



Yuma Integrated Multimodal Transportation Master Plan

FINAL REPORT | OCTOBER 2025



Kimley»Horn



CITY OF YUMA INTEGRATED MULTIMODAL TRANSPORTATION MASTER PLAN

FINAL REPORT

OCTOBER 2025

Prepared for:



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Acronyms

ADA.....	Americans with Disabilities Act
ADOT	Arizona Department of Transportation
BIP	Bridge Investment Program
CIP	Capital Improvement Program
City.....	City of Yuma
E+C	Existing Plus Committed
FHWA	Federal Highway Administration
HAWK	High Intensity Activated Crosswalk
HURF	Highway User Revenue Fund
HSIP	Highway Safety Improvement Program
I-8.....	Interstate 8
ITS	Intelligent Transportation Systems
LOS	Level of Service
MCAS.....	Marine Corps Air Station
MPDG	Multimodal Project Discretionary Grant
MUTCD	Manual on Uniform Traffic Control Devices
N-PHAM	National Public Health Assessment Model
OEO	Office of Economic Opportunity
PCI.....	Pavement Condition Index
PM2.5/PM10	Particulate Matter 2.5/10 micrometers
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
ROW	Right-of-Way
SR.....	State Route
SS4A.....	Safe Streets and Roads for All
SWOT	Strengths, Weaknesses, Opportunities, and Threats
TAZ	Traffic Analysis Zone
TDM	Travel Demand Model
TI.....	Traffic Interchange
TIA	Traffic Impact Analysis
TMP	Transportation Master Plan
USDOT	United States Department of Transportation
V/C	Volume to Capacity Ratio
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled
VRU	Vulnerable Road User
YCAT	Yuma County Area Transit
YCIPTA	Yuma County Intergovernmental Transit Authority
YMPO	Yuma Metropolitan Planning Organization



EXECUTIVE SUMMARY

INTRODUCTION

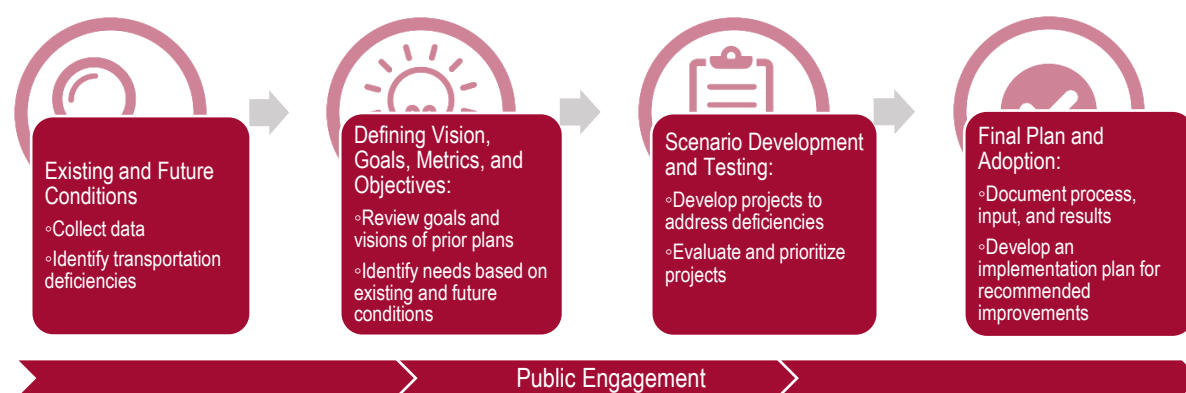
The city of Yuma (“City” or “Yuma”) is located in Yuma County in southwestern Arizona near the California and Mexico borders and is served by Interstate 8 (I-8), US Highway 95 (US 95), and State Route 195 (SR 195). Yuma serves as a gateway for international commerce, a strategic location for military operations, and a base for recreational opportunities along the Colorado River and the Sonoran Desert. Due to its unique geographical location and steadily growing population, Yuma faces equally unique transportation challenges. This Transportation Master Plan (TMP) is an update to the last TMP completed in 2014 and aims to guide the City through transportation challenges and decisions it will face as Yuma and the surrounding area continue to grow.

WHAT IS A TRANSPORTATION MASTER PLAN?

A TMP is a strategic document that guides transportation decisions the City will make related to funding opportunities. The process is based on foundational community values and specific policies and expectations outlined in the *City of Yuma General Plan* (2022). The TMP sets a clear vision for how investments are made that balance the City’s rural character with the growing urban mobility needs and guides future development requirements by identifying needed transportation improvements consistent with the core values of the community.

PLANNING PROCESS

The planning process for this TMP involved five main phases: (1) Existing and Future Conditions; (2) Defining Vision, Goals, Metrics, and Objectives; (3) Public Engagement; (4) Scenario Development and Testing; and (5) Final Plan and Adoption. Throughout all five phases there was a heavy focus on community and citizen engagement, with a Steering Committee made up of local stakeholders and community leaders providing input throughout the development of the TMP.



STUDY AREA

The Yuma TMP considers transportation conditions within the Yuma Metropolitan Planning Area (MPA). In total, the study area encompasses approximately 197 square miles, or 126,080 acres, which includes the Yuma city limits, portions of the Barry M. Goldwater Air Force Range (BMGR), and large agricultural areas surrounding the City. This study area boundary generally matches the study area of the 2014 TMP with some minor modifications to the western boundary.



EXISTING AND FUTURE CONDITIONS

A Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis was conducted on existing and future conditions to identify where to focus on developing feasible improvement recommendations. Summaries of the SWOT analysis findings for existing and future conditions are in **Table ES-1** and **Table ES-2**, respectively.

Strengths are topics or metrics that are both helpful to the existing transportation system in Yuma and are within the control of the City of Yuma (of internal origin). Weaknesses are topics or metrics that are harmful to the transportation system but are within the control of the City of Yuma (of internal origin). Opportunities are topics or metrics that are helpful in the City of Yuma transportation system's continued improvement but are largely out of the control of the City of Yuma (of external issue) and are more a result of the general environment. Threats are topics or metrics that are harmful to Yuma's transportation system's improvement but are largely out of the control of the City of Yuma (of external origin) and are more a result of the general environment.

Table ES-1. Existing Conditions SWOT Analysis

<u>Strengths</u>	<u>Weaknesses</u>
<ul style="list-style-type: none"> Well-connected roadway network on the west side of the study area The YCAT system has a strong rider base with the ridership trending upwards since 2021. The City makes considerable efforts in developing long-term plans to improve all aspects of transportation and community health. Several projects are in place to improve the transit system, bicyclist network, pedestrian network, and roadway network. 	<ul style="list-style-type: none"> Motorist, pedestrian, and bicyclist crashes are concentrated along 16th Street, 4th Avenue, and 24th Street. Safety-related improvements should be prioritized along these corridors. The east side of the study area transportation network is not as connected as the west side, particularly for bicyclist and pedestrian travel. Priority should be placed on improving connectivity on the east side of the study area transportation network.
<u>Opportunities</u>	<u>Threats</u>
<ul style="list-style-type: none"> Projected population and employment growth provide opportunities to install additional transportation infrastructure that can address some of the identified transportation needs. Making active transportation more appealing provides the opportunity to improve overall community health. 	<ul style="list-style-type: none"> Major highways and roadways within the study area experience a significant increase in traffic during the winter months due to winter visitors, tourists, and agricultural activities. Large tracts of agricultural land, federal land, and military land limit development to certain areas of the study area. This may restrict expansion of the transportation network. Improper human behavior (e.g., driving aggressively, impaired, or distracted) is a major contributing factor to many of the crashes in the study area.



Table ES-2. Future Conditions SWOT Analysis

<p style="text-align: center;"><u>Strengths</u></p> <ul style="list-style-type: none"> ▪ The City's current allocation of transportation funding, with system maintenance being the highest priority, aligns well with public input on priorities. ▪ The City's CIP is multimodal in nature, with funding allocated to various modes of travel. ▪ Prior planning efforts and recent regional modeling provide a comprehensive outlook on anticipated future multimodal needs. ▪ The programmed construction of a shared-use pathway along 32nd Street will provide critical connectivity between the west and east parts of Yuma for bicyclists and pedestrians. 	<p style="text-align: center;"><u>Weaknesses</u></p> <ul style="list-style-type: none"> ▪ Many of the identified capacity, bicyclist/pedestrian, and safety needs are not currently funded. ▪ Much of the projected growth in population and employment is in the Foothills area that already experiences congestion and the current roadway network does not provide redundant parallel routes to help distribute traffic. ▪ Much of the City's population, particularly the disadvantaged population, does not live near transit, bicyclist, and pedestrian facilities, limiting modal choice and mobility.
<p style="text-align: center;"><u>Opportunities</u></p> <ul style="list-style-type: none"> ▪ Projected population and employment growth provide opportunities for developers to help install additional transportation infrastructure that can address identified transportation needs. ▪ Making active transportation more appealing provides the opportunity to improve overall community health. ▪ The potential is there to create an integrated multimodal transportation system if additional funding can be obtained for transportation improvements. ▪ Technological advancements may bring new ways to travel and/or improve the safety and efficiency of travel. 	<p style="text-align: center;"><u>Threats</u></p> <ul style="list-style-type: none"> ▪ Insufficient or unreliable funding for transportation could adversely affect the ability to make improvements to Yuma's transportation system, which could have negative economic, health, and safety ramifications. ▪ Federal and state changes in policies, programs, funding levels, and laws could restrict the City's ability to make needed transportation improvements. ▪ Features such as railroad tracks, canals, and drainage washes are constraints that could limit options for expanding and connecting the transportation network.

2025 TMP VISION

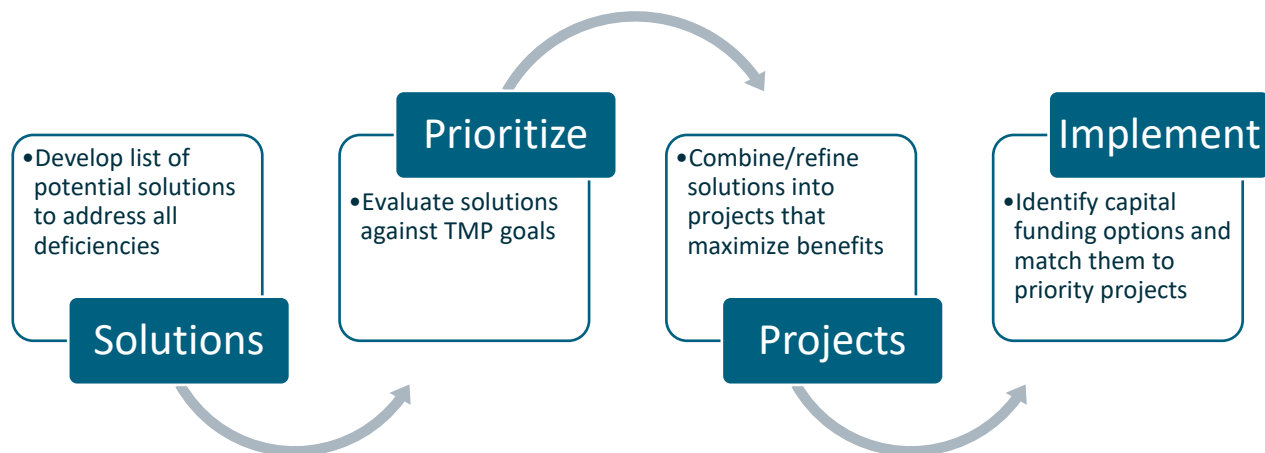
The 2025 TMP vision establishes a clear vision of the City's short-term and long-term transportation priorities that align with the mobility needs for all: **Vision:** *A well-maintained and integrated transportation system that prioritizes safety, efficiency, inclusivity of all modes of travel, and community health.*

SCENARIO DEVELOPMENT AND EVALUATION

Scenarios were developed for roadway users, transit users, bicyclists, and pedestrians to aid in developing a list of potential improvements that can subsequently be refined into prioritized recommended improvements that address the current and anticipated future deficiencies in the multimodal transportation system. A multistep process was used to identify the most prudent and impactful projects for the City to focus on implementing to address these deficiencies. This process is outlined in **Figure ES-1**.



Figure ES-1. Project Development Process



PROJECT PRIORITIZATION

To address the identified issues and deficiencies, 129 potential solutions were identified. Potential solutions were categorized by project types that pertain to different modes of transportation: roadway, transit, and active transportation. To prioritize solutions and identify sound transportation investments, the solutions were compared to citywide goals established at the outset of the TMP (Facility Quality, Roadway Operational Efficiency, Safety/Vision Zero Approach, Multimodal Integration, and Community Health).

RECOMMENDED IMPROVEMENTS BY MODE

The recommended 129 projects are shown by project type and mode of transportation in **Figure 73** (roadway), **Figure 74** (pedestrian), **Figure 75** (bicyclist), and **Figure 76** (transit).

PLANNING LEVEL COSTS AND IMPLEMENTATION TIMEFRAMES

The total cost of the recommended 129 projects is approximately \$500 million. The projects were grouped into three implementation timeframes (near-term, mid-term, and long-term) to help the City prioritize which projects to focus on implementing. Recommendations from previous plans and input from the City and other stakeholders helped inform how the recommended projects should be distributed among the near-term, mid-term, and long-term implementation timeframes. The top-scoring projects in each modal category (roadway, pedestrian, bicyclist, and transit) were included in the near-term timeframe. The breakdown of overall TMP project costs by priority level is shown in **Table 3**.

Table 3. TMP Project Cost Summary

Implementation Timeframe	Number of Recommended Projects	Total Planning-Level Cost
Near-Term (2026-2030)	47	\$133,830,000
Mid-Term (2031-2035)	21	\$66,380,000
Long-Term (2036-2050)	61	\$300,590,000
All Recommended Projects	129	\$500,800,000



Figure ES-2. Recommended Roadway Projects

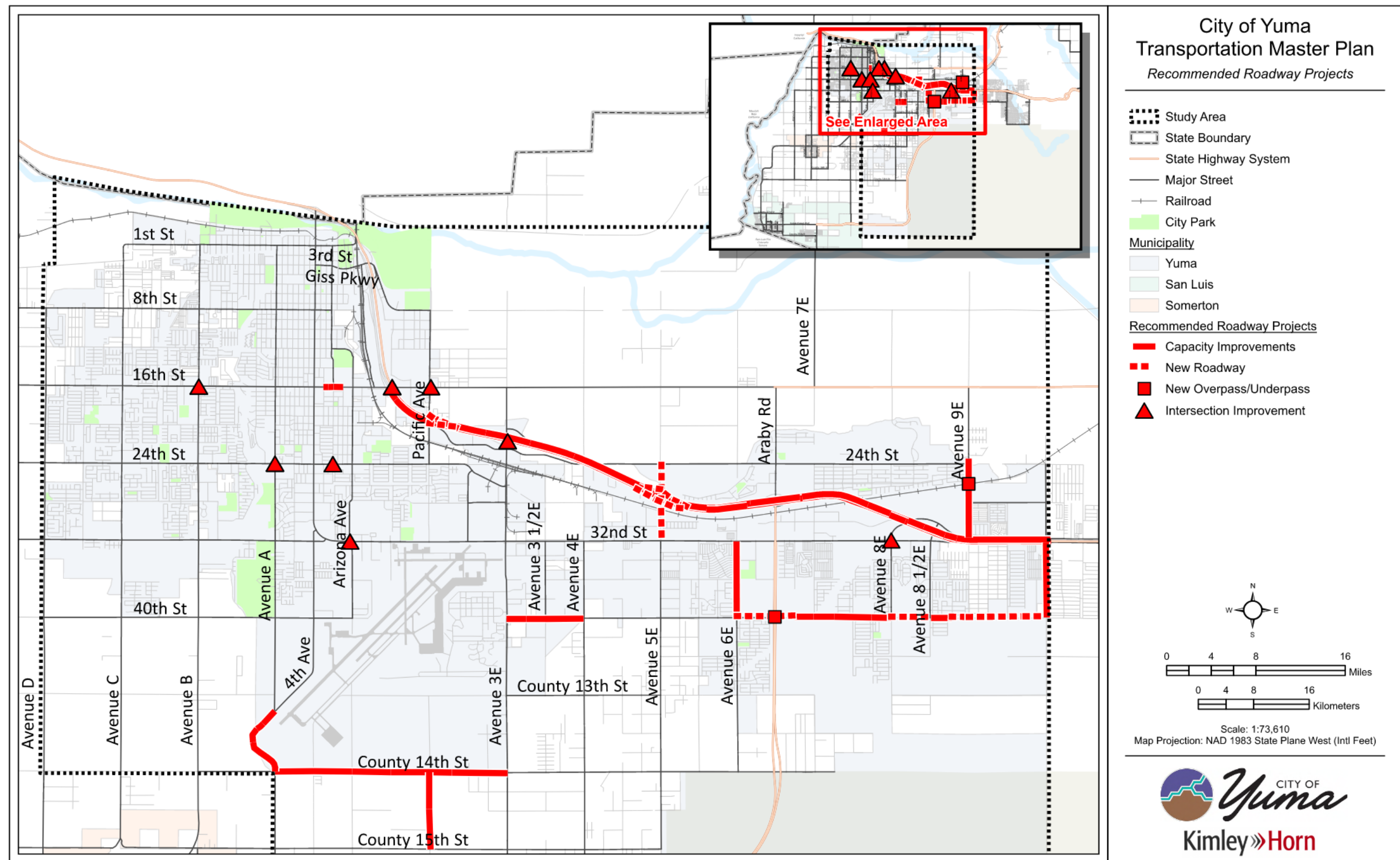


Figure ES-3. Recommended Pedestrian Projects

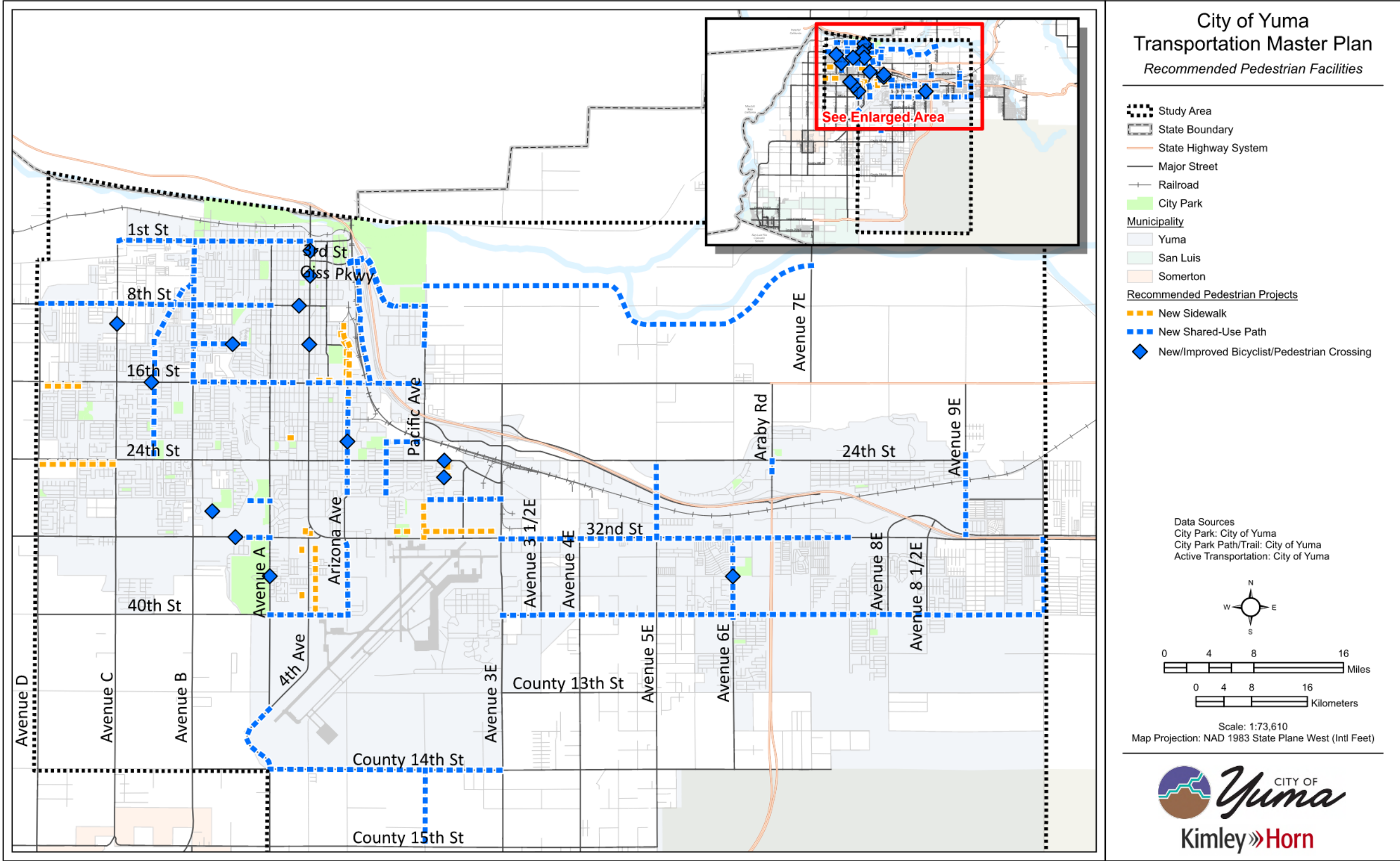


Figure ES-4. Recommended Bicyclist Projects

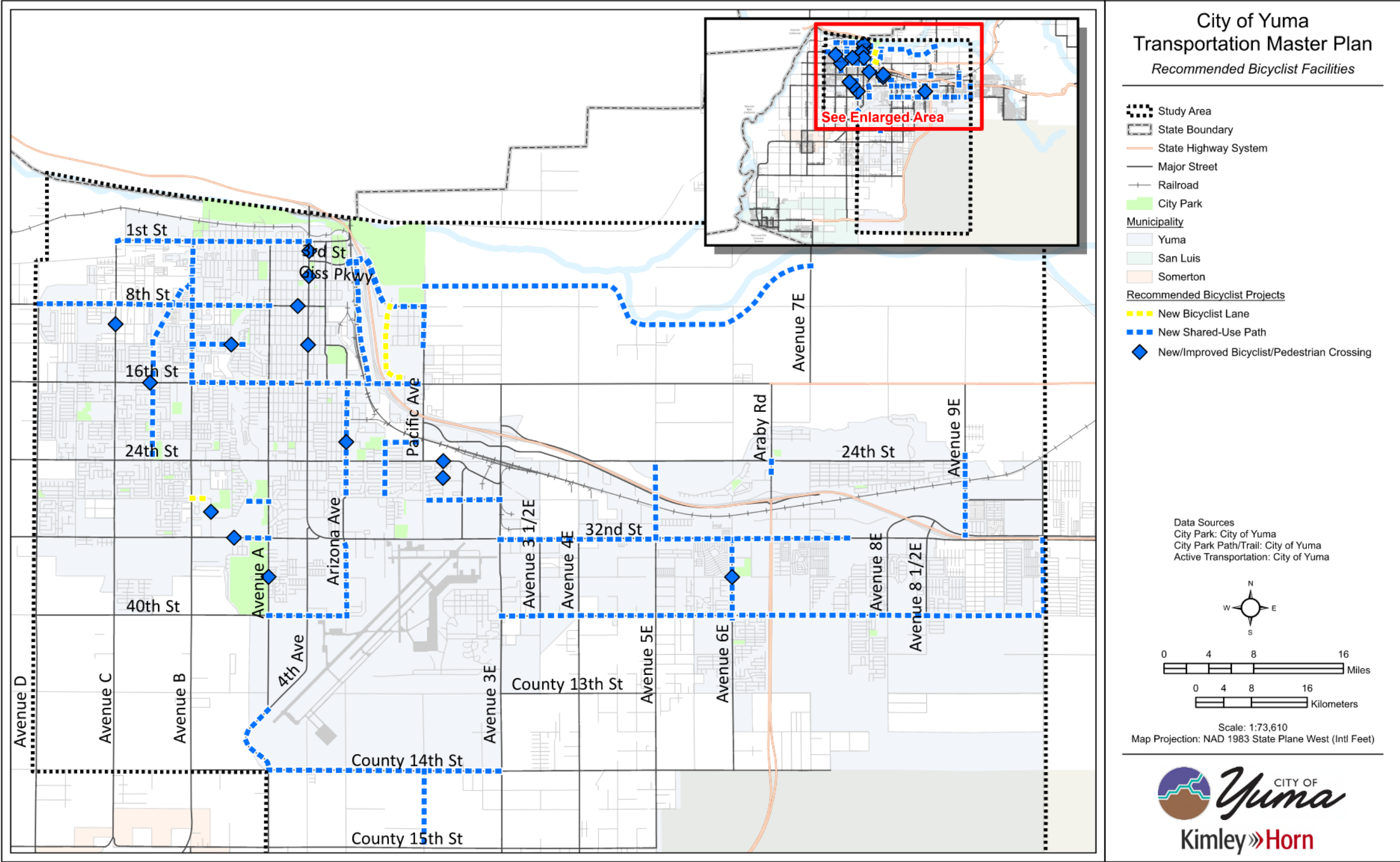
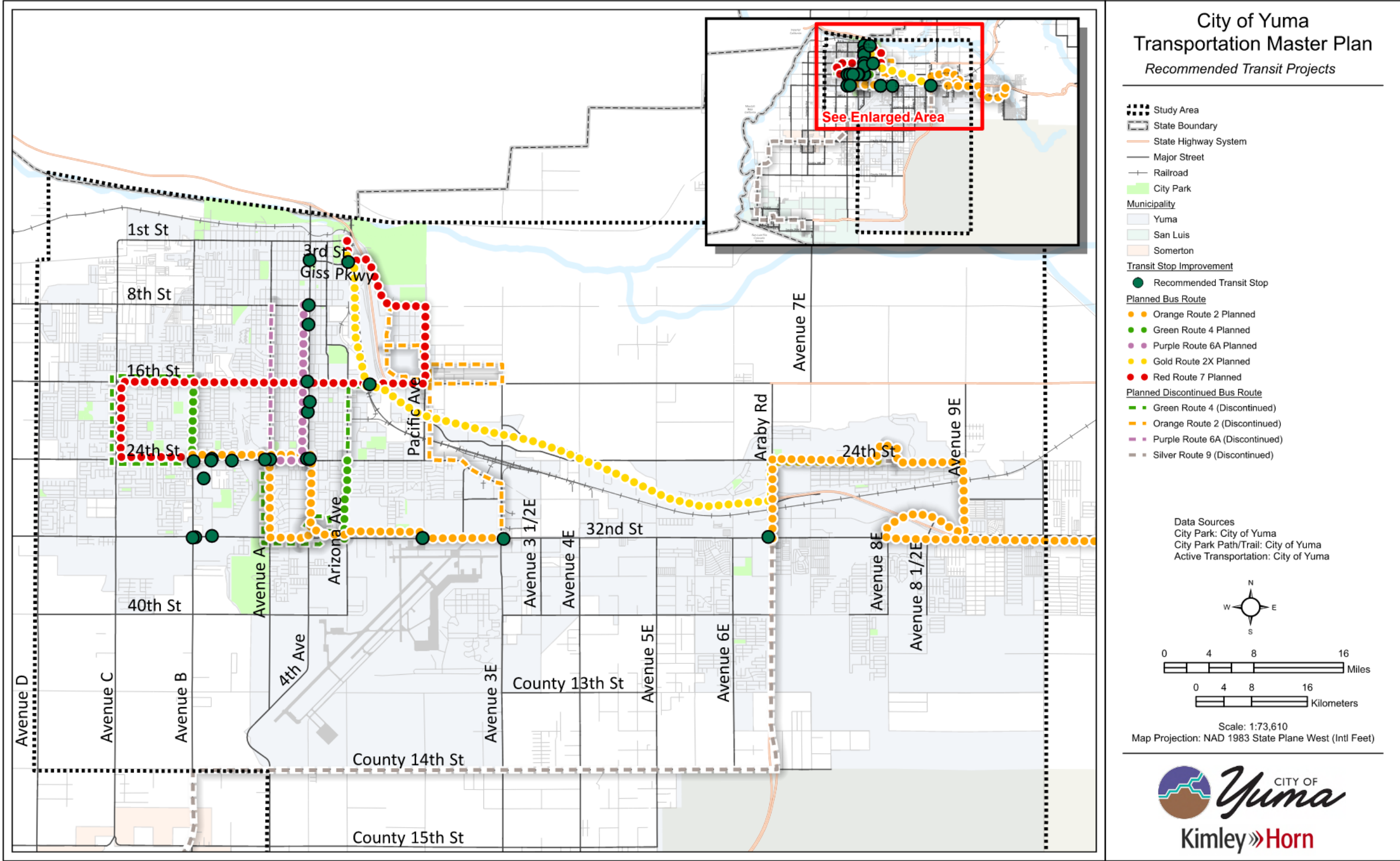


Figure ES-5. Recommended Transit Projects



PLAN FOR IMPROVEMENTS

The recommended near-term projects are illustrated in **Figure ES-6**. The recommended mid-term projects are illustrated in **Figure ES-7**. The recommended long-term projects are illustrated in **Figure ES-8**.

Other recommendations include:

- Integrate transportation improvements with walkable, mixed-use development to promote community health.
- Updates to City of Yuma standard details.
- Changes to City buildout roadway classifications.
- Changes in speed limits.
- Increased tree and shade coverage.
- Plan for future technologies.

PUBLIC ENGAGEMENT

Public participation and input were key in developing a TMP that responds to Yuma transportation needs. Three rounds of public engagement were conducted for the TMP in conjunction with the YMPO Long Range Transportation Plan:

- The first round of public engagement took place during the existing and future conditions analysis and aimed to gather public opinion on existing conditions, future projections, and needs and deficiencies. Round 1 of public engagement consisted of an interactive map tool on the project website.
- The second round of public engagement took place at the Downtown Christmas event while developing a new vision and goal for the TMP and gathering public opinion on investment priorities. Round 2 of public engagement consisted of an event board residents interacted with to voice their opinion on what aspects of transportation are most important to them.
- The third round of public engagement was a joint-online interaction in collaboration with the YMPO Long Range Transportation Plan project. Engagement took place via the project website where residents input their opinions on the recommendations projects.

To notify the public of the engagement efforts, social media postings, radio advertisements, and press releases were shared by the City, YMPO, and other local news sources.

A TMP/LRTP join project website was developed (<https://www.greateryumamoves.com/>) that provided background on the project, the project schedule, frequently asked questions, an email subscription option, links to a survey and interactive map, and opportunities to review and comment on draft deliverables.

IMPLEMENTATION PLAN

Coordinating with other entities will be imperative to implementing the recommended TMP projects plus other future transportation improvements that arise. These entities include YMPO, ADOT, Yuma County, YCIPTA, MCAS-Yuma, and private entities.

New or expanded funding sources will be needed if all recommended improvements are to be implemented within the desired timeframes. These potential funding sources could include:



- Local funding (general fund, bonds, City road tax, development fees, public-private partnerships).
- Regional funding (regional sales tax).
- State funding (state gas tax, state vehicle license tax, Arizona GOHS safety grant, SMART grant).
- Federal funding (STBG, CRP, HSIP, OSB, TA, MPDG, BIP, BUILD, PROTECT, and other discretionary grants).

With approximately \$500 million in recommended projects in the TMP over the course of near-term, mid-term, and long-term timeframes, the City of Yuma should focus primarily on implementing near-term projects. The near-term projects are anticipated to need approximately \$134 million of funding above and beyond the City's currently available funding. The City should support the pursuit of additional funding sources such as a regional transportation sales tax or federal grant programs.



Figure ES-6. Recommended Near-Term Projects

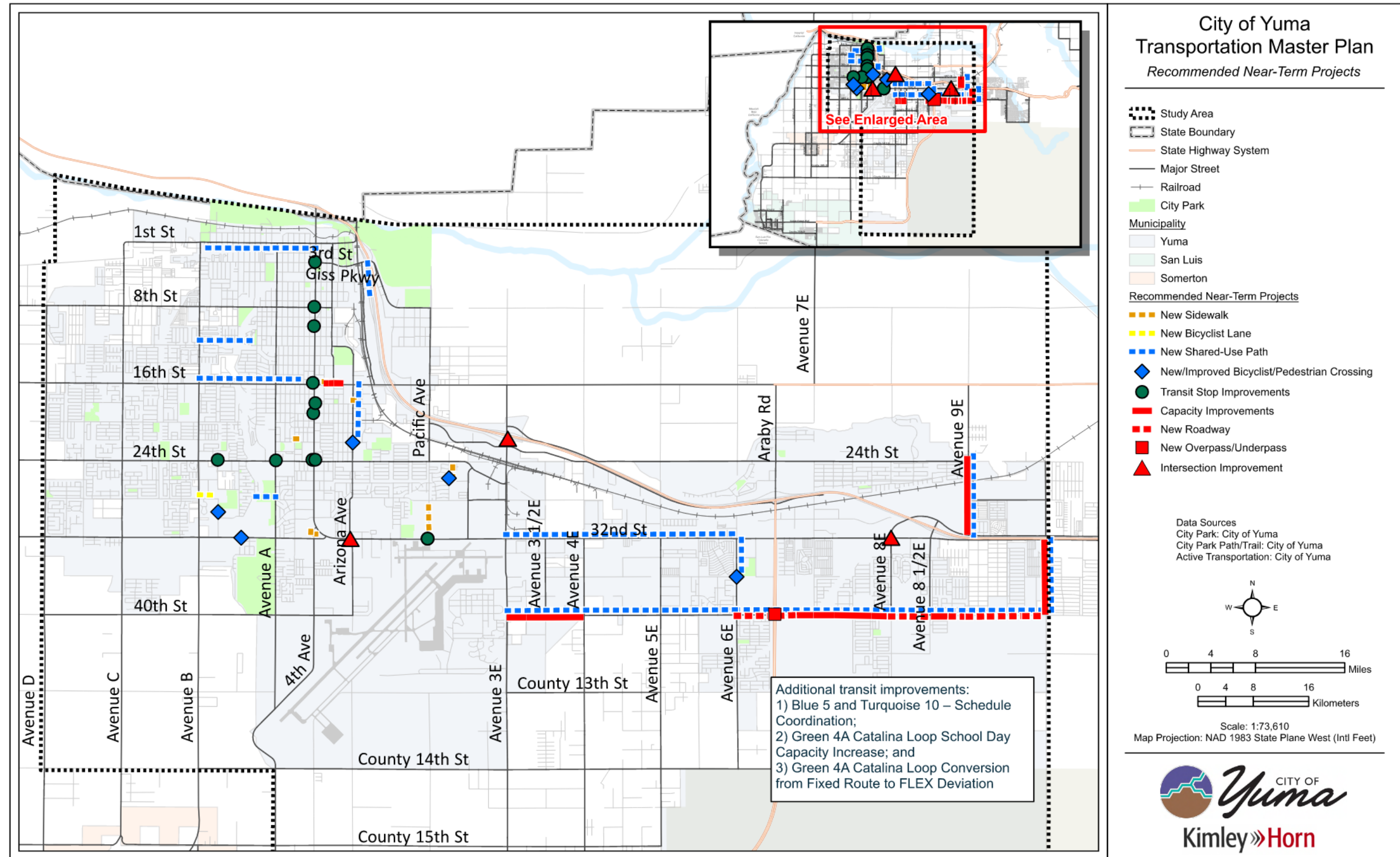


Figure ES-7. Recommended Mid-Term Projects

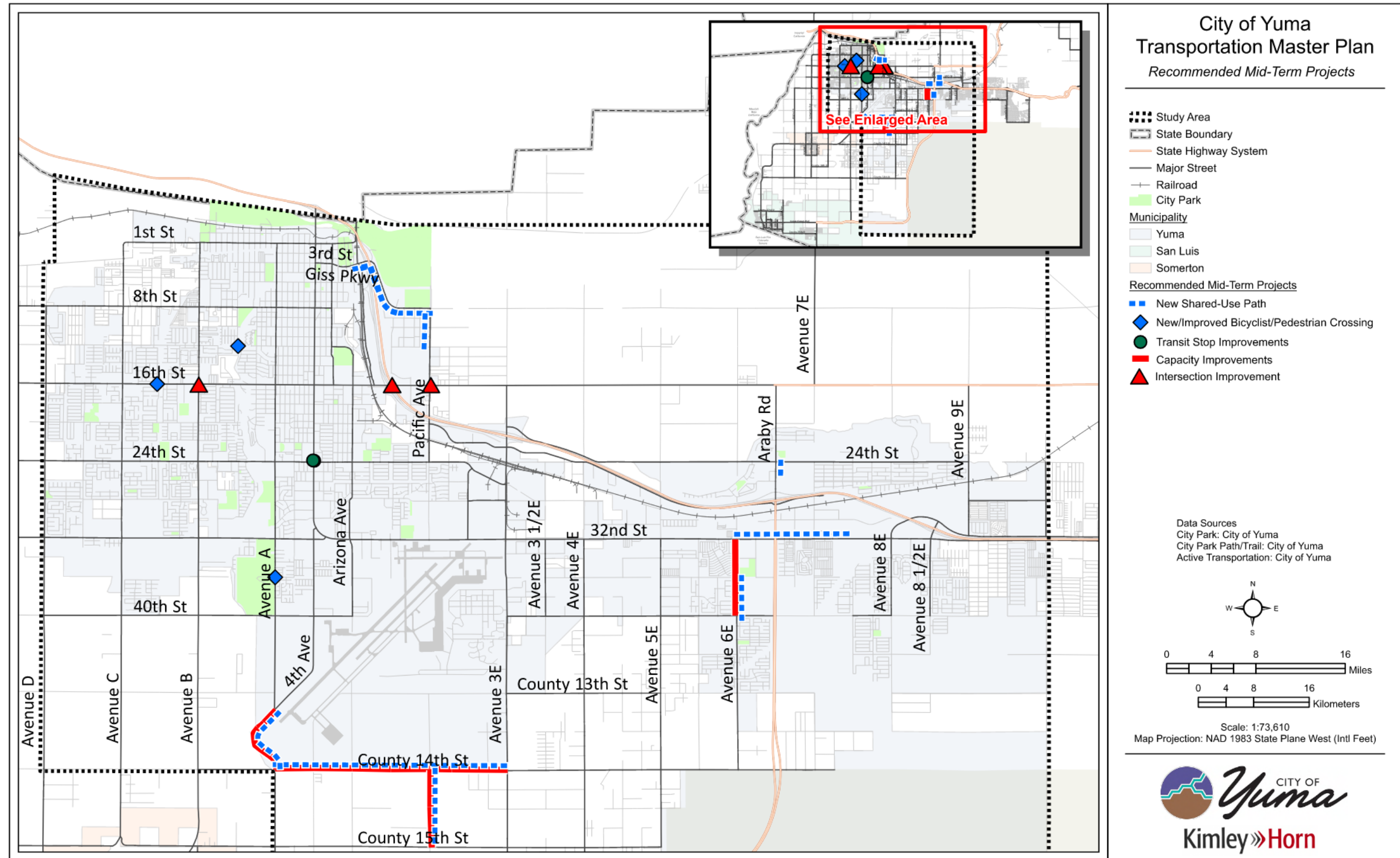
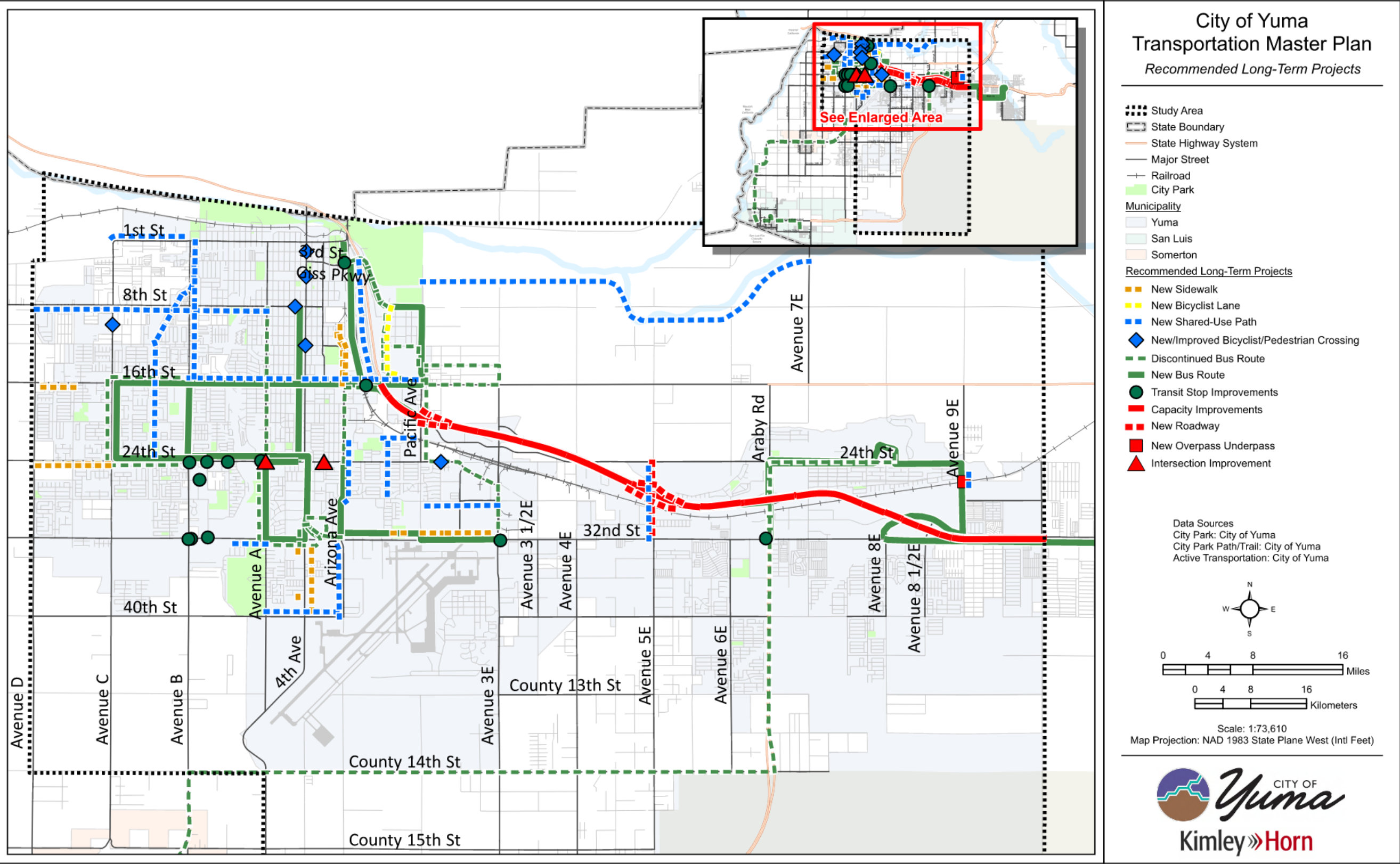


Figure ES-8. Recommended Long-Term Projects



INTRODUCTION

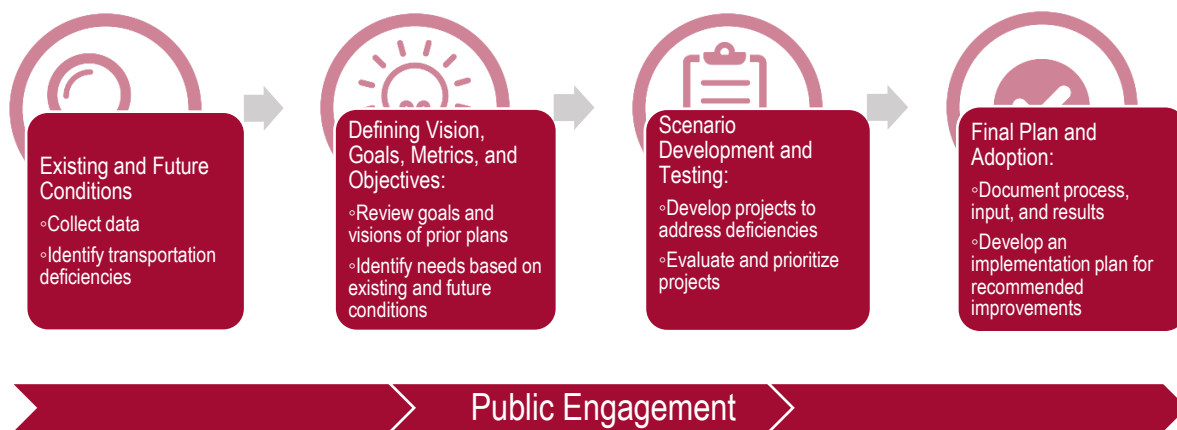
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PLANNING PROCESS

The planning process for this TMP involved five main phases: (1) Existing and Future Conditions; (2) Defining Vision, Goals, Metrics, and Objectives; (3) Public Engagement; (4) Scenario Development and Testing; and (5) Final Plan and Adoption. Throughout all five phases there was a heavy focus on community and citizen engagement, with a Steering Committee made up of local stakeholders and community leaders providing input throughout the development of the TMP.

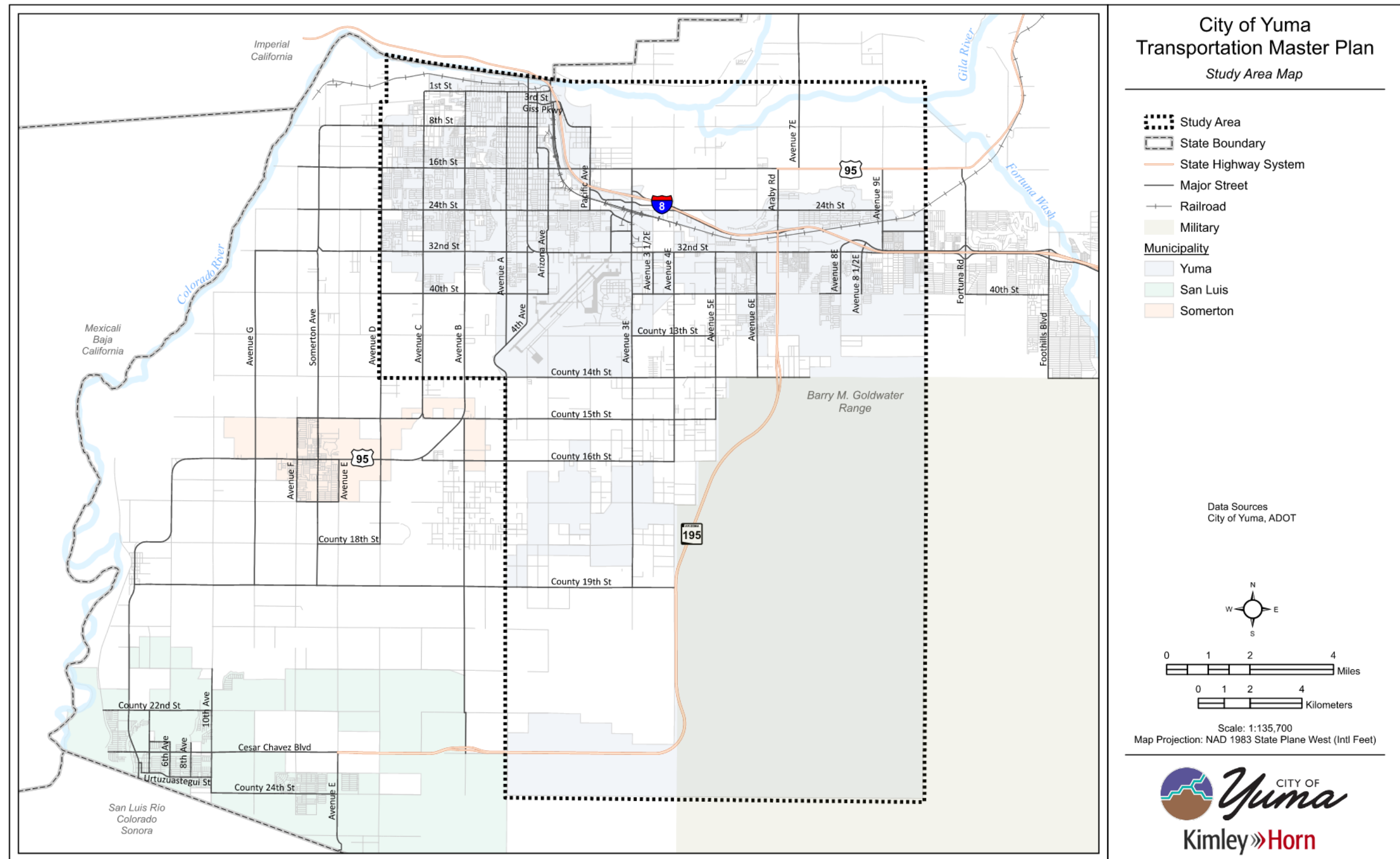


STUDY AREA

The Yuma TMP considers transportation conditions within the Yuma Metropolitan Planning Area (MPA), as shown in **Figure 9**. In total, the study area encompasses approximately 197 square miles, or 126,080 acres, which includes the Yuma city limits, portions of the Barry M. Goldwater Air Force Range (BMGR), and large agricultural areas surrounding the City. This study area boundary generally matches the study area of the 2014 TMP with some minor modifications to the western boundary.



Figure 9. Study Area



EXISTING CONDITIONS

PREVIOUS PLANNING EFFORTS

The Yuma TMP builds on previous planning efforts completed by the City, Yuma Metropolitan Planning Organization (YMPO), Yuma County, Yuma County Intergovernmental Public Transportation Authority (YCIPTA), Arizona Department of Transportation (ADOT), and other entities. Plans, policies, and recommendations that are relevant to the TMP were identified in the following previously completed documents:

- City of Yuma: Capital Improvement Program (2024)
- City of Yuma: Parks, Art, Recreation & Trails Plan (2024)
- ADOT: Vulnerable Road User Safety Assessment (2023)
- ADOT: Interstate 8 Corridor Profile Study (2023)
- City of Yuma: Traffic Impact Assessment Guidelines and Procedures (2023)
- Johns Hopkins: A National Investigation on the Impacts of Lane Width on Traffic Safety (2023)
- NACTO: Statement on the Release of the 11th Edition of the MUTCD (2023)
- YMPO: Rail/Heavy Freight Alignment Study (2023)
- ADOT: State Highway-Rail Grade Crossing Action Plan (2022)
- City of Yuma: General Plan (2022)
- YCIPTA/YMPO: Short Range Transit Plan (2021)
- YMPO: 2022-2045 Long Range Transportation Plan (2021)
- City of Yuma: Tree and Shade Master Plan (2020)
- City of Yuma: Intelligent Transportation System Strategic Plan (2020)
- YMPO: Bicycle and Pedestrian Study and Design Standards (2020)
- City of Yuma: Construction Standard Detail Drawings (2019)
- City of Yuma: Infrastructure Improvements Plan (2019)
- City of Yuma: Bikeways Plan (2018)
- City of Yuma: Transportation Master Plan (2014)

KEY TAKEAWAYS

- Past efforts made by the City and its partner agencies to develop and diversify the transportation system and various modes of transportation are evident in the consistent planning efforts made year over year.
- The roadway network is well developed in the older parts of Yuma, with most planned roadway improvements being in the south and east parts of Yuma that are rapidly developing.
- Improved east-west connectivity and better use of canals and abandoned rail corridors will help expand the bicyclist network.



- Vulnerable Road User (VRU) safety, particularly for pedestrians, is a concern. Providing additional VRU facilities and crossings as well as modifying existing policies and standards to be more VRU-friendly will help promote VRU safety.
- Continued refinements to the existing transit service are planned.

DEMOGRAPHIC PROFILE

Population, employment, demographics, and development type and intensity help define transportation needs and choices. As the population and employment grows and changes, the need for appropriate facilities to meet travel and mobility demand also grows and different travel options become necessary to fulfill those travel needs.

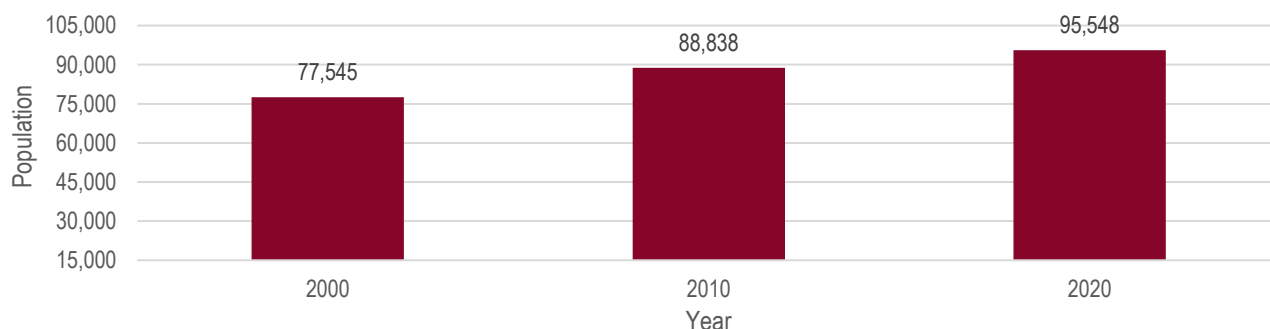
POPULATION

HISTORICAL POPULATION

Per the latest U.S. Census, the city of Yuma had a permanent resident population of approximately 95,500 people in 2020. The permanent resident population increased by approximately 2,500 people (3%) between 2010 and 2020 as shown in **Figure 10**. Preliminary estimates from the U.S Census Bureau indicate Yuma's population was 100,858 in 2023. During the winter months, seasonal visitors and workers travel from colder regions to Yuma, which can increase the city's population by upwards of 80,000 people for approximately six months of the year. **Figure 11** illustrates the population density by traffic analysis zone (TAZ) for the study area per the YMPO regional travel demand model (TDM).

Figure 12 shows the dwelling unit density by TAZ for the study area per the YMPO regional TDM. Yuma has population concentrations in the west and east portions of the study area, with a gap in the middle between Avenue 3E and Avenue 5E where there are few residents.

Figure 10. City of Yuma Historical Population



Source: U.S. Census Bureau

EMPLOYMENT

HISTORICAL EMPLOYMENT

Figure 13 shows the existing employment by TAZ, which is spread across the study area per the YMPO regional TDM. Employment history within Yuma for the most recently available 10 years is shown in **Figure 14**. In 2021, the city had a total of 43,788 jobs. From 2012 to 2021, employment in Yuma fluctuated but generally increased at a rate of 604 jobs per year.



Figure 11. Existing Population Density by TAZ

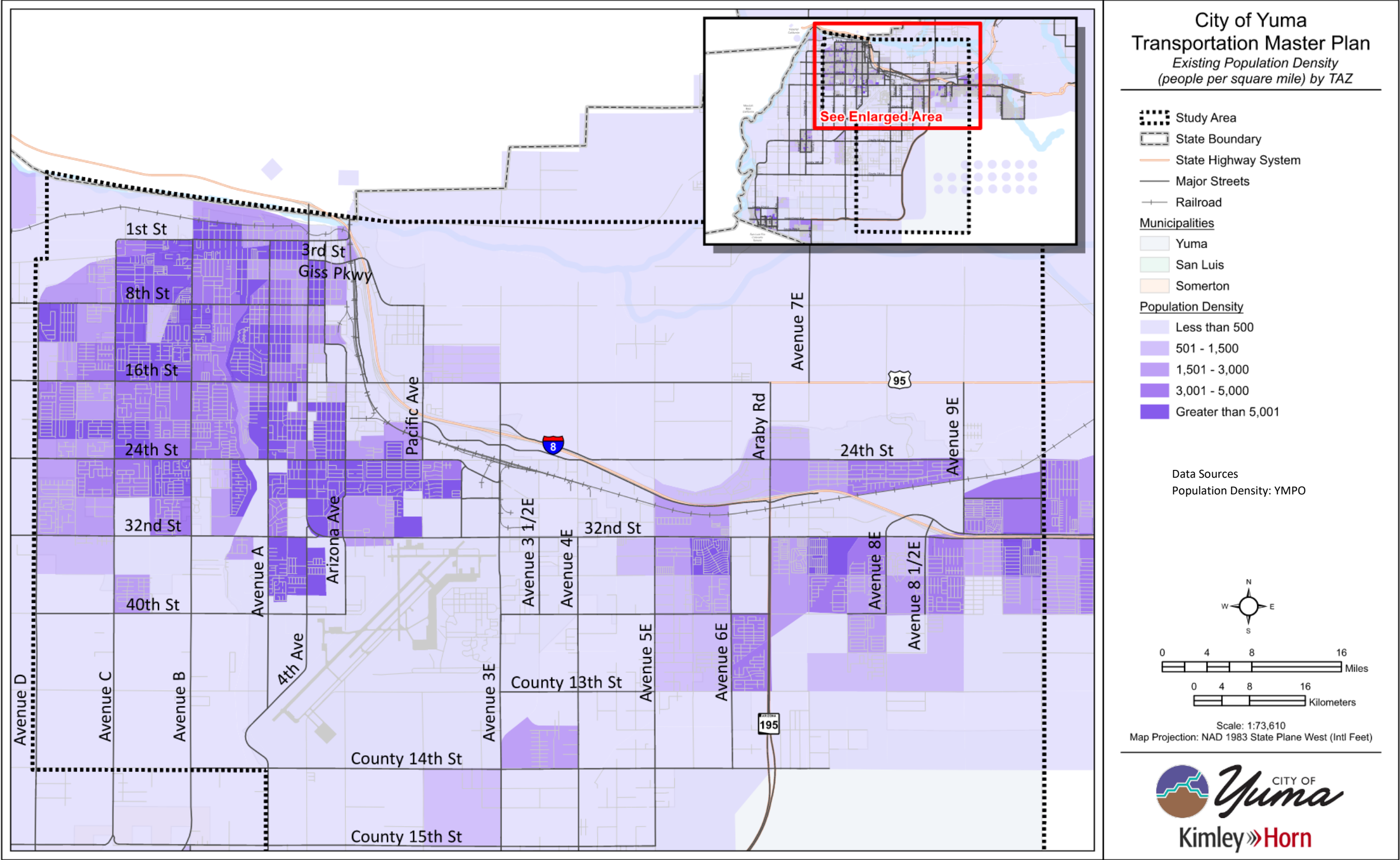


Figure 12. Existing Dwelling Units by TAZ

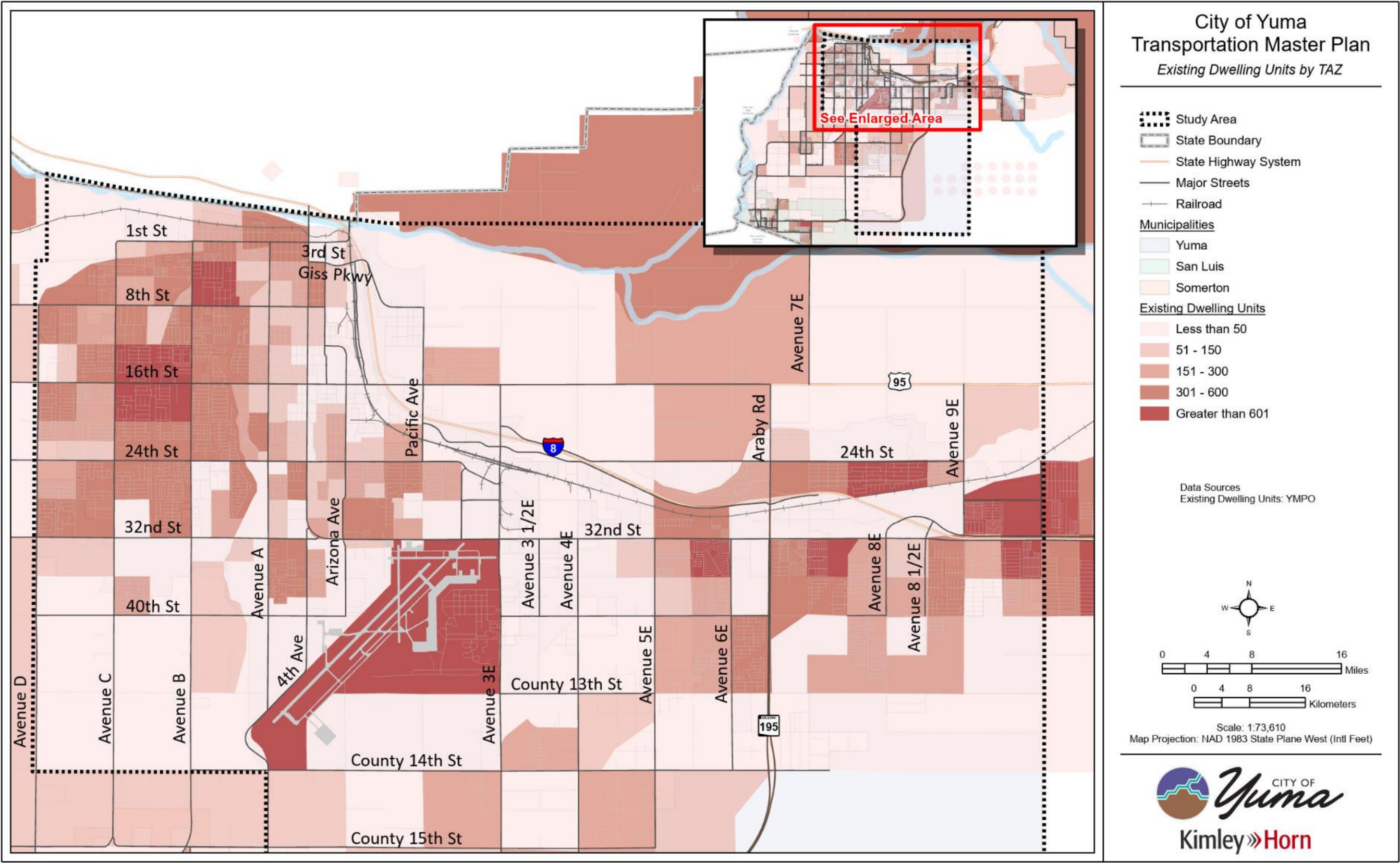


Figure 13. Existing Employment by TAZ

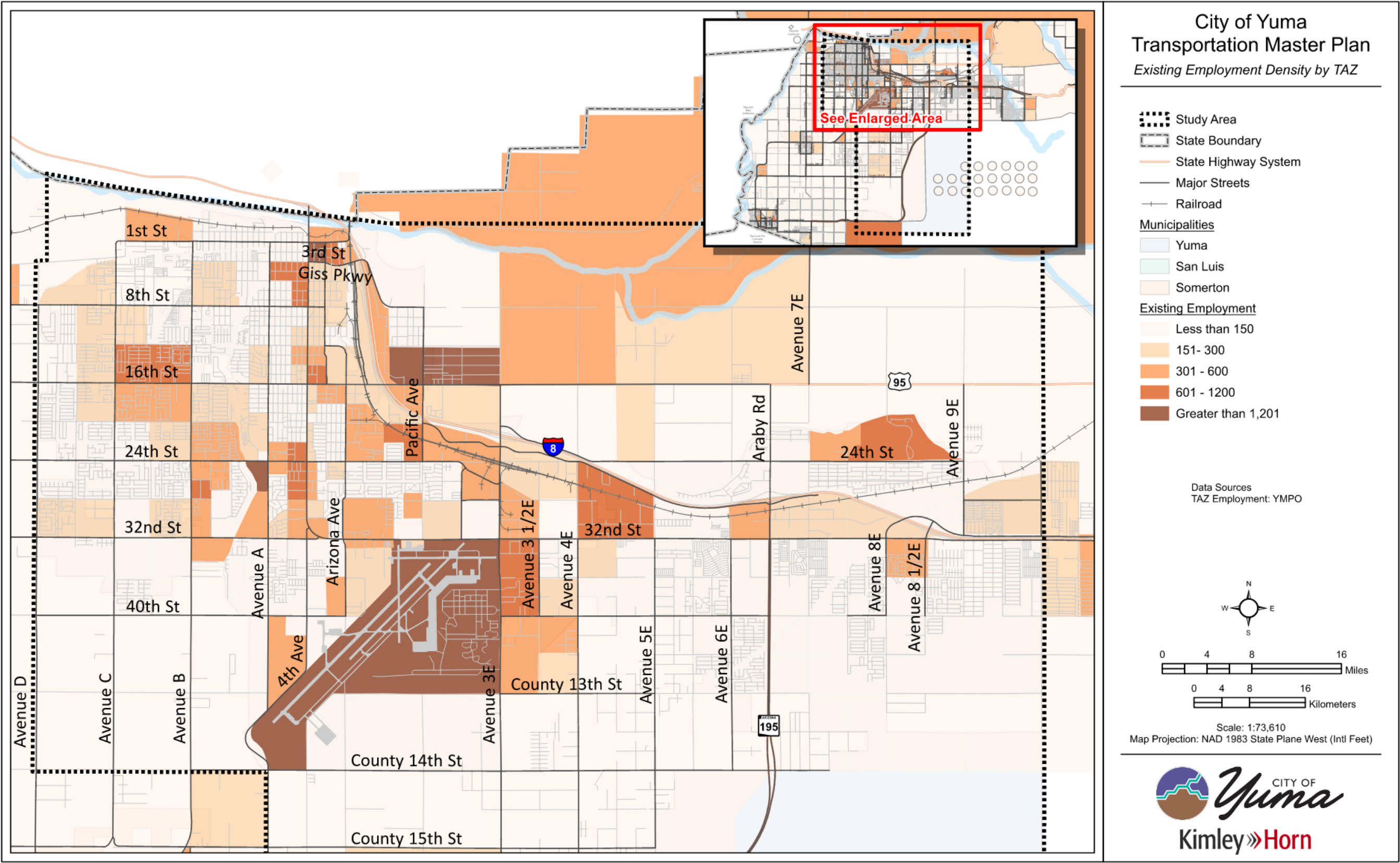
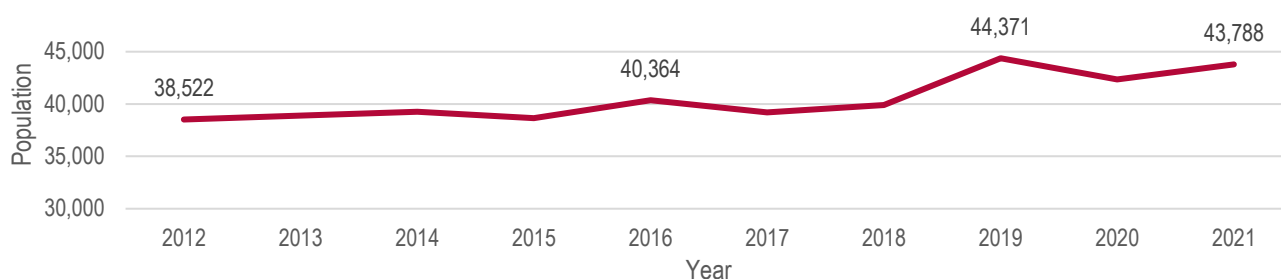


Figure 14. City of Yuma Employment (2012 – 2021)

Source: U.S. Census Bureau Longitudinal Employer-Household Dynamics (2012-2021)

LAND OWNERSHIP AND LAND USE

Land is predominantly privately owned within the study area with large portions of military, state, or federal (Bureau of Reclamation) owned land in the south and northeast portions of the study area. The Marine Corps Air Station – Yuma (MCAS-Yuma) covers a large amount of land in the center of the study area. The Barry M. Goldwater Range (BMGR), a military testing site, encompasses most of the southeast area of the region. Tribal reservation land is established to the north and to the west of the study area. Outside of metropolitan Yuma, private land is predominantly agricultural. Land ownership is illustrated in **Figure 15**.

Land use as illustrated in the City's General Plan (2022) is shown in **Figure 16**. Agricultural land use encompasses most of the land use within the study area at approximately 27%. This is followed by low density residential at 17% and rural density residential at 15%. Much of the agricultural land use is located near the borders of the study area. Residential land uses are more centrally located with surrounding uses including commercial, mixed use, and industrial. Commercial land uses are typically adjacent to the major roadways in the study area. Industrial land uses are concentrated along I-8 and around MCAS-Yuma. BMGR and MCAS-Yuma are the largest public/quasi-public land uses in the study area.

TRAVEL TRENDS

STUDY AREA COMMUTE PATTERNS

It is important to understand the relationship between employment and commuting in Yuma to better support commuters that live inside and outside the city. There are an estimated 15,063 study area residents who travel outside the study area for work or school, 21,496 people who work in the study area but live elsewhere, and 22,292 workers who both live and work in the study area. Many of those employed in the study area live within 10 miles of their place of work (approximately 70%). An appreciable number of workers are commuting to or from Somerton, San Luis, and Wellton.

Analysis of commuting modes over time shows that driving alone is the predominant means of travel to work, with 76% of Yuma commuters driving alone in 2022. Carpooling accounted for the next largest mode of transportation used to travel to work. Work from Home is believed to have increased significantly since 2019 due to the COVID-19 pandemic's impacts on in-person work.



Figure 15. Land Ownership

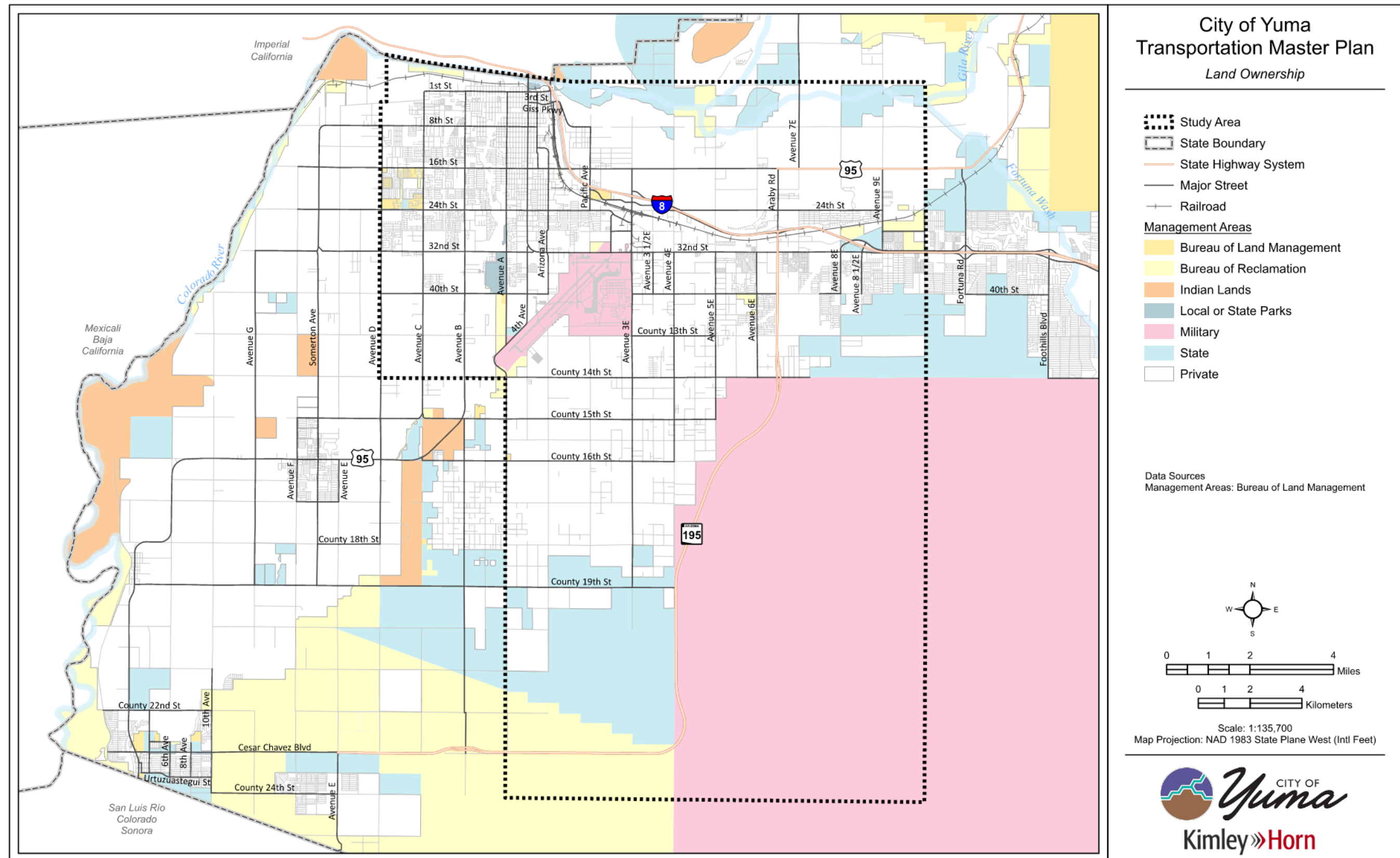
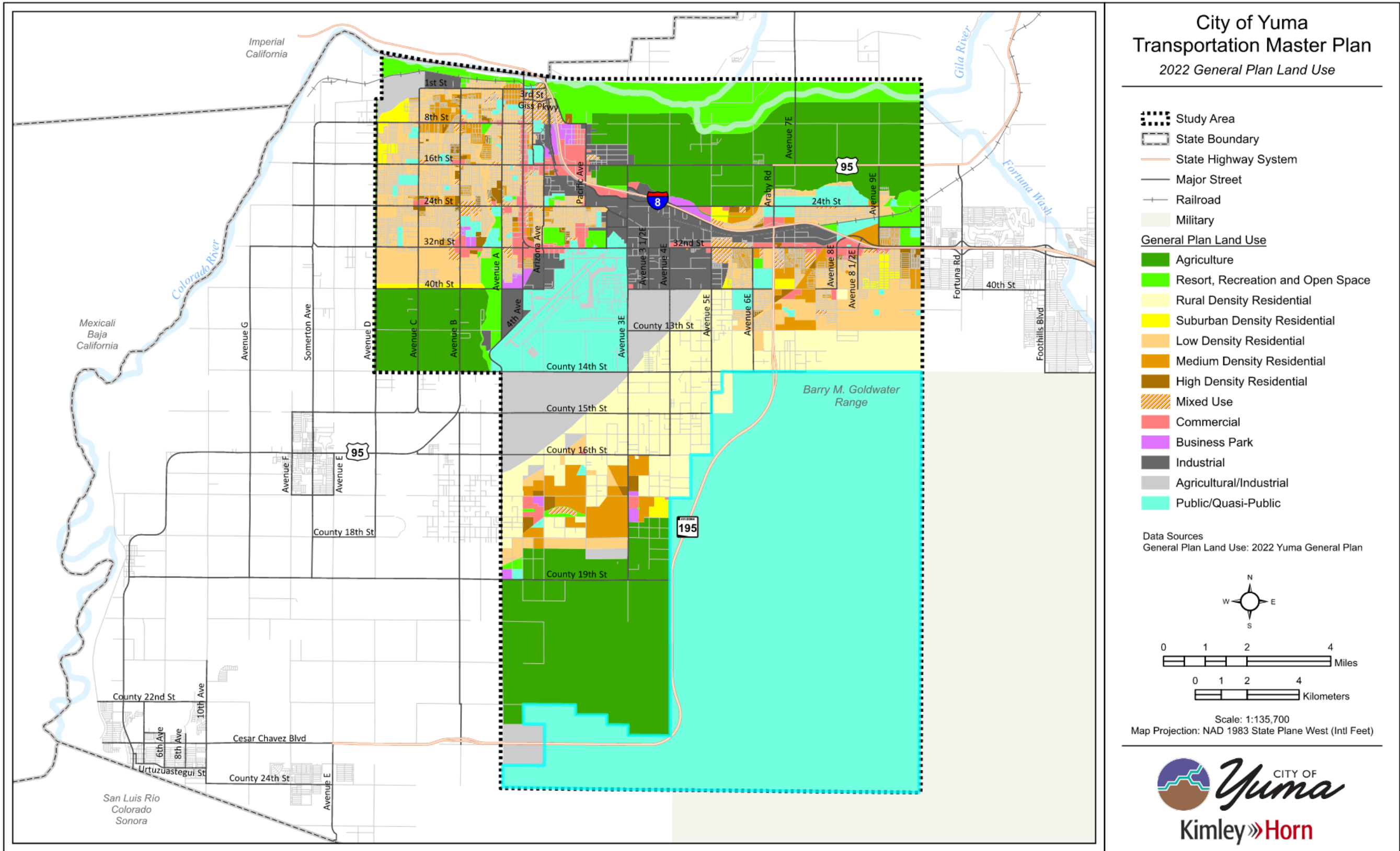


Figure 16. Land Use



SEASONAL IMPACTS ON TRAFFIC

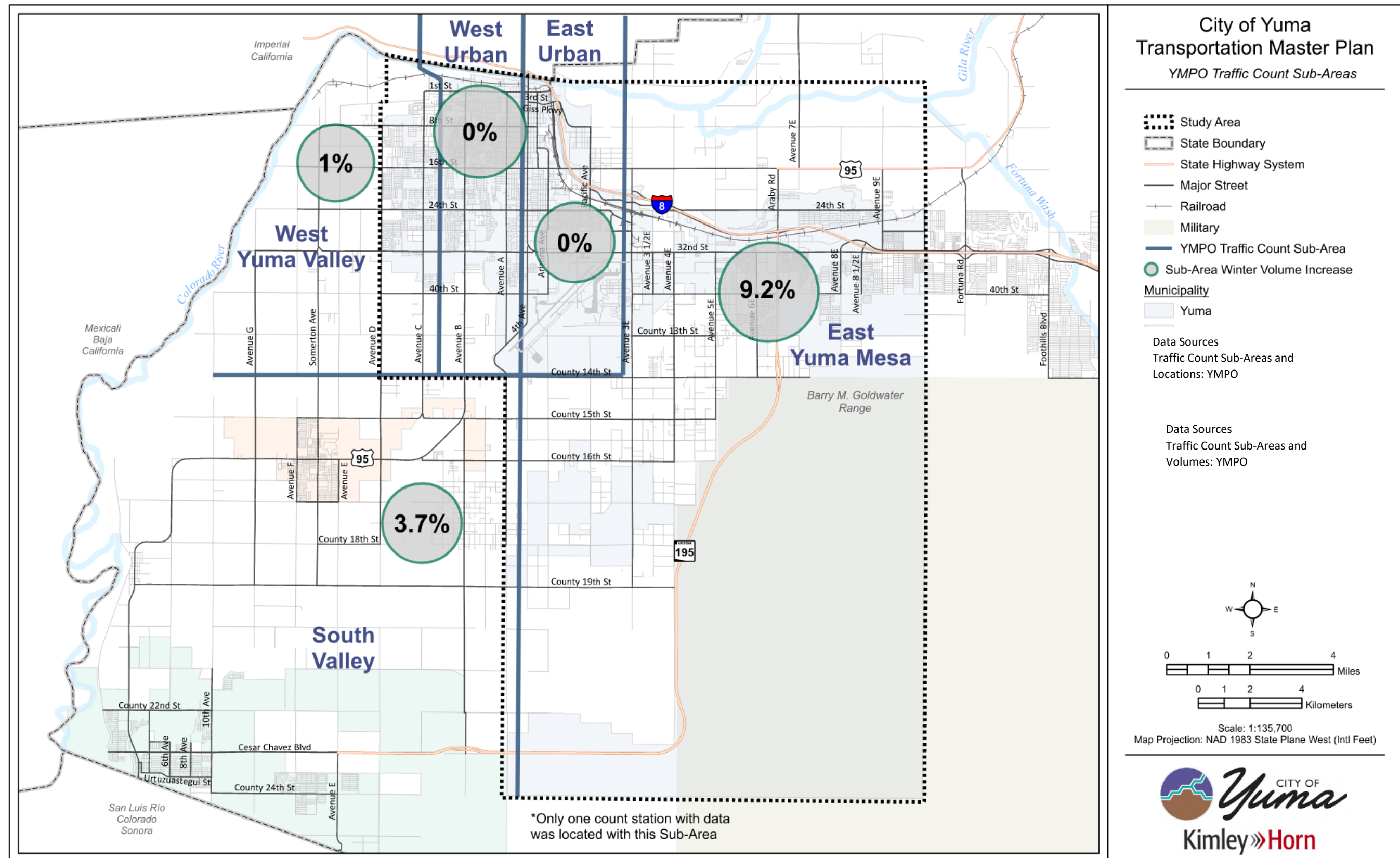
Due to mild winter weather and agricultural harvesting seasons, Yuma experiences seasonal increases in traffic in the winter. To understand the impact of seasonal traffic, YMPO daily traffic counts within the study area were reviewed to obtain daily traffic counts for February 2023 (winter) and July 2023 (summer). The traffic volumes estimated by the YMPO TDM currently represent an average of the summer and winter volumes as the model is calibrated to approximate the average of the summer and winter traffic counts obtained by YMPO. Recognizing that this methodology reflects average traffic conditions instead of peak traffic conditions, a sensitivity analysis was conducted to compare winter season traffic counts to the average condition traffic volumes estimated by the YMPO TDM so that growth factors could be applied to the YMPO average condition traffic volumes to develop estimated winter peak traffic volumes. **Figure 17** illustrates the percentage change between the winter season traffic count volumes and the YMPO TDM volumes within each of the traffic count sub-areas in Yuma that YMPO uses to organize traffic counts, as noted in YMPO's *Traffic Counts Network Study* (2019). The increase in winter season traffic count volumes compared to YMPO model average condition volumes is smaller, closer to the urban core of the city and greater farther away from the urban core. This phenomenon is attributed to the fact that most of the winter visitors and agricultural activities are located more along the edges of Yuma rather than in its urban core.

