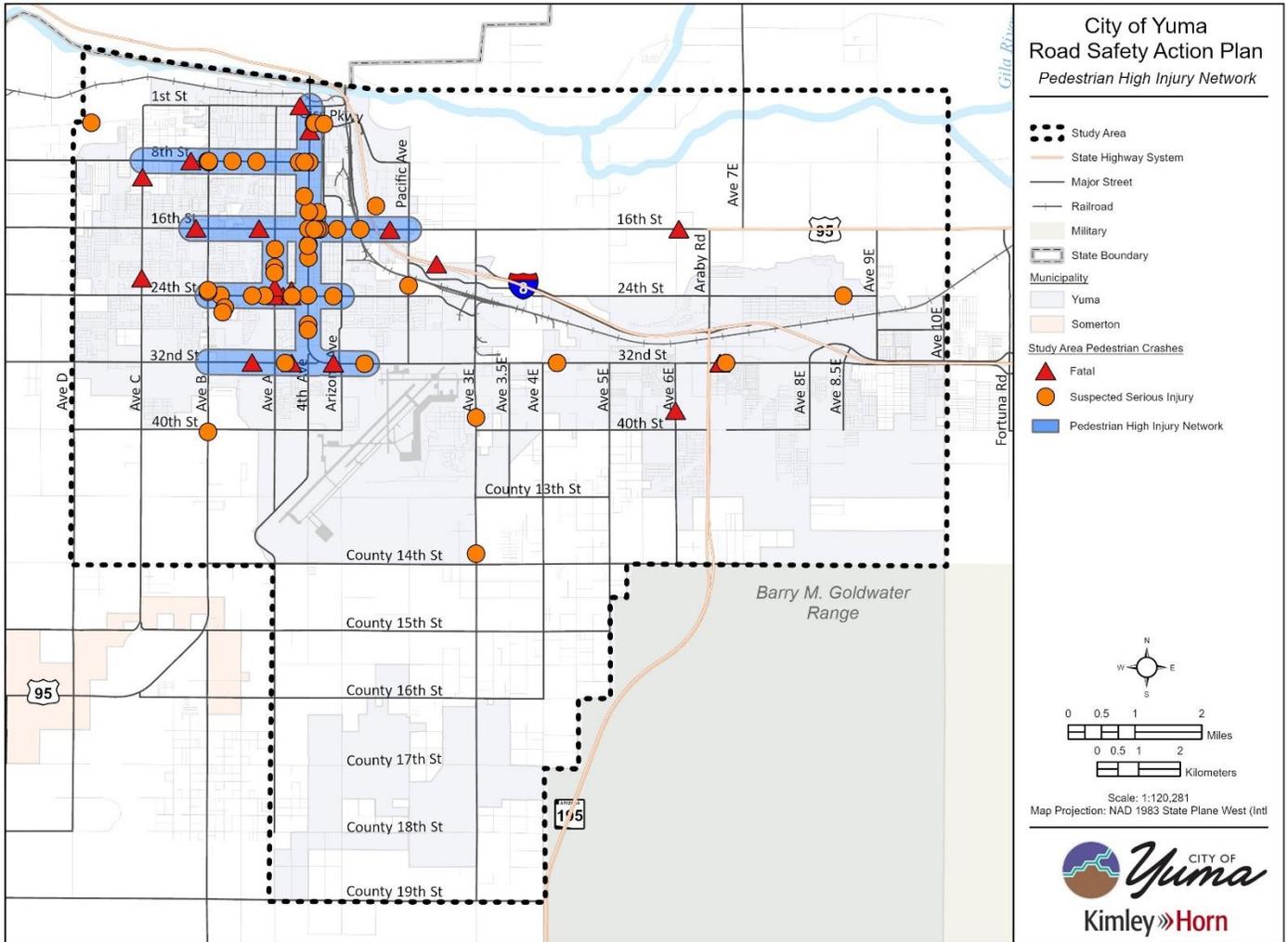


o Overall High Injury Network



- The High Injury Network is identified using a data-driven process that incorporates crash frequency, crash severity, and crash rates based on traffic volumes.
- Intersections were ranked separately for signalized and unsignalized locations, and roadway segments were ranked independently, highlighting the top 10 in each intersection category and the top 20 segments.
- Most high-ranking signalized intersections fall along major arterial corridors, while many unsignalized intersections and segments cluster within central Yuma and the more rural southern portion of the planning area.

○ Pedestrian High Injury Network



- The map above displays fatal pedestrian crashes and suspected serious-injury crashes, revealing that these incidents are heavily concentrated along Fourth Avenue and its surrounding intersections.
- This area represents a significant portion of all pedestrian-involved crashes within the network, covering 64% of fatal and 76% of serious injury crashes involving pedestrians.
- Round 1 Public Engagement Input
 - Virtual Open House
 - The Virtual Open House, which was recorded and is available to view online, introduced the study to the public.
 - Interactive Map Input
 - An interactive map allowed community members to place comments identifying safety-related concerns.
 - Among all comment categories, intersection issues and general safety concerns were the most frequently reported.
 - Intersections that received multiple comments included:

- Pacific Avenue and 16th Street
 - Avenue 8E and 32nd Street
 - Mesa Avenue and South Frontage Road
 - Avenue A and 28th Street
 - Avenue 3E and Gila Ridge Road
 - Comments highlighted several recurring safety themes across travel modes:
 - Concerns about pedestrian safety, including the need for more marked crosswalks, pedestrian-activated beacons, and better network connectivity.
 - Requests for improved lighting in areas that are dark at night.
 - Desire for higher-quality and better-maintained bicycling facilities.
 - Issues raised about signal timing and left-turn phasing for drivers.
 - Widespread concern about unsafe driver behavior such as speeding and running red lights.
- Public Survey Input
 - An online public survey received 92 responses, reflecting themes similar to the interactive map, including concerns about unsafe driver behavior.
 - Respondents also identified additional trouble spots such as 16th Street, 32nd Street, and the Foothills area near Walmart, where high crash frequencies were noted.
 - When asked about preferred safety strategies, increased enforcement emerged as the top choice.
 - Participants emphasized reducing fatalities and injuries while also valuing improvements to overall traffic flow.
- Round 2 Public Engagement Input
 - Pop Up Events
 - A second round of public engagement was conducted in January through in-person pop-up events at the Main Yuma Library and the Walmart on Pacific Avenue, where community members shared on-the-spot feedback.
 - Participants generally supported the development of the safety plan and frequently raised concerns about inadequate lighting and issues at the 16th Street and Avenue C intersection.
 - Yuma County also contributed by organizing its own outreach efforts, using provided materials to gather input from focus groups such as senior citizens and high school students.
 - Ag Fest
 - A booth at Ag Fest drew about 120 participants and generated several consistent themes.
 - Many attendees voiced concerns about red-light running, and there was considerable discussion about e-bikes, including appropriate travel locations, speeds, and needed safety equipment.
 - Participants showed strong support for roundabouts, better lighting, and improved crosswalk visibility.

Potential Solutions	Votes
Roundabouts	69
Enhanced Lighting	51
Improved Crosswalk Visibility	46
Shared Use Paths	43
Safety Education Campaign	42
All-Way Stops	34
Traffic Signals	33
Automated Enforcement	33
Positively Offset Left-Turn Lanes	32
Protected Left-Turn Phasing	29
Rumble Strips (in rural areas)	27
Motorcycle Helmet Education	27
Guardrails	21
Median Barriers	21
Pedestrian Hybrid Beacons	17
Rectangular Rapid Flashing Beacon	7

- Technical Advisory Committee (TAC) Solutions Workshop
 - The TAC Solutions Workshop brought together staff from the City, Yuma County, Arizona Department of Transportation (ADOT), Yuma Metropolitan Planning Organization (YMPO), and Yuma County Intergovernmental Public Transit Authority (YCIPTA) to collaboratively brainstorm strategies across six emphasis areas.
 - These focus areas included intersections, lane departure, motorcyclist safety, nighttime conditions, pedestrian and bicyclist safety, and human-behavior-related factors.
 - A series of potential solutions was developed for each category.
 - Intersections
 - Roundabouts
 - Positively offset left-turn lanes
 - Fix sight distance issues
 - Education for new drivers
 - Red-light running cameras
 - Education on yielding to emergency vehicles
 - Emergency vehicle preemption
 - Lane Departure
 - Raised medians
 - Rumble strips (in undeveloped areas)
 - Retroreflective striping
 - Roadway straightening
 - High-friction pavement surface treatment
 - Proper spacing between intersections and driveways
 - Distracted driving enforcement
 - Motorcyclists
 - Warning signage on popular motorcyclist routes
 - “Watch for Motorcyclists” education campaign
 - Helmet education
 - E-bike safety education
 - “Stop the Bleed” training
 - Nighttime
 - Retroreflective striping
 - Flashing lights on stop signs
 - Random DUI checkpoints
 - Improved street lighting
 - More visible mid-block crossings
 - Road flares to alert traffic of crash scene

- Pedestrians and Bicyclists
 - Buffers with landscaping for sidewalks and bike lanes
 - More frequent mid-block crossings
 - Enhanced crossings (e.g., pedestrian refuge islands, HAWKs, RRFBs)
 - Increased enforcement for speeding in school zones
- Behavioral Factors
 - Speed feedback signs
 - Automated enforcement
 - Road diets – reduce number of lanes
 - Narrow travel lane widths
 - Education campaigns in local schools
 - More consistent speed limits on roads
- Next Steps
 - March 2026 – Recommend strategies and projects to address identified safety concerns
 - April 2026 – Present recommendations to the public for review and comment
 - May 2026 – Develop draft Road Safety Action Plan
 - June 2026 – Present Road Safety Action Plan to City Council for approval/adoption

Discussion

- Clusters of pedestrian and bicyclist fatalities highlight several high-risk locations that will be the focus of targeted safety strategies. Work is now underway to develop solutions informed by ideas from the TAC as well as community feedback. The upcoming plan will outline specific approaches for addressing these concentrated problem areas. **(Smith/Grandy)**
- An oversight group is required under the SS4A program, and this role is being fulfilled by the TAC. The committee is comprised of individuals with technical expertise in engineering, planning, and safety from the City, Yuma County, ADOT, YMPO, and YCIPTA providing guidance and review throughout the project. **(McClendon/Grandy)**
- The grant currently in place is dedicated to planning work, with the intent to apply later for an implementation grant that would fund construction, education, or enforcement strategies. The TAC's role at this stage is to review draft recommendations developed by the project consultant, rather than making citywide assessments or directing specific improvements. After the plan is completed, periodic updates will be required to monitor crash trends and adjust previously developed strategies as conditions change or new needs emerge. **(McClendon/Grandy)**
- The planning grant now underway will serve as the foundation for future implementation efforts, with several existing safety-related grant programs – such as the Highway Safety Improvement Program – available as potential funding sources once specific project locations are identified. The RSAP will include a prioritized list of recommendations with associated cost estimates to support future applications. Coordination with related efforts, such as work by the City's ADA Commission, was encouraged to ensure alignment and avoid duplicating efforts, with an invitation to share relevant information to support that collaboration. **(McClendon/Grandy)**
- The City does not have an existing RSAP; this will be the first. While the Transportation Master Plan includes a safety section and is typically updated every five to ten years, the update cycle for the RSAP has not yet been determined. As the plan is finalized, the question of how often it should be renewed or revised will be discussed further with the TAC. **(Morris/Grandy)**
- The long-term safety goal spans 14 years, during which community needs and conditions may shift. The targeted two-thirds reduction in serious-injury crashes appears to be based on a numerical decrease rather than a per-capita measure, though both metrics have been reviewed and currently follow similar trends. **(Morris/Grandy)**
- A separate map was completed for each of the six emphasis areas, including motorcyclist-related crashes. While all categories were mapped individually, the project included additional budget and

direction from the outset to conduct a deeper analysis of pedestrian and bicyclist crashes, resulting in more detailed work for those modes compared to the others. (**Mayor Nicholls/Grandy**)

II. REGULAR CITY COUNCIL MEETING AGENDA OF MARCH 4, 2026

Resolution R2026-011 – Preannexation Development Agreement: JPM Development (for two parcels of property located on Columbia Avenue, near 1st Street and Avenue B) (Comm Dev/Comm Plng)

Morris declared a conflict of interest on Resolution R2026-011 as his firm may be involved in the design of the project. There being no questions or discussion, **Morris** remained on the dais.

EXECUTIVE SESSION/ADJOURNMENT

Motion (Morris/McClendon): To adjourn the meeting to Executive Session. Voice vote: **approved 5-0**. The meeting adjourned at 6:00 p.m.

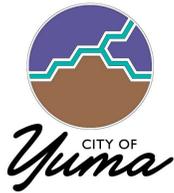
Lynda L. Bushong, City Clerk

APPROVED:

Douglas J. Nicholls, Mayor

Approved at the City Council Meeting of:

City Clerk: _____



City of Yuma

City Council Report

File #: MC 2026-049

Agenda Date: 3/18/2026

Agenda #: 1.

DEPARTMENT:	STRATEGIC OUTCOMES	ACTION
Finance	<input checked="" type="checkbox"/> Safe & Prosperous <input type="checkbox"/> Active & Appealing <input type="checkbox"/> Respected & Responsible	<input checked="" type="checkbox"/> Motion <input type="checkbox"/> Resolution <input type="checkbox"/> Ordinance - Introduction
DIVISION: Procurement	<input checked="" type="checkbox"/> Connected & Engaged <input type="checkbox"/> Unique & Creative	<input type="checkbox"/> Ordinance - Adoption <input type="checkbox"/> Public Hearing

TITLE:

Cooperative Purchase Agreement: Police Vehicle Upfitting

SUMMARY RECOMMENDATION:

Authorize the purchase and installation of upfitting for police vehicles from Arizona Emergency Products, Phoenix, Arizona and Waltz Outfitting, Tempe, Arizona, utilizing a cooperative purchase agreement from the City of Chandler for one year with the option to renew for four additional one-year periods, one period at a time, depending on the appropriation of funds and satisfactory performance as needed at an estimated annual expenditure of \$300,000.00. (Police Department-CPA-26-252) (Thomas Garrity/Robin R. Wilson)

STRATEGIC OUTCOME:

This motion supports the City Council's strategic outcome of Safe and Prosperous by ensuring police vehicles are fully equipped and operational to respond to emergencies and maintain a safe community. They also support City Council's strategic outcome of Connected and Engaged by integrating communication systems, mobile data infrastructure, emergency lighting, and modern public safety technology.

REPORT:

Police vehicles are purchased each year through an approved procurement process. Once delivered, these vehicles require specialized modifications to meet law enforcement standards. This includes installing emergency lighting and siren systems, radio and communication equipment, mobile data computer mounts, prisoner transport partitions, K9 containment systems, unmarked light packages for specialty units, and safety equipment mounts with interior adjustments.

To ensure timely deployment and operational flexibility, staff seeks authorization to use two qualified vendors for the upfitting. This will provide greater scheduling capacity, reduce downtime, and offer service redundancy.

FISCAL REQUIREMENTS:

CITY FUNDS:	\$ 300,000.00	BUDGETED:	\$ 300,000.00
STATE FUNDS:	\$ 0.00	AVAILABLE TO TRANSFER:	\$ 0.00
FEDERAL FUNDS:	\$ 0.00	IN CONTINGENCY:	\$ 0.00
OTHER SOURCES:	\$ 0.00	FUNDING ACCOUNT/FUND #/CIP:	
TOTAL	\$ 300,000.00	Public Safety Tax and Equipment Replacement Fu	

FISCAL IMPACT STATEMENT:

Sufficient budget capacity is provided in the FY 2026 City Council approved budget to enter this agreement.

ADDITIONAL INFORMATION:

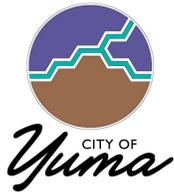
SUPPORTING DOCUMENTS NOT ATTACHED TO THE CITY COUNCIL ACTION FORM THAT ARE ON FILE IN THE OFFICE OF THE CITY CLERK:

NONE

IF CITY COUNCIL ACTION INCLUDES A CONTRACT, LEASE OR AGREEMENT, WHO WILL BE RESPONSIBLE FOR ROUTING THE DOCUMENT FOR SIGNATURE AFTER CITY COUNCIL APPROVAL?

- Department
- City Clerk’s Office
- Document to be recorded
- Document to be codified

Acting City Administrator: John D. Simonton	Date: 03/09/2026
Reviewed by City Attorney: Richard W. Files	Date: 03/06/2026



City of Yuma

City Council Report

File #: MC 2026-050

Agenda Date: 3/18/2026

Agenda #: 2.

DEPARTMENT:	STRATEGIC OUTCOMES	ACTION
Finance	<input checked="" type="checkbox"/> Safe & Prosperous	<input checked="" type="checkbox"/> Motion
	<input type="checkbox"/> Active & Appealing	<input type="checkbox"/> Resolution
	<input type="checkbox"/> Respected & Responsible	<input type="checkbox"/> Ordinance - Introduction
DIVISION:	<input type="checkbox"/> Connected & Engaged	<input type="checkbox"/> Ordinance - Adoption
Procurement	<input type="checkbox"/> Unique & Creative	<input type="checkbox"/> Public Hearing

TITLE:

Cooperative Purchase Agreement: Firefighting Equipment and Rescue Tools with Related Supplies and Accessories

SUMMARY RECOMMENDATION:

Authorize the purchase and delivery of firefighting equipment, rescue tools, and related services from L.N. Curtis and Sons, Inc., Gilbert, Arizona utilizing a cooperative purchase agreement from Sourcewell for one year with the option to renew for four additional one-year periods, one period at a time, depending on the appropriation of funds and satisfactory performance as needed at an estimated annual expenditure of \$100,000.00. (Fire Department CPA-26-241) (John Louser/Robin R. Wilson)

STRATEGIC OUTCOME:

The purchase of these items supports the City Council's strategic outcome of Safe and Prosperous as it ensures timely access to advanced, safety-compliant tools at competitive prices. This strategy strengthens emergency preparedness and optimizes budget efficiency. It enables the City to secure high-quality equipment and training, improving firefighter safety and public protection.

REPORT:

With this agreement, the Yuma Fire Department will have access to a comprehensive range of products and services, including water flow systems, pumps, compressed air foam systems, suppression tools, thermal imaging cameras, extrication tools, technical rescue gear, portable ladders, HazMat response equipment, and wildland firefighting solutions at competitive pricing.

Utilizing this contract will streamline procurement, reduce costs through cooperative purchasing, and enhance the department's ability to respond effectively to emergencies.

FISCAL REQUIREMENTS:

CITY FUNDS:	\$ 100,000.00	BUDGETED:	\$ 100,000.00
STATE FUNDS:	\$ 0.00	AVAILABLE TO TRANSFER:	\$ 0.00
FEDERAL FUNDS:	\$ 0.00	IN CONTINGENCY:	\$ 0.00
OTHER SOURCES:	\$ 0.00	FUNDING ACCOUNT/FUND #/CIP:	
TOTAL	\$ 100,000.00	General Fund	

FISCAL IMPACT STATEMENT:

Sufficient budget capacity is provided in the FY 2027 City Council approved budget for this purchase.

ADDITIONAL INFORMATION:

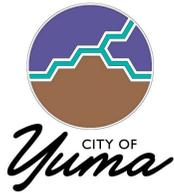
SUPPORTING DOCUMENTS NOT ATTACHED TO THE CITY COUNCIL ACTION FORM THAT ARE ON FILE IN THE OFFICE OF THE CITY CLERK:

NONE

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- Document to be codified

Acting City Administrator: John D. Simonton	Date: 03/09/2026
Reviewed by City Attorney: Richard W. Files	Date: 03/06/2026



City of Yuma

City Council Report

File #: MC 2026-051

Agenda Date: 3/18/2026

Agenda #: 3.

DEPARTMENT:	STRATEGIC OUTCOMES	ACTION
Finance	<input checked="" type="checkbox"/> Safe & Prosperous	<input checked="" type="checkbox"/> Motion
	<input type="checkbox"/> Active & Appealing	<input type="checkbox"/> Resolution
	<input checked="" type="checkbox"/> Respected & Responsible	<input type="checkbox"/> Ordinance - Introduction
DIVISION:	<input type="checkbox"/> Connected & Engaged	<input type="checkbox"/> Ordinance - Adoption
Procurement	<input type="checkbox"/> Unique & Creative	<input type="checkbox"/> Public Hearing

TITLE:

Cooperative Purchase Agreement: YRCS Servers Infrastructure

SUMMARY RECOMMENDATION:

Authorize the purchase of replacement server infrastructure hardware and services, utilizing a Cooperative Purchase Agreement through the State of Utah with The Redesign Group, El Segundo, California for an estimated expenditure of \$929,269.19 (Information Technology-CA-26-254) (Jeremy Jeffcoat/Robin R. Wilson)

STRATEGIC OUTCOME:

This action supports City Council’s strategic outcome of Safe and Prosperous and Respected and Responsible by providing a secure and reliable server infrastructure platform for regional public safety agencies.

REPORT:

To ensure a secure and highly available server infrastructure for the regional public safety agencies utilizing the Yuma Regional Communications System (YRCS), it is necessary to replace the aging server hardware and associated services. The current equipment is approaching its end of manufacturer warranty with no extended manufacturer support available for the current solution. Extending the equipment’s use for an additional two years with third-party warranty services would incur costs exceeding \$250,000.00 and will not provide necessary security updates, rendering further investment impractical. The lack of security updates could expose the system to vulnerabilities and risk a cyber security incident impacting all public safety agencies in Yuma County.

The proposed solution will support mission-critical systems, including computer-aided dispatch and records management, while ensuring compliance with cybersecurity requirements. The replacement proposal includes a five-year manufacturer warranty and support.

This purchase will be funded entirely through grants, with no impact on City finances. The participating YRCS agencies will share the ongoing operational and maintenance costs.

FISCAL REQUIREMENTS:

CITY FUNDS:	\$ 0.00	BUDGETED:	\$ \$ 930,000.00
STATE FUNDS:	\$ 929,269.19	AVAILABLE TO TRANSFER:	\$ 0.00
FEDERAL FUNDS:	\$ 0.00	IN CONTINGENCY:	\$ 0.00
OTHER SOURCES:	\$ 0.00	FUNDING ACCOUNT/FUND #/CIP:	
TOTAL	\$ 929,269.19	State Grants	

FISCAL IMPACT STATEMENT:

Sufficient budget capacity is provided in the FY 2026 City Council approved budget for this purchase.

ADDITIONAL INFORMATION:

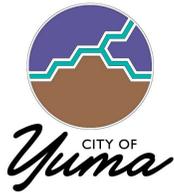
SUPPORTING DOCUMENTS NOT ATTACHED TO THE CITY COUNCIL ACTION FORM THAT ARE ON FILE IN THE OFFICE OF THE CITY CLERK:

None

IF CITY COUNCIL ACTION INCLUDES A CONTRACT, LEASE OR AGREEMENT, WHO WILL BE RESPONSIBLE FOR ROUTING THE DOCUMENT FOR SIGNATURE AFTER CITY COUNCIL APPROVAL?

- Department
- City Clerk's Office
- Document to be recorded
- Document to be codified

Acting City Administrator: John D. Simonton	Date: 03/09/2026
Reviewed by City Attorney: Richard W. Files	Date: 03/06/2026



City of Yuma

City Council Report

File #: MC 2026-052

Agenda Date: 3/18/2026

Agenda #: 4.

DEPARTMENT:	STRATEGIC OUTCOMES	ACTION
Finance	<input checked="" type="checkbox"/> Safe & Prosperous <input type="checkbox"/> Active & Appealing <input type="checkbox"/> Respected & Responsible	<input checked="" type="checkbox"/> Motion <input type="checkbox"/> Resolution <input type="checkbox"/> Ordinance - Introduction
DIVISION: Procurement	<input checked="" type="checkbox"/> Connected & Engaged <input type="checkbox"/> Unique & Creative	<input type="checkbox"/> Ordinance - Adoption <input type="checkbox"/> Public Hearing

TITLE:

Sole Source: Service Subscription Licenses

SUMMARY RECOMMENDATION:

Authorize a sole source purchase of hosting service licenses for Badger Water Meters per unit, encoders, and endpoint water meters at an estimated expenditure of \$163,013.00 for fiscal year 2026. (Utilities - SS-26-146) (Jeremy McCall/Robin R. Wilson)

STRATEGIC OUTCOME:

This purchase supports the City Council's strategic outcome of Safe and Prosperous by ensuring the reliability and quality of the City's water distribution system and Connected and Engaged through real-time active engagement with City water services.

REPORT:

In 2023, with approval from City Council, the Utilities Department transitioned to an Automated Metering Infrastructure (AMI) system. This modernization initiative enhances operational efficiency, improves customer service, and replaces outdated metering units that had reached the end of their life cycle and were no longer supported by Badger Meter, Inc.

The AMI system provides real-time water usage data and enables Yuma customers to manage their water accounts through a mobile application. This technology enhances customer interaction by offering real-time account access and allows the City to collect meter data remotely and generate monthly water bills without deploying Meter Readers in the field.

Each AMI meter requires a cellular hosting service fee per endpoint. Customers with AMI meters are charged a \$1.00 monthly AMI fee to offset operating cost. The City currently has approximately 15,200 active AMI meters, with an average increase of 500 units plus licenses per month as the transition continues.

FISCAL REQUIREMENTS:

CITY FUNDS:	163,013.00	BUDGETED:	\$ 163,013.00
STATE FUNDS:	\$ 0.00	AVAILABLE TO TRANSFER:	\$ 0.00
FEDERAL FUNDS:	\$ 0.00	IN CONTINGENCY:	\$ 0.00
OTHER SOURCES:	\$ 0.00	FUNDING ACCOUNT/FUND #/CIP:	
TOTAL	\$ 163,013.00	Water Fund	

FISCAL IMPACT STATEMENT:

Sufficient budget capacity is provided in the FY 2026 City Council approved budget to authorize this expenditure.

ADDITIONAL INFORMATION:

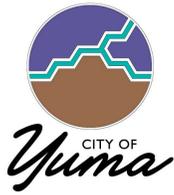
SUPPORTING DOCUMENTS NOT ATTACHED TO THE CITY COUNCIL ACTION FORM THAT ARE ON FILE IN THE OFFICE OF THE CITY CLERK:

NONE

IF CITY COUNCIL ACTION INCLUDES A CONTRACT, LEASE OR AGREEMENT, WHO WILL BE RESPONSIBLE FOR ROUTING THE DOCUMENT FOR SIGNATURE AFTER CITY COUNCIL APPROVAL?

- Department
- City Clerk's Office
- Document to be recorded
- Document to be codified

Acting City Administrator: John D. Simonton	Date: 03/09/2026
Reviewed by City Attorney: Richard W. Files	Date: 03/06/2026



City of Yuma

City Council Report

File #: MC 2026-053

Agenda Date: 3/18/2026

Agenda #: 5.

	STRATEGIC OUTCOMES	ACTION
DEPARTMENT: City Attorney	<input type="checkbox"/> Safe & Prosperous	<input checked="" type="checkbox"/> Motion
DIVISION:	<input type="checkbox"/> Active & Appealing	<input type="checkbox"/> Resolution
	<input checked="" type="checkbox"/> Respected & Responsible	<input type="checkbox"/> Ordinance - Introduction
	<input type="checkbox"/> Connected & Engaged	<input type="checkbox"/> Ordinance - Adoption
	<input type="checkbox"/> Unique & Creative	<input type="checkbox"/> Public Hearing

TITLE:

Ratification: Settlement of Martinez v. City of Yuma, et al.

SUMMARY RECOMMENDATION:

Ratify settlement of the lawsuit *Leticia Martinez v. City of Yuma, et al.* Yuma County Superior Court Case No. S1400CV202500756. (City Attorney) (Richard Files)

STRATEGIC OUTCOME:

The resolution of this claim supports the City Council's Respected and Responsible strategic outcome.

REPORT:

This lawsuit stems from an October 12, 2024, traffic collision involving a City employee driving a City of Yuma vehicle. Ms. Martinez sought \$500,000.00 to settle her personal injury claims. After a day-long mediation, the Parties agreed to a full and final settlement (subject to City Council approval) of \$150,000.00 to completely resolve the lawsuit. The City Attorney's Office believes this settlement is fair and reasonable considering the facts and the potential costs of further litigation.

Adoption of this motion ratifies the settlement of the Martinez lawsuit for \$150,000.00 for personal injuries.

FISCAL REQUIREMENTS:

CITY FUNDS:	150,000.00	BUDGETED:	150,000.00
STATE FUNDS:	\$ 0.00	AVAILABLE TO TRANSFER:	\$ 0.00
FEDERAL FUNDS:	\$ 0.00	IN CONTINGENCY:	\$ 0.00
OTHER SOURCES:	\$ 0.00	FUNDING: ACCOUNT/ FUND #/CIP	502-20-10.630
TOTAL	150,000.00		

FISCAL IMPACT STATEMENT:

NONE

ADDITIONAL INFORMATION:

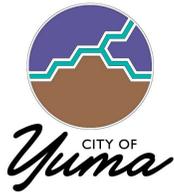
SUPPORTING DOCUMENTS NOT ATTACHED TO THE CITY COUNCIL ACTION FORM THAT ARE ON FILE IN THE OFFICE OF THE CITY CLERK:

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- Document to be recorded
- Document to be codified

Acting City Administrator: John D. Simonton	Date: 03/09/2026
Reviewed by City Attorney: Richard W. Files	Date: 03/09/2026



City of Yuma

City Council Report

File #: R2026-012

Agenda Date: 3/18/2026

Agenda #: 1.

DEPARTMENT:	STRATEGIC OUTCOMES	ACTION
Engineering	<input checked="" type="checkbox"/> Safe & Prosperous <input type="checkbox"/> Active & Appealing <input checked="" type="checkbox"/> Respected & Responsible	<input type="checkbox"/> Motion <input checked="" type="checkbox"/> Resolution
DIVISION: Engineering	<input checked="" type="checkbox"/> Connected & Engaged <input type="checkbox"/> Unique & Creative	<input type="checkbox"/> Ordinance - Introduction <input type="checkbox"/> Ordinance - Adoption <input type="checkbox"/> Public Hearing

TITLE:

Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan

SUMMARY RECOMMENDATION:

Adopt the updated ADA Self-Evaluation and Transition Plan and Inventory, dated December 2025 (Engineering) (Dave Wostenberg)

STRATEGIC OUTCOME:

The updated ADA Self-Evaluation and Transition Plan and Inventory (the Plan) supports the City Council's Safe and Prosperous, Respected and Responsible, and Connected and Engaged strategic outcomes. The approved Plan will serve as a guide for the City of Yuma to improve access to the City's facilities, programs, and services to individuals with disabilities.

REPORT:

Title II of the ADA requires that all programs, services, and activities (PSAs) of public entities provide equal access for individuals with disabilities. The purpose of the Plan is to provide the framework for achieving equal access to the City of Yuma's facilities, programs, services, and activities within a reasonable timeframe.

The Plan for the City was developed in 2023 and included the establishment of an ADA Advisory Commission for the purpose of advising the City Administrator and City staff in matters pertaining to the needs and interests of, and the barriers impacting, the disabled community.

The City has appointed an ADA Coordinator who will be responsible for coordinating the City's efforts to comply with ADA Title II and investigating any complaints related to potential violations of ADA Title II. The City also established a Grievance Policy, Procedure, and Form with Appeal Process for the ADA in January 2023.

The City is currently in the process of cataloging City-owned/maintained buildings and associated parking lots, parks and associated parking lots, park sidewalk and associated curb ramps, signalized intersections, and public rights-of-way sidewalks and associated curb ramps.

On February 10, 2026, the ADA Advisory Commission voted unanimously to recommend the Plan be adopted by the City Council.

FISCAL REQUIREMENTS:

CITY FUNDS:	\$ 0.00	BUDGETED:	\$ 0.00
STATE FUNDS:	\$ 0.00	AVAILABLE TO TRANSFER:	\$ 0.00
FEDERAL FUNDS:	\$ 0.00	IN CONTINGENCY:	\$ 0.00
OTHER SOURCES:	\$ 0.00	FUNDING ACCOUNT/FUND #/CIP:	
TOTAL	\$ 0.00	-	

FISCAL IMPACT STATEMENT:

NONE

ADDITIONAL INFORMATION:

SUPPORTING DOCUMENTS NOT ATTACHED TO THE CITY COUNCIL ACTION FORM THAT ARE ON FILE IN THE OFFICE OF THE CITY CLERK:

NONE

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Acting City Administrator: John D. Simonton	Date: 03/09/2026
Reviewed by City Attorney: Richard W. Files	Date: 03/06/2026

RESOLUTION NO. R2026-012

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUMA,
ARIZONA, ADOPTING THE 2025 AMERICANS WITH DISABILITIES
ACT (ADA) SELF-EVALUATION AND TRANSITION PLAN**

WHEREAS, the Congress of the United States enacted the Americans with Disabilities Act of 1990 (ADA), as amended, to provide a clear and comprehensive national mandate for the elimination of discrimination against individuals with disabilities; and,

WHEREAS, Title II of the ADA requires local governments to develop a Self-Evaluation and Transition Plan that identifies physical and structural barriers that may limit or prevent access to the City's facilities, programs, and services by individuals with disabilities, and that further sets forth a plan for removing or mitigating such barriers; and,

WHEREAS, the City approved Ordinance No. 02023-019 which amended Yuma City Code, Title 13, Health and Safety, Chapter 141 to establish an ADA Advisory Commission (Commission) for the purpose of advising the City Administrator and City staff in matters pertaining to the needs and interests of, and barriers impacting the disabled community; and,

WHEREAS, the City of Yuma has appointed an ADA Coordinator and established a grievance procedure for inclusion and integration of disabled persons' needs consistent with the vision and purpose of the ADA; and,

WHEREAS, in compliance with Title II of the ADA, the City and its consultant have completed a Self-Evaluation and Transition Plan attached and incorporated into this resolution by reference as Exhibit A; and,

WHEREAS, the Commission recommended the Self-Evaluation and Transition Plan for City Council's approval at the February 10, 2026 Commission meeting for guidance and consideration within the context of the City's future planning including the City's Capital Improvement Program; and,

WHEREAS, the Capital Improvement Program represents the Yuma City Council's legislative policy and direction for funding and constructing capital improvements and maintenance with a balance of available resources against recognized needs; and,

WHEREAS, the adopted Capital Improvement Program will reflect the City Council's legislative intent and decision making to prioritize expenditure of limited resources and the City Council's decision to not allocate the limited resources in other areas.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Yuma, Arizona, as follows:

SECTION 1: The City of Yuma's Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan attached as **Exhibit A**, including the Grievance Policy and Grievance Form is adopted as a planning and guidance document to assist the City in achieving and maintaining compliance with applicable federal and state accessibility laws..

SECTION 2: In accordance with the ADA and A.R.S. §§ 12-820.01 through 12-820.05, the City Administrator shall consider the Self-Evaluation and Transition Plan when making decisions and recommendations concerning City infrastructure, facilities, services, programs, and assets. Implementation of the Self-Evaluation and Transition Plan shall remain subject to the City’s discretionary authority, budgetary determinations, operational priorities, and applicable law.

SECTION 3: City departments are directed to utilize the Self-Evaluation and Transition Plan as a framework for identifying, prioritizing, and addressing accessibility improvements through the City’s capital improvement planning, maintenance programs, and operational processes.

SECTION 4: This Resolution and the Self-Evaluation and Transition Plan are adopted for the purpose of facilitating compliance with applicable law. Nothing herein shall be construed to create any private right of action, substantive or procedural right, or basis for liability beyond those rights and remedies otherwise provided by law. Nothing in this Resolution or the Self-Evaluation and Transition Plan shall be deemed to waive, limit, or impair any immunity, defense, or limitation of liability available to the City under federal or Arizona law, including A.R.S. §§ 12-820.01 through 12-820.05.

SECTION 5: If any provision of this Resolution is held invalid or unenforceable, such invalidity shall not affect the remaining provisions, which shall remain in full force and effect.

Adopted this ____ day of _____, 2026.

APPROVED:

Douglas J. Nicholls
Mayor

ATTESTED:

Lynda L. Bushong
City Clerk

APPROVED AS TO FORM:

Richard W. Files
City Attorney

December 2025

City of Yuma

Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan

Prepared by:

Kimley»»Horn

Kimley-Horn
1001 West Southern Avenue
Suite 131
Mesa, AZ 85210

In association with:

PARTNER 

Partner Engineering and Science, Inc.



The City of Yuma has prepared this transition plan with the assistance of the consultant team led by Kimley-Horn and Associates, Inc. The Consultant Team, the ADA/504 Coordinator, and the contributing departments of the City of Yuma are responsible for developing the ADA Self-Evaluation and Transition Plan.

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Abbreviations

ABA – Architectural Barriers Act

ADA – Americans with Disabilities Act

ADAAG – Americans with Disabilities Act Accessibility Guidelines

CFR – Code of Federal Regulations

CIP – Capital Improvement Program

DOJ – United States Department of Justice

FHWA – Federal Highway Administration

MUTCD – Manual on Uniform Traffic Control Devices

PROWAG – 2023 Final Public Rights-of-Way Accessibility Guidelines

PSA – Programs, Services, and Activities

UFAS – Uniform Federal Accessibility Standards

1.0 Introduction

1.1 Purpose

The purpose of this Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan is to summarize the activities completed to-date related to ADA compliance and to create a roadmap for the City of Yuma to update their ADA Transition Plan over time. Prioritization methodology for evaluating and implementing improvements was developed based on the applicable ADA Standards and Public Rights-of-Way Accessibility Guidelines (PROWAG) and the details are provided in this document.

This document includes an overview of the ADA and provides possible solutions for the City of Yuma based on guidance from the Federal Highway Administration (FHWA) and U.S. Department of Justice (DOJ) to improve accessibility for the public.

1.2 Legislative Mandate

The ADA is a civil rights law that mandates equal opportunity for individuals with disabilities and prohibits discrimination in access to jobs, public accommodations, government services, public transportation, and telecommunications. The ADA is divided into five titles:

- Title I: Employment
- Title II: Public Services
- Title III: Public Accommodations
- Title IV: Telecommunications
- Title V: Miscellaneous Provisions

Title II of the ADA also requires that all programs, services, and activities (PSAs) of public entities provide equal access for individuals with disabilities.

The City of Yuma plans to complete a comprehensive evaluation of its PSAs to determine the extent that individuals with disabilities may be restricted in their access.

1.3 ADA Self-Evaluation and Transition Plan Development Requirements and Process

The City of Yuma is obligated to observe all requirements of Title I in its employment practices; Title II in its policies, programs, and services; any parts of Titles IV and V that apply to the City and its programs, services, or facilities; and all requirements specified in the applicable ADA Standards and PROWAG that apply to facilities and other physical holdings.

Title II has the broadest impact on the City. Included in Title II are administrative requirements for all government entities employing more than 50 people. These administrative requirements are:

- Completion of a Self-Evaluation.
- Providing notice to the public about the ADA.
- Adoption and publishing of a Title II grievance procedure.
- Designation of an employee who is responsible for overseeing Title II compliance; and
- Development of a Transition Plan to schedule the removal of the barriers uncovered by the Self-Evaluation process. The Transition Plan will become a working document until all barriers have been addressed.

This document describes the process developed to complete the evaluation of the City of Yuma's PSAs and facilities, provides possible solutions to remove programmatic barriers, and presents a Transition Plan for the modification of facilities and public rights-of-way to improve accessibility, which will guide the planning and implementation of necessary program and facility modifications. The ADA Self-Evaluation and Transition Plan is significant in that it establishes the City's ongoing commitment to the development and maintenance of PSAs and facilities that accommodate all its residents.

1.4 Discrimination and Accessibility

Program accessibility means that, when viewed in its entirety, each program is readily accessible to and usable by individuals with disabilities. Program accessibility is necessary not only for individuals with mobility needs, but also to individuals with sensory and cognitive disabilities.

Accessibility applies to all aspects of a program or service, including but not limited to physical access, advertisement, orientation, eligibility, participation, testing or evaluation, provision of auxiliary aids, transportation, policies, and communication.

The following are examples of elements that should be evaluated for barriers to accessibility:

1.4.1 Physical Barriers

- Parking
- Path of travel to, throughout, and between buildings and amenities
- Doors
- Service counters
- Restrooms
- Drinking fountains
- Public telephones
- Path of travel along sidewalk corridors within the public rights-of-way
- Access to pedestrian equipment at signalized intersections

1.4.2 Programmatic Barriers

- Building signage
- Customer communication and interaction
- Non-compliant sidewalks or curb ramps
- Emergency notifications, alarms, and visible signals
- Participation opportunities for City sponsored events.

1.4.3 Ongoing Accessibility Improvements

City services, policies, practices, programs, activities, and facilities evaluated during the Self-Evaluation will continue to be evaluated on an ongoing basis, and the ADA Transition Plan will be revised to account for modifications which have been or will be completed since the initial Self-Evaluation. This Plan will be posted on the City's website for review and consideration by the public.

1.4.4 City of Yuma Approach

The purpose of the Transition Plan is to provide the framework for achieving equal access to the City of Yuma's PSAs within a reasonable timeframe. The City's elected officials and staff believe that accommodating people with disabilities is essential to good customer service, ensures the quality-of-life residents seek to enjoy, and guides future

improvements. This Plan has been prepared after careful study of select City programs, services, activities, and evaluations of select City facilities.

The City of Yuma should make reasonable modifications in PSAs when the modifications are necessary to avoid discrimination based on disability, unless the City can demonstrate making the modifications will fundamentally alter the nature of the program, service, or activity. The City of Yuma will not place surcharges on individuals with disabilities to cover the cost involved in making PSAs accessible.

1.5 Exceptions and Exemptions

Per the ADA Title II Regulations, a public entity shall operate each PSA so that the service, program, or activity, when viewed in its entirety, is readily accessible to and usable to individual with disabilities. However, a public entity is not required to:

- Make each of its existing facilities accessible to and usable by individuals with disabilities.
- Take any action that would threaten or destroy the historic significance of a historic property.
- Take any action that it can demonstrate would result in a fundamental alteration in the nature of a service, program, or activity or in undue financial and administrative burdens.
- Permit an individual to participate in or benefit from the services, programs, or activities of that public entity when that individual poses a direct threat to the health or safety of others.

The sections below describe these exceptions and exemptions. In the event the City determines a proposed action would generate undue financial or administrative burden, create hazardous conditions for other people, or threaten or destroy the historic significance of a historic property, a municipality has a responsibility to communicate and document the decision, and the methodology used. If an action would result in such an alteration or such burdens, a municipality shall take any other actions which would not result in such an alteration or such burdens but would nevertheless ensure individuals with disabilities receive the benefits or services provided by the City.

Existing Facilities

A public entity is not required to make structural changes in existing facilities where other methods are effective in making its services, programs, or activities readily accessible to and usable by individuals with disabilities. In choosing among available methods for meeting the compliance requirements, a public entity shall give priority to those methods that offer services, programs, and activities to qualified individuals with disabilities in the most integrated setting appropriate.

Historic Significance

In determining whether an alteration would threaten or destroy the historic significance of a historic property, the City should first confirm if the property is a qualified historic building or facility, which is defined by the ADA as a “building or facility that is listed in or eligible for listing in the National Register of Historic Places, or designated as historic under an appropriate state or local law.” Based on a search of the National Register of Historic Places NPGallery Database and the associated geodatabase, there are more than 50 registered historical places within the City of Yuma, but there may be other documentation available not provided on these websites. A map of these properties is provided on the City website.

- [Click here for the National Register of Historic Places website.](#)
- [Click here for the National Register of Historic Places database.](#)
- [Click here for the City of Yuma Historic Site and District Boundaries Map.](#)

The City has established the Design and Historic Review Commission (DHRC). The DHRC holds a variety of responsibilities with the goal of promoting historical preservation in the City. The Commission and its members review plans for development in the City’s Aesthetic Overlay (the gateways to the City) and within the City’s three historic districts. Commission members use state and federal guidelines for development in addition to local City-approved neighborhood specific historic district and design guidelines. The Design and Historic Review Commission should take the ADA into consideration when providing recommendations to ensure the current standards are being met when facilities are altered.

Fundamental Alterations and Undue Burdens

In determining whether an alteration would impose an undue financial or administrative burden on a covered entity, factors to be considered include:

- i. the nature and cost of the alteration needed.
- ii. the overall financial resources of the facility or facilities involved in the provision of the reasonable accommodation; the number of persons employed at such facility; the effect on expenses and resources, or the impact otherwise of such accommodation upon the operation of the facility.
- iii. the overall financial resources of the covered entity; the overall size of the business of a covered entity with respect to the number of its employees; the number, type, and location of its facilities; and
- iv. the type of operation or operations of the covered entity, including the composition, structure, and functions of the workforce of such entity; the geographic separateness, administrative, or fiscal relationship of the facility or facilities in question to the covered entity.

Direct Threat

In determining whether an individual poses a direct threat to the health or safety of others, a public entity must make an individualized assessment, based on reasonable judgment that relies on current medical knowledge or on the best available objective evidence, to ascertain: the nature, duration, and severity of the risk; the probability that the potential injury will actually occur; and whether reasonable modifications of policies, practices, or procedures or the provision of auxiliary aids or services will mitigate the risk.

1.6 New Construction and Alterations

Per the ADA Title II Regulations, if the start date for construction is on or after March 15, 2012, all newly constructed or altered state and local government facilities must comply with the 2010 ADA Standards. Before that date, the 1991 ADA Standards (without the elevator exemption), the Uniform Federal Accessibility Standards (UFAS), or the 2010 ADA Standards may be used for such projects when the start of construction commences on or after September 15, 2010 (see **Table 1**).

Table 1. Summary of Applicable Standards

Compliance Date for New Construction or Alterations	Applicable Standards
Before September 15, 2010	1991 ADA Standards or UFAS
On or after September 15, 2010, and before March 15, 2012	1991 ADA Standards, UFAS, or 2010 ADA Standards
On or after March 15, 2012	2010 ADA Standards

The U.S. Access Board is an independent federal agency that advances accessibility through leadership in accessible design and the development of accessibility guidelines and standards. On July 26, 1991, the U.S. Access

Board published the original Americans with Disabilities Act Accessibility Guidelines (ADAAG), which were also adopted as standards by the DOJ on the same day. Between 1994 and 2002, the U.S. Access Board worked to update the 1991 ADAAG to include supplements covering state and local government facilities, building elements designed for children's use, play areas, and recreation facilities. The U.S. Access Board issued the updated ADA and ABA Accessibility Guidelines as a final rule on July 23, 2004 (2004 ADAAG).

The most recent standard is the 2010 ADA Standards, which sets the minimum requirements – both scoping and technical – for newly designed and constructed or altered state and local government facilities, public accommodations, and commercial facilities to be readily accessible to and usable by individuals with disabilities. It is effectuated from 28 Code of Federal Regulations (CFR) 35.151 and the 2004 ADAAG. However, the FHWA and DOJ recommend using PROWAG for designing facilities within the public rights-of-way as a best practice until it is adopted at the federal level.

2010 ADA Standards

The DOJ's revised regulations for Titles II and III of the Americans with Disabilities Act of 1990 (ADA) were published in the Federal Register on September 15, 2010. These adopted, revised regulations are enforceable accessibility standards called the 2010 ADA Standards. On March 15, 2012, compliance with the 2010 ADA Standards was required for new construction and alterations under Titles II and III. March 15, 2012 is also the compliance date for using the 2010 ADA Standards for program accessibility and barrier removal.

Public Rights-of-Way Accessibility Guidelines (PROWAG)

The U.S. Access Board recently published new guidelines under the ADA and the Architectural Barriers Act (ABA) that address access to sidewalks and streets, crosswalks, curb ramps, pedestrian signals, on-street parking, and other components of public rights-of-way. These guidelines also review shared use paths, which are designed primarily for use by bicyclists and pedestrians for transportation and recreation purposes. The Accessibility Guidelines for Pedestrian Facilities in the Public Rights-of-Way (PROWAG) provide minimum guidelines for the accessibility of pedestrian facilities in the public rights-of-way. When these guidelines are adopted, with or without modifications, as accessibility standards in regulations issued by other federal agencies implementing the ADA, Section 504 of the Rehabilitation Act, and the ABA, compliance with those enforceable accessibility standards is mandatory. The final rule was published on August 8, 2023, and became effective on September 7, 2023. PROWAG is the recommended best practice and can be considered the state of the practice that could be followed for areas not fully addressed by the 2010 ADA Standards.