KEY TAKEAWAYS

- The population and job markets have been steadily growing and will likely continue to increase into the long-term future.
- Land ownership in the Yuma area is diverse, serving agricultural, tribal, federal, military, and private entities and residents, who all influence the transportation network within the study area.
- Most commuters in the study area drive alone to work, with carpooling being the second largest mode of commuting.
- Seasonal traffic has an impact on the roadway network and both average and peak traffic conditions should be evaluated.



Figure 17. Sub-Area YMPO Winter Traffic Count Change Compared to YMPO Model Estimated Average Condition Volumes



HEALTH ASSESSMENT

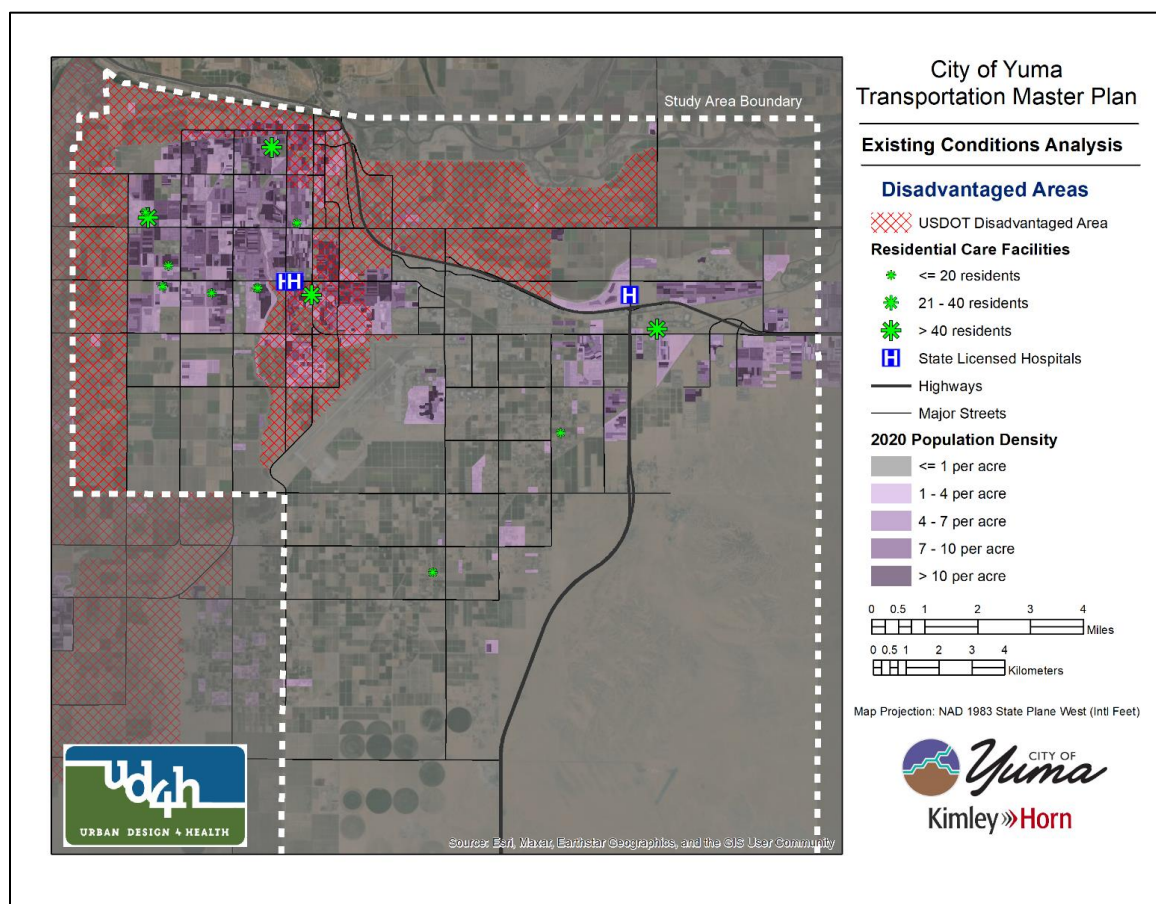
This section reviews current transportation-related community health conditions and community design factors that promote healthy communities within the city of Yuma. A modeling process was established to estimate current health conditions at the neighborhood level. Current health-related accessibility conditions were investigated using spatial data for local transportation networks, bike facilities, parks, health care facilities, and air quality data.

CURRENT HEALTH-RELATED ENVIRONMENTAL CONDITIONS

AREAS OF PERSISTENT POVERTY AND HISTORICALLY DISADVANTAGED COMMUNITIES

The USDOT defined [Areas of Persistent Poverty and Historically Disadvantaged Communities](#) at the census tract level as a census tract that has a poverty rate of at least 20%. These areas (shown in red checkered polygons in **Figure 18**) show locations within the Yuma study area that qualify as Areas of Persistent Poverty and Disadvantaged Communities. In the study area, approximately 30,700 adults (ages 18 and over), or 20% of the adult population, live in persistent poverty and/or historically disadvantaged areas.

Figure 18. Areas of Persistent Poverty and Historically Disadvantaged Communities

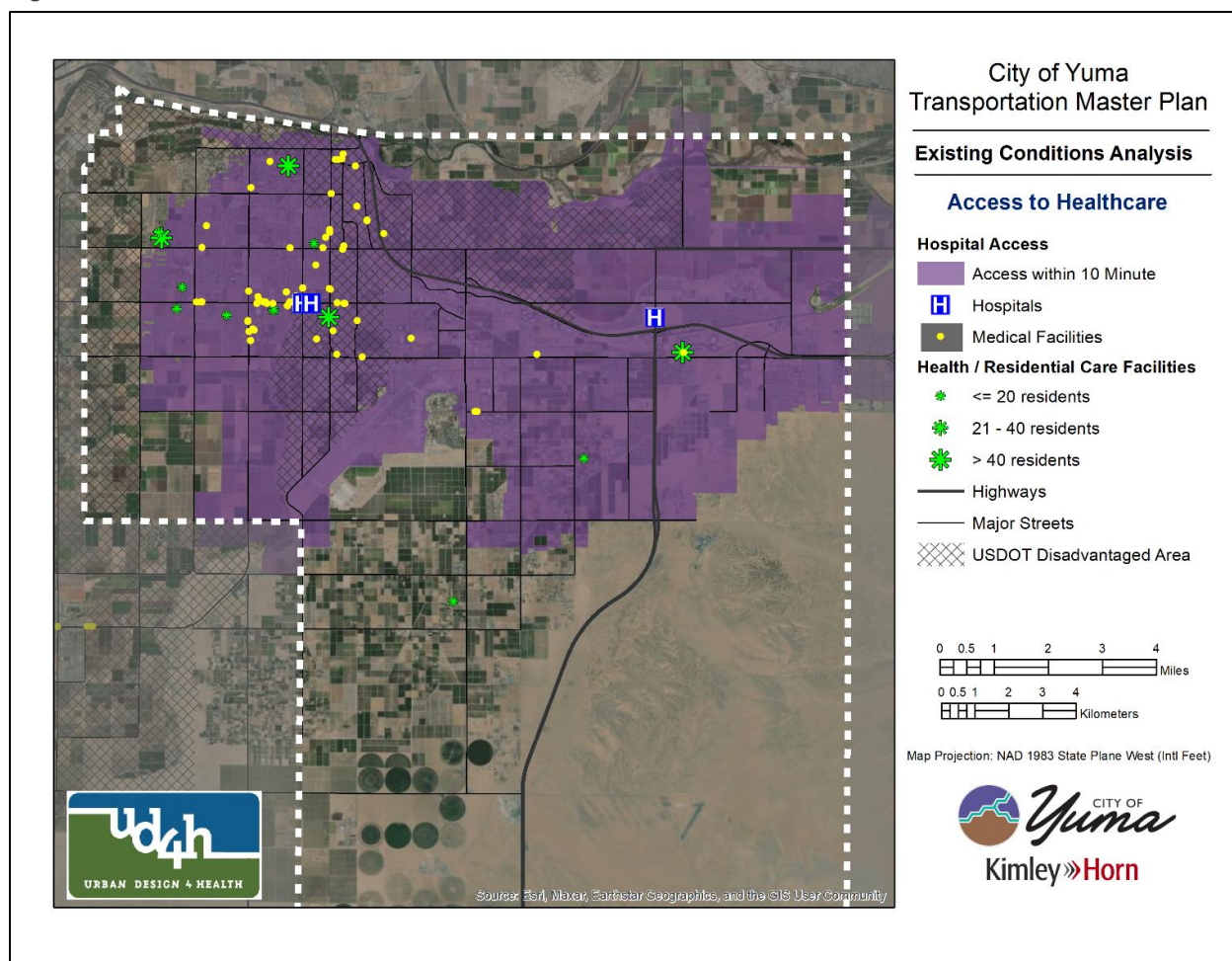


VEHICLE ACCESS TO HEALTHCARE

Purple areas in Figure 19 show locations where most Yuma residents can access at least one of the two hospital campuses within a 10-minute drive, including most of the populated disadvantaged areas. All the populated study area is within a 20-minute drive of a hospital. These statistics suggest that Yuma residents have better hospital access than the U.S. average.

Other state-licensed medical facilities, such as doctor offices, clinics, and outpatient centers (yellow dots), cluster around the Yuma Regional Hospital complex. Fewer medical facilities are available in the eastern and southern portions of the city, indicating that residents in those areas likely travel further than 15 minutes to access non-emergency health care.

Figure 19. Vehicle Access to Healthcare



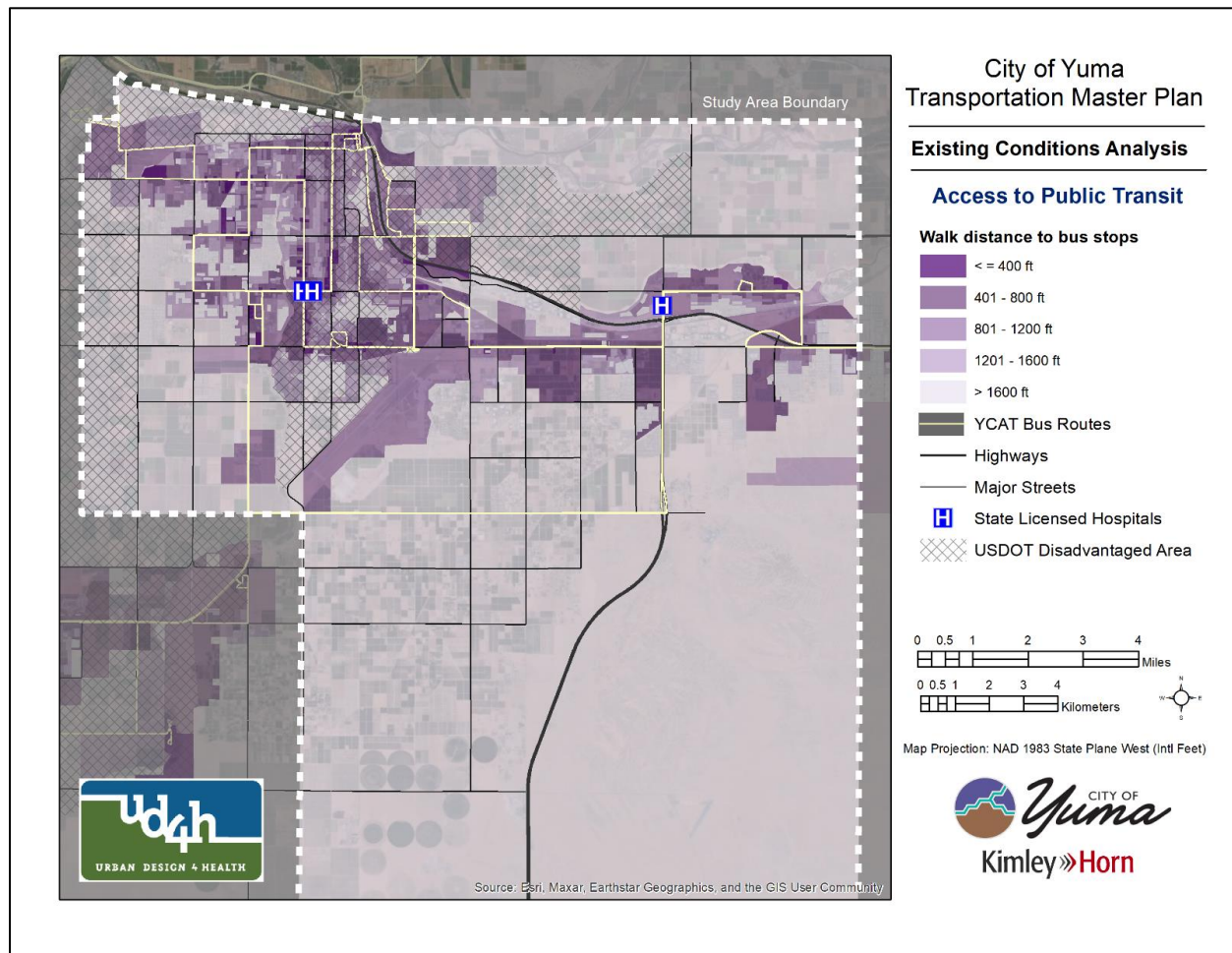
ACCESS TO TRANSIT

Yuma County Area Transit (YCAT) operates fixed route, vanpool, and demand responsive bus services throughout Yuma and surrounding areas. Easy access to transit allows access to jobs and health care, promotes active transportation alternatives, and supports individuals with limited mobility options.

Approximately 37% of the Yuma population (and 46% of the disadvantaged population) lives in neighborhoods with walking access (within 1/4 mile) to at least one fixed route bus stop. **Figure 20** shows walking access buffers in the study area.

Fixed route access does not extend to lower populated areas in the southern portion of the study area.

Figure 20. City of Yuma Access to Transit

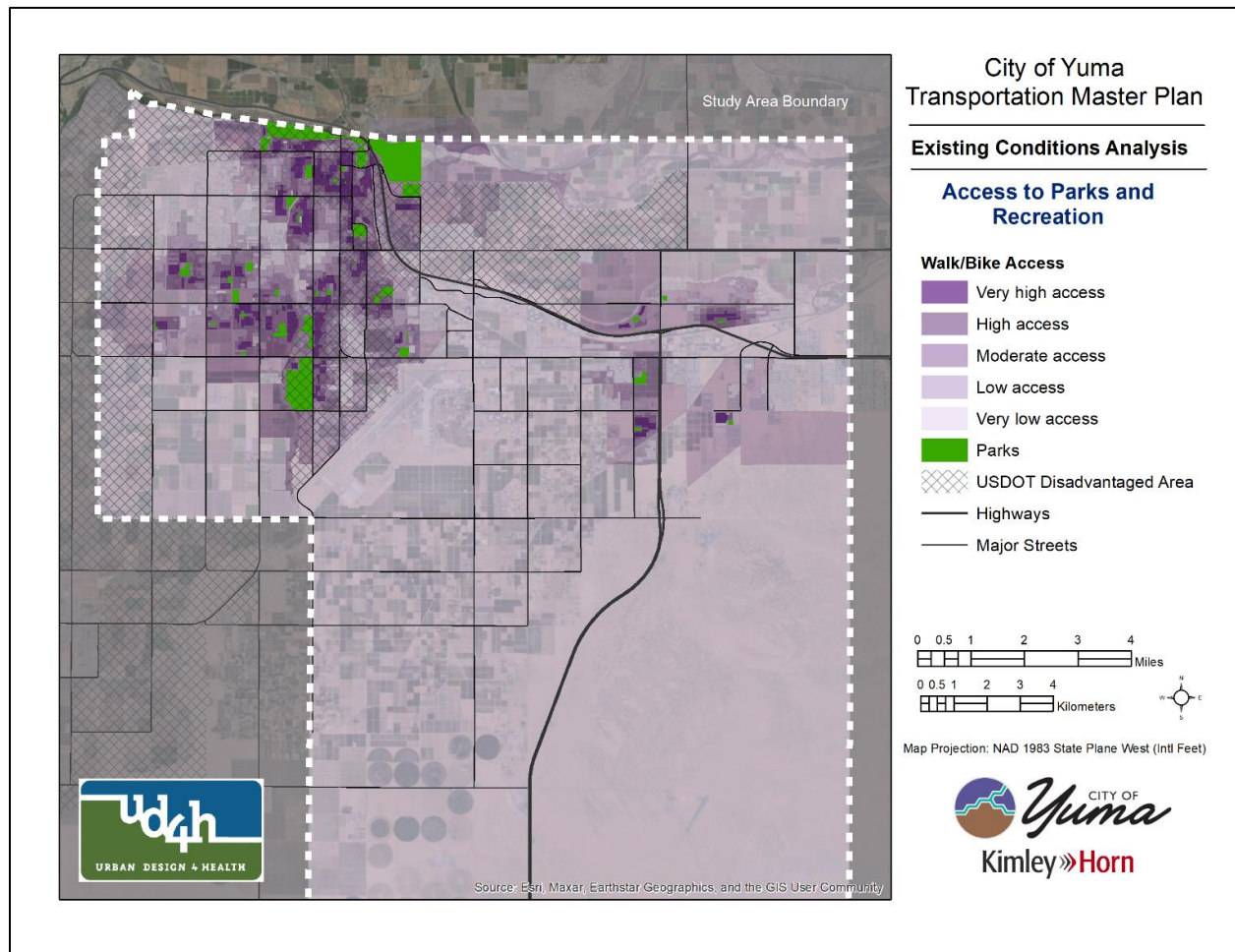


ACCESS TO PARKS AND RECREATION

The City of Yuma Parks and Recreation Department operates and maintains parks and recreational programs throughout the city. The health benefits of parks and recreational programs are well documented. An Urban Institute study - "[The Health Benefits of Parks and their Economic Impacts](#)" - highlights many of these benefits. **Figure 21** shows the walking/biking access distance to parks for neighborhoods surrounding the parks.

Approximately 37% of the Yuma population (and 58% of the disadvantaged population) lives in neighborhoods with walking/biking access of ½-mile or less to at least one park. Park access is limited east of Avenue 3E.

Figure 21. City of Yuma Access to Parks

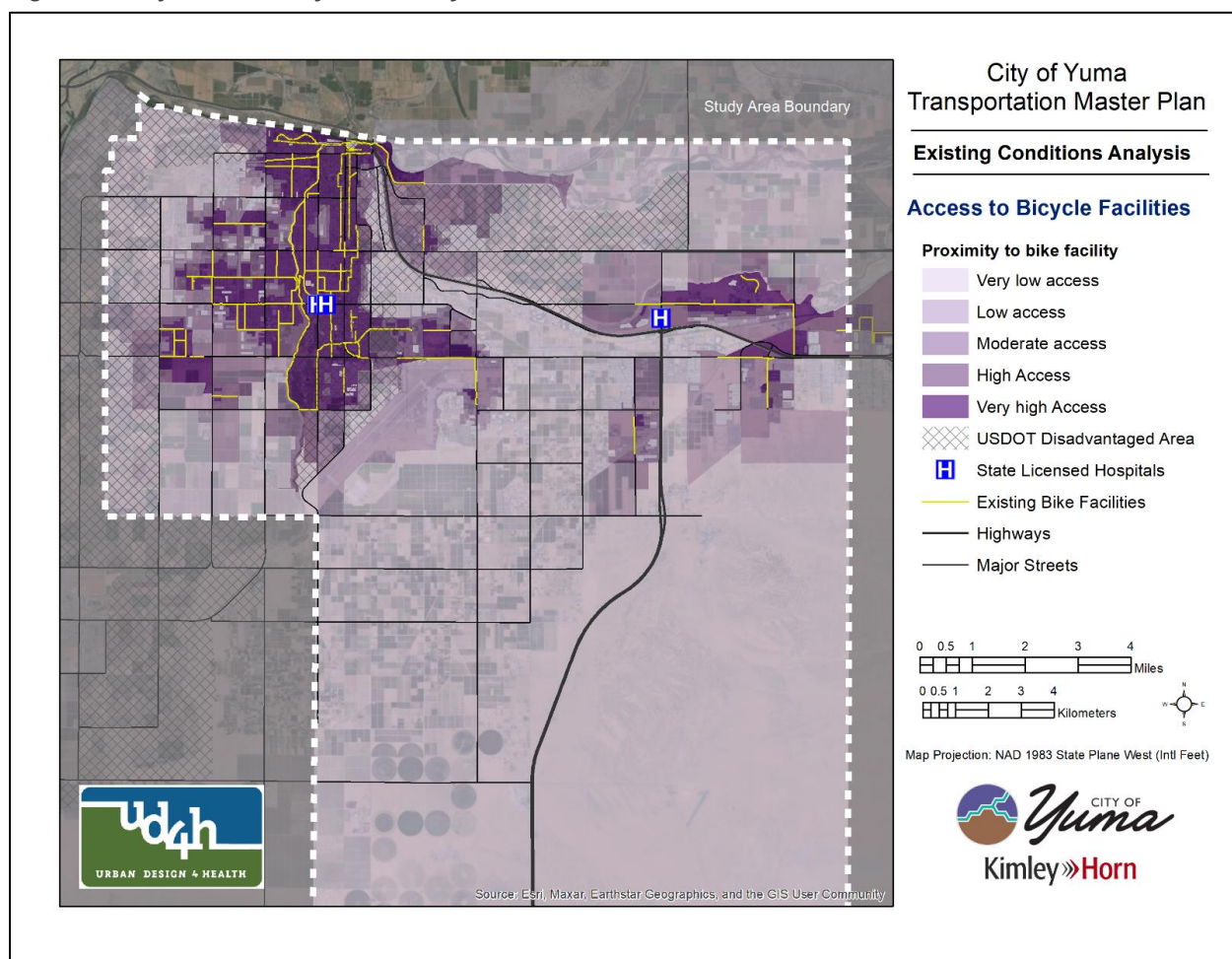


ACCESS TO BICYCLIST FACILITIES

Yuma bicyclist facilities and areas of bicyclist facility access are shown in **Figure 22**. Using an index that includes the presence of bicyclist facilities and levels of physical safety, the map's darker areas are locations with good access.

Approximately 47% of Yuma's population (and 60% of the disadvantaged population) lives in neighborhoods within ½-mile network access to a separated or shared bicyclist lane. Bicyclist facility access is limited east of Avenue 3E.

Figure 22. City of Yuma Bicyclist Facility Access



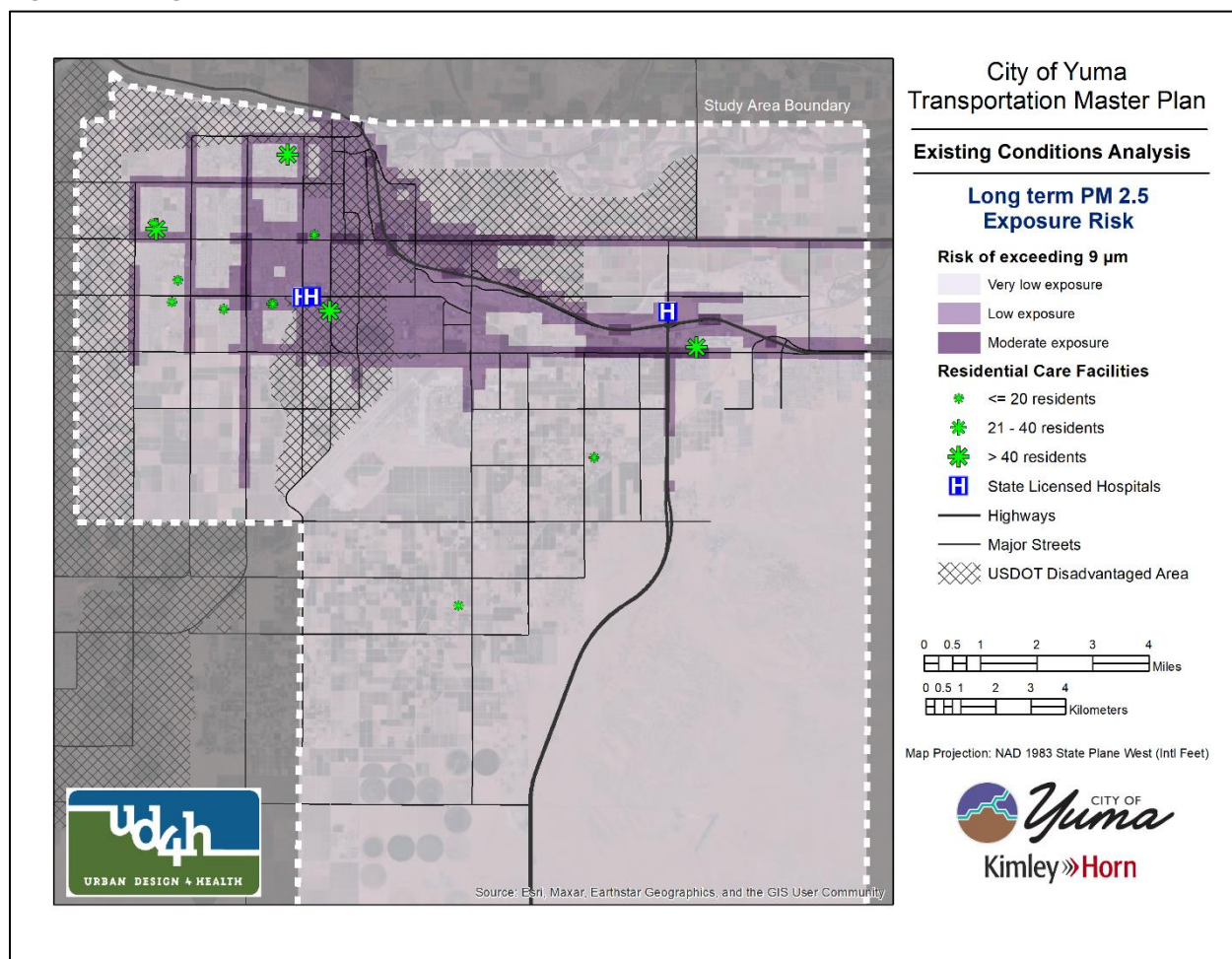
EXPOSURE TO TRANSPORTATION-RELATED AIR POLLUTION

The study area was evaluated using a "sketch" air quality modeling software called the Community Line Source Model (C-LINE). It helps assess potential locations of greater community exposure to emissions. It includes dispersion methods to estimate concentrations throughout a community. At-risk populations include older adults with chronic heart or lung conditions and young children.

The U.S. Environmental Protection Agency's (EPA) fine particulate matter (PM^{2.5}) [standard](#) had been 12 micrograms per cubic meter (µg/m³) since 2012 but has recently changed to 9 µg/m³. The average annual background concentration of PM^{2.5} in Yuma County is 7.9 µg/m³. Most of the study area is at low risk, but some places are close to the EPA's new limits. **Figure 23** shows C-LINE estimated PM^{2.5} concentration areas in the Yuma study area. Areas in darker purple are currently estimated to be at moderate risk of unhealthy PM^{2.5}.

It should be noted that Yuma is in nonattainment PM¹⁰. Transportation-related PM¹⁰ is only one component of all PM¹⁰, primarily related to unpaved roadways and sand/dust disrupted by vehicle traffic.

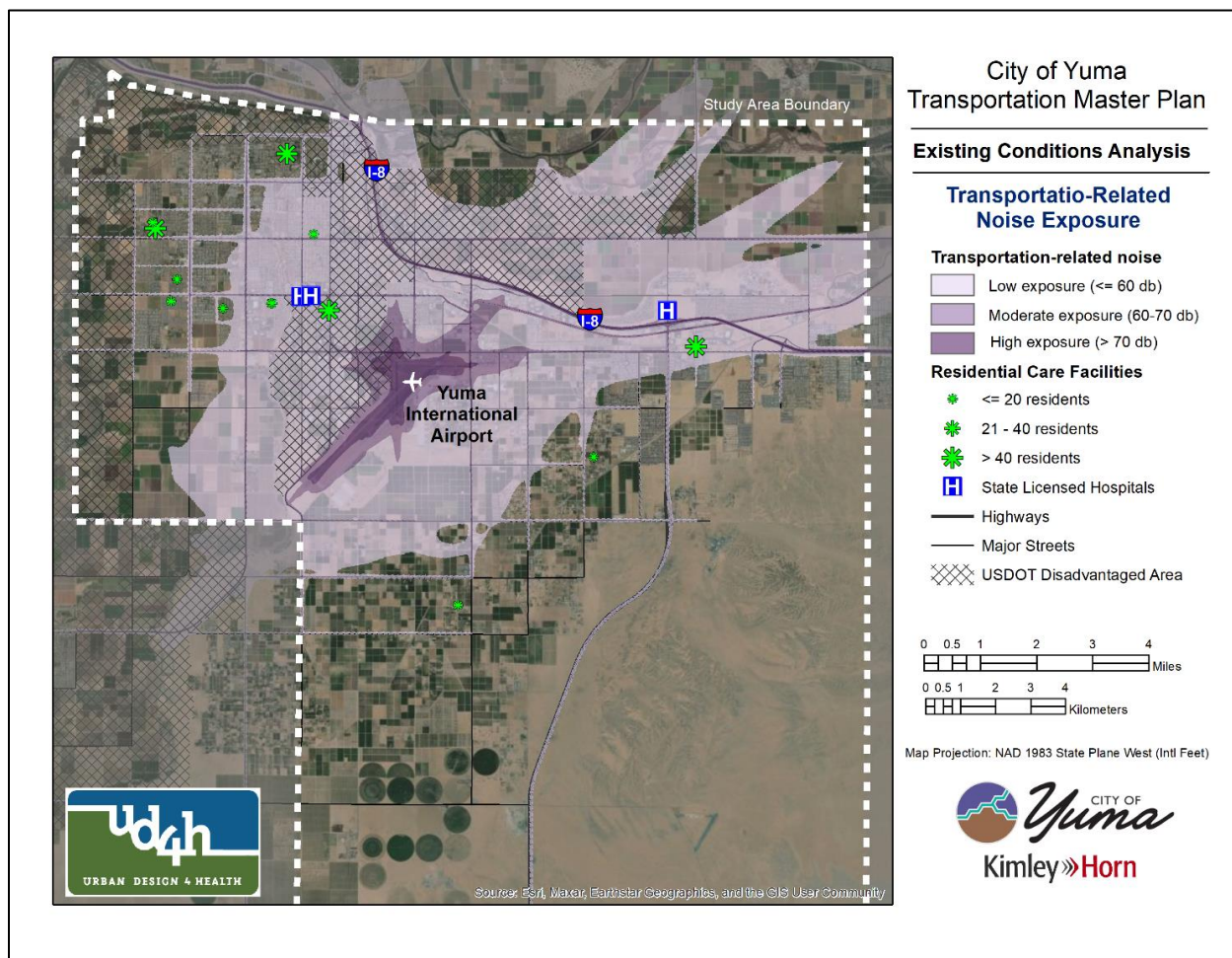
Figure 23. Long-term Transportation-Related PM_{2.5} Exposure Risk



EXPOSURE TO TRANSPORTATION-RELATED NOISE

Transportation-related noise is recognized as a health risk due to its impact on sleep and long-term hearing loss, among other factors. In the Yuma study area, the primary noise risks, including areas with long-term exposure to 70 decibels or more, are centered around the MCAS-Yuma/Yuma International Airport. **Figure 24** shows noise exposure from the Bureau of Transportation Statistics Noise Map. Some of the Casa de Encanto neighborhoods near the MCAS-Yuma/Yuma International Airport may experience high noise exposure risk.

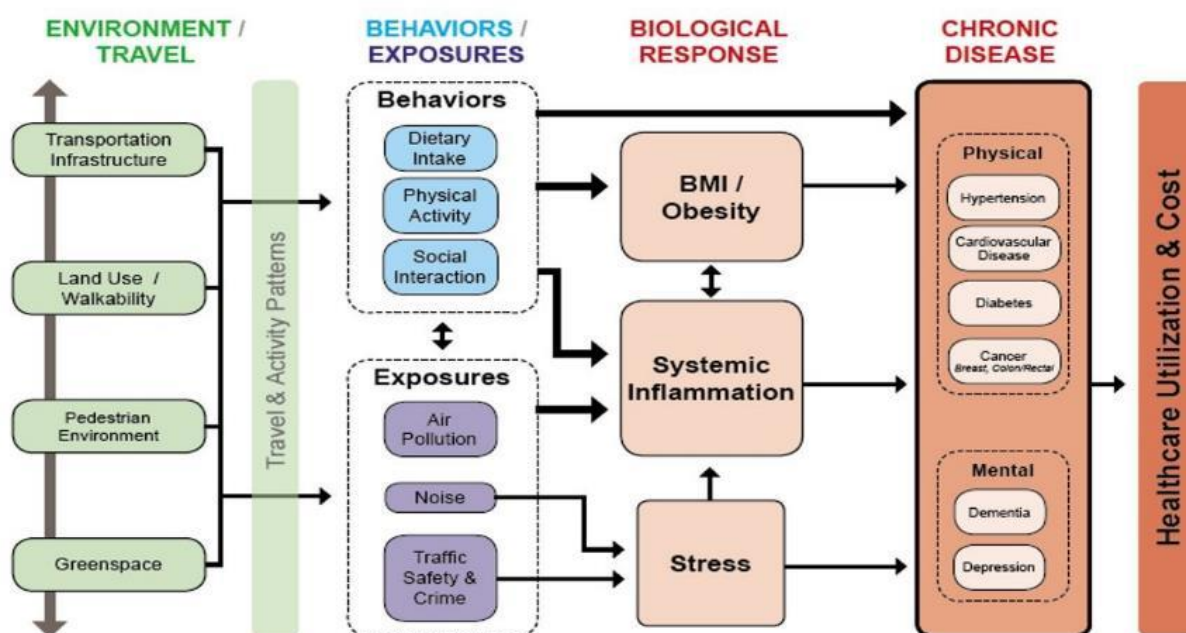
Figure 24. Transportation-Related Noise Exposure



TRANSPORTATION AND COMMUNITY HEALTH

The associations between land use, transportation, and community health are complex: individual lifestyles and daily activities are influenced by local built environments that provide opportunity and accessibility. A growing body of evidence suggests that health-focused community investments can have sustained broad-reaching population-level health benefits for people who live, work, go to school, and play in those communities. **Figure 25** describes the pathways from environment/travel options that affect behaviors, exposures, biological responses, and chronic health conditions. On average, more isolated and car-dependent communities typically have higher percentages of adults with chronic disease and a higher average body mass index (BMI).

Figure 25: Linkages Between the Built Environment and Community Health



Source: UD4H

HEALTHY COMMUNITY CHARACTERISTICS

Community characteristics and design components that promote a culture of health, wellbeing, and a sense of community include establishing inviting communities that encourage active travel and physical activity, provide physical safety, provide access to healthy goods and services, offer protection from environmental exposure, and encourage social connections.

CURRENT ESTIMATED TRANSPORTATION-RELATED COMMUNITY HEALTH CONDITIONS

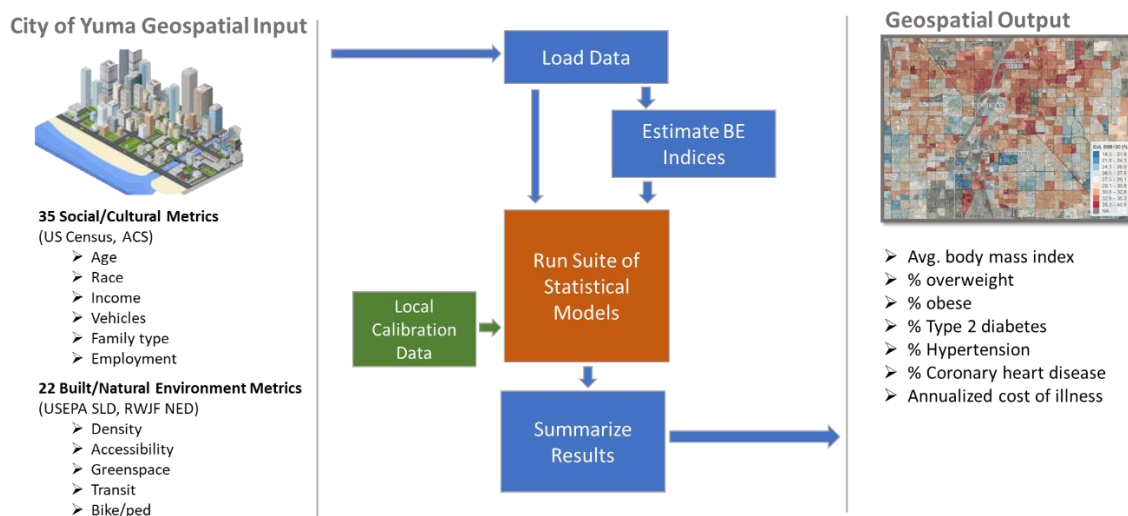
The causes and risks of having a chronic disease are many, interrelated, and complex. The risk of having one of the health-related conditions presented below can be reduced through lifestyle choices (e.g., being physically active, having healthy food availability, eating healthily, and not being overweight or obese). The ease of making the healthier choice is impacted by how communities are designed (e.g., transportation options, proximity and connectivity of different land uses, and access to greenspace). The National Public Health Assessment Model ([N-PHAM](#)) was



developed by Urban Design 4 Health (and customized for the City of Yuma study area) to assist in understanding how the built environment currently affects community health and how future transportation alternatives might affect future conditions.

Figure 26 shows the basic N-PHAM data flow where neighborhood-level social data are combined with built environment data and processed through a suite of statistical models to forecast community health conditions. Baseline health outcomes and health surveys from the 2020 California Health Interview Survey ([CHIS](#)) and the US Centers for Disease Control and Prevention's 2020 Behavioral Risk Factor Surveillance System ([BRFSS](#)) were used to develop and calibrate model estimates.

Figure 26: N-PHAM Model Data Inputs and Outcomes



The following pages show estimated outcomes from N-PHAM using baseline data from the City of Yuma, the Centers for Disease Control, and other sources.

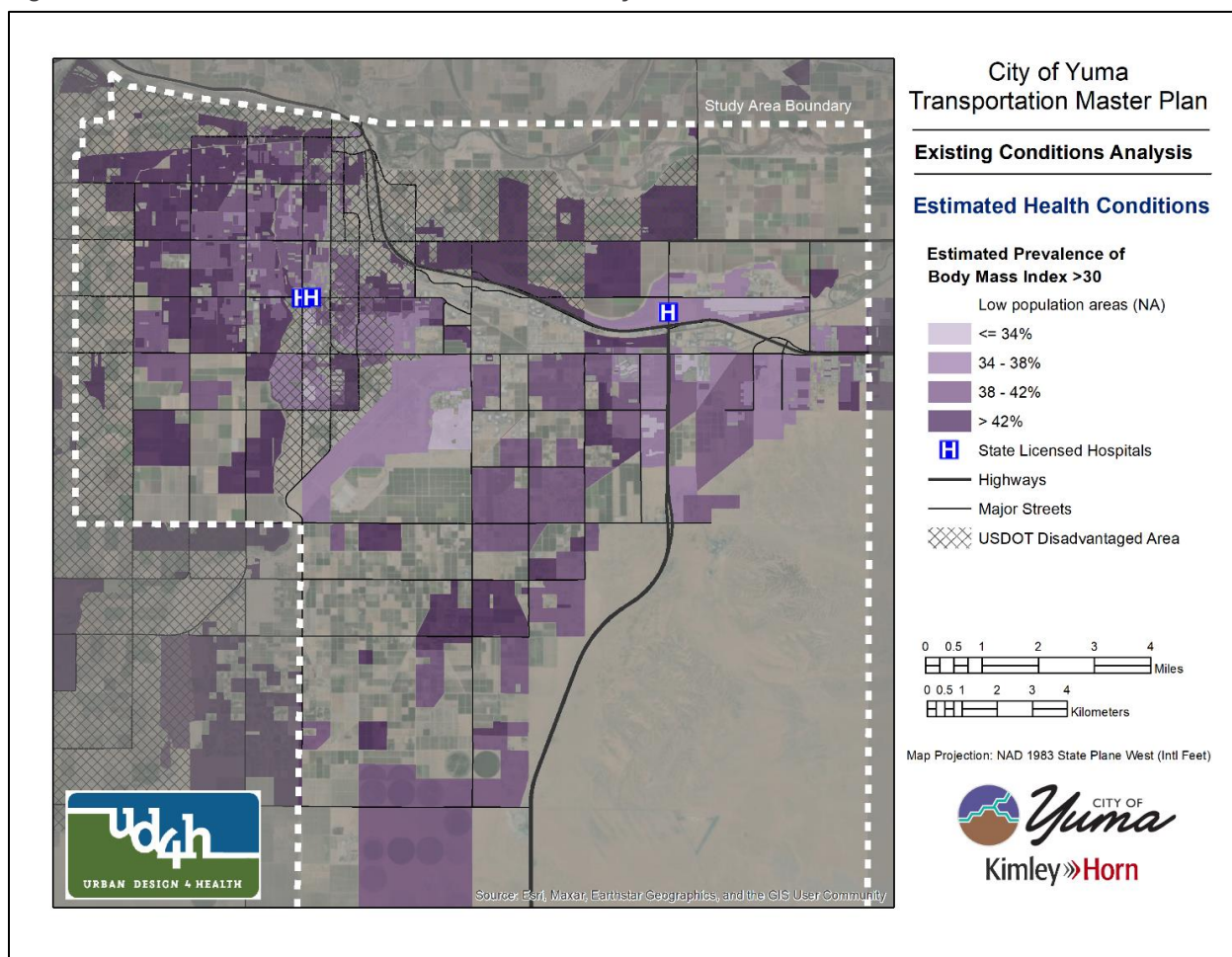


ESTIMATED BASELINE HEALTH CONDITIONS: BODY MASS INDEX >30

Over 40% of U.S. adults (2017 – 2020) are obese, based on a body mass index (BMI) greater than 30. Being obese is a serious risk factor for all causes of death, other chronic diseases, and a low quality of life. Having a healthy weight is impacted by diet, physical activity, and many other factors.

Approximately 37% of the Yuma adult population (and also 37% of the disadvantaged adult population) is estimated to have a body mass index greater than 30. **Figure 27** illustrates the N-PHAM estimated adult prevalence of body mass index greater than 30.

Figure 27. N-PHAM Estimated Adult Prevalence of Body Mass Index Greater Than 30

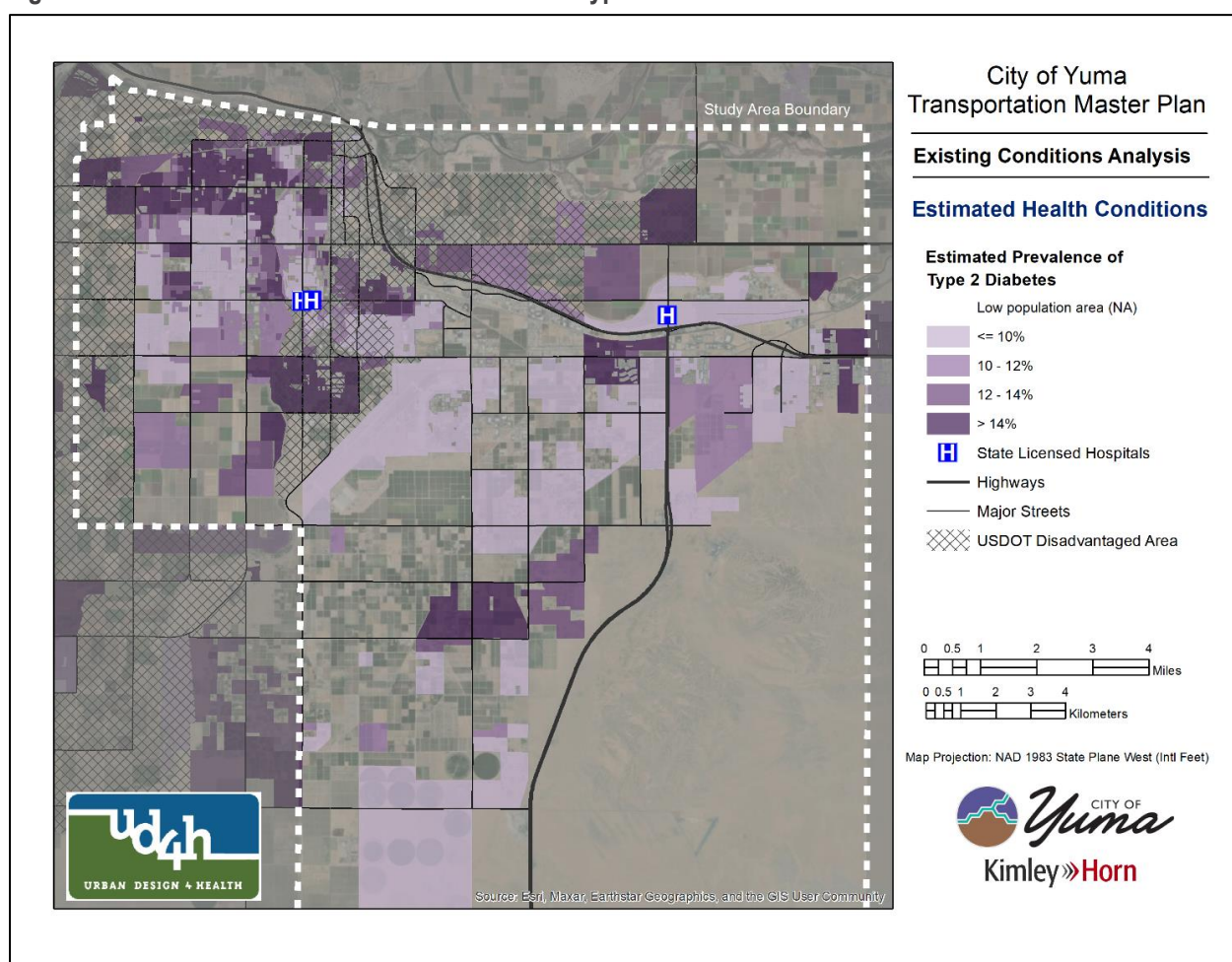


ESTIMATED BASELINE HEALTH CONDITIONS: TYPE 2 DIABETES

Over 30 million people (~10%) in the U.S. are estimated to have diabetes, which is the eighth leading cause of death in the U.S. According to the U.S. Centers for Disease Control and Prevention, people with diabetes have a body that doesn't "make enough insulin or can't use it as well as it should. When there isn't enough insulin or cells stop responding to insulin, too much blood sugar stays in your bloodstream. Over time, that can cause serious health problems, such as heart disease, vision loss, and kidney disease." Lifestyle choices and other conditions can impact whether and when Type 2 diabetes occurs. These include not being overweight, eating healthily, and being regularly physically active. How communities are designed can make it harder or easier for people to live healthier lives.

Approximately 10% of the Yuma adult population (and 12% of the disadvantaged adult population) is estimated to have been diagnosed with Type 2 diabetes. **Figure 28** illustrates the N-PHAM estimated adult prevalence of Type 2 diabetes.

Figure 28. N-PHAM Estimated Adult Prevalence of Type 2 Diabetes



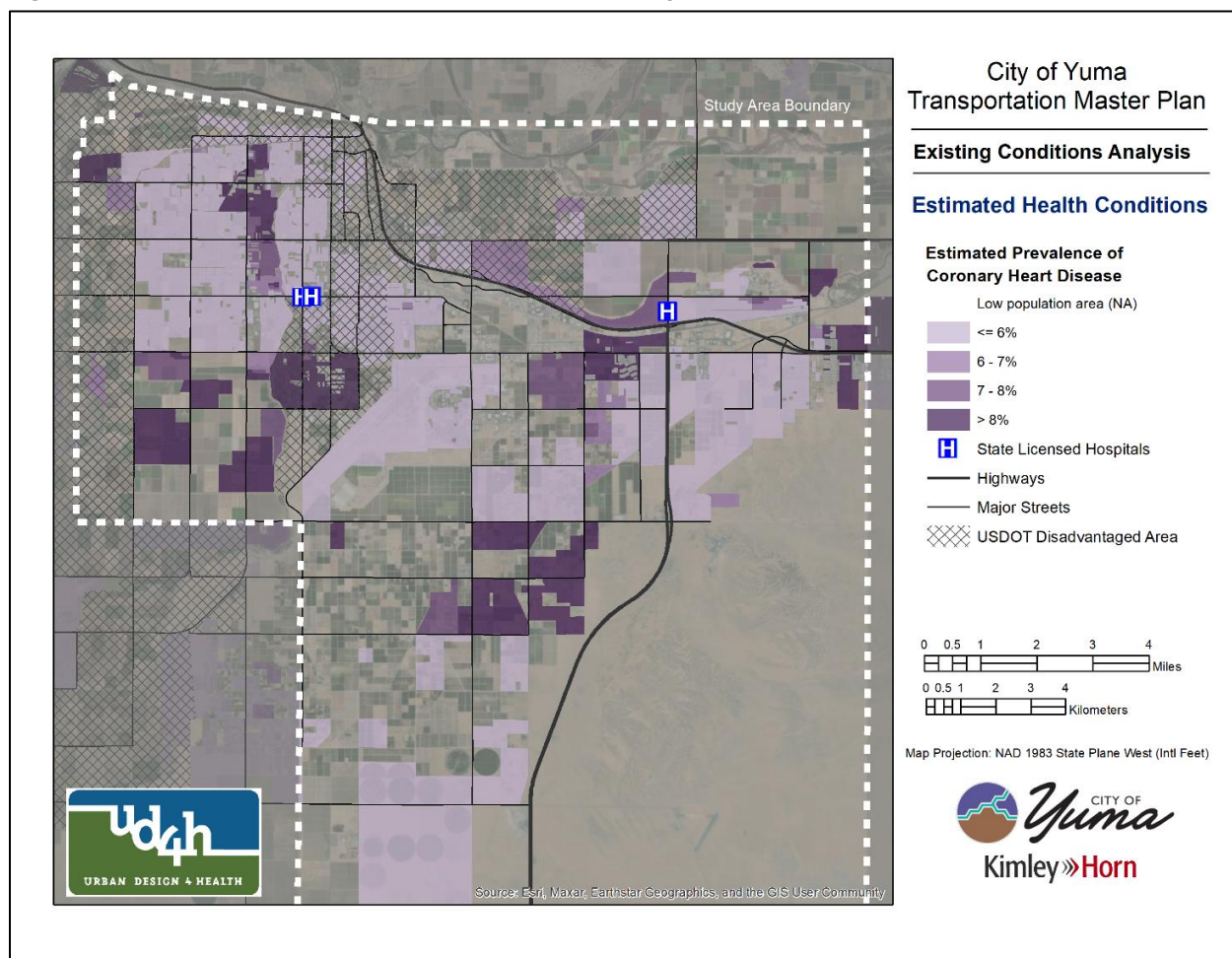
ESTIMATED BASELINE HEALTH CONDITIONS: CORONARY HEART DISEASE

Coronary heart disease (CHD) is the leading cause of death in the U.S. About 5% of adults have it. According to the U.S. Centers for Disease Control and Prevention, the "term "heart disease" refers to several types of heart conditions. The most common type of heart disease in the U.S. is coronary artery disease, which affects the blood flow to the heart. Decreased blood flow can cause a heart attack."

The key risk factors are high blood pressure, cholesterol, and smoking. The lifestyle choices that increase the risk of CHD and that can be more directly impacted by how communities are designed include levels of physical inactivity, lack of healthy food availability, and being overweight or obese.

Approximately 4% of the Yuma adult population (and 4% of the disadvantaged adult population) is estimated to have been diagnosed with CHD. **Figure 29** illustrates the N-PHAM estimated adult prevalence of CHD.

Figure 29. N-PHAM Estimated Adult Prevalence of Coronary Heart Disease



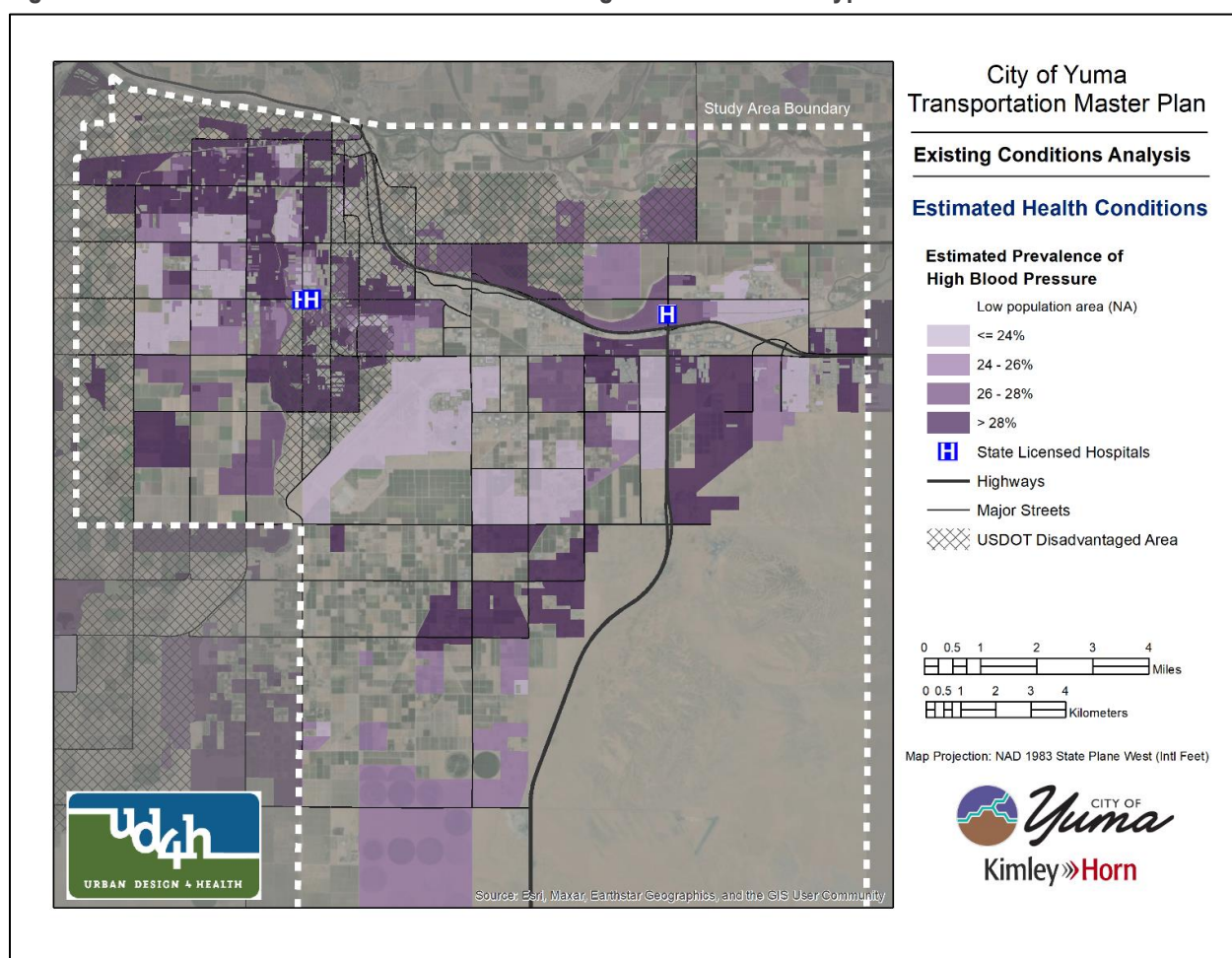
ESTIMATED BASELINE HEALTH CONDITIONS: HIGH BLOOD PRESSURE/HYPERTENSION

About 50% of U.S. adults (nearly 116 million) have high blood pressure (HBP), also known as hypertension. According to the U.S. Centers for Disease Control and Prevention, "high blood pressure is a leading cause of heart disease and stroke because it damages the lining of the arteries, making them more susceptible to the buildup of plaque, which narrows the arteries leading to the heart and brain."

Like with other chronic diseases, lifestyle choices, and other conditions can impact the risk of someone having HBP. These include not being overweight, eating healthily, and being regularly physically active. How communities are designed can make it harder or easier for people to live healthier lives.

Approximately 25% of the Yuma adult population (and 27% of the disadvantaged adult population) is estimated to have been diagnosed with high blood pressure/hypertension. **Figure 30** illustrates the N-PHAM estimated adult prevalence of high blood pressure/hypertension.

Figure 30. N-PHAM Estimated Adult Prevalence of High Blood Pressure/Hypertension

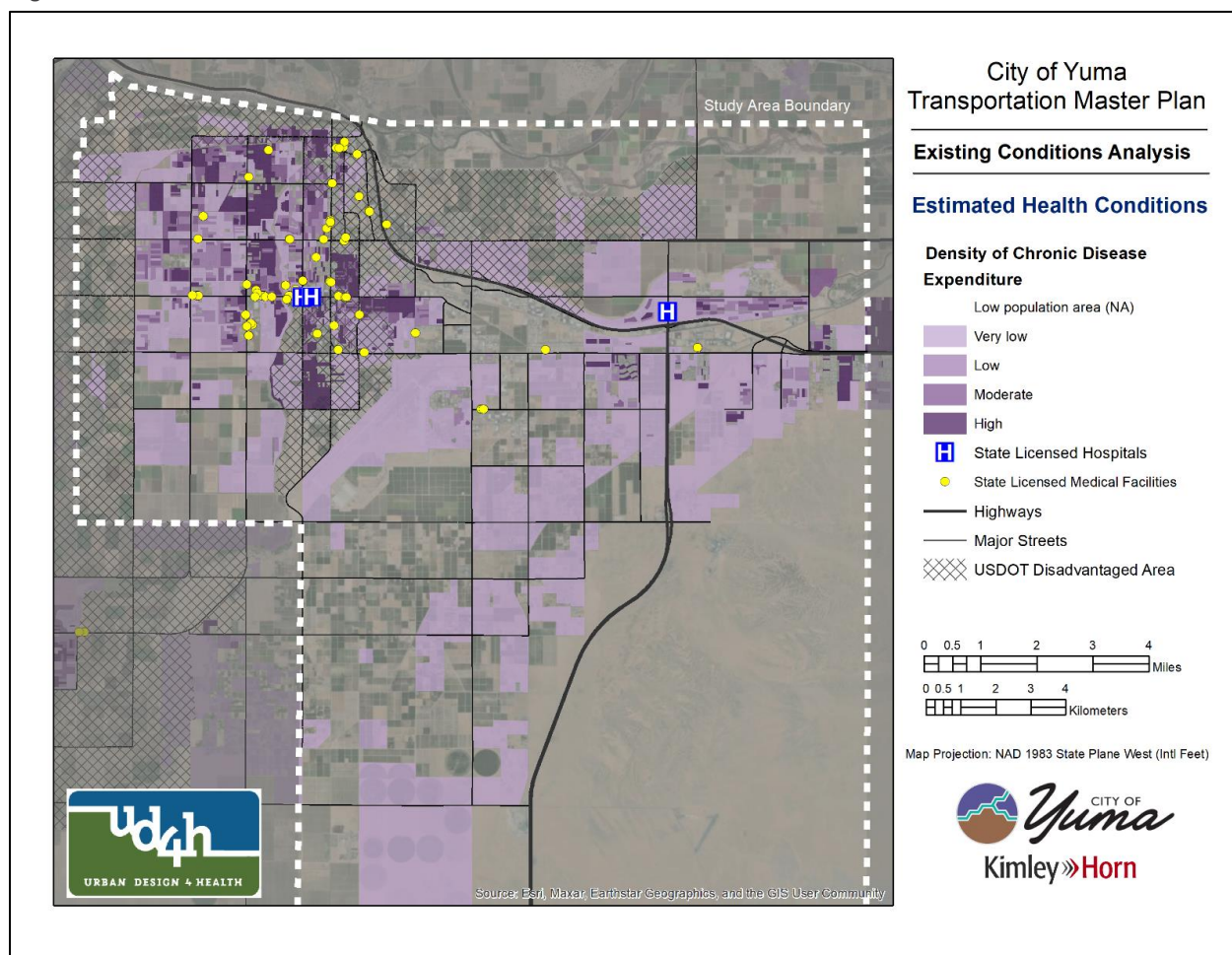


ESTIMATED BASELINE HEALTH CONDITIONS: COST OF ILLNESS

Direct medical expenditures, paid by individuals/families and insurance, were estimated using the most current, publicly available data from analyses of the Medical Expenditure Panel Survey (MEPS). MEPS is an annual, nationally representative survey administered by the U.S. Department of Health and Human Services.

Figure 31 shows the density of chronic disease expenditure in relation to the location of state licensed medical facilities and hospitals. This data can be used to identify locations that would benefit from improved mobility options in support of disease treatment.

Figure 31. N-PHAM Estimated Cost of Illness



KEY TAKEAWAYS

- The study area population generally has good access to hospitals and transit.
- The study area population east of Avenue 3E does not have good access to parks and bicyclist facilities.
- The rates for BMI over 30, Type 2 diabetes, and coronary heart disease in Yuma are close to the U.S. average.
- Those in disadvantaged areas typically live along the north and west borders or older parts of Yuma.
- Making active transportation more appealing can improve community health.



ROADWAY ASSESSMENT

Roadways serve as the foundation of the study area transportation network, accommodating motor vehicles, trucks, transit users, pedestrians, and bicyclists. Roadways are the main component of the transportation network throughout the Yuma area, and the primary public space in which residents travel daily.

There are 348 centerline miles of roadways of various conditions and types in the study area (excluding local roadways). The efficiency, safety, and condition of the study area's roadway and bridge network is essential to the functionality of the other transportation modes and to the economic prosperity and quality of life in the study area.

CITY STANDARDS ASSESSMENT

ROADWAY DESIGN STANDARDS

Roadway design standards for the City are outlined by the City of Yuma Engineering Department's *Construction Standard Detail Drawings* (2019). These drawings standardize design and construction of both private and public infrastructure in the City. Design standards for roadways by City classification, right-of-way (ROW) requirements at intersections, driveway spacing standards, sidewalk standards, turn lane standards, and bus bay designs are included.

TRAFFIC IMPACT ANALYSIS GUIDELINES

The City has developed a draft document that outlines the requirements of a traffic impact analysis (TIA). The goal of this document is to ensure consistency in the preparation and review of TIAs and provide cost-sharing analysis for impacts to and improvement of existing facilities.

FUNCTIONAL CLASSIFICATION

Roadways are classified based on the type of traffic they are intended to serve. For example, arterials are designed to move people long distances at higher speeds within a city or between cities. Collectors are designed for lower speeds and shorter distances than arterials and connect travelers to arterials. Local roadways are designed for low speeds, typically extend for short distances, and provide direct access to most residential properties. This categorization is referred to as functional classification. Functional classifications have an inverse relationship between access and mobility based on the types of trips they are intended to serve.

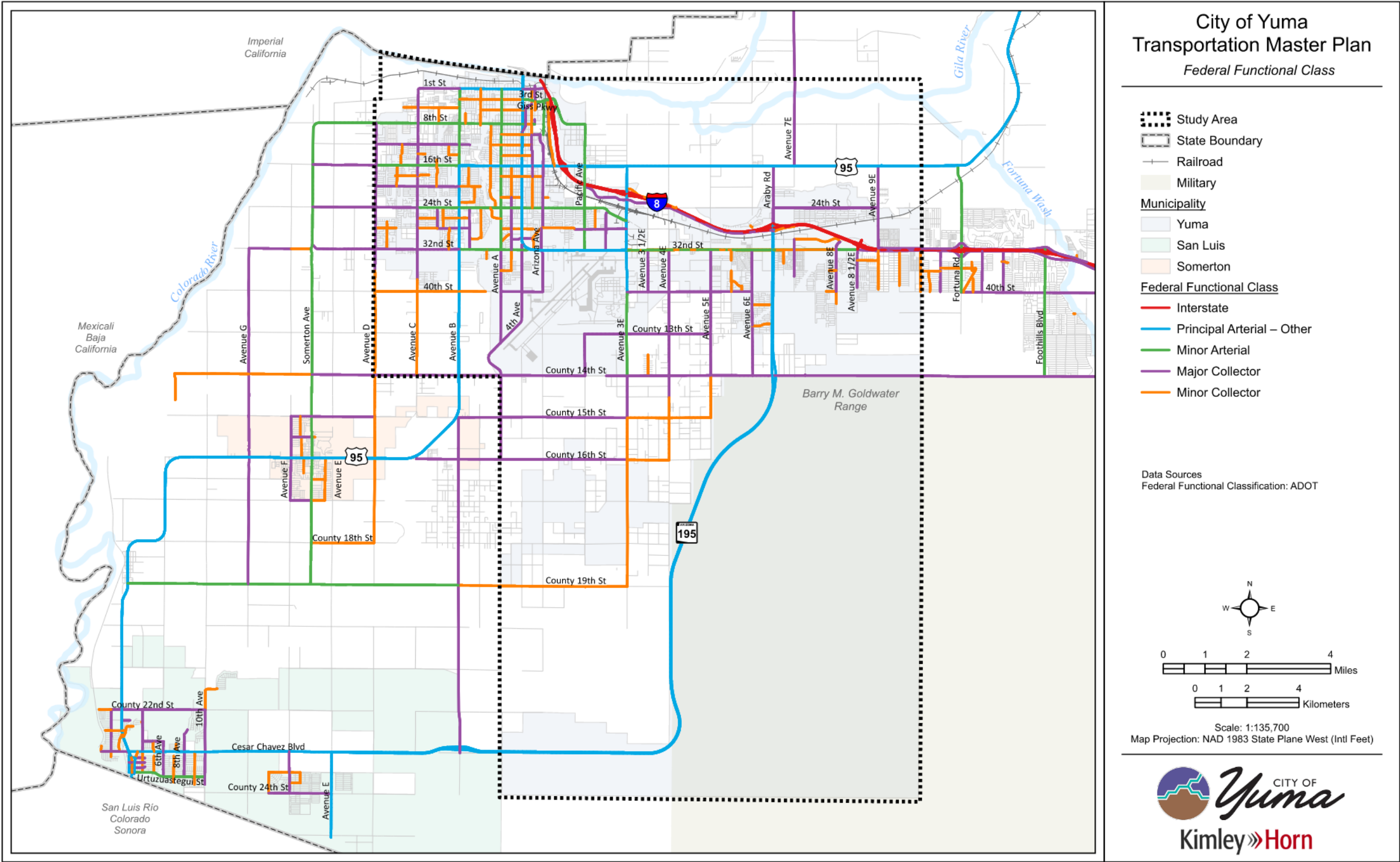
There are instances where a roadway's function may not match its current infrastructure. Examples could include overbuilding a roadway to accommodate future growth or unanticipated/unplanned growth causing capacity issues on older roadways. Identifying these potential mismatches is important to ensure there is adequate planning to appropriately size existing and future roadways to avoid negative consequences such as cut-through traffic, pavement degradation, traffic congestion, decreased safety, or overinvestment in roadways that will not need a high capacity.

FEDERAL FUNCTIONAL CLASSIFICATION

The Federal Highway Administration (FHWA) defines three main functional classes: arterial, collector, and local. These classifications are based on speed, vehicular capacity, and relationships with adjacent land uses according to the character of service they are intended to provide. The federal functional classifications for the study area roadways are shown in **Figure 32**. This map reflects the current functional classifications ADOT has assigned, which impacts federal reporting and maintenance requirements as well as federal grant eligibility. Roadways classified as local are not shown in the figure.



Figure 32. Existing Federal Functional Classifications



CITY ROADWAY CLASSIFICATION

In addition to the federal functional classification system defined by FHWA and ADOT, the City has a roadway classification system set forth by the *Yuma General Plan (2022)*. These classifications are for roadways within Yuma's boundaries and are used to highlight corridors of importance at the local level. These classifications are shown in **Figure 33**. Descriptions of these classifications are provided below:

- **Interstate/Freeways.** Interstate 8 carries traffic across Yuma County and connects Yuma with other cities and other major roadways in California and Arizona. Like most other interstate highways, this road is designed to carry high volumes of high-speed traffic to, from, and through an area.
- **Expressways.** Expressways may include at-grade intersections rather than grade-separated interchanges as found along freeways. Frontage roadways can be used in some locations along expressway corridors to facilitate access to nearby commercial property. Expressways are often constructed so that access is limited only to signalized cross-street intersections.
- **Arterial Streets.** Arterials connect with freeway interchanges or other arterials and provide continuity through the City. Because these streets are designed to carry large traffic volumes and are designed to be continuous across an urban area, high intensity land uses (e.g., shopping centers, business parks, industrial facilities) locate along these streets.
- **Collector Streets.** These streets are usually shorter in length and have lower traffic volumes than arterials. Collectors are not designed to carry large volumes of traffic for long distances.
- **Local Streets.** All public roadways that are not designated as a major roadway as listed above are, by default, designated as local streets. These local streets can be a residential or commercial/industrial type. Private driveways to residences usually connect directly to the local streets.

TRAFFIC CONDITIONS

NUMBER OF THROUGH LANES

The existing number of through travel lanes (i.e., excluding turn lanes) on study area roadways are shown in **Figure 34**. Generally speaking, principal arterials have either six or four through lanes, minor arterials have four or two through lanes, and collectors have two through lanes, although there are some exceptions.

EXISTING AVERAGE TRAFFIC CONDITIONS

DAILY TRAFFIC VOLUMES

Daily total traffic volumes are estimated based on YMPO's regional TDM. This regional model estimates volumes based on population, employment, and dwelling unit assumptions. The volume estimates are then refined through a calibration process that compares estimated volumes to actual traffic counts averaged between winter and summer seasons that are collected by YMPO and adjusts model assumptions until estimated volumes approximate counted volumes. Recognizing the seasonal fluctuation in traffic volumes due to winter visitors, agricultural activities, and tourism, the traffic volumes represent "average" conditions that are an average of winter and summer volumes. The existing daily traffic volumes for the study area are illustrated in **Figure 35**.



Figure 33. Existing City of Yuma Roadway Classifications

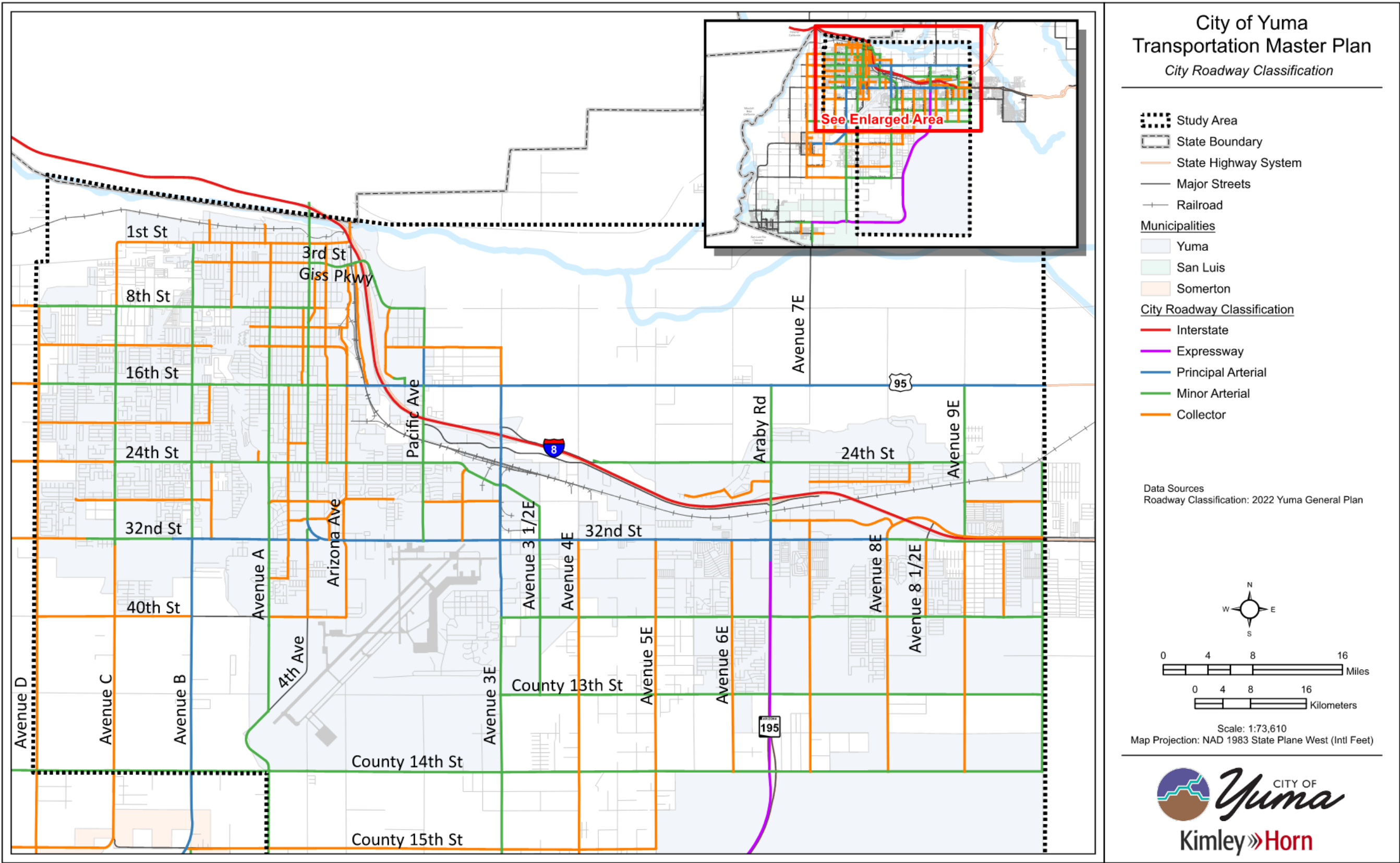


Figure 34. Existing Number of Through Lanes

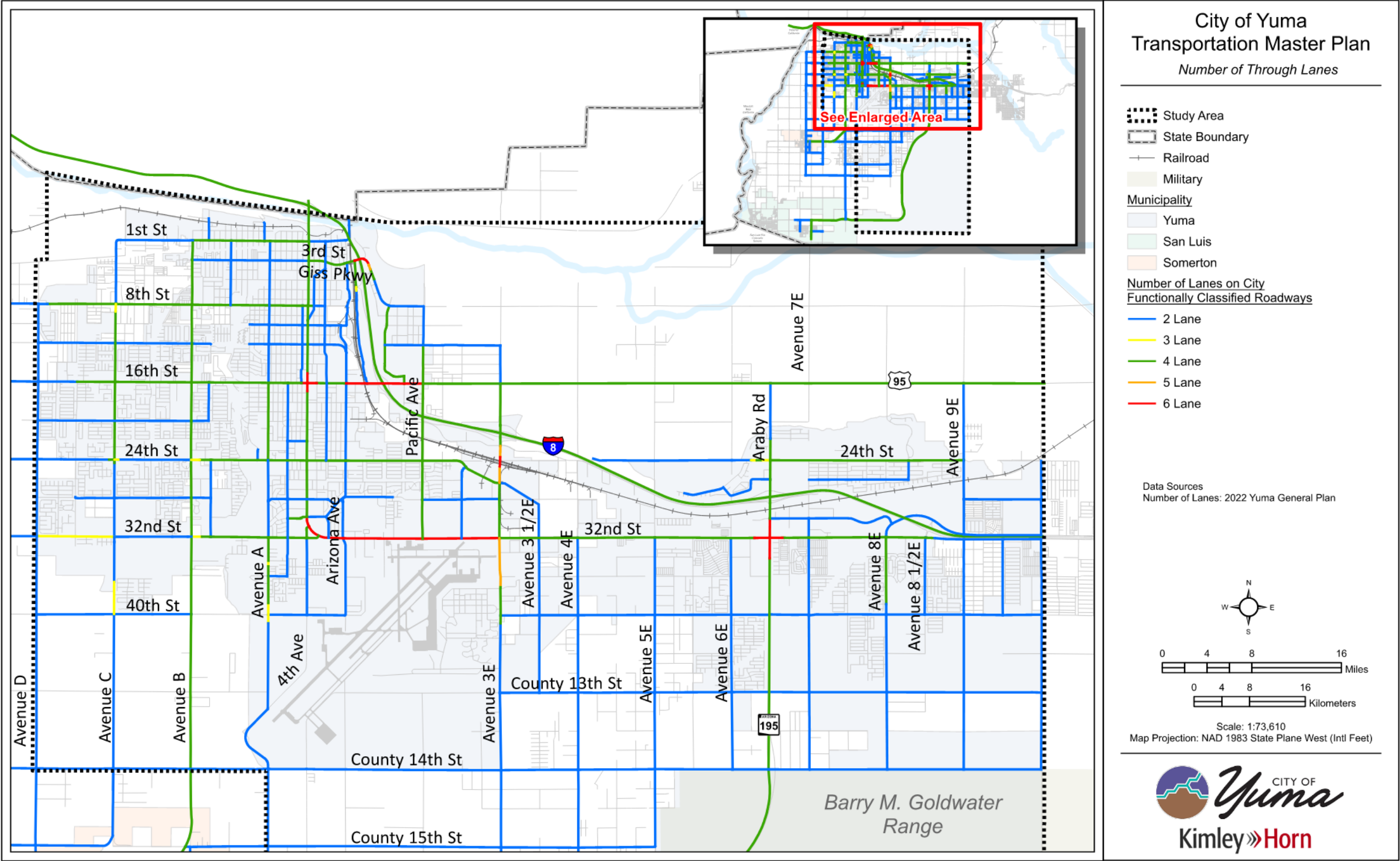
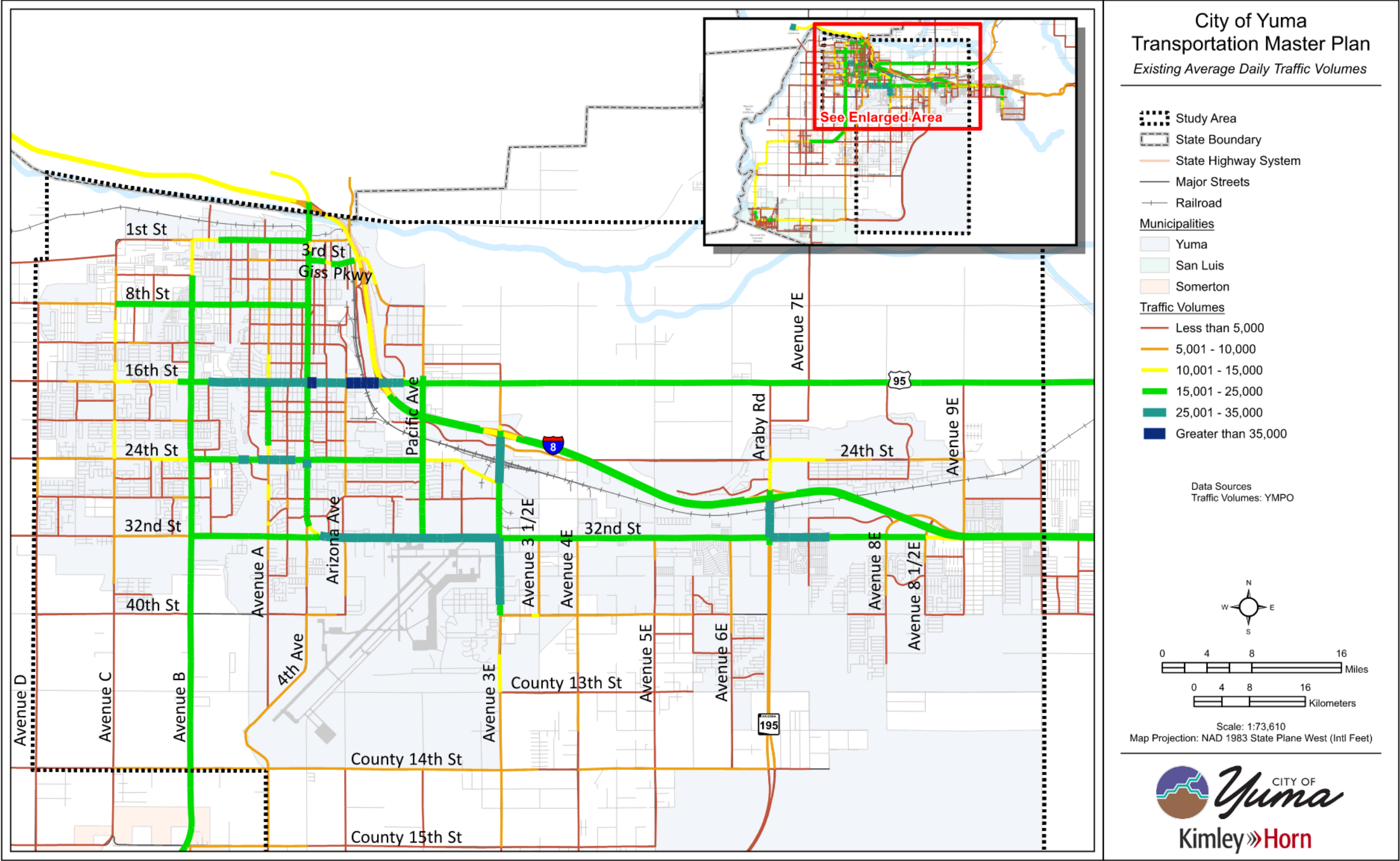


Figure 35. Existing Daily Traffic Volumes for Average Traffic Conditions



ROADWAY CONGESTION

The YMPO regional TDM uses the volumes and number of lanes to calculate estimated volume-to-capacity (V/C) ratios for all roadway segments in the model. These V/C ratios can then be translated to LOS values using the thresholds shown in **Table 4**. LOS C or better is considered “acceptable”. LOS D is considered “of concern”. LOS E represents “at capacity”. LOS F represents “over capacity”.