The U.S. Department of Transportation (DOT) published its Final Rule on Transportation for Individuals with Disabilities: Adoption of Accessibility Standards for Pedestrian Facilities in the Public Right-of-Way (PROWAG) as the DOT's regulatory standards for new construction and alterations of transit stops in the public right-of-way. The Final Rule became effective on January 17, 2025. The DOT will also be determining how to ensure that there is no "conflict" between PROWAG and the 11th Edition of Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD).

Until DOJ adopt accessibility standards for pedestrian facilities in the public right-of-way, public entities have some degree of flexibility in determining how they will comply with the general obligation under Title II of the ADA (to operate each service, program, or activity so that it is "readily accessible and useable by" individuals with disabilities). Public entities are not required to adopt the Final PROWAG at this time but may turn to different resources for guidance (e.g., Final PROWAG, DOJ's 2010 ADA Standards for buildings and sites, and other accessibility resources). However, it is recommended that the City of Yuma adopt PROWAG so that it becomes an enforceable document for all City projects within the public rights-of-way, regardless of PROWAG's adoption status at the state and federal level.

When DOT undertakes its own rulemaking to adopt PROWAG as enforceable standards, DOT will determine how to ensure that there is no “conflict” within its own regulations (i.e., no inconsistencies between the adopted public rights-of-way accessibility standards and the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD).

Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD)

The MUTCD defines the standards used by road managers nationwide to install and maintain traffic control devices on all streets, highways, pedestrian and bicycle facilities, and site roadways open to public travel. The MUTCD is published by the FHWA under 23 CFR, Part 655, Subpart F and is a compilation of national standards for all traffic control devices, including road markings, highway signs, and traffic signals. It is updated periodically to accommodate the nation’s changing transportation needs and address new safety technologies, traffic control tools, and traffic management techniques. On December 19, 2023, a Final Rule adopting the 11th Edition of the MUTCD was published in the Federal Register with an effective date of January 18, 2024.

1.7 Existing City Programs that Implement ADA Upgrades

The City of Yuma currently implements ADA compliant designs through the following efforts:

- **Inclusive Play Project:** In 2022, the City began working on improvements to the Stewart Vincent Wolfe Creative Playground (282 N. 12th Avenue) with the addition of a new inclusive play area. The inclusive playground exceeds the minimum standards of accessibility to ensure every child can fully engage with the equipment without limitations. [Click here for more information on the project.](#)
- **Multi-use Paths:** As part of the 2018 Yuma Bikeways Plan, 53 miles of bike paths are proposed to be added to the existing City network in addition to proposed bike lanes along existing or new roadways. Bike paths (also referred to as multi-use paths) are off-street paved paths that are physically separated from motorized traffic by an open space or barrier. Bike paths attract recreational users such as joggers, walkers, and other non-motorized users. Typically, bike paths are constructed of concrete or asphalt and are built to a standard width of 10 feet.

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2.0 Public Outreach

2.1 ADA Advisory Commission

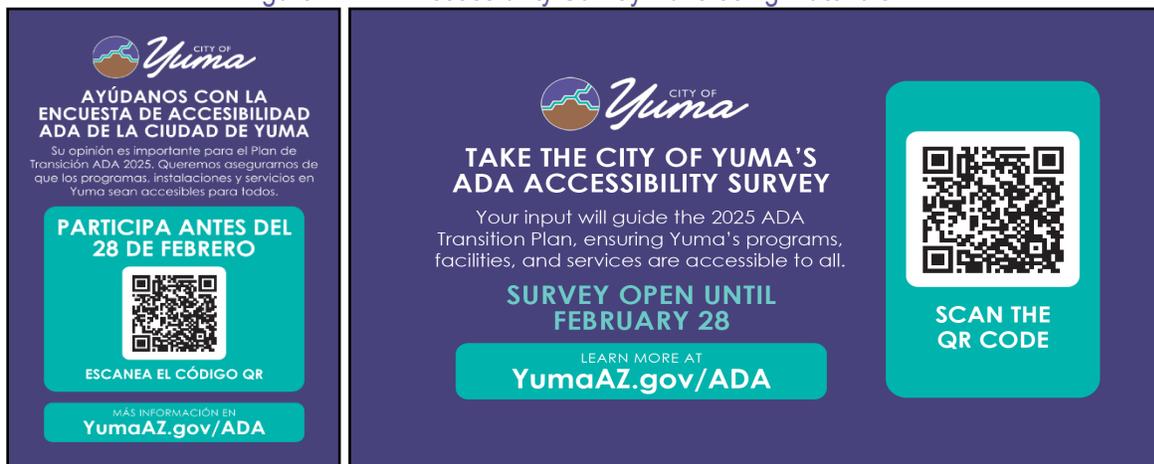
In July 2023, the City established an ADA Advisory Commission for the purpose of advising the City Administrator and City staff on matters pertaining to the needs and interests of, and the barriers negatively impacting, the disability community. This City code text amendment ensures the City is Safe and Prosperous, Respected and Responsible, Connected and Engaged, and Active and Appealing by making the Yuma community accessible to those who experience disabilities, providing an avenue to communicate with the City regarding needs of disabled persons, and ensuring essential services are available to the public.

The Commission is comprised of seven members to be appointed by the Mayor and City Council. The City of Yuma's ADA Coordinator shall serve as secretary to the Commission. The City will work with the Commission members to determine the frequency at which the Commission will meet and will also meet on the fourth Tuesday of the first month of every quart of the year. The City plans to solicit feedback on the Self-Evaluation and Transition Plan directly from the Commission and work with the Commission to determine the best approach for receiving feedback from the disability community.

2.2 Web Survey

The City developed a web survey in both English and Spanish that was open to the public. The survey was designed to help locate areas of greatest concern to the public and help provide better access to the community. The survey consisted of 23 questions related to City buildings, recreational facilities, parks, public rights-of-way, programs, services, and activities. The survey was made available on the City's website and additional advertising was done through flyers, business cards, news release, social media, ADA Commission Public Service Announcement, booth at the Downtown Christmas event, and coordination with disability advocates, individuals with disabilities, and other stakeholders as part of the January 28, 2025 ADA Commission Meeting. Feedback was documented between the start date of December 1, 2024, and end date of February 28, 2025. See **Figure 1** for examples of advertising materials.

Figure 1. ADA Accessibility Survey Advertising Materials



The survey garnered 126 responses. West Wetlands Park, Historic Yuma Civic Center, Yuma Theatre, Smucker Park, City Hall, and Yuma Art Center are some of the most visited facilities by respondents. 62% of respondents answered positively when asked about the accessibility of the City's public facilities, such as public buildings, parks,

public rights-of-way sidewalk, curb ramps, and signalized intersections. 74% of respondents answered positively when asked about any communications barriers. Some recurring accessibility concerns included:

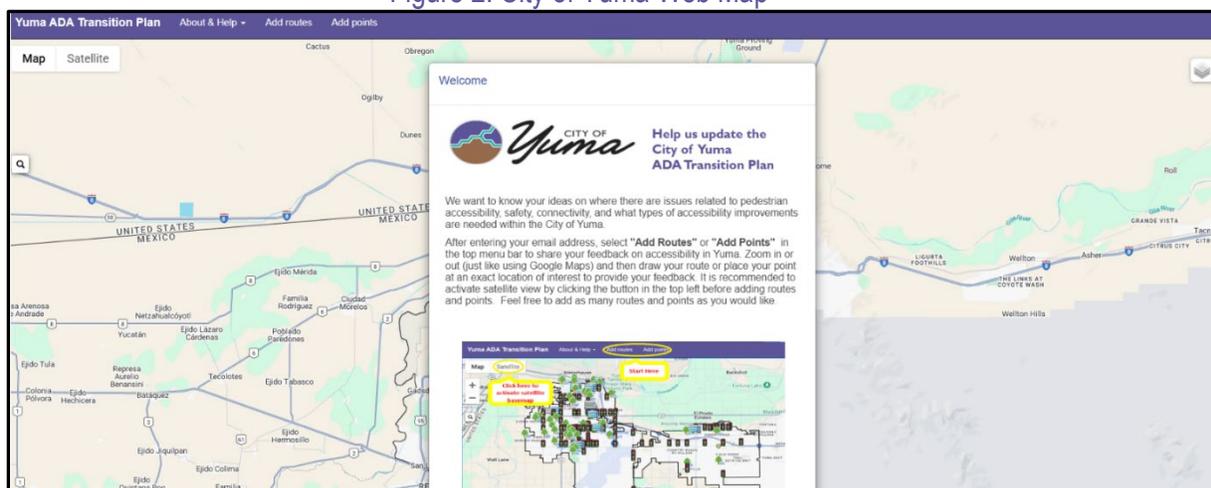
- Lack of available accessible parking spaces
- Lack of accessible routes and/or maintenance of existing accessible routes and sidewalks
- Lack of adult changing tables
- Wood chips in playgrounds not accessible for wheelchairs
- Inaccessible push buttons

Response summaries for the web survey are included in **Appendix A**.

2.3 Web Map

The City also developed an online map to allow the public to identify specific locations where they experience issues related to accessibility, safety, connectivity, or suggestions for accessibility improvements that are needed at the City’s facilities (see **Figure 2**). The map was made available on the City’s website. Feedback was documented between the start date of December 1, 2024, and the end date of February 28, 2025.

Figure 2. City of Yuma Web Map



The responses fell into three main categories where the public is facing barriers to access:

- Locations with difficult to access.
- Locations where difficult crossings exist at intersections.
- Locations where sidewalk obstructions are present.

A full summary of the responses for the web map is included in **Appendix A**.

Input from the web survey and map will be used to:

- Identify and prioritize accessibility barriers across City spaces.
- Guide planning and budgeting for future ADA improvements.
- Inform Council decisions on capital projects and policy.
- Support ADA Advisory Commission recommendations and ongoing oversight.
- Align City efforts with community accessibility needs.

2.4 On-going Public Outreach

The City believes that continued community engagement ensures that the ADA Advisory Commission remains responsive, informed, and focused on the needs of those most impacted by accessibility barriers. Ongoing public input helps guide meaningful change and reinforces the City's commitment to inclusion for all.

The web survey is just the beginning and there will be continued outreach through events and meetings. The City intends to gather input regularly at public events and Commission meetings, engage stakeholders to reach broader and underrepresented communities, share updates and progress to promote transparency, and keep the conversation going to build trust and support long-term improvements.

The City will also be hosting open houses and will have open public comment periods as part of the Master Transportation Plan (MTP) update. The MTP includes policies and investment strategies for traditional roadway improvement; but as a multimodal plan, it also outlines enhancements to public transportation, bicycle facilities, pedestrian environments, and other mobility and accessibility functions. The City will work with the ADA Advisory Commission to solicit feedback from the disability community.

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3.0 Self-Evaluation and Summary of Observations

The City of Yuma's ADA Self-Evaluation will be updated in a future project phase to reflect the results of a comprehensive review of the programs, services, and activities, and policies and practices the City uses to implement its various programs, services, and activities. The Self-Evaluation will also be updated to include observations from the remaining facility evaluations.

3.1 Services, Policies, and Practices Review

Under the ADA, the City of Yuma is required to complete a Self-Evaluation of the City's services, policies, and practices and operate each service, program, and activity so that it is readily accessible and useable by individuals with disabilities. The Self-Evaluation identifies and provides possible solutions to those services, policies, and practices that are inconsistent with Title II requirements. To be compliant, the Self-Evaluation should consider all the City's programs, services, and activities, as well as the policies and practices the City uses to implement its various programs, services, and activities.

To comply with the requirements of the ADA, the City must take corrective measures to achieve program accessibility through several methods, including, but not limited to:

- 1) Relocation of programs to accessible facilities.
- 2) Modifications to existing programs so they are offered in an accessible manner.
- 3) Structural methods such as altering an existing facility.
- 4) Policy modifications to ensure nondiscrimination; and
- 5) Auxiliary aids provided to produce effective communication.

When choosing a method of providing program access, the City should attempt to give priority to the method that promotes inclusion among all users, including individuals with disabilities.

PSAs offered by the City to the public must be accessible. Accessibility applies to all aspects of a program, services, or activity, including advertisement, orientation, eligibility, participation, testing or evaluation, physical access, provision of auxiliary aids, transportation, policies, and communication.

However, the City does not have to take any action that will result in a fundamental alteration in the nature of a program or activity, create a hazardous condition for other people, or result in an undue financial and/or administrative burden. This determination should generally be made by the ADA/504 Coordinator and/or an authorized designee of the City, such as the City Manager or their designee, and must be accompanied by a written statement detailing the reasons for reaching the determination.

The determination of undue burden must be based on an evaluation of all resources available for use. If a barrier removal action is judged unduly burdensome, the City must consider all other options for providing access that will ensure that individuals with disabilities receive the benefits and services of the program or activity. This process must be fully documented.

3.1.1 ADA/504 Coordinator

Under the ADA Title II, when a public entity has 50 or more employees based on an entity-wide employee total count, the entity is required to designate at least one (1) qualified responsible employee to coordinate compliance with ADA requirements. The name, office address, and telephone number of this individual must be available and advertised to employees and the public. This allows for clear identification of the person in the City able to assist with questions and concerns regarding disability discrimination.

The City of Yuma has appointed Kathryn Roman as ADA/504 Coordinator. Below is the ADA/504 Coordinator's contact information.

Kathryn Roman, ADA/504 Coordinator

Administrative Specialist
Engineering
155 W. 14th Street
Yuma, AZ 85364
Office: 928-373-4520
Relay: 7-1-1
ADA@yumaaz.gov

The ADA/504 Coordinator contact information must be provided to interested parties. The following distribution methods are recommended:

- Post on the City website.
- Prominently display in common areas that are accessible to all employees and areas open to the public.
- Provide in materials that are distributed by the City for meetings and events where requests for auxiliary aids or services for effective communication might be needed; and
- Provide in materials that are distributed by the City where ADA questions or concerns may arise.

3.1.2 Roles and Responsibilities of the ADA/504 Coordinator

Below is a list of qualifications for ADA Coordinators that are recommended by DOJ:

- Familiarity with the entity's structures, activities, and employees.
- Knowledge of the ADA and other laws addressing the rights of people with disabilities, such as Section 504 of the Rehabilitation Act.
- Experience with people with a broad range of disabilities.
- Knowledge of various alternative formats and alternative technologies that enable individuals with disabilities to communicate, participate, and perform tasks.
- Ability to work cooperatively with local entities and people with disabilities.
- Familiarity with any local disability advocacy groups or other disability groups.
- Skills and training in negotiation and mediation; and
- Organizational and analytical skills.

The responsibilities of the ADA/504 Coordinator include coordinating the City's efforts to comply with Title II and investigating any complaints related to potential violations of Title II. The role of the ADA Coordinator typically includes being the primary contact when members of the public request an auxiliary aid or service for effective communication, such as a sign language interpreter or documents in Braille. An effective ADA Coordinator will be

able to efficiently assist people with disabilities with their questions. These roles and responsibilities are consistent with the guidance in the DOJ’s Title II Toolkit. [Click here for the DOJ Title II Toolkit.](#)

3.1.3 ADA Grievance Policy, Procedure, and Form with Appeal Process for the ADA

Local governments with 50 or more employees are required to adopt and publish procedures for resolving grievances in a prompt and fair manner that may arise under Title II of the ADA. The DOJ’s Title II Toolkit suggests the grievance procedure include:

- A description of how and where a complaint under Title II may be filed.
- If a written complaint is required, a statement notifying potential complainants that alternative means of filing will be available to people with disabilities who require such an alternative.
- A description of the time frames and processes to be followed by the complainant and the government entity.
- Information on how to appeal an adverse decision; and
- A statement of how long the complaint files will be retained.

The City of Yuma Grievance Policy, Procedure, and Form with Appeal Process for the ADA are provided on the City website:

- [Click here for the City’s Grievance Procedure.](#)
- [Click here for the City’s Grievance Form.](#)

The City also uses Yuma Click & Fix (powered by SeeClickFix) to receive ADA grievances (see **Figure 3**). [Click here to access Yuma Click & Fix.](#) Yuma Click & Fix is a comprehensive and robust 311, request management, and resident engagement solution that is integrable with the most widely used Esri and asset management systems. Yuma Click & Fix will be used to maintain an ADA grievance log as well.

Figure 3. Yuma Click & Fix



3.1.4 Public Notice Under the ADA

The ADA public notice requirement applies to all state and local governments covered by Title II, including entities with fewer than 50 employees. The target audience for the public notice includes applicants, beneficiaries, and other people interested in the entity's programs, services, and activities. This notice is required to include information regarding Title II of the ADA and how it applies to the programs, services, and activities of the public entity. The DOJ Title II Toolkit suggests the ADA notice should include brief statements about:

- Employment.
- Effective communication.
- Making reasonable modifications to policies and programs.
- Not placing surcharges on modifications or auxiliary aids and services; and
- Filing complaints.

The notice should also include the name and contact information of the ADA/504 Coordinator. Publishing and publicizing the ADA notice is not a one-time requirement. State and local government entities should provide the information on an ongoing basis, whenever necessary.

The City of Yuma Public Notice Under the ADA is provided on the City website. [Click here for the City's ADA Notice.](#)

3.2 Program, Services, and Activities Inventory

The City of Yuma plans to compile a list of all City services, policies, programs, and activities required to be reviewed for compliance with Title II of the ADA. The City plans to evaluate the following for compliance:

- Department-specific handbooks, policies, procedures, and guidelines,
- Standard operating procedures
- Ordinances
- Reasonable modification request policy, procures, and request form
- Non-discrimination assurance
- Non-discrimination language for non-federal contracts, agreements, and waivers
- Non-discrimination policy statement
- Alternate format policy, procedure, and request form
- Effective communication policy, procedure, and request form
- Meeting agendas and minutes
- Videos
- Design standards
- Emergency management documents
- Service animal guidance/policy
- Event planning guidance/policy/checklist
- Event ticketing guidance/policy
- Other power-driven mobility device guidance/policy
- Retaliation and coercion policies

3.3 Facilities Review

A Self-Evaluation was conducted on the following facilities:

- 9 of 20 buildings.
- 4 of 10 recreational facilities.
- 22 of 42 parks.
- 46 of 89 signalized intersections.
- 33 miles of 652 miles of sidewalk corridors and all unsignalized intersections, driveways, pedestrian at-grade railroad crossings, and on-street parking along the sidewalk corridors.
- 15 on-street accessible parking spaces.

The following sections summarize the observations. The remaining facility evaluations will be completed in future phases as specified in **Section 6.0 Conclusion and Next Steps**.

3.3.1 Buildings

The City of Yuma owns and maintains 20 buildings with public access (see Facility Inventory Map in **Appendix B**). **Table 2** is a list of all City of Yuma-owned buildings evaluated in 2024 (see Evaluated Facility Maps in **Appendix C**). **Table 3** is a list of City of Yuma-owned buildings that will be evaluated in a future phase. Building evaluations were based on the applicable ADA standards in effect at the time of construction or alteration:

- Properties constructed before September 15, 2010 will be reviewed against the 1991 ADA Standards for Accessible Design (ADA Standards) or Uniform Federal Accessibility Standards (UFAS).
- Properties constructed between September 15, 2010 and March 15, 2012 will be reviewed against the 1991 ADA Standards, UFAS, or the 2010 ADA Standards.
- Properties constructed after March 15, 2012 will be reviewed against the 2010 ADA Standards.

Table 2. Summary of Buildings Reviewed in 2024

Location Name	Property Address
1. City Hall	One City Plaza
2. City of Yuma Engineering & Public Works Department	155 W 14th Street
3. City of Yuma Prosecutors	190 W 14th Street
4. Facilities Warehouse	194 W 14th Street
5. Martin Luther King Jr Youth Career Center	300 S 13th Avenue
6. Thomas F. Allt Utilities Complex	270 W 13th Street
7. Yuma Municipal Court	1515 S 2nd Avenue
8. Yuma Police Araby East Substation	6390 E 26th Street
9. Yuma Police Department	1500 S 1st Avenue

Table 3. Summary of Buildings to be Reviewed in Future Phase

Location Name	Property Address
10. City of Yuma Warehouse Surplus Auction	190 W 14th Street
11. Classroom Fire Station #5 / AWC	6490 E 26th Street
12. Fire Station #1	353 S 3rd Avenue
13. Fire Station #2	3284 S Avenue A
14. Fire Station #3	508 E 25th Street
15. Fire Station #4	2850 W 16th Street
16. Fire Station #5	6490 E 26th Street
17. Harvest Preschool Childcare	1793 S 1st Avenue
18. Household Hazardous Waste	1473 S 2nd Avenue
19. New Fleet Services	265 W 13th Street
20. Riverside Outdoor Education Center	Riverside Park, 50 Prison Hill Road

Buildings: Self-Evaluation Observations

Areas that were evaluated for each building included parking lots, path of travel from the parking lot to the building, access into the building, signage, drinking fountains, telephones, bathrooms, and counter heights. Common observations identified included:

- Accessible route to the building entrances contains excessive slopes and non-compliant curb ramps.
- Accessible parking contains excessive slopes, non-compliant dimensions, and non-compliant signage.
- Non-compliant restrooms and restroom accessories.
- Signage is missing, non-compliant, or incorrectly located.
- Non-compliant accessible height service counters.

3.3.2 Recreation Facilities

The City of Yuma owns and maintains 10 recreational facilities (see Facility Inventory Map in **Appendix B**). **Table 4** is a list of all City of Yuma-owned recreational facilities evaluated in 2024 (see Evaluated Facility Maps in **Appendix C**). **Table 5** is a list of City of Yuma-owned recreational facilities that will be evaluated in a future phase. Recreational facility evaluations were based on the applicable ADA standards in effect at the time of construction or alteration:

- Properties constructed before September 15, 2010 will be reviewed against the 1991 ADA Standards for Accessible Design (ADA Standards) or Uniform Federal Accessibility Standards (UFAS).
- Properties constructed between September 15, 2010 and March 15, 2012 will be reviewed against the 1991 ADA Standards, UFAS, or the 2010 ADA Standards.
- Properties constructed after March 15, 2012 will be reviewed against the 2010 ADA Standards.

Table 4. Summary of Recreational Facilities Reviewed in 2024

Location Name	Property Address
1. Carver Pool	1250 W 5th Street
2. Joe Henry Optimist Center (JHOC)	1793 S. 1st Avenue
3. Marcus Pool	5th Street & 5th Avenue
4. North End Community Center	160 E. 1st Street

Table 5. Summary of Recreational Facilities Reviewed in Future Phase

Location Name	Property Address
5. Clymer Recreation Center	553 S. Orange Avenue
6. Historic Yuma Theater	254 S. Main Street
7. Kennedy Pool	890 E 24th Street
8. Yuma Arts Center	254 S. Main Street
9. Yuma Civic Center	1440 W Desert Hills Drive
10. Yuma Readiness & Community Center	6550 E 24th Street

Recreational Facilities: Self-Evaluation Observations

Areas that were evaluated for each recreational facility included parking lots, path of travel from the parking lot to the building, access into the building, signage, drinking fountains, telephones, bathrooms, and counter heights.

Common observations identified included:

- Accessible route to the entrances and amenities contains excessive slopes and non-compliant curb ramps.
- Accessible parking contains excessive slopes, non-compliant dimensions, and non-compliant signage.
- Accessible route around pool decks and splash pads contain excessive slopes and openings.
- Restrooms missing compliant toilet, shower, and dressing room compartments.

3.3.3 Parks

The City of Yuma owns and maintains 42 parks (see Facility Inventory Map in **Appendix B**). **Table 6** is a list of all City of Yuma-owned parks evaluated in 2024 (see Evaluated Facility Maps in **Appendix C**). **Table 7** is a list of City of Yuma-owned parks that will be evaluated in a future phase. Park evaluations were based on the applicable ADA standards in effect at the time of construction or alteration:

- Properties constructed before September 15, 2010 will be reviewed against the 1991 ADA Standards for Accessible Design (ADA Standards) or Uniform Federal Accessibility Standards (UFAS).
- Properties constructed between September 15, 2010 and March 15, 2012 will be reviewed against the 1991 ADA Standards, UFAS, or the 2010 ADA Standards.
- Properties constructed after March 15, 2012 will be reviewed against the 2010 ADA Standards.

Table 6. Summary of Parks Reviewed in 2024

Location Name	Property Address
1. Armed Forces Park	281 Gila Street
2. Barkley Ranch Park	2750 S 48th Drive
3. Caballero Park <i>(includes Clubhouse)</i> / Friendship Park / Jennifer Wilson Park (North Caballero Park) / Ray Kroc Sports Complex	West 34th Street
4. Carver Park	S 13th Ave & W 5th Street
5. Clymer Park <i>(includes Recreation Center)</i>	533 S. Orange Avenue
6. Desert Hills Golf Course <i>(includes pro shop, restaurant, and snack shack with public restrooms)</i>	1245 W. Desert Hills Drive
7. Desert Ridge Park	26th Place & Avenue 7 3/4 E
8. Gateway Park	1st Street & Gila
9. Joe Henry Athletic Complex / Joe Henry Memorial Park	2310 W. Colorado Street
10. Kiwanis Park	8th Street & Magnolia Avenue
11. Marcus Park	5th Street & 5th Avenue
12. Ocotillo Park	42nd Place & Jojoba Avenue
13. Pacific Avenue Athletic Complex	1700 E 8th St, Yuma, AZ
14. Ponderosa Park	26th Street & 29th Drive
15. Riverside Park	Prison Hill Road & Giss Parkway
16. Sanguinetti Memorial Park	8th Avenue & 23rd Street
17. Sunrise Optimist Park	20th Street & 45th Avenue
18. Terraces Park	2601 E. View Parkway
19. Victoria Meadows Park	23rd Street & 20th Drive
20. West Wetlands Park / Centennial Beach	282 N. 12th Avenue
21. Winsor Rotary Park	20th Street & Avenue B 1/2
22. Yuma Valley Park	3162 W. 24th Street

Table 7. Summary of Parks to be Reviewed in Future Phase

Location Name	Property Address
23. Bark Park	1705 E. Palo Verde Street
24. Centennial Athletic Complex	2650 W. 20th Street
25. Cibola Athletic Complex	4100 20th Street
26. Desert Hills Golf Course – Par 3 <i>(includes double-wide trailer)</i>	1301 W. 32nd Street
27. Elena Orendain Curtis Athletic Complex	2100 W. 28th Street
28. Hacienda Park 1	24th Lane & 18th Avenue
29. Hacienda Park 2	27th Drive & 18th Avenue
30. Hacienda Park 3	28th Lane & 18th Avenue
31. Hacienda Park 4	26th Street & 17th Avenue
32. Heritage Library Park <i>(excludes Heritage Library, which is County owned and maintained)</i>	3rd Street & 3rd Avenue

Location Name	Property Address
33. Joe Henry Optimist Center Park	1793 S. 1st Avenue
34. John Morris Cottage	385 S. 13th Avenue
35. Keegan Athletic Complex / Kennedy Athletic Complex / Kennedy Memorial Park	23rd Street & Kennedy Lane
36. Las Casitas Park	31st Place & 28th Drive
37. Netwest Park	12th Street & 14th Avenue
38. Parkway Place Park	27th Street & 39th Drive
39. Roxaboxen Park	2nd Avenue & 8th Street
40. Saguaro Neighborhood Park	4183 Desert Willow Way
41. Smucker Memorial Park	Avenue A & 28th Street
42. Valley Aquatic Center	4381 W. 18th Street

Parks: Self-Evaluation Observations

Areas that were evaluated for each park included parking lots, paths of travel from the parking lot to the park amenities, access into facilities, signage, drinking fountains and restrooms. Common observations identified included:

- Accessible routes contain excessive slopes and non-compliant curb ramps and ramps.
- Missing route of travel to amenity areas.
- Accessible parking contains excessive slopes, non-compliant dimensions, and non-compliant signage.
- Restrooms missing compliant accessible toilet compartments and accessories.
- Playground equipment and surfaces are non-compliant.

3.3.4 Signalized Intersections

The City of Yuma owns and maintains 89 signalized intersections (see Facility Inventory Map in **Appendix B**). Forty-six (46) signalized intersections within the City of Yuma were evaluated in 2024 (see Evaluated Facility Maps in **Appendix C**) and the remaining signalized intersections will be evaluated in a future phase. Signalized intersection evaluations were based on 2023 Final PROWAG. Signalized intersection evaluations cataloged the conditions and measurements along the pedestrian path of travel, which includes street crossings, curb ramps, sidewalk adjacent to the curb ramps, and pedestrian signal equipment and adjacent clear spaces.

Signalized Intersections: Self-Evaluation Observations

Common curb ramp observations included changes in level at the transition to the roadway, no presence of color contrast or texture contrast (detectable warning surfaces), excessive landing running slopes, and curb ramp landing is not present where needed. **Table 8** provides a summary of the curb ramp observations at signalized intersections.

About four (4) percent of pedestrian crossings at signalized intersections did not have pedestrian signal heads or pedestrian push buttons. Pedestrian push buttons and signal heads were recommended to be installed at all signalized intersection pedestrian crossings where they did not exist. Common observations associated with the existing pedestrian push buttons included push buttons installed at locations inconsistent with PROWAG, excessive push button clear space cross slopes, and excessive push button reach ranges. **Table 9** provides a summary of the push button observations.

Table 8. Summary of Curb Ramp Observations at Signalized Intersections

Curb Ramp Element	Number Evaluated	Number Compliant	Percent Compliant
Curb ramp contained wholly within the width of crosswalk served	222	222	100%
Perpendicular curb ramp 48" x 48" clear area exists	119	119	100%
Curb ramp sides are flared or non-traversable where pedestrian circulation path crosses side of curb ramp	75	75	100%
Running slope of pedestrian access route crossing median/pedestrian refuge island $\leq 5.0\%$	3	3	100%
Width of pedestrian access route crossing median/pedestrian refuge island $\geq 60"$	3	3	100%
Curb ramp present where curb ramp is required	224	222	99.1%
Curb ramp sides with returned curbs are constructed at 90°	75	74	99.0%
Detectable warning surface is compliant	127	124	97.6%
Curb ramp width $\geq 48"$	222	214	96.4%
Flare slope parallel to curb line $\leq 10.0\%$	147	127	86.0%
Surfaces: No ponding in curb ramp, landing, or flares	222	189	85.1%
Curb ramp landing cross slope $\leq 2.1\%$	128	103	80.5%
Change of grade between curb ramp and gutter/street $\leq 13.3\%$	222	177	79.7%
No obstruction in curb ramp, landing, or flares	222	175	78.8%
Curb ramp running slope $\leq 8.3\%$	219	162	74.0%
Curb ramp cross slope $\leq 2.1\%$	219	146	66.7%
Curb ramp landing running slope $\leq 2.1\%$	128	75	58.6%
Curb ramp landing exists	219	128	58.4%
Curb ramp contained wholly within the width of crosswalk served	222	127	57.2%
Perpendicular curb ramp 48" x 48" clear area exists	222	81	36.5%
Curb ramp sides are flared or non-traversable where pedestrian circulation path crosses side of curb ramp	3	1	33.3%

Table 9. Summary of Push Button Observations

Push Button Element	Number Evaluated	Number Compliant	Percent Compliant
Push button diameter 2"	328	328	100%
Clear space is $\geq 30'' \times 48''$	208	205	98.6%
Push button orientation parallel to crosswalk	328	316	96.3%
Push button height $\leq 48''$	328	315	96.0%
Push button present where needed	342	328	95.9%
Pedestrian head present where needed	340	326	95.9%
Push button offset from curb $\leq 10'$	328	306	93.3%
Push button offset from crosswalk $\leq 5'$	328	301	91.8%
Push button reach range $> 10''$	328	208	63.4%
Cross slope of the clear space $\leq 2.1\%$	208	114	54.8%

3.3.5 Sidewalk Corridors

The City of Yuma owns and maintains approximately 652 miles of sidewalk corridors, including pedestrian street and driveway crossings. Additionally, there is one (1) location where City-maintained sidewalk intersects an existing at-grade railroad crossing with pedestrian access (see Facility Inventory Map in **Appendix B**). Approximately 33 miles of sidewalk corridors were evaluated (see Evaluated Facility Maps in **Appendix C**).

The sidewalk corridor evaluations documented conditions and measurements along the pedestrian path of travel within the City right-of-way, which includes the sidewalk, pedestrian street and driveway crossings, curb ramps, and at-grade pedestrian railroad crossings. Sidewalk corridor evaluations were based on PROWAG.

Sidewalk Corridors: Self-Evaluation Observations

Common observations along the sidewalk corridors were excessive pedestrian access route cross slopes, vertical surface discontinuities that caused excessive level changes, excessive driveway and crosswalk cross slopes, permanent obstructions in the pedestrian circulation path such as power poles or utilities, and temporary obstructions in the pedestrian circulation path such as weeds and low hanging branches. Where excessive vegetation was present, field crews attempted to assess the condition of the underlying sidewalk. Where possible, the condition of the underlying sidewalk was recorded; however, the City of Yuma may find additional issues with the sidewalk once the temporary obstruction is removed.

Common curb ramp observations at unsignalized intersections and driveways along the sidewalk corridors included no presence of color contrast or texture contrast (detectable warning surfaces), curb ramp landing is not present where needed, and curb ramps having excessive landing running slopes and cross slopes. A summary of the unsignalized intersection and driveway curb ramp observations is provided in **Table 10**.

ADA Title II Regulations (28 CFR Part 35), Section 35.150, Existing Facilities, requires that the Transition Plan include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority

to walkways serving entities covered by the ADA, including state and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas.

Sidewalk Corridors: Possible Solutions

A crosswalk is defined by PROWAG as “that part of a roadway that is located at an intersection included within the connections of the lateral lines of the pedestrian circulation paths on opposite sides of the highway measured from the curbs, or in the absence of curbs, from the edges of the traversable roadway, and in the absence of a pedestrian circulation path on one side of the roadway, the part of a roadway included within the extension of the lateral lines of the pedestrian circulation path at right angles to the center line; or at any portion of a roadway at an intersection or elsewhere distinctly indicated as a pedestrian crossing by pavement marking lines on the surface. Crosswalks at intersections may be marked or unmarked.”

Curb ramps, blended transitions, or a combination of curb ramps and blended transitions should be provided in accordance with PROWAG. If a pedestrian crossing is prohibited or not intended, the crosswalk should be closed in accordance with PROWAG. The requirements are summarized in the sections below.

Crosswalks at Intersections

At an intersection corner, one curb ramp or blended transition shall be provided for each crosswalk, or a single blended transition that spans all crosswalks at the intersection corner may be provided. In alterations, where existing physical constraints make compliance with PROWAG technically infeasible, a single curb ramp shall be permitted at the apex of the intersection corner. When alterations are made to crosswalks, curb ramps or blended transitions shall be provided on both ends of the crosswalk where the pedestrian access route crosses a curb.

At an intersection corner where pedestrian crossing is prohibited, curb ramps or blended transitions shall not be provided, and the pedestrian circulation path shall be either (a) separated from the roadway with landscaping or other non-prepared surface or (b) separated from the roadway by a detectable vertical edge treatment with a bottom edge 15 inches maximum above the pedestrian circulation path (PROWAG Section R203.6.1.1).

There are three (3) signalized intersections where “No Pedestrian Crossing” signs exist on corners of the intersection (see **Figure 4**). However, the required physical separation is not provided.

- East crossing of W. 16th Street and S. Yuma Palms Parkway
- North crossing of 32nd Street and S. Avenue B
- North crossing of S. Avenue B and W. 28th Street

Figure 4. No Pedestrian Crossing Signs



Mid-block and Roundabout Crosswalks

At a mid-block or roundabout crosswalk, curb ramps or blended transitions shall be provided on both ends of the crosswalk. When alterations are made to crosswalks, curb ramps or blended transitions shall be provided on both ends of the crosswalk where the pedestrian access route crosses a curb.

At a mid-block or roundabout crosswalk where pedestrian crossing is not intended, curb ramps or blended transitions shall not be provided, and the pedestrian circulation path shall be either (a) separated from the roadway with landscaping or other non-prepared surface or (b) separated from the roadway by a detectable vertical edge treatment with a bottom edge 15 inches maximum above the pedestrian circulation path (PROWAG Section R203.6.1.2).

Crosswalk Markings

For all existing, unmarked crosswalks at unsignalized intersections, the installation of crosswalk markings has been including the unsignalized intersection reports for budgeting purposes. However, the 11th Edition of the MUTCD guidance states that on approaches controlled by STOP or YIELD signs, crosswalk markings should be installed where engineering judgement indicates they are needed to direct pedestrians to the proper crossing path(s). At uncontrolled approaches, an engineering study should be performed before a marked crosswalk is installed.

Table 10. Summary of Curb Ramp Observations at Unsignalized Intersections

Curb Ramp Element	Number Evaluated	Number Compliant	Percent Compliant
Running slope of pedestrian access route crossing median/pedestrian refuge island $\leq 5.0\%$	28	28	100%
Curb ramp contained wholly within the width of crosswalk served	586	577	98.0%
Curb ramp sides are flared or non-traversable where pedestrian circulation path crosses side of curb ramp	209	204	97.6%
Curb ramp sides with returned curbs are constructed at 90°	209	204	97.6%
Perpendicular curb ramp 48" x 48" clear area exists	312	303	97.1%
Detectable warning surface is compliant	279	266	95.3%
Curb ramp present where curb ramp is required	635	586	92.3%
Surfaces: No ponding in curb ramp, landing, or flares	573	497	86.7%
Curb ramp running slope $\leq 8.3\%$	545	445	81.7%
Curb ramp flare slope parallel to curb line $\leq 10.0\%$	364	287	78.8%
Surfaces: Flush transition to roadway exists	586	460	78.5%
Change of grade between curb ramp and gutter/street $\leq 13.3\%$	545	422	77.4%
Curb ramp width $\geq 48"$	545	422	77.4%
Surfaces: No obstruction in curb ramp, landing, or flares	573	427	74.5%
Width of pedestrian access route crossing median/pedestrian refuge island $\geq 60"$	28	19	67.9%
Curb ramp landing cross slope $\leq 2.1\%$	238	160	67.2%
Curb ramp cross slope $\leq 2.1\%$	545	333	61.1%

Curb Ramp Element	Number Evaluated	Number Compliant	Percent Compliant
Curb ramp landing running slope $\leq 2.1\%$	238	133	55.9%
Cross slope of pedestrian access route crossing median/pedestrian refuge island $\leq 2.1\%$	28	15	53.6%
Detectable warning surface exists	600	279	46.5%
Curb ramp landing exists	573	238	41.5%

3.3.6 On-Street Accessible Parking

Fifteen (15) on-street accessible parking spaces within the Downtown Yuma Main Street area were evaluated along the perimeter of six (6) blocks that run from 1st Street to E. Harold Giss Parkway (see **Figure 5** and **Figure 6**). On-street accessible parking evaluations were based on 2023 Final PROWAG. The evaluations documented the conditions and measurements of the parking spaces, access aisles, and signage. On-street parallel accessible parking spaces must connect to pedestrian access routes and perpendicular and angled on-street accessible parking spaces must have access aisles that connect to pedestrian access routes.

Figure 5. On-Street Accessible Parking Evaluated in 2024



On-Street Accessible Parking: Self-Evaluation Observations

Five of the six blocks evaluated have the required minimum number of on-street accessible parking spaces, which is a function of the total on-street parking spaces along the perimeter of each block. A summary of parking space counts is provided in **Table 11**. Red highlights indicate that the required minimum number of accessible parking spaces is not provided along the block perimeter.

A summary of existing accessible parking element compliance is provided in **Table 12**, and a summary of the on-street accessible angled parking space access aisle compliance is provided in **Table 13**. Common observations with the accessible parking spaces included non-compliant accessible space widths, changes in level, and horizontal openings.

On-Street Accessible Parking: Possible Solutions

Since there are many possible solutions to bring a block into compliance, compliance reports and conceptual budget estimates were not prepared for these locations. For example, existing parking spaces could be made accessible with pavement marking and signage changes where no barriers exist. Depending on the location of the parking spaces that will be made accessible, additional improvements may be necessary such as the installation of an accessible route to connect the accessible parking spaces to amenities.

Table 11. Summary of Required On-Street Accessible Parking Totals

Block No.	Block Perimeter Streets (N, S, E, W)	Total Spaces*	Accessible Spaces	Required Accessible Spaces**
1	1 st St, 2 nd St, Main St, Madison Ave	50	4	2
2	1 st St, 2 nd St, Maiden Ln, Main St	15	6	1
3	2 nd St, 3 rd St, Main St, Madison Ave	44	1	2
4	2 nd St, 3 rd St, Maiden Ln, Main St	22	2	1
5	3 rd St, Harold C. Giss Pkwy, Main St, Madison Ave	41	4	2
6	3 rd St, Harold C. Giss Pkwy, Maiden Ln, Main St	32	4	2

*Total on-street parking spaces around the perimeter of the block.

**Red highlight indicates the required minimum number of spaces is not present.

Figure 6. On-Street Accessible Parking Block Diagram

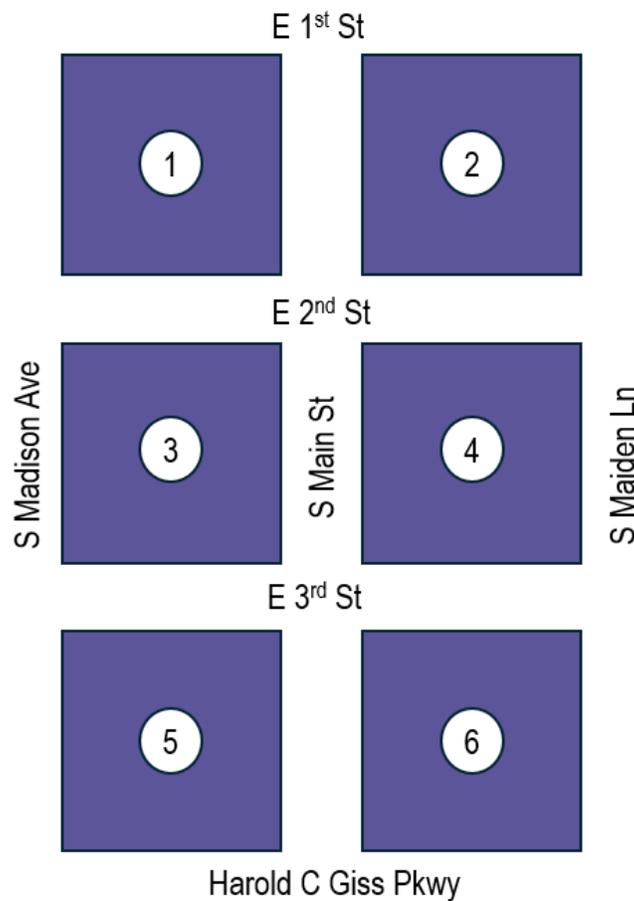


Table 12. Summary of Accessible Parking Compliance

Parking Space Element	Number Evaluated	Number Compliant	Percent Compliant
Parallel parking space dimensions are compliant per R310.2.1 Dimensions Exception 1	2	2	100%
Parking space is served by an access aisle	13	12	92.3%
Parking space does not have any horizontal openings > 1/2 inch	15	13	86.7%
Parking space does not have any changes in level	15	12	80.0%
Angled parking space width is \geq 132 inches	13	9	69.2%

Table 13. Summary of Access Aisle Compliance

Access Aisle Element	Number Evaluated	Number Compliant	Percent Compliant
Access aisle width is \geq 60 inches	8	8	100%
Access aisle adjoins an accessible route	8	8	100%
Constrained width where the access aisle adjoins the accessible route \geq 36 inches	8	8	100%
Access aisle is marked to discourage parking	8	8	100%
Access aisle does not have any gaps or openings $>$ 1/2 inch	8	8	100%
Access aisle does not have any vertical discontinuities $>$ 1/4 inch	8	6	75.0%

3.3.7 Pedestrian At-grade Railroad Crossings

One (1) pedestrian at-grade railroad crossing along 4th Avenue was evaluated for compliance with PROWAG. The railroad crossing evaluation cataloged the conditions and measurements along the pedestrian circulation path across the railroad tracks including transitions to and from adjacent pedestrian circulation path, flangeway gap width, and detectable warning surfaces.

The pedestrian at-grade railroad crossing included in the evaluation is shown on a map included in **Appendix C**.

Pedestrian At-grade Railroad Crossings: Self-Evaluation Observations

Table 14 provides a summary of the observations identified for the evaluated railroad crossings.

Table 14. Summary of Observations at Railroad Crossings

Railroad Crossing Observation	Number Evaluated	Number Compliant	Percent Compliant
Surfaces: Pedestrian access route surface is level and flush with the top of rail at the outer edges of the rails	1	1	100%
Surfaces: Surface between rails is aligned with top of rail (e.g., concrete panel present at crossing)	1	1	100%
Flangeway gap \leq 3 inches*	1	0	0%
Detectable warning surface extends the full width of the pedestrian circulation path (when crossing is not located within a street)	1	0	0%

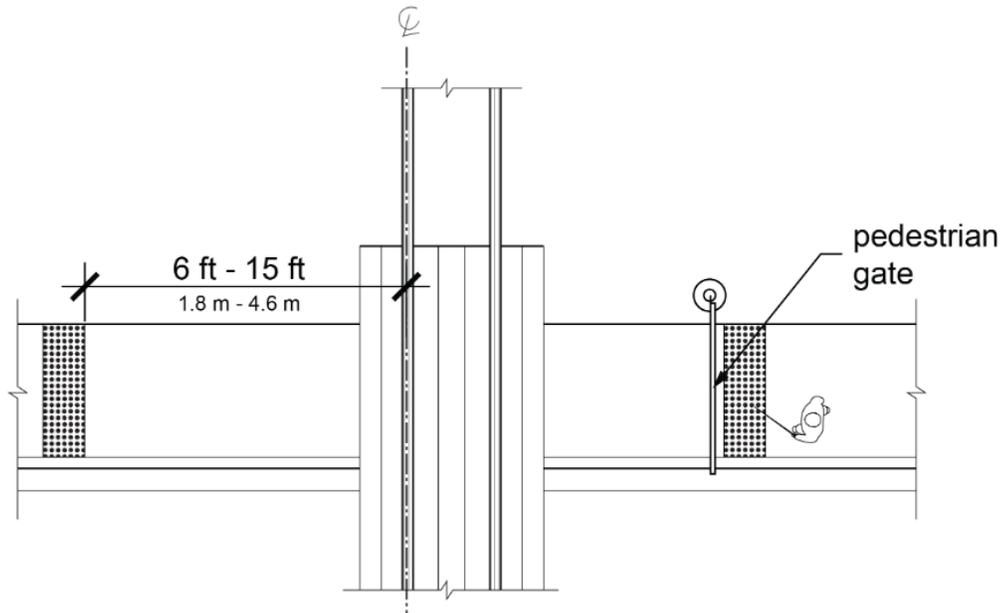
* Assumes the tracks being crossed are subject to safety regulations at 49 CFR part 213, issued by the Federal Railroad Administration.

Pedestrian At-grade Railroad Crossings: Possible Solutions

At pedestrian at-grade rail crossings not located within a street, detectable warning surfaces shall be located on each side of the rail crossing. The edge of the detectable warning surface nearest the rail crossing shall be 6 feet minimum and 15 feet maximum from the centerline of the nearest rail. Where pedestrian gates are provided, detectable warning surfaces shall be located on the side of the gate opposite the rail. Pedestrian gates shall not

overlap detectable warning surfaces. Detectable warning surfaces should be 24 inches in depth in the direction of pedestrian travel and extend the full width of the pedestrian circulation path (see **Figure 7**).