Table 4. Volume-to-Capacity LOS Thresholds

Volume-to-Capacity Threshold	LOS Value
< 0.50	A
0.50-0.65	B
0.65-0.75	C
0.75-0.85	D
0.85-1.00	E
> 1.00	F

Source: YMPO

Existing conditions LOS values for the study area roadways are shown in **Figure 36**. There are no roadway segments at LOS E or LOS F in the existing average traffic condition. The following roadway segments are at LOS D:

- South Frontage Road from Mesa Avenue to Avenue 10E.
- 24th Street from 27th Avenue to Avenue B.
- 24th Street from 17th Avenue to Ridgeview Drive.
- Yuma Palms Parkway from 16th Street to Castle Dome Avenue.

PEAK TRAFFIC CONDITIONS

DAILY TRAFFIC VOLUMES

Daily total traffic volumes for peak traffic conditions anticipated during the winter season were estimated based on YMPO’s regional TDM and the seasonal impact of winter visitors and workers. **Figure 37** illustrates the daily total traffic volumes for peak traffic conditions anticipated during the winter.

ROADWAY CONGESTION

The YMPO regional TDM uses the volumes and number of lanes to calculate estimated V/C ratios for all roadway segments in the model. These V/C ratios can then be translated to LOS values using the thresholds shown in **Table 4**.

Existing conditions LOS values for peak traffic conditions within the study area roadways are shown in **Figure 38**. There are no roadway segments at LOS F. The following roadway segments are at LOS E and D:

- South Frontage Road from Mesa Avenue to Westwind Boulevard (LOS E).
- Yuma Palms Parkway from 16th Street to Castle Dome Avenue (LOS E).
- South Frontage Road from Avenue 9E to Mesa Avenue (LOS D).



Figure 36. Existing Roadway LOS for Average Traffic Conditions

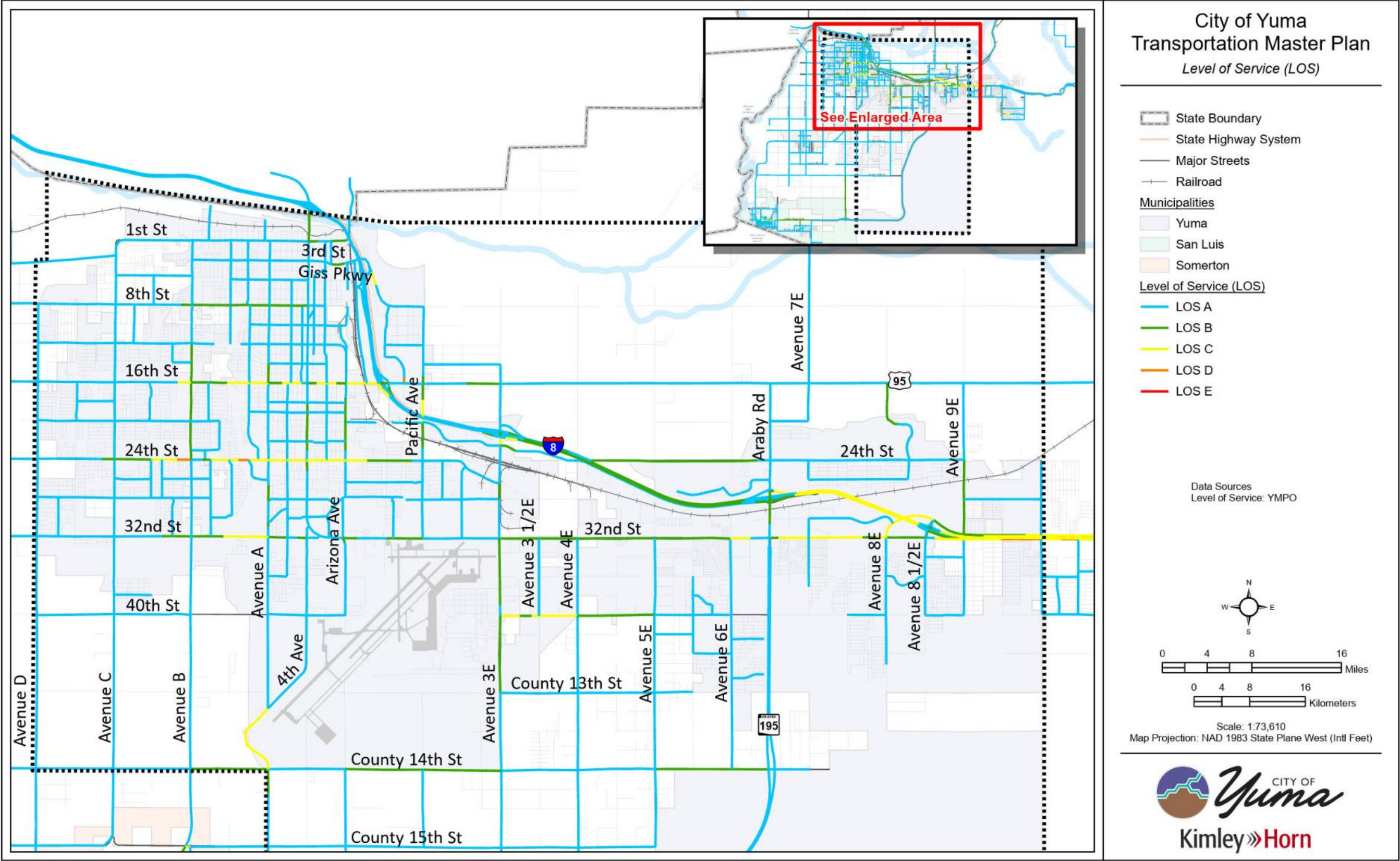


Figure 37. Existing Daily Traffic Volumes for Peak Traffic Conditions

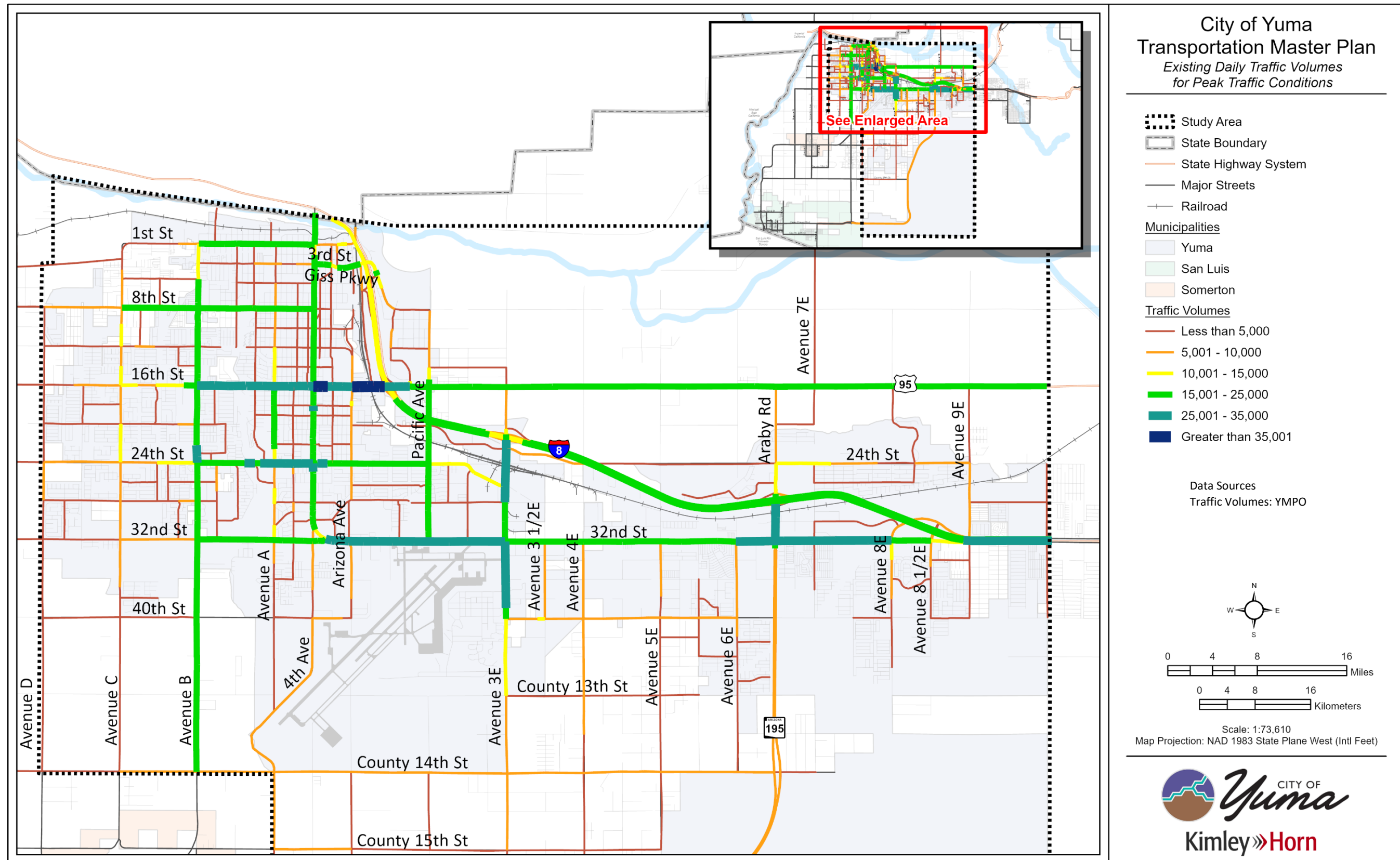
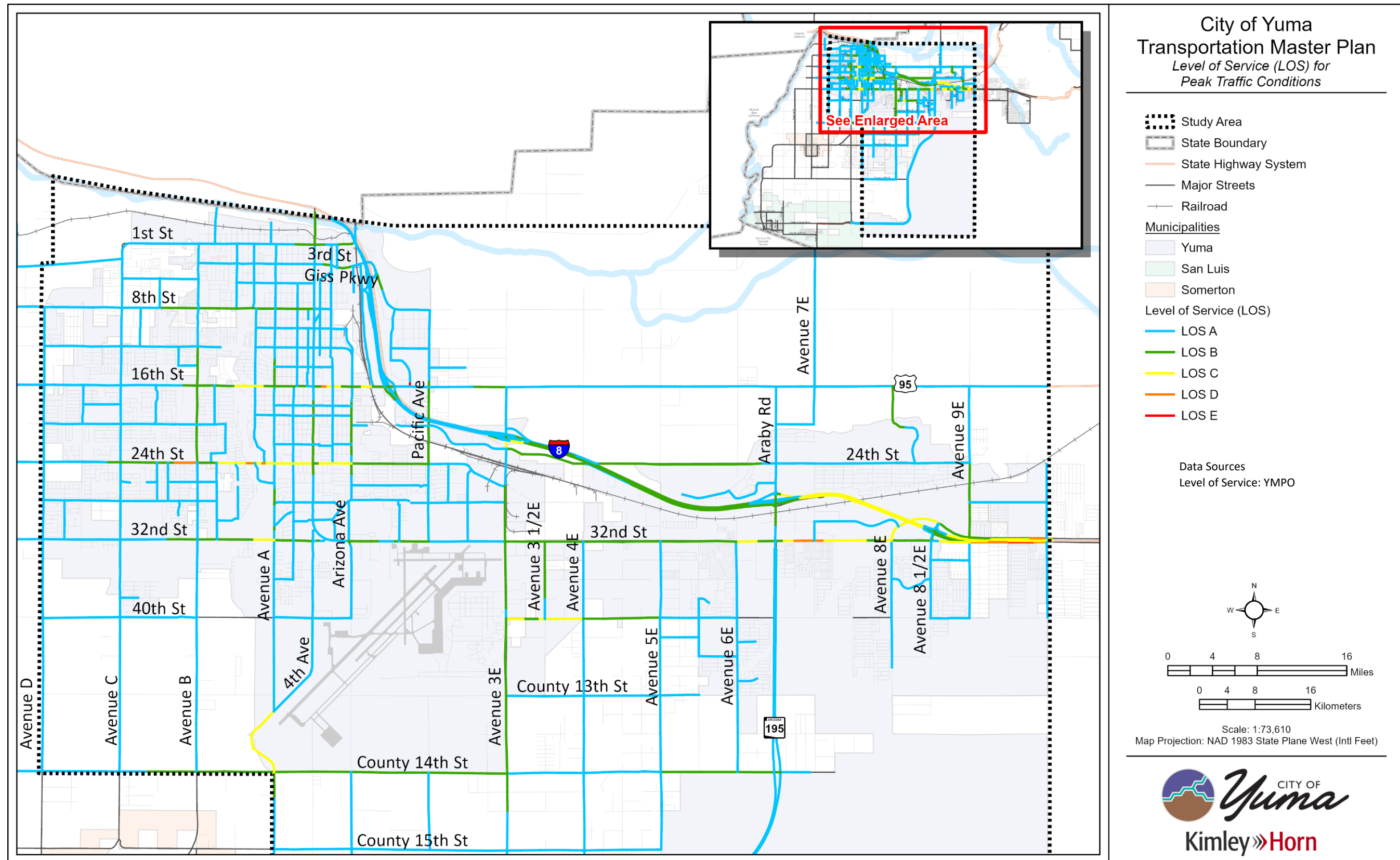


Figure 38. Existing Roadway LOS for Peak Traffic Conditions



- South Frontage Road from Westwind Boulevard to Avenue 10E (LOS D).
- North Frontage Road from 0.21 miles west of Avenue 10E to Avenue 10E (LOS D).
- 16th Street from 2nd Avenue/3rd Avenue to 350 feet west of 1st Avenue (LOS D).
- 24th Street from 350 feet east of 31st Drive to Avenue B (LOS D).
- 24th Street from 17th Avenue to Elks Lane (LOS D).
- 32nd Street from Michigan Avenue to Hollywood Vista/Ginger Rodgers (LOS D).

TRUCK TRAFFIC

Trucking is a critical part of Yuma's local and regional economy because of its adjacency to the international Andrade Port of Entry and San Luis Port of Entry. The primary regional truck routes in the study area are I-8, US 95, and SR 195, all of which are ADOT facilities. Truck routes within the study area are illustrated in **Figure 39**. Notably, portions of County 14th Street, Avenue 3E, Avenue 4E, Avenue A, and 32nd Street are designated as hazardous cargo routes.

The ADOT facilities in the study area generally have higher truck percentages compared to most non-ADOT facilities. Non-ADOT facilities with high truck percentages that serve industrial and commercial land uses include Avenue B, 16th Street, 32nd Street, Avenue 3E, Gila Ridge Road, and 4th Avenue.

TRAFFIC SIGNALS AND ITS DEVICES

There are a total of 94 traffic signals in the study area that are owned by three separate agencies, as shown in **Figure 40**. The City owns 77 traffic signals, ADOT owns 10 traffic signals, and Yuma County owns seven traffic signals. Other ITS devices in the study area include dynamic message signs (DMS) owned by ADOT and installed on I-8 north of 16th Street and east of Avenue 9E. The City's *ITS Strategic Plan (2020)* guides the City toward implementing the necessary technology and infrastructure to centralize the control of field devices and coordination between transportation agencies as none of the signals is coordinated with adjacent signals or devices.

KEY TAKEAWAYS

- There is a generally well-connected grid network of arterial and collector roadways on the west side of the study area. The east side of the study area is not as connected as the west side.
- The roadway network generally has sufficient capacity to accommodate current traffic volumes during average traffic conditions with a few notable exceptions such as 24th Street and South Frontage Road, which have some segments at LOS D in the existing condition.
- During the peak traffic conditions, the roadway network generally has adequate capacity to accommodate the increase in traffic due to winter visitors with a few exceptions. Segments of 24th Street, 16th Street, and 32nd Street go from LOS C in the average traffic condition to LOS D in the peak traffic condition. South Frontage Road and Yuma Palms Parkway go from LOS D in the average traffic condition to LOS E in the peak traffic condition.
- The higher functionally classified roadways are generally the designated truck routes. Non-ADOT facilities with high truck percentages include Avenue B, 16th Street, 32nd Street, Avenue 3E, Gila Ridge Road, and 4th Avenue.
- ITS infrastructure, such as traffic signals, is not currently interconnected but the ITS Strategic Plan's goal is to interconnect the ITS infrastructure.



Figure 39. Truck Routes

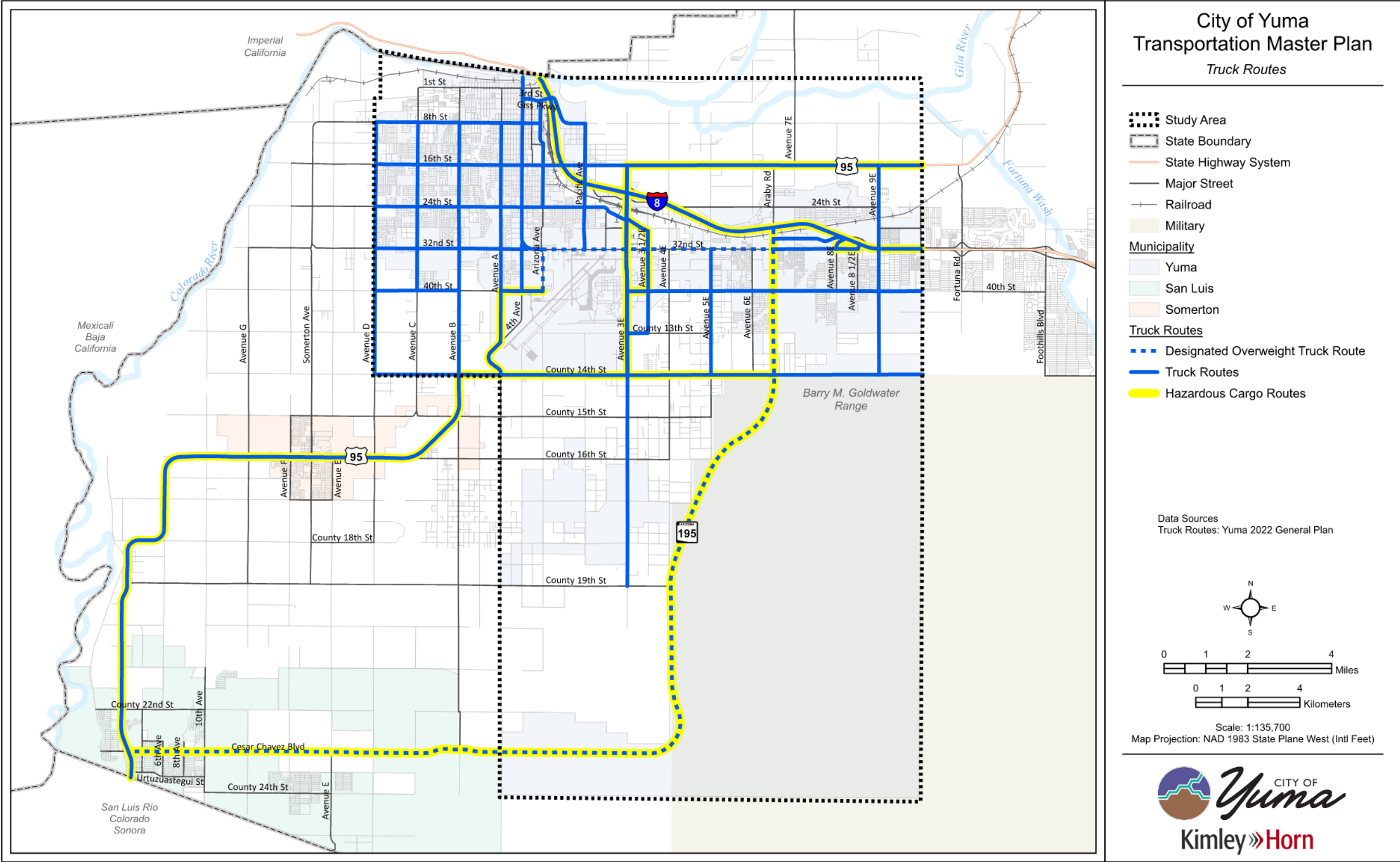
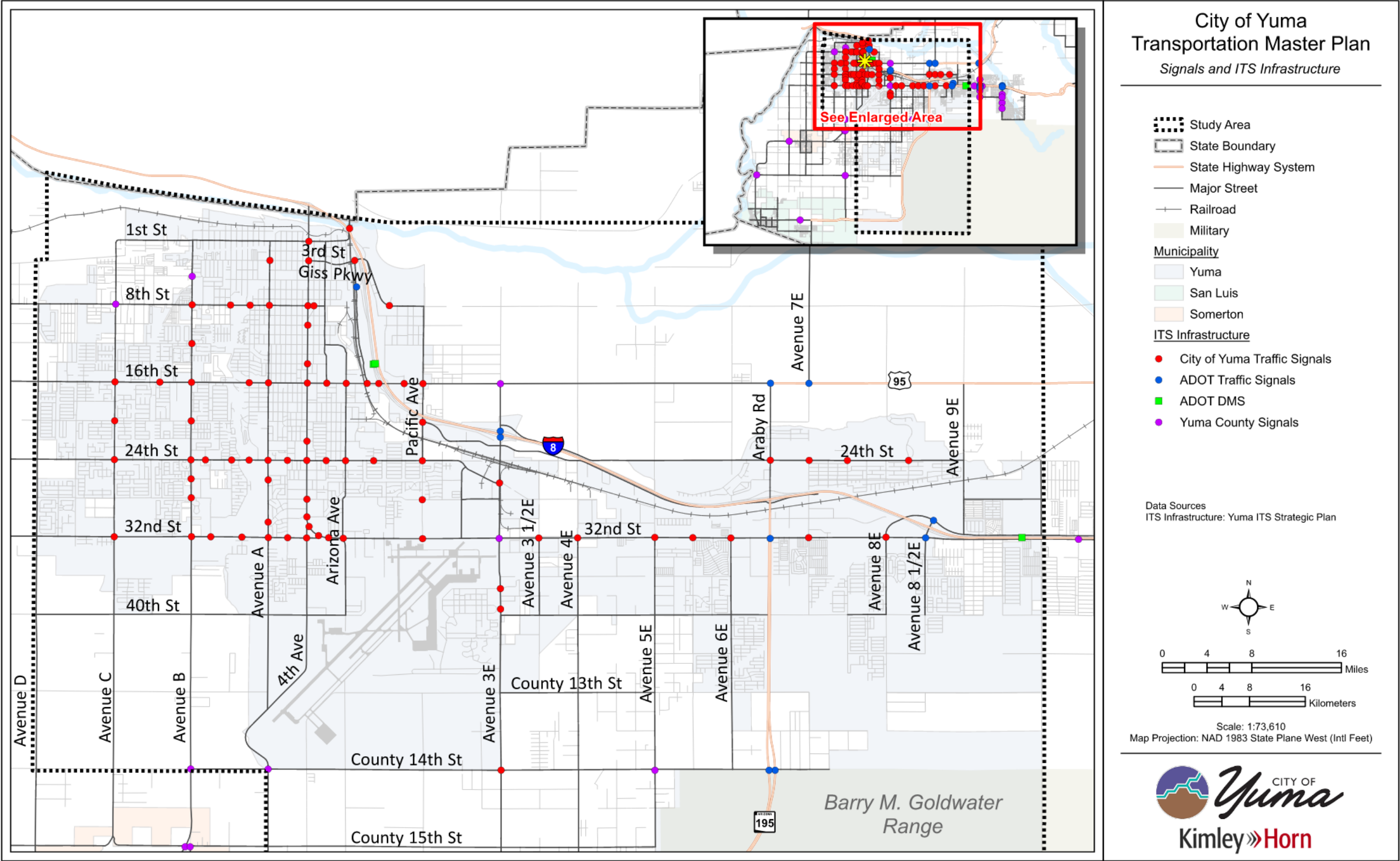


Figure 40. Signals and ITS Infrastructure



TRANSIT ASSESSMENT

EXISTING YCAT SYSTEM

YCIPTA is responsible for the YCAT transit system, which provides nine routes Monday through Friday from 5:27 AM to 8:15 PM and Saturday from 9:09 AM to 6:43 PM. YCAT service is largely funded by federal transit grants and by local tribes. The system generally services Yuma County along with a few locations in California. The existing YCAT system is shown in **Figure 42**.

YCAT also provides vanpool and demand-responsive bus services within the study area. The YCAT vanpool service operates as a monthly fee service for a group of 7-15 commuters who share the cost. This service is beneficial to a group of co-workers or neighbors who work and live in the same area. The YCAT OnCall bus service is a door-to-door transportation mode eligible for those experiencing temporary or permanent mobility impairment.

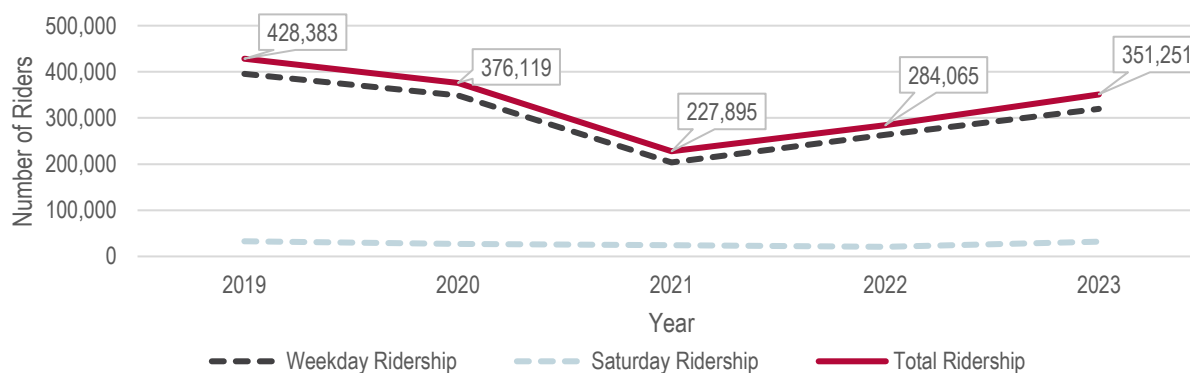
SYSTEM PERFORMANCE

The YCAT system experiences its highest average daily ridership and highest total ridership on weekdays during the wintertime when temperatures are moderate, attracting winter visitors and agricultural workers. Ridership is lowest during the summertime when temperatures are high. Saturday ridership represents a small portion of the total ridership.

HISTORICAL ANNUAL RIDERSHIP

Annual ridership is shown for the most recent five-year period (2019-2023) in **Figure 41**. Ridership dropped significantly during the COVID-19 pandemic but has since been steadily trending upwards.

Figure 41. Total YCAT Ridership (2019 – 2023)



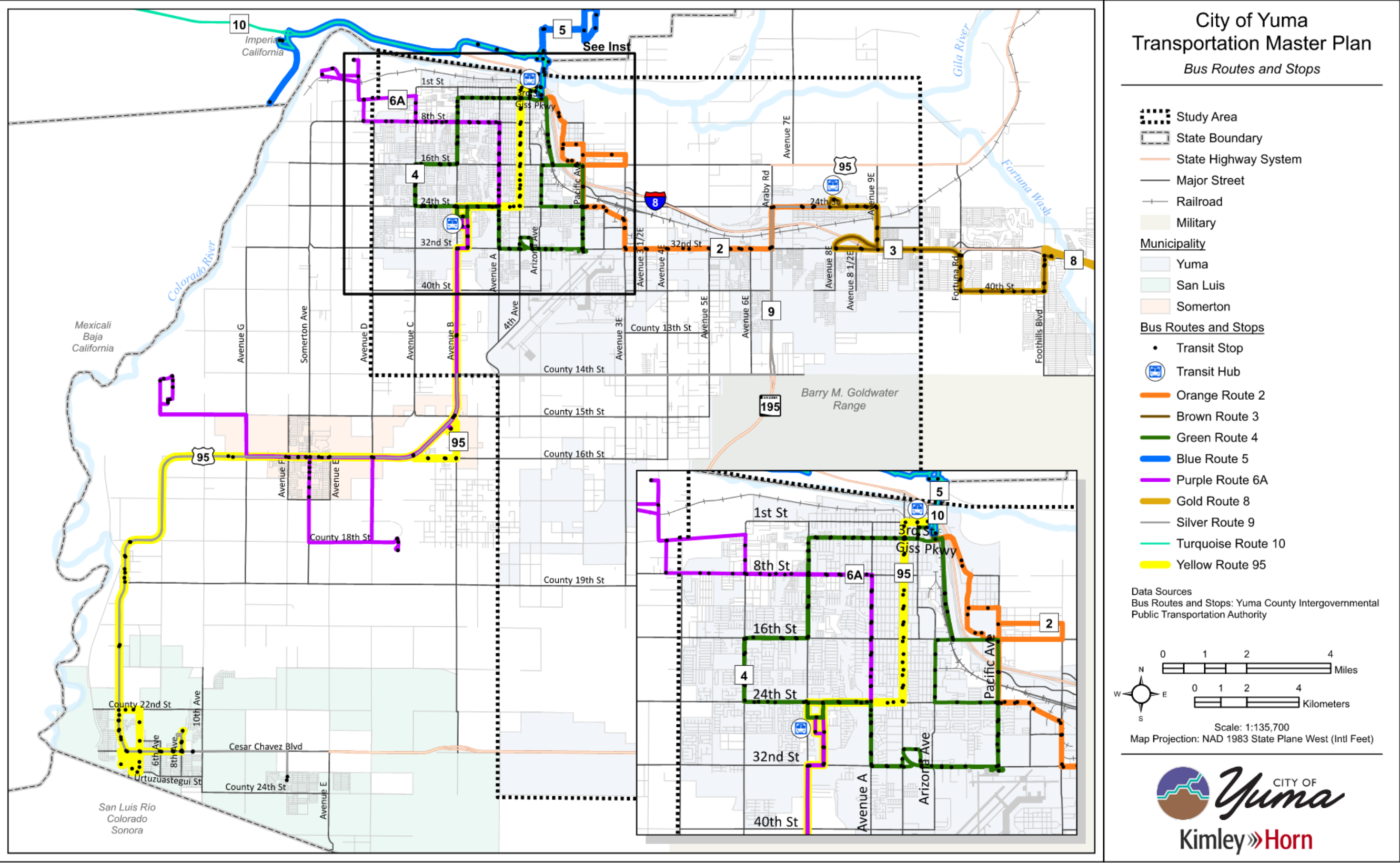
Source: YCAT Operating Summary – System Wide (2019 – 2023)

KEY TAKEAWAYS

- Yuma has a well-developed transit system userbase and ridership has been on an upwards trend since 2021.
- There are several routes that serve residents on reservation land, and the maintenance of these routes is critical for the users on these routes.



Figure 42. Bus Routes and Stops



ACTIVE TRANSPORTATION ASSESSMENT

There are a variety of active transportation facilities in the study area for bicyclists, pedestrians, and other micromobility users (scooters, skateboards, etc.). Providing an accessible and connected active transportation system is integral to a more livable and healthy community. Existing active transportation facilities include bicyclist lanes, paved shoulders, sidewalks, wide curb lanes, and shared-use paths.

BICYCLIST AND PEDESTRIAN FACILITIES

Existing active transportation facilities are shown in **Figure 43**. The system is primarily concentrated around the north-south corridor along the East Main Canal that provides access through the center of the city, and east-west along the Colorado River towards the northern portion of the study area. From there, bicyclist lanes, sidewalks, and shared-use facilities provide generally good access to neighborhoods, community facilities (schools, parks, etc.), and higher volume roadways. Community facilities are shown in **Figure 44**. As it exists now, the active transportation system caters more to specific communities traveling within their neighborhood as opposed to those who wish to commute longer distances using these modes. There are gaps in the active transportation network for bicyclists and pedestrians that prevent true connectivity around the city, especially for commuters traveling east-west where there are either short or disconnected bikeways. A sidewalk deficiency map is shown in **Figure 45**. There are also locations where no active transportation facility is provided, particularly on the east side of the study area.

MICROMOBILITY

In February 2021, the City permitted Bird electric scooters to operate in the City due to the growing interest in micromobility devices. The number of Bird electric scooter rides peaked in May 2021 but has steadily declined since then.

KEY TAKEAWAYS

- The existing bicyclist facilities (primarily consisting of shared-use paths) serve certain areas of the study area but there is not good connectivity between the different bicyclist facility areas.
- Most roadways include sidewalk but there are some gaps. Larger gaps exist along 40th Street, 32nd Street, Pacific Avenue, Avenue 3E, 4th Avenue, Arizona Avenue, and Avenue A.
- Bird scooter usage has significantly dropped since they were first introduced to the City but still serves a group of users with an average of 1,500 rides per month in 2023.



Figure 43. Active Transportation Facilities

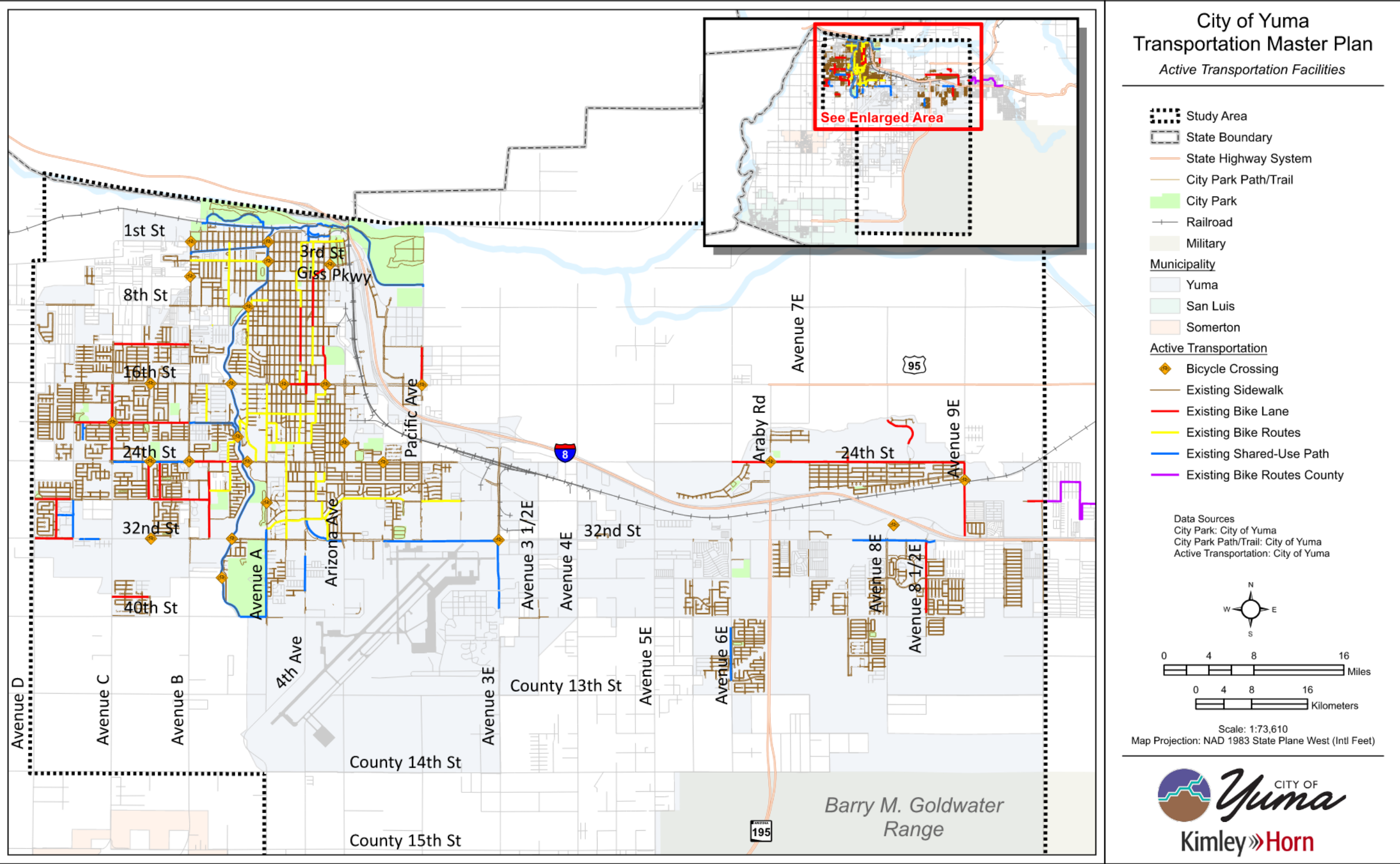


Figure 44. Community Facilities

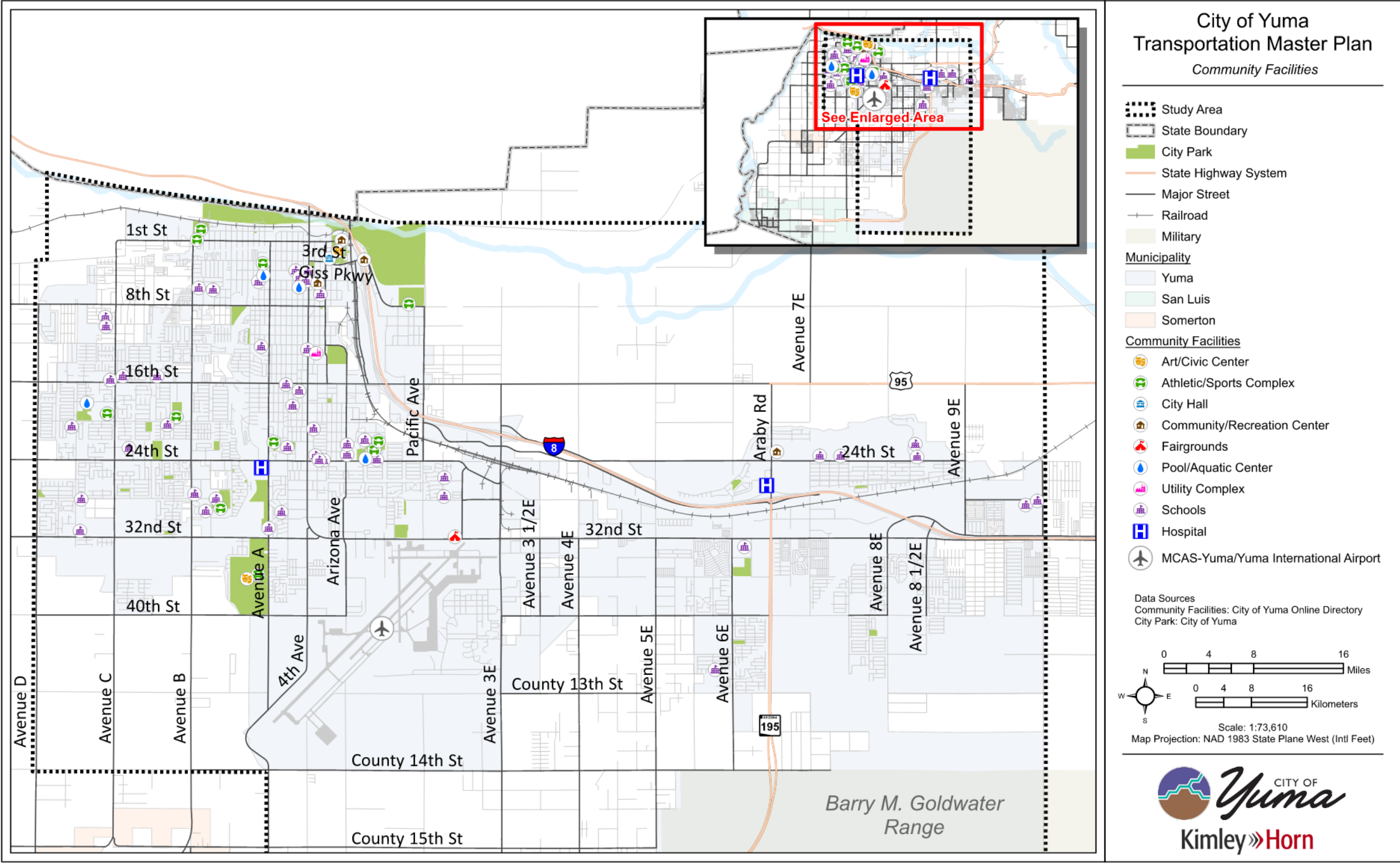
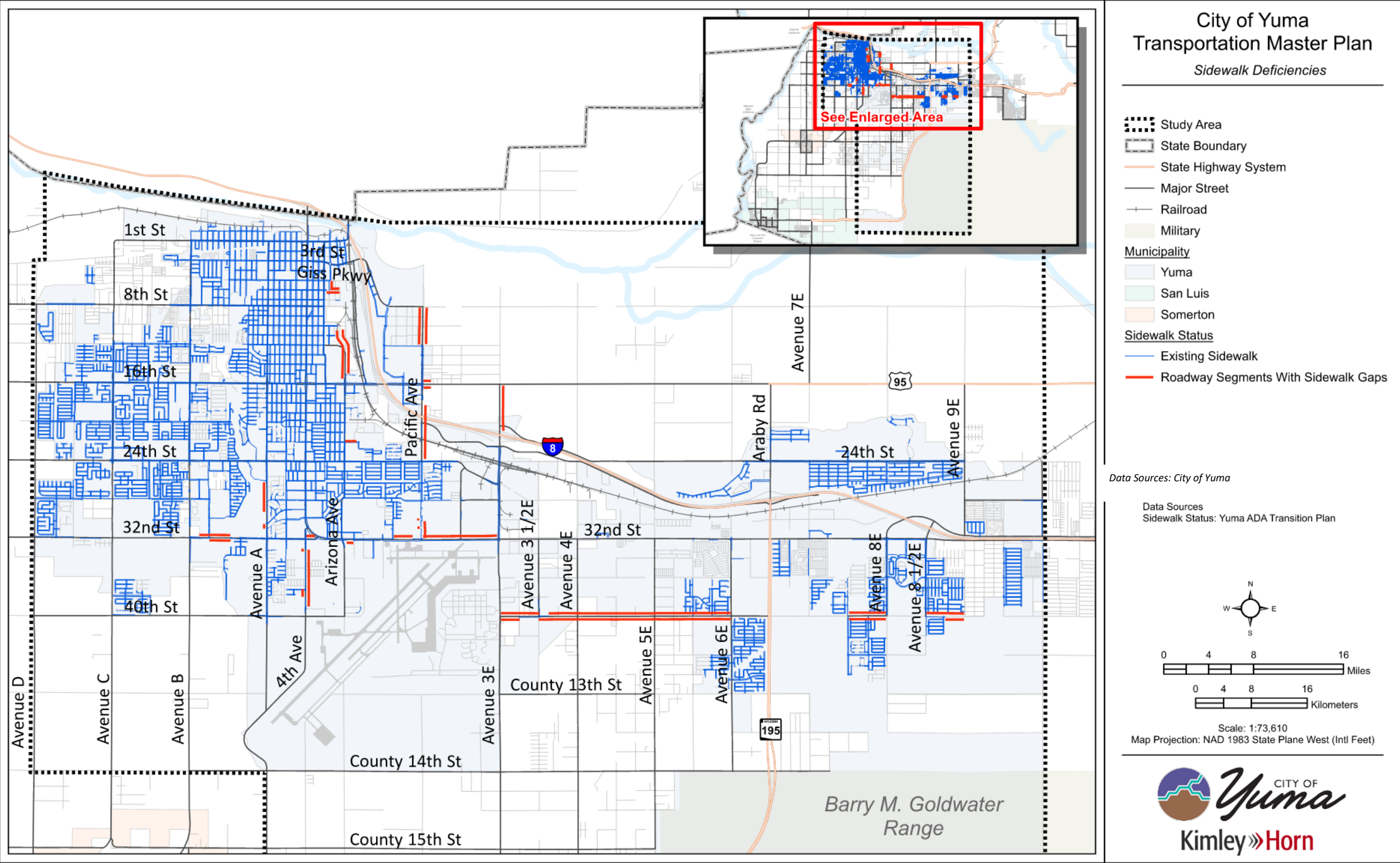


Figure 45. Existing Sidewalk Facilities and Deficiencies



RAIL ASSESSMENT

The Union Pacific Railroad company (UPRR) operates a regular rail freight service known as the east-west Sunset Route on the main railroad track located in the northern portion of the study area. Typically, there are an estimated 35-40 trains daily on the Sunset Route. Also using that same track are the Amtrak passenger routes known as the Sunset Limited, which travels from Los Angeles to New Orleans, and the Texas Eagle, which travels from Los Angeles to Chicago. An Amtrak passenger depot exists in north Yuma near the Downtown Yuma Transit Center. Several spur tracks connect the main railroad track to industrial facilities where rail freight can be loaded/unloaded.

Several grade-separated crossings exist for the railroad at roadways, minimizing conflicts and train noise in most of Yuma. Mainline at-grade roadway-rail crossings exist at Avenue 9E near the eastern edge of the study area and at Fortuna Road just east of the study area. These two mainline at-grade crossings were ranked #54 and #52, respectively, in terms of highest safety risk score, in ADOT's *State Highway-Rail Grade Crossing Action Plan*. Several at-grade roadway-rail crossings also exist along the spur tracks, but volumes are generally low for both trains and vehicles at these crossings.

The existing rail infrastructure, including at-grade and grade-separated railroad crossings, is shown in **Figure 46**.

KEY TAKEAWAYS

- The existing UPRR main railroad track provides freight and passenger rail service in the Yuma area.
- Most main railroad track crossings of the study area roadway network are grade-separated, but there are two at-grade crossings at Avenue 9E and Fortuna Road.

AVIATION ASSESSMENT

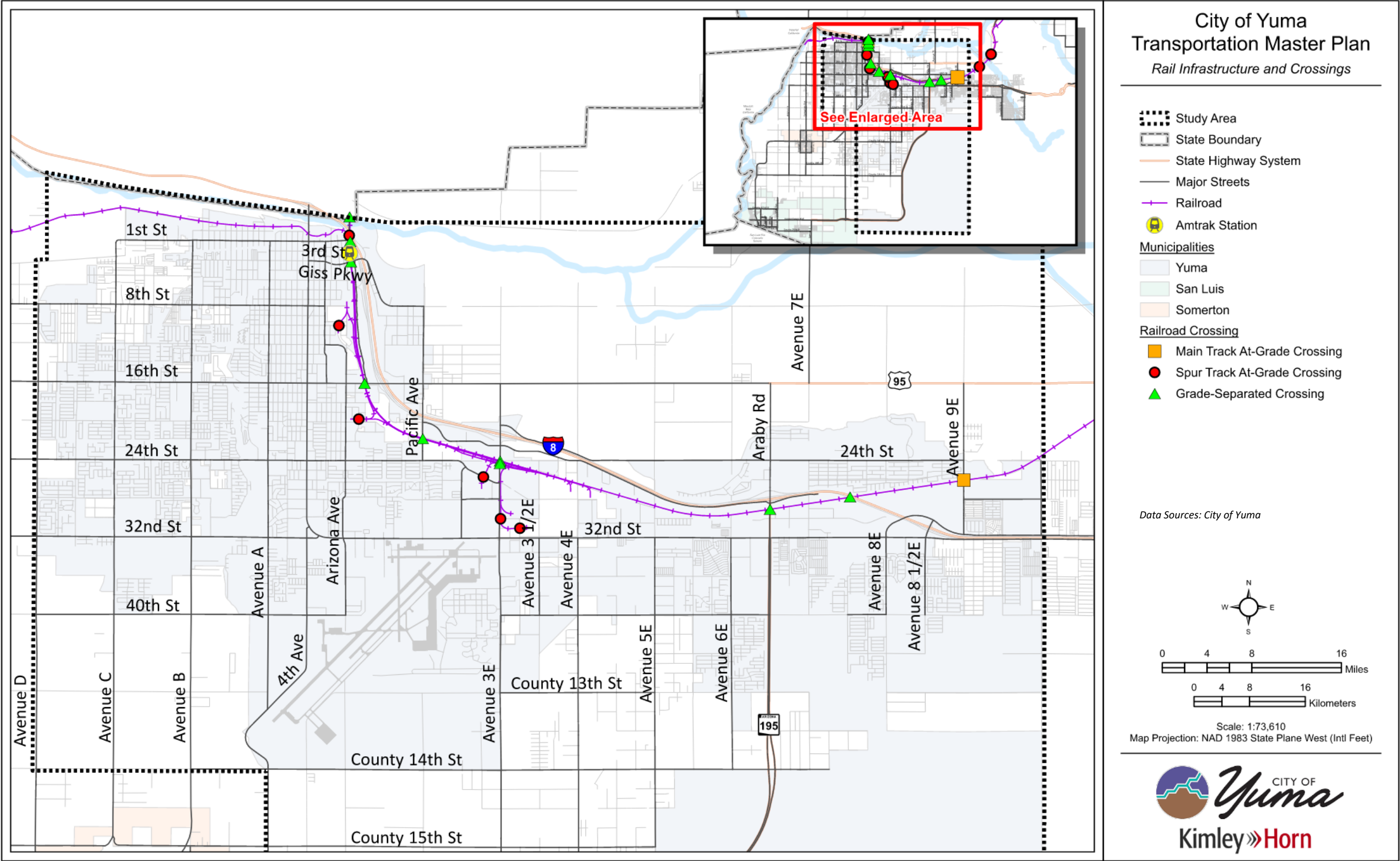
Yuma International Airport (YUM) is adjacent to MCAS-Yuma. Civilian air activity consists of commercial regional service to Phoenix, AZ and Dallas, TX, via American Airlines. Currently there are four runways, with two being used primarily for military aircraft operations and the other two primarily for civilian operations, but all runways are used for both activities. The taxiway system includes full-length parallel taxiways, runway exit/entrance taxiways, and stub taxiways providing access to landside facilities (passenger terminal, aircraft storage, aircraft parking aprons, and support facilities). The passenger terminal building provides five air carrier gate positions, expanded ticketing and departure areas, as well as a mechanized baggage claim system. Air cargo facilities are located on 40th Street directly west of the airport runways. A FedEx facility is located within the Defense Contractor Complex.

KEY TAKEAWAYS

- The Yuma International Airport/MCAS-Yuma serves both commercial and military traffic.



Figure 46. Existing Rail Infrastructure and Crossings



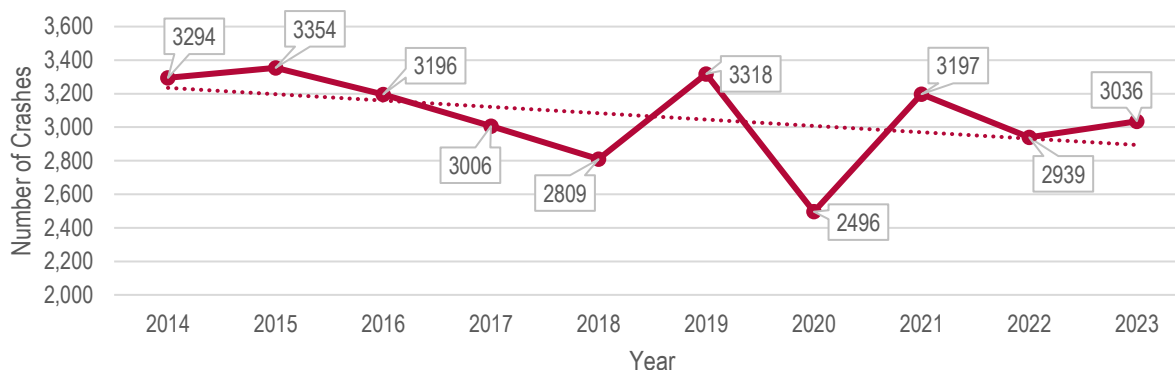
TRANSPORTATION SAFETY REVIEW

Crash history for the study area was analyzed using data obtained from ADOT for the most recent ten-year period available (2014-2023). There was a total of 30,654 crashes over these ten years. Trends identified in the crash data are summarized in the following sections. More detailed crash analysis will be undertaken by the City's Safe Streets and Roads for All (SS4A) Road Safety Action Plan that was recently initiated by the City.

CRASHES BY YEAR

Crash totals for each of the past ten years for the study area are shown in **Figure 47**. The annual number of crashes is represented by the solid line while the overall trend over the past ten years is represented by the dashed line. There was an average of approximately 3,064 crashes annually within the study area. A drop in total crashes occurred in 2020, which was most likely a result of changes in travel patterns due to the COVID-19 pandemic, but crashes were generally trending down prior to 2019. In 2021, crashes increased to pre-pandemic levels and overall are beginning to trend downward.

Figure 47. Crashes by Year (2014-2023)



Source: ADOT

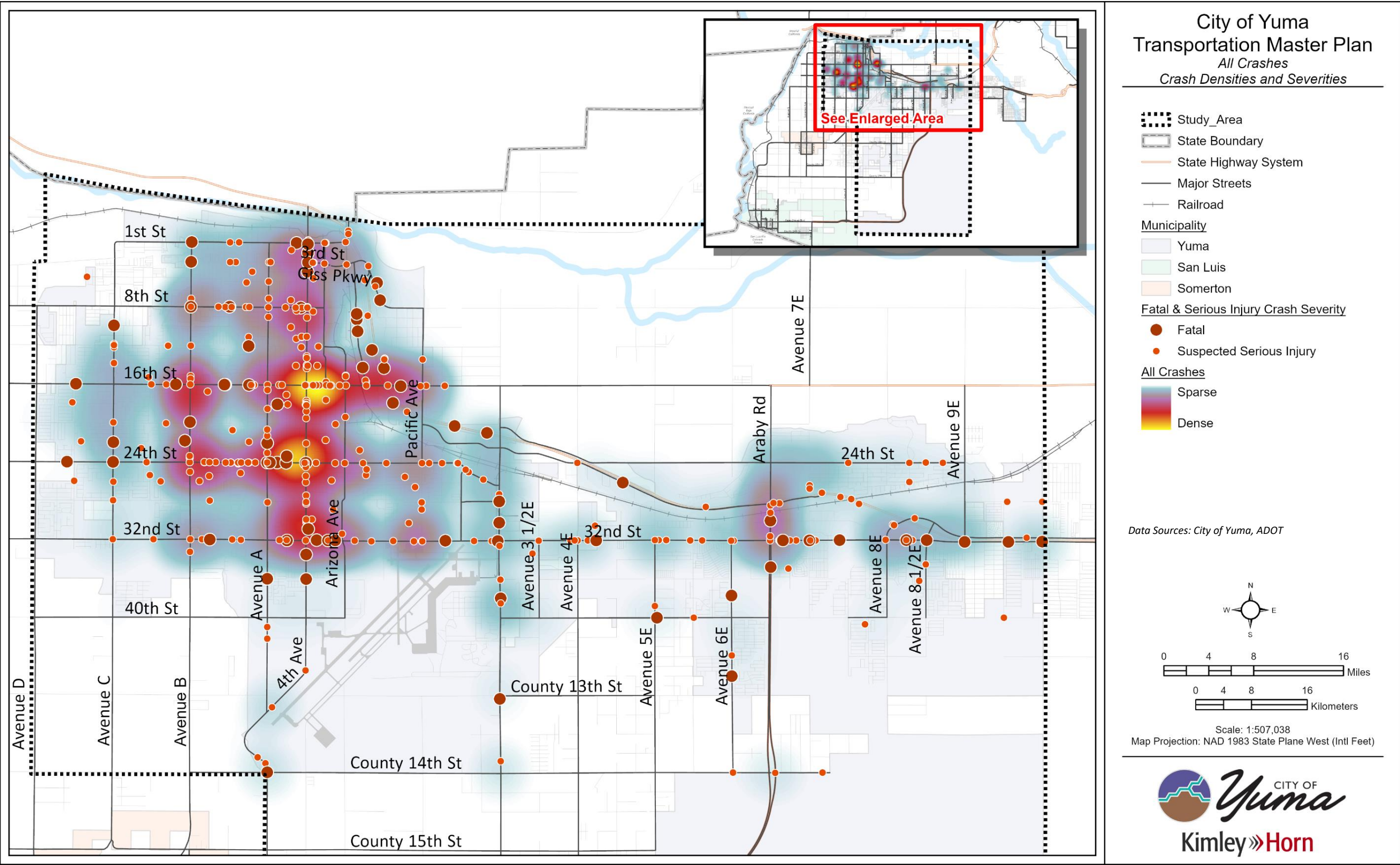
CRASH DENSITY

Crash densities for all crashes within the same ten-year period were analyzed and mapped to identify crash “hot spots” in the study area. A crash density map is shown in **Figure 48**. Identified crash hot spots include the following locations:

- 1st Street and 4th Avenue
- 8th Street and 4th Avenue
- 16th Street between 6th Avenue and Arizona Avenue
- 24th Street between Avenue A and Arizona Avenue
- 32nd Street and 4th Avenue (Big Curve Area)
- 16th Street and Avenue B
- 24th Street and Avenue B



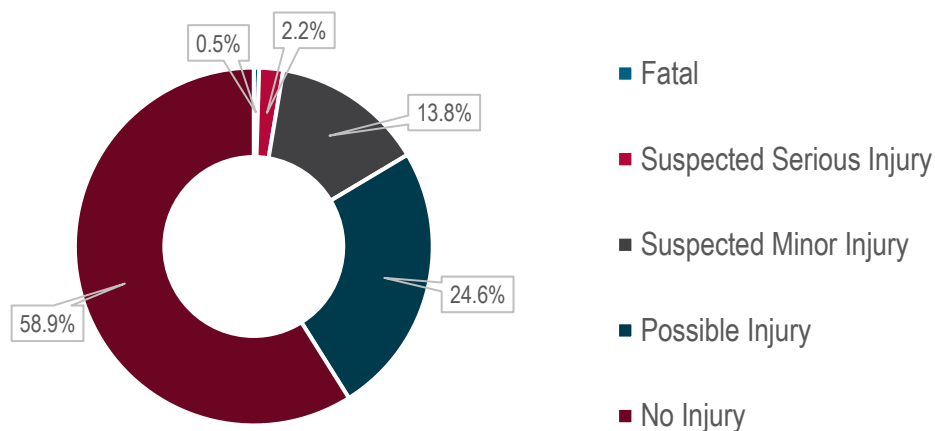
Figure 48. All Crashes Densities and Severities (2014-2023)



CRASHES BY SEVERITY

From 2014 through 2023, 147 fatal crashes (0.5% of the total crashes) and 663 suspected serious injury crashes (2.2% of the total crashes) occurred, as shown in **Figure 49**. Over 58% of total crashes were property damage only (no injuries).

Figure 49. All Crashes by Severity (2014-2023)

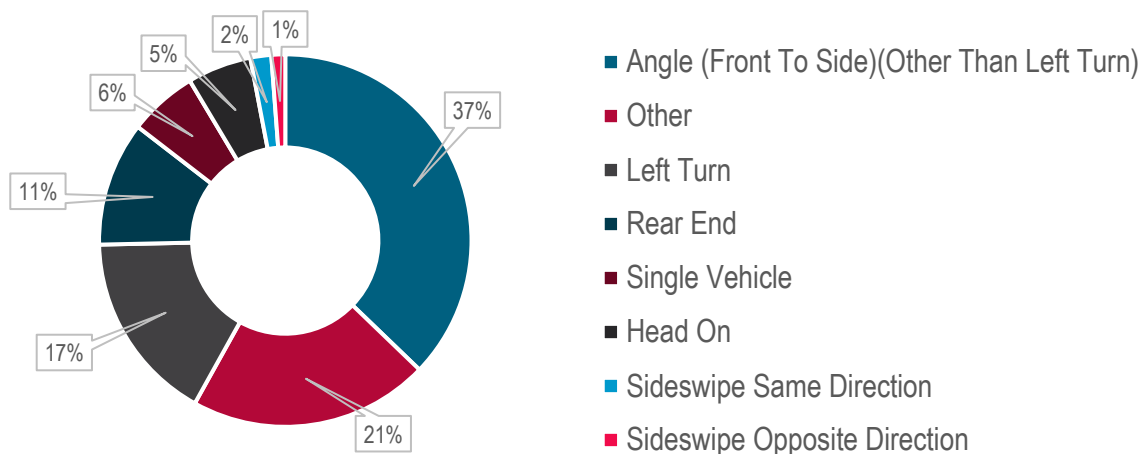


Source: ADOT

CRASHES BY TYPE

The three most common types of crashes that occurred in the most recent ten years of data were rear end (11,398 crashes, 37.2% of total), angle (front to side other than left turn) (6,399 crashes, 20.9% of total), and left turn (5,081 crashes, 16.6% of total), as shown in **Figure 50**.

Figure 50. All Crashes by Type (2014-2023)

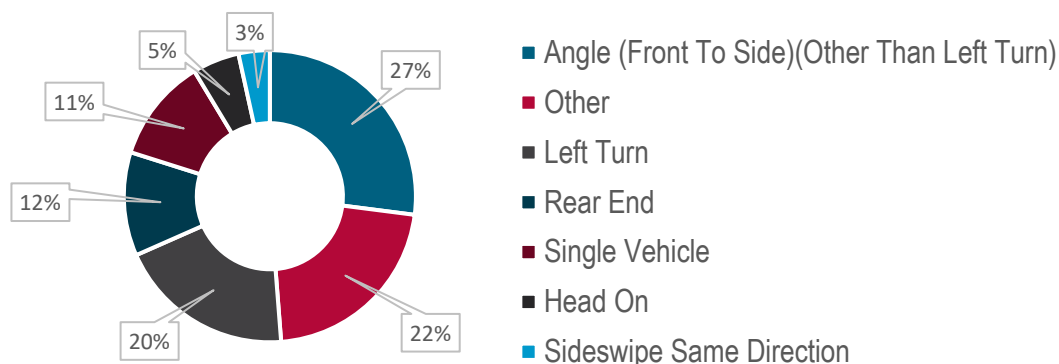


Source: ADOT



Crash types for fatal and serious injury crashes were compared to crash types for all crashes to see if there are any difference in trends. The three most common types of fatal and serious injury crashes that occurred in the most recent ten years of data were angle (219 crashes, 27% of total), other (176 crashes, 22% of total), and left turn (159 crashes, 20% of total), as shown in **Figure 51**. Note that the “other” crash type includes 145 (82% of “other” crashes) pedestrian-involved and bicyclist-involved fatal and serious injury crashes.

Figure 51. Fatal and Serious Injury Crashes by Type (2014-2023)



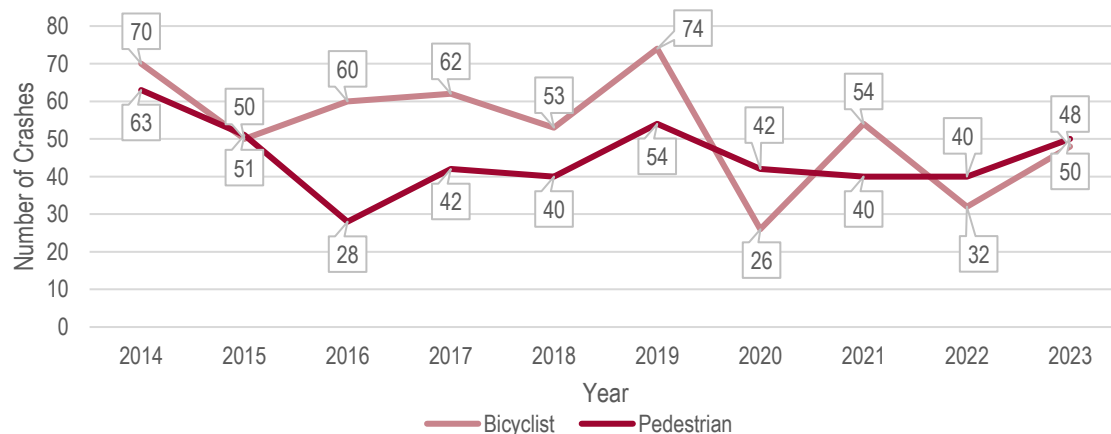
Source: ADOT

PEDESTRIAN-INVOLVED AND BICYCLIST-INVOLVED CRASHES

In the most recent ten-year period, there were 979 crashes involving vulnerable road users (such as pedestrians and bicyclists), representing 3.2% of all crashes. Of the 979 crashes, 450 were pedestrian-involved crashes resulting in 43 fatal crashes (9.6%) and 106 suspected serious injury crashes (23.6%). There were 529 bicyclist-involved crashes, 8 of which were fatal crashes (1.5%) and 58 of which were suspected serious injury crashes (11.0%).

Figure 52 shows the annual pedestrian-involved and bicyclist-involved crashes from 2014 through 2023. The annual number of pedestrian-involved and bicyclist-involved crashes has generally declined slightly, from a maximum of 133 total pedestrian-involved and bicyclist-involved crashes in 2014 to 2023's total of 98 pedestrian-involved and bicyclist-involved crashes. **Figure 53** shows the locations of pedestrian-involved and bicyclist-involved crashes by severity.

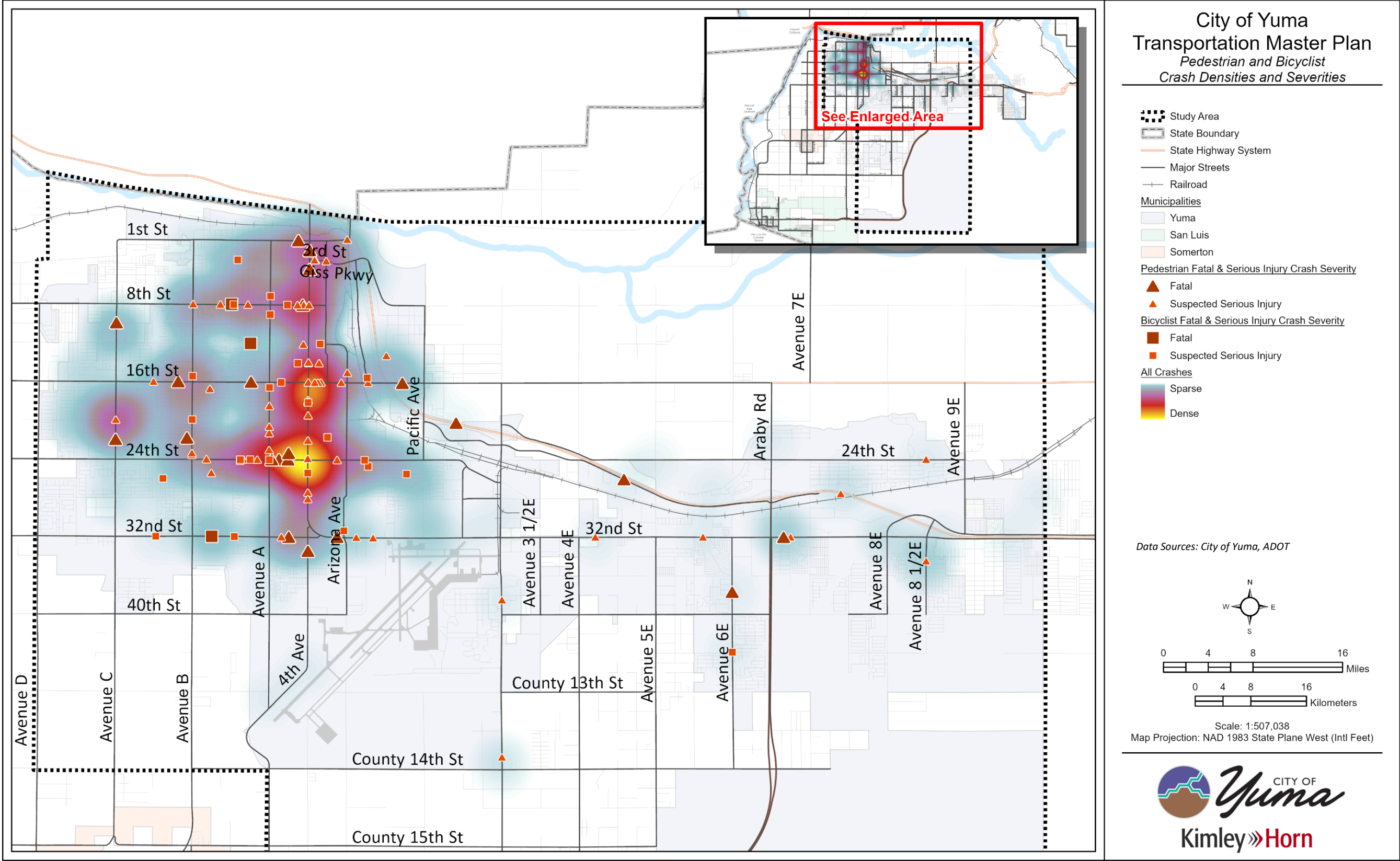
Figure 52. Bicyclist-Involved and Pedestrian-Involved Crashes (2014-2023)



Source: ADOT



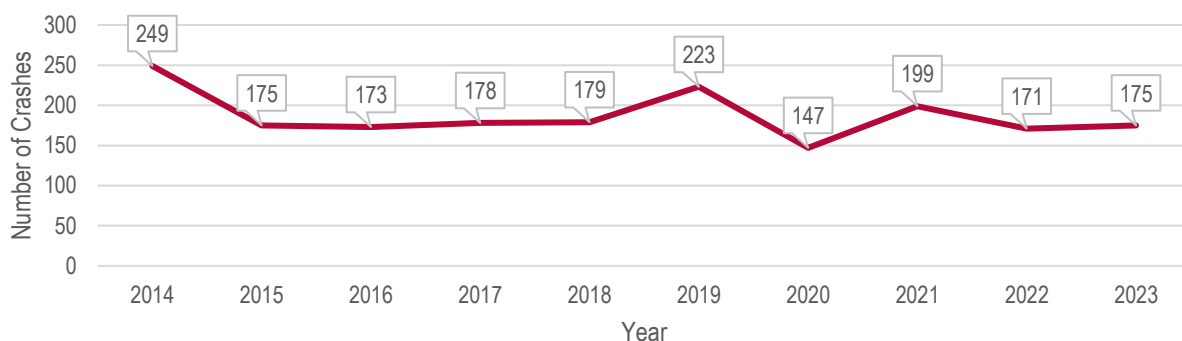
Figure 53. Pedestrian-Involved and Bicyclist-Involved Crash Densities and Severity (2014-2023)



TRUCK CRASHES

In the most recent ten-year period, there were 1,869 truck-involved crashes. Of the truck-involved crashes, 11 were fatal crashes and 22 were suspected serious injury crashes. Of the truck-involved crashes, 107 were on I-8, 20 were on US 95, 62 were on SR 195, and the other crashes were on non-ADOT facilities. The annual number of truck-involved crashes is shown in **Figure 54**. Truck-involved crashes remained relatively steady over the ten-year period between 2014 and 2023 except for a one-year decline in 2020 (which was most likely a result of changes in travel patterns due to the COVID-19 pandemic).

Figure 54. Truck-Involved Crashes by Year



Source: ADOT

VULNERABLE ROAD USER SAFETY ASSESSMENT

ADOT completed a Vulnerable Road User Safety Assessment in 2023 in which Yuma was ranked third highest community in Arizona recommended for VRU safety improvements due to high pedestrian crash rates and a high equity (disadvantaged population impact) score in the northern part of Yuma, particularly along 4th Avenue and 2nd Street.

KEY TAKEAWAYS

- Since 2014, the total number of crashes has generally declined slightly.
- Crash hotspots include 1st Street and 4th Avenue, 8th Street and 4th Avenue, 16th Street between 6th Avenue and Arizona Avenue, 24th Street between Avenue A and Arizona Avenue, 32nd Street and 4th Avenue (Big Curve Area), 16th Street and Avenue B, and 24th Street and Avenue B.
- Fatal and suspected serious injury crashes accounted for 3% of all crashes but 27% of all pedestrian-involved and bicyclist-involved crashes.
- Pedestrian-involved and bicyclist-involved crashes represented 3% of all crashes but accounted for 35% of all fatal crashes and 25% of all suspected serious injury crashes.
- The number of truck-involved crashes has remained relatively steady over the most recent 10-year period.
- Rear end, angle, and left-turn crashes accounted for the most common crash types overall but angle, left-turn, and pedestrian-involved/bicyclist-involved accounted for the most common fatal and serious injury crash types.
- More detailed crash analysis will be undertaken by the City's recently initiated Road Safety Action Plan.



OPPORTUNITIES AND CONSTRAINTS

To holistically evaluate the key takeaways, a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis was conducted to identify where to focus on developing feasible improvement recommendations for the TMP study area. **Figure 55** shows the overall structure of the SWOT analysis and the following sections organize the key takeaways into the four groupings.

Figure 55. Existing Conditions SWOT Analysis Components



STRENGTHS

Strengths are topics or metrics that are both helpful to the existing transportation system in Yuma and are within the control of the City of Yuma (of internal origin). Strengths of the Yuma transportation system include:

- Well-connected roadway network on the west side of the study area
- The YCAT system has a strong rider base with the ridership trending upwards since 2021.
- The City makes considerable effort in developing long-term plans to improve all aspects of transportation and community health.
- Several projects are in place to improve the transit system, bicyclist network, pedestrian network, and roadway network.

WEAKNESSES

Weaknesses are topics or metrics that are harmful to the transportation system but are within the control of the City of Yuma (of internal origin). Weaknesses of Yuma's transportation system include:

- Motorist, pedestrian, and bicyclist crashes are concentrated along 16th Street, 4th Avenue, and 24th Street. Safety-related improvements should be prioritized along these corridors.



- The east side of the study area transportation network is not as connected as the west side, particularly for bicyclist and pedestrian travel. Priority should be placed on improving connectivity on the east side of the study area transportation network.

OPPORTUNITIES

Opportunities are topics or metrics that are helpful in the City of Yuma transportation system's continued improvement but are largely out of the control of the City of Yuma (of external issue) and are more a result of the general environment. Opportunities for Yuma's transportation system include:

- Projected population and employment growth provide opportunities to install additional transportation infrastructure that can address some of the identified transportation needs.
- Making active transportation more appealing provides the opportunity to improve overall community health.

THREATS

Threats are topics or metrics that are harmful to Yuma's transportation system's improvement but are largely out of the control of the City of Yuma (of external origin) and are more a result of the general environment. Threats to Yuma's transportation system include:

- Major highways and roadways within the study area experience a significant increase in traffic during the winter months due to winter visitors, tourists, and agricultural activities.
- Large tracts of agricultural land, federal land, and military land limit development to certain areas of the study area. This may restrict expansion of the transportation network.
- Improper human behavior (e.g., driving aggressively, impaired, or distracted) is a major contributing factor to many of the crashes in the study area.



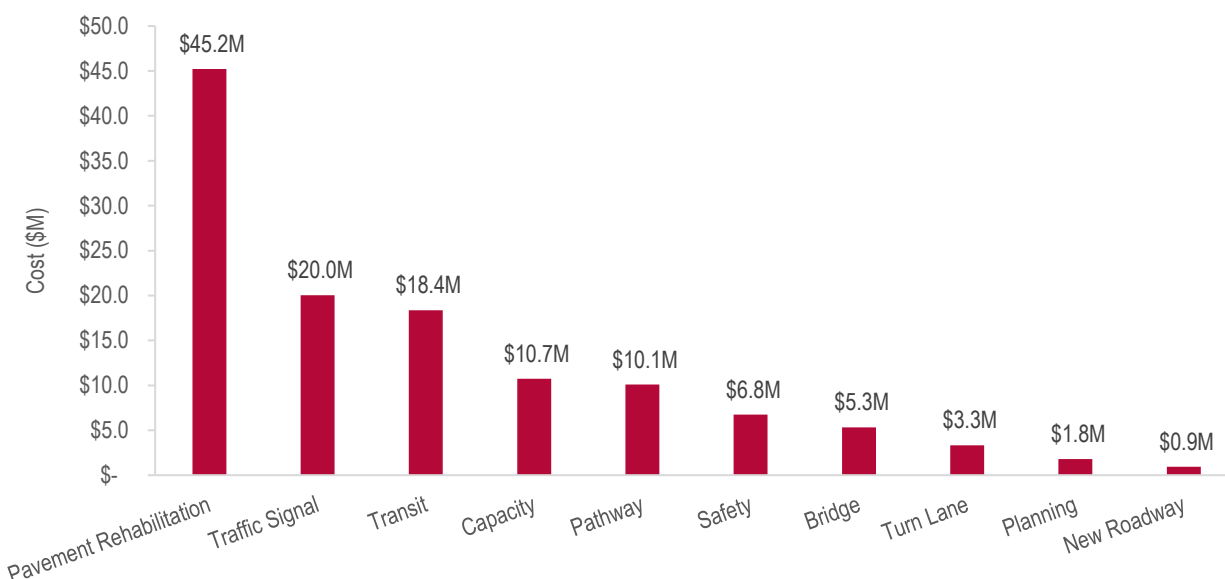
FUTURE CONDITIONS

PREVIOUS PLANNING EFFORTS

PROGRAMMED/FUNDED IMPROVEMENTS

Several plans, policies, and recommendations related to future conditions were identified in previously completed documents. The funding allocated to different transportation-related improvement project types in the City of Yuma's *Capital Improvement Program (2025-2029)*, or CIP, is summarized in **Figure 56**. Approximately \$45.2 million (37%) of the \$122.5 million in programmed City transportation improvement funds have been allocated to pavement rehabilitation projects. The next highest project type for which funding is allocated is traffic signal projects at \$20.0 million (16%).

Figure 56. Programmed Transportation Improvements by Cost and Project Type (2025-2029)



Source: City of Yuma Capital Improvement Program Fiscal Years 2025-2029

Other sources of programmed projects related to transportation include the ADOT Five Year Program (2025-2029) and the latest YMPO *Transportation Improvement Program (TIP)*.