Figure 7. PROWAG Figure R305.2.5 Pedestrian At-grade Rail Crossings



3.4 Maintenance Versus Alterations

The United States Department of Justice (DOJ) has issued a briefing memorandum on clarification of maintenance versus alteration projects. The information contained in the briefing memorandum is below. It is recommended that this clarification with regard to when curb ramp installation is required as part of a project be distributed to the appropriate City of Yuma staff.

The Americans with Disabilities Act of 1990 (ADA) is a civil rights statute prohibiting discrimination against persons with disabilities in all aspects of life, including transportation, based on regulations promulgated by the United States Department of Justice (DOJ). DOJ's regulations require accessible planning, design, and construction to integrate people with disabilities into mainstream society. Further, these laws require that public entities responsible for operating and maintaining the public rights-of-way do not discriminate in their programs and activities against persons with disabilities. FHWA's ADA program implements the DOJ regulations through delegated authority to ensure that pedestrians with disabilities have the opportunity to use the transportation system's pedestrian facilities in an accessible and safe manner.

FHWA and DOJ met in March 2012 and March 2013 to clarify guidance on the ADA's requirements for constructing curb ramps on resurfacing projects. Projects deemed to be alterations must include curb ramps within the scope of the project.

*This clarification provides a single Federal policy that identifies specific asphalt and concrete-pavement repair treatments that are considered to be alterations – requiring installation of curb ramps within the scope of the project – and those that are considered to be maintenance, which do not require curb ramps at the time of the improvement. **Figure 8** provides a summary of the types of projects that fall within maintenance versus alterations.*

This approach clearly identifies the types of structural treatments that both DOJ and FHWA agree require curb ramps (when there is a pedestrian walkway with a prepared surface for pedestrian use and a curb, elevation, or other barrier between the street and the walkway) and furthers the goal of the ADA to provide increased accessibility to the public right-of-way for persons with disabilities. This single Federal policy will provide for increased consistency and improved enforcement.

Figure 8. Maintenance versus Alteration Projects

 ADA Maintenance	 ADA Alterations
Crack Filling and Sealing	Open-graded Surface Course
Surface Sealing	Cape Seals
Chip Seals	Mill & Fill/Mill & Overlay
Slurry Seals	Hot In-Place Recycling
Fog Seals	Microsurfacing/Thin Lift Overlay
Scrub Sealing	Addition of New Layer of Asphalt
Joint Crack Seals	Asphalt and Concrete
Joint Repairs	Rehabilitation and Reconstruction
Dowel Bar Retrofit	New Construction
Spot High-Friction Treatments	
Diamond Grinding	
Pavement Patching	

Source: DOJ Briefing Memorandum on Maintenance versus Alteration Projects

4.0 Facility Conceptual Budget Estimates

4.1 Facility Conceptual Budget Estimate Overview

To identify funding sources and develop a reasonable implementation schedule, conceptual budget estimates for only the facilities evaluated were developed for each facility type. Conceptual budget estimates for buildings, recreational facilities, and parks were based on construction resources such as Marshall & Swift, RS Means, Consultant’s experience with past costs for similar projects, City cost indexes, consulting with local specialty contractors, City-provided information, and assumptions regarding future economic conditions. Conceptual budget estimates for public rights-of-way facilities were based on recent bid tabulations from the Arizona Department of Transportation (ADOT) construction projects.

“Conceptual Budget Estimates” are inclusive of individual accessibility improvements only and refers to the estimated cost of labor and materials for a specific ADA compliance modification, excluding any additional costs for overhead, profit, or project contingencies. It represents the direct expenses associated with performing the modification itself. The cost of other components to be determined by project manager or project architect. Items include but are not limited to project administration, construction mobilization, material testing, design analysis, design, plan review, or contractor costs for the overall project.

All costs are in 2024 dollars. **Table 15** provides a summary of the conceptual budget estimates to bring each facility into compliance.

Table 15. Summary of Conceptual Budget Estimates

City-Owned Facility Type	Total*
Buildings	\$ 870,300
Recreation Facilities	\$ 1,002,600
Parks	\$ 6,391,200
Signalized Intersections	\$ 4,927,200
Public Rights-of-Way Sidewalk	\$ 27,516,200
Public Rights-of-Way Unsignalized Intersections and Driveways	\$ 7,356,900
On-Street Accessible Parking	\$ 42,700
Pedestrian At-grade Rail Crossing	\$ 58,600
City Totals	\$ 48,165,700

*Table values are rounded for simplification

It is important to note that the facility conceptual budget estimates in **Table 15** only include the budget to remediate accessibility non-compliance as determined by a visual inspection of the facilities. Additional budget considerations should be given to the following:

- Aesthetic upgrades, such as remodeling/upgrading of outdated facilities.
- Current market conditions that may affect pricing of construction materials and labor.
- Construction challenges not visible during inspection, such as underground or in-wall utilities; and
- Other factors that may affect costs.

It is recommended that a design professional assist the City in determining the best overall design solutions with respect to various factors, including but not limited to existing conditions, available construction budget, and consideration for all elements that are out of compliance in a particular area of a facility.

4.2 Implementation Schedule

This 20-year plan will serve as the implementation schedule for the Transition Plan. The City of Yuma reserves the right to change the barrier removal priorities on an ongoing basis to allow flexibility in accommodating community requests, petitions for reasonable modifications from persons with disabilities, and changes in City programs.

It is the intent of the City to have its ADA/504 Coordinator work together with department heads and budget staff to determine the funding sources for barrier removal projects. Once funding is identified, the ADA/504 Coordinator will coordinate the placement of the projects in the Capital Improvement Program (CIP) to be addressed on a fiscal year basis.

4.3 Funding Opportunities

Several alternative funding sources are available to the City to complete the improvements in this Transition Plan. The funding opportunities include applying for resources at the federal, state, and local levels. The following sections detail some different funding source options.

4.3.1 Federal and State Funding

There is federal and state funding available for the City to apply through numerous agencies for various improvements. A summary of the available funding opportunities is available on the FHWA website. [Click here for the FHWA Pedestrian Funding webpage.](#)

Most of these programs are competitive type grants; therefore, the City of Yuma is not guaranteed to receive these funds. It will be important for the City to track these programs to apply for the funds. Federal-aid funding programs have specific requirements that projects must meet, and eligibility must be determined on a case-by-case basis.

4.3.2 Local Funding

There are several local funding options for the City to consider, including:

- Community Development Block Grants (CDBG)
- General fund (sales tax and bond issue)
- Scheduled/funded CIP projects that are funded through bonds
- Special tax districts – A district with the power to provide some governmental or quasi-governmental service and to raise revenue by taxation, special assessment, or charges for services.
- ROAD Tax – local one-half percent transaction privilege tax approved by voters in 1994 for maintenance and construction of roadways.

5.0 Transition Plan

Per the ADA Regulations §35.150 Existing Facilities, the City is not required to make structural changes in existing facilities where other methods are effective in achieving compliance. In the event that structural changes to facilities will be undertaken to achieve program accessibility, the City is required to develop a transition plan setting forth the steps necessary to complete such changes. The transition plan shall, at a minimum:

- Identify physical obstacles in the City's facilities that limit the accessibility of its programs or activities to individuals with disabilities.
- Describe in detail the methods that will be used to make the facilities accessible.
- Specify the schedule for taking the steps necessary to achieve compliance with this section and, if the time period of the transition plan is longer than one year, identify steps that will be taken during each year of the transition period. Since the City has responsibility and/or authority over streets, roads, or walkways, a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs.
- Indicate the official responsible for implementation of the plan.

5.1 Transition Plan Requirements

The City has identified the physical obstacles that limit the accessibility of City programs and/or activities to individuals with disabilities (see **Section 3.3 City-Owned Facilities Review**). Buildings, recreational facilities, and park remediations will be completed in accordance with the latest version of the ADA Standards. Public rights-of-way facility remediations will be completed in accordance with the latest version of PROWAG. Based on the conceptual budget estimates, the transition period will take longer than one year (see **Section 5.0 Facility Conceptual Budget Estimates**). Accordingly, the following steps to achieve compliance will be taken by the City on an annual basis:

1. Verify that all new projects are consistent with the ADA Standards and PROWAG. The City intends to review the existing City design standards for consistency with ADA Standards and PROWAG to facilitate future projects being designed and constructed in compliance.
2. Determine if barrier removal will be achieved by:
 - Scheduled Maintenance Program: The City intends to remediate accessibility improvements through the City's annual maintenance program.
 - Scheduled Improvement Projects: The City has developed a five-year CIP. The City will confirm all CIP project scopes and design plans incorporate the accessibility improvements identified in **Section 3.3 City-Owned Facility Review**.
3. For improvements that are not scheduled, develop an implementation strategy.

The official responsible for the implementation of the Yuma ADA Transition Plan will be:

David Wostenberg, PE
Director of Engineering
David.Wostenberg@yumaaz.gov
928-373-4520

5.4 Implementation Strategy

To implement improvements that are not included in the City's current CIP, the City has developed an annual implementation strategy. Minimizing risk for pedestrians is the City's goal when determining the order in which to implement facility improvements. There are several factors that can increase risk at a particular location, including:

- **Number of existing complaints** – Locations with complaints have already been identified by the public as problem areas and should be evaluated as soon as possible to determine if the area(s) of concern are in compliance.
- **Barrier Priority** – A barrier priority has been assigned to all identified physical barriers.
 - **Buildings, Recreational Facilities, and Parks:** Barrier priorities are based on severity of non-compliance and DOJ priorities (accessible approach and entrance; access to goods and services; access to public toilet rooms; and access to other items such as water fountains and public telephones).
 - **Public Rights-of-Way Facilities:** Barrier priorities are based on severity of non-compliance and proximity to pedestrian attractors (locations near pedestrian attractors such as hospitals, retirement facilities, medical offices, parking garages, major employers, disability service providers, event facilities, bus or transit stop/routes, schools, government and public facilities, parks, libraries, churches) are more likely to have a higher risk compared to those locations without pedestrian attractors. The ADA does not require sidewalks to be installed, but existing sidewalks must be compliant, and the accessible route maintained in an accessible condition. Locations with existing sidewalks are at higher risk than locations without existing sidewalks.
- **Proximity to residential areas** – Locations near residential areas are more likely to have a higher risk than those locations adjacent to industrial areas where pedestrians are less likely to travel.
- **Number of crashes** – Locations with pedestrian-related crashes should be evaluated to determine if there is a design issue that may be contributing to the crashes (e.g., a push button is not within the required reach range, so pedestrians are not activating the button and crossing the street without a protected phase).
- **Age of facility** – Facilities constructed after July 26, 1991, are a higher risk than those constructed before the 1991 Standards for Accessible Design were published since they were constructed out of compliance.
- **Street classification** – Arterials typically have higher pedestrian activity than local roadways and may be a higher risk.
- **Pedestrian/vehicle volumes** – Higher pedestrian/vehicle volume roadways are more likely to have higher risk than lower volume pedestrian/vehicle roadways. Pedestrian volumes may be quantified using indicators such as number of pedestrian activations as a signalized intersection.
- **Public input** – Receiving and taking into consideration feedback from the public to better understand their concerns is recommended. While formal complaints may not have been filed, areas of concern to the public are more likely to have a higher risk if no improvements are made where an issue exists.

- **Spatial distribution of facilities** – Selecting facilities to be evaluated evenly across different areas of the City might be more well-received by the public, assuming all the risk factors above are equal.
- **Facility type** – Selecting a variety of different facilities (e.g., public rights-of-way, buildings, parks) to be evaluated during each phase, instead of all of the same facility type, may provide a better understanding of different types of issues that may exist.

The City intends to review the ADA Transition Plan on an annual basis, particularly during the development of the annual budget. The factors above will be considered by the City in the selection of projects with accessibility improvements for implementation.

Technical Infeasibility

With respect to an alteration of a building or a facility, technical feasibility is something that has little likelihood of being accomplished because existing structural conditions would require removing or altering a load-bearing member that is an essential part of the structural frame; or because other existing physical or site constraints prohibit modification or addition of elements, spaces, or features that are in full and strict compliance with the minimum requirements. In alterations, where compliance with applicable requirements is technically infeasible, the alteration shall comply with the requirements to the maximum extent feasible.

With respect to an alteration of a pedestrian facility in the public rights-of-way, where existing physical constraints make compliance with applicable requirements technically infeasible, compliance with these requirements is required to the maximum extent feasible. Existing physical constraints include, but are not limited to, underlying terrain, underground structures, adjacent developed facilities, drainage, or the presence of a significant natural or historic feature.

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6.0 Conclusion and Next Steps

This document serves as the Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan for the City of Yuma.

Phase 1 was completed in 2023 and included the development of a facility inventory to determine the quantity of facilities to be evaluated in future phases.

Phase 2 was completed in 2024 – 2025 and includes the Self-Evaluation of the following facilities:

- 9 buildings and associated parking lots/paths of travel (~50% of the buildings)
- 4 recreational facilities and associated parking lots/paths of travel (~50% of the recreational facilities)
- 19 parks and associated parking lots/paths of travel, park sidewalk and associated curb ramps (~50% of the parks)
- 15 on-street accessible parking spaces
- 46 signalized intersections and associated curb ramps (~50% of the signalized intersections)
- 33 miles public rights-of-way arterial sidewalks and associated curb ramps and railroad crossings (~50% of the arterial sidewalks)

The next steps for the City of Yuma are:

1. Complete evaluation remaining City facilities:
 - 11 buildings and associated parking lots/paths of travel (~50% of the buildings)
 - 6 recreational facilities and associated parking lots/paths of travel (~50% of the recreational facilities)
 - 17 parks and associated parking lots/paths of travel, park sidewalk and associated curb ramps (~50% of the parks)
 - 43 signalized intersections and associated curb ramps (~50% of the signalized intersections)
 - 32 miles of public rights-of-way arterial sidewalks and associated curb ramps (~50% of the arterial sidewalks)
 - 46 miles of public rights-of-way collector sidewalks and associated curb ramps (100% of the collector sidewalks)
 - 544 miles of public rights-of-way local sidewalks and associated curb ramps (100% of the local sidewalks)

Facility evaluations should include the following:

- a. Facility reports with the compliance status of each element evaluated based on the applicable ADA Standards that were applicable at the time of construction for buildings, recreational facilities, and parks and PROWAG for pedestrian facilities in the public rights-of-way.
- b. Assignment of barrier priority based on severity of non-compliance and DOJ priorities for buildings, recreational facilities, and parks and severity of non-compliance and proximity to pedestrian attractors for pedestrian facilities in the public rights-of-way.
- c. Possible solutions to remove any barriers and bring the element into compliance.
- d. Conceptual budget estimates of possible solutions.
- e. Field work data in shapefile and geodatabase format.

2. Update the City's ADA Transition Plan after each evaluation phase.
3. Continue to update the City's ADA Transition Plan as projects are implemented and requests/grievances are received.
4. Continue receiving public input on the ADA Self-Evaluation and Transition Plan.
5. Document the Self-Evaluation observations from the City's review of current services, policies, practices, programs, and activities, including modifications that have been made or will be made to bring these into compliance, if needed.

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Appendix

Appendix A: Public Outreach
Summary of Survey Responses
Web Map Summary

Appendix B: Facility Inventory Map

Appendix C: Evaluated Facility Maps

Appendix A: Public Outreach

Summary of Public Access Survey Responses

Table 16. Public Access Survey Question 1

Which of these City of Yuma buildings or recreational facilities do you visit regularly? (Choose all that apply.)

Answer Choice	Percent of Responses	Number of Responses
Carver Pool - 1250 W. 5th Street	14.56%	15
City Hall - One City Plaza	41.75%	43
Engineering & Public Works Department - 155 W. 14th Street	7.77%	8
Prosecutors / Warehouse Surplus Auction - 190 W. 14th Street	5.83%	6
Classroom Fire Station #5	3.88%	4
Clymer Recreational Center - 553 S. Orange Avenue	4.85%	5
Boys & Girls Club - 1100 S 13th Avenue	8.74%	9
Historic Yuma Theatre - 254 S. Main Street	43.69%	45
Household Hazardous Waste - 1473 S. 2nd Avenue	2.91%	3
Joe Henry Optimist Center Harvest Preschool Childcare - 1793 S. 1st Avenue	7.77%	8
John Morris Cottage - 385 S. 13th Avenue	2.91%	3
Kennedy Pool - 890 E. 24th Street	17.48%	18
Marcus Pool - 5th Street & 5th Avenue	21.36%	22
Martin Luther King Jr Youth Career Center - 300 S. 13th Avenue	19.42%	20
North End Community Center - 160 E. 1st Street	10.68%	11
Riverside Outdoor Education Center - Riverside Park, 50 Prison Hill Road	6.80%	7
Thomas F. Allt Utilities Complex - 270 W. 13th Street	2.91%	3
Valley Aquatic Center - 4381 W. 18th Street	32.04%	33
Yuma Art Center - 254 S. Main Street	37.86%	39
Yuma Civic Center - 1440 W. Desert Hills Drive	53.40%	55
Yuma Municipal Court - 1515 S. 2nd Avenue	14.56%	15
Yuma Police Araby East Substation - 6390 E. 26th Street	2.91%	3
Yuma Police Department - 1500 S. 1st Avenue	13.59%	14
Yuma Readiness & Community Center - 6550 E. 24th Street	5.83%	6

Table 17. Public Access Survey Question 2

When using or participating in a City program, service, or activity, have you encountered any physical barriers or obstructions in City-owned public buildings/recreational facilities?

Answer Choice	Percent of Responses	Number of Responses
Yes	25.23%	27
No	57.94%	62
No, but someone I know has.	16.82%	18

Table 18. Public Access Survey Question 3

Have you encountered any communication barriers in a City of Yuma building/recreational facility or parking lot that kept you from using or participating in a City program, service, or activity?

Answer Choice	Percent of Responses	Number of Responses
Yes	21.10%	23
No	70.64%	77
No, but someone I know has.	8.26%	9

Table 19. Public Access Survey Question 4

Have you encountered any other accessibility-related challenges/concerns related to City of Yuma buildings/recreational facilities or parking lots not covered by the questions above?

Answer Choice	Percent of Responses	Number of Responses
Yes	25.71%	27
No	66.67%	70
No, but someone I know has.	7.62%	8

Table 20. Public Access Survey Question 5

Which of these City of Yuma parks do you visit regularly? (Choose all that apply.)

Answer Choice	Percent of Responses	Number of Responses
Armed Forces Park - 281 Gila Street	15.12%	13
Bark Park - 1705 E. Palo Verde Street	15.12%	13
Barkley Ranch Park - 2750 S. 48th Drive	6.98%	6
Caballero Park / Friendship Park / North Caballero Park / Ray Kroc Sports Complex - West 34th Street	26.74%	23
Carver Park - S. 13th Ave & W. 5th Street	18.60%	16
Centennial Athletic Complex - 2650 W. 20th Street	12.79%	11
Cibola Athletic Complex - 4100 20th Street	23.26%	20
Clymer Park - 533 S. Orange Avenue	5.81%	5
Desert Hills Golf Course - 1245 W. Desert Hills Drive	25.58%	22
Desert Hills Golf Course - Par 3 - 1301 W. 32nd Street	16.28%	14
Desert Ridge Park - 26th Place & Avenue 7 3/4 E	3.49%	3
Elena Orendain Curtis Athletic Complex - 2100 W. 28th Street	3.49%	3
Gateway Park - 1st Street & Gila	36.05%	31
Hacienda Park 1 - 24th Lane & 18th Avenue	4.65%	4
Hacienda Park 2 - 27th Drive & 18th Avenue	4.65%	4
Hacienda Park 3 - 28th Lane & 18th Avenue	4.65%	4
Hacienda Park 4 - 26th Street & 17th Avenue	4.65%	4
Heritage Library Park - 3rd Street & 3rd Avenue	17.44%	15
Joe Henry Athletic Complex / Joe Henry Memorial Park - 2310 W. Colorado Street	18.60%	16
Joe Henry Optimist Center Park - 1793 S. 1st Avenue	20.93%	18
Keegan Athletic Complex / Kennedy Athletic Complex / Kennedy Memorial Park - 23rd Street & Kennedy Lane	18.60%	16
Kiwanis Park - 8th Street & Magnolia Avenue	6.98%	6
Las Casitas Park - 31st Place & 28th Drive	4.65%	4
Marcus Park - 5th Street & 5th Avenue	10.47%	9
Netwest Park - 12th Street & 14th Avenue	3.49%	3
Ocotillo Park - 42nd Place & Jojoba Avenue	4.65%	4
Pacific Avenue Athletic Complex - 1700 E. 8th Street	34.88%	30

Parkway Place Park - 27th Street & 39th Drive	3.49%	3
Ponderosa Park - 26th Street & 29th Drive	5.81%	5
Riverside Park - Prison Hill Road & Giss Parkway	10.47%	9
Roxaboxen Park - 2nd Avenue & 8th Street	9.30%	8
Saguaro Neighborhood Park - 4183 Desert Willow Way	4.65%	4
Sanguinetti Memorial Park - 8th Avenue & 23rd Street	20.93%	18
Smucker Memorial Park - Avenue A & 28th Street	40.70%	35
Sunrise Optimist Park - 20th Street & 45th Avenue	11.63%	10
Terraces Park - 2601 E. View Parkway	4.65%	4
Victoria Meadows Park - 23rd Street & 20th Drive	4.65%	4
West Wetlands Park - 282 N. 12th Avenue	61.63%	53
Winsor Rotary Park - 20th Street & Avenue B 1/2	19.77%	17
Yuma Valley Park - 3162 W. 24th Street	18.60%	16

Table 21. Public Access Survey Question 6

When using or participating in a City program, service, or activity, have you encountered any physical barriers or obstructions in City-owned public parks?

Answer Choice	Percent of Responses	Number of Responses
Yes	28.26%	26
No	64.13%	59
No, but someone I know has.	7.61%	7

Table 22. Public Access Survey Question 7

Have you encountered any communication barriers in a City of Yuma park that kept you from using or participating in a program, service, or activity?

Answer Choice	Percent of Responses	Number of Responses
Yes	17.20%	16
No	78.49%	73
No, but someone I know has.	4.30%	4

Table 23. Public Access Survey Question 8

Have you encountered any other accessibility-related challenges/concerns related to City of Yuma parks not covered by the questions above?

Answer Choice	Percent of Responses	Number of Responses
Yes	18.89%	17
No	75.56%	68
No, but someone I know has.	5.56%	5

Table 24. Public Access Survey Question 9

Thinking only about City-owned, public rights-of-way in the City of Yuma, have you experienced any physical barriers, inaccessible sections, or poor conditions along a pedestrian path (e.g., sidewalks, pedestrian street crossings, pedestrian driveway crossings, curb ramps, etc.) you currently use or would like to use?

Answer Choice	Percent of Responses	Number of Responses
Yes	44.19%	38
No	52.33%	45
No, but someone I know has.	3.49%	3

Table 25. Public Access Survey Question 10

When using sidewalks along the public rights-of-way within the City of Yuma, have you encountered locations without curb ramps as you enter or exit a street or driveway crossing?

Answer Choice	Percent of Responses	Number of Responses
Yes	34.88%	30
No	62.79%	54
No, but someone I know has.	2.33%	2

Table 26. Public Access Survey Question 11

Have you encountered difficulties crossing a street within the City of Yuma due to lack of pedestrian push buttons and pedestrian signals?

Answer Choice	Percent of Responses	Number of Responses
Yes	32.95%	29
No	65.91%	58
No, but someone I know has.	1.14%	1

Table 27. Public Access Survey Question 12

Have you encountered any other accessibility-related challenges/concerns related to the public rights-of-way within the City of Yuma not covered by the questions above?

Answer Choice	Percent of Responses	Number of Responses
Yes	22.35%	19
No	74.12%	63
No, but someone I know has.	3.53%	3

Table 28. Public Access Survey Question 13

Are there programs, services or activities sponsored by the City of Yuma that you would like to participate in or use but have been unable to?

Answer Choice	Percent of Responses	Number of Responses
Yes	27.59%	24
No	62.07%	54
No, but someone I know has.	10.34%	9

Table 29. Public Access Survey Question 14

Are there programs, services or activities sponsored by the City of Yuma that you have tried to participate in or use but were unable to?