PLANNED IMPROVEMENTS

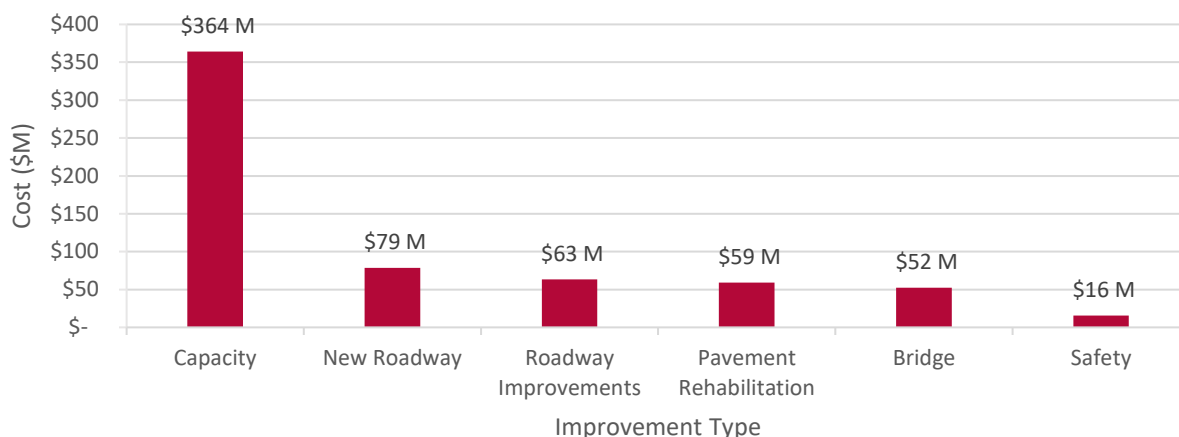
Planned improvements are those from previously reviewed documents that have not yet received funding.

FUTURE ROADWAY PLANNED IMPROVEMENTS

The planned future roadway improvements from these studies include 112 recommendations ranging from capacity increases, constructing new roadways, improving existing roadways, pavement rehabilitation, safety, and constructing bridges/overpasses totaling approximately \$634 million in improvement costs. A summary of the planned roadway improvements by type and cost is summarized in **Figure 57**.



Figure 57. Future Roadway Planned Improvements by Cost and Type



Source: City of Yuma Transportation Master Plan (2014); YMPO 2022-2045 Long Range Transportation Plan Update (2021)

FUTURE TRANSIT PLANNED IMPROVEMENTS

The YCIPTA/YMPO Short Range Transit Plan (2021) presents a five-year plan to redesign the existing transit system in response to the growing population and needs of the Yuma region and its users. The total projected operating and capital cost at the time of the study for the planned 2025-2026 improvements, if implemented, was approximately \$1.5 million. The improvements, none of which is currently funded, are listed below:

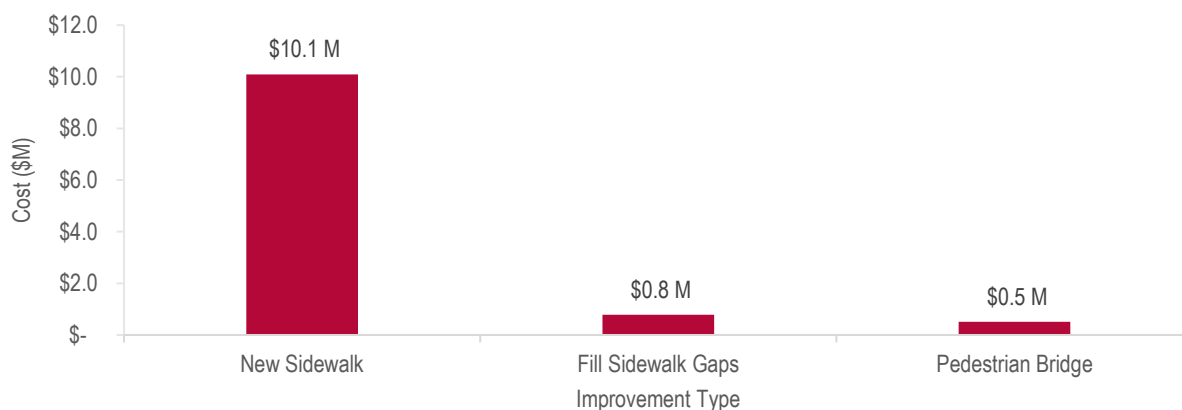
- **Personal Mobility on Demand (PMoD) Demonstration:** This project aims to on-demand ride-share and taxi service to the residents on the Quechan Reservation. This area is currently served by the Yuma County Area Transit (YCAT) Blue Route 5; however, it is the preference of the residents and the nature of the low density area that an on-demand ride-share/taxi service would better service the Reservation.
- **Expand Turquoise 10 Station:** Reservice options include expanding the five-day per week service from eastern Imperial County to important destinations in El Centro such as the Department of Motor Vehicles, State Courts, and the Public Health Department.
- **Central Yuma Route Restructuring:** This project proposes a system redesign around the West Yuma Transit Hub (WYTH) and the Downtown Yuma Transit Center (DYTC) to provide better east-west coverage in the region. This would result in capital improvements to the two transit centers and priority bus stops and rescheduling, rerouting, and adding buses to complete the grid network and provide a “Dual Hub Grid Network”.
- **US 95 South Corridor Service Integration:** This is a multi-year proposal that would integrate three YCAT routes into a common schedule in the service area south of the WYTH. The existing schedule for routes Yellow 95, Purple 6, and Silver 9 overlap with varying headways. The goal of the proposal is to provide 15-minute headways on the Yellow 95 and Purple 6 routes between the WYTH and San Luis. Thirty-minute headways would be provided to Cocopah and San Luis destinations, which branch off the mainline.
- **East County Redesign:** This redesign would consolidate the Orange 2, Brown 3, and Gold 8 routes into a common line providing all-day local in the 32nd Street corridor and peak period limited stop service on I-8. The existing system is sparsely used and not user-friendly as it requires transfers. The redesign aims to provide direct services, expand flex zones to MCAS-Yuma, and implement a FLEX Microtransit Feeder (on-demand transit service).



FUTURE ACTIVE TRANSPORTATION PLANNED IMPROVEMENTS

The planned future pedestrian improvements from previously completed studies include 14 recommendations ranging from constructing new sidewalk, filling gaps in the network, and pedestrian bridges totaling approximately \$11.4 million in improvement costs. The largest portion of these costs are associated with constructing new sidewalk for long spans. A summary of the improvements by type and cost is summarized in **Figure 58**.

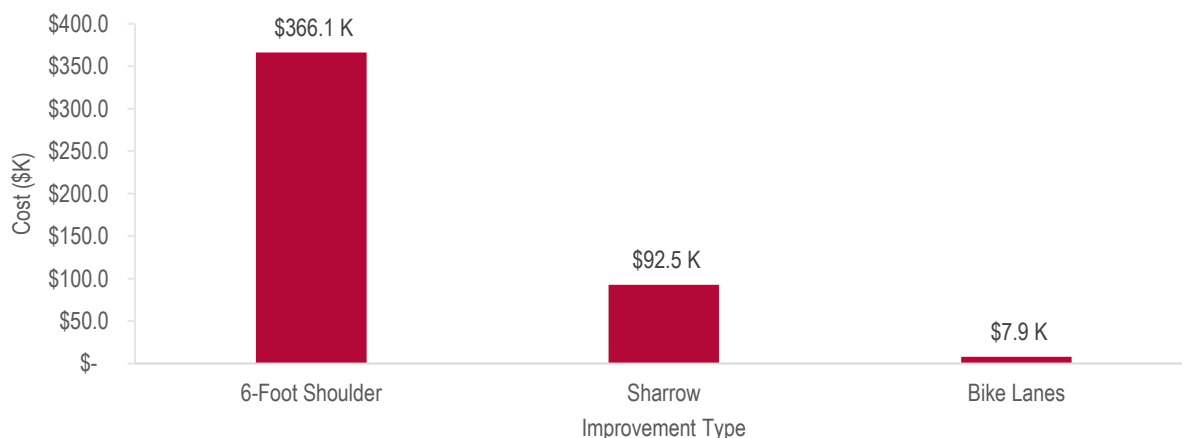
Figure 58. Future Pedestrian Planned Improvements by Cost and Type



Source: City of Yuma Transportation Master Plan (2014); YMPO 2022-2045 Long Range Transportation Plan Update (2021)

The planned future bicyclist improvements from previously completed studies include 14 recommendations ranging from six-foot shoulders, sharrows, and bicyclist lanes totaling approximately \$446,000 in improvement costs. A summary of the improvements by type and cost is summarized in **Figure 59**.

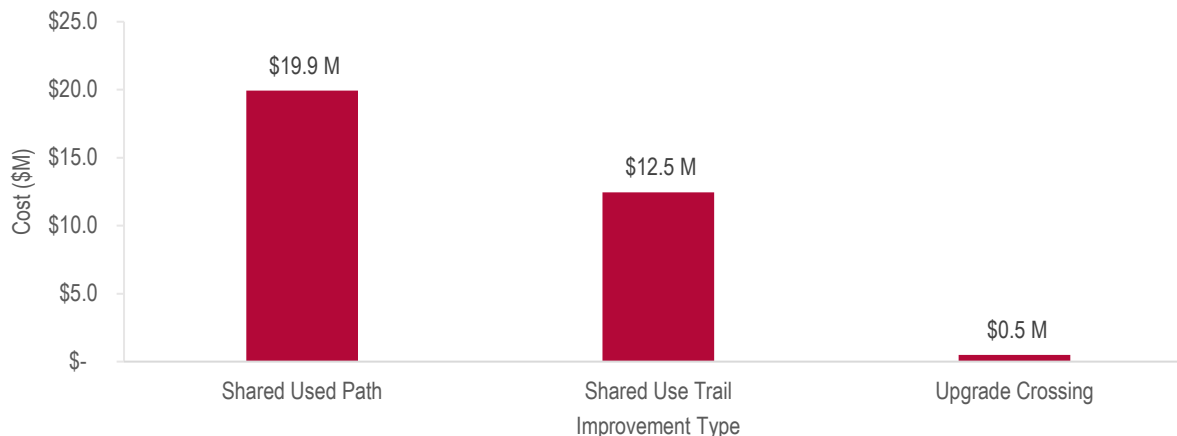
Figure 59. Future Bicycle Planned Improvements by Cost and Type



Source: City of Yuma Transportation Master Plan (2014); YMPO 2022-2045 Long Range Transportation Plan Update (2021)

The planned future multimodal improvements from previously completed studies include 49 recommendations ranging from shared-use paths, shared-use trails, and upgrading crossings totaling approximately \$32.9 million in improvement costs. A summary of the improvements by type and cost is summarized in **Figure 60**.



Figure 60. Future Multimodal Planned Improvements by Cost and Type

Source: City of Yuma Transportation Master Plan (2014); YMPO 2022-2045 Long Range Transportation Plan Update (2021)

FUTURE RAIL PLANNED IMPROVEMENTS

The City, in conjunction with Yuma County and the Town of Wellton, recently received funding from the Federal Highway Administration's Railroad Crossing Elimination Grant Program to assess the feasibility of grade-separating three at-grade crossings in Yuma County, one of which is on Avenue 9E between 24th Street and 28th Street.

UPRR is planning to double-track the Sunset Route, a portion of which runs through Yuma. The portion that is already double-tracked is from the intersection at 1st Street and Gila Street to approximately 0.23 miles west of Avenue 4E (0.7 miles above 32nd Street). The track north of the Colorado River at 1st Street and the track east of Avenue 4E is only single-tracked. Double-tracking is anticipated to result in more train activity, which will likely lead to more frequent closures of the at-grade roadway-rail crossings.

FUTURE AVIATION PLANNED IMPROVEMENTS

A traffic circulation plan has been proposed for the Yuma International Airport area to address congestion issues on Airport Loop Road. As part of the study, impacts of partial closure of Airport Loop Road and the extension of 4th Avenue should be considered. No major landside transportation projects pertaining to the Yuma International Airport are planned.

KEY TAKEAWAYS

- The \$122.5 million of funding allocated over the next five years by the City for transportation improvements is primarily allocated to pavement rehabilitation, followed by traffic signals and transit enhancements.
- Future transportation needs identified in prior planning efforts for Yuma's transportation network are close to \$700 million, using the cost values from the year they were identified. Costs would be significantly higher if adjusted to account for inflation. The cost of identified transportation needs far exceeds the anticipated funding available for transportation, assuming similar future funding levels for transportation as has historically been available.

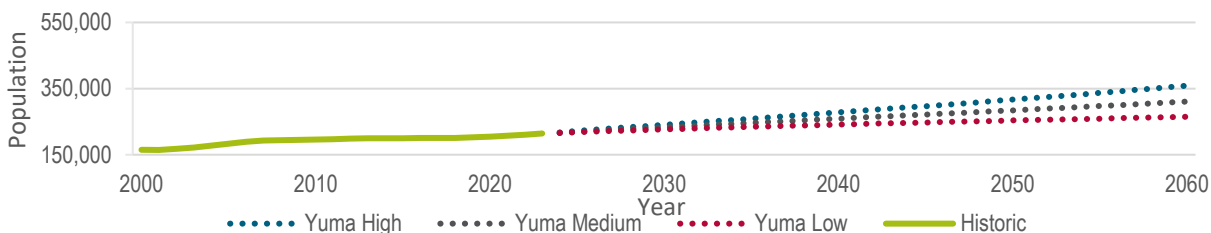


FUTURE DEMOGRAPHIC PROFILE

FORECASTED POPULATION

The Arizona Office of Economic Opportunity (OEO) has developed low, medium, and high population forecasts for Yuma County, extending through 2060, as shown in **Figure 61**. The low forecast anticipates a county-wide population increase of 23% by 2060 while the medium and high forecasts project county-wide population to increase by 44% and 65%, respectively.

Figure 61. Historical and Forecasted Population for Yuma County



Source: United States Census Bureau; Arizona Office of Economic Opportunity

YMPO has developed 2050 projections for population and dwelling units and incorporated these projections into YMPO's regional TDM, organized by traffic analysis zone (TAZ). The 2050 forecasted population by TAZ is illustrated in **Figure 62**. The 2050 forecasted dwelling unit density by TAZ is illustrated in **Figure 63**.

FORECASTED EMPLOYMENT

The Arizona OEO has developed industry employment projections for 2022-2032 at the county level. Yuma County's annual employment percentage change is anticipated to be 0.9%, with a base employment of 83,071 (2022) and a projected employment of 90,883 (2032). YMPO has also developed 2050 projections for employment and incorporated these projections into YMPO's regional TDM, organized by TAZ. The 2050 employment growth by TAZ is illustrated in **Figure 64**.

KEY TAKEAWAYS

- Population and employment are projected to continue to grow in Yuma, with population growing at a faster rate than employment.
- Population growth through 2050 is projected to primarily occur west of Avenue A and east of Avenue 5E.
- Employment growth through 2050 is projected to primarily occur east of Arizona Avenue and west of Avenue 9E.



Figure 62. Population Growth (2050) by TAZ

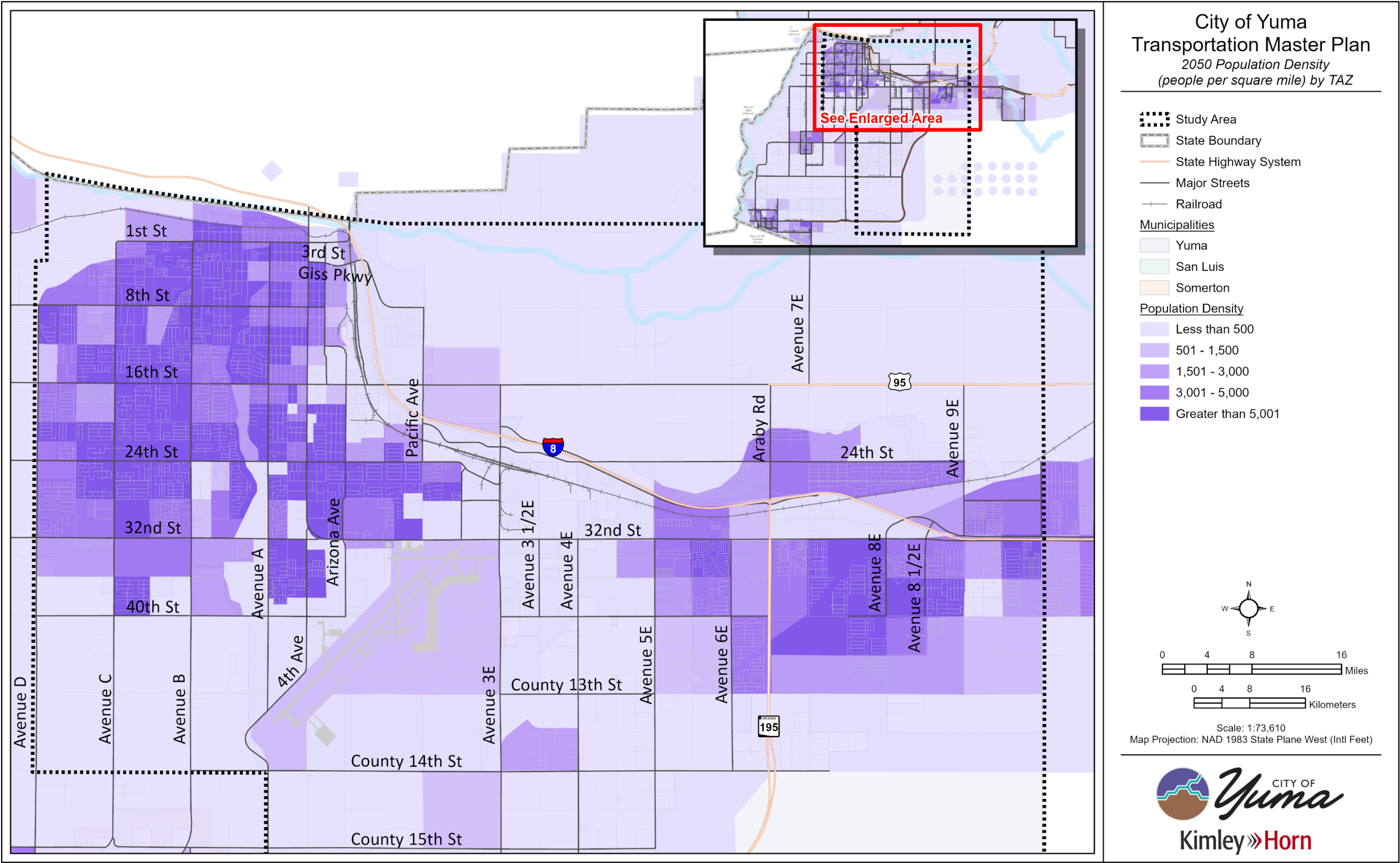


Figure 63. Dwelling Unit Growth (2050) by TAZ

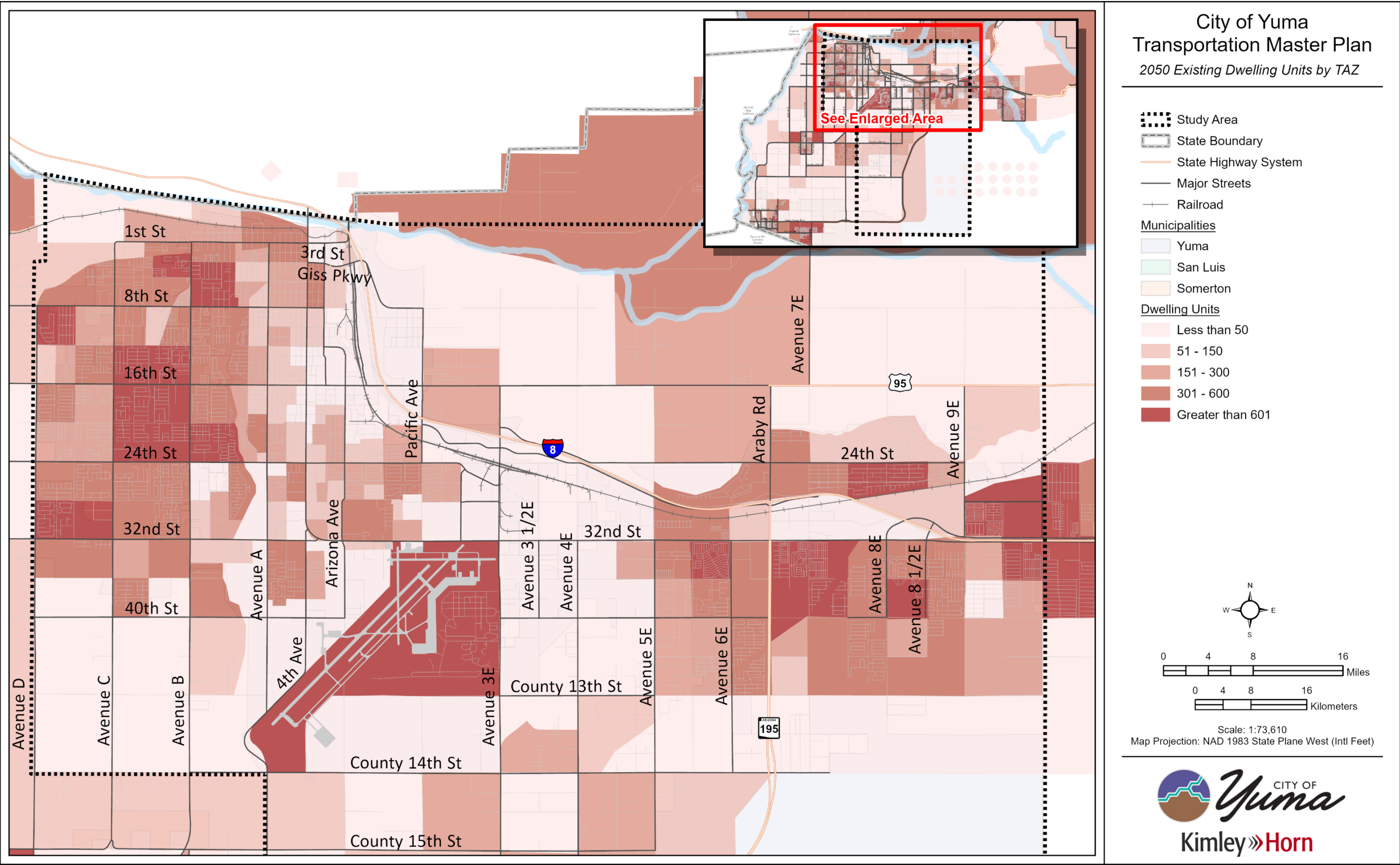
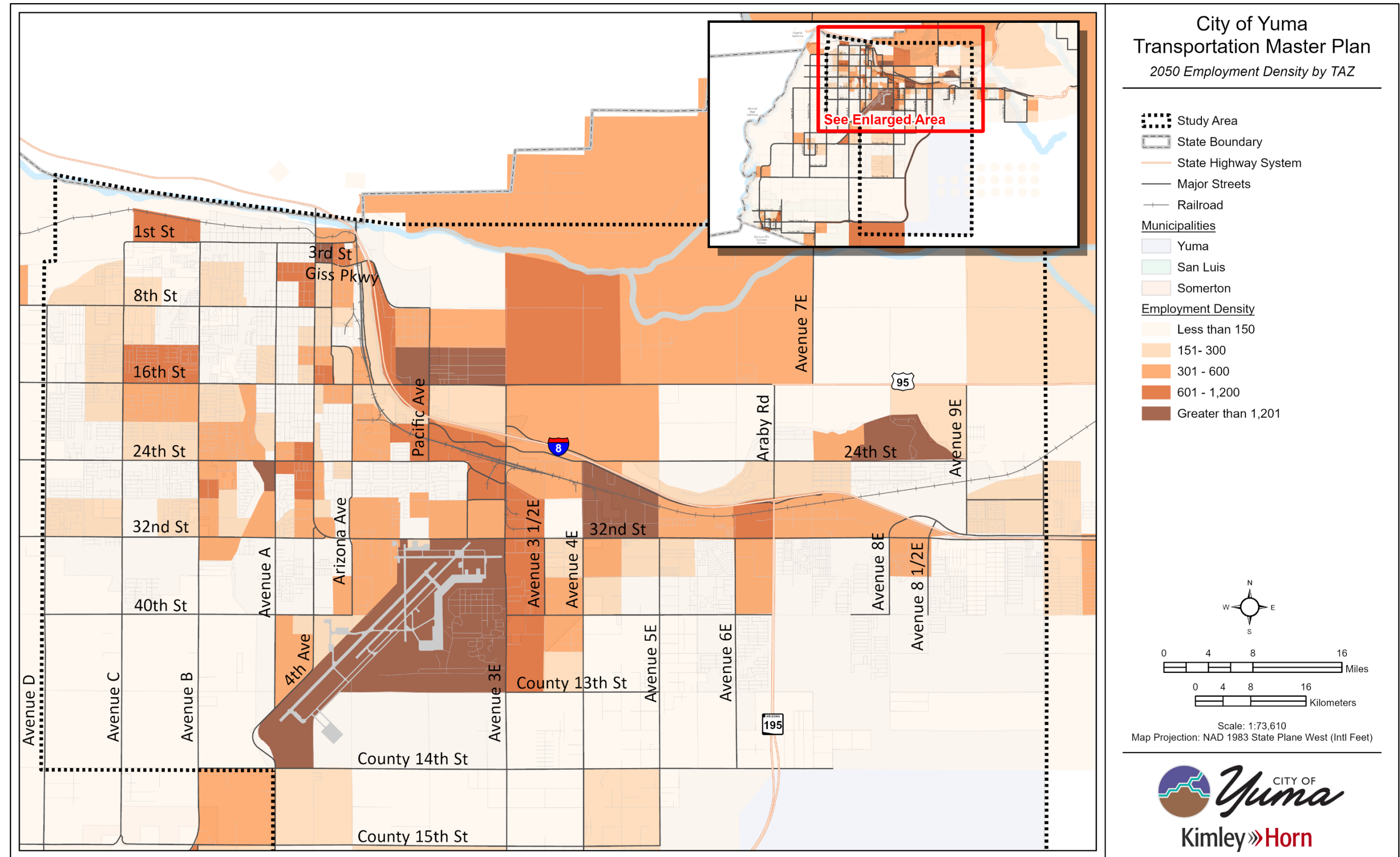


Figure 64. Employment Growth (2050) by TAZ

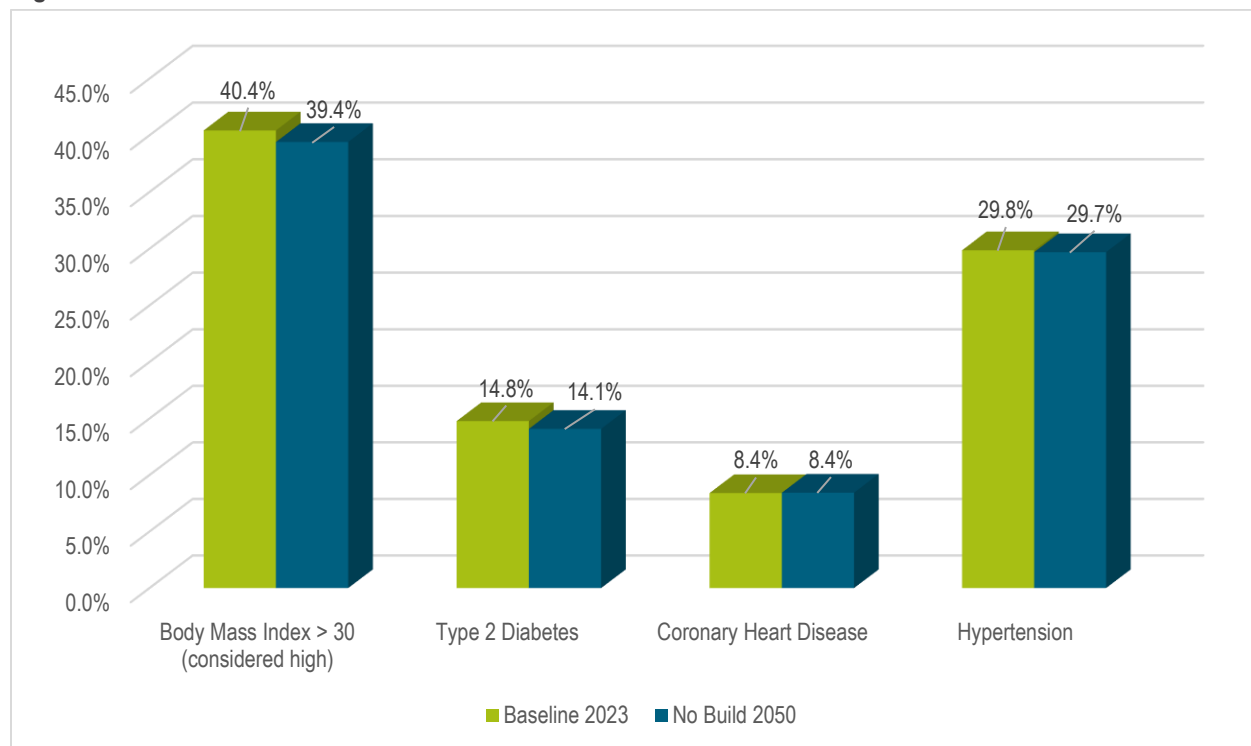


FUTURE HEALTH ASSESSMENT

2050 NO BUILD ESTIMATED HEALTH CONDITIONS

The 2023 Baseline and 2050 No Build scenarios were evaluated using Urban Design 4 Health's National Public Health Assessment Model (N-PHAM). N-PHAM estimated population-weighted prevalence rates of BMI greater than 30, Type 2 diabetes, coronary heart disease, and high blood pressure/hypertension (see **Figure 65**). There is minimal change in these outcomes in the 2050 No Build scenario compared to 2023. Small reductions in the prevalence rates can be attributed to the built environment changes from the programmed projects and the forecasted changes in population and employment. In 2023, the average annual per capita cost of illness in the City of Yuma is estimated to be \$2,812 (based on N-PHAM estimated prevalence rates and average treatment costs), with a total annual cost of \$599 million. By 2050, in the No Build scenario, the average per capita cost of illness is expected to remain \$2,812 (in 2023 dollars), but the total annual cost increases to \$799 million due to the projected population growth.

Figure 65: N-PHAM Estimated Chronic Disease Rates in 2023 and 2050 No Build



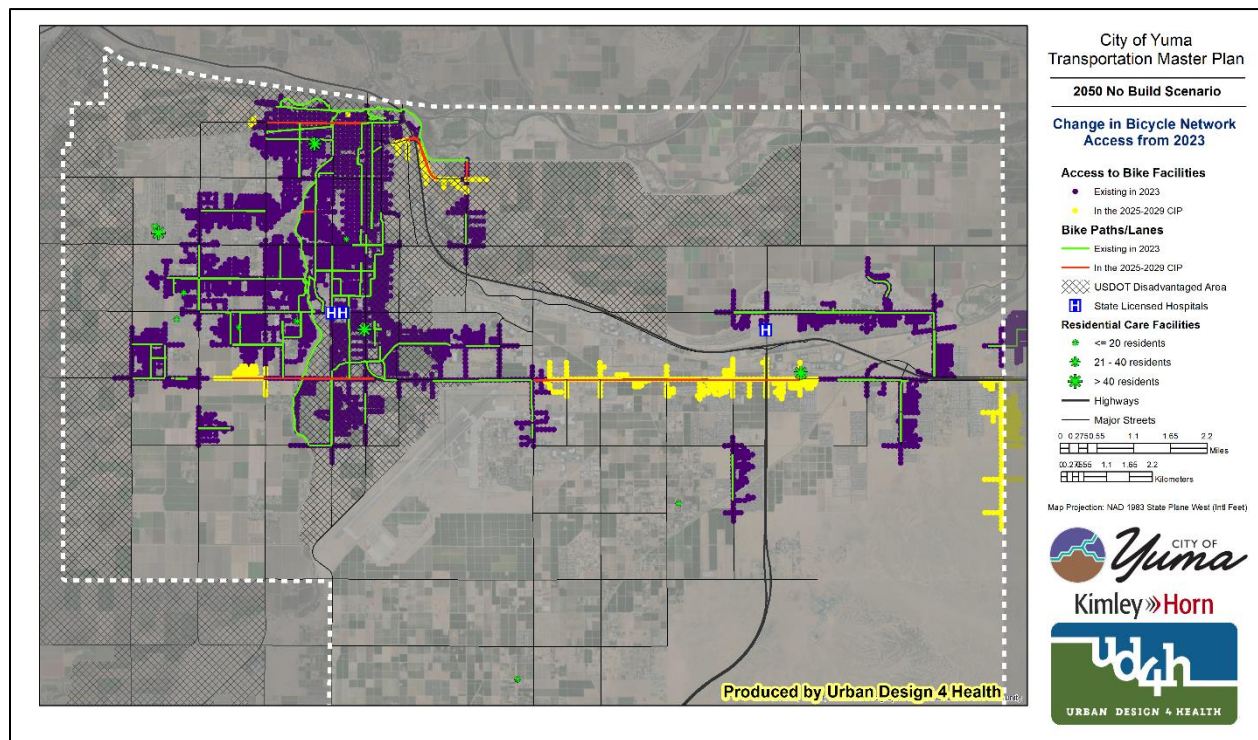
Source: UD4H

ACCESS TO BICYCLIST FACILITIES

Anticipated bicyclist facilities and areas of bicyclist facility access in the 2050 No Build scenario are shown in **Figure 66**. Purple areas have existing access to bicyclist facilities within 500 meters, and yellow areas show additional bicyclist facility access provided by programmed improvements. Access to bicyclist paths and lanes increases options for safe active travel, recreation, and fitness. Increased availability and use of bicyclist lanes can help build a culture of health and physical activity that can benefit entire communities.



Figure 66: 2050 No Build Access to Bicyclist Features



KEY TAKEAWAYS

- Study area population health conditions in 2050 are generally projected to experience minimal change compared to existing health conditions if the only improvements to the existing transportation network are those already programmed with funding.
- Individual programmed projects expected to improve localized health conditions are those that promote active travel and physical activity, improve safety, increase access to health goods and services, reduce adverse environmental exposure, and/or improve social connectivity.
- Without intentional planning and community investment, future population and employment growth is forecast to generally occur in less walkable locations farther from established areas that contain parks, bike facilities, transit service, and mixed land use (e.g., complete communities with shops and services).
- When considering health impacts, future transportation and land use plans should (to the extent possible) focus development into existing areas served by diverse transportation alternatives and land uses. Any new development in less central locations should include infrastructure to support active transportation and, in key locations, clustering of development into nodes where shops and services are provided.



FUTURE ROADWAY ASSESSMENT

FUTURE TRAFFIC CONDITIONS

2050 traffic volumes and anticipated traffic congestion were forecasted using the updated YMPO regional TDM. The 2050 No Build TDM assumes the improvements already funded for construction are implemented as planned, a scenario known as 'Existing Plus Committed' (E+C), where 'Committed' refers to projects already programmed and funded. This scenario is more commonly called the "No Build" scenario. The following programmed and funded projects within the Yuma TMP study area were incorporated into the 2050 No Build model:

- Construct Bridge on Avenue 7E and 40th Street over A Canal
- Construct 40th Street between Avenue 7 ½ E and Avenue 6 ¾ E (one lane each way with a raised median – with no at-grade connection to SR 195/Araby Rd)
- Widen Avenue 9E from two to four lanes between South Gila Canal (City Limits) and North Frontage Road.

2050 NO BUILD AVERAGE TRAFFIC VOLUMES

Figure 67 shows forecasted 2050 No Build average daily traffic volumes during average traffic conditions. 16th Street, 32nd Street, Avenue 3E, and Araby Road are projected to be high-volume corridors in 2050. **Figure 68** shows anticipated LOS and traffic congestion in 2050 during average traffic conditions if no improvements are implemented beyond those already funded for construction. The existing congestion throughout Yuma is anticipated to worsen over time with the following segments nearing capacity (LOS E) or over capacity (LOS F):

- | | |
|--|---|
| ■ 24 th Street between Avenue 5E and Araby Road (LOS F) | ■ 24 th Street between Avenue 4E and Avenue 5E (LOS E) |
| ■ 32 nd Street between SR 195 and Avenue 7E (LOS F) | ■ I-8 Eastbound On-Ramp from Avenue 3E (LOS E) |
| ■ Avenue 8E between 40 th Street and 42 nd Place (LOS F) | ■ Avenue 3E between Gila Ridge Road and I-8 Eastbound On-Ramp (LOS E) |
| ■ South Frontage Road between Mesa Avenue and Westwind Boulevard (LOS F) | ■ Yuma Palms Parkway between Castle Dome Avenue and 16 th Street (LOS E) |
| ■ North Frontage Road between Avenue 10E and Avenida Compadres (LOS F) | ■ 16 th Street between El Paseo Real and 14 th Avenue (LOS E) |
| ■ South Frontage Road between Avenue 9E and Mesa Avenue (LOS E) | ■ 24 th Street between 17 th Avenue and Ridgeview Drive (LOS E) |
| ■ South Frontage Road between Westwind Boulevard and Avenue 10E (LOS E) | ■ 32 nd Street between 15 th Avenue and Avenue A (LOS E) |
| ■ Gila Ridge Road between 750 feet west of SR 195 and SR 195 (LOS E) | ■ Airport Loop/4 th Avenue between County 14 th Street and Avenue A (LOS E) |

Figure 69 shows the anticipated changes in daily traffic volumes between the 2023 TDM scenario and the 2050 No Build scenario. Locations experiencing congestion currently are expected to continue to experience congestion in 2050.



Figure 67. 2050 No Build Average Traffic Condition Volumes

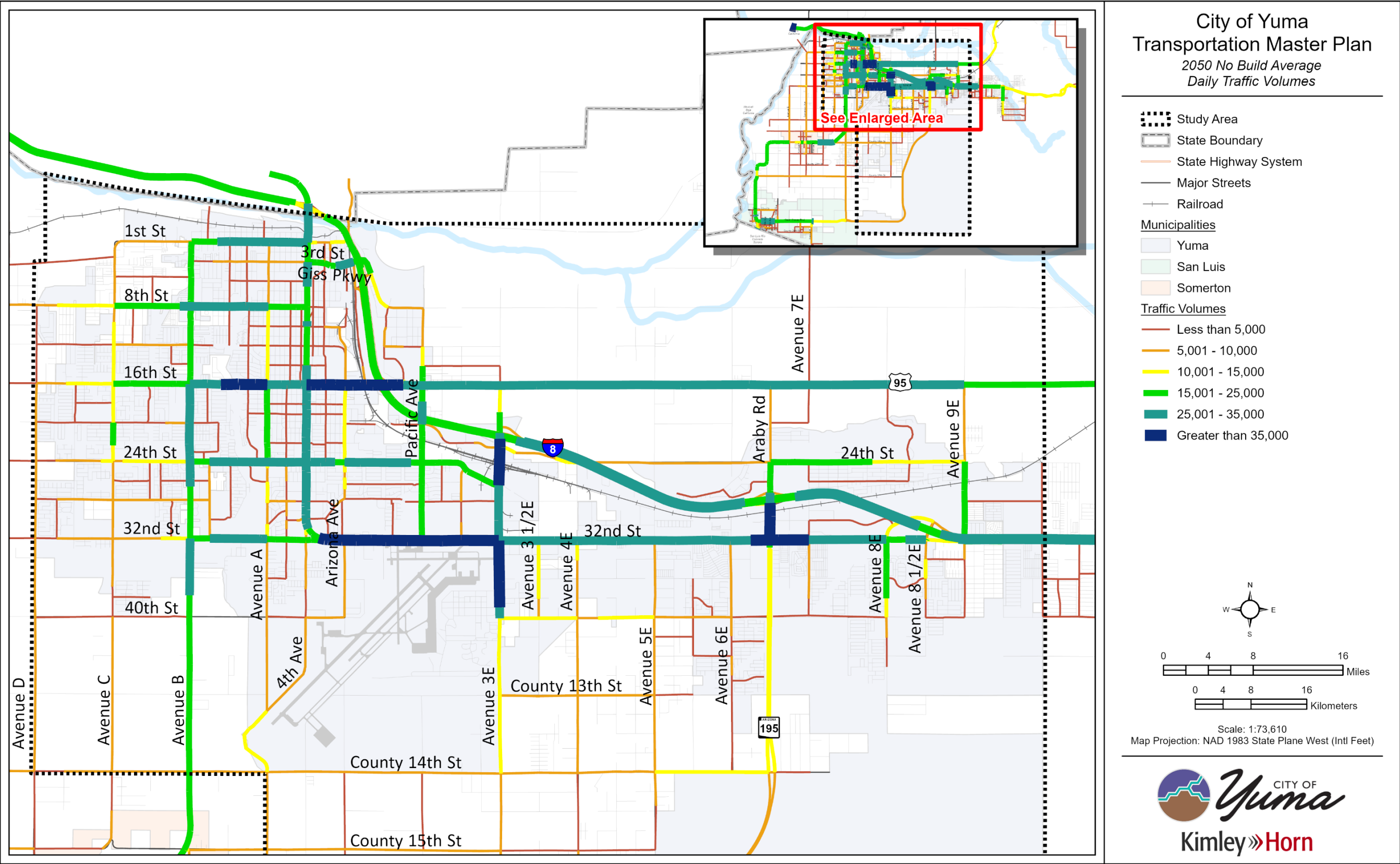


Figure 68. 2050 No Build Average Traffic Condition LOS

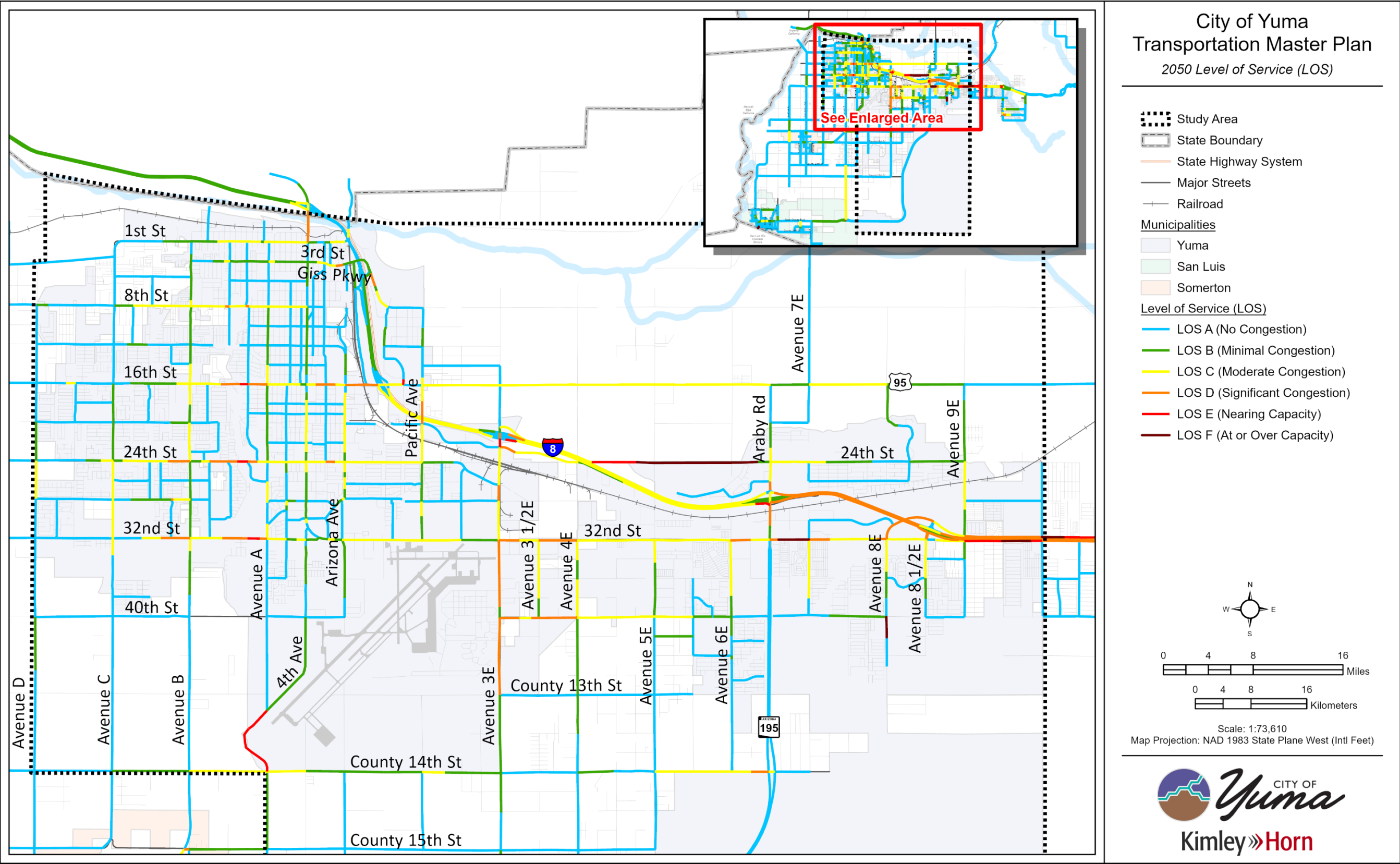
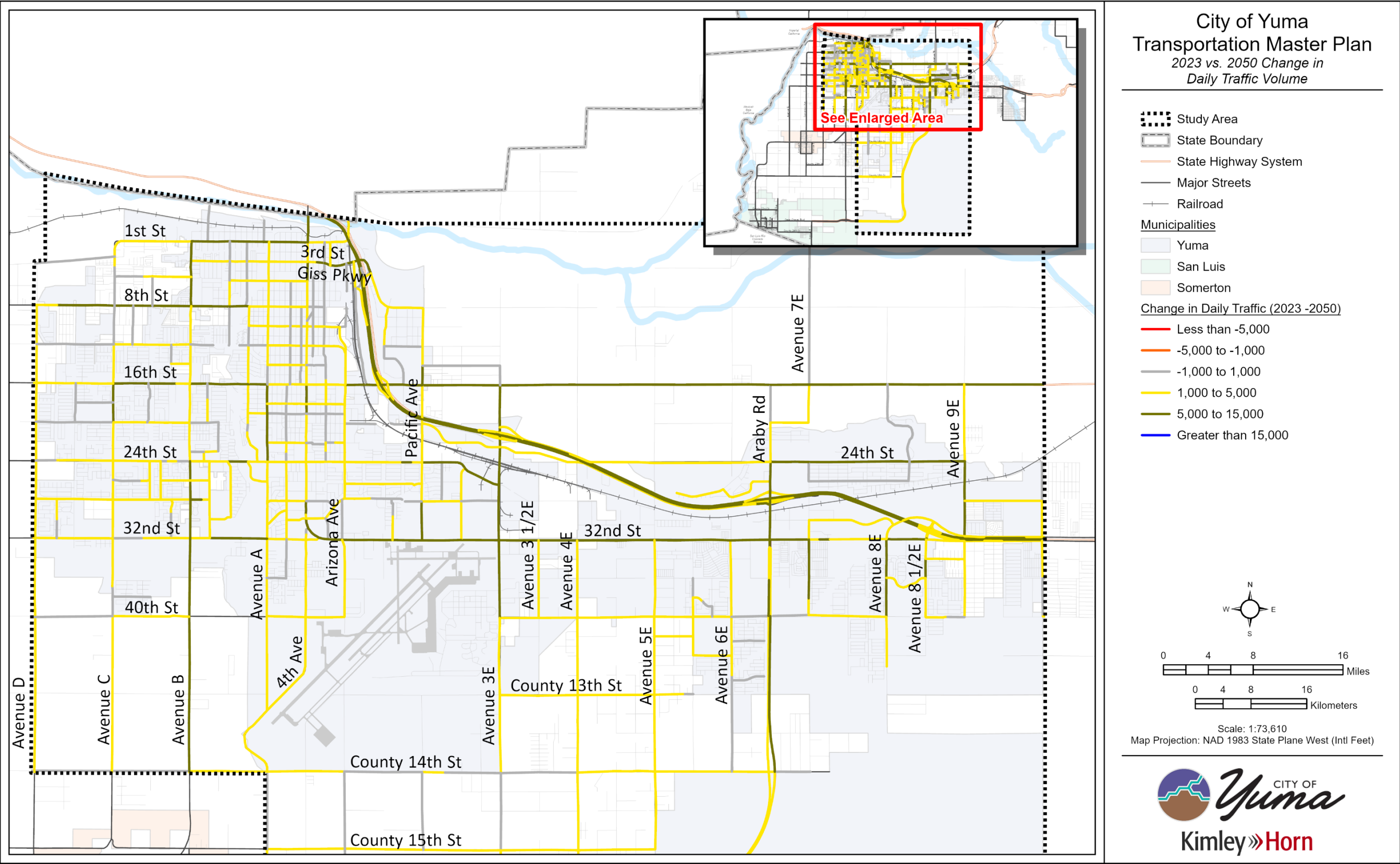


Figure 69. Change in Traffic Volumes (2023-2050 No Build Average Traffic Condition)



The locations that experience the greatest change in volume are west of Avenue A and east of Avenue 3E, including along I-8. Key locations that experience large changes in volume are:

- Avenue B between 24th Street and County 14th Street
- Avenue 3E between US 95/16th Street and 40th Street
- SR 195 between 36th Street and County 14th Street
- Avenue 9E between 24th Street and 32nd Street
- 1st Street between Avenue B and 4th Avenue
- 8th Street between Avenue D and East Main Canal
- 16th Street between Avenue C and Avenue A
- US 95/16th Street between Arizona Avenue and Avenue 10E
- 24th Street between Araby Road and Avenue 9E
- 32nd Street between Avenue B and Avenue 8 ½ E

2050 NO BUILD PEAK TRAFFIC VOLUMES

Figure 70 shows forecasted 2050 No Build average daily traffic volumes during the winter season when traffic volumes are typically at their peak. 16th Street, 32nd Street, Avenue 3E, and SR 195 are projected to be high-volume corridors in the 2050 No Build peak traffic condition.

Figure 71 shows anticipated 2050 No Build peak traffic condition LOS if no improvements are implemented beyond those already funded for construction. Congestion throughout Yuma is generally anticipated to worsen over time. The following segments that were LOS E or LOS F in the 2050 average traffic condition did not experience a change in LOS in the 2050 peak traffic condition:

- | | |
|--|---|
| ■ 24 th Street between Avenue 5E and Araby Road (LOS F) | ■ Yuma Palms Parkway between Castle Dome Avenue and 16 th Street (LOS E) |
| ■ 32 nd Street between SR 195 and Avenue 7E (LOS F) | ■ 16 th Street between El Paseo Real and 14 th Avenue (LOS E) |
| ■ Avenue 8E between 40 th Street and 42 nd Place (LOS F) | ■ 32 nd Street between 15 th Avenue and Avenue A (LOS E) |
| ■ South Frontage Road between Mesa Avenue and Westwind Boulevard (LOS F) | ■ Airport Loop/4 th Avenue between County 14 th Street and Avenue A (LOS E) |
| ■ North Frontage Road between Avenue 10E and Avenida Compadres (LOS F) | |



Figure 70. 2050 No Build Peak Traffic Condition Volumes

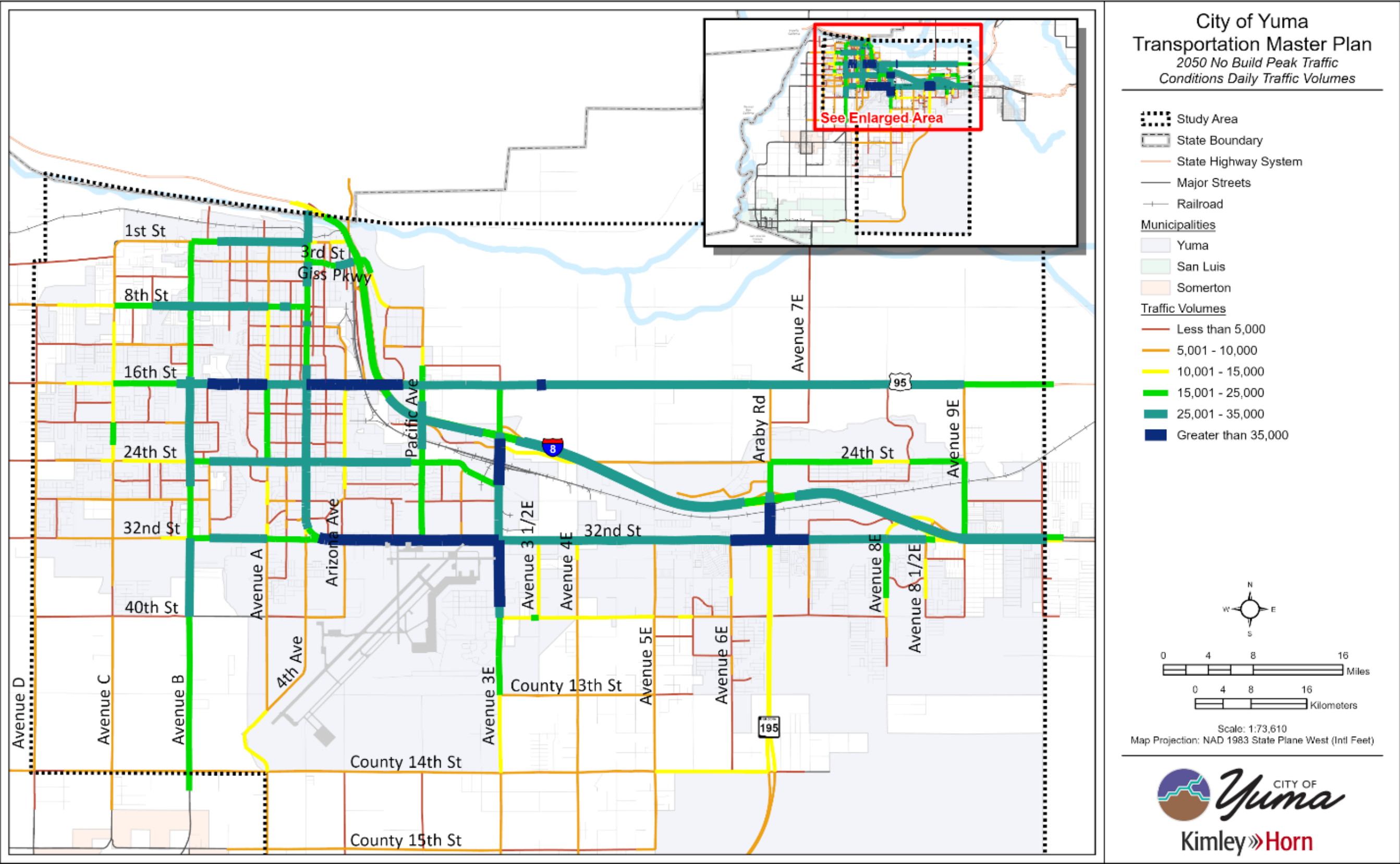
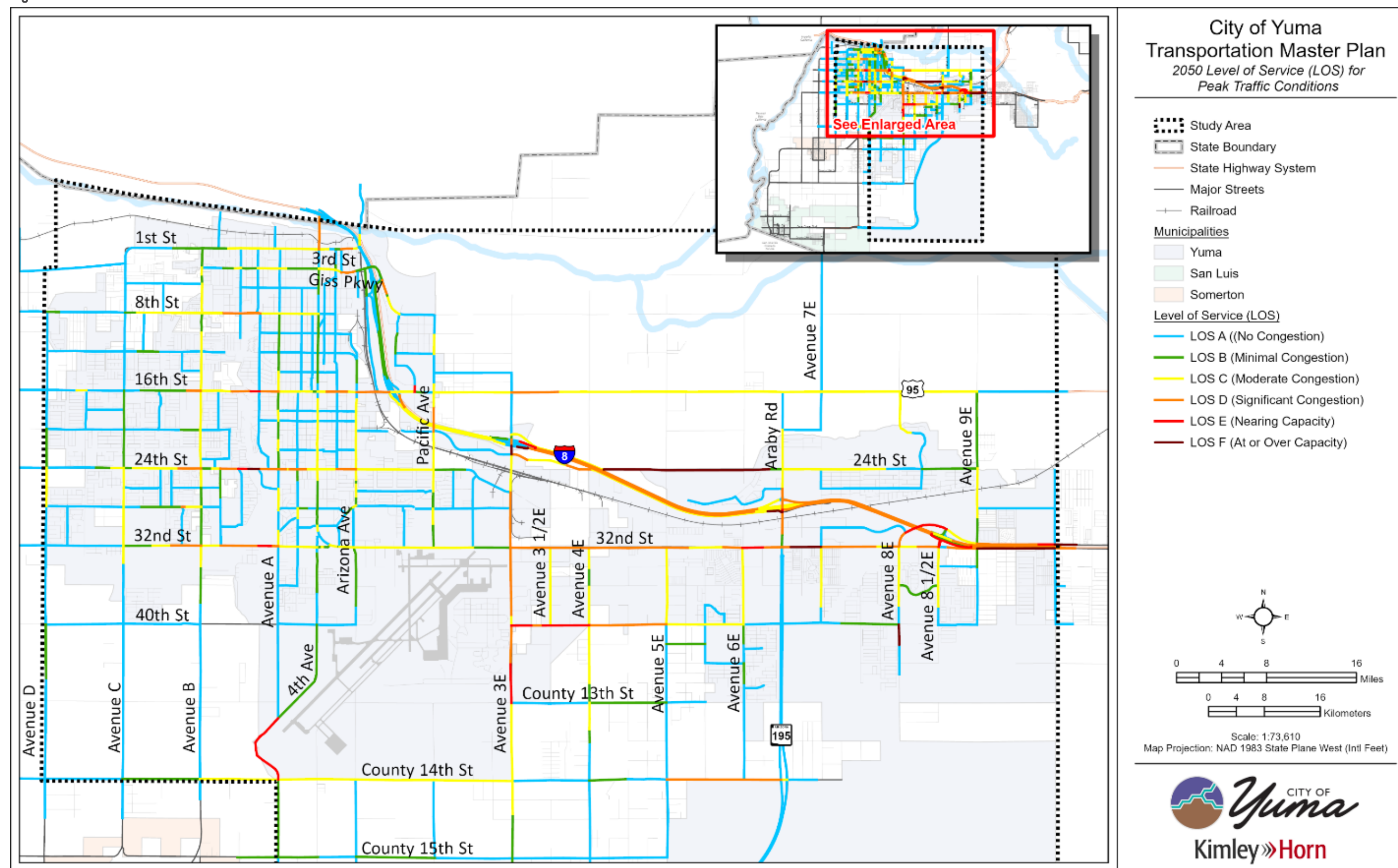


Figure 71. 2050 No Build Peak Traffic Condition LOS



Notable segments that were LOS E in the 2050 No Build average traffic condition but that are now LOS F in the 2050 No Build peak traffic condition are:

- South Frontage Road between Avenue 9E and Mesa Avenue
- South Frontage Road between Westwind Boulevard and Avenue 10E
- 24th Street between 17th Avenue and Ridgeview Drive
- 24th Street between Avenue 4E and Avenue 5E
- Gila Ridge Road between 750 feet west of Araby Road and Araby Road
- I-8 Eastbound On-Ramp from Avenue 3E
- Avenue 3E between Gila Ridge Road and I-8 Eastbound On-Ramp

The following segments were LOS D in the 2050 No Build average traffic condition but are now LOS E in the 2050 No Build peak traffic condition:

- 24th Street between 18th Avenue and 17th Avenue
- I-8 Westbound Off-Ramp at Avenue 3E
- 40th Street between Avenue 3E and Avenue 4E
- Avenue 3E between 43rd Street and County 13th Street
- 32nd Street between Avenue 6E and the First Christian Church Access Driveway (Avenue 6 ¼ E)
- I-8 Eastbound Off-Ramp at Araby Road
- North Frontage Road between 30th Street and I-8 Westbound On-Ramp/Off-Ramp at Avenue 8 ½ E
- North Frontage Road between ¼ mile west of Avenue 10E and Avenue 10E
- I-8 Eastbound On-Ramp/Off-Ramp at Avenue 8 ½ E

KEY TAKEAWAYS

- The 2050 No Build scenario only minimally improves the study area roadway network connectivity.
- Traffic volumes are projected to increase in the future due to the projected population and employment growth. Roadways projected to see significant increases in volume include I-8, SR 195, 16th Street, 32nd Street, Avenue 3E, many of the mile-grid roadways west of Avenue A, and many of the roadways east of SR 195.
- There are many more segments nearing capacity (LOS E) or over capacity (LOS F) in the 2050 No Build scenario than in existing conditions, with peak winter traffic conditions further exacerbating congestion compared to average traffic conditions.
- Segments nearing or over capacity during peak conditions include segments of 16th Street, 24th Street, and 32nd Street (all between Avenue B and Avenue A), 4th Avenue north of County 14th Street, segments of Avenue 3E near MCAS-Yuma and near I-8, North Frontage Road, South Frontage Road, 40th Street east of Avenue 3E, and the roadways around the I-8/SR 195/Araby Road interchange and the I-8/Avenue 8 ½ E interchange.



FUTURE OPPORTUNITIES AND CONSTRAINTS

To holistically evaluate the key takeaways, a SWOT analysis was conducted to identify where to focus on developing feasible improvement recommendations for the TMP study area. **Figure 55** shows the overall structure of the SWOT analysis and the following sections organize the key takeaways into the four groupings.

Figure 72. Future Conditions SWOT Analysis Components



STRENGTHS

Strengths of the 2050 No Build Yuma transportation system include:

- The City's current allocation of transportation funding, with system maintenance being the highest priority, aligns well with public input on priorities.
- The City's CIP is multimodal in nature, with funding allocated to various modes of travel.
- Prior planning efforts and recent regional modeling provide a comprehensive outlook on anticipated future multimodal needs.
- The programmed construction of a shared-use pathway along 32nd Street will provide critical connectivity between the west and east parts of Yuma for bicyclists and pedestrians.

WEAKNESSES

Weaknesses of the 2050 No Build Yuma transportation system include:

- Many of the identified capacity, bicyclist/pedestrian, and safety needs are not currently funded.
- Much of the projected growth in population and employment is in the Foothills area that already experiences congestion and the current roadway network does not provide redundant parallel routes to help distribute traffic.



- Much of the City's population, particularly the disadvantaged population, does not live near transit, bicyclist, and pedestrian facilities, limiting modal choice and mobility.

OPPORTUNITIES

Opportunities for the 2050 No Build Yuma transportation system include:

- Projected population and employment growth provide opportunities for developers to help install additional transportation infrastructure that can address identified transportation needs.
- Making active transportation more appealing provides the opportunity to improve overall community health.
- The potential is there to create an integrated multimodal transportation system if additional funding can be obtained for transportation improvements.
- Technological advancements may bring new ways to travel and/or improve the safety and efficiency of travel.

THREATS

Threats to the 2050 No Build Yuma transportation system include:

- Insufficient or unreliable funding for transportation could adversely affect the ability to make improvements to Yuma's transportation system, which could have negative economic, health, and safety ramifications.
- Federal and state changes in policies, programs, funding levels, and laws could restrict the City's ability to make needed transportation improvements.
- Features such as railroad tracks, canals, and drainage washes are constraints that could limit options for expanding and connecting the transportation network.



2025 TMP VISION, GOALS, METRICS, AND OBJECTIVES

2025 TMP VISION STATEMENT

The vision for the 2025 *City of Yuma Integrated Multimodal Transportation Master Plan* is founded on establishing a clear vision of the City's short-term and long-term transportation priorities that align with the mobility needs for all. Previously completed planning documents, public engagement input, and feedback obtained at Steering Committee meetings influenced the development of the 2025 TMP vision.

Vision: *A well-maintained and integrated transportation system that prioritizes safety, efficiency, inclusivity of all modes of travel, and community health.*

2025 TMP GOALS, OBJECTIVES, AND METRICS

Goals are overarching statements that define a desired result. Objectives are achievements and actions that contribute to the completion of a goal. A series of objectives can provide a roadmap that illustrates progress towards a goal. Metrics are the quantifiable indicators used to measure progress towards achieving the objectives and goals. Previously completed planning documents, public engagement input, and feedback obtained at Steering Committee meetings influenced the development of the 2025 TMP goals, objectives, and metrics.

The TMP's general overarching goals through 2050 are:

- Maintain overall transportation infrastructure condition at acceptable levels
- Reduce fatal and serious injury crashes by 75% by 2050, with an ultimate goal of zero fatal and serious injury crashes to achieve Vision Zero
- Provide acceptable traffic operations on major roadways
- Provide an interconnected multimodal network by improving transit, bicyclist, and pedestrian facilities
- Implement context-sensitive multimodal projects, policies, and processes that improve community health

The following sections contain mode-specific goals, objectives, and metrics that relate to travel on the roadway, transit, and active transportation networks.

ROADWAY NETWORK

The goals, objectives, and metrics for the roadway network in Yuma are summarized in **Table 5**.

Table 5. Roadway Network Goals, Objectives, and Metrics

Goal	Objectives	Metrics
Goal 1: Maintain pavement surface conditions on all roadways at acceptable levels	<ul style="list-style-type: none"> ■ Continue to utilize and update a pavement management program that tracks pavement condition and identifies needed maintenance activities ■ Prioritize pavement maintenance along major roadways and where crash trends related to pavement condition exist 	<ul style="list-style-type: none"> ■ Pavement Condition Index (PCI) values ■ Number of crashes related to pavement condition
Goal 2: Reduce fatal and serious injury crashes by 75% by 2050, with an ultimate goal of zero fatal and serious injury crashes	<ul style="list-style-type: none"> ■ Develop a Safety Action Plan ■ Target high-crash and high-risk locations with FHWA-approved safety countermeasures ■ Develop a crash dashboard to track crash hotspots and trends 	<ul style="list-style-type: none"> ■ Number of fatal and serious injury crashes ■ Fatal and serious injury crash rates



Goal	Objectives	Metrics
	<ul style="list-style-type: none"> ■ Incorporate Vision Zero and Safe System Approach concepts, including predictive safety analysis, into City policies, processes, and standards ■ Conduct targeted safety education campaigns that are supplemented by enforcement ■ Incorporate technological advances in traffic control devices and communication infrastructure to promote connectivity to vehicles 	<ul style="list-style-type: none"> ■ Number of safety-related updates to City policies, processes, and standards ■ Number of education campaigns ■ Number of enforcement stops ■ Usage of intelligent transportation system devices
Goal 3: Provide acceptable traffic operations on major roadways	<ul style="list-style-type: none"> ■ Construct a Traffic Management Center ■ Increase capacity at locations nearing, at, and over capacity ■ Implement coordinated signal timing along major roadways ■ Improve roadway connectivity to provide alternate routes ■ Incorporate technological advances in traffic control devices and communication infrastructure 	<ul style="list-style-type: none"> ■ Volume-to-capacity ratio on roadways ■ Level of service ■ Travel time reliability ■ Usage of intelligent transportation system devices
Goal 4: Promote improved community health through context-sensitive roadway network design	<ul style="list-style-type: none"> ■ Update City roadway network design policies, processes, and standards to improve access to community health facilities such as parks and medical centers ■ Develop “complete streets” roadway cross-sections that accommodate all modes of travel ■ Incorporate traffic calming design elements that encourage active transportation and reduce vehicle speeds ■ Reduce exposure to traffic-related air pollution and noise 	<ul style="list-style-type: none"> ■ Number of health-related updates to City roadway network design policies, processes, and standards ■ Number of approved “complete streets” roadway cross-sections ■ Miles of new bike lanes, shared-use paths, and sidewalks ■ Number of traffic calming devices installed ■ Changes in air quality and noise levels

TRANSIT NETWORK

The goals, objectives, and metrics for the transit network in Yuma are summarized in **Table 6**.

Table 6. Transit Network Goals, Objectives, and Metrics

Goal	Objectives	Metrics
Goal 1: Maintain transit vehicles, facilities, and infrastructure at acceptable levels	<ul style="list-style-type: none"> ■ Support YCIPTA in developing updated short-range and long-range transit plans that address maintenance of transit vehicles, facilities, and infrastructure 	<ul style="list-style-type: none"> ■ Completion of short-range and long-range transit plans ■ Condition of transit vehicles, facilities, and infrastructure
Goal 2: Improve transit user safety and comfortability	<ul style="list-style-type: none"> ■ Provide “protected” pedestrian/bicyclist crossings near bus stops (e.g., pedestrian/bicyclist phasing at signalized intersections and pedestrian/bicyclist signal mid-block) ■ Provide shaded bus stops with seating ■ Construct curbside bus pull-outs ■ Improve bus stop amenities ■ Eliminate barriers for travel by disadvantaged populations (e.g., low income, people with disabilities, and older adults) 	<ul style="list-style-type: none"> ■ Number of protected pedestrian/bicyclist crossings ■ Number of bus stops ■ Number of bus pull-outs ■ Number of bus stops with shade and seating ■ ADA-related transit improvements ■ Percent of disadvantaged population subgroups within a 15-minute walk of a bus stop using ADA-compliant pedestrian infrastructure.



Goal	Objectives	Metrics
Goal 3: Increase accessibility, coverage, and reliability of the transit system	<ul style="list-style-type: none"> Invest in restructuring and expanding the transit network Improve transit coverage in disadvantaged areas Improve transit coverage to activity centers (e.g., parks, schools, major employers, shopping centers, medical centers, libraries) Improve bus headways Improve the notification system to inform riders on upcoming buses or interruptions to the system Assess feasibility of microtransit 	<ul style="list-style-type: none"> Number of bus stops and routes Transit network coverage Transit ridership Bus headways Timeliness of notifications Feasibility study for microtransit Percent and count of activity centers with a bus stop within a 15-minute walk of the centers' entrances
Goal 4: Make riding transit more appealing	<ul style="list-style-type: none"> Update City design policies, processes, and standards to accommodate access to transit Educate and raise awareness of existing services and upcoming service improvements/updates Provide assistance programs to low-income users 	<ul style="list-style-type: none"> Number of transit-related updates to City design policies, processes, and standards Number of transit education campaigns Number of transit riders

ACTIVE TRANSPORTATION NETWORK

PEDESTRIANS

The goals, objectives, and metrics for the pedestrian network in Yuma are summarized in **Table 7**.

Table 7. Pedestrian Network Goals, Objectives, and Metrics

Goal	Objectives	Metrics
Goal 1: Maintain sidewalk and shared-use path surface and crossing conditions at acceptable levels	<ul style="list-style-type: none"> Conduct regular inventory of pedestrian facility conditions and conduct needed maintenance to provide acceptable conditions 	<ul style="list-style-type: none"> Sidewalk and shared-use path and crossing condition ratings
Goal 2: Reduce pedestrian-involved fatal and serious injury crashes by 75% by 2050, with an ultimate goal of zero pedestrian-involved fatal and serious injury crashes	<ul style="list-style-type: none"> Establish a standard detail and guidance regarding pedestrian/bicyclist signals at mid-block crossings. Provide "protected" pedestrian/bicyclist crossings (e.g., pedestrian/bicyclist phasing at signalized intersections and pedestrian/bicyclist signal mid-block) 	<ul style="list-style-type: none"> Development of pedestrian/bicyclist signal standard detail and guidelines Number of pedestrian-involved fatal and serious injury crashes
Goal 3: Improve sidewalk and shared-use path connectivity	<ul style="list-style-type: none"> Conduct sidewalk and shared-use path gap inventory Install new sidewalk and shared-use paths to address identified gaps 	<ul style="list-style-type: none"> Mileage of gaps in sidewalk and shared-use path networks Mileage of sidewalk and shared-use paths Number and percentage of road centerline miles with continuous sidewalks on both sides
Goal 4: Make walking more appealing	<ul style="list-style-type: none"> Increase shaded sidewalk coverage Update development standards to improve pedestrian access Raise awareness, educate, and promote the use of pedestrian facilities at community events Increase streetlight coverage along sidewalks and at crossings 	<ul style="list-style-type: none"> Percentage or mileage of sidewalks that have shading Number of pedestrian-related updates to City policies, processes, and standards Number of pedestrian education campaigns Number of pedestrians Number of new streetlights along sidewalks and at crossings



BICYCLISTS

The goals, objectives, and metrics for the bicyclist network in Yuma are summarized in **Table 8**.

Table 8. Bicyclist Network Goals, Objectives, and Metrics

Goal	Objectives	Metrics
Goal 1: Maintain bicyclist facility and shared-use path surface and crossing conditions at acceptable levels	<ul style="list-style-type: none"> Conduct regular inventory of bicyclist facility conditions and conduct needed maintenance to provide acceptable conditions 	<ul style="list-style-type: none"> Bicyclist facility and shared-use path and crossing condition ratings
Goal 2: Reduce bicyclist-involved fatal and serious injury crashes by 75% by 2050, with an ultimate goal of zero bicyclist-involved fatal and serious injury crashes	<ul style="list-style-type: none"> Establish a standard detail and guidance regarding pedestrian/bicyclist signals at mid-block crossings. Provide “protected” pedestrian/bicyclist crossings (e.g., pedestrian/bicyclist phasing at signalized intersections and pedestrian/bicyclist signal mid-block) Incorporate separated bicyclist facilities where feasible 	<ul style="list-style-type: none"> Development of pedestrian/bicyclist signal standard detail and guidelines Number of bicyclist-involved fatal and serious injury crashes Miles of separated bicyclist facilities
Goal 3: Improve bicyclist facilities and shared-use path connectivity	<ul style="list-style-type: none"> Conduct bicyclist facilities and shared-use path gap inventory Install new bicyclist facilities and shared-use paths to address identified gaps Target connecting neighborhoods to activity centers (i.e., parks, schools, major employers, shopping centers, medical centers, libraries, etc.) Improve cross-town connectivity of bicyclist facilities 	<ul style="list-style-type: none"> Mileage of gaps in bicyclist facilities and shared-use path networks Mileage of bicyclist facilities and shared-use paths Connectivity of bike network Bicycle lane inventory
Goal 4: Make bicycling more appealing	<ul style="list-style-type: none"> Update development standards to improve bicyclist access Raise awareness, educate, and promote the use of bicyclist facilities at community events 	<ul style="list-style-type: none"> Number of bicyclist-related updates to City policies, processes, and standards Number of bicyclist education campaigns Number of bicyclists Number of bicycle parking spaces and locations (in general) and at activity centers



SCENARIO DEVELOPMENT AND EVALUATION

Scenarios were developed for roadway users, transit users, bicyclists, and pedestrians to aid in developing a list of potential improvements that can subsequently be refined into prioritized recommended improvements. The reason for providing a suite of scenarios for each mode of transportation was to identify how each scenario impacts the transportation network. The potential improvements within each scenario were identified from previously completed plans, the existing and future conditions analysis findings, and public/stakeholder input.

ROADWAY SYSTEM SCENARIOS

Roadway scenarios were developed based on targeted improvements to improve the LOS and capacity around the city compared to the aforementioned 2050 No Build Scenario. A total of five main “build” scenarios, along with sub-scenarios for certain scenarios, were developed and evaluated in comparison to the 2050 No Build Scenario. The following sections describe each of the scenarios.

It should be noted that the volumes used in the scenario analysis were average annual volumes rather than peak season volumes for simplicity in working with the YMPO regional TDM. A check was performed on the recommended scenario to confirm the assumed roadway network can accommodate both average annual volumes as well as peak season volumes. Maps displaying analysis results related to the roadway system scenarios can be found in **Appendix A**.

SCENARIO 1

Scenario 1 analyzed if an expressway loop along Avenue D and County 14th Street would relieve congestion on I-8 and the city’s arterial network. This expressway would feature two lanes in each direction with a speed limit of 55 miles per hour (mph), connecting to SR 195 on the east via an at-grade intersection and to I-8 on the west in California through a new traffic interchange (TI). Access would be limited to mile-street intersections, with no mid-block access. No additional improvements beyond currently funded projects were included in this scenario.

While the expressway loop would provide a more direct route for traffic traveling between West Yuma, San Luis, Somerton, and California, its feasibility presents challenges. The construction of a new TI in California and bridge crossing the Colorado River would require approval from Caltrans and significant funding, making implementation difficult. Ultimately, despite some localized congestion relief and improved LOS, Scenario 1 does not sufficiently address key areas experiencing LOS E or LOS F. Given the high costs, institutional challenges, and minimal reduction in LOS E or LOS F segments, Scenario 1 (the expressway loop) is not considered a cost-effective solution and was not recommended for further consideration.

SCENARIO 2

Scenario 2 analyzed if widening I-8 from four to six lanes between the Foothills Boulevard TI and the 4th Avenue TI would reduce congestion on both the interstate (due to increased freeway capacity) and Yuma’s arterial network (by diverting trips on arterials to instead use I-8). No additional improvements beyond currently funded projects were included in this scenario.

While I-8 is projected to maintain an acceptable LOS through 2050 without widening (per the 2050 No Build Scenario), the proposed expansion of I-8 in Scenario 2 successfully alleviates congestion on the arterial network, particularly



south of 16th Street. However, Scenario 2 does increase congestion at key TIs, resulting in the need for additional TI-related improvements. Additionally, widening I-8 between Giss Parkway and 4th Avenue, including the Colorado River crossing, would be very expensive and require Caltrans approval, presenting feasibility challenges. Widening I-8 between the Foothills Boulevard TI and the 16th Street TI appears to be a cost-effective solution and was recommended for further consideration. Widening I-8 between the 16th Street TI and the 4th Avenue TI is not considered a cost-effective solution and was not recommended for further consideration.

SCENARIO 3

Scenario 3 analyzed if making arterial street improvements in East Yuma, specifically in the Foothills area, would alleviate congestion by expanding and enhancing the local roadway network. Scenario 3 included the following improvements:

- 40th Street: Construct as a four-lane minor arterial facility from Avenue 6½E to Avenue 10E with a speed limit of 45 mph
- County 13th Street: Construct as a minor arterial with one lane in each direction from Avenue 3E to Avenue 10E, including an overpass over SR 195, with a speed limit of 45 mph
- Avenue 8E:
 - Construct as a collector with one lane in each direction from County 14th Street to 40th Street with a speed limit of 45 mph
 - Construct as a collector with two lanes in each direction from 40th Street to I-8 North Frontage Road with a speed limit of 45 mph
- Avenue 9E: Construct as a collector with one lane in each direction from County 14th Street to I-8 South Frontage Road with a speed limit of 45 mph
- Avenue 10E: Construct as a minor arterial with two lanes in each direction from County 14th Street to I-8 South Frontage Road with a speed limit of 45 mph
- Fortuna Road: Construct as a minor arterial with two lanes in each direction from County 14th Street to 40th Street with a speed limit of 45 mph
- County 14th Street: Remains at-grade at SR 195, with two lanes in each direction from SR 195 to Foothills Boulevard with a speed limit of 45 mph
- 24th Street: Change roadway classification to a minor arterial with one lane in each direction from Avenue 3E to SR 195 with a speed limit of 45 mph

Two sub-scenarios to Scenario 3 were considered: Scenario 3A, where 40th Street intersects with SR 195 at-grade or as a TI; and Scenario 3B, where 40th Street crosses SR 195 via a bridge but does not have direct access to SR 195.

Scenario 3, which includes full arterial development in the Foothills area, effectively addresses LOS deficiencies and is considered cost-effective. Scenario 3A is preferred over Scenario 3B as Scenario 3A provides greater traffic relief to parallel corridors because 40th Street connects directly to SR 195 via an at-grade intersection or a TI, although Scenario 3B is also viable. Making 40th Street continuous across SR 195 was recommended for advancement. To mitigate anticipated congestion in doing so, widening 40th Street between Avenue 3E and Avenue 3¼E is likely also necessary.



SCENARIO 4

Scenario 4 analyzed if enhancements to I-8 reduce congestion by widening the freeway, constructing new TIs, and upgrading existing TIs. Scenario 4 included the following improvements:

- I-8: Widen to six lanes between the Foothills Boulevard TI and the 4th Avenue TI
- Pacific Avenue TI: Construct a new half-diamond TI with an eastbound on-ramp and westbound off-ramp
- Avenue 5E TI:
 - Construct a new full-diamond TI
 - Construct Avenue 5E as a minor arterial with two lanes in each direction between 32nd Street and US 95 with a speed limit of 45 mph
- Avenue 10E Overpass:
 - Construct a minor arterial as an overpass of I-8 with two lanes in each direction between the I-8 South Frontage Road and I-8 North Frontage Road and with a speed limit of 45 mph
- Avenue 8½E TI:
 - Reconfigure as a full-diamond TI
 - Connect the north leg to the Avenue 9E/28th Street intersection
 - Connect the south leg to 32nd Street

Two sub-scenarios to Scenario 4 were considered to explore different connections between Winterhaven and Yuma: Scenario 4A links Yuma to Winterhaven with a bridge crossing the Colorado River along the Avenue B alignment and a new road connecting the existing Winterhaven Drive TI to 1st Street at Avenue B; Scenario 4B links Yuma to Winterhaven with a bridge crossing the Colorado River along the Avenue B alignment and a new road connecting the existing Winterhaven Drive TI to 1st Street at Avenue C.