Answer Choice	Percent of Responses	Number of Responses
Yes	21.43%	18
No	71.43%	60
No, but someone I know has.	7.14%	6

Table 30. Public Access Survey Question 15

Are you able to obtain available information from the City of Yuma website?

Answer Choice	Percent of Responses	Number of Responses
Yes	82.35%	70
No	17.65%	15

Table 31. Public Access Survey Question 16

Are you able to obtain available information from the City of Yuma website?

Answer Choice	Percent of Responses	Number of Responses
Yes	80.49%	66
No	19.51%	16

Table 32. Public Access Survey Question 17

Have you encountered any other accessibility-related challenges/concerns related to programs, services or activities sponsored by the City of Yuma not covered by the question above?

Answer Choice	Percent of Responses	Number of Responses
Yes	20.48%	17
No	75.90%	63
No, but someone I know has.	3.61%	3

Table 33. Public Access Survey Question 18

On a scale of 1 to 5, how would you rate the accessibility of the City of Yuma's public amenities overall?

Answer Choice	Percent of Responses	Number of Responses
One Star	10.39%	8
Two Stars	9.09%	7
Three Stars	37.66%	29
Four Stars	22.08%	17
Five Stars	20.78%	16

Table 34. Public Access Survey Question 19

On a scale of 1 to 5, how would you rate the accessibility of the City of Yuma's programs, services, and activities overall?

Answer Choice	Percent of Responses	Number of Responses
One Star	10.96%	8
Two Stars	13.70%	10
Three Stars	26.03%	19
Four Stars	30.14%	22
Five Stars	19.18%	14

Table 35. Public Access Survey Question 20

Are you able to obtain available information from the City of Yuma website?

Answer Choice	Percent of Responses	Number of Responses
Yes	62.82%	49
No	37.18%	29

Table 36. Public Access Survey Question 21

Do you have any general comments or items regarding accessibility that you would like the City to be aware of that were not covered by the questions above?

Answer Choice	Percent of Responses	Number of Responses
Yes	28.21%	22
No	71.79%	56

Table 37. Public Access Survey Question 22

(OPTIONAL) Which of the following describes you? (Click all options that apply to you and enter any relevant details you would like to share)

Answer Choice	Percent of Responses	Number of Responses
I'm a person with one or more disabilities	37.97%	30
I have a family member with one or more disabilities but I'm not their caregiver	32.91%	26
I am a caregiver for a person with one or more disabilities	18.99%	15
I have clients who have one or more disabilities	8.86%	7
I am a resident of the City of Yuma	74.68%	59
I live in the Yuma area, but reside outside the City limits of Yuma	13.92%	11
None of these choices describe me	0.00%	0

Web Map Summary

The City of Yuma received seven (7) comments indicating locations where improvements are desired on sidewalks, buildings, and parks. The comment locations are shown in **Figure 9**. A detailed comment summary is provided in **Table 38**.

Figure 9. Public Comment Location Map

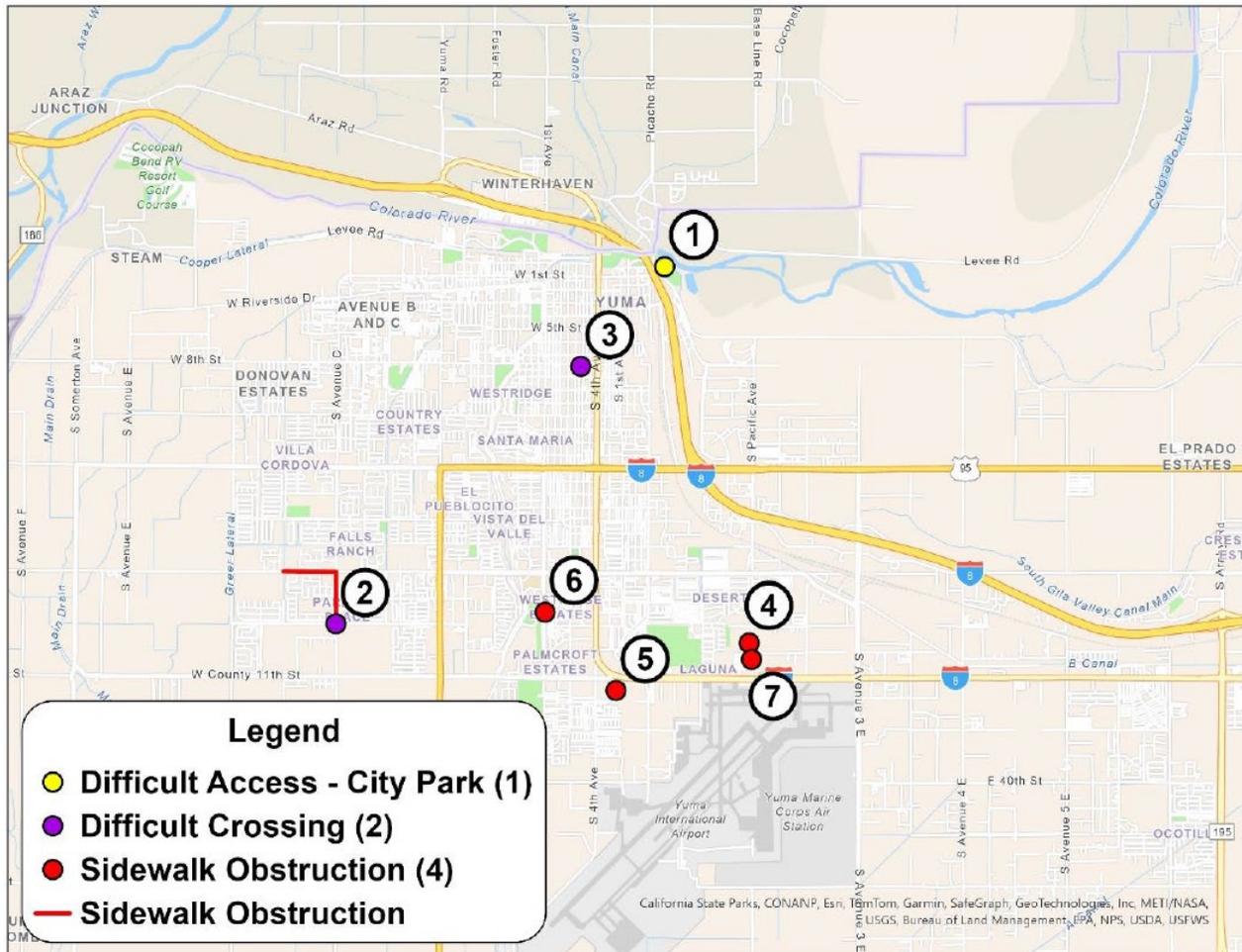


Table 38. Web Map Public Comment Summary

ID	Location	Issue Type	Comment
1	Yuma Territorial Prison State Historic Park	Difficult Access - City Park	Restroom ramp too steep.
2	Intersection at West 28 th Street and South Avenue C	Difficult Crossing	Pedestrians cannot easily get across let alone handicapped persons.
3	Intersection at West 8 th Street and South 6 th Avenue	Difficult Crossing	Need HAWK signal at 8th Street and 6th Avenue so highschoolers and pedestrians can cross 8th Street.
4	West side of South Pacific Avenue	Sidewalk Obstruction	Missing sidewalks on Pacific Avenue.
5	South side of West 32 nd Street	Sidewalk Obstruction	Missing sidewalks on 32nd Street.
6	East side of South Avenue A	Sidewalk Obstruction	Missing sidewalks on Avenue A.
7	West side of South Pacific Avenue	Sidewalk Obstruction	Missing sidewalks Pacific Avenue connecting 32nd Street to the Walmart.

Figure 10. Facility Inventory Map

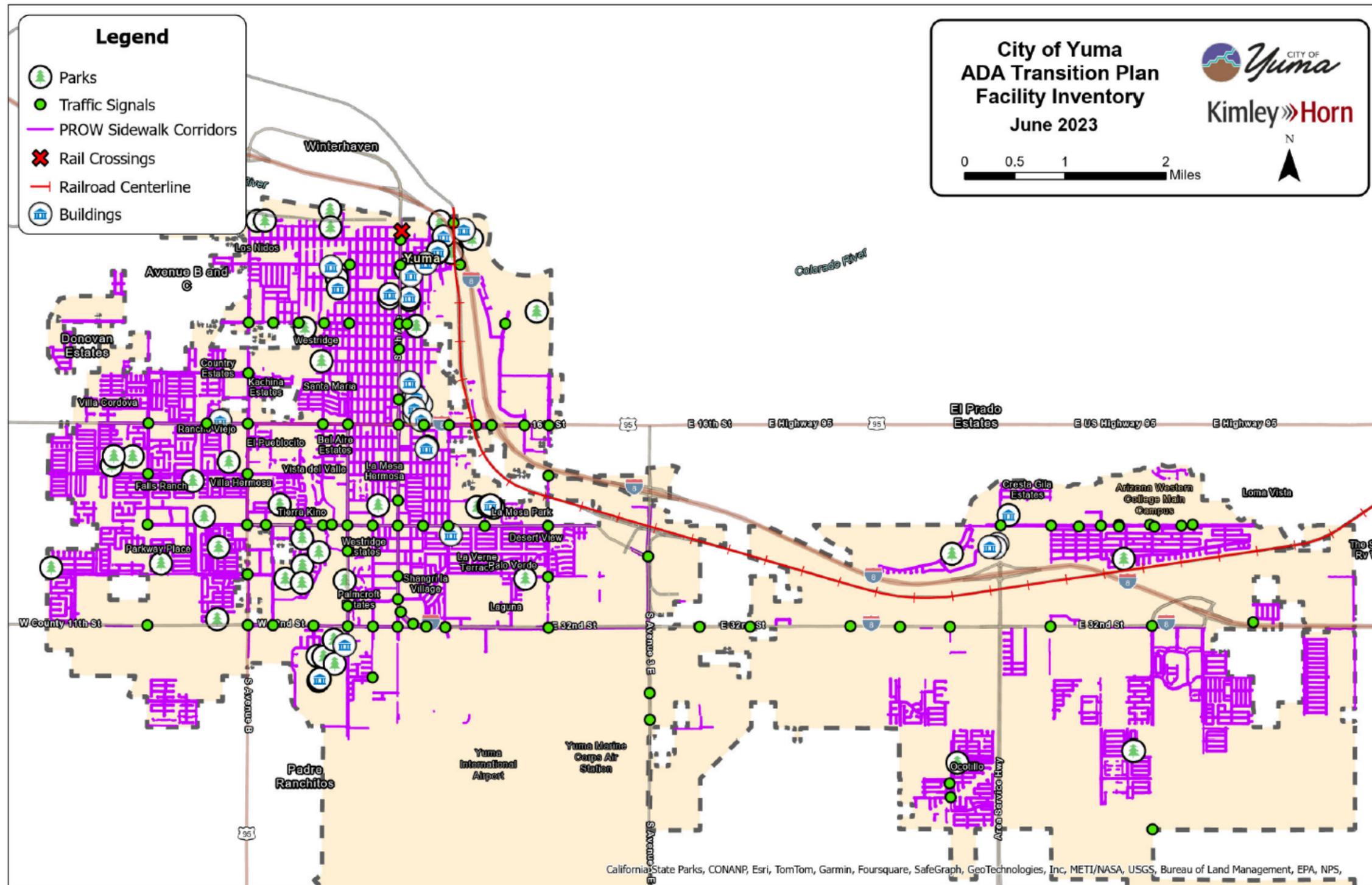


Figure 11. Evaluated Buildings Map

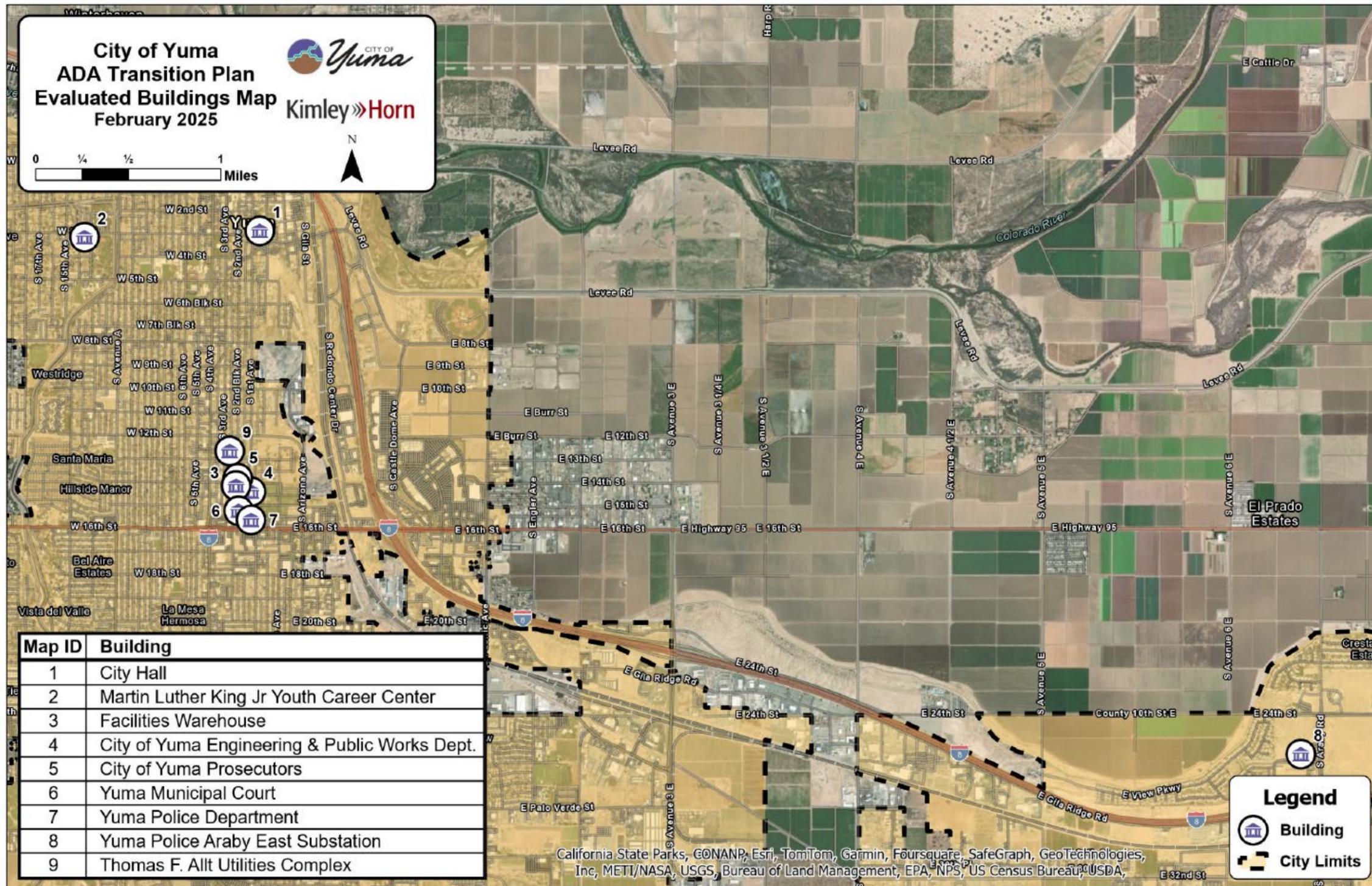


Figure 12. Evaluated Recreation Facilities Map

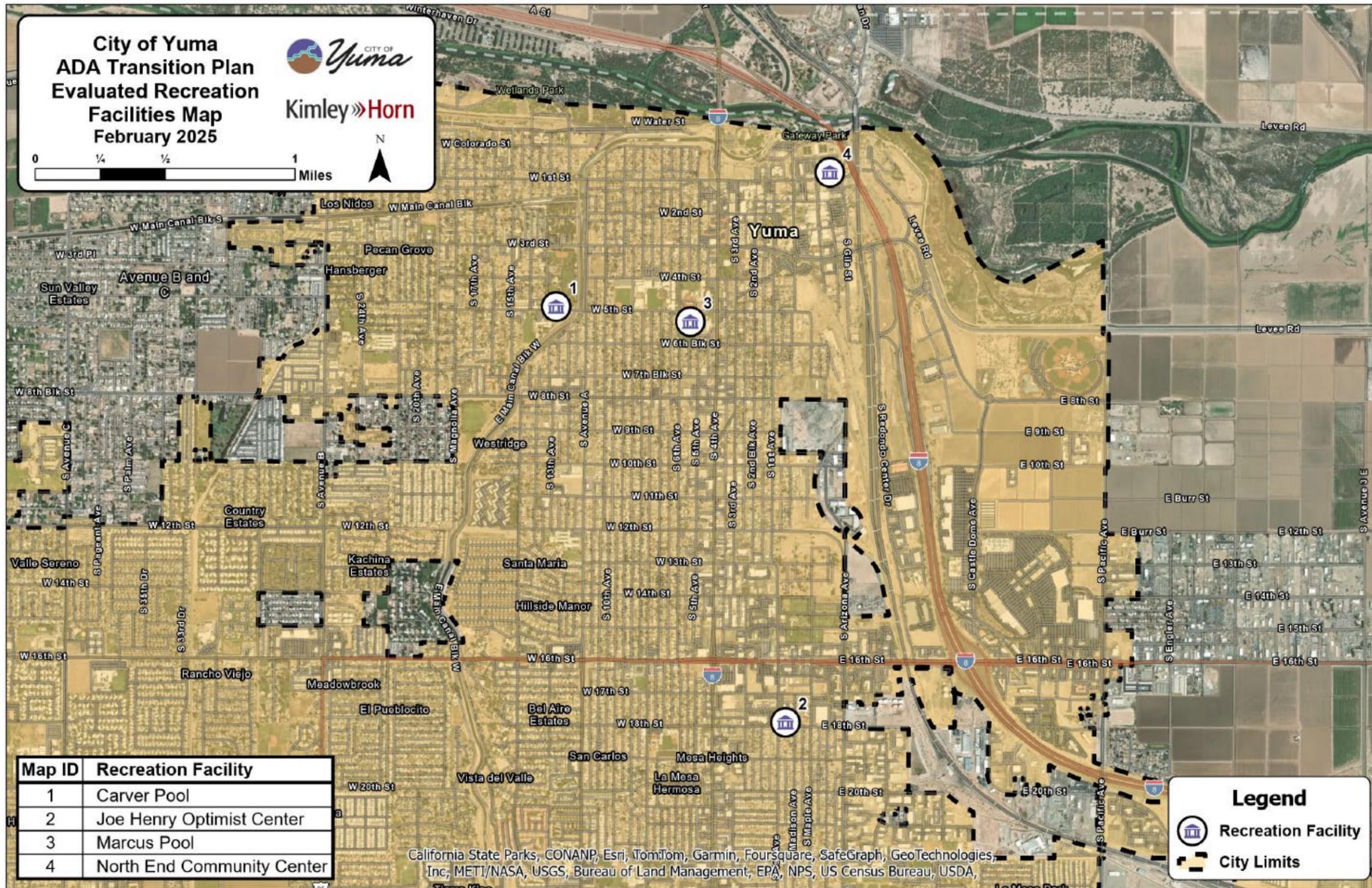


Figure 13. Evaluated Parks Map

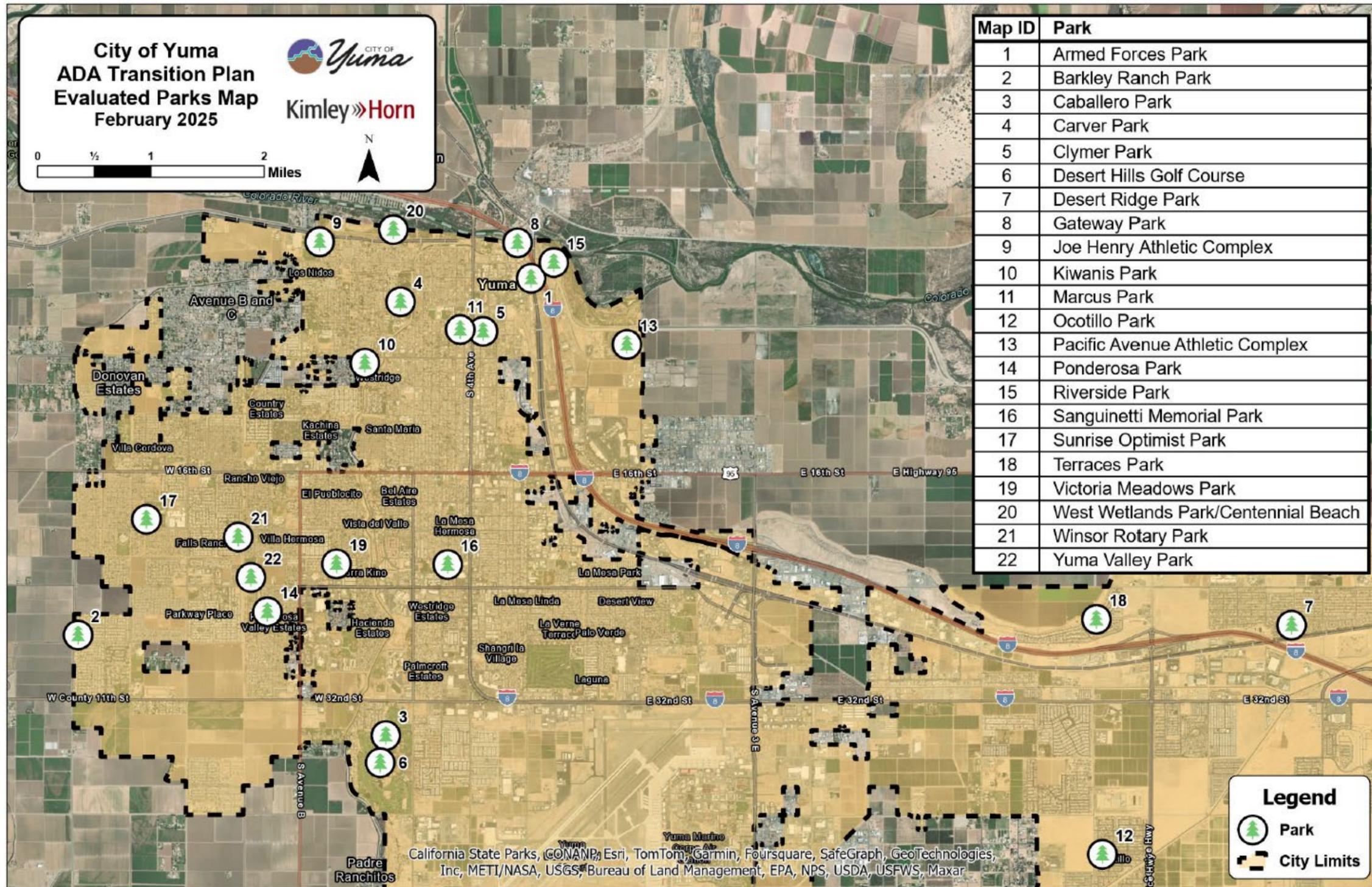


Figure 14. Evaluated Signalized Intersections Map

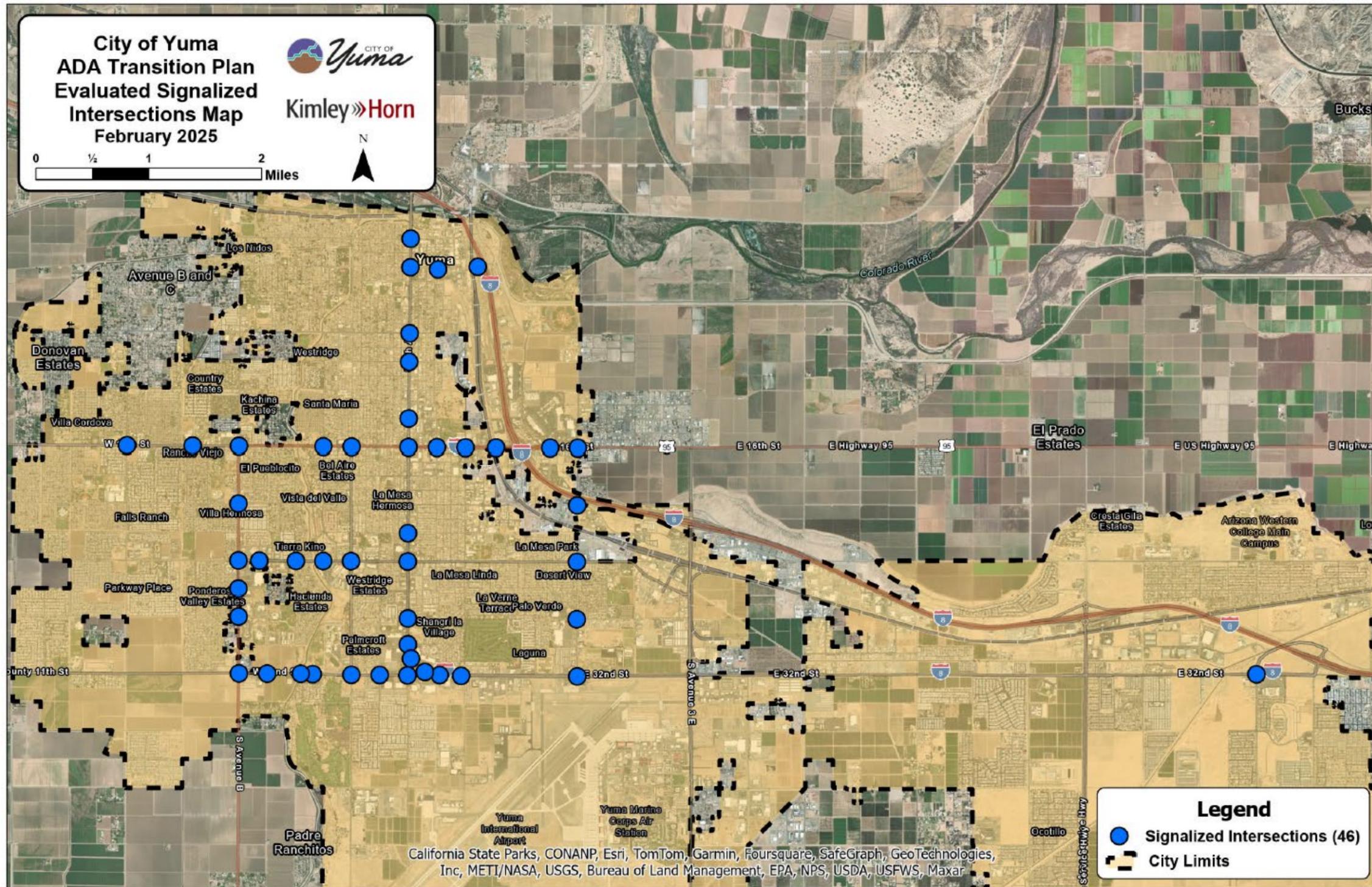


Table 39. Evaluated Signalized Intersections

Signalized Intersection	Signalized Intersection
Intersection of S 4th Ave and W 1st St	Intersection of 32nd St and S Avenue A
Intersection of S 4th Ave and W 3rd St	Intersection of 32nd St and S 8th Ave
Intersection of S 4th Ave and W 8th St	Intersection of W 24th St and S Ave A
Intersection of E Harold C Giss Pkwy and S Rebono Center Dr	Intersection of 32nd St and S Arizona Ave
Intersection of W 16th St and S Avenue C	Intersection of S 4th Ave and W 24th St
Intersection of W 16th St and S 31st Dr	Intersection of S 4th Ave and W 28th St
Intersection of W 16th St and S Arizona Ave	Intersection of S 4th Ave and W Catalina Dr
Intersection of W 16th St and S Redondo Center Dr	Intersection of S 4th Ave and W 32nd St
Intersection of S 4th Ave and W 10th St	Intersection of 32nd St and S Catalina Dr
Intersection of S 4th Ave and W 14th St	Intersection of 32nd St and W 32nd St
Intersection of W 24th St and S 22nd Dr	Intersection of 32nd St and S 4th Ave
Intersection of W 24th St and S 18th Ave	Intersection of 32nd St and S 15th Ave
Intersection of W 16th St and S Avenue B	Intersection of S Pacific Ave and E 24th St
Intersection of W 16th St and S 14th Ave	Intersection of 32nd St and S Pacific Ave
Intersection of W 16th St and S Avenue A	Intersection of 32nd St and N Frontage Rd
Intersection of S 4th Ave and W 16th St	Intersection of S Pacific Ave and E 20th St
Intersection of W 16th St and S Yuma Palms Pkwy	Intersection of S Pacific Ave and E Palo Verde St
Intersection of S Pacific Ave and E 16th St	Intersection of S Avenue B and W 20th St
Intersection of S 4th Ave and W 22nd St	Intersection of S Avenue B and W 24th St
Intersection of W 16th St and S 1st Ave	Intersection of S Avenue B and W 26th St
Intersection of 32nd St and S 21st Dr	Intersection of S Avenue B and W 28th St
Intersection of 32nd St and S Avenue B	Intersection of 32nd St and E Main Canal Blk W
Intersection of Avenue A and W 24th St	Intersection of 32nd St and midblock crossing (Lat. 32.7213; Long. -114.6203)

Figure 15. Public Rights-of-Way Sidewalk Corridors

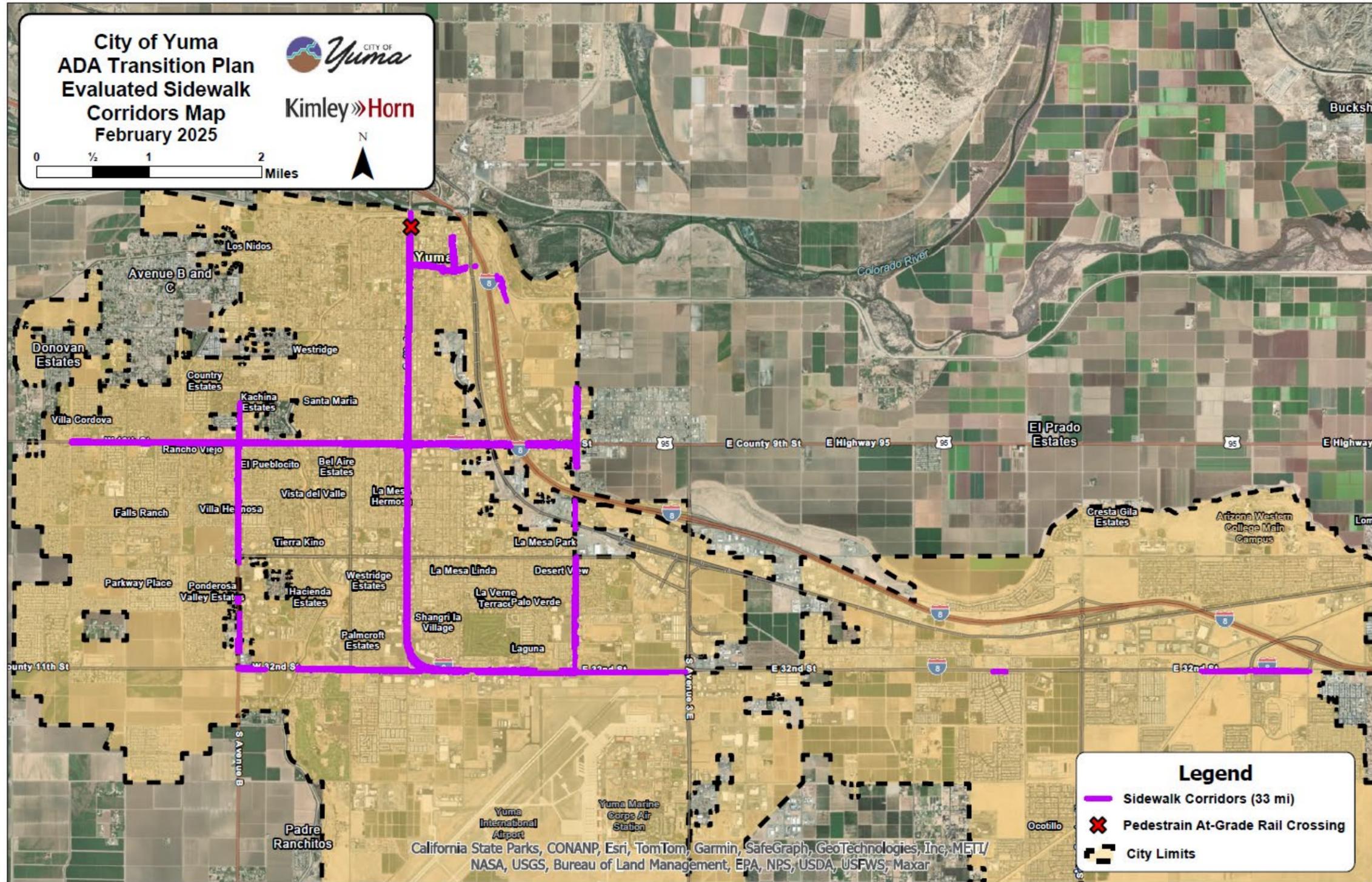
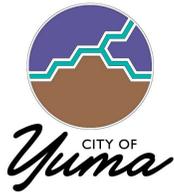


Table 40. Evaluated Sidewalk Corridors

Project Name	Limit 1	Limit 2
E Harold C Giss Pkwy	S Rio Vista Dr	S 4th Ave
S 4th Ave	100ft South of W Water St	W 1st St
S 4th Ave	W 1st St	W 8th St
S 4th Ave	W 8th St	E 16th St
S 4th Ave	W 16th St	W 24th St
S 4th Ave	W 24th St	W 32nd St
S Pacific Ave	E Burr St	300ft North of E 18th St
S Pacific Ave	E 20th St	200ft South of SP Railroad
S Pacific Ave	E 24th St	E 32nd St
W 16th St	S Pacific Ave	US 8
W 16th St	US 8	S 1st Ave
W 16th St	S 1st Ave	S Avenue A
W 16th St	S Avenue A	S Avenue B
W 16th St	S Avenue B	S Avenue C
W 16th St	S Avenue C	S 45th Ave
32nd St	S Avenue 8 1/2 E	1600ft East of S Del Este Dr
32nd St	250ft East of Country Roads Blvd	250ft West of Country Roads Blvd
32nd St	S Avenue 3 E	S Pacific Ave
32nd St	S Pacific Ave	S Arizona Ave
32nd St	S Arizona Ave	S 4th Ave
32nd St	S 4th St	Main Canal
32nd St	S 21st Dr	S Avenue B
S Avenue B	W 12th St	W 16th St
S Avenue B	W 16th St	W 24th St
S Avenue B	W 24th St	W 32nd St
Main St	1st St	Harold C Giss Pkwy



City of Yuma

City Council Report

File #: O2026-011

Agenda Date: 3/4/2026

Agenda #: 1.

	STRATEGIC OUTCOMES	ACTION
DEPARTMENT: Community Development	<input type="checkbox"/> Safe & Prosperous <input type="checkbox"/> Active & Appealing <input checked="" type="checkbox"/> Respected & Responsible	<input type="checkbox"/> Motion <input type="checkbox"/> Resolution <input type="checkbox"/> Ordinance - Introduction
DIVISION: Community Planning	<input type="checkbox"/> Connected & Engaged <input type="checkbox"/> Unique & Creative	<input checked="" type="checkbox"/> Ordinance - Adoption <input type="checkbox"/> Public Hearing

TITLE:

Annexation Area No. ANEX-44726-2025 Livingston Ranch Unit Nos. 5-7

SUMMARY RECOMMENDATION:

Authorize annexation of properties located northwest of the 38th Street alignment and Avenue C. (ANEX-44726-2025). (Community Development/Community Planning) (Alyssa Linville)

STRATEGIC OUTCOME:

The approval of this annexation will provide access to City resources and services. The annexation assists in furthering City Council’s strategic outcome of Respected and Responsible.

REPORT:

The annexation area consists of one parcel of real property. The annexation area totals approximately 97.9 acres. The property is owned by Barkley Farms Limited Partnership.

The City of Yuma received a request from Barkley Farms Limited Partnership to annex their property with the intent to rezone and subdivide for future development of Livingston Ranch Unit Nos. 5-7.

In accordance with Arizona Revised Statutes § 9-471, a blank petition with a legal description and map of the area to be annexed was filed with the County Recorder on January 8, 2026. There was a 30-day waiting period after recording the map and petition with the County Recorder before signatures on the annexation petition could be obtained. During the waiting period, a public hearing for annexation ANEX-44726-2025 was held by the City Council on February 4, 2026, to comply with the state annexation law. All appropriate and necessary notice and posting requirements have been met.

After the 30-day waiting period and the public hearing, the following procedures were followed:

1. The signatures of the property owners were obtained such that at least one-half of the value of the real and personal property is represented and such that more than one-half of the parcel owners are represented. No modifications, including increases or decreases to the territory to be annexed, were made after the first property owners in the area signed the annexation petition.

2. Within one year after the last day of the 30-day waiting period, these completed petitions were received and recorded with the office of the Yuma County Recorder.

Following the recording of the completed petitions, an ordinance must be adopted by the City Council changing the City boundaries to include the annexation area.

The ordinance also identifies the zoning district to be placed on the property within the annexation area as Agriculture (AG) District. The zoning designation matches the current County Zoning on the property Rural Area (RA-40). This City Council action introduces the annexation ordinance prior to adoption.

FISCAL REQUIREMENTS:

CITY FUNDS:	\$ 0.00	BUDGETED:	\$ 0.00
STATE FUNDS:	\$ 0.00	AVAILABLE TO TRANSFER:	\$ 0.00
FEDERAL FUNDS:	\$ 0.00	IN CONTINGENCY:	\$ 0.00
OTHER SOURCES:	\$ 0.00	FUNDING ACCOUNT/FUND #/CIP:	
TOTAL	\$ 0.00		

FISCAL IMPACT STATEMENT:

NONE

ADDITIONAL INFORMATION:

SUPPORTING DOCUMENTS NOT ATTACHED TO THE CITY COUNCIL ACTION FORM THAT ARE ON FILE IN THE OFFICE OF THE CITY CLERK:

NONE

IF CITY COUNCIL ACTION INCLUDES A CONTRACT, LEASE OR AGREEMENT, WHO WILL BE RESPONSIBLE FOR ROUTING THE DOCUMENT FOR SIGNATURE AFTER CITY COUNCIL APPROVAL?

- Department
- City Clerk's Office
- Document to be recorded
- Document to be codified

Acting City Administrator: John D. Simonton	Date: 02/20/2026
Reviewed by City Attorney: Richard W. Files	Date: 02/19/2026

ANNEXATION PETITION ANEX-44726-2025
Livingston Ranch Unit Nos. 5-7 Annexation

TO THE HONORABLE MAYOR AND COUNCIL OF THE CITY OF YUMA, ARIZONA:

We, the undersigned, owners of real and personal property, being the real property hereinafter described and all personal property that we may own in the area to be annexed, request the City of Yuma to annex our property, said property being located in a territory contiguous to the City of Yuma, Arizona, and being located within the following described area:

The North half of the Southeast quarter and the Northeast quarter of the Southwest quarter (N $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$) of Section 12, Township 9 South, Range 24 West of the Gila and Salt River Base and Meridian, Yuma County, Arizona;

EXCEPT the West 3 acres of the Northeast quarter of Southwest quarter (NE $\frac{1}{4}$ SW $\frac{1}{4}$); and

EXCEPT the Eagle 20 Lot Tie/Lot Split, including Parcel "A", Parcel "B", and all right-of-way's, dated 7/8/2010, FEE 2010-16882, recorded in Book 25 of Plats, Page 82, Yuma County Records, also described as follows:

EXCEPT the part of the Northeast quarter of the Southeast quarter (NE $\frac{1}{4}$ SE $\frac{1}{4}$) described as follows:

BEGINNING at a point on the North line of the North half of the Southeast quarter (N $\frac{1}{2}$ SE $\frac{1}{4}$) of Section 12 said point bears South 89°40'50" West, a distance of 525.0 feet from the Northeast corner of the North half of Southeast quarter of Section 12; thence South 0°15'30" East, along the West line of the East 525.0 feet of said North half of the Southeast quarter of Section 12, a distance of 738.0 feet; thence South 89°40'50" West, a distance of 180.0 feet; thence South 0°15'30" East, a distance of 363.28 feet; thence South 89°40'50" West, a distance of 140.58 feet; thence North 66°30' West, a distance of 150.0 feet; thence North 23°30' East, a distance of 630.0 feet; thence North 100°00' East, a distance of 472.0 feet to a point on the North line of said North half of the Southeast quarter of section 12; thence North 89°40'50" East, a distance of 120.0 feet to the Point of Beginning; and

EXCEPT, that portion beginning at the Northeast corner of the North half of the Southeast quarter (N $\frac{1}{2}$ SE $\frac{1}{4}$) of Section 12; thence South 89°40'50" West, a distance of 525.0 feet; thence South 0°15'30" East, a distance of 738.0 feet; thence South 89°40'50" West, a distance of 180.0 feet; thence South 0°15'30" East, a distance of 363.28 feet; thence North 89°40'50" East, a distance of 705.0 feet to the East line of the North half of the Southeast quarter; thence North along said East line, a distance of 1101.28 feet to the Point of Beginning.

Containing a total of 97.9 acres, more or less.

In addition to the above description, any and all county rights-of-way and roadways with no taxable value that are within or contiguous to the exterior boundaries of the proposed annexation are part of the territory proposed to be annexed and will be included in any ordinance of annexation adopted as a result of this petition.

The City Council may determine the exact boundary of said territory to be annexed; provided, however, that said annexation area lies wholly within the above described area, and provided further, that the provisions of Section 9-471, Arizona Revised Statutes, are fully observed and complied with.

DATE	SIGNATURE	MAILING ADDRESS	PARCEL ID/ LEGAL DESCRIPTION

(Legal description can be Lot/Block/Subdivision; Book/Map/Parcel; or Metes and Bounds)

Print Name of Signatory above: _____

Property Owner

ORDINANCE NO. O2026-011

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF YUMA, ARIZONA, ANNEXING TO THE CITY OF YUMA, A PORTION OF SECTION 12, TOWNSHIP 9 SOUTH, RANGE 24 WEST OF THE GILA AND SALT RIVER BASE & MERIDIAN, YUMA COUNTY, ARIZONA, AND AMENDING CHAPTER 154 OF THE YUMA CITY CODE, AS AMENDED, DESIGNATING THE ZONING OF CERTAIN PROPERTY TO THE AGRICULTURE (AG) ZONING DISTRICT, AND AMENDING THE ZONING MAP TO CONFORM THERETO, PURSUANT TO THE PROVISIONS OF TITLE 9, CHAPTER 4, ARTICLE 7, ARIZONA REVISED STATUTES AS AMENDED

WHEREAS, a petition in writing (“Petition”), accompanied by a map or plot of said property, having been filed and presented to the Mayor and City Council of the City of Yuma, Arizona, signed by the owners of more than one-half in value of the real and personal property and more than one-half of the persons owning real and personal property as would be subject to taxation by the City of Yuma in the event of annexation of the territory and land hereinafter described as shown by the last assessment of said property, which said territory is contiguous to the City of Yuma and not now embraced within its corporate limits, asking that the property more particularly hereinafter described be annexed to the City of Yuma, and to extend and increase the corporate limits of the City of Yuma so as to embrace the same; and,

WHEREAS, the Mayor and City Council of the City of Yuma, Arizona, are desirous of complying with the Petition and extending and increasing the corporate limits of the City of Yuma to include said territory; and,

WHEREAS, the Petition sets forth a true and correct description of all the exterior boundaries of the entire area proposed to be annexed to the City of Yuma and had attached thereto at all times an accurate map of the territory desired to be annexed; and,

WHEREAS, no alterations increasing or reducing the territory sought to be annexed have been made after the Petition had been signed by any owner of real and personal property in such territory; and,

WHEREAS, the provisions of A.R.S. § 9-471, as amended, have been fully observed; and,

WHEREAS, proper and sufficient certification and proof of the foregoing facts are now on file in the office of City Clerk of the City of Yuma, Arizona, together with a true and correct copy of the original Petition referred to herein, which is on file in the office of the Yuma County Recorder; and,

WHEREAS, upon annexation the initial designation for zoning of the property described in Section 1 shall be Agriculture (AG) District, as provided for in A.R.S. § 9-471, and amendments thereto; and,

WHEREAS, the City Council has considered the probable impact on the cost to construct housing for sale or rent that may occur as a result of this rezoning, and finds that the recommendation complies with and conforms to the goals and objectives of the Yuma General Plan, as amended.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Yuma, as follows:

SECTION 1: That the following described territory be, and the same hereby is, annexed to the City of Yuma, and that the present corporate limits be, and the same hereby are, extended and increased to include the following described territory contiguous to the present City of Yuma corporate limits, to wit:

The North half of the Southeast quarter and the Northeast quarter of the Southwest quarter (N¹/₂SE¹/₄NE¹/₄SW¹/₄) of Section 12, Township 9 South, Range 24 West of the Gila and Salt River Base and Meridian, Yuma County, Arizona;

EXCEPT the West 3 acres of the Northeast quarter of Southwest quarter (NE¹/₄SW¹/₄); and

EXCEPT the Eagle 20 Lot Tie/Lot Split, including Parcel "A", Parcel "B", and all right-of-way's, dated 7/8/2010, FEE 2010-16882, recorded in Book 25 of Plats, Page 82, Yuma County Records, also described as follows:

EXCEPT the part of the Northeast quarter of the Southeast quarter (NE¹/₄SE¹/₄) described as follows:

BEGINNING at a point on the North line of the North half of the Southeast quarter N¹/₂SE¹/₄) of Section 12 said point bears South 89°40'50" West, a distance of 525.0 feet from the Northeast corner of the North half of Southeast quarter of Section 12; thence South 0°15'30" East, along the West line of the East 525.0 feet of said North half of the Southeast quarter of Section 12, a distance of 738.0 feet; thence South 89°40'50" West, a distance of 180.0 feet; thence South 0°15'30" East, a distance of 363.28 feet; thence South 89°40'50" West, a distance of 140.58 feet; thence North 66°30' West, a distance of 150.0 feet; thence North 23°30' East, a distance of 630.0 feet; thence North 100°00' East, a distance of 472.0 feet to a point on the North line of said North half of the Southeast quarter of section 12; thence North 89°40'50" East, a distance of 120.0 feet to the Point of Beginning; and

EXCEPT, that portion beginning at the Northeast corner of the North half of the Southeast quarter (N¹/₂SE¹/₄) of Section 12; thence South 89°40'50" West, a distance of 525.0 feet; thence South 0°15'30" East, a distance of 738.0 feet; thence South 89°40'50" West, a distance of 180.0 feet; thence South 0°15'30" East, a distance of 363.28 feet; thence North 89°40'50" East, a distance of 705.0 feet to the East line of the North half of the Southeast quarter; thence North along said East line, a distance of 1101.28 feet to the Point of Beginning.

Containing a total of 97.9 acres, more or less.

SECTION 2: That a copy of this ordinance, together with the attached map of the territory hereby annexed to the City of Yuma, certified by the Mayor of the City of Yuma, be forthwith filed and recorded in the office of the County Recorder of Yuma County, Arizona.

Adopted this _____ day of _____, 2026.