In Scenario 4, widening I-8 between the Foothills Boulevard TI and the 16th Street TI is determined to be cost-effective and was recommended for advancement. Widening I-8 between the 16th Street TI and the 4th Avenue TI, including a Colorado River crossing, was not recommended due to high costs and required Caltrans approval, as noted previously in Scenario 2. The new TI at Avenue 5E and the half-TI at Pacific Avenue were also recommended for advancement because they reduce congestion at existing TIs.

The added connectivity at the Avenue 8½E TI provides some localized benefit to congestion but does not appear to demonstrate sufficient benefit to justify cost and was not recommended for further consideration. Similarly, connecting to the Winterhaven Drive TI in California (whether via the Scenario 4A alignment or Scenario 4B alignment) is not considered cost-effective, would require Caltrans approval, and was not recommended for further consideration.

SCENARIO 5

Scenario 5 combines effective improvements from prior scenarios to address congestion along I-8 and Yuma's arterial network. A total of eight sub-scenarios to Scenario 5 were considered (5A, 5B, 5C, 5D, 5E, 5F, 5G, and 5H) with relatively small changes between the sub-scenarios. Scenarios 5E and 5F were scenarios developed by YMPO for other member agencies and do not pertain to the City of Yuma, so they are not included here.



SCENARIO 5A

Scenario 5A included the following improvements:

- I-8: Widen from four lanes to six lanes between the Foothills Boulevard TI and the 16th Street TI
- 40th Street: Widen from two lanes to four lanes between SR 195 and Avenue 10E, with an at-grade intersection at SR 195 in the near term and a TI in the long term
- Pacific Avenue TI: Construct a new half-diamond TI with an eastbound on-ramp and westbound off-ramp
- Avenue 5E TI:
 - Construct a new full-diamond TI.
 - Construct Avenue 5E as a minor arterial with two lanes in each direction between 32nd Street and US 95 with a speed limit of 45 mph
- 16th Street: Widen from four lanes to six lanes between 3rd Avenue and Maple Avenue
- Gila Ridge Road: Widen from one lane to two lanes eastbound between the I-8 eastbound off-ramp and the I-8 eastbound on-ramp at the Avenue 5E TI .

Scenario 5A is effective at redistributing traffic from the arterial network onto I-8 and alleviating congestion. Widening I-8 and constructing the new TIs result in a balanced network with substantial LOS improvements. This scenario is considered cost-effective and was recommended for further advancement. The only notable deficiency is LOS E on 40th Street east of Avenue 3E, which can be addressed by widening 40th Street from two to four lanes between Avenue 3E and Avenue 3¼E.

SCENARIO 5B

Scenario 5B included the same improvements as Scenario 5A except for the following changes:

- I-8: Remains four lanes like existing condition instead of being widened to six lanes like is done in Scenario 5A
- 40th Street: Widen from two lanes to four lanes between Avenue 3E and Avenue 4E

Scenario 5B is effective at improving traffic conditions on most of the arterial network but does not deliver the broader regional benefits seen in Scenario 5A due to the absence of I-8 widening. Scenario 5B serves as a lower-cost improvement alternative but does not fully address long-term congestion challenges.

SCENARIO 5C

Scenario 5C included the same improvements as Scenario 5B except that gate access to MCAS-Yuma is relocated from Avenue 3E to County 14th Street at Avenue 2E (which is known as Pacific Avenue north of MCAS-Yuma).

Scenario 5C reflects the system-wide impacts on traffic volumes of relocating the MCAS-Yuma access. While some areas benefit from traffic volume reductions, other areas experience volume increases. Significant congestion is expected on the roadways close to the planned relocated MCAS-Yuma gate if no improvements are made to those roadways.



SCENARIO 5D

Scenario 5D assumed the same MCAS-Yuma gate relocation as Scenario 5C and included the following improvements to support the MCAS-Yuma gate relocation:

- I-8: Widen from four lanes to six lanes between the Foothills Boulevard TI and the 16th Street TI.
- County 14th Street: Widen from two lanes to four lanes between Avenue A and Avenue 3E.
- Airport Loop/4th Avenue: Widen from two lanes to four lanes between Avenue A and County 14th Street.
- Avenue 2E: Widen from two lanes to four lanes between County 14th Street and County 15th Street.
- Gila Ridge Road: Widen from one lane to two lanes eastbound between the I-8 eastbound off-ramp and the I-8 eastbound on-ramp at the Avenue 5E TI.

Scenario 5D effectively accommodates traffic shifts caused by the MCAS-Yuma gate relocation through widening projects along Airport Loop/4th Avenue, County 14th Street, and Avenue 2E. LOS performance improves across all critical corridors. This scenario is operationally effective and was recommended for advancement.

It should be noted that Scenario 5D (and all the other scenarios) contains the following two small segments of LOS E:

- Yuma Palms Parkway between Castle Dome Avenue and 16th Street
- 24th Street between 17th Avenue and Ridgeview Drive (across the East Main Canal)

These segments are essentially built-out, and as the adjacent segments contain acceptable LOS, the City has determined no improvements need to be developed to address these two LOS E segments.

SCENARIO 5G

Scenario 5G included the same assumptions as Scenario 5D except for the following changes:

- 40th Street: Bridge over SR 195 with no access to SR 195 (as opposed to access between 40th Street and SR 195 being provided in Scenario 5D)
- 40th Street: Widen from two lanes to four lanes between Avenue 6E and Araby Road

Scenario 5G provides a scenario that includes a bridge on 40th Street over SR 195 to be consistent with a grant application being submitted by the City of Yuma for a bridge on 40th Street over SR 195.

Scenario 5G was evaluated for both average traffic volume conditions and peak traffic volume conditions, with the peak condition serving as a sensitivity analysis on the roadway network's ability to handle additional traffic.

Scenario 5G shows the resilience of the proposed roadway network, providing acceptable LOS in both average and peak traffic conditions (except for the two small LOS E segments noted in Scenario 5D) and whether 40th Street has a bridge over SR 195 (Scenario 5G) or connects to it (Scenario 5D). This scenario is operationally effective and was recommended for advancement.

SCENARIO 5H

Scenario 5H included the same assumptions as Scenario 5G except that the assumed speed limit on several roadway segments was reduced to match the City's proposed changes to speed limits to promote safety.



Speed limit changes affect the regional TDM results because the model calculates travel time on each roadway segment and selects the quickest route when determining where to assign vehicle trips.

Scenario 5H was evaluated for both average traffic volume conditions and peak traffic volume conditions, with the peak condition serving as a sensitivity analysis on the roadway network's ability to handle additional traffic.

Scenario 5H shows the resilience of the proposed roadway network even with the proposed speed limit reductions, providing acceptable LOS in both average and peak traffic conditions (except for the two small LOS E segments noted in Scenario 5D and the additional small LOS E segment on 32nd Street mentioned above). Scenario 5H is operationally effective and was recommended as the preferred 2050 Build Scenario for roadway improvements.

MULTIMODAL TRANSPORTATION SCENARIOS

Multimodal transportation scenarios were developed for transit, bicyclist, and pedestrian modes of travel. The multimodal transportation scenarios categorize potential improvements into low, medium, and high investment level scenarios. The categorization into investment levels was based on source planning documents and through discussions with the City and stakeholders. High-priority projects are included across all investment categories while medium-priority projects are included in the high and medium investment scenarios. Low-priority projects are included only in the high investment scenario. A list of the potential transit, bicyclist, and pedestrian projects considered in the multimodal transportation scenarios are included in **Appendix B**.

TRANSIT SCENARIOS

Potential transit projects were identified based on recommendations in the YMPO *Long-Range Transportation Plan 2021 Update* (LRTP) and the YCIPTA/YMPO 2021 *Short-Range Transit Plan* (SRTP). Projects that have been completed or deemed unnecessary following discussions with YCIPTA were removed from consideration. The remaining projects were categorized by priority based on their implementation timeline in the SRTP:

- High priority: SRTP projects proposed for implementation in one to two years after funding is identified
- Medium priority: SRTP projects proposed for implementation in two to four years after funding is identified
- Low priority: SRTP projects proposed for implementation in four to five years after funding is identified

Additionally, new bus pullouts have been included as identified in the *YMPO Complete Streets Concept Study* (2025).

LOW INVESTMENT SCENARIO

The low investment scenario included high-priority transit projects that focus on service reliability, safety, and foundational infrastructure. Projects include improved schedule coordination for Blue 5 and Turquoise 10 to reduce transfer wait times and enhanced school-day capacity for Green 4A's Catalina Loop. The conversion of this same loop to FLEX service reflects a strategic move toward demand-responsive transit in lower-density areas. Vehicle replacements are included, consistent with YCIPTA's fleet management plan to ensure service reliability. Infrastructure projects such as the installation of ten new bus shelters along 4th Avenue and construction of the highest prioritized bus pullouts from the *YMPO Complete Streets Corridor Study* will improve passenger safety and reduce traffic conflicts.



MEDIUM INVESTMENT SCENARIO

The medium investment scenario added medium-priority initiatives focused on transit system expansion and route optimization. Notable improvements include additional weekday and Saturday service on Yellow 95, providing more frequent access between the Downtown Yuma Transit Center (DYTC) and the West Yuma Transfer Hub (WYTH). Route realignments, such as modifying Orange 2 to run via 32nd Street and 4th Avenue and adjusting Purple 6 between 8th Street and 24th Street to better align service with current travel demand. Microtransit services like the Blue 5 FLEX Microtransit Feeder and the Quechan PMoD (Personal Mobility on Demand) enhance coverage in rural and tribal areas. Additional bus pullouts further improve safety and operational efficiency.

HIGH INVESTMENT SCENARIO

The high investment scenario incorporated the low-priority projects to complete a system-wide expansion. It includes the introduction of new routes, such as Red 7 service between the DYTC and the WYTH via 16th Street, and the restructuring of underperforming corridors, including the consolidation of Orange 2 and Brown 3 along 32nd Street. The East County FLEX feeder and increased deviation capacity for Cocopah enhance access in hard-to-serve areas. The remaining bus pullouts from the *YMPO Complete Streets Corridor Study* are also included. This level of investment is aligned with YMPO's regional mobility goals and supports a more adaptive, accessible, and multimodal transit system.

BICYCLIST SCENARIOS

Potential bicyclist infrastructure improvements were identified based on recommendations in the YMPO LRTP, the *Yuma Bikeways Plan* (2018), and discussions with the City. Prioritization of the projects is based on input from the City of Yuma, implementation timelines from the LRTP, and prioritization from the *Yuma Bikeways Plan*.

LOW INVESTMENT SCENARIO

The low investment scenario included high-priority bicyclist facilities outlined in the *Yuma Bikeways Plan*, emphasizing corridors with existing demand, safety concerns, or connectivity importance. Notable projects include dedicated bicyclist facilities (e.g., bicyclist lanes or wide shoulders) along 16th Street from 1st Avenue to Pacific Avenue, 1st Street from Avenue C to 4th Avenue, and Avenue B from 1st Street to 24th Street. These corridors intersect with major arterials, transit routes, and commercial zones, and serve as backbone routes for cyclists commuting to downtown Yuma, schools, or transit hubs. Many of these projects address current gaps in protection or connectivity for bicyclists, replacing shared-lane environments with striped or buffered bicyclist lanes where space allows. Prioritizing these corridors supports immediate safety benefits, especially along higher-speed roadways with constrained shoulders.

MEDIUM INVESTMENT SCENARIO

The medium investment scenario incorporated medium-priority bicyclist facility projects that enhance east-west and north-south connectivity across the city. These projects typically build upon the backbone network established in the low investment phase, filling in gaps that limit route choice and reducing reliance on high-traffic arterials. Corridors such as 24th Street, 8th Street, and Avenue A are included, offering improved access to civic facilities, schools, and parks. Additionally, the inclusion of connectors between residential zones and the regional shared-use path network supports recreational bicycling and first/last-mile transit access. This level of investment significantly increases the network's density and improves route redundancy, making bicycling a more practical option for a broader user base.



HIGH INVESTMENT SCENARIO

The high investment scenario completes the citywide bicyclist facilities network as envisioned in the *Yuma Bikeways Plan*, implementing all remaining low-priority corridors and connector routes. These projects round out access in suburban and lower-density areas and improve continuity for long-distance or recreational travel. Additional routes along corridors such as Avenue D, 40th Street, and 20th Drive connect other parts of the city currently not well connected to the bicyclist facilities network. Some projects in this scenario also introduce alternative bikeway typologies, such as buffered bicyclist lanes, signed bicyclist boulevards, or shared-use paths where road width or safety considerations suggest alternatives to standard bicyclist lanes. Full implementation under this scenario results in a continuous, safe, and legible network that accommodates riders of all skill levels and supports citywide goals for sustainability, health, and congestion mitigation.

PEDESTRIAN SCENARIOS

Potential pedestrian infrastructure improvements were identified based on gaps identified in the City's *Americans with Disabilities Act (ADA) Transition Plan* and discussions with the City regarding areas with demonstrated pedestrian activity but insufficient infrastructure.

LOW INVESTMENT SCENARIO

The low investment scenario included high-priority sidewalk and shared-use path projects that address safety and accessibility needs. Major corridors include 32nd Street, Pacific Avenue, Arizona Avenue, and Walnut Avenue. Sidewalk segments along 32nd Street provide critical east-west continuity for pedestrian travel. Projects like the Walnut Avenue sidewalk from 15th Street to 10th Street address residential areas with limited ADA-compliant routes, improving access to essential services.

MEDIUM INVESTMENT SCENARIO

The medium investment scenario builds upon the high-priority network with medium-priority pedestrian facility projects that extend pedestrian access and shared-use connectivity to adjacent neighborhoods, corridors, and civic destinations. This scenario includes connections along Avenue A, 24th Street, and Giss Parkway—corridors that experience steady pedestrian activity but currently lack complete sidewalk coverage. Sidewalk and path extensions in this scenario fill gaps in partial networks and link residents to destinations such as parks, shopping centers, and transit facilities. For instance, completing sidewalks along Giss Parkway between 1st Avenue and Gila Street will provide continuous pedestrian access between downtown Yuma and key transit corridors. This scenario focuses on linking high-priority routes to secondary destinations, improving pedestrian comfort, and reducing exposure to vehicular traffic along arterial streets.

HIGH INVESTMENT SCENARIO

The high investment scenario included remaining planned pedestrian and shared-use projects, including those designated as low priority in planning documents. This scenario aims to complete a citywide, continuous pedestrian network, extending infrastructure to lower-density and future growth areas. It includes improvements along Avenue D, 32nd Street east of Araby Road, and infill sidewalk work across various residential areas. The expansion of shared-use paths in this scenario also supports shared access for both pedestrians and bicyclists, particularly where off-street facilities are warranted for safety or recreation. While some segments may currently serve fewer users, their inclusion ensures long-term network cohesion and supports future development, equity goals, and community livability.



PROJECT PRIORITIZATION




RECOMMENDED SCENARIOS

Based on discussions with the City, the roadway Scenario 5H and the high and medium investment transit, bicyclist, and pedestrian scenarios were identified as the recommended TMP scenarios. The improvement projects within the recommended TMP scenarios were advanced to project prioritization.



PRIORITIZATION MATRIX

A prioritization matrix was developed to help identify the timeframes (near-term, mid-term, and long-term) in which the various potential improvement projects should be completed based on the following evaluation criteria (and weighting): Facility Quality (25%), Roadway Operational Efficiency (20%), Safety/Vision Zero Approach (25%), Multimodal Integration (20%), and Community Health (10%). These evaluation criteria were created to align with the TMP vision, goals, objectives, and metrics established based on public and stakeholder input. Each category was assigned a quantifiable measure to determine how effective each proposed project will be at achieving those goals. **Table 9** shows the quantitative measures and weighting within each prioritization criterion used to help produce a prioritization score.

Table 9. Goal Alignment with Prioritization Metrics and Weighting

Prioritization Criteria	Goals Served	Metric	Goal Weight	Total Weight*
Facility Quality (25%) 	Maintain pavement surface conditions on all roadways at acceptable levels	Existing pavement condition	60%	15%
	Maintain transit vehicles, facilities, and infrastructure at acceptable levels	Improves facility's existing condition	40%	10%
	Maintain sidewalk and shared-use path surface and crossing conditions at acceptable levels			
	Maintain bicyclist facility and shared-use path surface and crossing conditions at acceptable levels			
Roadway Operational Efficiency (20%) 	Provide acceptable traffic operations on major roadways	Peak 2023 LOS (Lowest)	30%	6%
		Peak 2050 No Build LOS (Lowest)	20%	4%
		Peak Change in LOS Score (2050 Build - 2050 No Build)	30%	6%
		Project improves freight conditions on a truck route (yes or no)	10%	2%
		Project incorporates the use of intelligent transportation system devices	10%	2%
Safety/Vision Zero Approach (25%) 	<ul style="list-style-type: none"> Reduce fatal and serious injury crashes by 75% by 2050, with an ultimate goal of zero fatal and serious injury crashes Improve transit user safety and comfortability 	Number of fatal crashes	30%	8%
		Number of serious injury crashes	15%	4%



Prioritization Criteria	Goals Served	Metric	Goal Weight	Total Weight*
	<ul style="list-style-type: none"> Reduce pedestrian-involved fatal and serious injury crashes by 75% by 2050, with an ultimate goal of zero pedestrian-involved fatal and serious injury crashes Reduce bicyclist-involved fatal and serious injury crashes by 75% by 2050, with an ultimate goal of zero bicyclist-involved fatal and serious injury crashes 	Number of FHWA proven safety countermeasures	20%	5%
		Number of VRU-involved (pedestrian and bicyclist) crashes	15%	4%
		Improves the safety of an active transportation facility, crossing, or transit stop (yes or no)	20%	5%
Multimodal Integration (20%) 	<ul style="list-style-type: none"> Increase accessibility, coverage, and reliability of the transit system Improve sidewalk and shared-use path connectivity Improve bicyclist facilities and shared-use path connectivity Improve the quality of existing facilities 	Improves transit coverage or frequency	20%	4%
		Number of new multimodal connections that improve access to community facilities	20%	4%
		Number of non-medical activity centers within 1/4 mile of a project improving multimodal transportation	20%	4%
		Mileage of addressed pedestrian and bicyclist network gaps from the project	20%	4%
		Improves existing quality of pedestrian/bicyclist facility (Converts existing facility into shared use path, widens bicyclist lanes, reconstruction of sidewalk, etc.)	20%	4%
Community Health (10%) 	<ul style="list-style-type: none"> Promote improved community health through context-sensitive roadway network design Make walking more appealing Make bicycling more appealing 	Number of new connections that improve access to medical facilities within 1/4 mile of a project	20%	2%
		Number of disadvantaged community block groups whose travel is improved by a multimodal project	25%	3%
		Number of block groups with high health expenditure whose travel is improved by a multimodal project	25%	3%
		Project enhances the comfort of an active transportation facility, crossing, or transit stop (yes or no)	30%	3%

*Percentages do not sum to 100% due to rounding

PRIORITIZATION RESULTS

A spreadsheet tool was developed to calculate prioritization scores based on the goal weight and the total weight. The goal weight and total weight were used to create a single composite prioritization score. An additional 50 points were allocated to projects identified as a priority in previous plans to create a final score. The prioritization results for all 129 recommended projects are shown in **Appendix C**.



PLAN FOR IMPROVEMENTS

RECOMMENDED PROJECTS BY MODE

The recommended 129 projects are shown by project type and mode of transportation in **Figure 73** (roadway), **Figure 74** (pedestrian), **Figure 75** (bicyclist), and **Figure 76** (transit). It should be noted these recommended projects do not include any projects currently programmed for construction in the City's CIP as those projects are assumed to be implemented.

PLANNING-LEVEL UNIT COSTS

Planning-level unit costs were developed for the primary project improvement components based on cost data from other relevant recently constructed projects in Arizona. These unit costs are total costs, meaning they include construction item costs plus below-the-line costs such as design and construction engineering. The roadway project unit costs are shown in **Table 10**. Active transportation (i.e., pedestrian and bicyclist) project unit costs are shown in **Table 11**. Transit project unit costs are shown in **Table 12** and come from the YCIPTA SRTP with an inflation factor of 2.0 applied. Right-of-way unit costs are shown in **Table 13**.

Table 10. Roadway Project Unit Costs

Improvement	Description	Unit Cost (2025 \$)	Unit
Widen roadway	Construct one additional lane on existing roadway	\$3,520,000	Lane-mile
Roadway resurfacing	Resurface and restripe existing roadway	\$500,000	Lane-mile
New roadway	Construct new roadway	\$3,900,000	Lane-mile
Raised median	Construct new median	\$1,045,000	Mile
Curb and gutter	Install curb and gutter	\$1,440,000	Mile
New bridge	Construct new bridge	\$518.70	Square-foot
New traffic signal	Install new traffic signal	\$1,100,000	Intersection
Railroad crossing grade separation	Railroad crossing grade separation	\$11,920,000	Location

Table 11. Active Transportation Project Unit Costs

Improvement	Description	Unit Cost (2025 \$)	Unit
Shared-use path	Construct new 10' off-street paved path	\$2,200,000	Mile
New sidewalk	Construct new sidewalk	\$22.00	Square-foot
Enhanced crossing	Install signalized crossing (HAWK) for pedestrians and bicyclists	\$550,000	Location
Buffered bike lane	Construct 5' bike lane with buffer	\$127,500	Mile
Buffered bike lane with widening	Construct 5' bike lane with buffer with roadway widening	\$1,658,000	Mile
Pedestrian curb extension	Install pedestrian curb extension	\$330,000	Intersection
Pedestrian bridge	Construct pedestrian bridge	\$518.70	Square-foot
Pedestrian refuge island	Install pedestrian refuge island	\$125,000	Location



Table 12. Transit Project Unit Costs

Improvement	Description	Unit Cost (2025 \$)	Unit
New bus route	Implement new bus route	\$4,157,305	Mile
New bus pullout	Construct new bus pullout and shelter	\$158,750	Location
New bus shelter	Construct new bus shelter	\$98,200	Location
School capacity increase	Increase capacity on the bus during school	\$30,154	Number of routes

Table 13. Right-of-Way Unit Costs

Improvement	Description	Unit Cost (2025 \$)	Unit
Right-of-way	Obtain new right-of-way	\$20.00	Square-foot



Figure 73. Recommended Roadway Projects

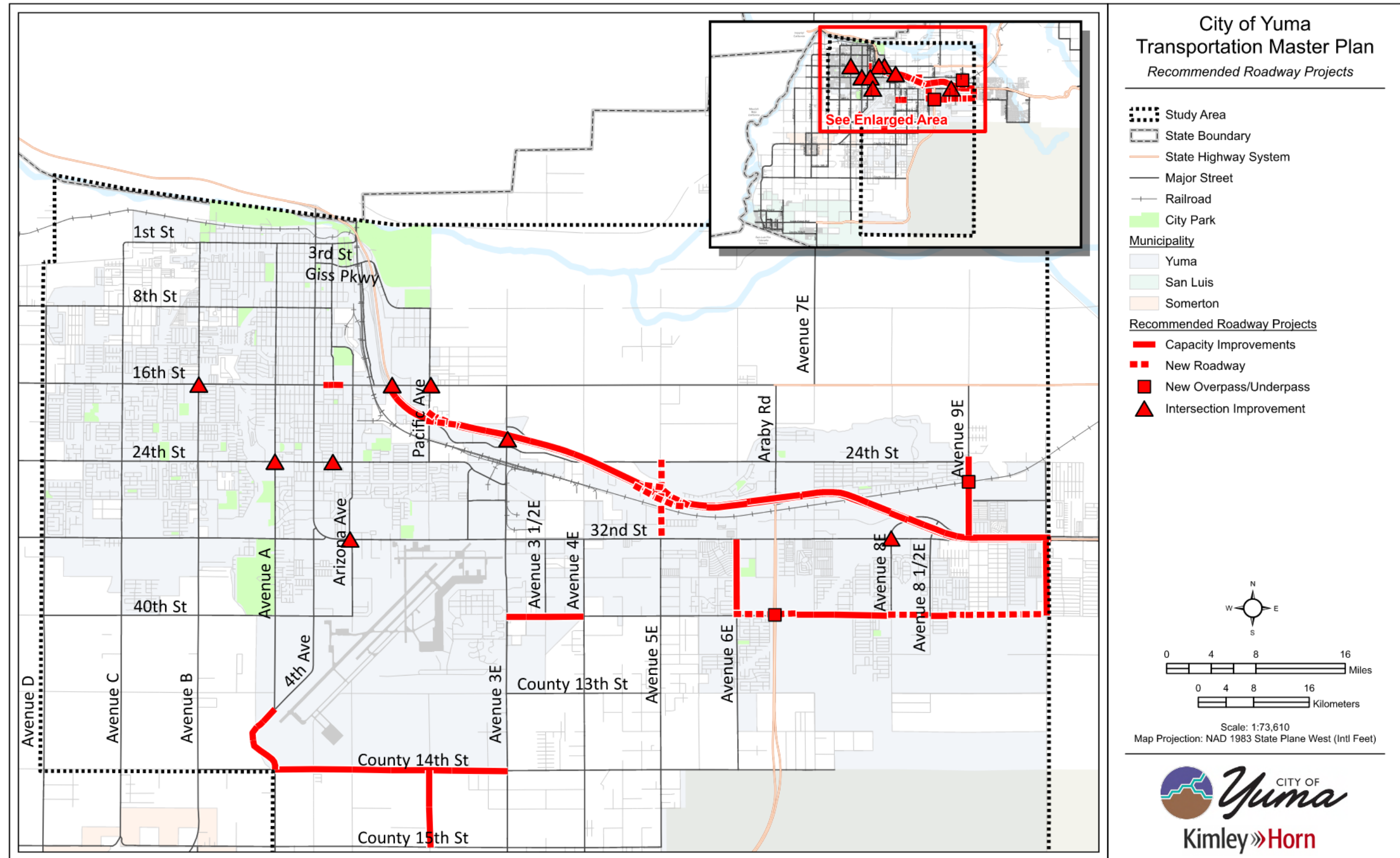


Figure 74. Recommended Pedestrian Projects

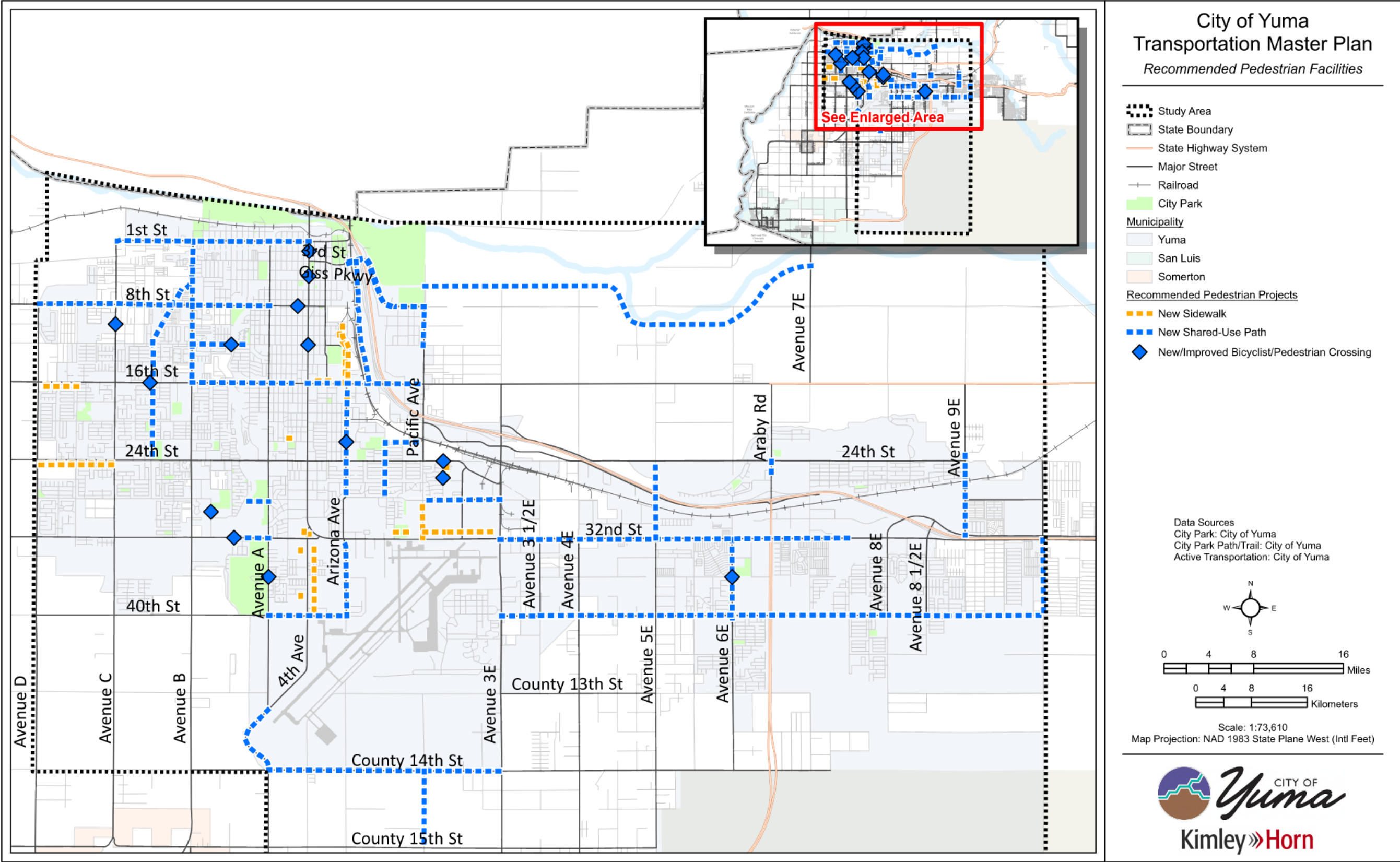


Figure 75. Recommended Bicyclist Projects

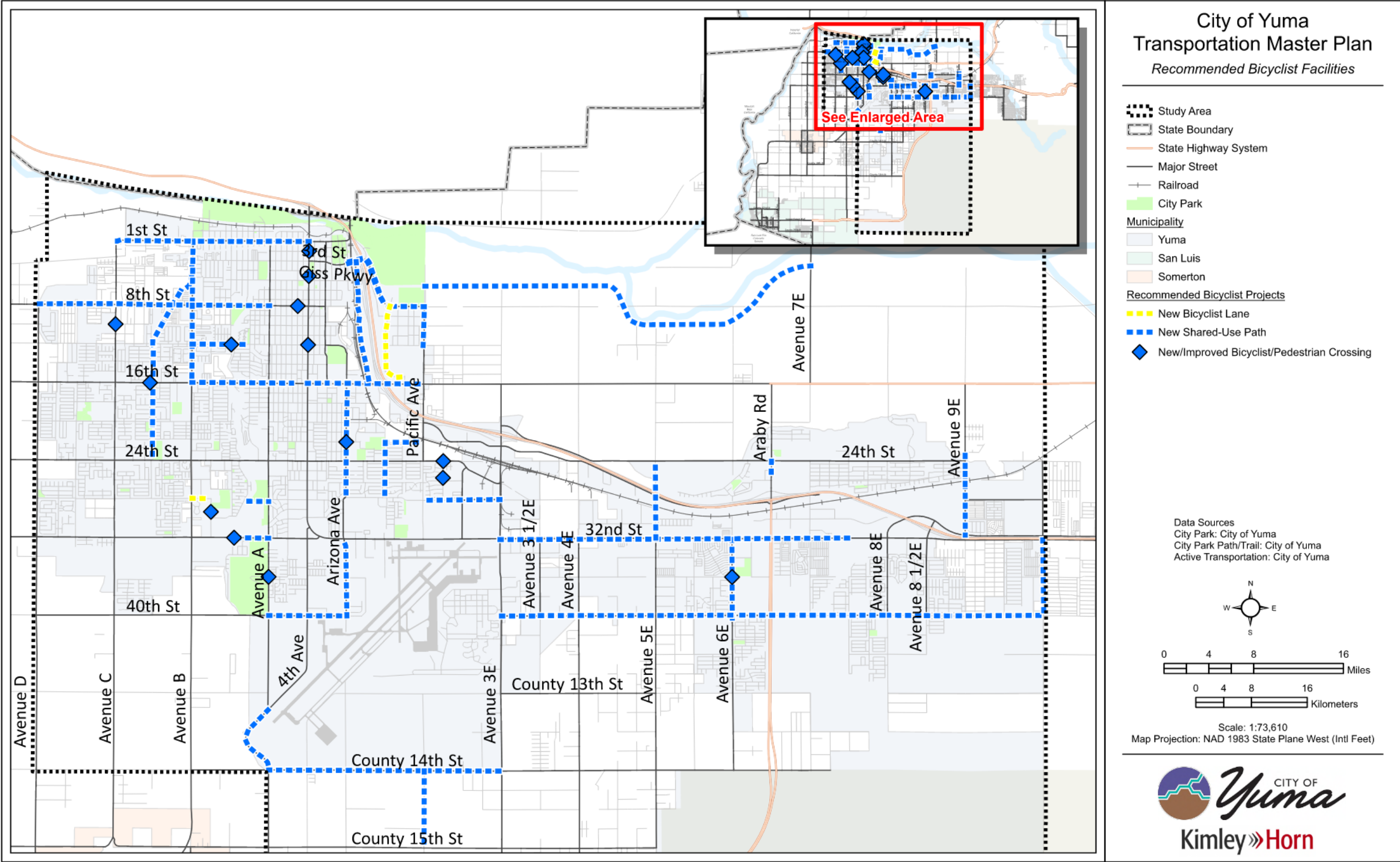
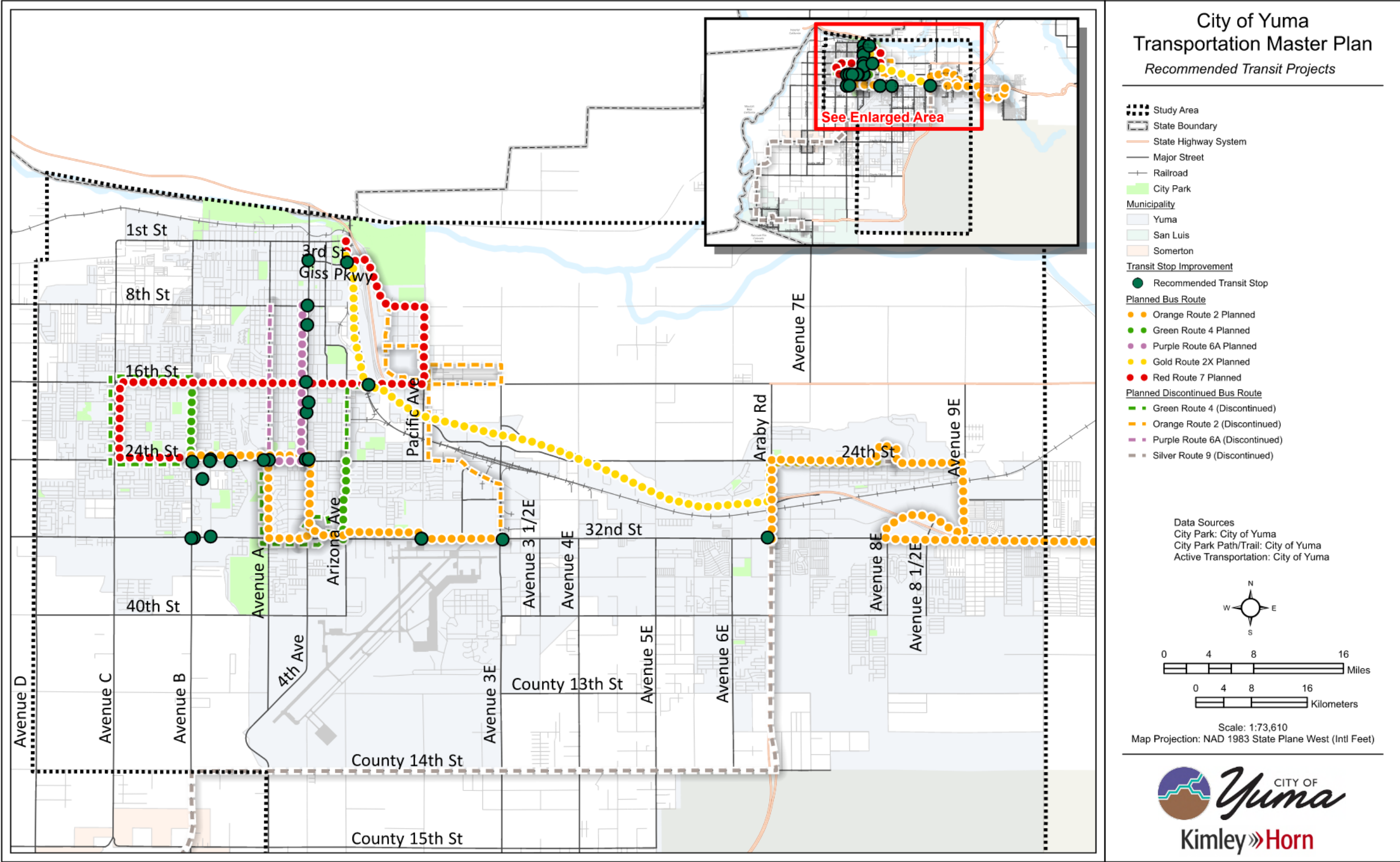


Figure 76. Recommended Transit Projects



IMPLEMENTATION TIMEFRAMES

The total cost of the recommended 129 projects is approximately \$500 million. As this amount is much larger than the City will likely have available to invest in the transportation system through 2050, the projects were grouped into three implementation timeframes (near-term, mid-term, and long-term) to help the City prioritize which projects to focus on implementing. Recommendations from previous plans and input from the City and other stakeholders helped inform how the recommended projects should be distributed among the near-term, mid-term, and long-term implementation timeframes. The top-scoring projects in each modal category (roadway, pedestrian, bicyclist, and transit) were included in the near-term timeframe. The breakdown of overall TMP project costs by priority level is shown in **Table 14**.

Table 14. Recommended Projects Cost Summary by Implementation Timeframe

Implementation Timeframe	Number of Recommended Projects	Total Planning-Level Cost
Near-Term (2026-2030)	47	\$133,830,000
Mid-Term (2031-2035)	21	\$66,380,000
Long-Term (2036-2050)	61	\$300,590,000
All Recommended Projects	129	\$500,800,000

The prioritization scoring, costs, ranking, and implementation timeframe for each recommended project are shown and listed in the subsequent subsections.

RECOMMENDED NEAR-TERM PROJECTS

Table 15 shows the recommended near-term projects in order of their final score. The recommended near-term projects are illustrated in **Figure 77**. It should be noted the improvements recommended for 40th Street between Avenue 6E and Avenue 10E are intended to be consistent with the *40th Street Improvements from Ave 6E to Fortuna Rd Design Concept Report* that is currently underway.

Table 15. Recommended Near-Term Projects

Rank	ID	Project Name	Primary Owner	Prioritization Criteria Scores					Composite Prioritization Score	Priority in Previous Plan? (Yes/No)	Final Score	Planning-Level Cost
				Facility Quality	Roadway Operational Efficiency	Safety/Vision Zero Approach	Multimodal Integration	Community Health				
1	R-07	Roadway Widening, 40th Street from 2 to 4 Lanes between Avenue 3E and Avenue 4E	City of Yuma	100.0	68.0	20.0	20.6	30.0	50.7	Yes	100.7	\$9,270,000
2	R-08	New Roadway, 40th Street with 4 Lanes from Avenue 6E to Avenue 6 ¼ E	City of Yuma	70.0	73.0	20.0	20.4	30.0	44.2	Yes	94.2	\$8,900,000
3	R-06	Roadway Widening, 16th Street from 4 to 6 Lanes between 3rd Avenue and Maple Avenue	City of Yuma	40.0	49.0	44.3	20.1	6.3	35.5	Yes	85.5	\$2,900,000
5	R-46	Roadway Widening, Avenue 10E from 2 to 4 Lanes between 32nd Street and 40th Street	City of Yuma	70.0	35.0	21.0	0.6	0.0	29.9	Yes	79.9	\$9,020,000



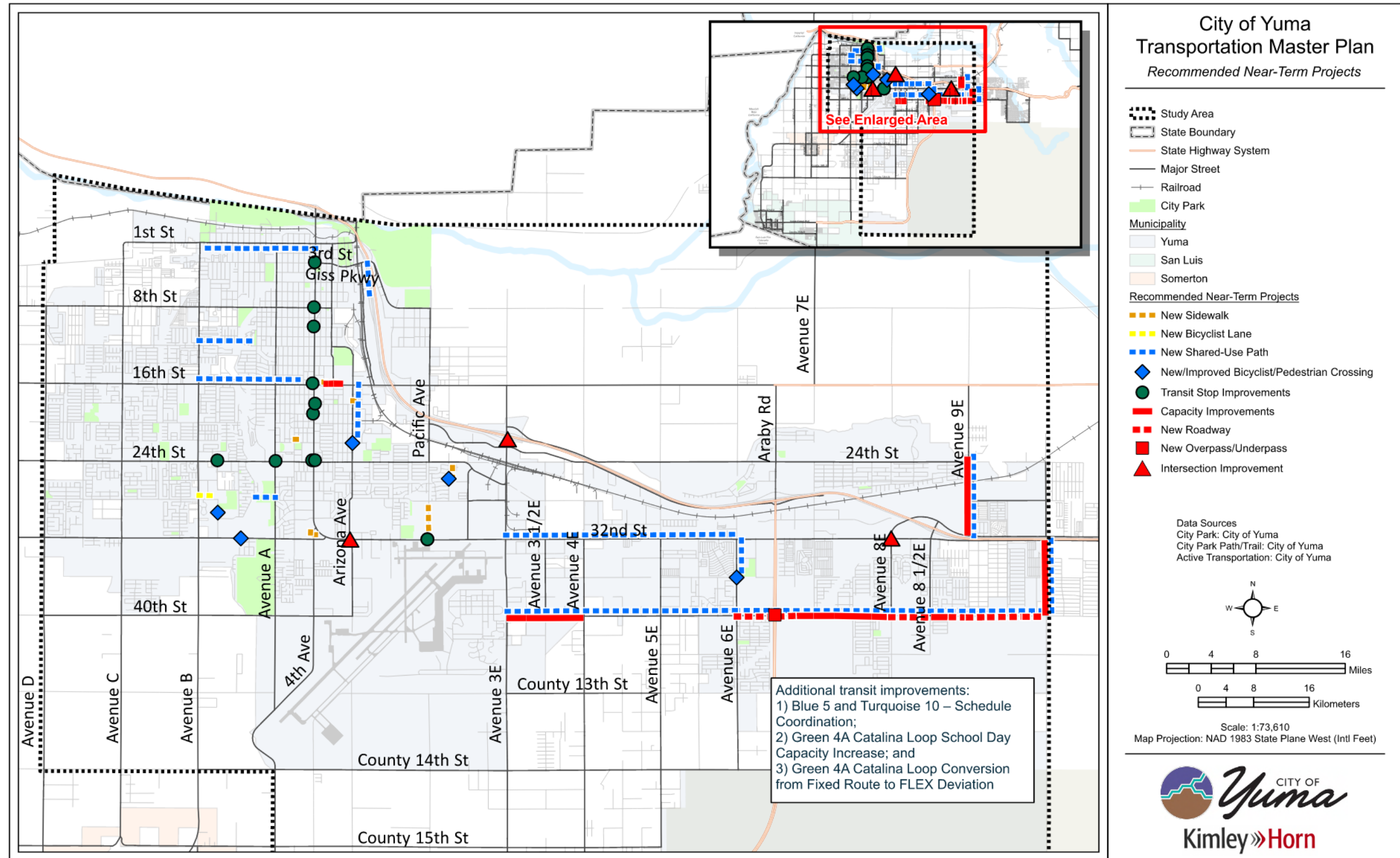
Rank	ID	Project Name	Primary Owner	Prioritization Criteria Scores					Composite Prioritization Score	Priority in Previous Plan? (Yes/No)	Final Score	Planning-Level Cost
				Facility Quality	Roadway Operational Efficiency	Safety/Vision Zero Approach	Multimodal Integration	Community Health				
9	R-15	New Roadway, 40th Street with 4 Lanes from Avenue 8 ¾ E to Avenue 10E	City of Yuma	55.0	66.5	1.2	0.7	0.0	27.5	Yes	77.5	\$21,960,000
16	R-45	Roadway Widening, Avenue 9E from 2 to 4 Lanes between South Gila Canal and North Frontage Road	City of Yuma	55.0	31.5	6.7	0.6	0.0	21.8	Yes	71.8	\$9,510,000
17	R-13	New Roadway, 40th Street with 4 Lanes from Avenue 8E to Avenue 8 ½ E	City of Yuma	55.0	33.0	0.0	0.3	0.0	20.4	Yes	70.4	\$9,040,000
18	B-007	Restripe to Add Shoulder, 28th Street Westbound from Avenue B to 21st Drive	City of Yuma	15.0	0.0	29.0	29.4	32.3	20.1	Yes	70.1	\$30,000
26	M-04	Pathway, 1st Street from Avenue B to 4th Avenue	City of Yuma	0.0	0.0	29.3	31.6	40.8	17.7	Yes	67.7	\$3,380,000
28	I-43	Turn Lane, 32nd Street and Arizona Avenue	City of Yuma	40.0	24.0	6.7	0.7	0.0	16.6	Yes	66.6	\$860,000
37	M-05	Pathway, 28th Street from East Main Canal to Avenue A	City of Yuma	0.0	0.0	26.7	25.9	32.1	15.0	Yes	65.0	\$570,000
40	M-85	Pathway, Redondo Center Drive from Giss Parkway to 7th Street	City of Yuma	0.0	0.0	26.7	23.9	34.4	14.9	Yes	64.9	\$2,410,000
41	P-02	Sidewalk, 22nd Street from 8th Avenue to 6th Avenue	City of Yuma	0.0	0.0	26.7	25.8	30.0	14.8	Yes	64.8	\$120,000
42	C-21	Crossing, 21st Drive from Gary A Knox Elementary to Main Library	City of Yuma	0.0	0.0	26.7	25.7	30.0	14.8	Yes	64.8	\$550,000
44	P-37	Sidewalk, 16th Street between 3rd Avenue and Maple Avenue (included in roadway widening)	City of Yuma	0.0	0.0	29.3	20.9	32.1	14.7	Yes	64.7	-
45	M-64	Pathway, Avenue 6E from 32nd Street to 36th Street	City of Yuma	0.0	0.0	26.7	23.1	32.3	14.5	Yes	64.5	\$1,080,000
49	P-03	Sidewalk, 4th Avenue/32nd Street at Big Curve	City of Yuma	0.0	0.0	26.7	20.1	36.4	14.3	Yes	64.3	\$300,000
50	C-43	Crossing, Avenue 6E and 36th Street	City of Yuma	0.0	0.0	26.7	22.1	32.3	14.3	Yes	64.3	\$550,000
52	P-08	Sidewalk Gaps, Pacific Avenue from 28th Street to 32nd Street	City of Yuma	0.0	0.0	26.7	21.7	30.0	14.0	Yes	64.0	\$570,000
53	M-59	Pathway, Avenue 10E between 32nd Street and 40th Street (included in roadway widening)	City of Yuma	0.0	0.0	26.7	20.6	32.3	14.0	Yes	64.0	-
54	M-54	Pathway, 40th Street between Avenue 6 ¾ E and Avenue 8E (included in roadway widening)	City of Yuma	0.0	0.0	26.7	21.3	30.0	13.9	Yes	63.9	-
55	M-51	Pathway, 40th Street from Avenue 8E to Avenue 8 ½ E (included in new roadway)	City of Yuma	0.0	0.0	26.7	21.0	30.0	13.9	Yes	63.9	-
57	M-52	Pathway, 40th Street from Avenue 8 ¾ E to Avenue 10E (included in new roadway)	City of Yuma	0.0	0.0	26.7	20.7	30.0	13.8	Yes	63.8	-
58	M-53	Pathway, Avenue 9E between South Gila Canal and North Frontage Road (included in roadway widening)	City of Yuma	0.0	0.0	26.7	20.6	30.0	13.8	Yes	63.8	-
59	M-49	Pathway, 40th Street between Avenue 3E and Avenue 4E (included in roadway widening)	City of Yuma	0.0	0.0	26.7	20.6	30.0	13.8	Yes	63.8	-



Rank	ID	Project Name	Primary Owner	Prioritization Criteria Scores					Composite Prioritization Score	Priority in Previous Plan? (Yes/No)	Final Score	Planning-Level Cost
				Facility Quality	Roadway Operational Efficiency	Safety/Vision Zero Approach	Multimodal Integration	Community Health				
61	M-50	Pathway, 40th Street from Avenue 6E to Avenue 6 ¾ E (included in new roadway)	City of Yuma	0.0	0.0	26.7	20.5	30.0	13.8	Yes	63.8	-
62	M-55	Pathway, 40th Street between Avenue 8 ½ E and Avenue 8 ¾ E (included in roadway widening)	City of Yuma	0.0	0.0	26.7	20.2	30.0	13.7	Yes	63.7	-
65	T-01	4th Avenue and 24th Street Corridors Bus Stop Shelters/Amenities (10)	YCIPTA	0.0	0.0	11.7	15.7	69.5	13.0	Yes	63.0	\$980,000
75	R-14	Roadway Widening, 40th Street from 2 to 4 Lanes between Avenue 6 ¾ E and Avenue 8E	City of Yuma	40.0	6.5	0.0	0.7	0.0	11.4	Yes	61.4	\$11,650,000
76	M-07	Pathway, 32nd Street from Avenue 3E to Avenue 6E	City of Yuma	0.0	0.0	28.0	1.2	30.0	10.2	Yes	60.2	\$6,670,000
78	R-47	Roadway Widening, 40th Street from 2 to 4 Lanes between Avenue 8 ½ E and Avenue 8 ¾ E	City of Yuma	40.0	0.0	0.0	0.2	0.0	10.0	Yes	60.0	\$2,630,000
82	T-08	Bus Pullout, 32nd Street WB at Pacific Avenue for Green 4 and Purple 6A	City of Yuma	0.0	0.0	20.0	0.7	0.0	5.1	Yes	55.1	\$160,000
85	T-02	Blue 5 and Turquoise 10 transit services – Schedule Coordination	YCIPTA	0.0	0.0	0.0	20.0	0.0	4.0	Yes	54.0	-
85	T-03	Green 4A Catalina Loop transit service School Day capacity increase	YCIPTA	0.0	0.0	0.0	20.0	0.0	4.0	Yes	54.0	\$30,000
85	T-04	Green 4A Catalina Loop transit service conversion from fixed route to FLEX deviation	YCIPTA	0.0	0.0	0.0	20.0	0.0	4.0	Yes	54.0	-
90	R-12	Grade Separation, 40th Street with 4 Lanes at SR 195	City of Yuma	0.0	13.0	0.0	0.0	0.0	2.6	Yes	52.6	\$15,920,000
91	I-44	Turn Lane, 32nd Street and Avenue 8E	City of Yuma	30.0	60.5	54.3	20.0	30.0	40.2	No	40.2	\$530,000
93	I-41	Turn Lane, Avenue 3E and I-8 Eastbound Ramp	ADOT	40.0	90.0	6.7	0.0	0.0	29.7	No	29.7	\$530,000
104	C-19	Crossing, Add Pedestrian Island to 32nd Street and East Main Canal Crossing	City of Yuma	0.0	0.0	30.3	22.1	32.1	15.2	No	15.2	\$550,000
105	M-73	Pathway, Arizona Avenue from 17th Street to 22nd Street	City of Yuma	0.0	0.0	26.7	25.4	34.4	15.2	No	15.2	\$1,690,000
107	M-70	Pathway, 16th Street from Avenue B to 7th Avenue	City of Yuma	0.0	0.0	29.3	22.2	32.3	15.0	No	15.0	\$2,840,000
108	M-84	Pathway, 12th Street from Avenue B to 14th Avenue (excluding bridge over canal)	City of Yuma	0.0	0.0	28.0	23.3	32.3	14.9	No	14.9	\$1,650,000
109	C-11	Crossing, Arizona Avenue and 22nd Street	City of Yuma	0.0	0.0	26.7	25.0	32.1	14.9	No	14.9	\$550,000
118	P-38	Sidewalk, Engler Avenue from 24th Place to San Marcos Drive	City of Yuma	0.0	0.0	26.7	23.0	30.0	14.3	No	14.3	\$260,000
119	C-28	Crossing, Engler Avenue and 25th Place	City of Yuma	0.0	0.0	26.7	22.9	30.0	14.2	No	14.2	\$550,000
120	M-76	Pathway, 40th Street from Avenue 4E to Avenue 6E	City of Yuma	0.0	0.0	26.7	21.4	32.3	14.2	No	14.2	\$5,450,000
123	P-39	Sidewalk, 18th Street from Arizona Avenue to Riley Avenue	City of Yuma	0.0	0.0	26.7	20.8	32.1	14.0	No	14.0	\$170,000



Figure 77. Recommended Near-Term Projects



RECOMMENDED MID-TERM PROJECTS

Table 16 shows the recommended mid-term projects in order of their final score. The recommended mid-term projects are illustrated in Figure 78.

Table 16. Recommended Mid-Term Projects

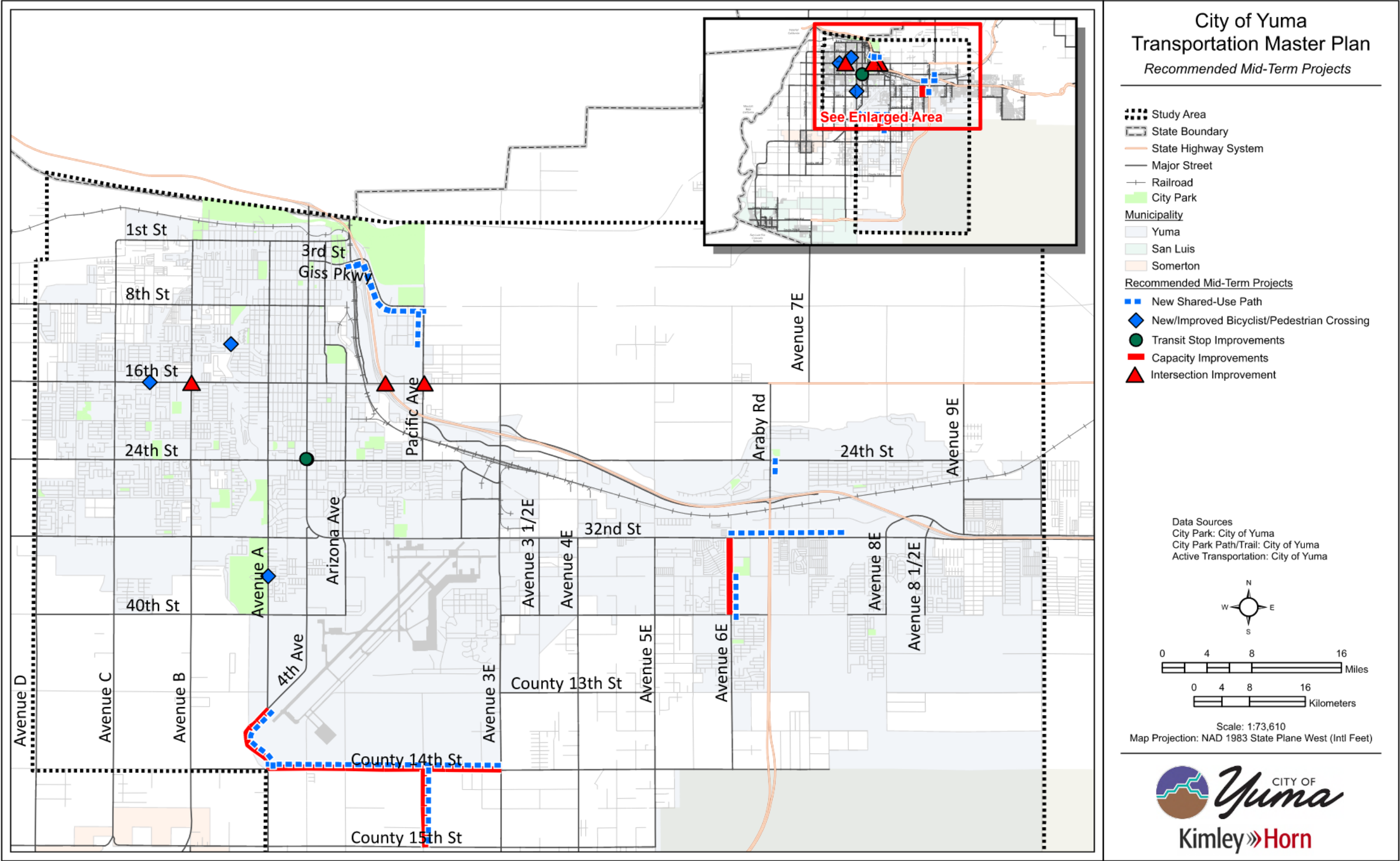
Rank	ID	Project Name	Primary Owner	Prioritization Criteria Scores					Composite Prioritization Score	Priority in Previous Plan? (Yes/No)	Final Score	Planning-Level Cost
				Facility Quality	Roadway Operational Efficiency	Safety/Vision Zero Approach	Multimodal Integration	Community Health				
6	R-10	Roadway Widening, County 14th Street from 2 to 4 Lanes between Avenue A and Avenue 3E	City of Yuma	55.0	61.0	12.0	1.7	0.0	29.3	Yes	79.3	\$27,970,000
7	R-09	Roadway Widening, Airport Loop/4th Avenue from 2 to 4 Lanes between Avenue A and County 14th Street	City of Yuma	55.0	53.0	15.5	0.6	2.1	28.5	Yes	78.5	\$9,580,000
14	R-11	Roadway Widening, Avenue 2E from 2 to 4 Lanes between County 14th Street and County 15th Street	Yuma County	55.0	48.5	0.0	0.6	0.0	23.6	Yes	73.6	\$9,290,000
27	M-82	Pathway, Giss Parkway/8th Street from Gila Street to Castle Dome Avenue	City of Yuma	0.0	0.0	26.7	35.4	32.1	16.9	Yes	66.9	\$4,140,000
30	I-11	Turn Lane, 16th Street and Pacific Avenue	City of Yuma	30.0	31.5	9.3	0.7	0.0	16.3	Yes	66.3	\$530,000
32	M-48	Pathway, 32nd Street from Avenue 6E to Avenue 7 ½ E	City of Yuma	0.0	0.0	32.5	22.1	32.3	15.8	Yes	65.8	\$3,300,000
33	I-18	Intersection Safety, 16th Street and Avenue B	City of Yuma	30.0	30.0	8.0	0.0	0.0	15.5	Yes	65.5	\$1,060,000
38	C-02	Crossing, 16th Street and 33rd Drive	City of Yuma	0.0	0.0	30.3	22.1	30.0	15.0	Yes	65.0	\$1,100,000
80	T-06	Bus Pullout, 4th Avenue NB at 24th Street for Yellow 95	City of Yuma	0.0	0.0	21.3	2.9	2.1	6.1	Yes	56.1	\$160,000
81	T-07	Bus Pullout, 4th Avenue SB at 24th Street for Yellow 95	City of Yuma	0.0	0.0	21.3	2.1	0.0	5.8	Yes	55.8	\$160,000
94	I-40	Turn Lane, 16th Street and I-8 Westbound Ramp	ADOT	40.0	55.5	7.3	0.7	0.0	23.1	No	23.1	\$530,000
95	C-47	Crossing, Avenue A and 36th Street	City of Yuma	0.0	0.0	32.7	30.0	34.4	17.6	No	17.6	\$550,000
97	M-72	Pathway, Araby Road from 24th Street to 26th Street	City of Yuma	0.0	0.0	26.7	23.0	50.0	16.3	No	16.3	\$550,000
106	R-19	Median Extension, Avenue 6E between 32nd Street and 40th Street	City of Yuma	30.0	8.0	22.3	0.6	2.3	15.0	No	15.0	\$1,910,000
112	M-65	Pathway, Avenue 6E from 36th Street to 41st Street	City of Yuma	0.0	0.0	28.0	23.2	30.0	14.6	No	14.6	\$1,390,000
113	M-74	Pathway, Pacific Avenue from 8th Street to 12th Street	City of Yuma	0.0	0.0	26.7	23.1	32.1	14.5	No	14.5	\$1,110,000
114	M-66	Pathway, 8th Street from Castle Dome Avenue to Pacific Avenue	City of Yuma	0.0	0.0	26.7	23.1	32.1	14.5	No	14.5	\$980,000



Rank	ID	Project Name	Primary Owner	Prioritization Criteria Scores					Composite Prioritization Score	Priority in Previous Plan? (Yes/No)	Final Score	Planning-Level Cost
				Facility Quality	Roadway Operational Efficiency	Safety/Vision Zero Approach	Multimodal Integration	Community Health				
122	C-49	Bicyclist/Pedestrian Bridge, East Main Canal/12th Street Alignment	City of Yuma	0.0	0.0	26.7	20.7	32.3	14.0	No	14.0	\$2,070,000
124	M-56	Pathway, County 14th Street between Avenue A and Avenue 3E (included in roadway widening)	City of Yuma	0.0	0.0	26.7	21.7	30.0	14.0	No	14.0	-
126	M-58	Pathway, Airport Loop/4th Avenue between Avenue A and County 14th Street (included in roadway widening)	City of Yuma	0.0	0.0	26.7	20.6	30.0	13.8	No	13.8	-
127	M-57	Pathway, Avenue 2E between County 14th Street and County 15th Street (included in roadway widening)	City of Yuma	0.0	0.0	26.7	20.6	30.0	13.8	No	13.8	-



Figure 78. Recommended Mid-Term Projects



RECOMMENDED LONG-TERM PROJECTS

Table 17 shows the recommended long-term projects in order of their final score. The recommended long-term projects are illustrated in Figure 79.

Table 17. Recommended Long-Term Projects

Rank	ID	Project Name	Primary Owner	Prioritization Criteria Scores					Composite Prioritization Score	Priority in Previous Plan? (Yes/No)	Final Score	Planning-Level Cost
				Facility Quality	Roadway Operational Efficiency	Safety/Vision Zero Approach	Multimodal Integration	Community Health				
4	R-01	Roadway Widening, I-8 from 4 to 6 Lanes between Avenue 10E and 16th Street	ADOT	40.0	41.5	45.8	10.7	25.0	34.4	Yes	84.4	\$129,410,000
8	R-05	Roadway Realignment/Expansion, Gila Ridge Road with 2 Lanes EB at the I-8/Avenue 5E Traffic Interchange	City of Yuma	60.0	48.5	13.3	0.6	0.0	28.1	Yes	78.1	\$3,930,000
10	T-30	Initiate new Red 7 transit service via 16th Street	YCIPTA	0.0	0.0	35.0	65.0	38.9	25.6	Yes	75.6	\$570,000
11	I-42	Turn Lane, 24th Street and 1st Avenue	City of Yuma	55.0	41.5	6.7	0.7	11.0	25.0	Yes	75.0	\$530,000
12	T-31	Restructure Green 4 transit service (Pacific Avenue/Avenue B)	YCIPTA	0.0	0.0	21.3	57.6	79.2	24.8	Yes	74.8	-
13	T-16	Reroute Orange 2 transit service via 32nd Street and 4th Avenue to WYTH	YCIPTA	0.0	0.0	30.4	53.2	58.5	24.1	Yes	74.1	-
15	T-14	Discontinue Silver 9 transit service	YCIPTA	0.0	0.0	20.0	47.1	75.0	21.9	Yes	71.9	\$(190,000)
19	T-17	Reroute Purple 6 transit service via 4th Avenue between 8th Street and 24th Street	YCIPTA	0.0	0.0	29.1	37.1	52.1	19.9	Yes	69.9	-
20	T-29	Consolidate Orange 2 and Brown 3 transit services	YCIPTA	0.0	0.0	20.0	39.0	70.5	19.8	Yes	69.8	-
21	T-15	Initiate Gold 2X Express transit service	YCIPTA	0.0	0.0	21.3	43.2	56.6	19.6	Yes	69.6	\$90,000
22	C-45	Crossing, 4th Avenue and Court Street	City of Yuma	0.0	0.0	46.6	20.7	34.4	19.2	Yes	69.2	\$50,000
23	C-46	Crossing, Avenue C and Crane Street	City of Yuma	0.0	0.0	46.6	21.4	30.0	18.9	Yes	68.9	550,000
24	M-18	Pathway, Thacker Lateral Linear Park from West Main Canal to 24th Street	City of Yuma	0.0	0.0	29.3	33.0	43.6	18.3	Yes	68.3	\$5,960,000
25	RR-01	Grade Separation, Avenue 9E with 4 Lanes at Railroad Crossing	City of Yuma	70.0	2.5	0.0	0.0	0.0	18.0	Yes	68.0	\$11,920,000
29	C-44	Crossing, 4th Avenue and 4th Street-5th Street	City of Yuma	0.0	0.0	26.7	32.9	32.1	16.4	Yes	66.4	\$550,000
31	M-12	Pathway, Colorado River Levee Linear Park from East Wetlands to Avenue 7E	City of Yuma	0.0	0.0	26.7	29.6	32.1	15.8	Yes	65.8	\$12,240,000
34	P-07	Sidewalk, Arizona Avenue/Walnut Avenue from 16th Street to 10th Street	City of Yuma	0.0	0.0	26.7	24.7	38.7	15.5	Yes	65.5	\$2,130,000
35	M-09	Pathway, 32nd Street from East Main Canal to Avenue A	City of Yuma	0.0	0.0	28.0	26.0	32.3	15.4	Yes	65.4	\$1,010,000



Rank	ID	Project Name	Primary Owner	Prioritization Criteria Scores					Composite Prioritization Score	Priority in Previous Plan? (Yes/No)	Final Score	Planning-Level Cost
				Facility Quality	Roadway Operational Efficiency	Safety/Vision Zero Approach	Multimodal Integration	Community Health				
36	P-20	Sidewalk, 4th Avenue from Yuma Regional Corporate Center to 40th Street	City of Yuma	0.0	0.0	26.7	20.5	43.1	15.1	Yes	65.1	\$1,400,000
39	M-11	Pathway, B 3.7 Lateral Linear Park from Kennedy Park to Pacific Avenue	City of Yuma	0.0	0.0	26.7	25.3	32.1	14.9	Yes	64.9	\$1,060,000
43	P-05	Sidewalk, 32nd Street from Pacific Avenue to Avenue 3E	City of Yuma	0.0	0.0	26.7	25.2	30.0	14.7	Yes	64.7	\$1,330,000
46	C-29	Crossing, 4th Avenue and 12th Street	City of Yuma	0.0	0.0	26.7	22.9	32.1	14.4	Yes	64.4	\$550,000
47	M-86	Pathway, Redondo Center Drive from 7th Street to 16th Street	City of Yuma	0.0	0.0	26.7	21.3	34.4	14.4	Yes	64.4	\$1,080,000
48	T-28	Bus Pullout, 24th Street WB at Avenue A for Green 4, Purple 6A, and Yellow 95	ADOT	0.0	0.0	20.0	20.7	52.3	14.4	Yes	64.4	\$160,000
51	P-06	Sidewalk, 32nd Street from Winsor Avenue to Suni Sands RV Resort	City of Yuma	0.0	0.0	26.7	22.3	30.0	14.1	Yes	64.1	\$340,000
56	B-166	Bicyclist Lane, Castle Dome Avenue from 8th Street to Yuma Palms Parkway	City of Yuma	15.0	0.0	26.7	2.1	30.0	13.8	Yes	63.8	\$140,000
60	M-61	Pathway, Avenue 5E from 32nd Street to 24th Street (included in new roadway)	City of Yuma	0.0	0.0	26.7	20.6	30.0	13.8	Yes	-	-
63	M-62	Pathway, Avenue 9E Grade Separation at Railroad Crossing (included in grade separation project)	City of Yuma	0.0	0.0	26.7	20.1	30.0	13.7	Yes	63.7	-
64	T-27	Bus Pullout, Giss Parkway WB at Gila Street for Orange 2 and Green 4	City of Yuma	0.0	0.0	20.0	25.0	34.4	13.4	Yes	63.4	\$160,000
66	T-25	Bus Pullout, 21st Drive SB at 32nd Street for Purple 6A and Silver 9	City of Yuma	0.0	0.0	22.6	20.0	32.3	12.9	Yes	62.9	\$160,000
67	T-24	Bus Pullout, Redondo Center Drive NB at 16th Street for Green 4	YCIPTA	0.0	0.0	21.3	20.0	34.4	12.8	Yes	62.8	\$160,000
68	T-39	Bus Pullout, 24th Street EB at 18th Avenue for Green 4, Purple 6A, and Yellow 95	YCIPTA	0.0	0.0	20.0	21.4	32.3	12.5	Yes	62.5	\$160,000
69	T-26	Bus Pullout, 24th Street EB at 21st Drive for Green 4, Purple 6A, and Yellow 95	YCIPTA	0.0	0.0	20.0	20.7	32.3	12.4	Yes	62.4	\$160,000
70	R-04	New Roadway, Avenue 5E with 4 Lanes from 32nd Street to 24th Street	City of Yuma	30.0	18.0	4.6	0.6	0.0	12.4	Yes	62.4	\$8,900,000
71	T-35	Bus Pullout, Araby Road SB at 32nd Street for Gold 8 and Silver 9	City of Yuma	0.0	0.0	20.0	20.0	32.3	12.2	Yes	62.2	\$160,000
71	T-36	Bus Pullout, 32nd Street EB at Avenue B for Purple 6A and Yellow 95	YCIPTA	0.0	0.0	20.0	20.0	32.3	12.2	Yes	62.2	\$160,000
71	T-37	Bus Pullout, Avenue B SB at 32nd Street for Purple 6A and Yellow 95	City of Yuma	0.0	0.0	20.0	20.0	32.3	12.2	Yes	62.2	\$160,000



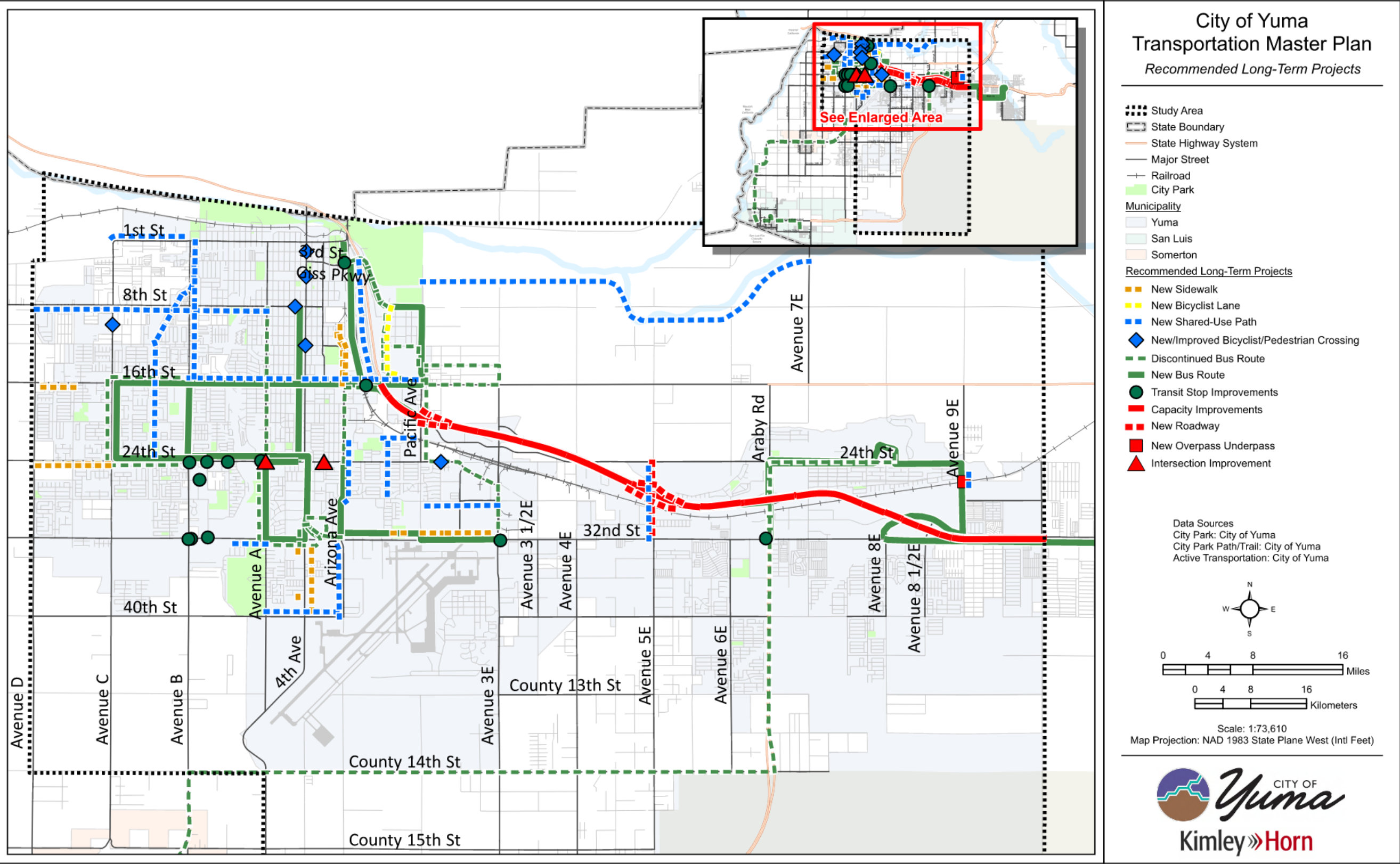
Rank	ID	Project Name	Primary Owner	Prioritization Criteria Scores					Composite Prioritization Score	Priority in Previous Plan? (Yes/No)	Final Score	Planning-Level Cost
				Facility Quality	Roadway Operational Efficiency	Safety/Vision Zero Approach	Multimodal Integration	Community Health				
71	T-38	Bus Pullout, 32nd Street EB at Avenue 3E for Orange 2	YCIPTA	0.0	0.0	20.0	20.0	32.3	12.2	Yes	62.2	\$160,000
77	R-03	Full-Diamond Traffic Interchange, I-8 at Avenue 5E	YCIPTA	0.0	49.0	0.0	0.8	2.1	10.2	Yes	60.2	\$64,300,000
79	R-02	Half-Diamond Traffic Interchange, I-8 at Pacific Avenue	City of Yuma	0.0	34.0	0.0	0.2	6.3	7.5	Yes	57.5	\$18,240,000
82	T-10	Bus Pullout, 26th Street WB at 23rd Avenue for Green 4, Purple 6A, and Yellow 95	YCIPTA	0.0	0.0	20.0	0.7	0.0	5.1	Yes	55.1	\$160,000
84	T-09	Bus Pullout, Avenue B NB at 24th Street for Green 4, Purple 6A, and Yellow 95	City of Yuma	0.0	0.0	20.0	0.0	0.0	5.0	Yes	55.0	\$160,000
85	T-12	Add bus to Yellow 95 transit service - Saturdays from DYTC to WYTH	City of Yuma	0.0	0.0	0.0	20.0	0.0	4.0	Yes	54.0	\$500,000
85	T-13	Add bus to Yellow 95 transit service - Weekdays from DYTC to WYTH	City of Yuma	0.0	0.0	0.0	20.0	0.0	4.0	Yes	54.0	\$70,000
92	I-16	Turn Lane, 24th Street and Avenue A	City of Yuma	55.0	30.0	40.5	1.4	0.0	30.2	No	30.2	\$530,000
96	M-78	Pathway, 8th Street from Avenue D to Avenue A	City of Yuma	0.0	0.0	33.2	26.0	34.4	16.9	No	16.9	\$6,600,000
98	M-69	Pathway, 16th Street from 4th Avenue to Maple Avenue	City of Yuma	0.0	0.0	31.9	22.3	32.1	15.6	No	15.6	\$570,000
99	M-71	Pathway, 1st Street from Avenue C to Avenue B	City of Yuma	0.0	0.0	26.7	27.0	34.4	15.5	No	15.5	\$2,160,000
100	C-48	Crossing, 8th Street and 6th Avenue	City of Yuma	0.0	0.0	32.6	20.7	32.1	15.5	No	15.5	\$550,000
101	M-83	Pathway, Arizona Avenue from 22nd Street to Palo Verde Street	City of Yuma	0.0	0.0	26.7	26.8	34.4	15.5	No	15.5	\$1,580,000
102	M-68	Pathway, 16th Street from Maple Avenue to Pacific Avenue	City of Yuma	0.0	0.0	31.2	22.1	32.1	15.4	No	15.4	\$2,750,000
103	M-79	Pathway, Avenue B from 1st Street to 3rd Street	City of Yuma	0.0	0.0	26.7	26.6	34.4	15.4	No	15.4	\$540,000
110	M-63	Pathway, 40th Street from Avenue A to Arizona Avenue	City of Yuma	0.0	0.0	26.7	24.9	32.1	14.8	No	14.8	\$2,210,000
111	M-81	Pathway, Avenue B from 8th Street to 16th Street	City of Yuma	0.0	0.0	29.3	21.3	32.3	14.8	No	14.8	\$2,200,000
115	M-80	Pathway, Avenue B from 3rd Street to 8th Street	City of Yuma	0.0	0.0	28.0	21.0	32.3	14.4	No	14.4	\$1,280,000
116	C-31	Crossing, 24th Street and Engler Avenue	City of Yuma	0.0	0.0	29.0	20.7	30.0	14.4	No	14.4	\$550,000
117	M-88	Pathway, B 3.7 Lateral Linear Park from Kennedy Park to Palo Verde Street	City of Yuma	0.0	0.0	20.0	26.0	40.8	14.3	No	14.3	\$1,580,000
121	M-75	Pathway, Palo Verde Street from Pacific Avenue to Avenue 3E	City of Yuma	0.0	0.0	26.7	22.0	30.0	14.1	No	14.1	\$2,240,000
125	M-87	Pathway, Arizona Avenue from 32nd Street to 40th Street	City of Yuma	0.0	0.0	26.7	20.6	32.1	14.0	No	14.0	\$2,190,000



Rank	ID	Project Name	Primary Owner	Prioritization Criteria Scores					Composite Prioritization Score	Priority in Previous Plan? (Yes/No)	Final Score	Planning-Level Cost
				Facility Quality	Roadway Operational Efficiency	Safety/Vision Zero Approach	Multimodal Integration	Community Health				
128	P-13	Sidewalk, 24th Street from Avenue C to Avenue D	City of Yuma	0.0	0.0	26.7	20.5	30.0	13.8	No	13.8	\$2,600,000
129	P-12	Sidewalk, 16th Street from 45th Avenue to West City Limit	City of Yuma	0.0	0.0	26.7	20.3	30.0	13.7	No	13.7	\$1,380,000



Figure 79. Recommended Long-Term Projects



CONGESTION ASSESSMENT WITH RECOMMENDED IMPROVEMENTS

The YMPO regional TDM was used to determine how well the recommended projects address congestion issues on the study area roadway network. As described previously, Scenario 5H represents the recommended 2050 Build scenario. TMP study area roadway network modeling metrics were compared between the 2050 Build scenario and the 2050 No Build scenario to identify the change in congestion levels across the roadway network. These metrics, shown in **Table 18**, include:

- **LOS:** A metric used to describe operational conditions of a roadway or intersection.
- **Congested Vehicle Miles Traveled (VMT).** The number of daily miles driven on roadway segments that are nearing or over capacity (LOS E or LOS F).
- **Congested Vehicle Hours Traveled (VHT).** The number of hours driven on the regional roadway system in a day that are on roadway segments that are nearing or over capacity (LOS E or LOS F).

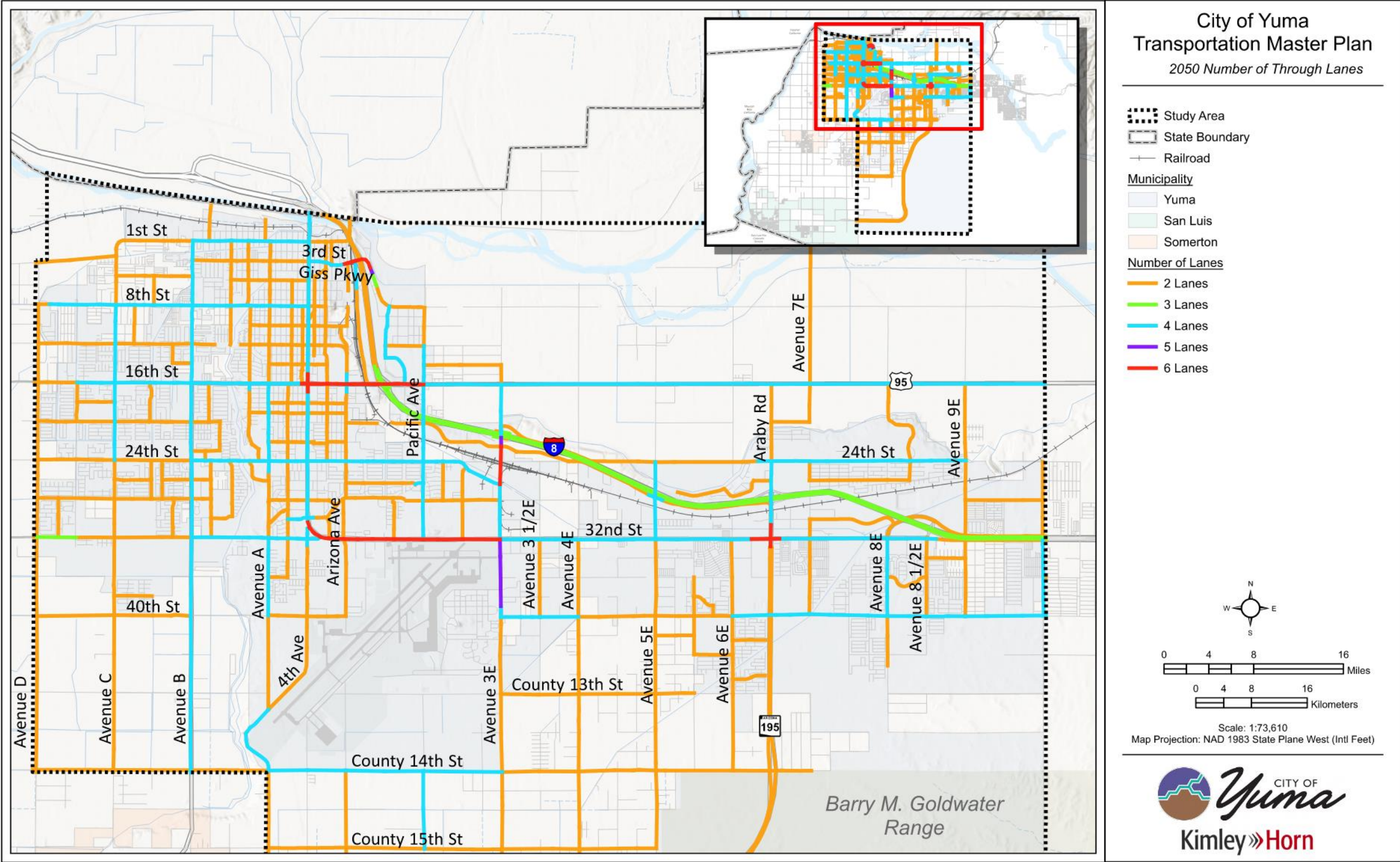
Table 18. 2023 Existing, 2050 No Build, and 2050 Build Scenario Performance Metric Comparison

Performance Metric	2023 Existing	2050 No Build	2050 Build
Miles of LOS A, B, and C	310	299	316 (+17 [+6%])
Miles of LOS D	0.90	10	0.79 (-9.21 [-92%])
Miles of LOS E	0	3.61	0.37 (-3.24 [-90%])
Miles of LOS F	0	0.66	0 (-0.66 [-100%])
VMT	2,308,207	3,279,753	3,256,890 (-22,863 [-0.70%])
VHT	60,416	142,220	103,140 (-39,080 [-27%])
Congested VMT	-	57,073	9,958 (-47,115 [-83%])
Congested VHT	-	9,180	1,227 (-7,953 [-87%])

The model comparison results indicate that the recommended roadway projects are largely effective because they reduce the congested VMT and congested VHT, increase the roadway mileage at LOS A, LOS B, and LOS C, and decrease the roadway mileage at LOS D, LOS E, and LOS F. Notably, no LOS F roadway segments are present in the 2050 Build (Scenario 5H) scenario and the LOS E roadway segment mileage is very small and at locations the City has deemed acceptable LOS. The roadway network number of through lanes per the 2050 Build scenario is shown in **Figure 80**.



Figure 80. 2050 Build Number of Lanes



HEALTH ASSESSMENT OF RECOMMENDED IMPROVEMENTS

The *Health Assessments and Recommendations* report in **Appendix D**, prepared by Urban Design 4 Health, Inc. (UD4H) for the TMP, assesses the health impacts of various proposed transportation scenarios and the recommended projects and provides recommendations to further enhance community health outcomes through strategic infrastructure investments.

HEALTH ASSESSMENT METHODOLOGY

The UD4H health assessment consisted of five main sections:

- **Baseline 2023 Assessment:** UD4H developed a geospatial model mapping existing multimodal transportation systems and quantifying accessibility levels across the City of Yuma. This model integrated transportation infrastructure with community demographics and key destinations, laying the foundation for subsequent evaluations.
- **Future 2050 No Build Scenario Assessment:** This scenario incorporated all planned transportation projects in the City's 2025-2029 CIP. Each CIP project was qualitatively evaluated across five healthy community impact categories, revealing that over 60% of the planned improvements are expected to generate positive health outcomes.
- **Major New Roadway Project Scenarios Review:** UD4H analyzed five major roadway project scenarios to assess their potential health implications. The scenarios included changes in VHT, impacts on healthcare accessibility, environmental exposure, and active transportation connectivity. The review highlighted the complex trade-offs of congestion mitigation strategies.
- **Project Prioritization Framework Review:** UD4H reviewed the prioritization framework that scored 129 projects using five categories: Quality, Operational Efficiency, Safety/Vision Zero Approach, Multimodal Integration, and Community Health. UD4H supports the framework, noting the significant emphasis on health and safety considerations, which constitute 55% of the overall prioritization score.
- **Recommended Projects (2050 Build) Assessment:** UD4H assessed the health impacts of the recommended projects compared to the 2050 No Build scenario. UD4H also assessed how changes in the intensity of densification and land use mix in the City's General Plan Growth Areas due to the recommended TMP projects could further impact community health.

KEY FINDINGS OF THE HEALTH IMPACT ASSESSMENT

The health impact assessment projected several positive outcomes for community health through transportation infrastructure enhancements. Investments in shared-use paths, sidewalks, and bicyclist lanes close gaps in Yuma's existing network and improve connectivity in key areas. Health is promoted through 58 projects that provide additional active transportation facilities. Safety is addressed through 14 new pedestrian crossings and a pedestrian bridge over the East Main Canal. A total of 46 projects improve access to parks and healthcare, while 11 new bus stop shelters enhance transit safety and comfort. Importantly, 61 projects are located near the city's six Growth Areas, supporting walkable, health-oriented community development.

Bicyclist network accessibility improves, with the population living within ¼ mile of a connected bicycle facility increasing from 41.4% in existing conditions to 46.0% overall and to 48.0% within the Growth Areas. Transit accessibility improves for residents within a ¼ mile walk of a bus stop, increasing from 54.3% to 55.7%.



In the Growth Areas, if the recommended TMP transportation projects are implemented and incentivize a high intensity of residential and land use mix densification, health outcomes in 2050 could change compared to the 2050 No Build scenario by as much as follows:

- **Obesity (BMI >30)** decreases on average by 8% across all Growth Areas combined
- **Type 2 diabetes** prevalence decreases on average by 2% across all Growth Areas combined
- **Coronary heart disease** declines by 0.2% across all Growth Areas combined
- **High Blood Pressure/Hypertension** remains about the same across all Growth Areas combined
- **Per capita healthcare costs** related to chronic illness decline by \$239 annually across all Growth Areas combined, resulting in a total annual cost of \$794 million, a decrease of \$5 million compared to the 2050 No Build
- **Walking for transportation** increases on average by 6% across all Growth Areas combined

These projections indicate that while the TMP alone yields modest improvements in health, the greatest health benefits occur when transportation infrastructure is integrated with walkable, mixed-use development. This underscores the importance of coordinated planning between land use, mobility, and public health policy to create long-term, community-wide benefits

STUDY LIMITATIONS

While the *Health Assessments and Recommendations* report provides invaluable insights into the potential impacts of transportation investments, several limitations must be considered:

- **Health Conditions Influenced by Multiple Factors:** The estimated results are affected by many factors not represented in the N-PHAM models, including genetics, age, diet, and levels of physical activity.
- **Demographic Forecasts:** Future health models rely heavily on demographic forecasts, which can have significant margins of error. Factors like age, income, race, family type, employment, and car ownership influence health outcomes at a population level. Long-range forecasts for small area demographics may not be precisely accurate.
- **Economic Impact Estimates:** The regional economic impacts of workforce productivity and transportation/land use investments are not accounted for in detail, meaning indirect effects on the local economy might be underestimated.
- **Air Quality Effects:** This analysis does not extensively consider the effects of the recommended projects on local air quality and its well-known impacts on community health.
- **Scenario Comparisons:** While the same methodologies are applied to evaluate different scenarios, uncertainty remains about the exact numeric values. Comparing directional changes and relative differences across scenarios is useful for planning, even if precise values are uncertain.



OTHER RECOMMENDATIONS

UPDATES TO CITY OF YUMA STANDARD DETAILS

The City of Yuma recognizes and supports the evolving national approach to bicyclist infrastructure, which increasingly prioritizes separated and protected bicyclist facilities over traditional on-street bicyclist lanes, particularly on high-speed or high-volume roadways. This shift is consistent with guidance from leading transportation agencies such as FHWA, the National Association of City Transportation Officials (NACTO), and the American Association of State Highway Transportation Officials (AASHTO)—all of which promote separated bicyclist facilities as safer and more comfortable options for a broader range of users.

In response to this shift, the City of Yuma is in the process of updating its Standard Detail Drawings to reflect a more modern and safety-focused approach to bikeway design. Specifically:

- Designated on-street bike lanes have tentatively been removed from the standard sections for principal arterials, minor arterials, and collector roads and replaced by a paved shoulder adjacent to the outside travel lane.
- A shared/multi-use pathway has tentatively been added behind the curb on arterials and collectors, providing physical separation from vehicular traffic and a more attractive, safer option for bicyclists and pedestrians.
- These design updates also tentatively apply to the rural expressway section, reinforcing the City's commitment to safety and multimodal connectivity even in less urbanized areas.

This change in roadway design standards, if ultimately approved by the City, will position Yuma to implement a more comfortable and connected bicycle network that better accommodates users of all ages and abilities. By prioritizing separated facilities, such as multi-use paths, the City is taking measurable steps to reduce bicycle-vehicle conflicts, increase ridership, and support community health.

PAVEMENT CONDITION METRIC

Pavement condition was a top concern of the community. As such, a potential service standard metric to improve pavement conditions is to, per the *City of Yuma Pavement Condition Index*, maintain 10% or less of roadways categorized as “poor” and “very poor” (when summed together). Currently, the percentage of pavement categorized as “poor” and “very poor” is 14%.

INTERSECTION SPACING STANDARDS

Spacing standards based on facility type and speed are important to maintaining harmony in the traffic flow throughout a city and to avoid unnecessary conflict points along roadways. While the City of Yuma has driveway spacing standards, intersection spacing standards specifically target the creation of new intersections and specify the level of access (full access signalized, full access unsignalized, right-in/right-out only, left-in/right-in/right-out only, etc.). It is recommended that the City develop intersection spacing standards or adopt the standards defined by the Arizona Department of Transportation (ADOT) or the American Association of State Highway Transportation Officials (AASHTO).

ROADWAY LEVEL OF SERVICE

LOS is a measure used to describe the operational conditions of a roadway or intersection from the perspective of drivers. It reflects factors such as speed, travel time, comfort, delay, and safety. Currently, for purposes of traffic impact



analysis review, an acceptable LOS for the City is LOS C or better for the overall intersection, if signalized, or for the worst-case approach if unsignalized, for the horizon year for all roadways and intersections in the study area. If the study area roadways and intersections are expected to operate at worse than LOS C without the proposed development, then the traffic impact of the proposed development must be mitigated to provide that same LOS or better. The standard for acceptable LOS should take into account the environment a roadway is within (surrounding land uses, existing speed limits, adjacent pedestrian and bicyclist facilities, etc.). As such, it is recommended that an acceptable LOS for purposes of traffic impact analysis review in Yuma be defined as follows:

- On freeways, highways, and principal arterials, the acceptable LOS in the horizon year is LOS C or better for roadways adjacent to the proposed development being considered and LOS D or better for other roadways within the city. If the study area roadways and intersections are expected to operate at worse than these LOS values without the proposed development, then the traffic impact of the proposed development must be mitigated to provide that same LOS or better.
- On minor arterials and collectors, the acceptable LOS in the horizon year is LOS D or better for roadways adjacent to the proposed development being considered and LOS E or better for other roadways within the city. If the study area roadways and intersections are expected to operate at worse than these LOS values without the proposed development, then the traffic impact of the proposed development must be mitigated to provide that same LOS or better.

INCREASED TREE AND SHADE COVERAGE

Providing shade through tree planting is a vital strategy to improve walkability, encourage active transportation, and enhance comfort, safety, and visual appeal across Yuma's transportation network. In Yuma's desert climate, shaded corridors significantly improve the experience for pedestrians, cyclists, and transit users by reducing heat exposure and making travel routes more hospitable.

To support this goal, it is recommended that the City includes funding for tree planting and maintenance within the CIP. This strategy directly aligns with the *Tree and Shade Master Plan* (2020), which outlines key implementation policies that can be applied across the transportation system.

The following locations have been identified as priorities for tree planting in coordination with the transportation system:

- Gateway Routes – Including “Welcome to Yuma” entranceways.
- Pathways identified in the City's *Bicycle Master Plan*.
- New major roadways and development spine roadways.
- Partnerships on adjacent right-of-way where the City plants trees and neighbors take over maintenance.
- Corridors where pedestrian activity would be increased substantially if shade via trees were provided, including:
 - 40th Street.
 - 32nd Street.
 - 24th Street.
 - Giss Parkway.



- Pacific Avenue.
- 4th Avenue.
- Avenues A, B, and C.

- Street corners where corner sight distance is not compromised.

These priority areas align with the following policies from the *Tree and Shade Master Plan*:

- **Shady Pathways** – Supports shade tree planting along multi-use pathways and canal routes, such as those identified in the *Bicycle Master Plan*, to benefit cyclists, joggers, and pedestrians. This directly supports improvements to designated bikeways.
- **Walkable Streets** – Encourages tree planting along major roadways and development corridors, as well as high-pedestrian streets, to improve walkability and reduce heat exposure. This supports planting on spine roads and corridors like 24th Street, Giss Parkway, and Pacific Avenue.
- **Shady Bus Stops** – While not called out explicitly, this policy supports planting trees at street corners and transit areas, provided safety and sight distance are preserved—aligning with the City's interest in corner treatments that don't compromise visibility.
- **Tree-Lined Neighborhoods** – Promotes tree planting in residential and shared-maintenance areas, supporting the City's desire to create partnerships where the City plants and neighbors maintain.

Incorporating these principles into street and corridor improvements will support a safer, more sustainable, and more inviting transportation system. The TMP recommends budgeting for tree planting in the planning, design, and construction phases of roadway projects, particularly where multimodal activity is expected to grow.

PLAN FOR FUTURE TECHNOLOGIES

The City of Yuma should plan for and embrace future technologies that improve transportation efficiency, safety, and modal choice, which could include some or all of the following:

- Autonomous personal vehicles.
- Autonomous trucks.
- Advanced air mobility autonomous transit.
- More efficient electric vehicle charging stations.
- New personal micromobility devices.
- Space travel.

CHANGES TO CITY BUILDOUT ROADWAY CLASSIFICATIONS

The City's 2014 TMP and 2022 General Plan included a recommended buildout roadway classification and laneage map. The following changes to that map are recommended to better match existing and anticipated traffic conditions:

- Avenue 5E between 24th Street and 32nd Street as a 4-Lane Minor Arterial
- 16th Street as a 6-Lane Principal Arterial between 6th Avenue and Arizona Avenue



- 4th Avenue as a 6-Lane Principal Arterial between 15th Street and 17th Street
- 32nd Street as a 6-Lane Principal Arterial between the Avenue 6 ¼ E alignment and Michigan Avenue
- Avenue 3E as a 6-Lane Principal Arterial between I-8 and 24th Street
- 32nd Street as a 4-Lane Principal Arterial between just west of Avenue B and the Big Curve
- Pacific Avenue/Avenue 2E as a 4-Lane Collector between County 14th Street and County 15th Street
- Arizona Avenue as a 2-Lane Collector between County 14th Street and County 15th Street
- Yuma Palms Parkway as a 4-Lane Minor Arterial between the northern intersection with Castle Dome Avenue and 16th Street
- Castle Dome Avenue as a 2-Lane Collector between 12th Street and the southern intersection with Yuma Palms Parkway
- Castle Dome Avenue as a 4-Lane Collector between 8th Street and 12th Street
- Gila Ridge Road as a 2-Lane Collector between Pacific Avenue and Avenue 2 ½ E
- View Parkway as a 2-Lane Collector between Avenue 5E and Chelsea Avenue
- Avenue 7E as a 2-Lane Collector between 24th Street and 26th Street

Figure 81 shows the recommended ultimate buildout roadway network classifications and laneage in Yuma.

CHANGES IN SPEED LIMITS

Figure 82 shows the recommended changes in roadway speed limits in the study area. These changes are anticipated to promote safety by taking into account the context and land uses surrounding the roadway in determining the appropriate speed limit. It is acknowledged that ADOT and Yuma County have jurisdiction over the speed limits on their respective facilities and as such will ultimately determine if any of the recommended speed limit changes on their facilities should be implemented.



Figure 81. Recommended Roadway Network at Buildout

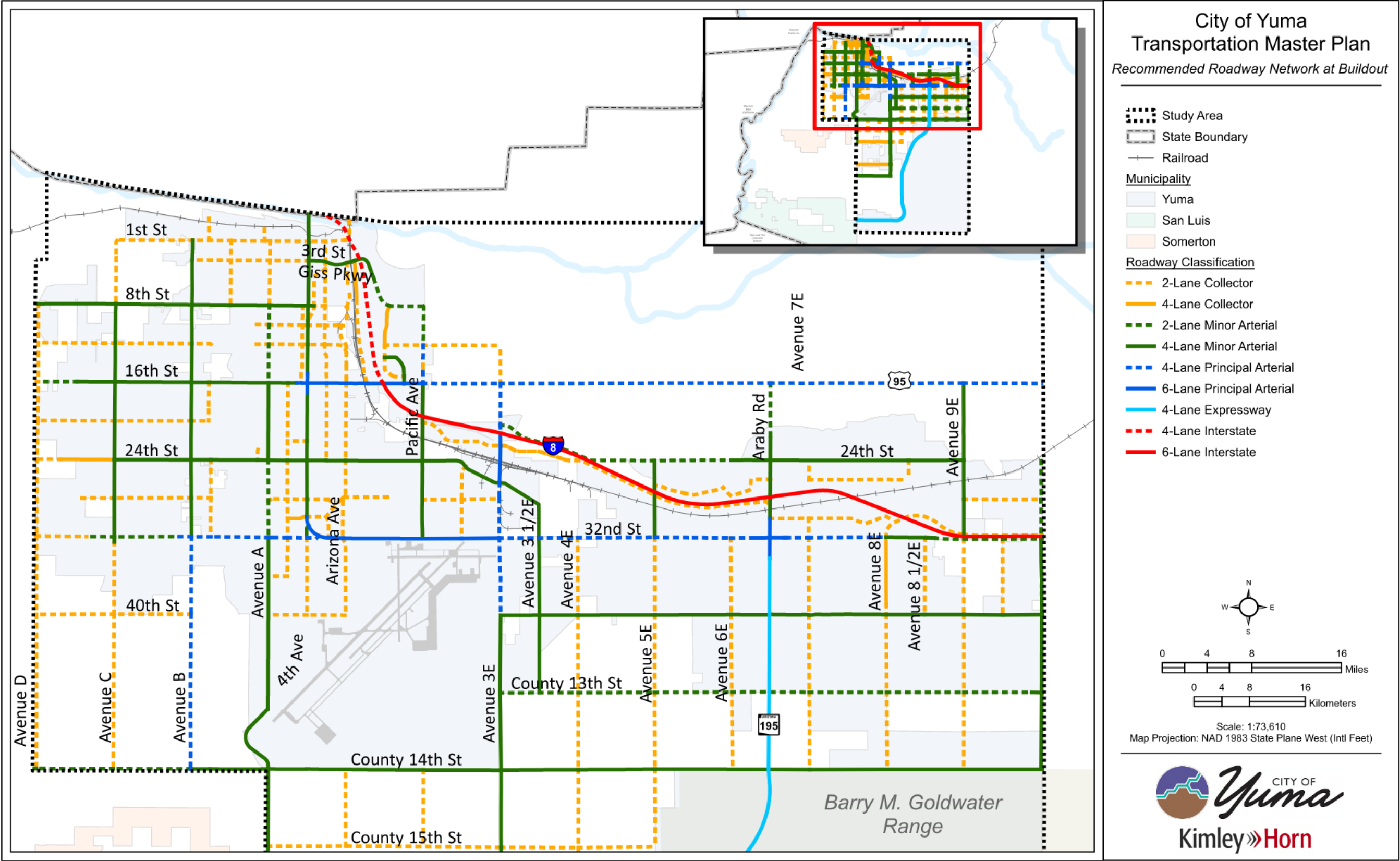
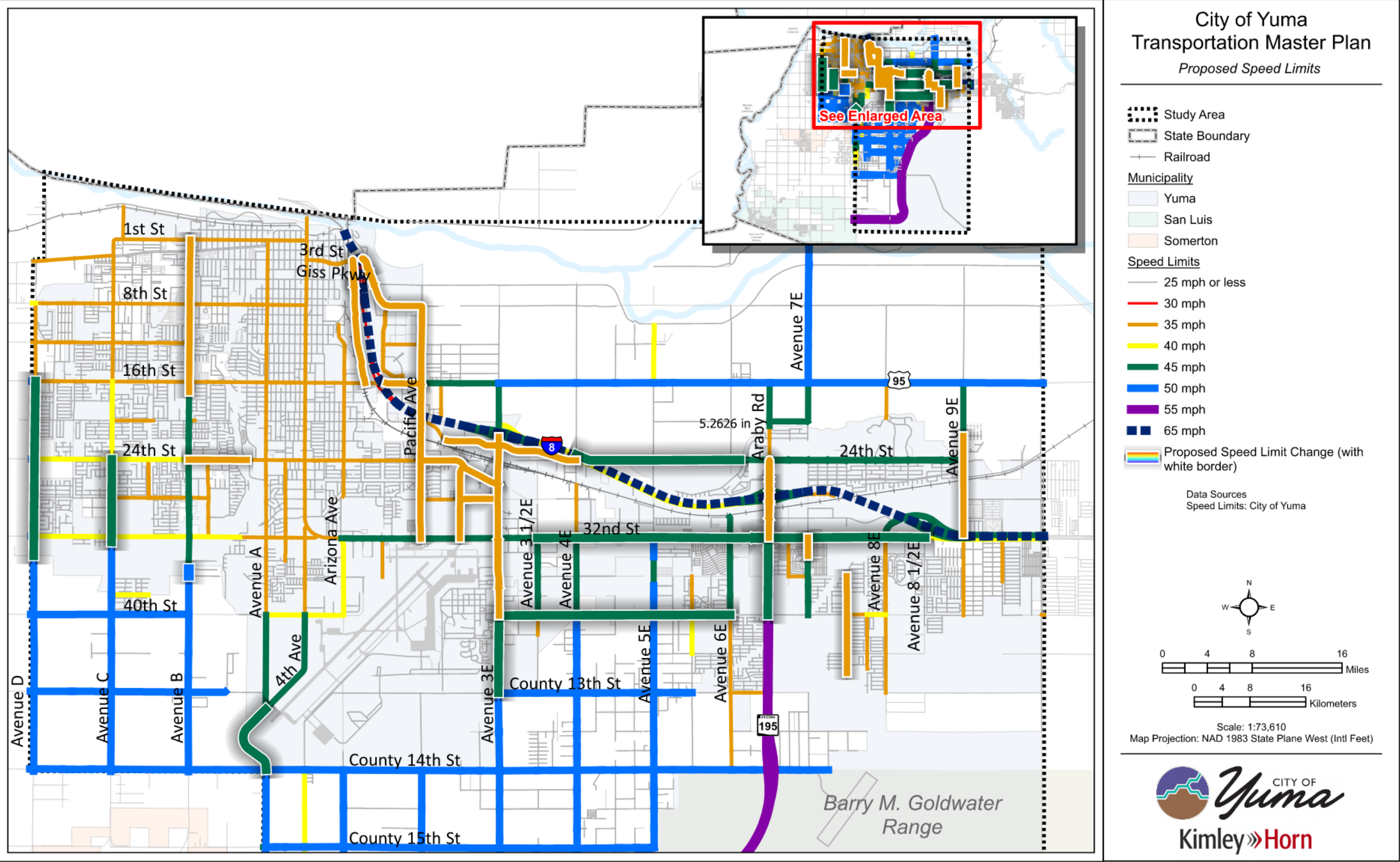


Figure 82. Recommended Speed Limit Changes



PUBLIC ENGAGEMENT

Public participation and input were key in developing the TMP to ensure it responds to Yuma's transportation needs. The City and YMPO conducted joint public outreach as both agencies were conducting long-range transportation plans (the City TMP and YMPO LRTP). The first of three rounds of public engagement was conducted in June/July 2024. The first round of public engagement pertained to existing conditions, needs, and deficiencies and consisted of a joint project website (<https://www.greateryumamoves.com/>), interactive map tool, and online survey. Detailed input provided by the public can be found in **Appendix E**.

ADVERTISEMENT METHODS

Figure 83. Social Media Post



To notify the public of the engagement efforts, social media posts, local news reports, news releases, Signals AZ and KYMA radio station shoutouts, and links on the official City and YMPO websites were all utilized. An example of a social media post for the two projects is shown in **Figure 83**.

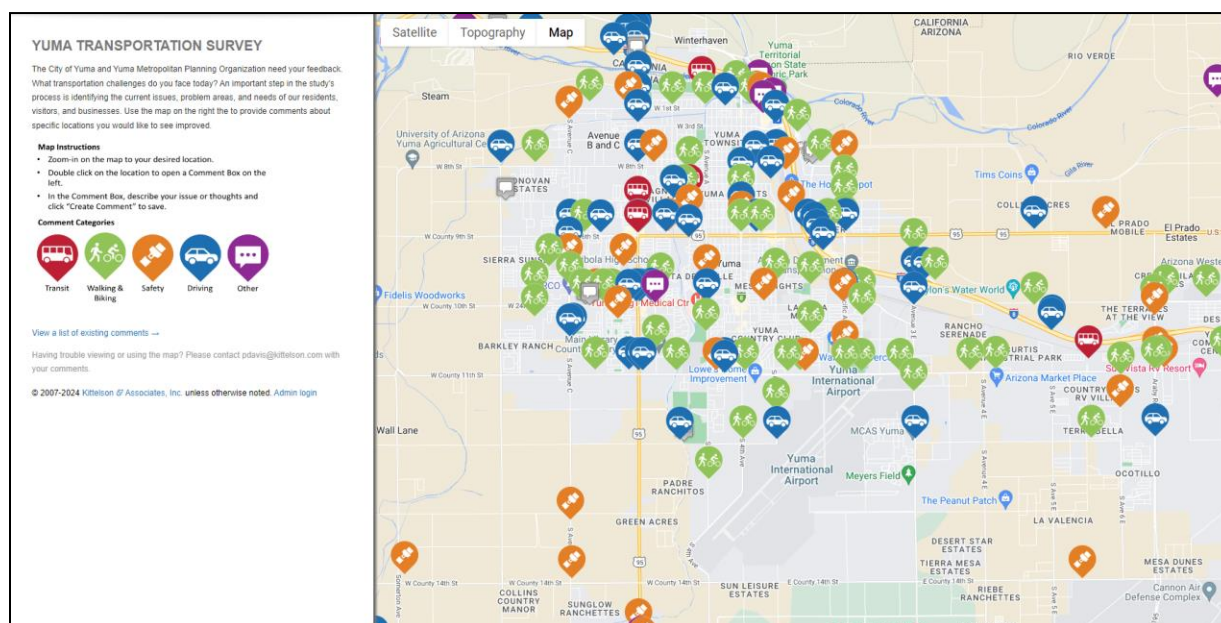
PUBLIC OUTREACH ROUND 1 (MID-JUNE 2024 – END OF JULY 2024)

INTERACTIVE MAP COMMENTS

A user-friendly online interactive map platform was developed to share project information and allow the public to place icons representing eight different transportation categories at specific locations along with comments about issues or desired improvements. Users could also see and reply to comments posted by others. **Figure 84** shows the interactive map landing page that displayed the website's instructions and live map with the placement of icons by the public.



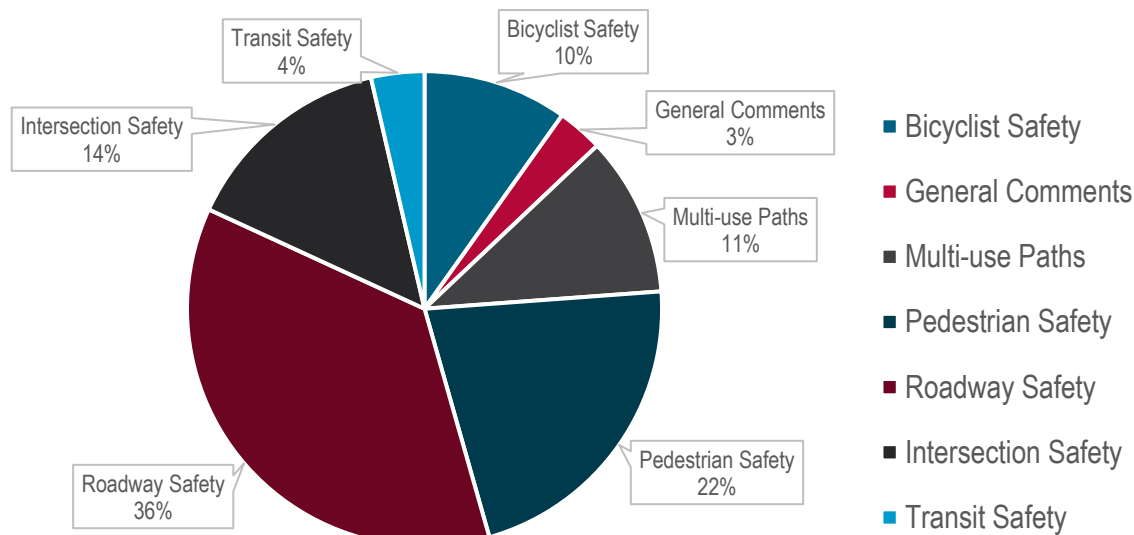
Figure 84. Online Interactive Comment Map



There were 193 comments made on the map that were within the Yuma TMP study area. The breakdown of comments by type (Biking or Walking, Driving, Safety, and Other) is shown in **Figure 85** and provided in **Appendix E**. The key takeaways from the interactive maps are:

- Respondents believe more traffic interchanges are needed along I-8.
- Respondents want improved network connectivity via additional overpasses/bridges.
- Respondents identified the need for more multi-use paths and other bicyclist/pedestrian facilities.

Figure 85. Public Coordinate Website Comment Types



ONLINE MAP RESPONSES

An online survey was developed using the Survey Monkey platform. The survey included 21 questions: 15 questions on modal priorities; three questions on the condition of Yuma's transportation facilities; and six optional demographic questions. There were 336 people who took the survey.

Figure 86 provides a summary of responses when survey respondents were asked which modes of transportation they use regularly. More than 93% of respondents indicated they travel regularly by automobile. Next most commonly used modes of transportation were bicycle (23%) and walking/running (21%).

Figure 86. Survey Responses for Modes of Transportation Regularly Used

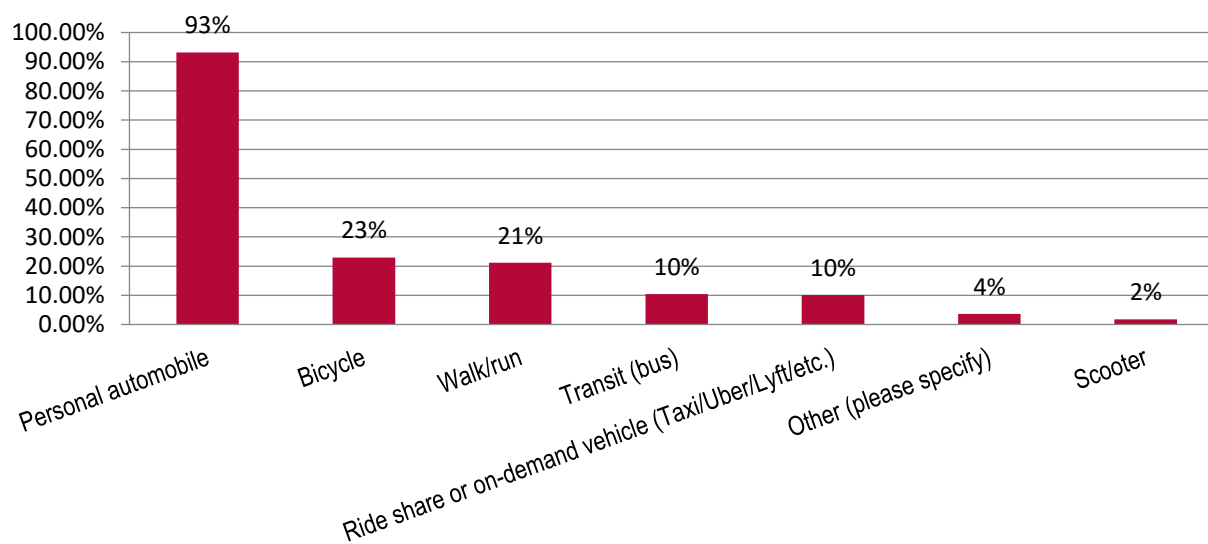


Figure 87 provides a summary of responses when survey respondents were asked what is their biggest transportation challenge or concern. The top concerns of the respondents were traffic safety (32%) and congestion (23%).

Figure 87. Survey Responses for the Biggest Transportation Challenge or Concern

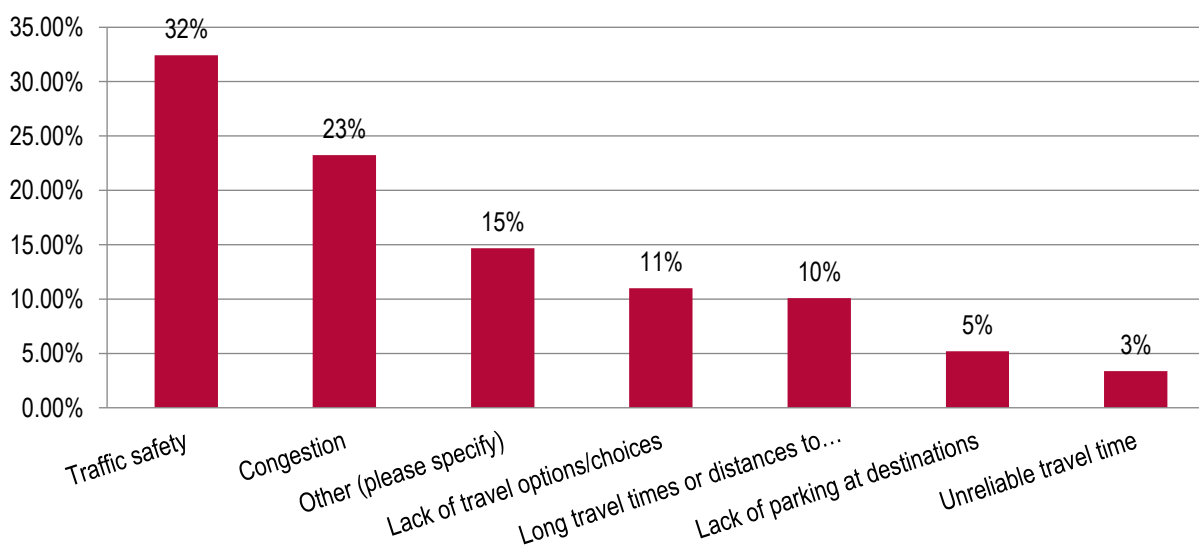


Figure 88 provides a weighted average of rankings when survey respondents were asked to rate the conditions of the roadway surfaces, sidewalks, bike lanes, and/or shared use paths, and transit. Each ranking had a corresponding point value with one being poor, two being adequate, three being good, and four being very good.

Figure 88. Survey Responses for Conditions of Facilities Used to Travel

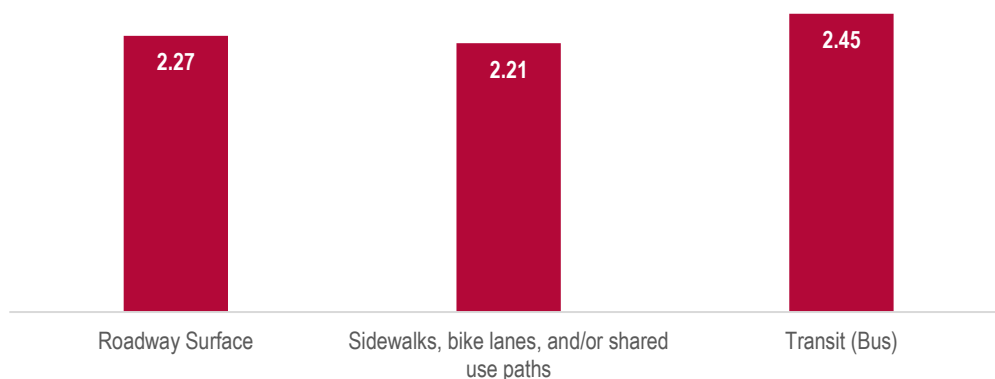
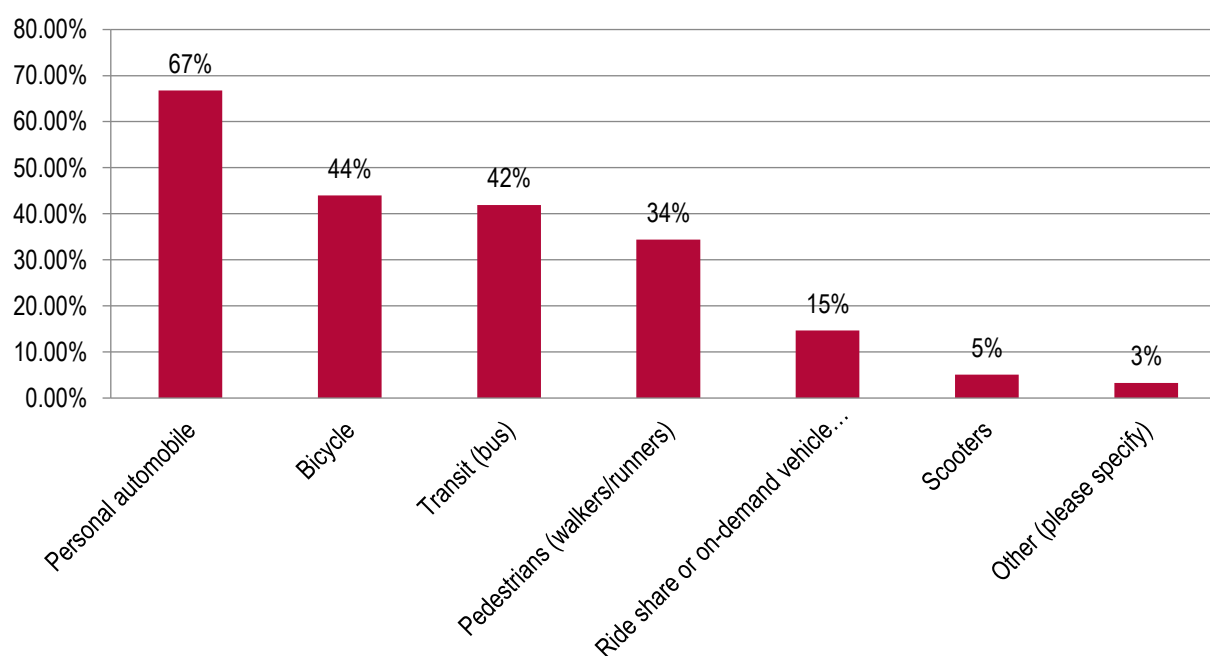


Figure 89 provides a summary of responses when survey respondents were asked which modes of transportation should be focused on by the City in planning for future improvements. The highest modal priority for planning improvements was travel by automobile at 67%, followed by bicycle which had 44%, and then transit (bus) at 42%.

Figure 89. Survey Responses for Future Modal Improvement Planning Priorities



The key takeaways from the survey responses are:

- Respondents indicate their predominant mode of travel and priority for future improvements is travel by automobile.
- Respondents feel that the roadway surface conditions, sidewalk, bicyclist lanes, and shared-use path conditions, and transit (bus) conditions, are above adequate but not quite good.
- The biggest concerns of the respondents are traffic safety and congestion.
- A higher percentage of respondents wants improvements to focus on bicycle, transit, and walking modes of travel than regularly use those modes of travel now, indicating respondents want to see a more balanced multimodal transportation network.

PUBLIC OUTREACH ROUND 2 (OCTOBER 2024 – JUNE 2025)

Round 2 focused on in-person engagement at various community events scheduled between October 2024 and June 2025 in Yuma County. YMPO staff provided information on the City's TMP at the events held outside of the city of Yuma. The primary event held in the city of Yuma was the Yuma Downtown Winter Fest on December 7, 2024. This outreach event provided a valuable opportunity to engage directly with community members and gather input on transportation priorities.

Kimley-Horn representatives, alongside staff from the City of Yuma and Core Engineering Group, were present from 3 pm to 7 pm. During this time, an estimated 60 conversations were held with event attendees as pictured in **Figure 90**. Kimley-Horn and City staff focused primarily on discussions related to the TMP and LRTP. Core Engineering Group focused primarily on discussions related to ADA improvements, a separate project also being presented to the public in conjunction with the TMP and LRTP outreach.

The outreach booth featured project flyers, postcards, and information boards highlighting key elements of the TMP and LRTP. Boards focused on priority topics, project descriptions, and invited attendees to rank priorities and vote for investment areas.

Figure 90. Public Outreach at the Downtown Winter Fest



REGIONAL PRIORITY TOPICS (TOP 5 BY VOTES)

1. Improve pavement surface of roads – 50 votes
2. Add shared-use paths/sidewalks/bike lanes – 35 votes
3. Widen existing roads – 28 votes
4. Widen I-8 to six lanes – 21 votes
5. Install more roundabouts – 20 votes

INFRASTRUCTURE INVESTMENT PRIORITIES (TOP 5 BY VOTES)

1. Expand biking/walking/transit infrastructure – 28 votes
2. Improve safety – 19 votes



3. Promote healthy lifestyle choices – 18 votes
4. Maintain existing transportation infrastructure – 16 votes
5. Expand roadway network – 15 votes

PUBLIC FEEDBACK THEMES

Community members provided a range of comments and suggestions, including:

- Widening 24th Street between Avenue B and Avenue C
- Expanding 16th Street near the police garage to three lanes in each direction
- Improving traffic flow in business areas to reduce abrupt stops
- Considering the impact of a potential Pacific Avenue freeway connection
- Reducing medians and using jersey barriers to widen lanes
- Concerns about roundabouts and preference for their removal
- Amtrak platform safety improvements, including lighting
- Need for a freeway loop around the city
- Enhanced safety education for drivers, pedestrians, and cyclists

This event demonstrated strong community interest in improving transportation safety, multimodal infrastructure, and roadway maintenance. The insights gathered were used to inform future planning decisions and ensure the TMP and LRTP align with public priorities.

The key takeaways from the in-person public outreach were:

- Participants value the surface quality of their roads, shared-use paths, sidewalks, and bike lanes the most.
- Traffic congestion is a concern for many residents.
- Many participants showed support for roundabouts while others indicated they are opposed to roundabouts.
- Participants identified active transportation and safety as the top priorities in terms of investment.

PUBLIC OUTREACH ROUND 3 (JUNE 2025 – JULY 2025)

Draft versions of the proposed improvements were published on the project website for public feedback. The website received over 400 visitors and 18 comments during this period. There was strong support for the proposed 40th Street improvements. There were several requests for:

- Additional active transportation improvements such as more shared-use paths and crossings
- Small-scale intersection improvements such as adding a turn lane or improving the corner turning radius at specific locations
- Transit service enhancements such as bus pull-outs, shade, option to pay with phone, weekend routes, and a more consistent schedule

Additionally, residents raised concerns with existing traffic congestion. As a result of this public outreach effort, additional projects were added or reprioritized based on input received.



IMPLEMENTATION PLAN

COORDINATION WITH OTHER ENTITIES

Coordinating with other entities will be imperative to implementing the recommended TMP projects plus other future transportation improvements that arise. These entities include:

- **YMPO** – The YMPO 2026-2050 *Long-Range Transportation Plan* includes the TMP recommendations that pertain to the City of Yuma as well as additional recommendations that pertain to adjacent jurisdictions such as Yuma County, Somerton, San Luis, Wellton, YCIPTA, and Arizona Department of Transportation (ADOT) that could impact travel in the city of Yuma. In addition, YMPO manages federal funding that is allocated to the YMPO region for use by YMPO member agencies like the City of Yuma.
- **ADOT** – Some of the most impactful recommendations in the TMP are the widening of I-8, improving existing I-8 traffic interchanges, and constructing additional I-8 traffic interchanges, all of which are under ADOT's jurisdiction. It is recommended that the City of Yuma support ADOT and YMPO in conducting an I-8 corridor study in the near future that will look in more detail at the existing and projected operational and safety needs of I-8 and its traffic interchanges in the Yuma area. Any improvements to ADOT facilities, including speed limit changes, will need to be approved and implemented by ADOT.
- **Yuma County** – Some of Yuma's anticipated growth is expected to be in unincorporated parts of Yuma County. The City should coordinate regularly with Yuma County regarding potential future roadway annexations and proposed developments that could generate traffic on City roadways.
- **YCIPTA** – Transit can help remove single-occupant vehicles from the network and promote traveling by bicycle or walking. The City should continue to support and promote the use and expansion of YCIPTA.
- **MCAS-Yuma** – If MCAS-Yuma relocates its main gate to County 14th Street/Pacific Avenue, that will significantly change travel patterns in Yuma near the base. The City should coordinate regularly with MCAS-Yuma to ensure any future impacts to transportation are mitigated properly.
- **Private Entities** – Private developers and other entities such as the Union Pacific Railroad and the Wellton-Mohawk Irrigation and Drainage District will be key partners in implementing/improving/permitting transportation facilities in Yuma.

POTENTIAL FUNDING SOURCES

Per the City's CIP and YMPO's LRTP, funding for transportation in Yuma currently comes from a mix of sources. This is anticipated to continue to be the case moving forward, with new or expanded funding sources being needed if all recommended improvements are to be implemented within the desired timeframes.

LOCAL FUNDING

- **General Fund:** This is funded primarily by City property taxes, City sales tax, and permit fees. While this is the main operating fund for the City, it has historically not been used much for transportation improvements.
- **Bonds:** The City has funding from the sale of bonds to finance capital projects such as transportation improvements.
- **City Road Tax:** The City has a one-half percent sales tax used primarily for maintenance and construction of City roads.



- **Development Fees:** The City has a development impact fee for transportation that is used to counter the cost of providing new developments with access to, and increased capacity for, the City's transportation network.
- **Public-Private Partnerships:** Public-Private Partnerships (P3s) are contracts between a government agency and a private company that enable increased private sector involvement in project implementation.

REGIONAL FUNDING

- **Regional Sales Tax:** Yuma County does not currently have a regional sales tax dedicated to transportation, but this is an idea that is being considered to put before voters for approval in the near future.

STATE FUNDING

- **State Gas Tax:** Arizona has a state gas tax known as the Highway User Revenue Fund (HURF). HURF funds are distributed to cities and counties such as the City of Yuma based on population.
- **State Vehicle License Tax:** Arizona collects fees on vehicle registrations that are then distributed to cities and counties similar to HURF distributions.
- **Arizona Governor's Office of Highway Safety Grant:** The Arizona Governor's Office of Highway Safety (GOHS) provides grant funding for programs aimed at enhancing road safety. The programs address critical areas such as speeding, reckless driving, impaired driving, occupant protection, motorcycle safety, and pedestrian/bicyclist safety.
- **AZ State Match Advantage for Rural Transportation (SMART) Fund:** The AZ SMART Fund assists cities, towns, counties, and ADOT in competing for federal discretionary surface transportation grants. Applicants may request AZ SMART Funds for eligible uses associated with developing a project for, applying for, or providing a local, non-federal match on a federal grant.

FEDERAL FUNDING

- **Surface Transportation Block Grant (STBG) Funds:** STBG is a flexible federal funding program primarily funded from the federal gas tax (Highway Trust Fund) for a broad range of transportation capital needs including roads, transit, airport access, vanpool, and bicycle and pedestrian facilities. STBG funds can also be swapped with Arizona HURF funds to avoid federal regulations and reduce costs if certain conditions are met.
- **Competitive Federal Grant Programs:** Several federally funded competitive grant programs are available that require the submittal of an application to determine eligibility and ranking. These competitive grant programs include the following:
 - **Carbon Reduction Program (CRP):** CRP is designated for projects that reduce transportation emissions, including advanced truck stop electrification systems, public transportation projects, on-road and off-road trail facilities, and advanced transportation and congestion management technologies.
 - **Highway Safety Improvement Program (HSIP):** HSIP aims to reduce fatalities and serious injuries on public roadways.
 - **Off-System Bridge (OSB) Program:** OSB funds are used for bridges located off the federal-aid highway system.
 - **Transportation Alternatives (TA) Program:** TA funds are available for projects that enhance transportation alternatives, such as pedestrian and bicycle facilities.



- **Multiple Project Discretionary Grant (MPDG) Opportunity:** The MPDG opportunity includes the National Infrastructure Project Assistance grants program, the Nationally Significant Multimodal Freight and Highway Projects grant program, and the Rural Surface Transportation Grant program. The funding opportunities are awarded on a competitive basis for surface transportation infrastructure projects with significant national or regional impact, or to improve and expand the surface transportation infrastructure in rural areas.
- **Bridge Investment Program (BIP):** The BIP provides funding for bridge replacement, rehabilitation, preservation, and protection projects that reduce the number of bridges in poor condition, or in fair condition at risk of declining into poor condition.
- **Better Utilizing Investments to Leverage Development (BUILD) Grant Program:** The BUILD grant program provides funding for surface transportation infrastructure projects with significant local or regional impact. It supports innovative projects, including multi-modal projects, which can be difficult to fund through traditional federal programs.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT):** The PROTECT grant program provides funding to ensure surface transportation resilience to natural hazards including climate change, flooding, extreme weather events and other natural disasters.
- **Discretionary Grant Opportunities:** Various discretionary grant opportunities are available through the U.S. Department of Transportation for specific transportation projects, including competitive grants that can support large-scale and innovative transportation solutions.

NEXT STEPS

With approximately \$500 million in recommended projects in the TMP over the course of near-term, mid-term, and long-term timeframes, the City of Yuma should focus primarily on implementing near-term projects. The near-term projects are anticipated to need approximately \$134 million of funding above and beyond the City's currently available funding. The City should support the pursuit of additional funding sources such as a regional transportation sales tax or federal grant programs.