APPROVED:

Douglas J. Nicholls
Mayor

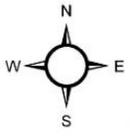
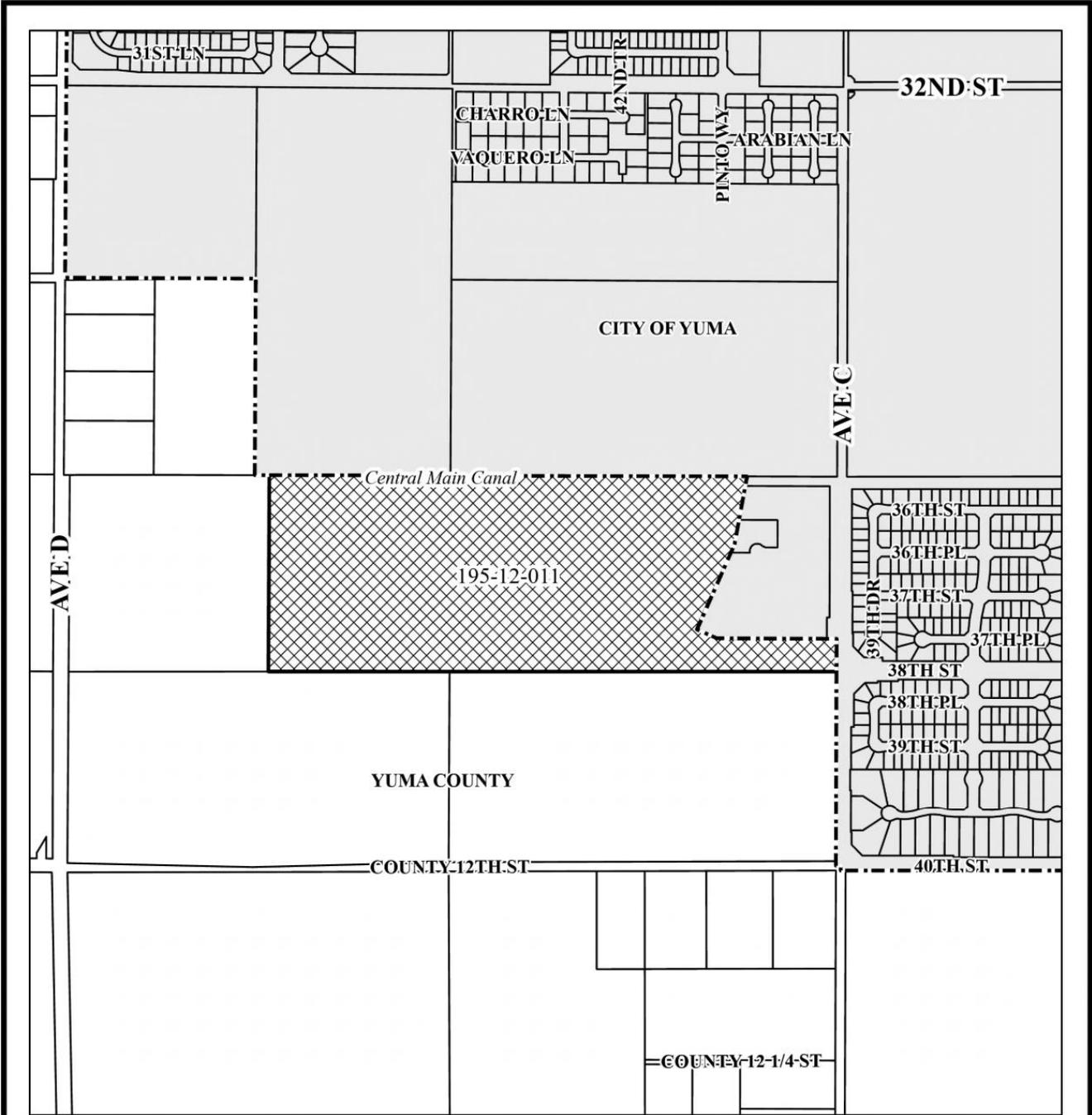
ATTESTED:

Lynda L. Bushong
City Clerk

APPROVED AS TO FORM:

Richard W. Files
City Attorney

Applicable exhibits on file at the Office of the City Clerk, One City Plaza, Yuma, AZ.



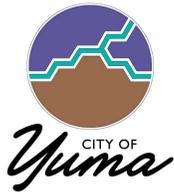
**Annexation Map Produced
Pursuant to A.R.S. §9-471**

NOT TO SCALE
DEPARTMENT OF COMMUNITY
DEVELOPMENT GIS

City of Yuma, Arizona
Annexation Area No. 44726-2025

 City of Yuma
 Annexation Area

The City of Yuma shall maintain the rights-of-way and roadways that are within the annexation boundaries. Yuma County shall maintain the rights-of-way and roadways that are contiguous to and outside the annexation boundaries.



City of Yuma

City Council Report

File #: O2026-012

Agenda Date: 3/18/2026

Agenda #: 1.

	STRATEGIC OUTCOMES	ACTION
DEPARTMENT: Engineering	<input type="checkbox"/> Safe & Prosperous <input type="checkbox"/> Active & Appealing <input checked="" type="checkbox"/> Respected & Responsible	<input type="checkbox"/> Motion <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Ordinance - Introduction
DIVISION: Development	<input type="checkbox"/> Connected & Engaged <input type="checkbox"/> Unique & Creative	<input type="checkbox"/> Ordinance - Adoption <input type="checkbox"/> Public Hearing

TITLE:
Right-of-Way Exchange: The Palms RV Resort Development, Inc.

SUMMARY RECOMMENDATION:
 Authorize the vacation of a portion of 32nd Street right-of-way to The Palms RV Resort Development, Inc. in exchange for fee title to 32nd Street and Michigan Avenue (Engineering/City Attorney) (David Wostenberg/Richard Files)

STRATEGIC OUTCOME:
 This right-of-way exchange supports the City Council's strategic outcome of Respected and Responsible providing the City of Yuma fee title ownership of the south 80 feet of 32nd Street and the Michigan Avenue rights-of-way.

REPORT:
 The Palms RV Resort Development, Inc. owns property located at 6793 E. 32nd Street. The company's ownership includes the 100-foot-wide south half-width fee title to 32nd Street right-of-way. A City easement originally obtained by the Arizona State Highway Department is located along the northern side of The Palms RV Resort Development, Inc. property, as shown on the two location maps attached to the proposed ordinance.

Additionally, the east half of Michigan Avenue, previously dedicated to the City of Yuma, has a cloud on the title because ownership of the property changed a few months prior to the Warranty Deed being recorded, with the previous owner listed as the Grantor. Therefore, the deed must be re-recorded with the correct ownership information as part of this Council action. This item is identified as Step 1 on Location Map #1.

In exchange, the Palms RV Resort Development, Inc. has requested that the City vacate, by deed, the south 20 feet of the 32nd Street right-of-way along its frontage, subject to a 20-foot-wide utility easement reserved to the City. Vacating the 20-foot portion of right-of-way will result in the City obtaining fee title to an 80-foot half-width right-of-way for 32nd Street. This complies with the City's 2005 Major Roadways Plan, which requires an 80-foot half-width for an expressway classification along the frontage of The Palms RV Resort property. An 80-foot half-width right-of-way is consistent with previous 32nd Street vacations approved by the City and is shown as Steps 3 and 4 on Location Map #2.

In exchange for returning the 20-foot strip of land to private ownership and the tax rolls, The Palms RV Resort Development, Inc. will deed to the City its underlying fee title to the remaining 80 feet of the 4th Avenue right-of-way, together with a new corner triangle at Michigan Avenue and 32nd Street. The company will also re-

record the Warranty Deed for the east half of the Michigan Avenue frontage with the corrected ownership information. These actions are identified as Steps 1 and 2, respectively, on Location Map #1.

FISCAL REQUIREMENTS:

CITY FUNDS:	\$ 100.00	BUDGETED:	\$100.00
STATE FUNDS:	\$ 0.00	AVAILABLE TO TRANSFER:	\$ 0.00
FEDERAL FUNDS:	\$ 0.00	IN CONTINGENCY:	\$ 0.00
OTHER SOURCES:	\$ 0.00	FUNDING ACCOUNT/FUND /CIP:	
TOTAL	\$ 100.00	FY 2023 City Engineering Budget	

FISCAL IMPACT STATEMENT:

NONE

ADDITIONAL INFORMATION:

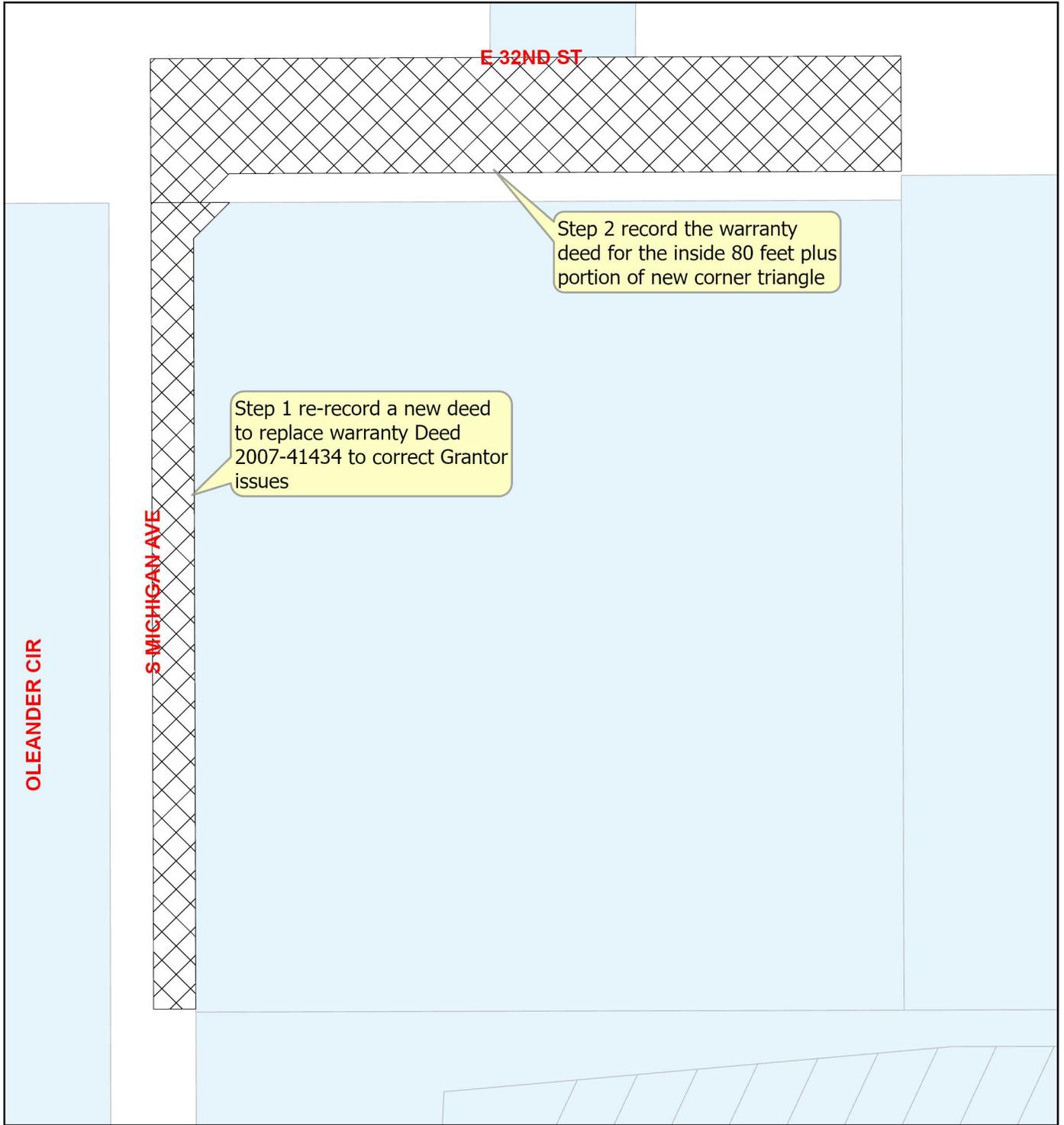
SUPPORTING DOCUMENTS NOT ATTACHED TO THE CITY COUNCIL ACTION FORM THAT ARE ON FILE IN THE OFFICE OF THE CITY CLERK:

Resolution of Abandonment dated 7/16/2010
Grant of Right-of-way dated 2/19/1940

IF CITY COUNCIL ACTION INCLUDES A CONTRACT, LEASE OR AGREEMENT, WHO WILL BE RESPONSIBLE FOR ROUTING THE DOCUMENT FOR SIGNATURE AFTER CITY COUNCIL APPROVAL?

- Department
- City Clerk's Office
- Document to be recorded
- Document to be codified

Acting City Administrator: John D. Simonton	Date: 03/09/2026
Reviewed by City Attorney: Richard W. Files	Date: 03/06/2026



AFFECTED AREA

NOTE: THIS MAP IS PREPARED TO SHOW GENERAL SITE LOCATION ONLY AND REPRESENTS NO SPECIFIC DIMENSIONS RELATED TO THE SITE.



LOCATION MAP # 1

Prepared by: **ANDREW MCGARVIE**

Checked by:

**CITY OF YUMA
ENGINEERING
DEPARTMENT**

DATE: **2/17/2026**

SCALE: **N.T.S**

REVISED:

CIP NO.

E 32ND ST

Step 3 Record the Deed for the outside 20 feet r-o-w minus new corner triangle.

Step 4 record the deed for the old corner triangle vacation.

S MICHIGAN AVE

OLEANDER CIR



AFFECTED AREA

NOTE: THIS MAP IS PREPARED TO SHOW GENERAL SITE LOCATION ONLY AND REPRESENTS NO SPECIFIC DIMENSIONS RELATED TO THE SITE.



LOCATION MAP

Prepared by: ANDREW MCGARVIE

Checked by:

CITY OF YUMA
ENGINEERING
DEPARTMENT

DATE: 3/5/2026

SCALE: N.T.S

REVISED:

CIP NO.

ORDINANCE NO. O2026-012

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF YUMA, ARIZONA, ACCEPTING A CORRECTED WARRANTY DEED FOR THE EAST HALF OF MICHIGAN AVENUE; DECLARING THE SOUTH 20 FEET OF 32ND STREET (9,440 SQUARE FEET) AND A 300-SQUARE-FOOT CORNER TRIANGLE OF RIGHT-OF-WAY AS SURPLUS; VACATING THE SURPLUS 20-FOOT RIGHT-OF-WAY EASEMENT AND CORNER TRIANGLE TO THE ABUTTING PROPERTY OWNER UPON THE RECORDING OF A DEED RESERVING A 20-FOOT UTILITY EASEMENT FOR WATER, SANITARY SEWER AND OTHER PUBLIC PURPOSES; AND AUTHORIZING AN EXCHANGE OF THE SURPLUS RIGHT-OF-WAY FOR THE UNDERLYING FEE TITLE TO THE 80-FOOT 32ND STREET RIGHT-OF-WAY DESCRIBED IN THIS ORDINANCE

WHEREAS, the City of Yuma (“City”) is authorized, pursuant to Article III, Section 2 of the City Charter, to acquire and dispose of real property; and,

WHEREAS, in order to correct a defective Special Warranty Deed recorded as Yuma County Recorder’s Fee # 2007-33532, The Palms RV Resort Development, Inc. will re-record a warranty deed to the City for the Michigan Avenue right-of-way, described in Exhibit A and shown on Location Map No. 1; and,

WHEREAS, The Palms RV Resort Development, Inc. is the fee title owner of the south half (100 feet) of 32nd Street, and the City holds a right-of-way easement originally acquired by the State of Arizona Highway Department and transferred to the City; and,

WHEREAS, in exchange for vacating the south 20 feet of the City’s 32nd Street right-of-way easement (with the City reserving a 20-foot utility easement) and a portion of the existing corner triangle at 32nd Street and Michigan Avenue, both of which are described in Exhibit B and shown in Location Map No. 2 , The Palms RV Resort Development, Inc. will deed fee title to the City of the remaining (north) 80 feet of 32nd Street, together with a new corner triangle for Michigan Avenue, as described in Exhibit C and shown in Location Map No. 1; and,

WHEREAS, the exchange of the above-described properties will result in the City acquiring fee title to land necessary for the Michigan Avenue and 32nd Street public roadway, while maintaining a utility easement in the vacated 20 feet of right-of-way for water, sanitary sewer, and other related public uses.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Yuma as follows:

SECTION 1: It is deemed necessary and essential, as a matter of public necessity and public welfare, that fee title to certain real property described in Exhibits A and C, be acquired by the City of Yuma in exchange for vacating the right-of-way easement and corner triangle described in

Exhibit B (while maintaining a utility infrastructure easement in the vacated right-of way), as such acquisitions are in the public interest and will provide a public benefit.

SECTION 2: The portion of the City-owned 32nd Street right-of-way easement described in Exhibit B is hereby declared surplus to the needs of the City and public use and shall be vacated to the abutting property owner in accordance with Arizona Revised Statutes § 28-7205(2), upon the recording of a deed conveying to the City of Yuma the underlying fee simple title to the real property described in Exhibits A and C.

SECTION 3: The City’s vacating of the surplus property shall be complete upon the recording of a deed of conveyance from the City to The Palms RV Resort Development, Inc., and shall reserve a municipal utility infrastructure easement in favor of the City.

SECTION 4: The disbursing officer of the City of Yuma is authorized and directed to pay all costs necessary to acquire the described property, together with recording fees and other costs necessary for acquisition of the described property.

Adopted this _____ day of _____, 2026.

APPROVED:

Douglas J. Nicholls
Mayor

ATTESTED:

Lynda L. Bushong
City Clerk

APPROVED AS TO FORM:

Richard W. Files
City Attorney

EXHIBIT A

That portion of the Northwest quarter of the Northeast quarter of the Northeast quarter of Section 9, Township 9 South, Range 22 West of the Gia and Salt River Base and Meridian, Yuma County, Arizona, more particularly described as follows:

Beginning at the Northeast corner of the Northwest quarter of said section 9.

Thence South 89°47'10" West along the North line of the Northeast quarter of said Section 9 a distance of 1,332.01 feet to the northwest corner of the Northwest quarter of the Northeast quarter of the Northeast quarter of said Section 9;

Thence South 00°10'36" East along the West line of the Northwest quarter of the Northeast quarter of the Northeast quarter of said Section 9 a distance of 100.00 feet to a point on the southerly right-of-way line of U.S. Highway 80 and the TRUE POINT OF BEGINNING;

Thence continuing South 00°10'36" East along the West line of the Northwest quarter of the Northeast quarter of the Northeast quarter of said Section 9 a distance of 559.76 feet to the southwest corner of the Northwest quarter of the Northeast quarter of the Northeast quarter of said Section 9;

Thence North 89°49'57" East along the South line of the Northwest quarter of the Northeast quarter of the Northeast quarter of said Section 9 a distance of 29.00 feet;

Thence North 00°10'36" West parallel with and 29.00 feet easterly of the West line of the Northwest quarter of the Northeast quarter of the Northeast quarter of said Section 9 a distance of 534.79 feet;

Thence North 44°48'17" East a distance of 35.37 feet to point on the southerly right-of-way line of U.S. Highway 80;

Thence South 89°47'10" West along the southerly right-of-way line of U.S. Highway 80 a distance of 54.00 feet to a point on the West line of the Northwest quarter of the Northeast quarter of the Northeast quarter of said Section 9 and the TRUE POINT OF BEGINNING;

Said parcel contains 16,545 square feet, more or less.

Description Verified By:	<i>Andrew Mc Gannie</i>
City Engineering Department	Date 3/5/2025

EXHIBIT B

**SEC 32ND STREET AND MICHIGAN AVENUE
QUIT CLAIM DEED RESERVING A UTILITY EASEMENT – COY TO PALMS
32ND STREET 20' WIDE UTILITY EASEMENT
LEGAL DESCRIPTION**

That portion of the Northeast quarter of the Northeast quarter of Section 9, Township 9 South, Range 22 West, Gila and Salt River Base and Meridian, Yuma County, Arizona more particularly described as follows:

Beginning at the northeast corner of the Northeast quarter of said Section 9;

Thence South 89°47'34" West along the North line of the Northeast quarter of said Section 9 a distance of 816.00 feet;

Thence South 00°07'39" East parallel with and 816.00 feet westerly of the East line of the Northeast quarter of said Section 9 a distance of 80.00 feet to the TRUE POINT OF BEGINNING;

Thence continuing South 00°07'39" East parallel with and 816.00 feet westerly of the East line of the Northeast quarter of said Section 9 a distance of 20.00 feet;

Thence South 89°47'34" West parallel with and 100.00 feet southerly of the North line of the Northeast quarter of said Section 9 a distance of 481.92 feet to a point which lies 34.00 feet easterly of the West line of the Northeast quarter of the Northeast quarter of said Section 9;

Thence North 44°48'56" East a distance of 28.30 feet to a point which lies 80.00 feet southerly of the North line of the Northeast quarter of said Section 9 and 54.00 feet easterly of the West line of the Northeast quarter of the Northeast quarter of said Section 9;

Thence North 89°47'34" East parallel with and 80.00 feet southerly of the North line of the Northeast quarter of said Section 9 a distance of 461.93 feet to the TRUE POINT OF BEGINNING.

Said parcel contains 9,438 square feet, more or less.



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**SEC 32ND STREET AND MICHIGAN AVENUE
QUIT CLAIM DEED – COY TO PALMS
MICHIGAN AVENUE ROW ABANDONMENT
LEGAL DESCRIPTION**

That portion of the Northeast quarter of the Northeast quarter of Section 9, Township 9 South, Range 22 West, Gila and Salt River Base and Meridian, Yuma County, Arizona more particularly described as follows:

Beginning at the northeast corner of the Northeast quarter of said Section 9;

Thence South 89°47'34" West along the North line of the Northeast quarter of said Section 9 a distance of 816.00 feet;

Thence South 00°07'39" East parallel with and 816.00 feet westerly of the East line of the Northeast quarter of said Section 9 a distance of 100.00 feet;

Thence South 89°47'34" West parallel with and 100.00 feet southerly of the North line of the Northeast quarter of said Section 9 a distance of 461.92 feet to a point which lies 54.00 feet easterly of the West line of the Northeast quarter of the Northeast quarter of said Section 9 and the TRUE POINT OF BEGINNING;

Thence South 44°48'56" West a distance of 35.37 feet to a point which lies 125.00 feet southerly of the North line of the Northeast quarter of said Section 9 and 29.00 feet easterly of the West line of the Northeast quarter of the Northeast quarter of said Section 9;

Thence North 00°09'42" West parallel with and 29.00 feet easterly of the West line of the Northeast quarter of the Northeast quarter of said Section 9 a distance of 20.00 feet to a point which lies 105.00 feet southerly of the North line of the Northeast quarter of said Section 9;

Thence North 44°48'56" East a distance of 7.07 feet to a point which lies 100.00 feet southerly of the North line of the Northeast quarter of said Section 9 and 34.00 feet easterly of the West line of the Northeast quarter of the Northeast quarter of said Section 9;

Thence North 89°47'34" East parallel with and 100.00 feet southerly of the North line of the Northeast quarter of said Section 9 a distance of 20.00 feet to the TRUE POINT OF BEGINNING.

Said parcel contains 300 square feet, more or less.



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EXHIBIT C

SEC 32ND STREET AND MICHIGAN AVENUE WARRANTY DEED – PALMS TO COY 32ND STREET RIGHT-OF-WAY LEGAL DESCRIPTION

That portion of the Northeast quarter of the Northeast quarter of Section 9, Township 9 South, Range 22 West, Gila and Salt River Base and Meridian, Yuma County, Arizona more particularly described as follows:

Beginning at the northeast corner of the Northeast quarter of said Section 9;

Thence South 89°47'34" West along the North line of the Northeast quarter of said Section 9 a distance of 816.00 feet to the TRUE POINT OF BEGINNING;

Thence South 00°07'39" East parallel with and 816.00 feet westerly of the East line of the Northeast quarter of said Section 9 a distance of 80.00 feet;

Thence South 89°47'34" West parallel with and 80.00 feet southerly of the North line of the Northeast quarter of said Section 9 a distance of 461.93 feet to a point which lies 54.00 feet easterly of the West line of the Northeast quarter of the Northeast quarter of said Section 9;

Thence South 44°48'56" West a distance of 28.30 feet to a point which lies 100.00 feet southerly of the North line of the Northeast quarter of said Section 9 and 34.00 feet easterly of the West line of the Northeast quarter of the Northeast quarter of said Section 9;

Thence South 89°47'34" West parallel with and 100.00 feet southerly of the North line of the Northeast quarter of said Section 9 a distance of 34.00 feet to the West line of the Northeast quarter of the Northeast quarter of said Section 9;

Thence North 00°09'42" West along the West line of the Northeast quarter of the Northeast quarter of said Section 9 a distance of 100.00 feet to the northwest corner of the Northeast quarter of the Northeast quarter of said Section 9;

Thence North 89°47'34" East along the North line of the Northeast quarter of said Section 9 a distance of 515.98 feet to the TRUE POINT OF BEGINNING.

Said parcel contains 42,156 square feet, more or less.



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