Yuma Integrated Multimodal Transportation Master Plan

FINAL REPORT APPENDICES | OCTOBER 2025



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APPENDIX A

ROADWAY SYSTEM SCENARIOS



Figure 1. 2050 No Build Scenario Volumes

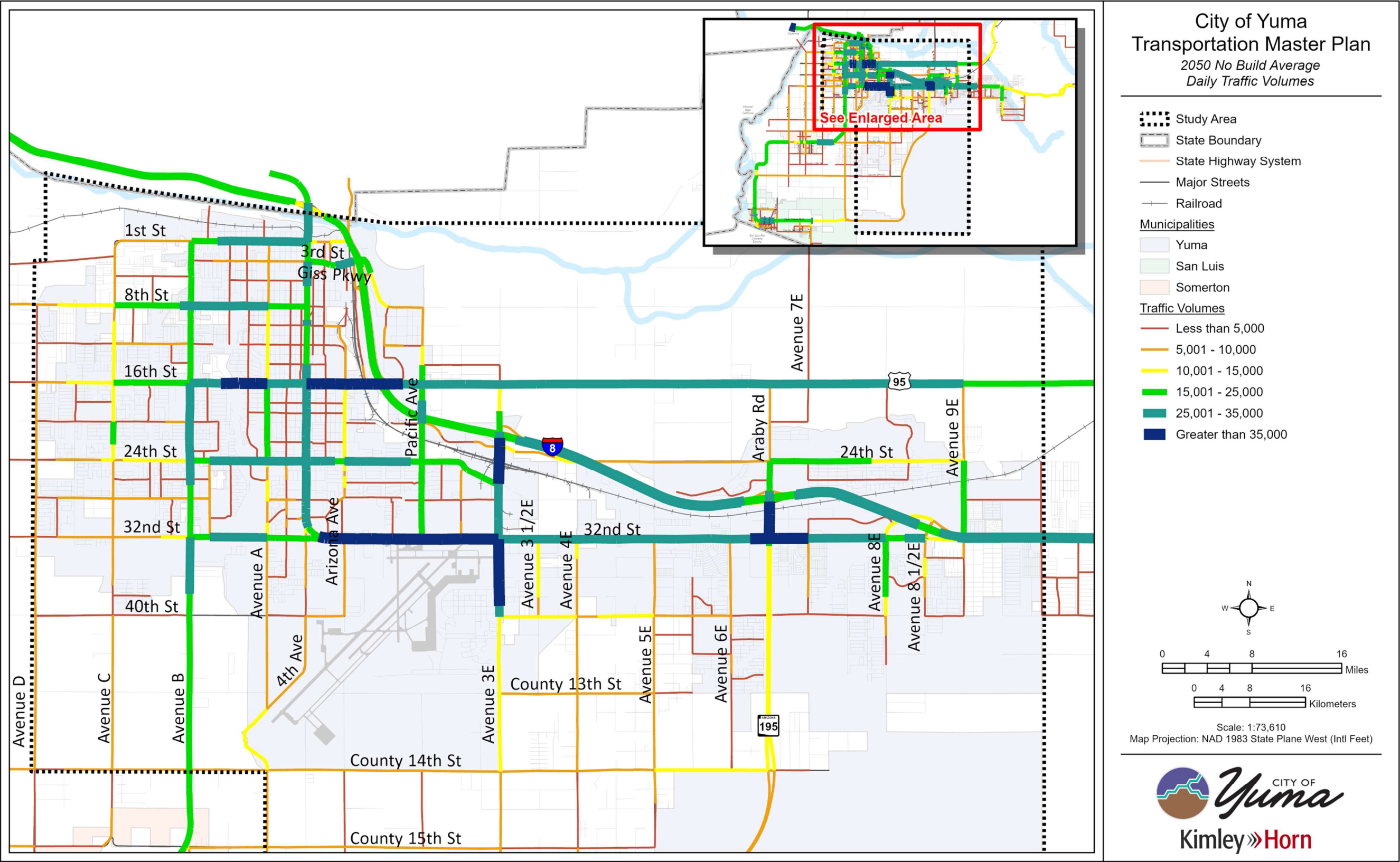


Figure 2. 2050 No Build Scenario LOS

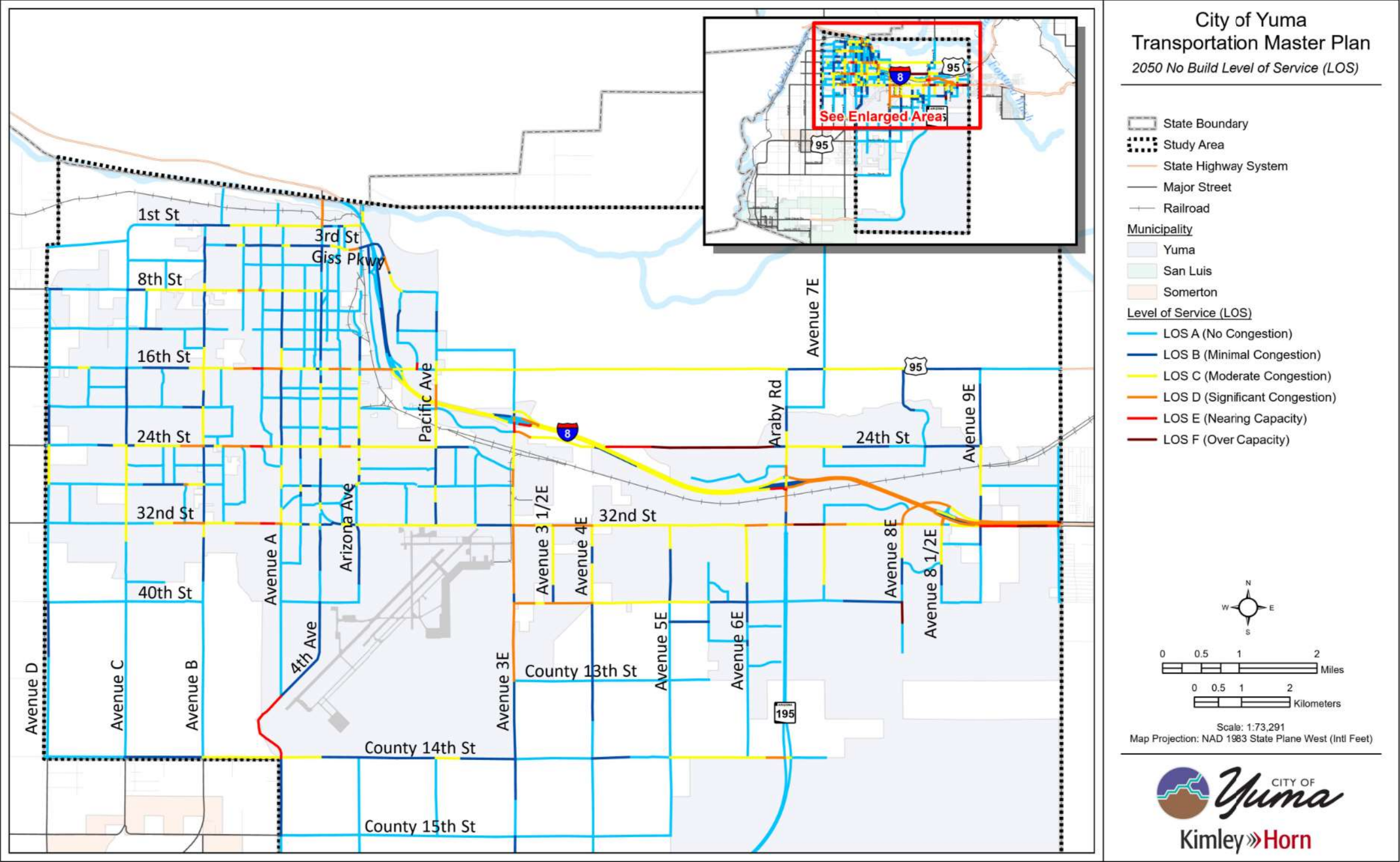


Figure 3. 2050 Scenario 1 Change in Daily Traffic Volume

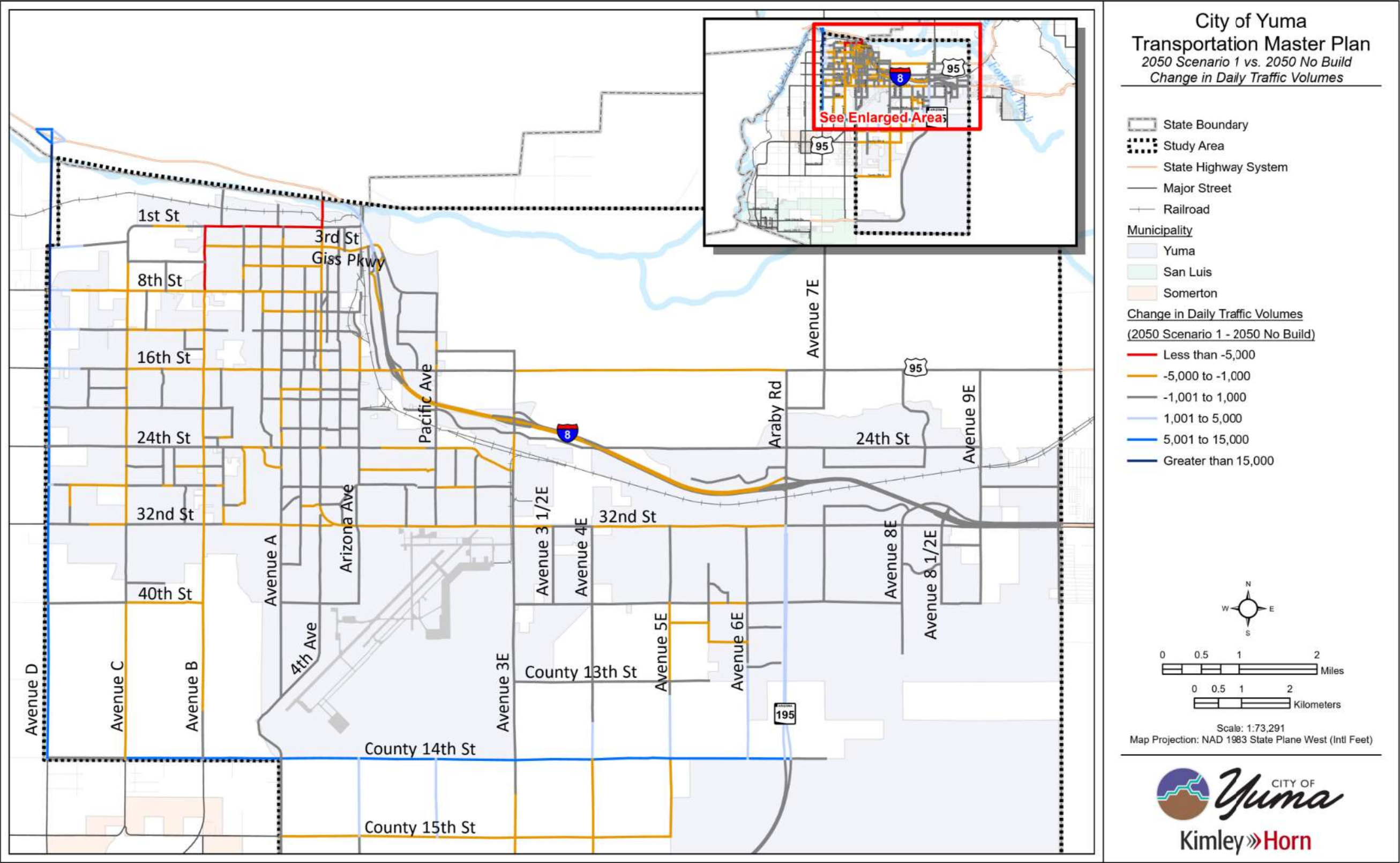


Figure 4. 2050 Scenario 1 LOS

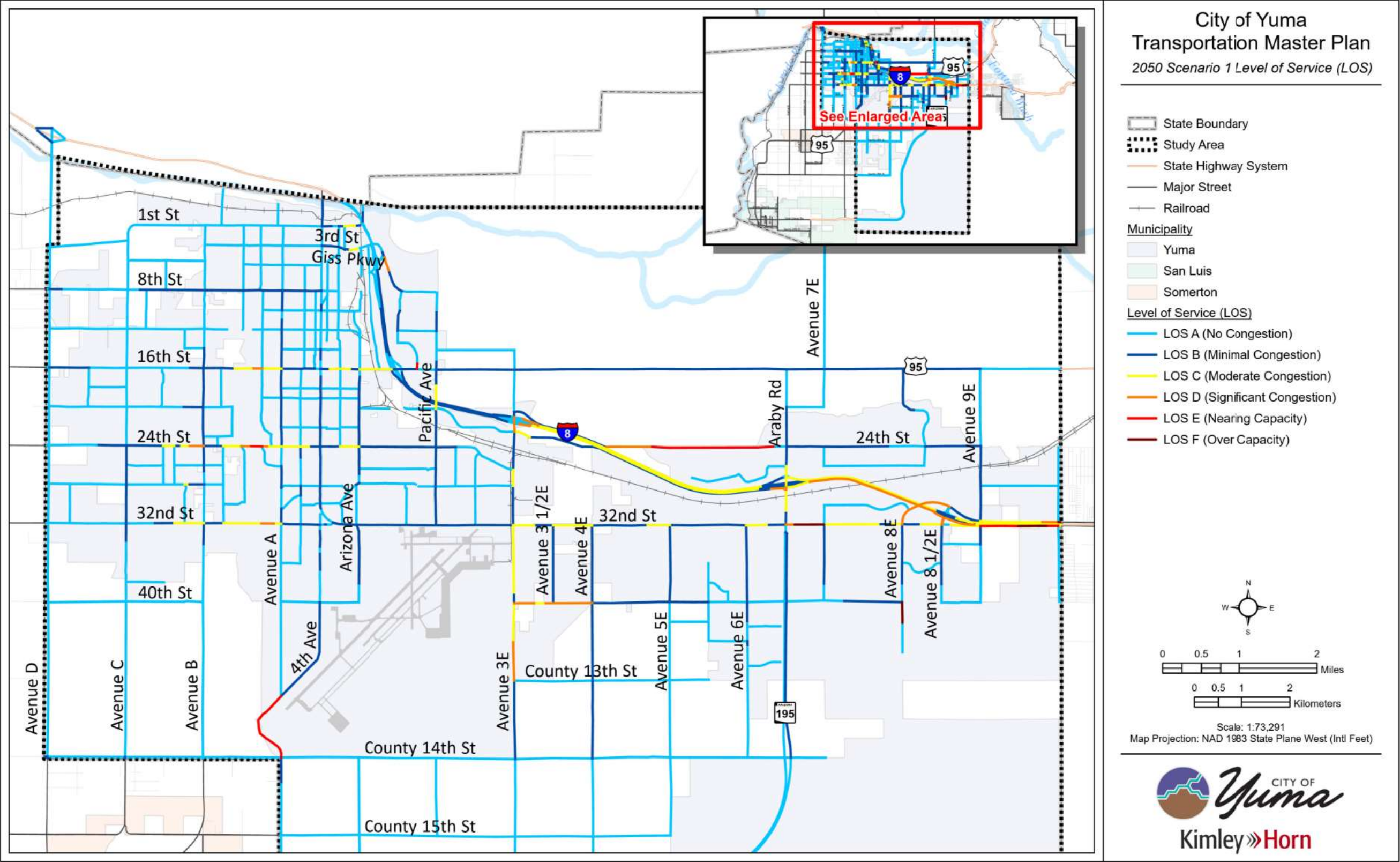


Figure 5. 2050 Scenario 2 Change in Daily Traffic Volume

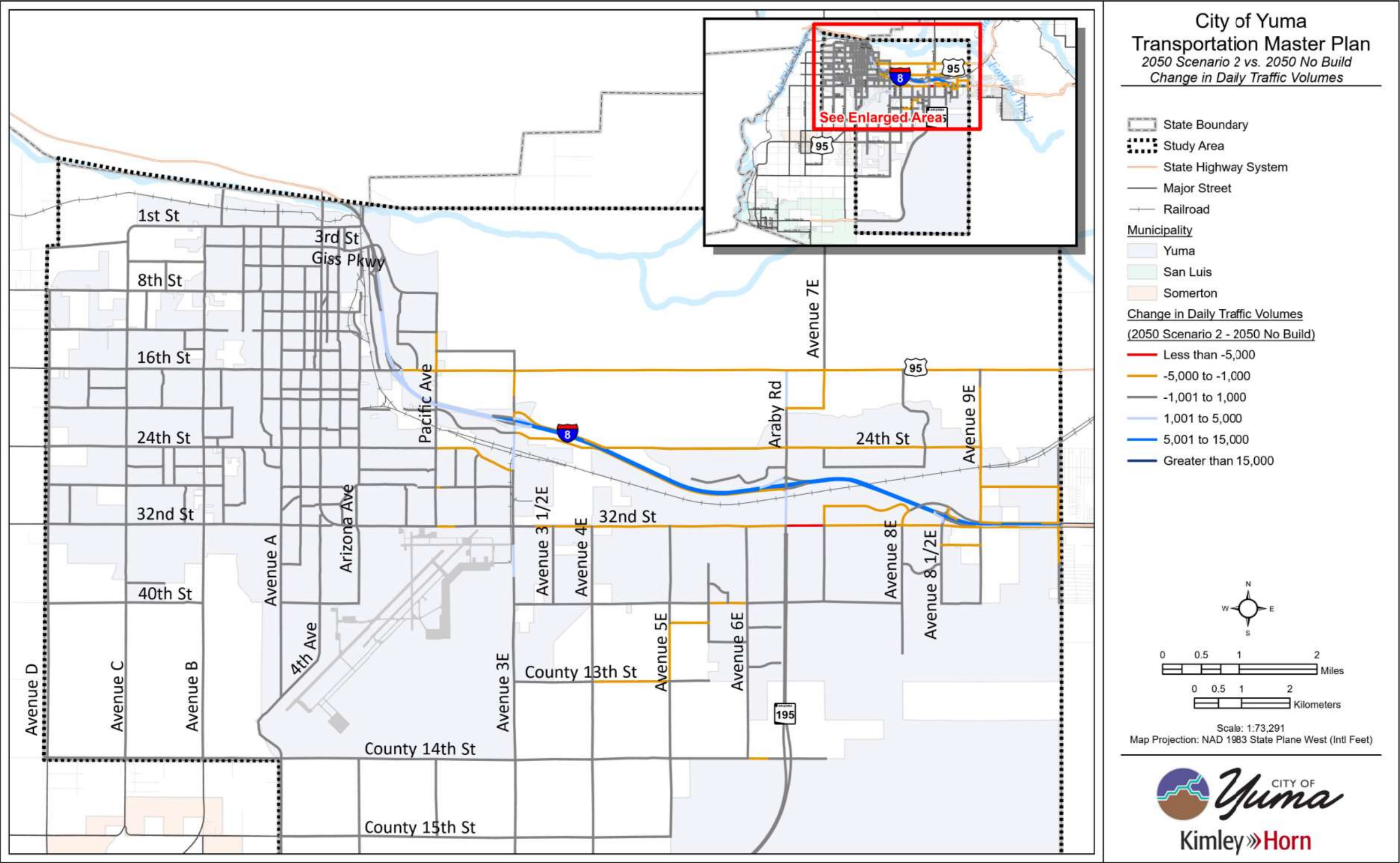


Figure 6. 2050 Scenario 2 LOS

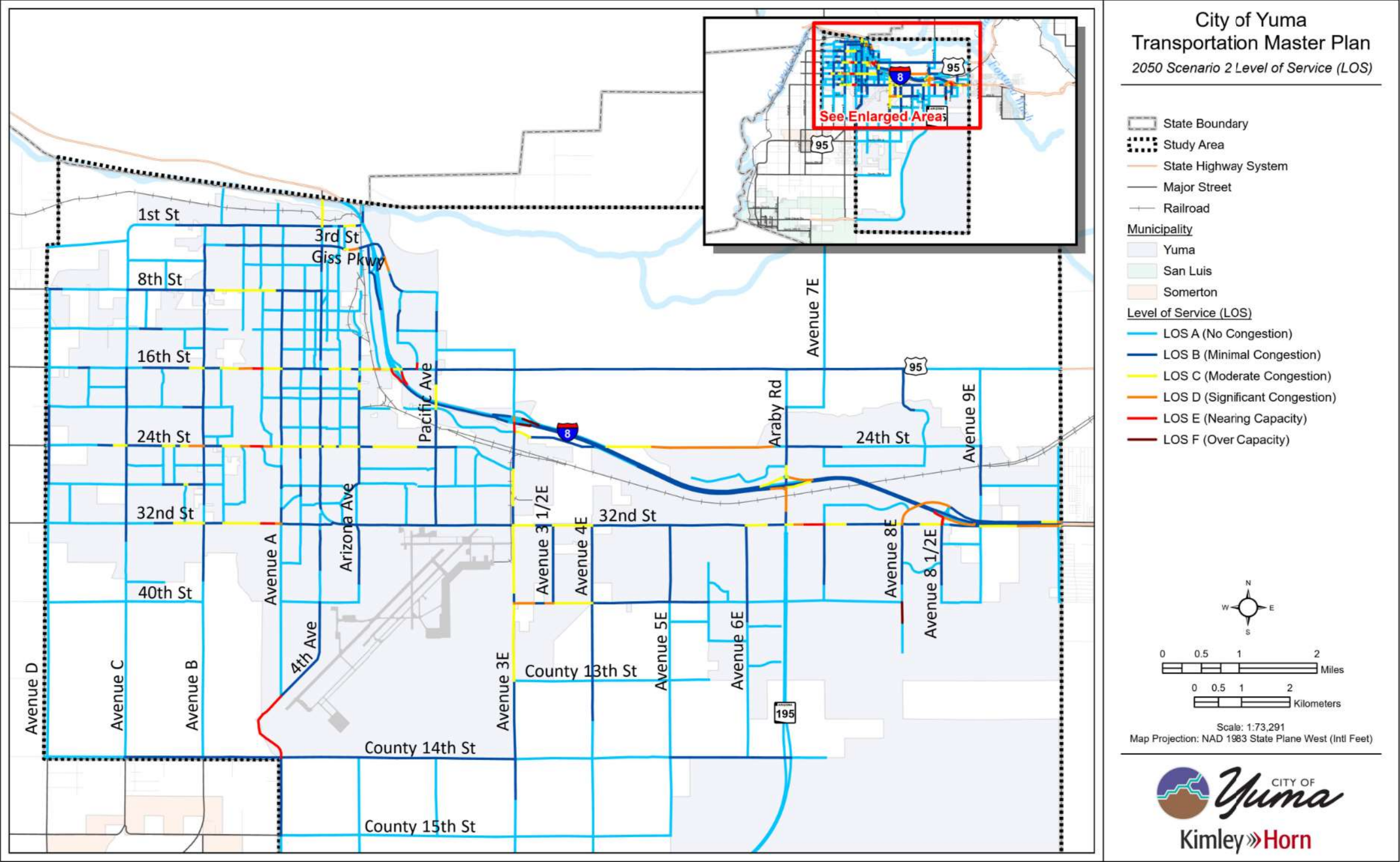


Figure 7. 2050 Scenario 3A Change in Daily Traffic Volume

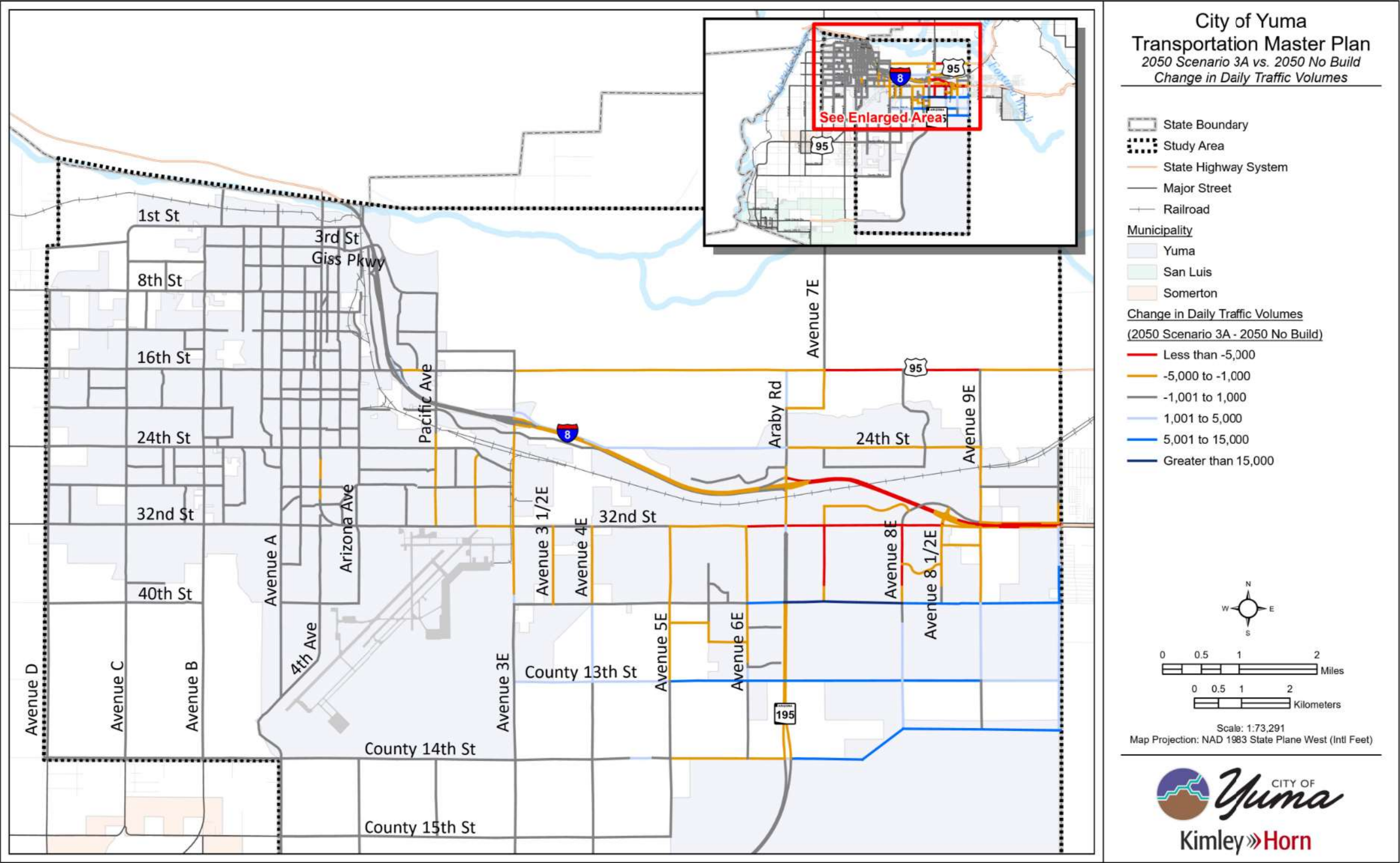


Figure 8. 2050 Scenario 3B Change in Daily Traffic Volume

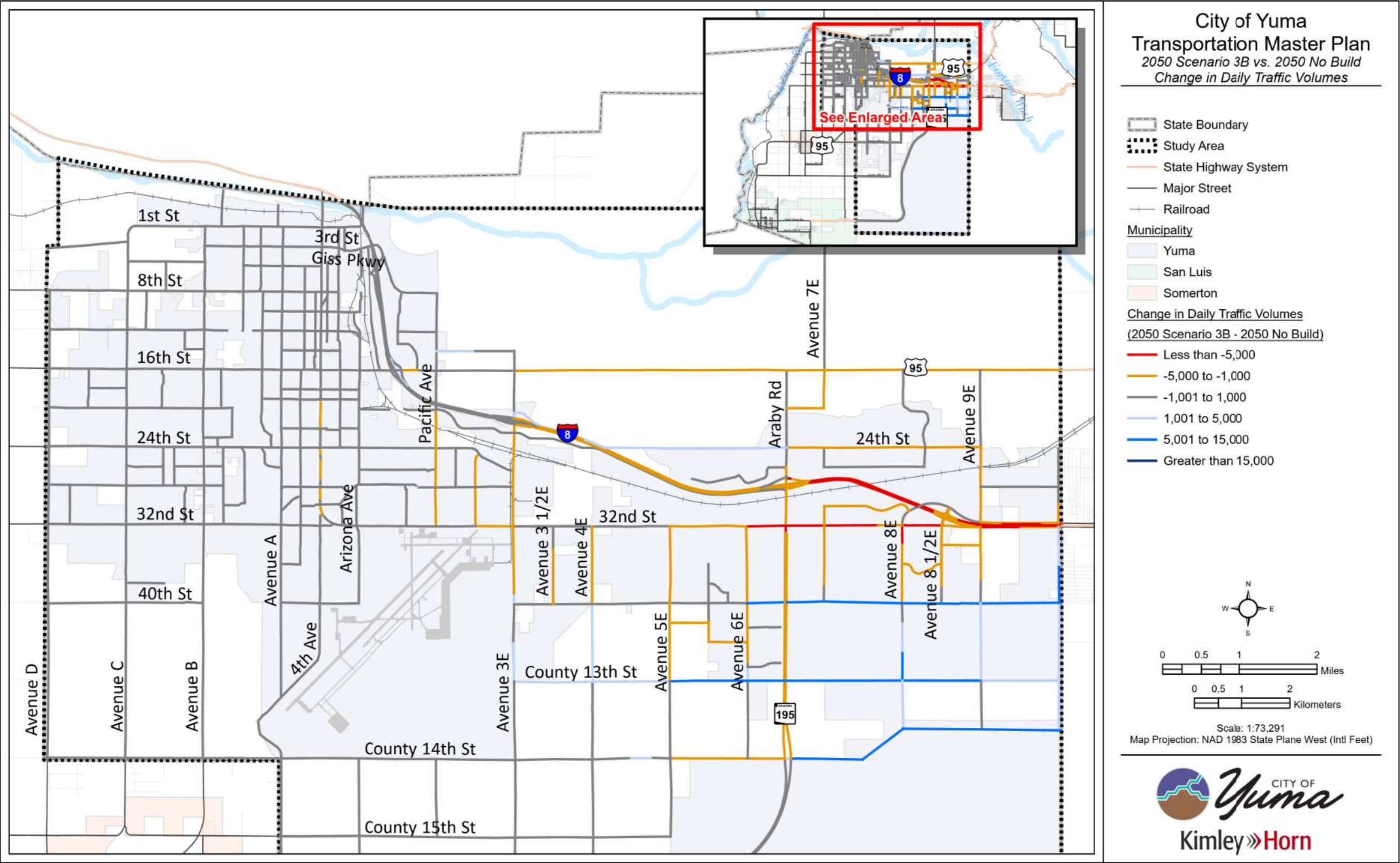


Figure 9. 2050 Scenario 3A LOS

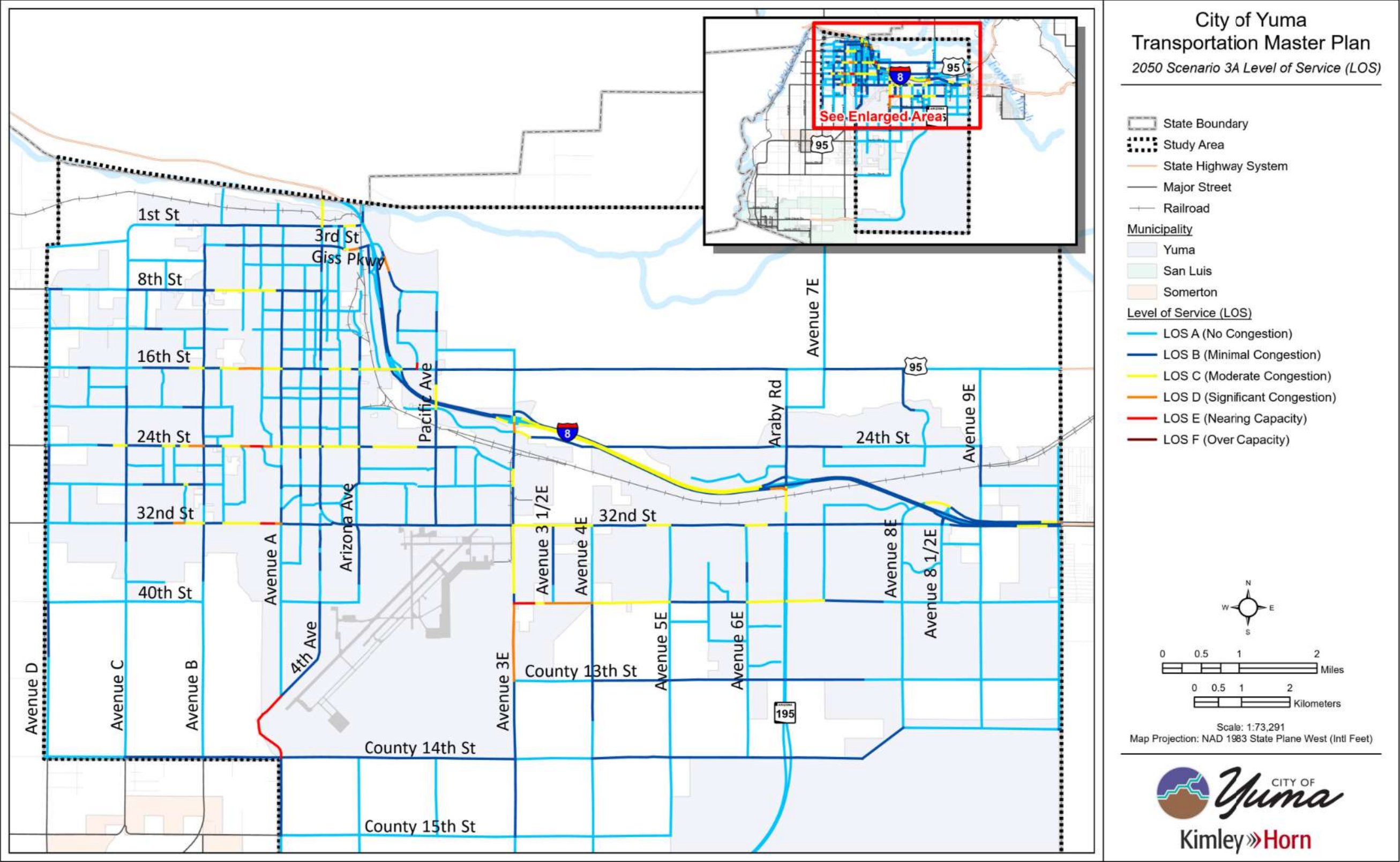


Figure 10. 2050 Scenario 3B LOS

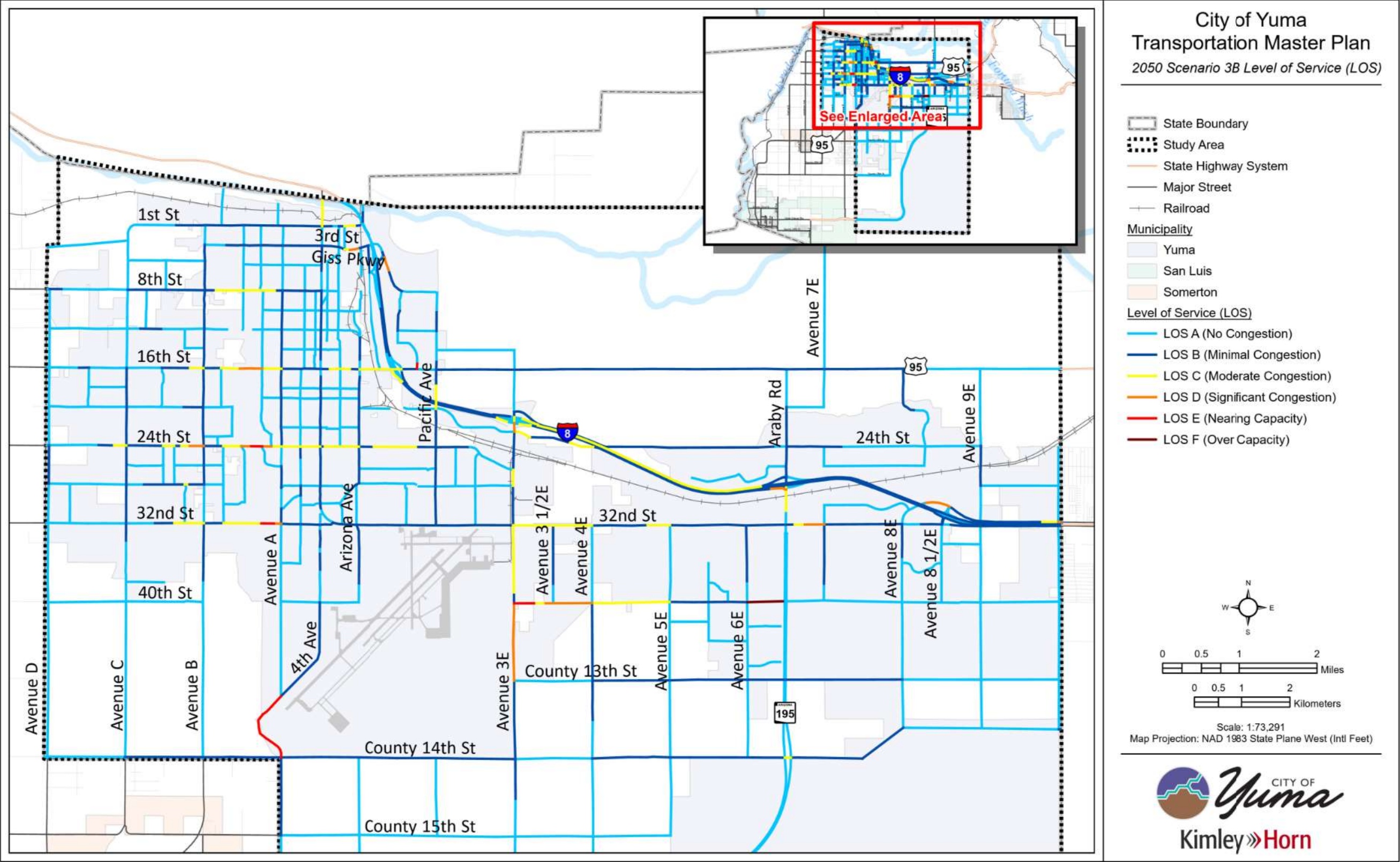


Figure 11. 2050 Scenario 4A Change in Daily Traffic Volume

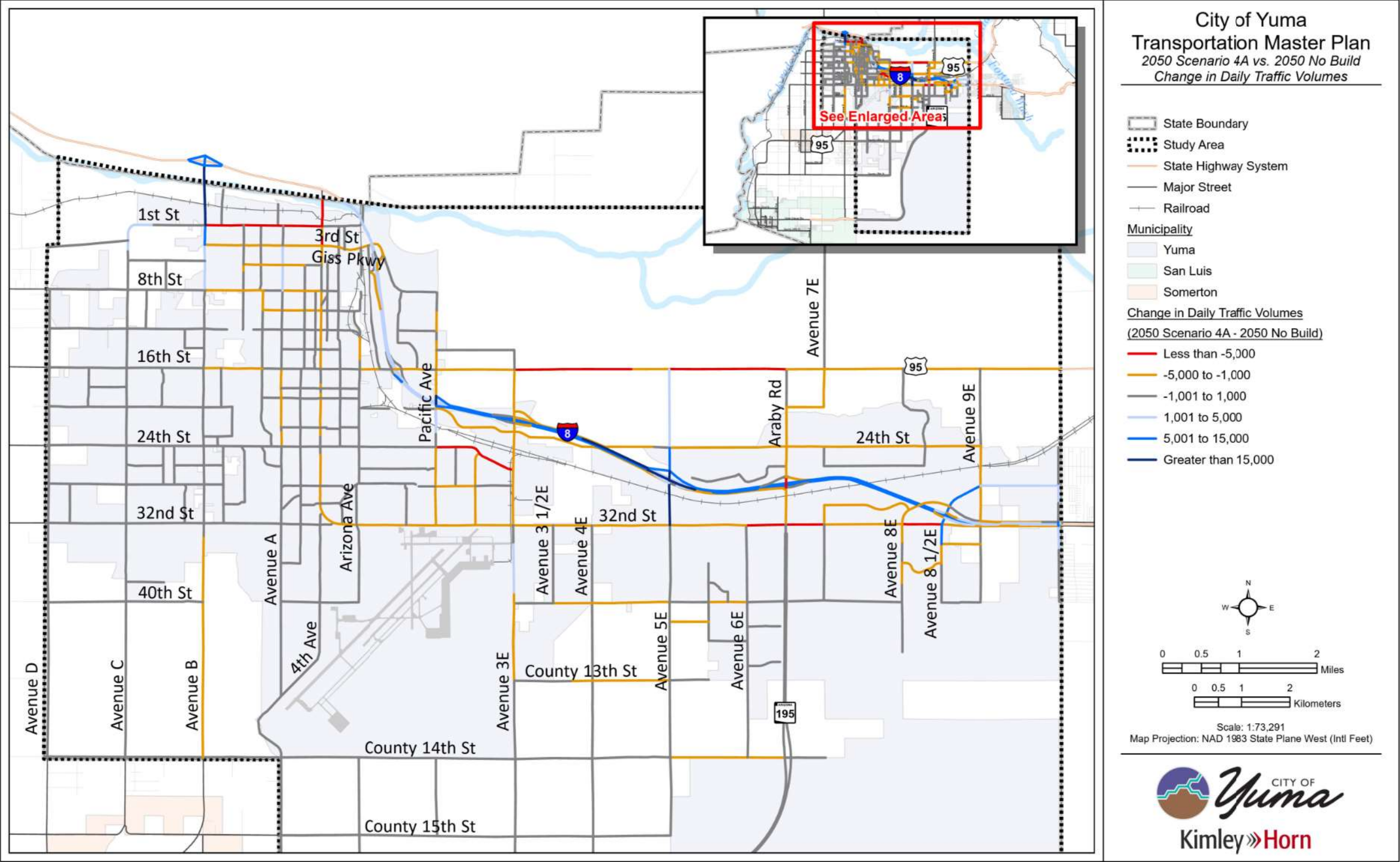


Figure 12. 2050 Scenario 4B Change in Daily Traffic Volume

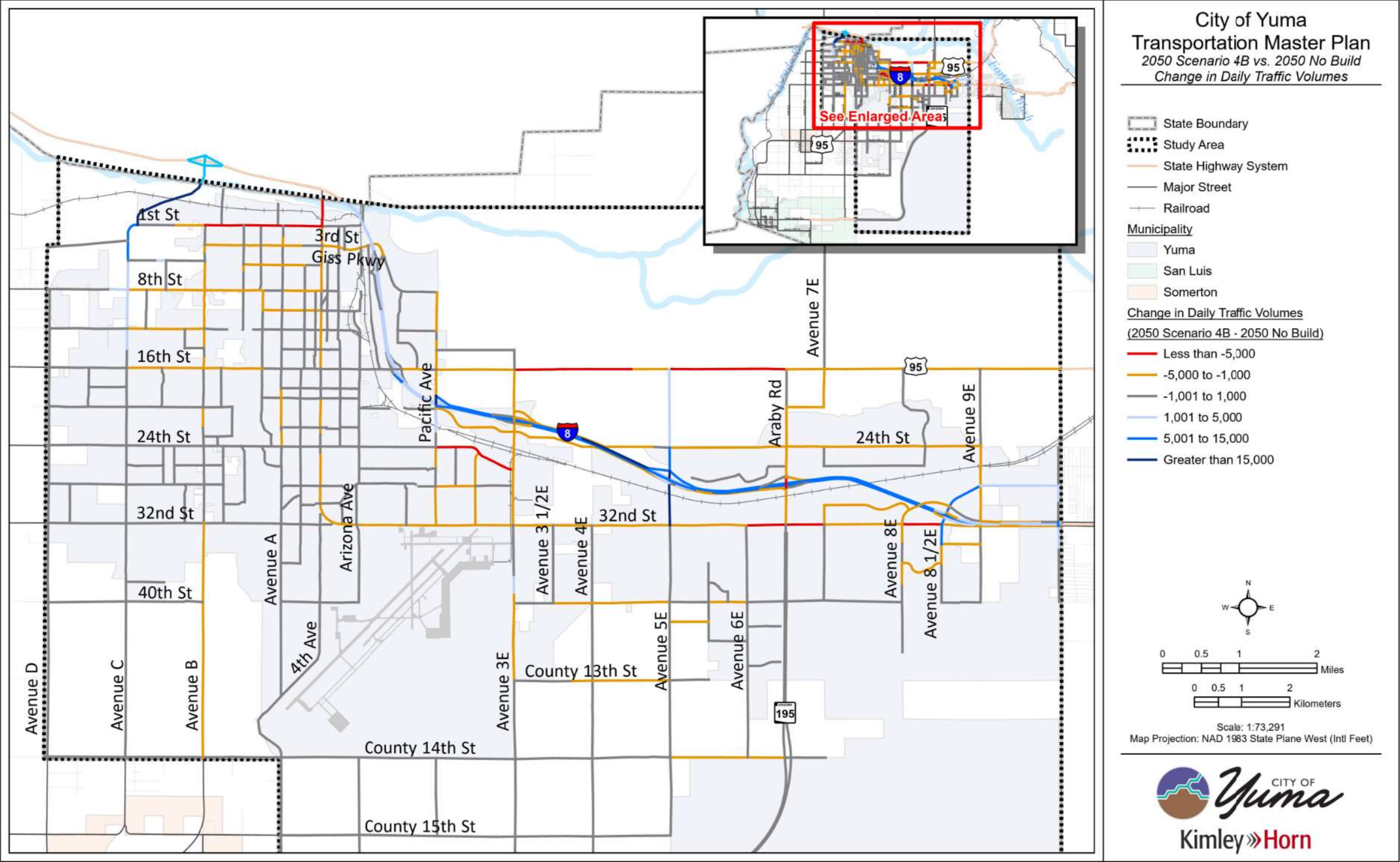


Figure 14. 2050 Scenario 4B LOS

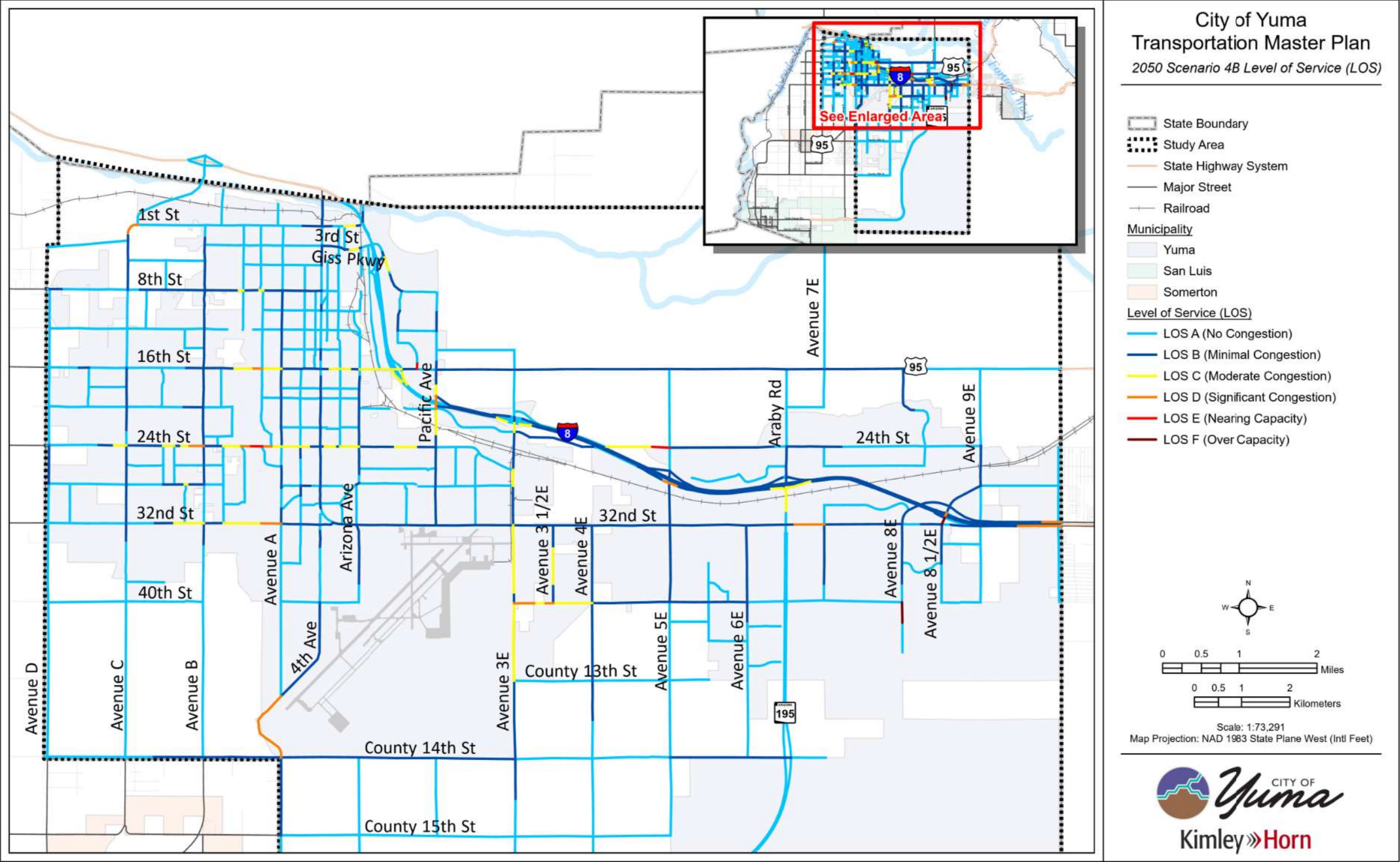


Figure 15. 2050 Scenario 5A Change in Daily Traffic Volume

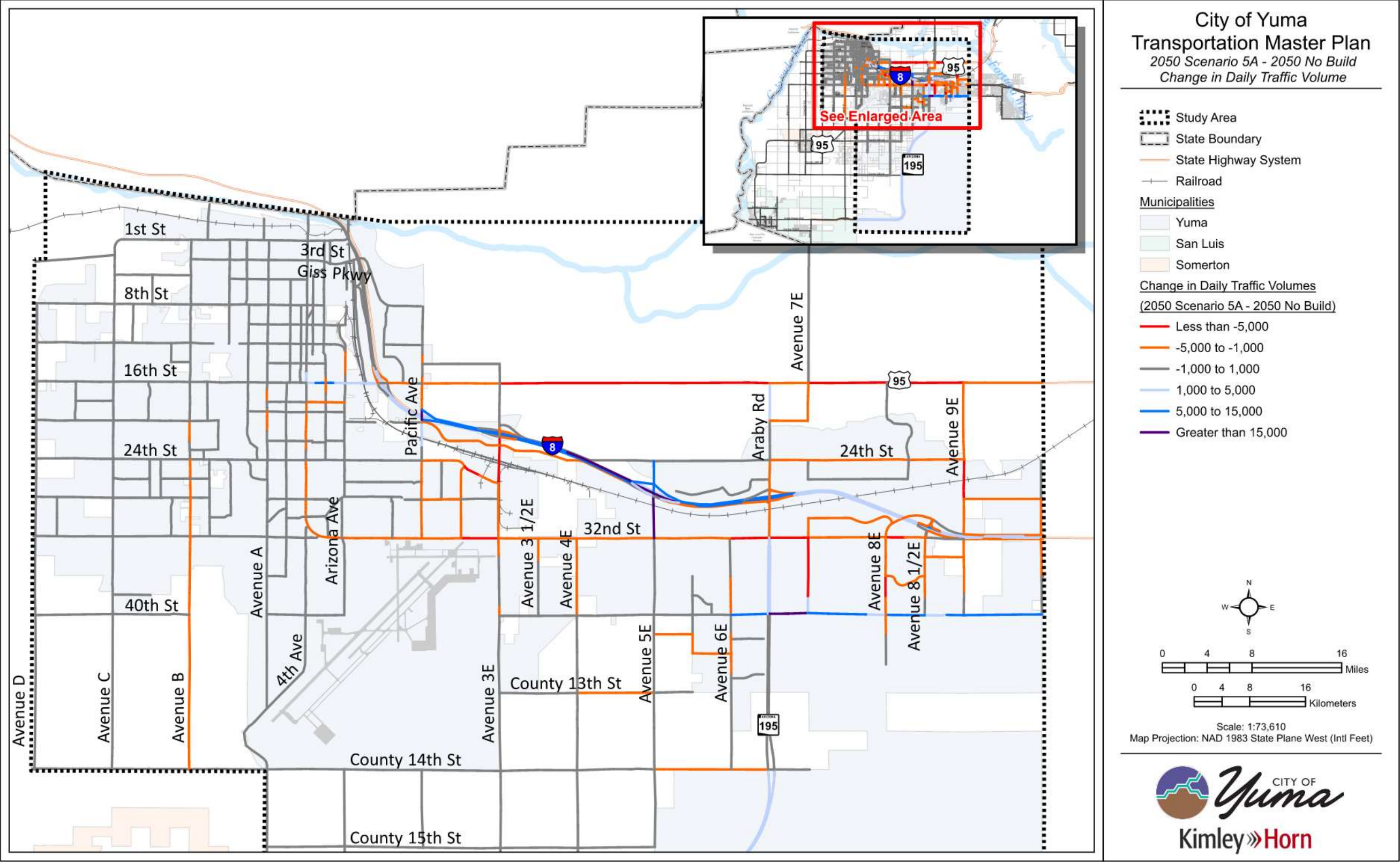
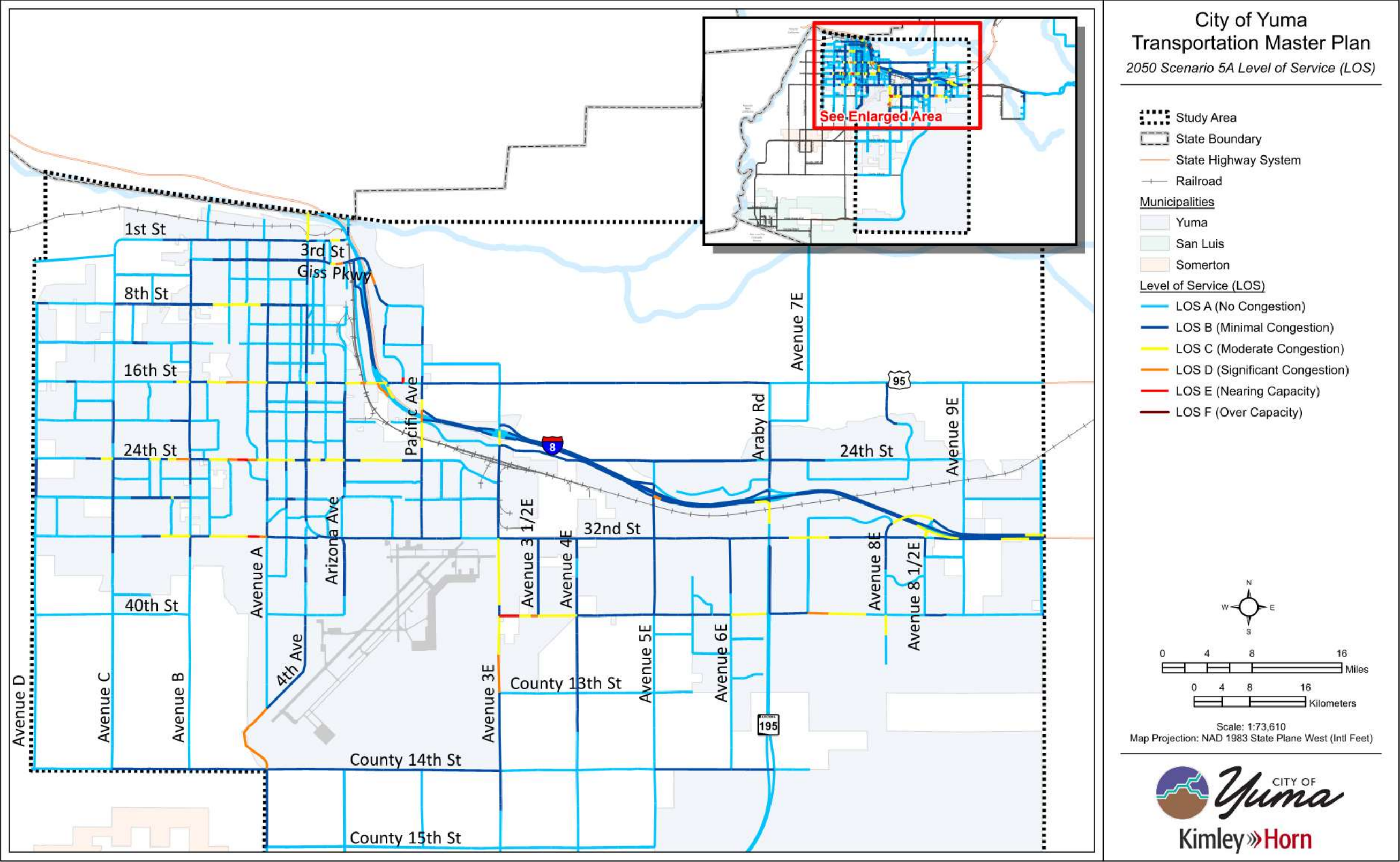


Figure 16. 2050 Scenario 5A LOS



City of Yuma
Transportation Master Plan
 2050 Scenario 5B - 2050 No Build
 Change in Daily Traffic Volume

Legend

- Study Area
- State Boundary
- State Highway System
- Railroad

Municipalities

- Yuma
- San Luis
- Somerton

Change in Daily Traffic Volumes
 (2050 Scenario 5B - 2050 No Build)

- Less than -5,000
- 5,000 to -1,000
- 1,000 to 1,000
- 1,000 to 5,000
- 5,000 to 15,000
- Greater than 15,000

Scale: 1:73,610
Map Projection: NAD 1983 State Plane West (Intl Feet)

City of Yuma
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Figure 18. 2050 Scenario 5B LOS

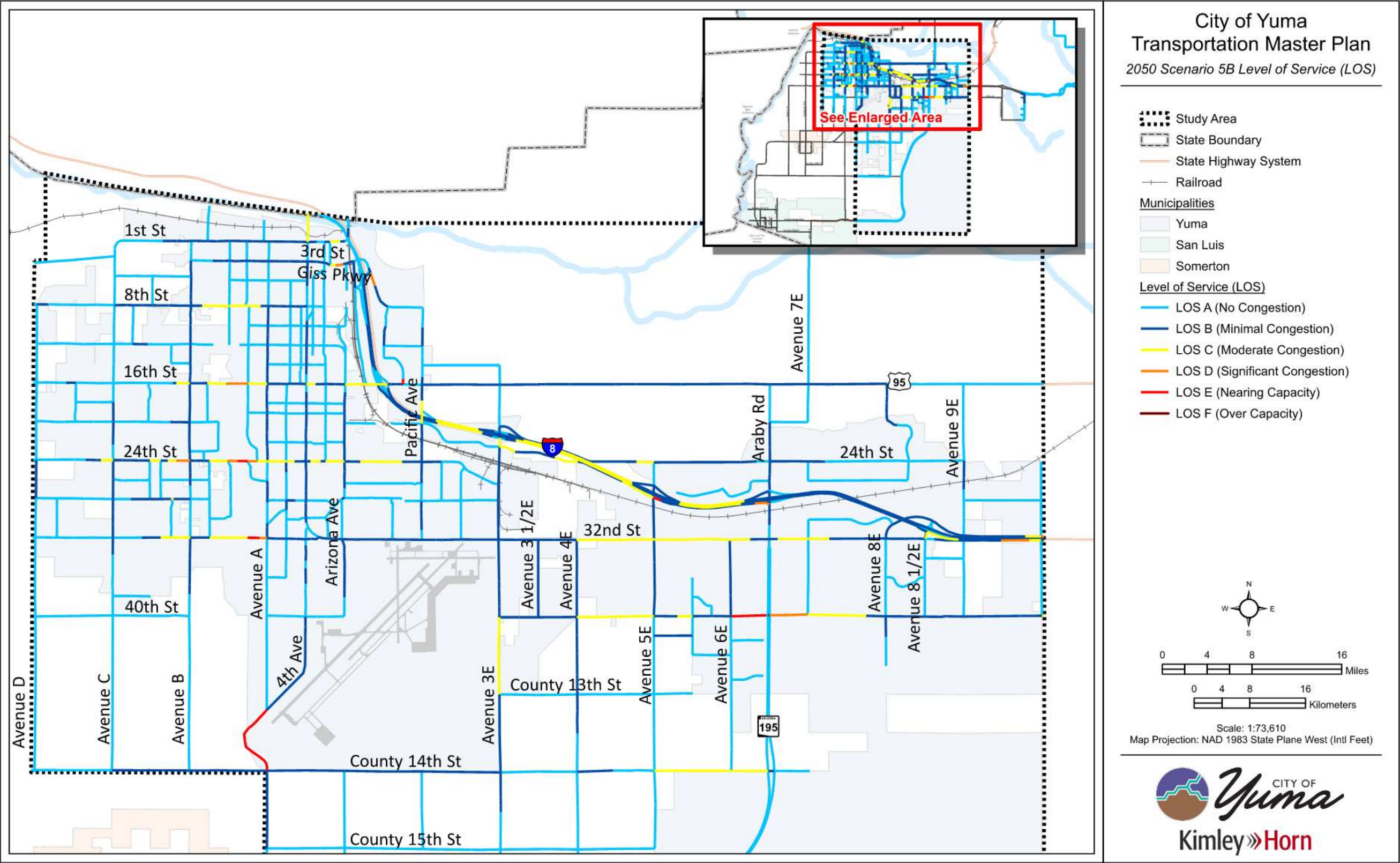


Figure 19. 2050 Scenario 5C Change in Daily Traffic Volume

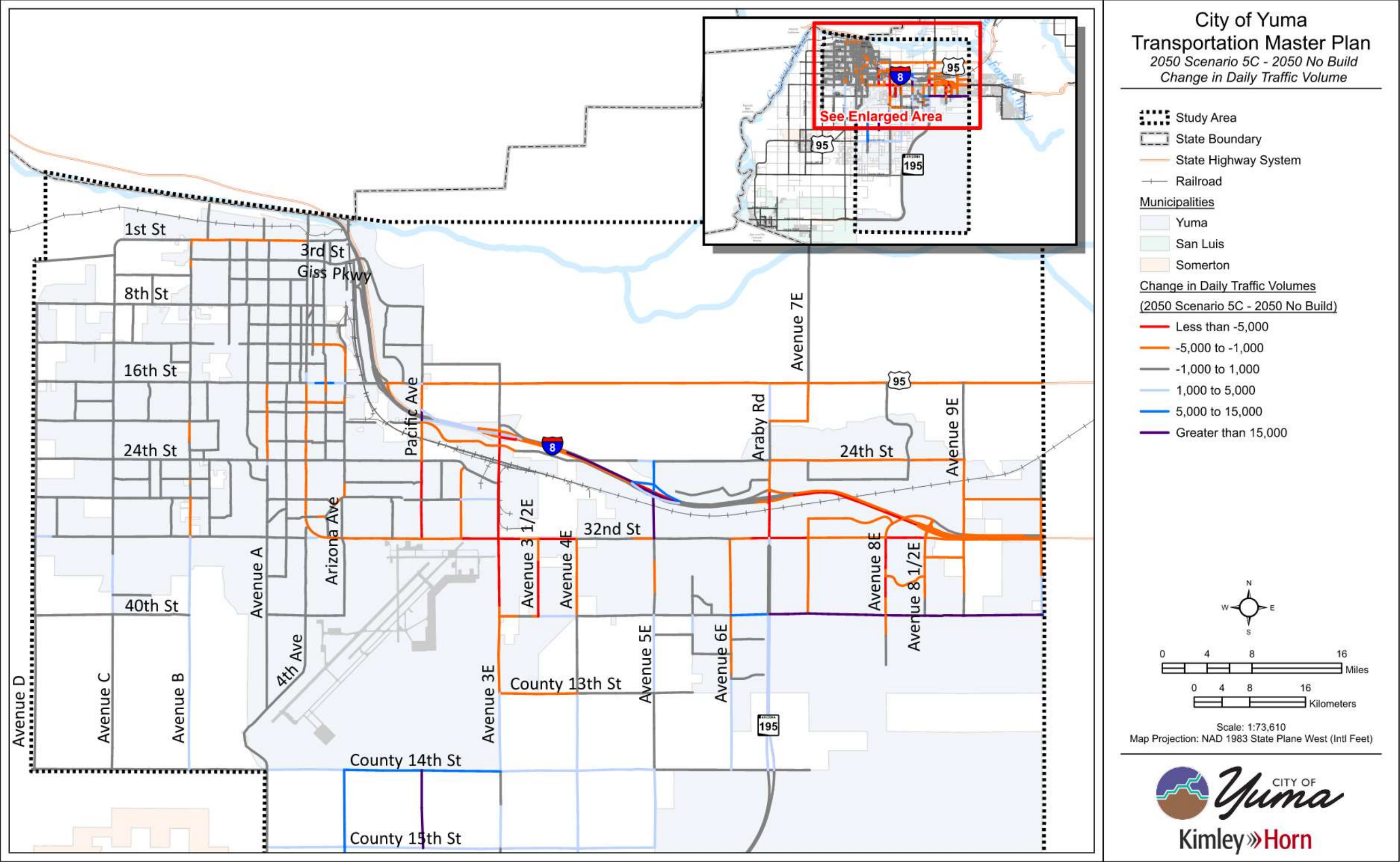


Figure 20. 2050 Scenario 5C LOS

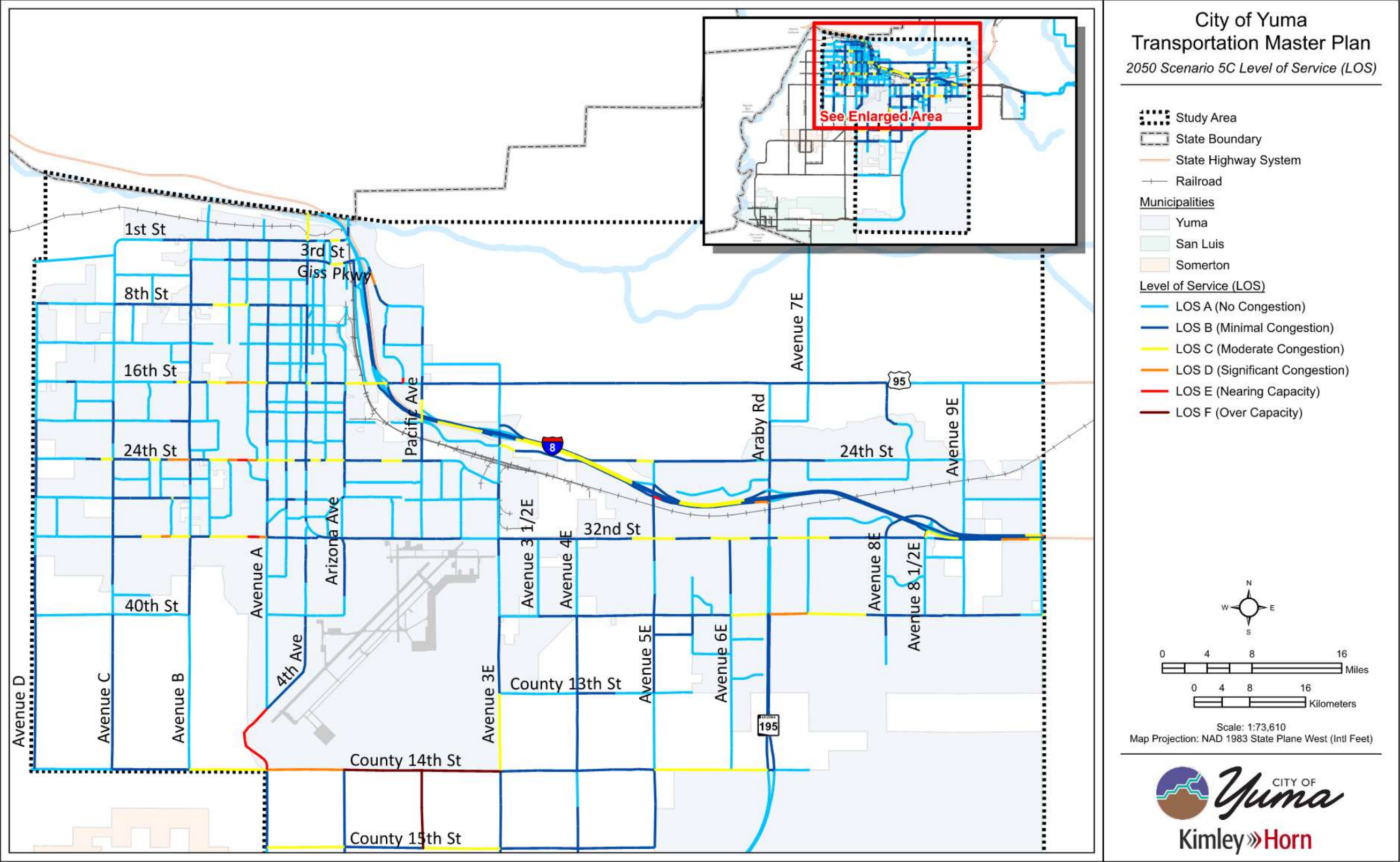


Figure 21. 2050 Scenario 5D Change in Daily Traffic Volume

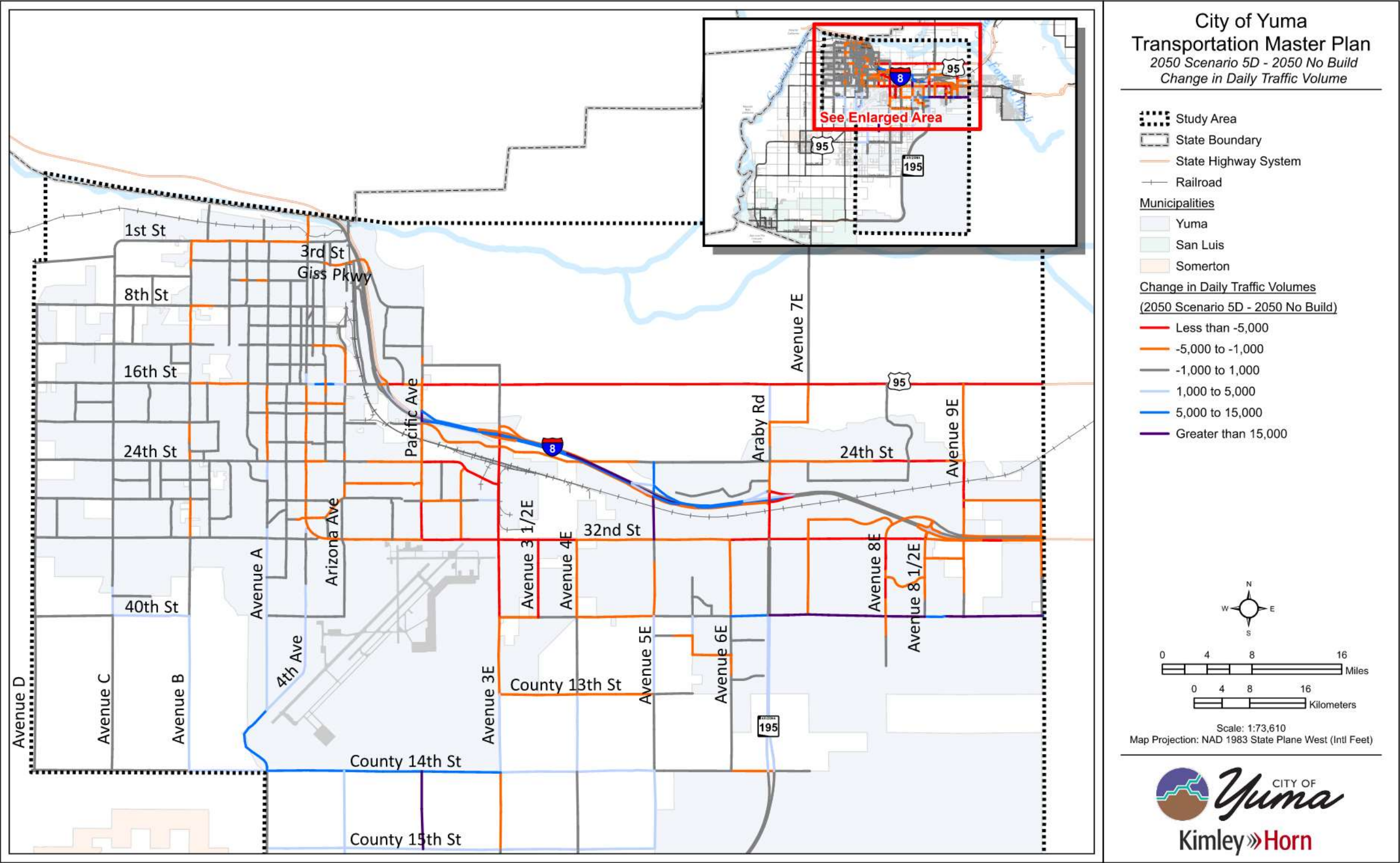


Figure 22. 2050 Scenario 5D LOS

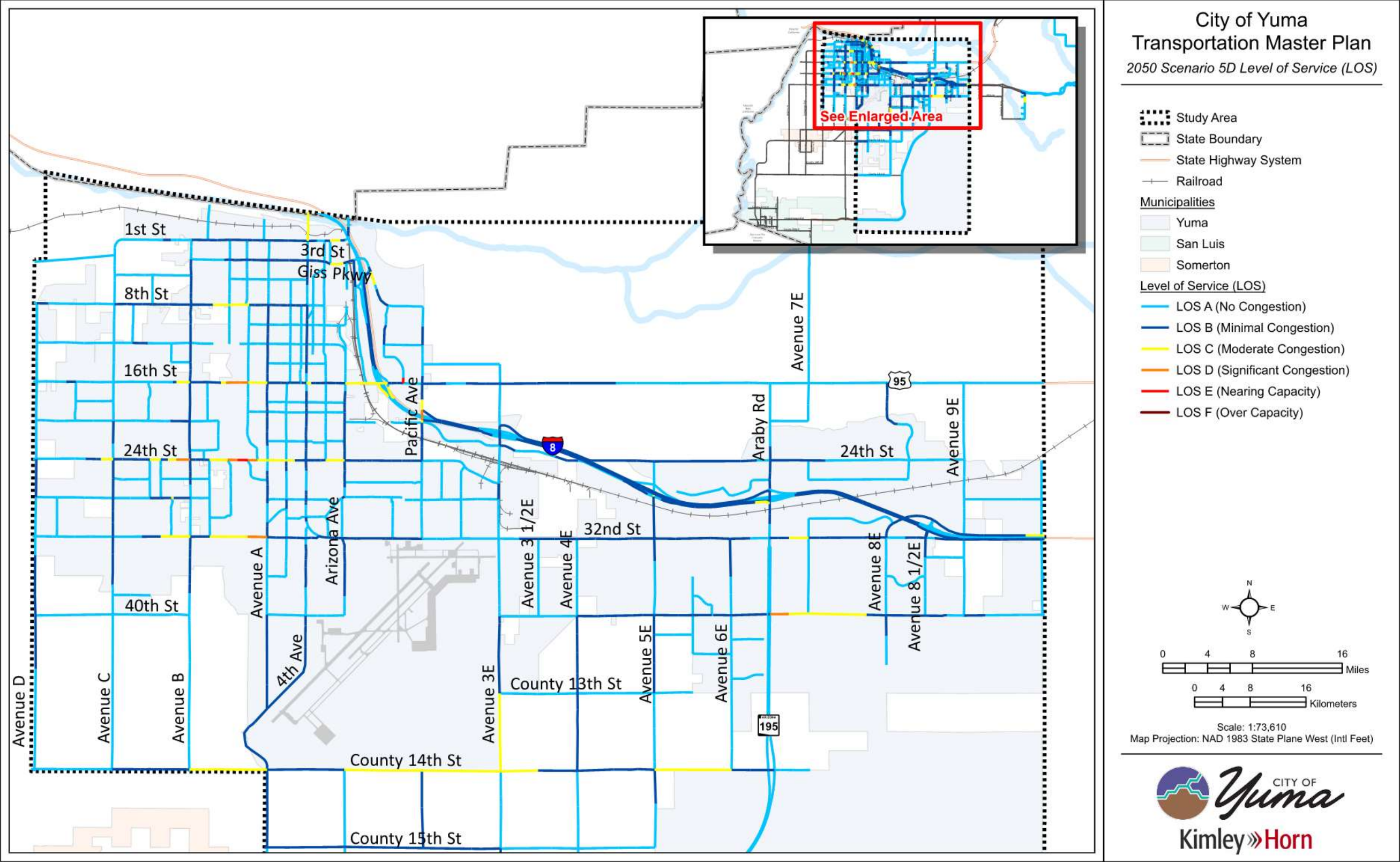


Figure 23. 2050 Scenario 5G Change in Daily Traffic Volume

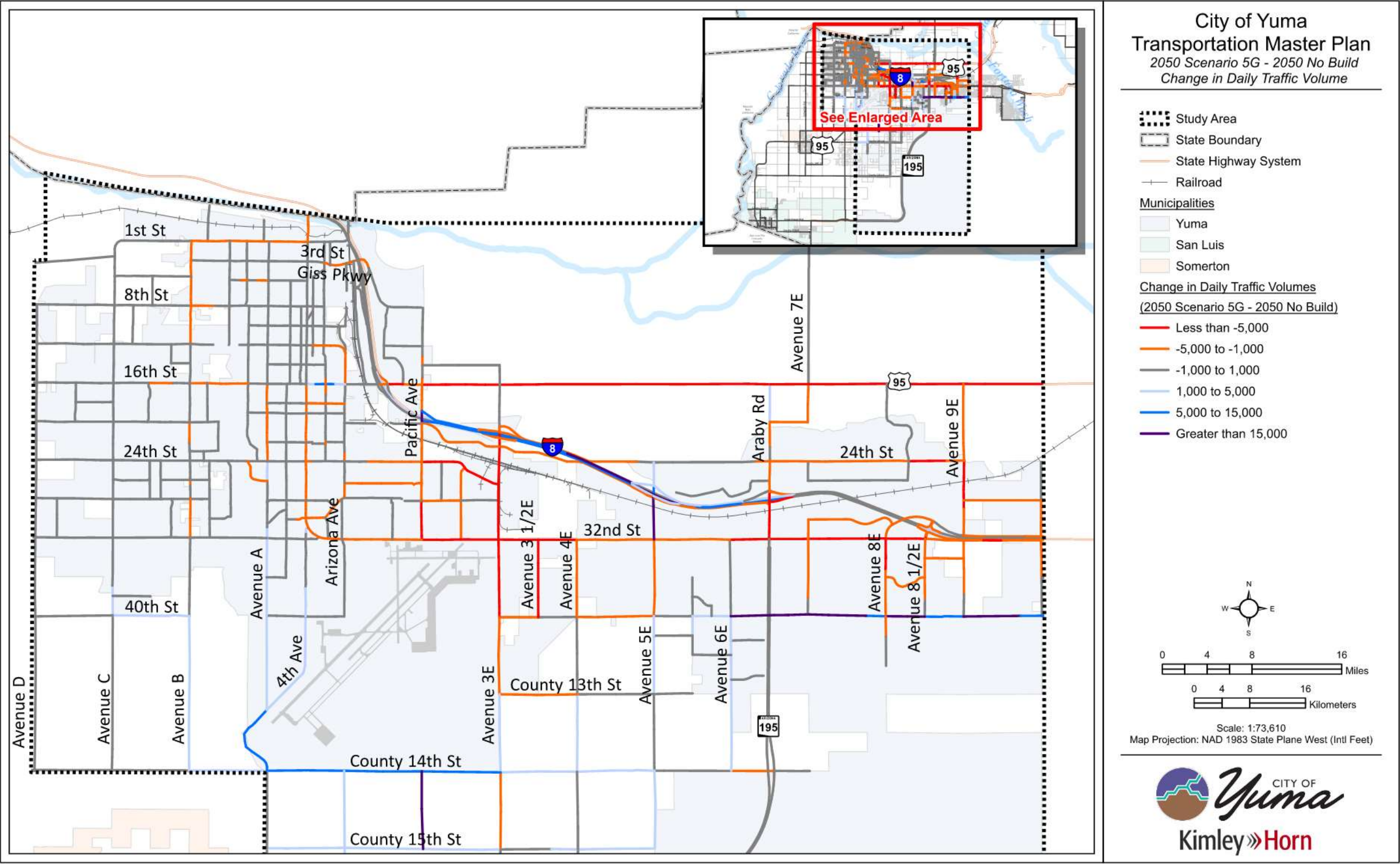


Figure 24. 2050 Scenario 5G LOS

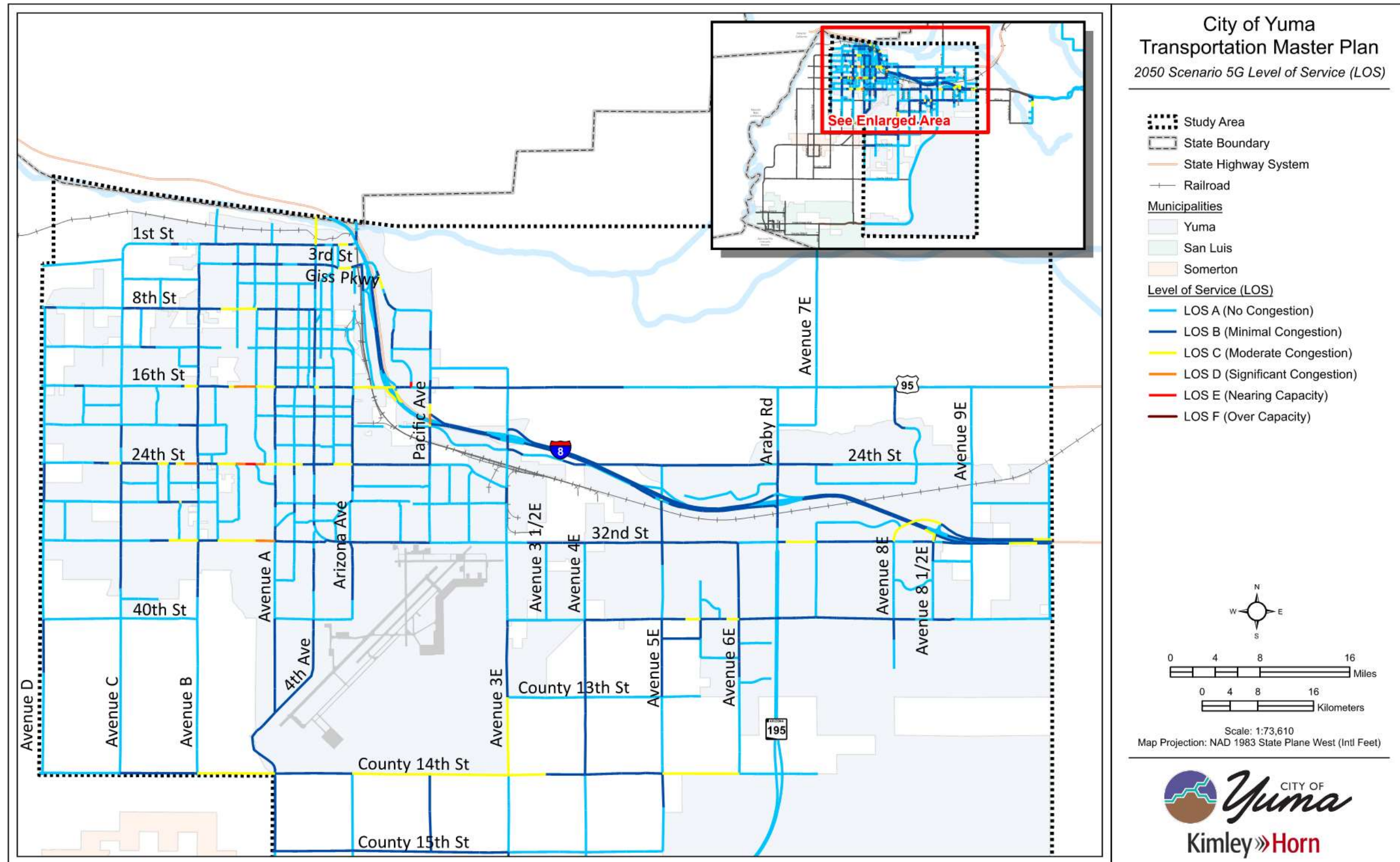


Figure 25. 2050 Scenario 5G Change in Peak Traffic Conditions Daily Traffic Volume

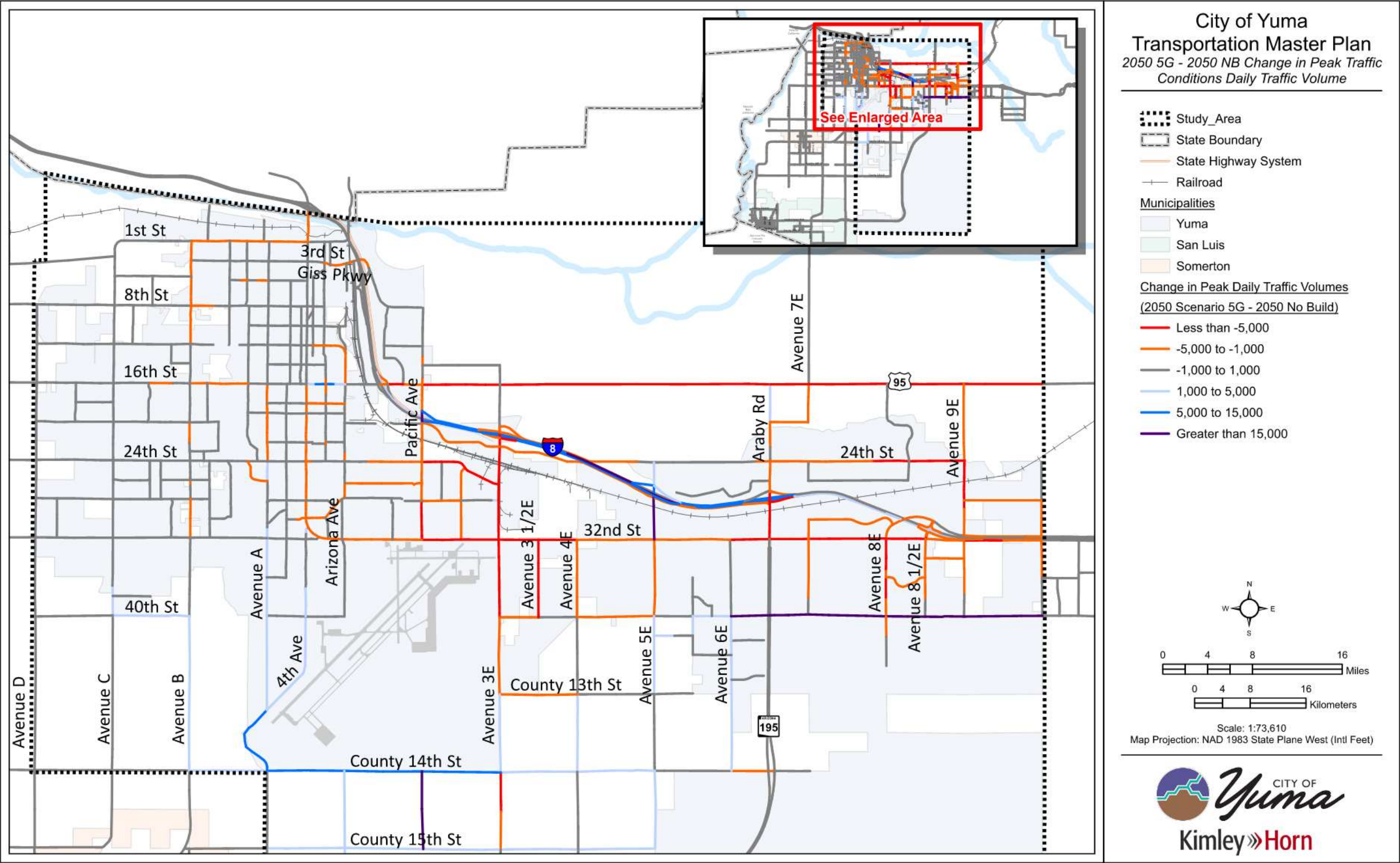


Figure 26. 2050 Scenario 5G LOS for Peak Traffic Conditions

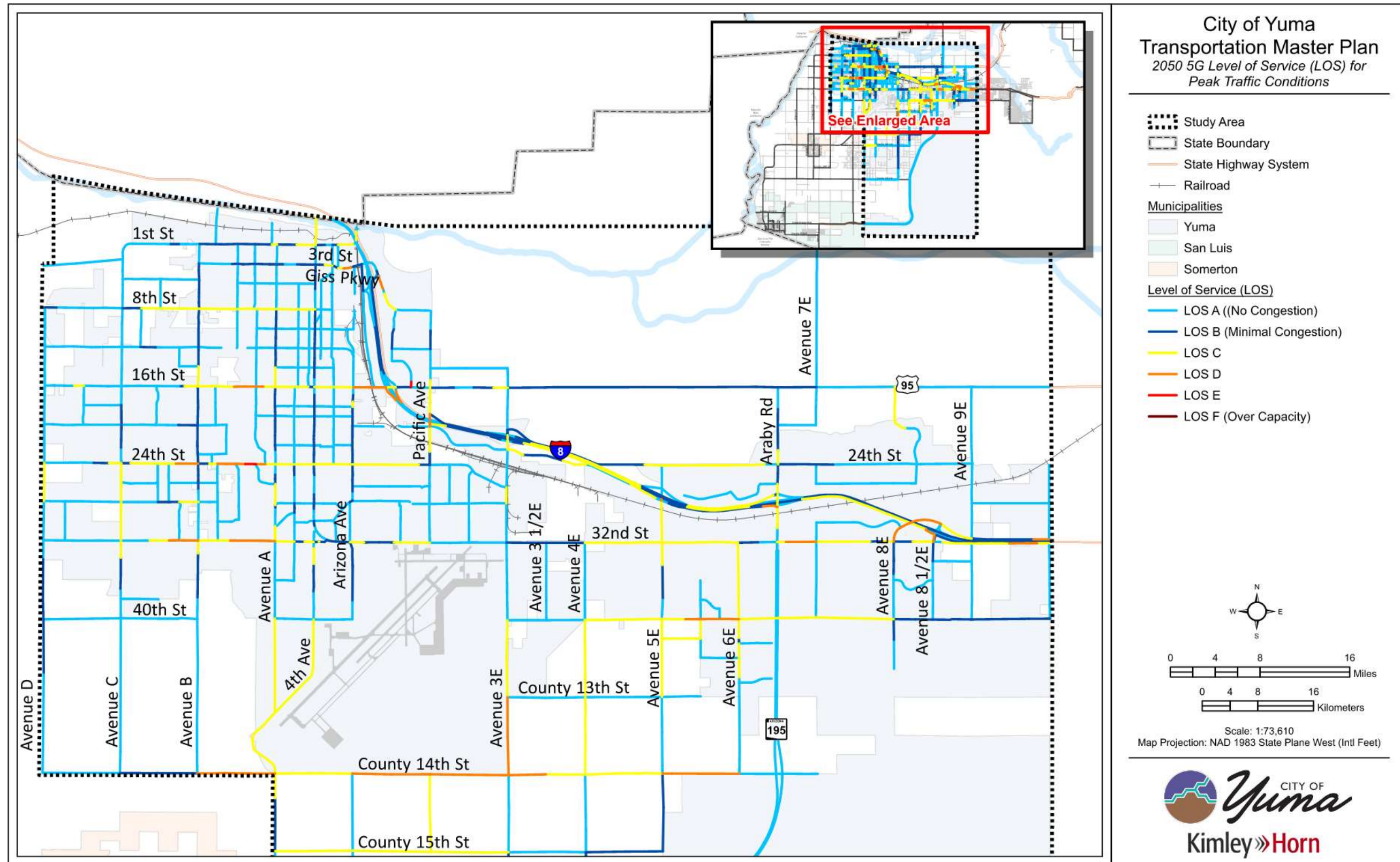


Figure 27. Proposed Speed Limit Changes

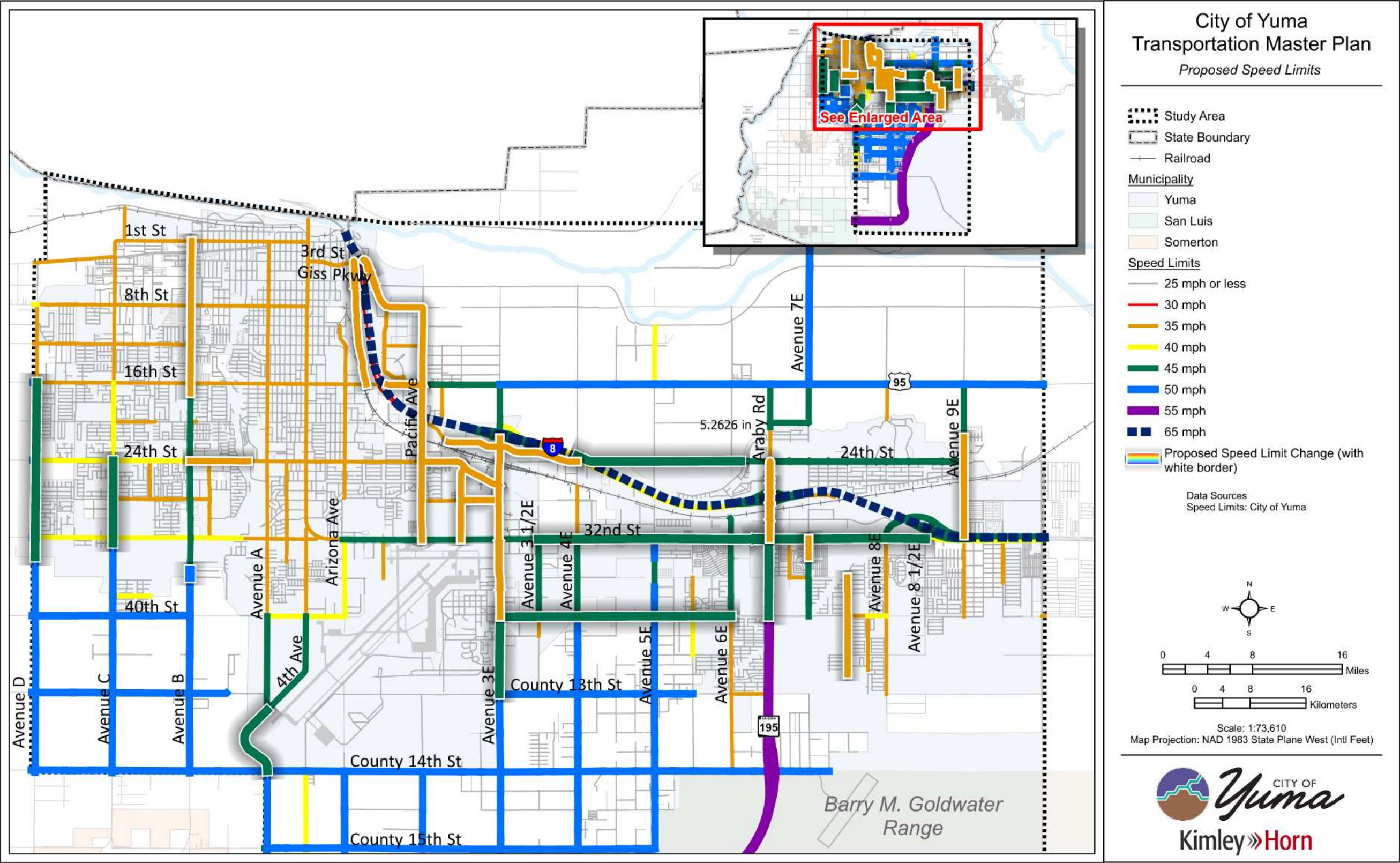


Figure 28. 2050 Scenario 5H Change in Daily Traffic Volume

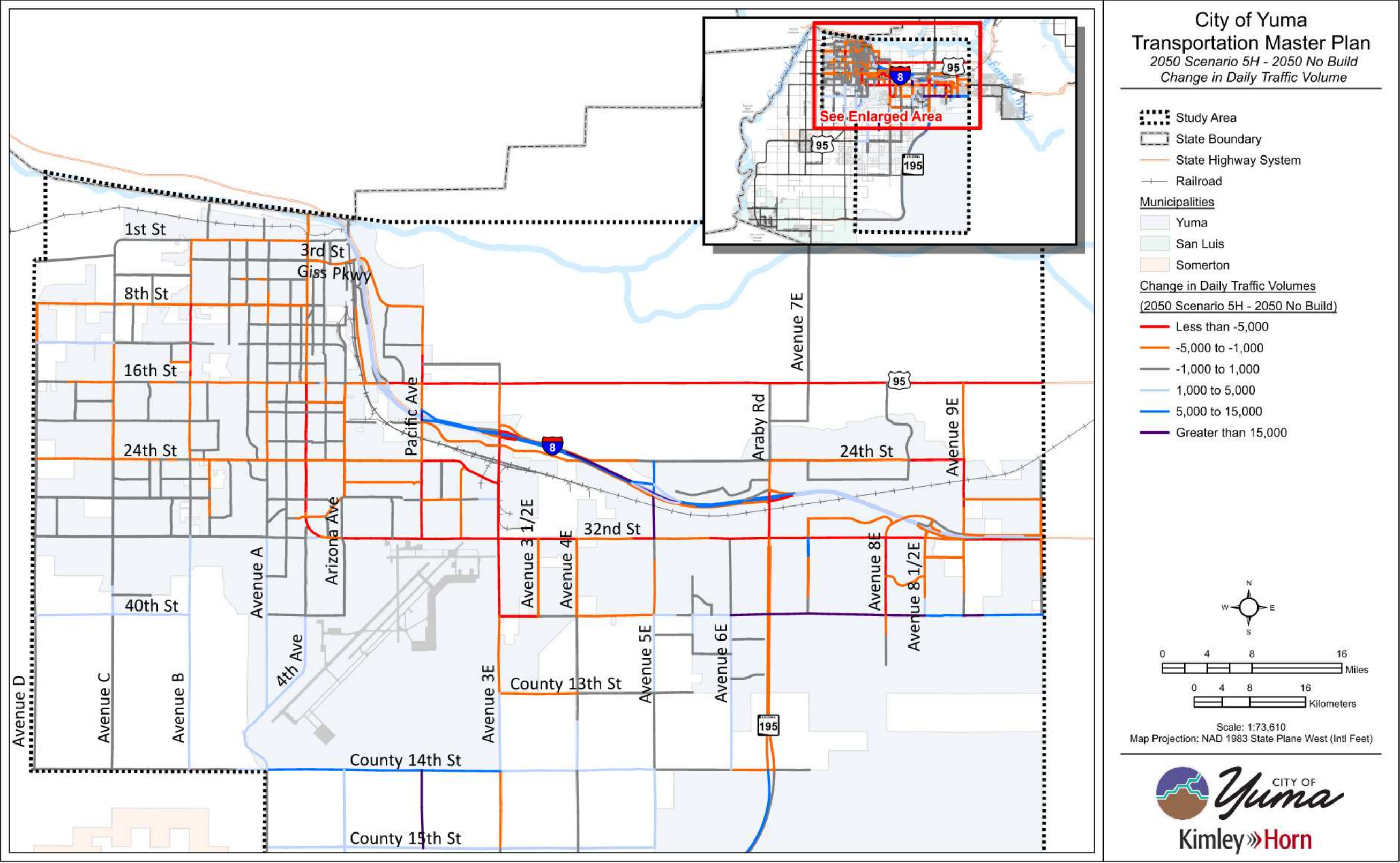


Figure 29. 2050 Scenario 5H LOS

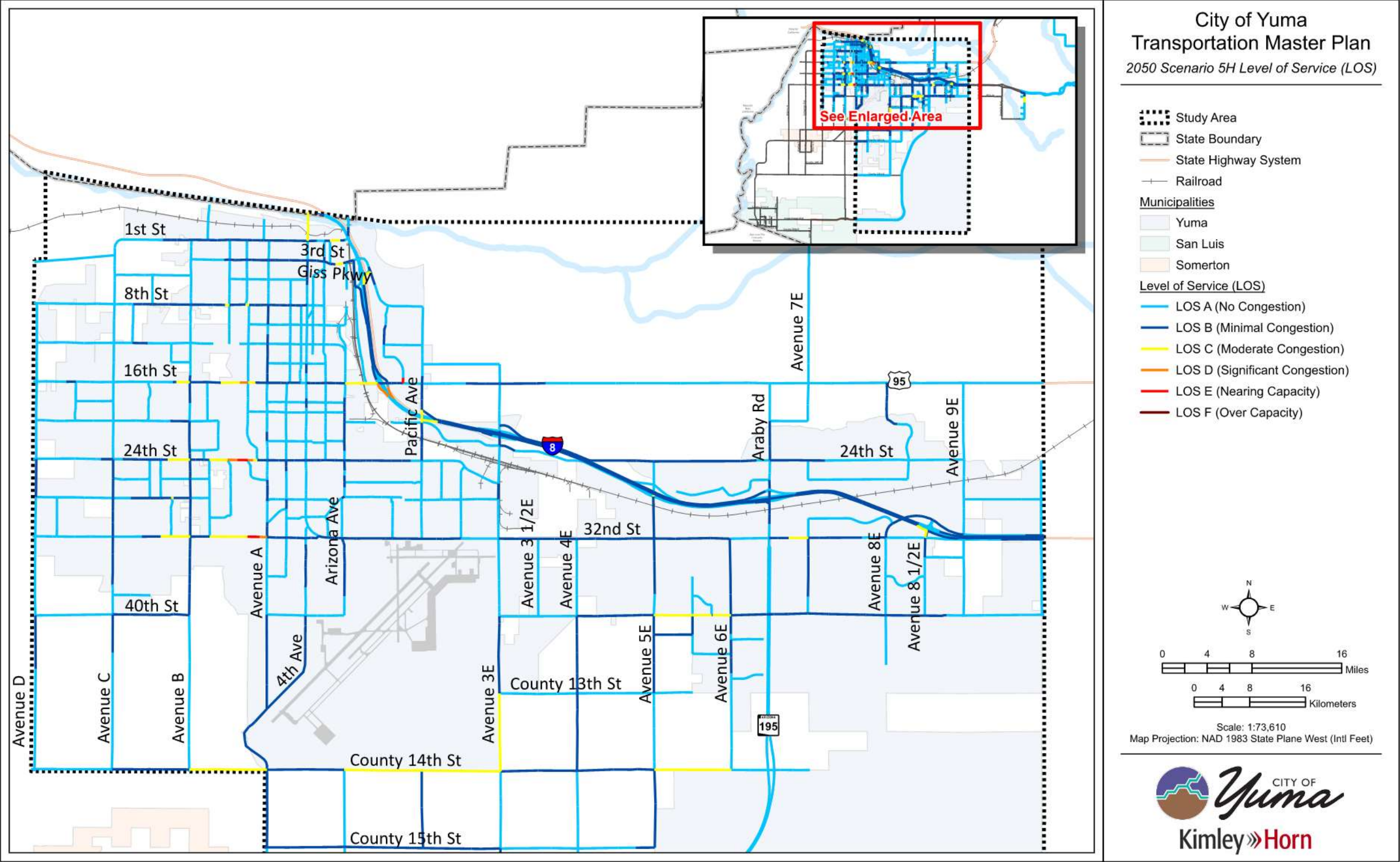


Figure 30. 2050 Scenario 5H Change in Peak Traffic Conditions Daily Traffic Volume

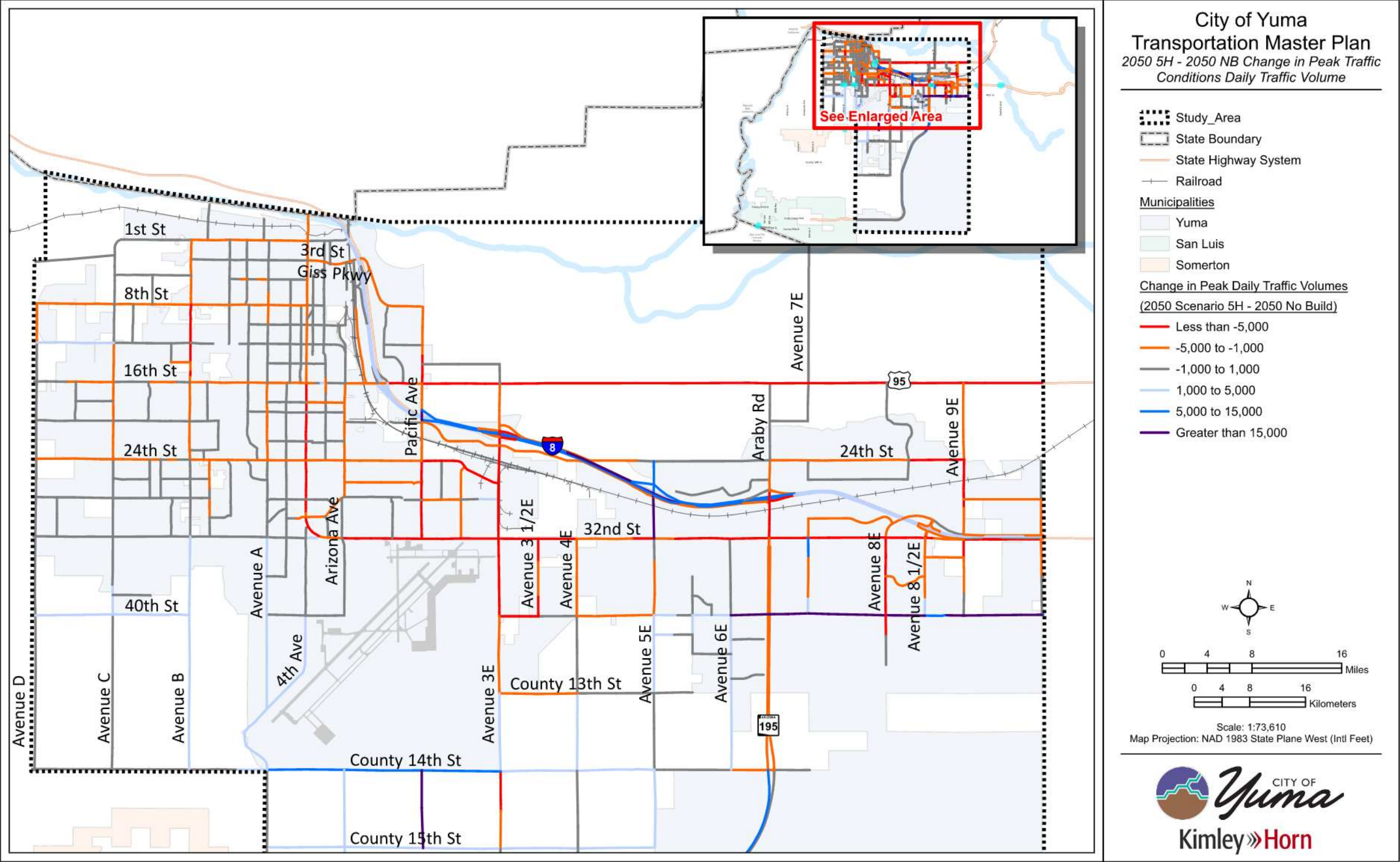
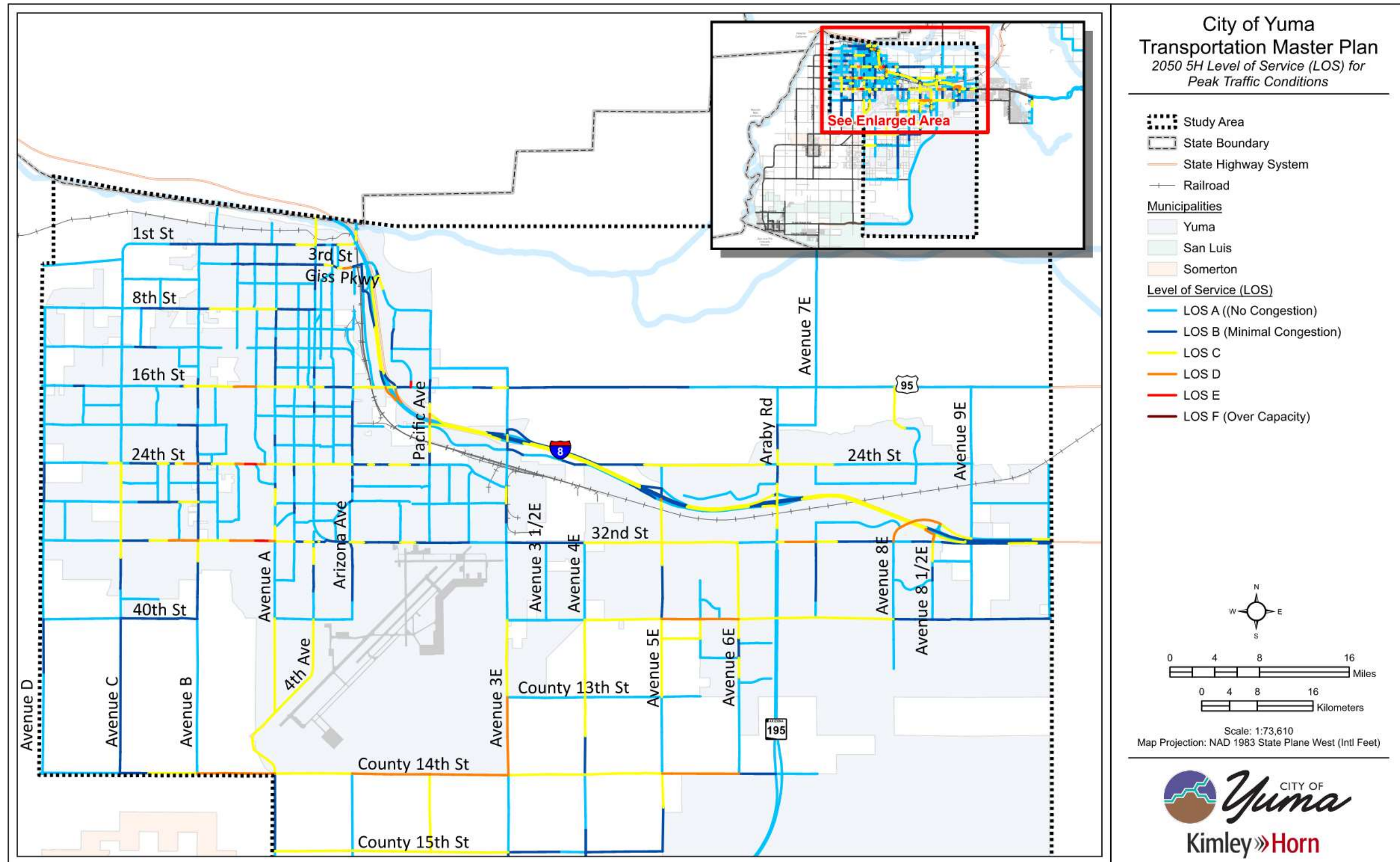


Figure 31. 2050 Scenario 5H LOS for Peak Traffic Conditions



APPENDIX B

POTENTIAL TRANSIT, BICYCLIST, AND PEDESTRIAN SOLUTIONS



Table 1. Transit Improvement Scenarios and Project Prioritization

ID	Project Name	Primary Route/Description	Priority	Low Investment	Medium Investment	High Investment
T-01	4 th Avenue Corridor Bus Stops (10)	Preferred Service Plan Improvement: 10 bus shelters/bus stop amenities	High	●	●	●
T-02	Blue 5 and Turquoise 10 – Schedule Coordination	Schedule Coordination	High	●	●	●
T-03	Green 4A Catalina Loop	School Day Capacity Increase	High	●	●	●
T-04	Green 4A Catalina Loop Conversion from Fixed Route to FLEX	Convert Catalina Loop from fixed route to FLEX deviation	High	●	●	●
T-05	Vehicle Replacement	Replace Vehicles #150, #151, #152 & #153	High	●	●	●
T-06	Bus Pullout, 4 th Avenue/24 th Street	Yellow 95	High	●	●	●
T-07	Bus Pullout, 4 th Avenue/24 th Street	Yellow 95	High	●	●	●
T-08	Bus Pullout, 32 nd Street/Pacific Avenue	Green 4 and Purple 6A	High	●	●	●
T-09	Bus Pullout, Avenue B/24 th Street	Green 4, Purple 6A, and Yellow 95	High	●	●	●
T-10	Bus Pullout, 26 th Street/23 rd Avenue	Green 4, Purple 6A, and Yellow 95	High	●	●	●
T-12	Add bus to Yellow 95 - Saturdays from DYTC to WYTH	DYTC to WYTH	Medium		●	●
T-13	Add bus to Yellow 95 - Weekdays from DYTC to WYTH	DYTC to WYTH	Medium		●	●
T-14	Discontinue Silver 9	SR 195	Medium		●	●
T-15	Gold 2X Express	I-8, 32 nd Street, and AWC/NAU/UA Campus	Medium		●	●
T-16	Reroute Orange 2 via 32 nd Street and 4 th Avenue to WYTH	32 nd Street	Medium		●	●
T-17	Reroute Purple 6 via 4 th Avenue between 8 th Street and 24 th Street	4 th Avenue	Medium		●	●
T-18	Blue 5 FLEX Microtransit Feeder	Subsidize max 25 one-way trips up to \$5.00	Medium		●	●
T-19	Blue 5 Improved Headway	Improving the Blue 5 headway to the Andrade Port of Entry to hourly (currently every two hours)	Medium		●	●
T-20	Orange 2 FLEX Zone Modification	FLEX Zone Modification	Medium		●	●
T-21	Quechan PMoD	On demand shared ride taxi service direct on Reservation	Medium		●	●
T-22	Turquoise 10	Add Tuesday and Thursday service	Medium		●	●
T-23	US 95 South Corridor Service – Improve Cocopah Headways	Adds one bus south of WYTH	Medium		●	●
T-24	Bus Pullout, 16 th Street Across Redondo C	Green 4	Medium		●	●
T-25	Bus Pullout, 21 st Drive/32 nd Street	Purple 6A and Silver 9	Medium		●	●
T-26	Bus Pullout, 24 th Street/21 st Drive	Green 4, Purple 6A, and Yellow 95	Medium		●	●
T-27	Bus Pullout, Giss Parkway/Gila Street	Orange 2 and Green 4	Medium		●	●
T-28	Bus Pullout, 24 th Street/Avenue A	Green 4, Purple 6A, and Yellow 95	Medium		●	●
T-29	Consolidate Orange 2 and Brown 3	E 32nd Street and AWC/NAU/UA Campus	Low			●
T-30	Initiate new Red 7 via 16 th Street	16 th Street	Low			●



ID	Project Name	Primary Route/Description	Priority	Low Investment	Medium Investment	High Investment
T-31	Restructure Green 4 (Pacific/Avenue B)	3 rd Street and Avenue B	Low			●
T-32	Cocopah FLEX Deviation Capacity	Convert fixed route to deviation	Low			●
T-33	East County Redesign - FLEX Microtransit Feeder	Subsidize max 25 one-way trips up to \$5.00	Low			●
T-34	US 95 South Corridor Service – Integrated Schedule	Reschedule Purple 6 and Yellow 95	Low			●
T-35	Bus Pullout, 32 nd Street/Araby Road	Gold 8 and Silver 9	Low			●
T-36	Bus Pullout, 32 nd Street/Avenue B	Purple 6A and Yellow 95	Low			●
T-37	Bus Pullout, Avenue B/32 nd Street	Purple 6A and Yellow 95	Low			●
T-38	Bus Pullout, 32 nd Street/Avenue 3E	Orange 2	Low			●
T-39	Bus Pullout, 24 th Street/18 th Avenue	Green 4, Purple 6A, and Yellow 95	Low			●



Table 2. Bicyclist Facilities Investment Scenarios and Project Prioritization

ID	Project Name	Priority	Low Investment	Medium Investment	High Investment
B-001	Bicyclist Lane, 1 st Street from Avenue B to 4 th Avenue	High	●	●	●
B-002	Bicyclist Lane, 16 th Street from 1 st Avenue to Pacific Avenue	High	●	●	●
B-003	Bicyclist Lane, 16 th Street from 4 th Avenue to Maple Avenue	High	●	●	●
B-004	Bicyclist Lane, 16 th Street from Avenue B to 7 th Avenue	High	●	●	●
B-005	Bicyclist Lane, 1 st Street from Avenue C to Avenue B	High	●	●	●
B-006	Bicyclist Lane, 24 th Street from East Main Canal to Avenue A	High	●	●	●
B-007	Bicyclist Lane, 28 th Street from Avenue B to 21 st Drive	High	●	●	●
B-008	Bicyclist Lane, 40 th Street from Avenue 7E to Mississippi Avenue	High	●	●	●
B-009	Bicyclist Lane, 40 th Street from Avenue 8 1/2 E to Cactus Way	High	●	●	●
B-010	Bicyclist Lane, 40 th Street from Avenue 8E to Avenue 8 1/2 E	High	●	●	●
B-011	Bicyclist Lane, 40 th Street from Mississippi Avenue to Avenue 8E	High	●	●	●
B-012	Bicyclist Lane, 40 th Street from Cactus Way to Avenue 10E	High	●	●	●
B-013	Bicyclist Lane, Araby Road from 24 th Street to 32 nd Street	High	●	●	●
B-014	Bicyclist Lane, Arizona Avenue from 16 th Street to Palo Verde Street	High	●	●	●
B-015	Bicyclist Lane, Avenue 9E, South Gila Canal to North Frontage Road	High	●	●	●
B-016	Bicyclist Lane, North Frontage Road from Avenue 9E to Avenue 10E	High	●	●	●
B-017	Bicyclist Lane, Pacific Avenue from 8 th Street to 12 th Street	High	●	●	●
B-018	Bicyclist Lane, Palo Verde Street from Avenue 2 1/2 E to Avenue 3E	High	●	●	●
B-019	Bicycle Route, 22 nd Street from 3 rd Avenue to B 3.7 Lateral	High	●	●	●
B-020	Bicycle Route, Arizona Avenue from Palo Verde Street to 32 nd Street	High	●	●	●
B-021	Bicycle Route, Palo Verde Street from Barbara Avenue Alignment to Pacific Avenue	High	●	●	●
B-022	Bicyclist Lane, 10 th Street from 14 th Avenue to Arizona Avenue	Medium		●	●
B-023	Bicyclist Lane, 12 th Street from 14 th Avenue to Arizona Avenue	Medium		●	●
B-024	Bicyclist Lane, 12 th Street from Avenue D to Avenue C	Medium		●	●
B-025	Bicyclist Lane, 12 th Street from Castle Dome Avenue to Avenue 3E	Medium		●	●
B-026	Bicyclist Lane, 16 th Street from Avenue D to Avenue C	Medium		●	●
B-027	Bicyclist Lane, 1 st Avenue from 9 th Street to 16 th Street	Medium		●	●
B-028	Bicyclist Lane, 21 st Drive from 24 th Street to 25 th Street	Medium		●	●
B-029	Bicyclist Lane, 22 nd Street from 8 th Avenue to 4 th Avenue	Medium		●	●
B-030	Bicyclist Lane, 24 th Street from Avenue D to Avenue C	Medium		●	●
B-031	Bicyclist Lane, 24 th Street from Pacific Avenue to Avenue 3E	Medium		●	●
B-032	Bicyclist Lane, 28 th Street from 45 th Avenue/Lawler Lateral to Thacker Lateral	Medium		●	●
B-033	Bicyclist Lane, 28 th Street from Avenue 9E to Avenue 10E	Medium		●	●
B-034	Bicyclist Lane, 28 th Street from Avenue A to Palo Verde Street	Medium		●	●
B-035	Bicyclist Lane, 32 nd Street from 33 rd Drive to 28 th Drive	Medium		●	●
B-036	Bicyclist Lane, 32 nd Street from 45 th Avenue/Lawler Lateral to Thacker Lateral	Medium		●	●
B-037	Bicyclist Lane, 32 nd Street from Avenue D to 45 th Avenue	Medium		●	●
B-038	Bicyclist Lane, 3 rd Street from 1 st Avenue to Gila Street	Medium		●	●
B-039	Bicyclist Lane, 3 rd Street from Avenue B to 4 th Avenue	Medium		●	●
B-040	Bicyclist Lane, 40 th Street from Avenue 3 1/2 E to Avenue 6E	Medium		●	●
B-041	Bicyclist Lane, 40 th Street from Avenue 3E to Avenue 3 1/2 E	Medium		●	●
B-042	Bicyclist Lane, 40 th Street from Avenue 6E to Avenue 7E	Medium		●	●
B-043	Bicyclist Lane, 8 th Street from 4 th Avenue to 1 st Avenue	Medium		●	●
B-044	Bicyclist Lane, 8 th Street from Avenue A to 4 th Avenue	Medium		●	●
B-045	Bicyclist Lane, 8 th Street from Avenue D to Avenue A	Medium		●	●
B-046	Bicyclist Lane, Airport Loop from Avenue A to County 14 th Street	Medium		●	●
B-047	Bicyclist Lane, Araby Road from Highway 95 to Telegraph Street	Medium		●	●
B-048	Bicyclist Lane, Araby Road from Telegraph Street to 24 th Street	Medium		●	●
B-049	Bicyclist Lane, Arizona Avenue from 12 th Street to 16 th Street	Medium		●	●



ID	Project Name	Priority	Low Investment	Medium Investment	High Investment
B-050	Bicyclist Lane, Avenue 3E from 8 th Street to 32 nd Street	Medium		●	●
B-051	Bicyclist Lane, Avenue 4E from 14 th Street to County 16 th Street	Medium		●	●
B-052	Bicyclist Lane, Avenue 5E from County 14 th Street to County 15 th Street	Medium		●	●
B-053	Bicyclist Lane, Avenue 7 1 /2 E from Gila Valley Canal to Desert Mesa Elementary School	Medium		●	●
B-054	Bicyclist Lane, Avenue 8E from 32 nd Street to 38 th Lane	Medium		●	●
B-055	Bicyclist Lane, Avenue 8E from 38 th Lane to 48 th Street	Medium		●	●
B-056	Bicyclist Lane, Avenue A from 40 th Street to County 14 th Street	Medium		●	●
B-057	Bicyclist Lane, Avenue A from County 14 th Street to County 16 th Street	Medium		●	●
B-058	Bicyclist Lane, Avenue B from 16 th Street to 24 th Street	Medium		●	●
B-059	Bicyclist Lane, Avenue B from 1 st Street to 3 rd Street	Medium		●	●
B-060	Bicyclist Lane, Avenue B from 24 th Street to 26 th Street	Medium		●	●
B-061	Bicyclist Lane, Avenue B from 3 rd Street to 8 th Street	Medium		●	●
B-062	Bicyclist Lane, Avenue B from 8 th Street to 16 th Street	Medium		●	●
B-063	Bicyclist Lane, Avenue C from 1 st Street to 16 th Street	Medium		●	●
B-064	Bicyclist Lane, Avenue C from 24 th Street to 32 nd Street	Medium		●	●
B-065	Bicyclist Lane, Avenue C from 24 th Street to County 14 th Street	Medium		●	●
B-066	Bicyclist Lane, County 15 th Street from Avenue 3E to Avenue 5E	Medium		●	●
B-067	Bicyclist Lane, County 16 th Street from Avenue D to Avenue 4E	Medium		●	●
B-068	Bicyclist Lane, County 18 th Street from Avenue A to Avenue 3E	Medium		●	●
B-069	Bicyclist Lane, County 19 th Street from Avenue A to Avenue 3E	Medium		●	●
B-070	Bicyclist Lane, Giss Parkway from 4 th Avenue to Prison Hill Road	Medium		●	●
B-071	Bicyclist Lane, Giss Parkway from Prison Hill Road to Castle Dome	Medium		●	●
B-072	Bicyclist Lane, Ocean To Ocean Bridge from California to Arizona	Medium		●	●
B-073	Bicyclist Lane, Otondo Drive from School Entrance to 24 th Street	Medium		●	●
B-074	Bicyclist Lane, Penitentiary Avenue from Gila Street to Quechan Road	Medium		●	●
B-075	Bicyclist Lane, Walnut Avenue from 10 th Street to Arizona Avenue	Medium		●	●
B-076	Bicycle Route, 5 th Street from Lawler Lateral to Thacker Lateral	Medium		●	●
B-077	Bicycle Route, 5 th Street from Magnolia Avenue to Main Street	Medium		●	●
B-078	Bicycle Route, 6 th Place from Dora Avenue to Magnolia Avenue	Medium		●	●
B-079	Bicycle Route, Engler Avenue from 24 th Street to Palo Verde Street	Medium		●	●
B-080	Bicycle Route, Madison Avenue from Colorado River Levee Loop to 1 st Street	Medium		●	●
B-081	Bicyclist Lane, 12 th Street from Avenue B to Dora Avenue	Low			●
B-082	Bicyclist Lane, 24 th Street from Avenue 3E to Avenue 6E	Low			●
B-083	Bicyclist Lane, 26 th Street from Sunset Terrace Boulevard to Araby Road	Low			●
B-084	Bicyclist Lane, 40 th Street from Avenue 10E to Fortuna Road	Low			●
B-085	Bicyclist Lane, 40 th Street from Avenue A to Arizona Avenue	Low			●
B-086	Bicyclist Lane, 40 th Street from Avenue D to Avenue B	Low			●
B-087	Bicyclist Lane, 48 th Street from Avenue 10E to Fortuna Road	Low			●
B-088	Bicyclist Lane, 48 th Street from Avenue 5E to Avenue 10E	Low			●
B-089	Bicyclist Lane, 4 th Avenue from 1 st Street to 24 th Street	Low			●
B-090	Bicyclist Lane, 4 th Avenue from 24 th Street to Catalina Drive	Low			●
B-091	Bicyclist Lane, 4 th Avenue from 37 th Street to 40 th Street	Low			●
B-092	Bicyclist Lane, 4 th Avenue from Catalina Drive to 4 th Avenue ext.	Low			●
B-093	Bicyclist Lane, 8 th Street from Castle Dome Avenue to Avenue 3E Alignment	Low			●
B-094	Bicyclist Lane, Arizona Avenue from 32 nd Street to 40 th Street	Low			●
B-095	Bicyclist Lane, Arizona Avenue from Giss Parkway to 16 th Street	Low			●
B-096	Bicyclist Lane, Avenue 10E from 24 th Street to North Frontage Road	Low			●
B-097	Bicyclist Lane, Avenue 10E from 40 th Street to County 14 th Street	Low			●
B-098	Bicyclist Lane, Avenue 10E from South Frontage Road to 40 th Street	Low			●
B-099	Bicyclist Lane, Avenue 2 1/2 E from 24 th Street to 32 nd Street	Low			●



ID	Project Name	Priority	Low Investment	Medium Investment	High Investment
B-100	Bicyclist Lane, Avenue 3 1/2 E from 32 nd Street to 40 th Street	Low			●
B-101	Bicyclist Lane, Avenue 3 1/2 E from 40 th Street to 48 th Street	Low			●
B-102	Bicyclist Lane, Avenue 3 1/2 E from Avenue 3E to 32 nd Street	Low			●
B-103	Bicyclist Lane, Avenue 4E from 32 nd Street to County 14 th Street	Low			●
B-104	Bicyclist Lane, Avenue 5E from 32 nd Street to County 14 th Street	Low			●
B-105	Bicyclist Lane, Avenue 6E from 32 nd Street to 41 st Street	Low			●
B-106	Bicyclist Lane, Avenue 6E from 46 th Street to County 14 th Street	Low			●
B-107	Bicyclist Lane, Avenue 7E from 32 nd Street to County 14 th Street	Low			●
B-108	Bicyclist Lane, Avenue 7E from Colorado River Levee Loop to Highway 95	Low			●
B-109	Bicyclist Lane, Avenue 8 1/2 E from 39 th Street to 40 th Street	Low			●
B-110	Bicyclist Lane, Avenue 8E from 48 th Street to County 14 th Street	Low			●
B-111	Bicyclist Lane, Avenue 8E from Highway 95 to Gila Valley Canal	Low			●
B-112	Bicyclist Lane, Avenue 9E from Highway 95 to 24 th Street	Low			●
B-113	Bicyclist Lane, Avenue 9E from South Frontage Road to County 14 th Street	Low			●
B-114	Bicyclist Lane, Avenue B from 26 th Street to 32 nd Street	Low			●
B-115	Bicyclist Lane, Avenue B from 32 nd Street to 36 th Street	Low			●
B-116	Bicyclist Lane, Avenue D from 16 th Street to East Drain	Low			●
B-117	Bicyclist Lane, Avenue D from 28 th Street to County 14 th Street	Low			●
B-118	Bicyclist Lane, Castle Dome Avenue from 8 th Street to Yuma Palms Parkway	Low			●
B-119	Bicyclist Lane, County 10 th Street from Somerton Avenue to Avenue D	Low			●
B-120	Bicyclist Lane, County 11 th Street from Somerton Avenue to Avenue D	Low			●
B-121	Bicyclist Lane, County 14 th Street from Avenue D to Avenue 10E	Low			●
B-122	Bicyclist Lane, Gila Ridge Road from Pacific Avenue to Araby Road	Low			●
B-123	Bicyclist Lane, Highway 95 from Avenue 3E to Avenue 8E	Low			●
B-124	Bicyclist Lane, Highway 95 from Pacific Avenue to Avenue 3E	Low			●
B-125	Bicyclist Lane, Mesa Avenue from South Frontage Road to 40 th Street	Low			●
B-126	Bicyclist Lane, Nightfall Drive from View Parkway to Sunset Terrace Blvd	Low			●
B-127	Bicyclist Lane, North Frontage Road from 32 nd Street to Avenue 9E	Low			●
B-128	Bicyclist Lane, Palo Verde Street from Avenue 3 E to Avenue 3 1/2 E	Low			●
B-129	Bicyclist Lane, South Frontage Road from Avenue 9E to Avenue 10E	Low			●
B-130	Bicyclist Lane, Sunset Terrace Boulevard from Nightfall Drive to 26 th Street	Low			●
B-131	Bicyclist Lane, View Parkway from Twilight Avenue to Nightfall Drive	Low			●
B-132	Bicyclist Lane, Yuma Palms Parkway from Castle Dome Avenue to 16 th Street	Low			●
B-133	Bicycle Route, 10 th Street from Dora Avenue to Magnolia Avenue	Low			●
B-134	Bicycle Route, 14 th Avenue from 3 rd Street to 5 th Street	Low			●
B-135	Bicycle Route, 14 th Street from 8 th Avenue to 1 st Avenue	Low			●
B-136	Bicycle Route, 15 th Place from Hettema Street to Gateway Drive	Low			●
B-137	Bicycle Route, 17 th Street from 1 st Avenue to Maple Avenue	Low			●
B-138	Bicycle Route, 19 th Street from 3 rd Avenue to Arizona Avenue	Low			●
B-139	Bicycle Route, 1 st Avenue from 17 th Street to 24 th Street	Low			●
B-140	Bicycle Route, 1 st Avenue from 1 st Street to 9 th Street	Low			●
B-141	Bicycle Route, 20 th Street from 16 th Street to Pacific Avenue	Low			●
B-142	Bicycle Route, 20 th Street from Avenue D to 45 th Avenue	Low			●
B-143	Bicycle Route, 21 st Avenue from 6 th Place to 8 th Street	Low			●
B-144	Bicycle Route, 21 st Drive from 12 th Street to 13 th Lane	Low			●
B-145	Bicycle Route, 26 th Street from Avenue 7E to Otondo Drive	Low			●
B-146	Bicycle Route, 28 th Street from Madison Avenue to Palo Verde Street	Low			●
B-147	Bicycle Route, 36 th Street from Avenue A to 8 th Avenue	Low			●
B-148	Bicycle Route, 5 th Avenue from 17 th Street to 18 th Street	Low			●
B-149	Bicycle Route, 7 th Street from Avenue A to 5 th Avenue	Low			●
B-150	Bicycle Route, 8 th Avenue from 14 th Street to 16 th Street	Low			●



ID	Project Name	Priority	Low Investment	Medium Investment	High Investment
B-151	Bicycle Route, 8 th Avenue from 16 th Street to 22 nd Street	Low			●
B-152	Bicycle Route, 8 th Avenue from 32 nd Street to 36 th Street	Low			●
B-153	Bicycle Route, 8 th Avenue from 5 th Street to 7 th Street	Low			●
B-154	Bicycle Route, Avenue 7E from 24 th Street to 26 th Street	Low			●
B-155	Bicycle Route, Dora Avenue from 8 th Street to 12 th Street Alignment	Low			●
B-156	Bicycle Route, Gateway Dr from 15 th Place to 16 th Street	Low			●
B-157	Bicycle Route, Hettema Street from 13 th Place to 1 st Place	Low			●
B-158	Bicycle Route, Lawler Lateral from West Main Canal Loop to 8 th Street	Low			●
B-159	Bicycle Route, Magnolia Avenue from 8 th Street to 10 th Street	Low			●
B-160	Bicycle Route, Main Street from 1 st Street to Giss Parkway	Low			●
B-161	Bicycle Route, Maple Avenue from 17 th Street to 19 th Street	Low			●
B-162	Bicycle Route, May Avenue from West Main Canal Loop to 8 th Street	Low			●
B-163	Bicycle Route, Otondo Dr from 24 th Street to 26 th Street	Low			●
B-164	Bicycle Route, Pima Ln from 8 th Street to 12 th Street	Low			●



Table 3. Protected Crossing Investment Scenarios and Project Prioritization

ID	Project Name	Priority	Low Investment	Medium Investment	High Investment
C-01	Crossing, East Main Canal Linear Park from Crossing at 24 th Street	High	•	•	•
C-02	Crossing, 16 th Street and Thacker Lateral	High	•	•	•
C-03	Crossing, 32 nd Street and Thacker Lateral	High	•	•	•
C-04	Crossing, Avenue C and 20 th Street	High	•	•	•
C-05	Crossing, 16 th Street and 1 st Avenue	Medium		•	•
C-06	Crossing, 16 th Street and 8 th Avenue	Medium		•	•
C-07	Crossing, 16 th Street and Pacific Avenue	Medium		•	•
C-08	Crossing, 1 st Street and Avenue A	Medium		•	•
C-09	Crossing, 24 th Street and Avenue B	Medium		•	•
C-10	Crossing, 24 th Street and B Canal	Medium		•	•
C-11	Crossing, Arizona Avenue and 22 nd Street	Medium		•	•
C-12	Crossing, 1 st Street and Avenue B	Low			•
C-13	Crossing, 24 th Street and Thacker Lateral	Low			•
C-14	Crossing, 32 nd Street and Avenue 3E	Low			•
C-15	Crossing, Avenue 9E and Araby Blaisdell Road	Low			•
C-16	Crossing, Avenue A and 28 th Street	Low			•
C-17	Crossing, Avenue B and 5 th Street	Low			•



Table 4. Shared-Use Path Investment Scenarios and Project Prioritization

ID	Project Name	Priority	Low Investment	Medium Investment	High Investment
M-01	Pathway, 12 th Street from 14 th Avenue to Arizona Avenue	High	•	•	•
M-02	Pathway, 16 th Street from Avenue B to 4 th Avenue	High	•	•	•
M-03	Pathway, 16 th Street from Avenue C to Avenue B	High	•	•	•
M-04	Pathway, 1 st Street from 4 th Avenue to Avenue B	High	•	•	•
M-05	Pathway, 28 th Street from East Main Canal to Avenue A	High	•	•	•
M-06	Pathway, 32 nd Street from Arizona Avenue to Fortuna Avenue	High	•	•	•
M-07	Pathway, 32 nd Street from Avenue 3E to Avenue 7.5E Alignment	High	•	•	•
M-08	Pathway, 32 nd Street from Avenue B to East Main Canal	High	•	•	•
M-09	Pathway, 32 nd Street from East Main Canal to 32 nd Street	High	•	•	•
M-10	Pathway, 36 th Street from Avenue A to 8 th Avenue	High	•	•	•
M-11	Pathway, B 3.7 Lateral Linear Park from 23 rd Street to Pacific Avenue	High	•	•	•
M-12	Pathway, Colorado River Levee Linear Park from East Wetlands to Avenue 7E	High	•	•	•
M-13	Pathway, East Main Canal Linear Park Connection from 12 th Street/14 th Avenue	High	•	•	•
M-14	Pathway, East Wetland Park to Pacific Avenue	High	•	•	•
M-15	Pathway, Pacific Avenue from 16 th Street to 32 nd Street	High	•	•	•
M-16	Pathway, Pacific Avenue from River Levee to 8 th Street	High	•	•	•
M-17	Pathway, Palo Verde Street from Catalina Drive to Winsor Avenue	High	•	•	•
M-18	Pathway, Thacker Lateral Linear Park from West Main Canal Loop to 24 th Street	High	•	•	•
M-19	Pathway, West Main Canal from Avenue C to Avenue B	High	•	•	•
M-20	Pathway, 32 nd Street from 33 rd Drive to Avenue B	Medium		•	•
M-21	Pathway, Avenue 6E from 46 th Street to County 14 th Street	Medium		•	•
M-22	Pathway, Avenue A from 24 th Street to 32 nd Street	Medium		•	•
M-23	Pathway, Avenue D from 28 th Street to County 14 th Street	Medium		•	•
M-24	Pathway, Thacker Lateral Linear Park from 1 st Street to West Main Canal Loop	Medium		•	•
M-25	Pathway, Thacker Lateral Linear Park from 24 th Street to 40 th Street	Medium		•	•
M-26	Pathway, West Main Canal from Avenue D to Avenue C	Medium		•	•
M-27	Pathway, Colorado River Levee Linear Park from Avenue D to Avenue C	Medium		•	•
M-28	Pathway, East Main Canal Linear Park from 40 th Street to County 14 th Street	Medium		•	•
M-29	Pathway, Redondo Center Drive from Giss Parkway to 16 th Street	Low			•



ID	Project Name	Priority	Low Investment	Medium Investment	High Investment
M-30	Pathway, Avenue 3E from MCAS Yuma Entrance to E County 14 th Street	Low			•
M-31	Pathway, Avenue B Alignment from Joe Henry Park Road to 1 st Street	Low			•
M-32	Pathway, Avenue D from Central Drain to 28 th Street	Low			•
M-33	Pathway, B 3.7 Lateral Linear Park from 23 rd Street to East Palo Verde Street	Low			•
M-34	Pathway, B Canal from Pacific Avenue to Avenue 4E	Low			•
M-35	Pathway, Central Canal/36 th Street Alignment from Avenue D to East Main Canal Loop	Low			•
M-36	Pathway, Central Drain from Avenue D to Thacker Lateral	Low			•
M-37	Pathway, Central Stub No. 3 Drain from 12 th Street to Central Drain	Low			•
M-38	Pathway, 12 th Street from Avenue B to East Main Canal Linear Park	Low			•
M-39	Pathway, 32 nd Street from Desert Air Boulevard to Avenue 9E	Low			•
M-40	Pathway, Lawler Lateral/45 th Avenue Alignment from Central Drain to 28 th Street	Low			•
M-41	Pathway, 47 th Avenue Alignment from Central Drain to 24 th Street	Low			•
M-42	Pathway, Gila Valley Canal Linear Park from Avenue 3E to Avenue 9E	Low			•



Table 5. Pedestrian Facilities Scenarios and Project Prioritization

ID	Project Name	Priority	Low Investment	Medium Investment	High Investment
P-01	Sidewalk, Riley Ave & 17th St Sidewalk	High	•	•	•
P-02	Sidewalk, 22 nd St from 8 th Ave to 6 th Ave	High	•	•	•
P-03	Sidewalk, 32 nd Street from 32 nd Street to 4 th Avenue	High	•	•	•
P-04	Sidewalk, 32 nd Street from Arizona Avenue to Chevy Block Lane	High	•	•	•
P-05	Sidewalk, 32 nd Street from Pacific Avenue to Avenue 3E	High	•	•	•
P-06	Sidewalk, 32 nd Street from Windsor Avenue to Sunset Sands RV Resort	High	•	•	•
P-07	Sidewalk, Arizona Avenue/Walnut Avenue from 15 th Street-16 th Street Block Alley to 10 th Street	High	•	•	•
P-08	Sidewalk, Pacific Avenue from 28 th Street to 32 nd Street	High	•	•	•
P-09	Sidewalk, Pacific Avenue from Burr Street to 8 th Street	High	•	•	•
P-10	Sidewalk, Redondo Center Drive from 7 th Street to 16 th Street	High	•	•	•
P-11	Sidewalk, Redondo Center Drive from Giss Parkway to 7 th Street	High	•	•	•
P-12	Sidewalk Gaps, 16 th Street from 45 th Ave to western City limit	Medium		•	•
P-13	Sidewalk Gaps, 24 th Street from Avenue C to Avenue D	Medium		•	•
P-14	Sidewalk, 12 th Street from Avenue B to East Main Canal	Medium		•	•
P-15	Sidewalk, 40 th Street from Avenue 3E to Avenue 6E	Medium		•	•
P-16	Sidewalk, 40 th Street from Avenue 6E to Avenue 7E	Medium		•	•
P-17	Sidewalk, 40 th h Street from Avenue 7E to Mississippi Avenue	Medium		•	•
P-18	Sidewalk, 40 th Street from Mississippi Avenue to Avenue 8E	Medium		•	•
P-19	Sidewalk, 40 th Street from Cactus Way to Avenue 10E	Medium		•	•
P-20	Sidewalk, 4 th Avenue from 39 th Street to the Yuma Regional Corporate Center	Medium		•	•
P-21	Sidewalk, Avenue 3E from 24 th Street to 16 th Street	Medium		•	•
P-22	Sidewalk, Avenue C from 24 th Street to 26 th Street	Medium		•	•
P-23	Sidewalk, Pacific Avenue from 18 th Street to 24 th Street	Medium		•	•
P-24	Sidewalk, 16 th Street from Pacific Avenue to Leer Drive	Low			•
P-25	Sidewalk, 22 nd Street from Arizona Avenue to Factor Avenue	Low			•
P-26	Sidewalk, 27 th Street from 21 st Drive to 18 th Avenue	Low			•
P-27	Sidewalk, 32 nd Street from 550 feet east of US 95 to East Main Canal	Low			•
P-28	Sidewalk, 40 th Street from Avenue 8E to Avenue 9E	Low			•
P-29	Sidewalk, 6 th Street from Madison Avenue to Main Street	Low			•



APPENDIX C

SOLUTION PRIORITIZATION RESULTS



KHID	Name	Primary Route	From/At	To	Type	Facility Quality Score	Roadway Operational Efficiency Score	Safety/ Vision Zero Approach Score	Multimodal Integration Score	Community Health Score	Composite Score	Project Is Priority in Previous Plan? (Yes/No)	Final Score	Rank	Facility Owner	Planning-Level Cost (\$2025)	Timeframe
R-07	Roadway Widening, 40th Street from 2 to 4 Lanes between Avenue 3E and Avenue 4E	40th Street	Avenue 3E	Avenue 4E	Roadway Widening	100.0	68.0	20.0	20.6	30.0	50.7	Yes	100.7	1	City of Yuma	\$ 9,270,000	Near
R-08	New Roadway, 40th Street with 4 Lanes from Avenue 6E to Avenue 6 ¼ E	40th Street	Avenue 6E	Avenue 6 ¼ E	New Roadway	70.0	73.0	20.0	20.4	30.0	44.2	Yes	94.2	2	City of Yuma	\$ 8,900,000	Near
R-06	Roadway Widening, 16th Street from 4 to 6 Lanes between 3rd Avenue and Maple Avenue	16th Street	3rd Avenue	Maple Avenue	Roadway Widening	40.0	49.0	44.3	20.1	6.3	35.5	Yes	85.5	3	City of Yuma	\$ 2,900,000	Near
R-46	Roadway Widening, Avenue 10E from 2 to 4 Lanes between 32nd Street and 40th Street	Avenue 10E	32nd Street	40th Street	Roadway Widening	70.0	35.0	21.0	0.6	0.0	29.9	Yes	79.9	5	City of Yuma	\$ 9,020,000	Near
R-15	New Roadway, 40th Street with 4 Lanes from Avenue 8 ¾ E to Avenue 10E	40th Street	Avenue 8 ¾ E	Avenue 10E	New Roadway	55.0	66.5	1.2	0.7	0.0	27.5	Yes	77.5	9	City of Yuma	\$ 21,960,000	Near
R-45	Roadway Widening, Avenue 9E from 2 to 4 Lanes between South Gila Canal and North Frontage Road	Avenue 9E	South Gila Canal	North Frontage Road	Roadway Widening	55.0	31.5	6.7	0.6	0.0	21.8	Yes	71.8	16	City of Yuma	\$ 9,510,000	Near
R-13	New Roadway, 40th Street with 4 Lanes from Avenue 8E to Avenue 8 ½ E	40th Street	Avenue 8E	Avenue 8 ½ E	New Roadway	55.0	33.0	0.0	0.3	0.0	20.4	Yes	70.4	17	City of Yuma	\$ 9,040,000	Near
B-007	Restripe to Add Shoulder, 28th Street Westbound from Avenue B to 21st Drive	28th Street	Avenue B	21st Drive	Bicyclist Lane	15.0	0.0	29.0	29.4	32.3	20.1	Yes	70.1	18	City of Yuma	\$ 30,000	Near
M-04	Pathway, 1st Street from Avenue B to 4th Avenue	1st Street	4th Avenue	Avenue B	Shared-Use Path	0.0	0.0	29.3	31.6	40.8	17.7	Yes	67.7	26	City of Yuma	\$ 3,380,000	Near
I-43	Turn Lane, 32nd Street and Arizona Avenue	32nd Street	Arizona Avenue		Intersection	40.0	24.0	6.7	0.7	0.0	16.6	Yes	66.6	28	City of Yuma	\$ 860,000	Near
M-05	Pathway, 28th Street from East Main Canal to Avenue A	28th Street	East Main Canal	Avenue A	Shared-Use Path	0.0	0.0	26.7	25.9	32.1	15.0	Yes	65.0	37	City of Yuma	\$ 570,000	Near
M-85	Pathway, Redondo Center Drive from Giss Parkway to 7th Street	Redondo Center Drive	Giss Parkway	7th Street	Shared-Use Path	0.0	0.0	26.7	23.9	34.4	14.9	Yes	64.9	40	City of Yuma	\$ 2,410,000	Near
P-02	Sidewalk, 22nd Street from 8th Avenue to 6th Avenue	22nd Street	8th Avenue	6th Avenue	Sidewalk	0.0	0.0	26.7	25.8	30.0	14.8	Yes	64.8	41	City of Yuma	\$ 120,000	Near
C-21	Crossing, 21st Drive from Gary A Knox Elementary to Main Library	21st Drive	Gary A Knox Elementary		Bicyclist/Pedestrian Crossing	0.0	0.0	26.7	25.7	30.0	14.8	Yes	64.8	42	City of Yuma	\$ 550,000	Near
P-37	Sidewalk, 16th Street between 3rd Avenue and Maple Avenue (included in roadway widening)	16th Street	3rd Avenue	Maple Avenue	Sidewalk	0.0	0.0	29.3	20.9	32.1	14.7	Yes	64.7	44	City of Yuma	\$ -	Near
M-64	Pathway, Avenue 6E from 32nd Street to 36th Street	Avenue 6E	32nd Street	36th Street	Shared-Use Path	0.0	0.0	26.7	23.1	32.3	14.5	Yes	64.5	45	City of Yuma	\$ 1,080,000	Near
P-03	Sidewalk, 4th Avenue/32nd Street at Big Curve	32nd Street	4th Avenue	32nd Street	Sidewalk	0.0	0.0	26.7	20.1	36.4	14.3	Yes	64.3	49	City of Yuma	\$ 300,000	Near
C-43	Crossing, Avenue 6E and 36th Street	Avenue 6E	36th Street		Bicyclist/Pedestrian Crossing	0.0	0.0	26.7	22.1	32.3	14.3	Yes	64.3	50	City of Yuma	\$ 550,000	Near
P-08	Sidewalk Gaps, Pacific Avenue from 28th Street to 32nd Street	Pacific Avenue	28th Street	32nd Street	Sidewalk	0.0	0.0	26.7	21.7	30.0	14.0	Yes	64.0	52	City of Yuma	\$ 570,000	Near
M-59	Pathway, Avenue 10E between 32nd Street and 40th Street (included in roadway widening)	Avenue 10E	32nd Street	40th Street	Shared-Use Path	0.0	0.0	26.7	20.6	32.3	14.0	Yes	64.0	53	City of Yuma	\$ -	Near
M-54	Pathway, 40th Street between Avenue 6 ¼ E and Avenue 8E (included in roadway widening)	40th Street	Avenue 6 ¼ E	Avenue 8E	Shared-Use Path	0.0	0.0	26.7	21.3	30.0	13.9	Yes	63.9	54	City of Yuma	\$ -	Near
M-51	Pathway, 40th Street from Avenue 8E to Avenue 8 ½ E (included in new roadway)	40th Street	Avenue 8E	Avenue 8 ½ E	Shared-Use Path	0.0	0.0	26.7	21.0	30.0	13.9	Yes	63.9	55	City of Yuma	\$ -	Near
M-52	Pathway, 40th Street from Avenue 8 ¾ E to Avenue 10E (included in new roadway)	40th Street	Avenue 8 ¾ E	Avenue 10E	Shared-Use Path	0.0	0.0	26.7	20.7	30.0	13.8	Yes	63.8	57	City of Yuma	\$ -	Near
M-53	Pathway, Avenue 9E between South Gila Canal and North Frontage Road (included in roadway widening)	Avenue 9E	South Gila Canal	North Frontage Road	Shared-Use Path	0.0	0.0	26.7	20.6	30.0	13.8	Yes	63.8	58	City of Yuma	\$ -	Near
M-49	Pathway, 40th Street between Avenue 3E and Avenue 4E (included in roadway widening)	40th Street	Avenue 3E	Avenue 4E	Shared-Use Path	0.0	0.0	26.7	20.6	30.0	13.8	Yes	63.8	59	City of Yuma	\$ -	Near
M-50	Pathway, 40th Street from Avenue 6E to Avenue 6 ¼ E (included in new roadway)	40th Street	Avenue 6E	Avenue 6 ¼ E	Shared-Use Path	0.0	0.0	26.7	20.5	30.0	13.8	Yes	63.8	61	City of Yuma	\$ -	Near
M-55	Pathway, 40th Street between Avenue 8 ½ E and Avenue 8 ¾ E (included in roadway widening)	40th Street	Avenue 8 ½ E	Avenue 8 ¾ E	Shared-Use Path	0.0	0.0	26.7	20.2	30.0	13.7	Yes	63.7	62	City of Yuma	\$ -	Near
T-01	4th Avenue and 24th Street Corridors Bus Stop Shelters/Amenities (10)	4th Avenue and 24th Street	DYTC	WYTH	Transit	0.0	0.0	11.7	15.7	69.5	13.0	Yes	63.0	65	YCIPTA	\$ 980,000	Near
R-14	Roadway Widening, 40th Street from 2 to 4 Lanes between Avenue 6 ¼ E and Avenue 8E	40th Street	Avenue 6 ¼ E	Avenue 8E	Roadway Widening	40.0	6.5	0.0	0.7	0.0	11.4	Yes	61.4	75	City of Yuma	\$ 11,650,000	Near
M-07	Pathway, 32nd Street from Avenue 3E to Avenue 6E	32nd Street	Avenue 3E	Avenue 6E	Shared-Use Path	0.0	0.0	28.0	1.2	30.0	10.2	Yes	60.2	76	City of Yuma	\$ 6,670,000	Near
R-47	Roadway Widening, 40th Street from 2 to 4 Lanes between Avenue 8 ½ E and Avenue 8 ¾ E	40th Street	Avenue 8 ½ E	Avenue 8 ¾ E	Roadway Widening	40.0	0.0	0.0	0.2	0.0	10.0	Yes	60.0	78	City of Yuma	\$ 2,630,000	Near
T-08	Bus Pullout, 32nd Street WB at Pacific Avenue for Green 4 and Purple 6A	32nd Street	Pacific Avenue		Transit	0.0	0.0	20.0	0.7	0.0	5.1	Yes	55.1	82	City of Yuma	\$ 160,000	Near
T-02	Blue 5 and Turquoise 10 transit services – Schedule Coordination	Blue 5 and Turquoise 10			Transit	0.0	0.0	0.0	20.0	0.0	4.0	Yes	54.0	85	YCIPTA	\$ -	Near
T-03	Green 4A Catalina Loop transit service School Day capacity increase	Green 4A Catalina Loop			Transit	0.0	0.0	0.0	20.0	0.0	4.0	Yes	54.0	85	YCIPTA	\$ 30,000	Near
T-04	Green 4A Catalina Loop transit service conversion from fixed route to FLEX deviation	Green 4A Catalina Loop			Transit	0.0	0.0	0.0	20.0	0.0	4.0	Yes	54.0	85	YCIPTA	\$ -	Near
R-12	Grade Separation, 40th Street with 4 Lanes at SR 195	40th Street	SR 195		New Roadway	0.0	13.0	0.0	0.0	0.0	2.6	Yes	52.6	90	City of Yuma	\$ 15,920,000	Near
I-44	Turn Lane, 32nd Street and Avenue 8E	32nd Street	Avenue 8E		Intersection	30.0	60.5	54.3	20.0	30.0	40.2	No	40.2	91	City of Yuma	\$ 530,000	Near
I-41	Turn Lane, Avenue 3E and I-8 Eastbound Ramp	Avenue 3E	I-8 Eastbound Ramp		Intersection	40.0	90.0	6.7	0.0	0.0	29.7	No	29.7	93	ADOT	\$ 530,000	Near
C-19	Crossing, Add Pedestrian Island to 32nd Street and East Main Canal Crossing	32nd Street	East Main Canal		Bicyclist/Pedestrian Crossing	0.0	0.0	30.3	22.1	32.1	15.2	No	15.2	104	City of Yuma	\$ 550,000	Near
M-73	Pathway, Arizona Avenue from 17th Street to 22nd Street	Arizona Avenue	16th Street	Palo Verde Street	Shared-Use Path	0.0	0.0	26.7	25.4	34.4	15.2	No	15.2	105	City of Yuma	\$ 1,690,000	Near
M-70	Pathway, 16th Street from Avenue B to 7th Avenue	16th Street	Avenue B	7th Avenue	Shared-Use Path	0.0	0.0	29.3	22.2	32.3	15.0	No	15.0	107	City of Yuma	\$ 2,840,000	Near
M-84	Pathway, 12th Street from Avenue B to 14th Avenue (excluding bridge over canal)	12th Street	Avenue B	14th Avenue	Shared-Use Path	0.0	0.0	28.0	23.3	32.3	14.9	No	14.9	108	City of Yuma	\$ 1,650,000	Near
C-11	Crossing, Arizona Avenue and 22nd Street	Arizona Avenue	22nd Street		Bicyclist/Pedestrian Crossing	0.0	0.0	26.7	25.0	32.1	14.9	No	14.9	109	City of Yuma	\$ 550,000	Near
P-38	Sidewalk, Engler Avenue from 24th Place to San Marcos Drive	Engler Avenue	24th Place	San Marcos Drive	Sidewalk	0.0	0.0	26.7	23.0	30.0	14.3	No	14.3	118	City of Yuma	\$ 260,000	Near
C-28	Crossing, Engler Avenue and 25th Place	Engler Avenue	25th Place		Bicyclist/Pedestrian Crossing	0.0	0.0	26.7	22.9	30.0	14.2	No	14.2	119	City of Yuma	\$ 550,000	Near
M-76	Pathway, 40th Street from Avenue 4E to Avenue 6E	40th Street	Avenue 4E	Avenue 6E	Shared-Use Path	0.0	0.0	26.7	21.4	32.3	14.2	No	14.2	120	City of Yuma	\$ 5,450,000	Near
P-39	Sidewalk, 18th Street from Arizona Avenue to Riley Avenue	18th Street	Arizona Avenue	Riley Avenue	Sidewalk	0.0	0.0	26.7	20.8	32.1	14.0	No	14.0	123	City of Yuma	\$ 170,000	Near

KHID	Name	Primary Route	From/At	To	Type	Facility Quality Score	Roadway Operational Efficiency Score	Safety/ Vision Zero Approach Score	Multimodal Integration Score	Community Health Score	Composite Score	Project Is Priority In Previous Plan? (Yes/No)	Final Score	Rank	Facility Owner	Planning-Level Cost (\$2025)	Timeframe
R-10	Roadway Widening, County 14th Street from 2 to 4 Lanes between Avenue A and Avenue 3E	County 14th Street	Avenue A	Avenue 3E	Roadway Widening	55.0	61.0	12.0	1.7	0.0	29.3	Yes	79.3	6	City of Yuma	\$ 27,970,000	Mid
R-09	Roadway Widening, Airport Loop/4th Avenue from 2 to 4 Lanes between Avenue A and County 14th Street	Airport Loop/4th Avenue	Avenue A	County 14th Street	Roadway Widening	55.0	53.0	15.5	0.6	2.1	28.5	Yes	78.5	7	City of Yuma	\$ 9,580,000	Mid
R-11	Roadway Widening, Avenue 2E from 2 to 4 Lanes between County 14th Street and County 15th Street	Avenue 2E	County 14th Street	County 15th Street	Roadway Widening	55.0	48.5	0.0	0.6	0.0	23.6	Yes	73.6	14	Yuma County	\$ 9,290,000	Mid
M-82	Pathway, Giss Parkway/8th Street from Gila Street to Castle Dome Avenue	Giss Parkway/8th Street	Gila Street	Castle Dome Avenue	Shared-Use Path	0.0	0.0	26.7	35.4	32.1	16.9	Yes	66.9	27	City of Yuma	\$ 4,140,000	Mid
I-11	Turn Lane, 16th Street and Pacific Avenue	16th Street	Pacific Avenue		Intersection	30.0	31.5	9.3	0.7	0.0	16.3	Yes	66.3	30	City of Yuma	\$ 530,000	Mid
M-48	Pathway, 32nd Street from Avenue 6E to Avenue 7 ½ E	32nd Street	Avenue 6E	Avenue 7 ½ E	Shared-Use Path	0.0	0.0	32.5	22.1	32.3	15.8	Yes	65.8	32	City of Yuma	\$ 3,300,000	Mid
I-18	Intersection Safety, 16th Street and Avenue B	16th Street	Avenue B		Intersection	30.0	30.0	8.0	0.0	0.0	15.5	Yes	65.5	33	City of Yuma	\$ 1,060,000	Mid
C-02	Crossing, 16th Street and 33rd Drive	16th Street	33rd Drive		Bicyclist/Pedestrian Crossing	0.0	0.0	30.3	22.1	30.0	15.0	Yes	65.0	38	City of Yuma	\$ 1,100,000	Mid
T-06	Bus Pullout, 4th Avenue NB at 24th Street for Yellow 95	4th Avenue	24th Street		Transit	0.0	0.0	21.3	2.9	2.1	6.1	Yes	56.1	80	City of Yuma	\$ 160,000	Mid
T-07	Bus Pullout, 4th Avenue SB at 24th Street for Yellow 95	4th Avenue	24th Street		Transit	0.0	0.0	21.3	2.1	0.0	5.8	Yes	55.8	81	City of Yuma	\$ 160,000	Mid
I-40	Turn Lane, 16th Street and I-8 Westbound Ramp	16th Street	I-8 Westbound Ramp		Intersection	40.0	55.5	7.3	0.7	0.0	23.1	No	23.1	94	ADOT	\$ 530,000	Mid
C-47	Crossing, Avenue A and 36th Street	Avenue A	36th Street		Bicyclist/Pedestrian Crossing	0.0	0.0	32.7	30.0	34.4	17.6	No	17.6	95	City of Yuma	\$ 550,000	Mid
M-72	Pathway, Araby Road from 24th Street to 26th Street	Araby Road	24th Street	26th Street	Shared-Use Path	0.0	0.0	26.7	23.0	50.0	16.3	No	16.3	97	City of Yuma	\$ 550,000	Mid
R-19	Median Extension, Avenue 6E between 32nd Street and 40th Street	Avenue 6E	32nd Street	40th Street	Roadway Widening	30.0	8.0	22.3	0.6	2.3	15.0	No	15.0	106	City of Yuma	\$ 1,910,000	Mid
M-65	Pathway, Avenue 6E from 36th Street to 41st Street	Avenue 6E	36th Street	41st Street	Shared-Use Path	0.0	0.0	28.0	23.2	30.0	14.6	No	14.6	112	City of Yuma	\$ 1,390,000	Mid
M-74	Pathway, Pacific Avenue from 8th Street to 12th Street	Pacific Avenue	8th Street	12th Street	Shared-Use Path	0.0	0.0	26.7	23.1	32.1	14.5	No	14.5	113	City of Yuma	\$ 1,110,000	Mid
M-66	Pathway, 8th Street from Castle Dome Avenue to Pacific Avenue	8th Street	Castle Dome Avenue	Pacific Avenue	Shared-Use Path	0.0	0.0	26.7	23.1	32.1	14.5	No	14.5	114	City of Yuma	\$ 980,000	Mid
C-49	Bicyclist/Pedestrian Bridge, East Main Canal/12th Street Alignment	12th Street	East Main Canal		Bicyclist/Pedestrian Bridge	0.0	0.0	26.7	20.7	32.3	14.0	No	14.0	122	City of Yuma	\$ 2,070,000	Mid
M-56	Pathway, County 14th Street between Avenue A and Avenue 3E (included in roadway widening)	County 14th Street	Avenue A	Avenue 3E	Shared-Use Path	0.0	0.0	26.7	21.7	30.0	14.0	No	14.0	124	City of Yuma	\$ -	Mid
M-58	Pathway, Airport Loop/4th Avenue between Avenue A and County 14th Street (included in roadway widening)	Airport Loop/4th Avenue	Avenue A	County 14th Street	Shared-Use Path	0.0	0.0	26.7	20.6	30.0	13.8	No	13.8	126	City of Yuma	\$ -	Mid
M-57	Pathway, Avenue 2E between County 14th Street and County 15th Street (included in roadway widening)	Avenue 2E	County 14th Street	County 15th Street	Shared-Use Path	0.0	0.0	26.7	20.6	30.0	13.8	No	13.8	127	City of Yuma	\$ -	Mid

KHID	Name	Primary Route	From/At	To	Type	Facility Quality Score	Roadway Operational Efficiency Score	Safety/ Vision Zero Approach Score	Multimodal Integration Score	Community Health Score	Composite Score	Project Is Priority In Previous Plan? (Yes/No)	Final Score	Rank	Facility Owner	Planning-Level Cost (\$2025)	Timeframe
R-01	Roadway Widening, I-8 from 4 to 6 Lanes between Avenue 10E and 16th Street	I-8	Avenue 10E	16th Street	Roadway Widening	40.0	41.5	45.8	10.7	25.0	34.4	Yes	84.4	4	ADOT	\$ 129,410,000	Long
R-05	Roadway Realignment/Expansion, Gila Ridge Road with 2 Lanes EB at the I-8/Avenue 5E Traffic Interchange	Gila Ridge Road	I-8 Eastbound Off-Ramp	I-8 Eastbound On-Ramp	New Roadway	60.0	48.5	13.3	0.6	0.0	28.1	Yes	78.1	8	City of Yuma	\$ 3,930,000	Long
T-30	Initiate new Red 7 transit service via 16th Street	16th Street	DYTC	WYTH	Transit	0.0	0.0	35.0	65.0	38.9	25.6	Yes	75.6	10	YCIPTA	\$ 570,000	Long
I-42	Turn Lane, 24th Street and 1st Avenue	24th Street	1st Avenue		Intersection	55.0	41.5	6.7	0.7	11.0	25.0	Yes	75.0	11	City of Yuma	\$ 530,000	Long
T-31	Restructure Green 4 transit service (Pacific Avenue/Avenue B)	3rd Street and Avenue B	DYTC	WYTH	Transit	0.0	0.0	21.3	57.6	79.2	24.8	Yes	74.8	12	YCIPTA	\$ -	Long
T-16	Reroute Orange 2 transit service via 32nd Street and 4th Avenue to WYTH	32nd Street	WYTH	AWC/NAU/UA campus	Transit	0.0	0.0	30.4	53.2	58.5	24.1	Yes	74.1	13	YCIPTA	\$ -	Long
T-14	Discontinue Silver 9 transit service	SR 195	AWC/NAU/UA campus	WYTH	Transit	0.0	0.0	20.0	47.1	75.0	21.9	Yes	71.9	15	YCIPTA	\$ (190,000)	Long
T-17	Reroute Purple 6 transit service via 4th Avenue between 8th Street and 24th Street	4th Avenue	8th Street	24th Street	Transit	0.0	0.0	29.1	37.1	52.1	19.9	Yes	69.9	19	YCIPTA	\$ -	Long
T-29	Consolidate Orange 2 and Brown 3 transit services	E 32nd Street and AWC/NAU/UA Campus	Foothills Branch Library	WYTH	Transit	0.0	0.0	20.0	39.0	70.5	19.8	Yes	69.8	20	YCIPTA	\$ -	Long
T-15	Initiate Gold 2X Express transit service	I-8, 32nd Street, and AWC/NAU/UA Campus	DYTC	Ligurta and Wellton	Transit	0.0	0.0	21.3	43.2	56.6	19.6	Yes	69.6	21	YCIPTA	\$ 90,000	Long
C-45	Crossing, 4th Avenue and Court Street	4th Avenue	Court Street		Bicyclist/Pedestrian Crossing	0.0	0.0	46.6	20.7	34.4	19.2	Yes	69.2	22	City of Yuma	\$ 550,000	Long
C-46	Crossing, Avenue C and Crane Street	Avenue C	Crane Street		Bicyclist/Pedestrian Crossing	0.0	0.0	46.6	21.4	30.0	18.9	Yes	68.9	23	City of Yuma	\$ 550,000	Long
M-18	Pathway, Thacker Lateral Linear Park from West Main Canal to 24th Street	Thacker Lateral Linear Park	West Main Canal	24th Street	Shared-Use Path	0.0	0.0	29.3	33.0	43.6	18.3	Yes	68.3	24	City of Yuma	\$ 5,960,000	Long
RR-01	Grade Separation, Avenue 9E with 4 Lanes at Railroad Crossing	Avenue 9E	Railroad Crossing		Railroad Crossing	70.0	2.5	0.0	0.0	0.0	18.0	Yes	68.0	25	City of Yuma	\$ 11,920,000	Long
C-44	Crossing, 4th Avenue and 4th Street-5th Street	4th Avenue	4th Street-5th Street		Bicyclist/Pedestrian Crossing	0.0	0.0	26.7	32.9	32.1	16.4	Yes	66.4	29	City of Yuma	\$ 550,000	Long
M-12	Pathway, Colorado River Levee Linear Park from East Wetlands to Avenue 7E	Colorado River Levee Linear Park	East Wetlands	Avenue 7E	Shared-Use Path	0.0	0.0	26.7	29.6	32.1	15.8	Yes	65.8	31	City of Yuma	\$ 12,240,000	Long
P-07	Sidewalk, Arizona Avenue/Walnut Avenue from 16th Street to 10th Street	Arizona Avenue/Walnut Avenue	16th Street	10th Street	Sidewalk	0.0	0.0	26.7	24.7	38.7	15.5	Yes	65.5	34	City of Yuma	\$ 2,130,000	Long
M-09	Pathway, 32nd Street from East Main Canal to Avenue A	32nd Street	East Main Canal	Avenue A	Shared-Use Path	0.0	0.0	28.0	26.0	32.3	15.4	Yes	65.4	35	City of Yuma	\$ 1,010,000	Long
P-20	Sidewalk, 4th Avenue from Yuma Regional Corporate Center to 40th Street	4th Avenue	Yuma Regional Corporate Center	40th Street	Sidewalk	0.0	0.0	26.7	20.5	43.1	15.1	Yes	65.1	36	City of Yuma	\$ 1,400,000	Long
M-11	Pathway, B 3.7 Lateral Linear Park from Kennedy Park to Pacific Avenue	B 3.7 Lateral Linear Park	Kennedy Park	Pacific Avenue	Shared-Use Path	0.0	0.0	26.7	25.3	32.1	14.9	Yes	64.9	39	City of Yuma	\$ 1,060,000	Long
P-05	Sidewalk, 32nd Street from Pacific Avenue to Avenue 3E	32nd Street	Pacific Avenue	Avenue 3E	Sidewalk	0.0	0.0	26.7	25.2	30.0	14.7	Yes	64.7	43	City of Yuma	\$ 1,330,000	Long
C-29	Crossing, 4th Avenue and 12th Street	4th Avenue	12th Street		Bicyclist/Pedestrian Crossing	0.0	0.0	26.7	22.9	32.1	14.4	Yes	64.4	46	City of Yuma	\$ 550,000	Long
M-86	Pathway, Redondo Center Drive from 7th Street to 16th Street	Redondo Center Drive	7th Street	16th Street	Shared-Use Path	0.0	0.0	26.7	21.3	34.4	14.4	Yes	64.4	47	City of Yuma	\$ 1,080,000	Long
T-28	Bus Pullout, 24th Street WB at Avenue A for Green 4, Purple 6A, and Yellow 95	24th Street	Avenue A		Transit	0.0	0.0	20.0	20.7	52.3	14.4	Yes	64.4	48	City of Yuma	\$ 160,000	Long
P-06	Sidewalk, 32nd Street from Winsor Avenue to Suni Sands RV Resort	32nd Street	Winsor Avenue	Suni Sands RV Resort	Sidewalk	0.0	0.0	26.7	22.3	30.0	14.1	Yes	64.1	51	City of Yuma	\$ 340,000	Long
B-166	Bicyclist Lane, Castle Dome Avenue from 8th Street to Yuma Palms Parkway	Castle Dome Avenue	8th Street	Yuma Palms Parkway	Bicyclist Lane	15.0	0.0	26.7	2.1	30.0	13.8	Yes	63.8	56	City of Yuma	\$ 140,000	Long
M-61	Pathway, Avenue 5E from 32nd Street to 24th Street (included in new roadway)	Avenue 5E	32nd Street	24th Street	Shared-Use Path	0.0	0.0	26.7	20.6	30.0	13.8	Yes	63.8	60	City of Yuma	\$ -	Long
M-62	Pathway, Avenue 9E Grade Separation at Railroad Crossing (included in grade separation project)	Avenue 9E	Railroad Crossing		Shared-Use Path	0.0	0.0	26.7	20.1	30.0	13.7	Yes	63.7	63	City of Yuma	\$ -	Long
T-27	Bus Pullout, Giss Parkway WB at Gila Street for Orange 2 and Green 4	Giss Parkway	Gila Street		Transit	0.0	0.0	20.0	25.0	34.4	13.4	Yes	63.4	64	City of Yuma	\$ 160,000	Long
T-25	Bus Pullout, 21st Drive SB at 32nd Street for Purple 6A and Silver 9	21st Drive	32nd Street		Transit	0.0	0.0	22.6	20.0	32.3	12.9	Yes	62.9	66	City of Yuma	\$ 160,000	Long
T-24	Bus Pullout, Redondo Center Drive NB at 16th Street for Green 4	Redondo Center Drive	16th Street		Transit	0.0	0.0	21.3	20.0	34.4	12.8	Yes	62.8	67	City of Yuma	\$ 160,000	Long
T-39	Bus Pullout, 24th Street EB at 18th Avenue for Green 4, Purple 6A, and Yellow 95	24th Street	18th Avenue		Transit	0.0	0.0	20.0	21.4	32.3	12.5	Yes	62.5	68	City of Yuma	\$ 160,000	Long
T-26	Bus Pullout, 24th Street EB at 21st Drive for Green 4, Purple 6A, and Yellow 95	24th Street	21st Drive		Transit	0.0	0.0	20.0	20.7	32.3	12.4	Yes	62.4	69	City of Yuma	\$ 160,000	Long
R-04	New Roadway, Avenue 5E with 4 Lanes from 32nd Street to 24th Street	Avenue 5E	32nd Street	24th Street	New Roadway	30.0	18.0	4.6	0.6	0.0	12.4	Yes	62.4	70	City of Yuma	\$ 8,900,000	Long
T-35	Bus Pullout, Araby Road SB at 32nd Street for Gold 8 and Silver 9	Araby Road	32nd Street		Transit	0.0	0.0	20.0	20.0	32.3	12.2	Yes	62.2	71	City of Yuma	\$ 160,000	Long
T-36	Bus Pullout, 32nd Street EB at Avenue B for Purple 6A and Yellow 95	32nd Street	Avenue B		Transit	0.0	0.0	20.0	20.0	32.3	12.2	Yes	62.2	71	City of Yuma	\$ 160,000	Long
T-37	Bus Pullout, Avenue B SB at 32nd Street for Purple 6A and Yellow 95	Avenue B	32nd Street		Transit	0.0	0.0	20.0	20.0	32.3	12.2	Yes	62.2	71	City of Yuma	\$ 160,000	Long
T-38	Bus Pullout, 32nd Street EB at Avenue 3E for Orange 2	32nd Street	Avenue 3E		Transit	0.0	0.0	20.0	20.0	32.3	12.2	Yes	62.2	71	City of Yuma	\$ 160,000	Long
R-03	Full-Diamond Traffic Interchange, I-8 at Avenue 5E	I-8	Avenue 5E		Traffic Interchange	0.0	49.0	0.0	0.8	2.1	10.2	Yes	60.2	77	ADOT	\$ 64,300,000	Long
R-02	Half-Diamond Traffic Interchange, I-8 at Pacific Avenue	I-8	Pacific Avenue		Traffic Interchange	0.0	34.0	0.0	0.2	6.3	7.5	Yes	57.5	79	ADOT	\$ 18,240,000	Long
T-10	Bus Pullout, 26th Street WB at 23rd Avenue for Green 4, Purple 6A, and Yellow 95	26th Street	23rd Avenue		Transit	0.0	0.0	20.0	0.7	0.0	5.1	Yes	55.1	82	City of Yuma	\$ 160,000	Long
T-09	Bus Pullout, Avenue B NB at 24th Street for Green 4, Purple 6A, and Yellow 95	Avenue B	24th Street		Transit	0.0	0.0	20.0	0.0	0.0	5.0	Yes	55.0	84	City of Yuma	\$ 160,000	Long
T-12	Add bus to Yellow 95 transit service - Saturdays from DYTC to WYTH	DYTC to WYTH	DYTC	WYTH	Transit	0.0	0.0	0.0	20.0	0.0	4.0	Yes	54.0	85	YCIPTA	\$ 500,000	Long
T-13	Add bus to Yellow 95 transit service - Weekdays from DYTC to WYTH	DYTC to WYTH	DYTC	WYTH	Transit	0.0	0.0	0.0	20.0	0.0	4.0	Yes	54.0	85	YCIPTA	\$ 70,000	Long
I-16	Turn Lane, 24th Street and Avenue A	24th Street	Avenue A		Intersection	55.0	30.0	40.5	1.4	0.0	30.2	No	30.2	92	City of Yuma	\$ 530,000	Long
M-78	Pathway, 8th Street from Avenue D to Avenue A	8th Street	Avenue D	Avenue A	Shared-Use Path	0.0	0.0	33.2	26.0	34.4	16.9	No	16.9	96	City of Yuma	\$ 6,600,000	Long
M-69	Pathway, 16th Street from 4th Avenue to Maple Avenue	16th Street	4th Avenue	Maple Avenue	Shared-Use Path	0.0	0.0	31.9	22.3	32.1	15.6	No	15.6	98	City of Yuma	\$ 570,000	Long
M-71	Pathway, 1st Street from Avenue C to Avenue B	1st Street	Avenue C	Avenue B	Shared-Use Path	0.0	0.0	26.7	27.0	34.4	15.5	No	15.5	99	City of Yuma	\$ 2,160,000	Long
C-48	Crossing, 8th Street and 6th Avenue	8th Street	6th Avenue		Bicyclist/Pedestrian Crossing	0.0	0.0	32.6	20.7	32.1	15.5	No	15.5	100	City of Yuma	\$ 550,000	Long
M-83	Pathway, Arizona Avenue from 22nd Street to Palo Verde Street	Arizona Avenue	22nd Street	Palo Verde Street	Shared-Use Path	0.0	0.0	26.7	26.8	34.4	15.5	No	15.5	101	City of Yuma	\$ 1,580,000	Long
M-68	Pathway, 16th Street from Maple Avenue to Pacific Avenue	16th Street	Maple Avenue	Pacific Avenue	Shared-Use Path	0.0	0.0	31.2	22.1	32.1	15.4	No	15.4	102	City of Yuma	\$ 2,750,000	Long
M-79	Pathway, Avenue B from 1st Street to 3rd Street	Avenue B	1st Street	3rd Street	Shared-Use Path	0.0	0.0	26.7	26.6	34.4	15.4	No	15.4	103	City of Yuma	\$ 540,000	Long
M-63	Pathway, 40th Street from Avenue A to Arizona Avenue	40th Street	Avenue A	Arizona Avenue	Shared-Use Path	0.0	0.0	26.7	24.9	32.1	14.8	No	14.8	110	City of Yuma	\$ 2,210,000	Long
M-81	Pathway, Avenue B from 8th Street to 16th Street	Avenue B	8th Street	16th Street	Shared-Use Path	0.0	0.0	29.3	21.3	32.3	14.8	No	14.8	111	City of Yuma	\$ 2,200,000	Long
M-80	Pathway, Avenue B from 3rd Street to 8th Street	Avenue B	3rd Street	8th Street	Shared-Use Path	0.0	0.0	28.0	21.0	32.3	14.4	No	14.4	115	City of Yuma	\$ 1,280,000	Long
C-31	Crossing, 24th Street and Engler Avenue	24th Street	Engler Avenue		Bicyclist/Pedestrian Crossing	0.0	0.0	29.0	20.7	30.0	14.4	No	14.4	116	City of Yuma	\$ 550,000	Long
M-88	Pathway, B 3.7 Lateral Linear Park from Kennedy Park to Palo Verde Street	B 3.7 Lateral Linear Park	Kennedy Park	Palo Verde Street	Shared-Use Path	0.0	0.0	20.0	26.0	40.8	14.3	No	14.3	117	City of Yuma	\$ 1,580,000	Long
M-75	Pathway, Palo Verde Street from Pacific Avenue to Avenue 3E	Palo Verde Street	Pacific Avenue	Avenue 3E	Shared-Use Path	0.0	0.0	26.7	22.0	30.0	14.1	No	14.1	121	City of Yuma	\$ 2,240,000	Long
M-87	Pathway, Arizona Avenue from 32nd Street to 40th Street	Arizona Avenue	32nd Street	40th Street	Shared-Use Path	0.0	0.0	26.7	20.6	32.1	14.0	No	14.0	125	City of Yuma	\$ 2,190,000	Long
P-13	Sidewalk, 24th Street from Avenue C to Avenue D	24th Street	Avenue C	Avenue D	Sidewalk	0.0	0.0	26.7	20.5	30.0	13.8	No	13.8	128	City of Yuma	\$ 2,600,000	Long
P-12	Sidewalk, 16th Street from 45th Avenue to West City Limit	16th Street	45th Avenue	West City Limit	Sidewalk	0.0	0.0	26.7	20.3	30.0	13.7	No	13.7	129	City of Yuma	\$ 1,380,000	Long

APPENDIX D

UD4H HEALTH ASSESSMENT AND RECOMMENDATIONS



City of Yuma, Arizona -- Integrated Multimodal Transportation Master Plan

Draft Final Report: Health Assessments and Recommendations



Prepared by Urban Design 4 Health, Inc.

August 4, 2025

About this Project

This project is focused on the development of an Integrated Multimodal Transportation Master Plan for the City of Yuma, Arizona. Kimley-Horn and Associates, Inc. led the consultant team which included Urban Design 4 Health, Inc. (UD4H).

About this Report

Urban Design 4 Health (UD4H) prepared this report for the City of Yuma, Arizona, in fulfillment of *Tasks 5: Scenario Development and Testing and Task 6: Recommended Scenario*. A suggested citation is:

- Bachman, W., Chapman, J., Frank, L. Future Growth and Trend (2050) – *Scenario Evaluations and Health-Related Recommendations, City of Yuma, Arizona*. Prepared by Urban Design 4 Health for the City of Yuma under a Professional Services Contract for RFQ-24-100.

About Urban Design 4 Health

UD4H supports clients with innovative and objective information and tools to achieve health, environmental, economic, and quality of life goals that are intrinsic in efforts to build new communities and to retrofit existing ones. Learn more at www.ud4h.com



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Introduction

This report discusses and evaluates the Integrated Multimodal Transportation Master Plan (TMP) from a community health perspective, providing quantitative estimates of changes to physical activity and prevalence rates of chronic diseases such as type 2 diabetes and coronary heart disease. Estimates of change due to transportation investments are monetized to show the scale of expected impact due to the plan's investments in active transportation. The fraction of the population older than 65 is increasing in the City of Yuma (COY) and across the state. This demographic shift highlights the need for increased focus on making places safe and inviting to navigate on foot and calls for health-protective approaches to community design. The TMP provides several positive steps that result in increased physical activity and multi-modal accessibility that support healthy lifestyles.

Genetics, age, diet, and physical activity are the primary factors that affect a person's risk of debilitating chronic diseases such as diabetes (type 2), high blood pressure, coronary heart disease, and others. On a population level, diet and physical activity factors are influenced by land use and transportation policies that affect a person's ability to be physically active and to have safe, convenient, nearby access to desired destinations (e.g., jobs, school, health care, transit, and healthy food). A growing body of evidence suggests that health-focused community investments can have sustained, broad-reaching population-level health benefits for people who live, work, attend school and play in those communities.^{1,2,3,4,5,6} Regions that invest in active transportation, land use diversity, and social connection are more likely to have lower rates of chronic disease and higher workforce productivity.

The TMP represents a comprehensive framework of transportation projects prioritized through five key criteria: Quality, Operational Efficiency, Safety, Multimodal Integration, and Community Health. Beyond their individual impacts, these projects collectively shape the health trajectory of entire communities. When thoughtfully planned, transportation and land use investments become powerful tools for fostering a culture of health, wellbeing, and community connection.

Health-promoting transportation investments create multiple pathways to improved community wellness. They encourage physical activity by making walking, cycling, and other forms of active travel more accessible and appealing. They enhance physical safety through improved design and infrastructure. They connect residents to essential services, fresh food, and healthcare facilities. They protect communities from harmful environmental exposures like heat, air pollution, and noise. Perhaps most importantly, they create spaces and opportunities for social interaction, strengthening the social fabric that underlies healthy communities.

Within this context, the City of Yuma's TMP transportation investments can be evaluated using individual project characteristics as well as their combined effect in establishing a critical culture of health.

TMP Individual Project Evaluation Methodology

Throughout the TMP development process, UD4H conducted comprehensive health-focused evaluations of the proposed multimodal transportation projects. This systematic evaluation process, illustrated in Figure 1, progressed through five distinct phases:

1. **Baseline Assessment:** Development of a City of Yuma geospatial model mapping the existing multimodal transportation system and quantifying current community accessibility levels.
2. **Future Baseline Scenario:** Evaluation of a 2050 "No Build" scenario that incorporated existing planned capital improvement projects scheduled for 2025-2029 but no additional improvements beyond that.
3. **Major Roadway Project Scenarios Review:** Individual review of five significant project scenarios and their component elements.
4. **Draft Framework Review:** Analysis of preliminary project lists and the proposed prioritization framework used for project scoring.

5. **Final Evaluation:** Assessment of the complete set of recommended multimodal transportation projects and how they affect access to active transit (bike paths, bike lanes, and transit).



Figure 1: TMP Project Evaluation Steps

The evaluations conducted in phases 1, 2, and 5 utilized accessibility metrics to measure how effectively the projects enhance community access across four critical dimensions: active transportation options (walking, cycling, and transit), parks and recreational facilities, critical care hospitals, and connections to target neighborhoods, including historically disadvantaged areas and designated growth zones. These quantitative analyses form the foundation of the findings presented in this document, while the project reviews from phases 3 and 4 were documented in previous reports.

TMP Combined Effect Methodology

Transportation investments fundamentally shape community health by connecting residents to opportunities for physical activity, essential services, and meaningful social interaction. To quantify the health impacts of different transportation scenarios, UD4H developed the National Public Health Assessment Model (N-PHAM, detailed in Appendix A). This predictive model forecasts community health outcomes by analyzing the relationships between small-area demographics, multimodal accessibility, and land use diversity.

UD4H applied N-PHAM to the City of Yuma TMP study area, comparing three distinct scenarios: 2023 Baseline Conditions, 2050 No Build, and 2050 Build (full TMP implementation). The analysis focuses specifically on two priority areas identified in the 2022 COY General Plan¹: high-poverty neighborhoods and designated infill growth areas. While TMP projects do not include forecasted changes in surrounding land uses or demographics, the model incorporates assumed densification and land use mix changes for these focus areas.

The comprehensive evaluation process, outlined in Figure 2, follows five sequential steps:

1. **Model Calibration:** Establish the N-PHAM framework using current City of Yuma demographic, transportation, and land use data and calibrate with local health survey data
2. **Scenario Development:** Create three distinct modeling scenarios representing baseline conditions, capital improvement projects only, and full TMP implementation.
3. **Focus Area Analysis:** Assess scenario impacts on priority neighborhoods using projected growth values for population density, employment density, and land use diversity.
4. **Health Outcome Projections:** Generate small-area forecasts for neighborhood-level health indicators, including physical activity levels and chronic disease prevalence.
5. **Comparative Impact Assessment:** Quantify the potential health benefits attributable to TMP implementation through cross-scenario analysis.

¹ <https://storymaps.arcgis.com/stories/35306a69fc9548b8b3b25f56bbb42e04>, Chapter 11

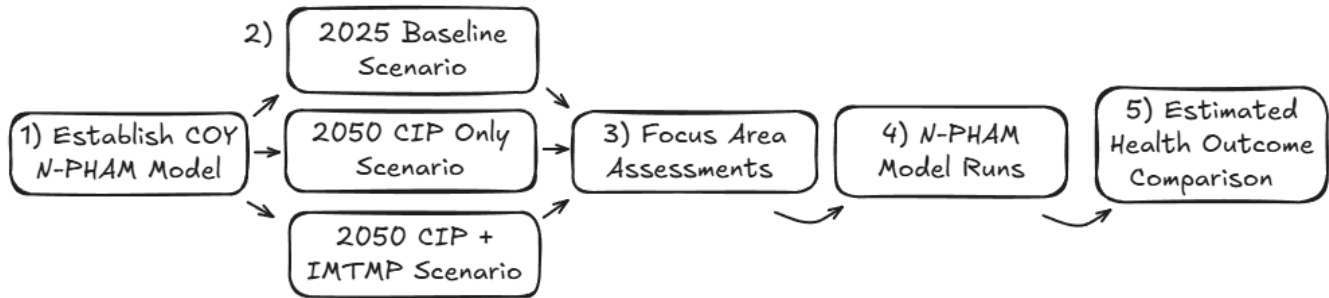


Figure 2: TMP Combined Effect Community Health Evaluation Steps

The N-PHAM model generates comprehensive health projections across multiple dimensions. Physical activity outcomes include changes in both recreational and utilitarian activity levels, along with shifts in average body mass index (BMI). The model also forecasts prevalence changes for three major chronic conditions: type II diabetes, diagnosed hypertension (high blood pressure), and diagnosed coronary heart disease. Economic health impacts are captured through estimated changes in average per capita treatment costs for these chronic diseases. Together, these metrics provide a complete picture of TMP's projected health benefits for the City of Yuma community by 2050.

Transportation and Community Health

The associations between land use, transportation, and community health are complex: individual lifestyles and daily activities are influenced by local built environments that provide opportunity and accessibility. A growing body of evidence suggests that health-focused community investments can have sustained broad-reaching population level health benefits for people who live, work, go to school, and play in those communities.^{7,8,9,10,11,12,13} Figure 3 describes the pathways from environment/travel options that affect behaviors, exposures, biological responses, and chronic health conditions. On average, more isolated and car-dependent communities typically have higher percentages of adults with chronic disease and a higher average BMI.

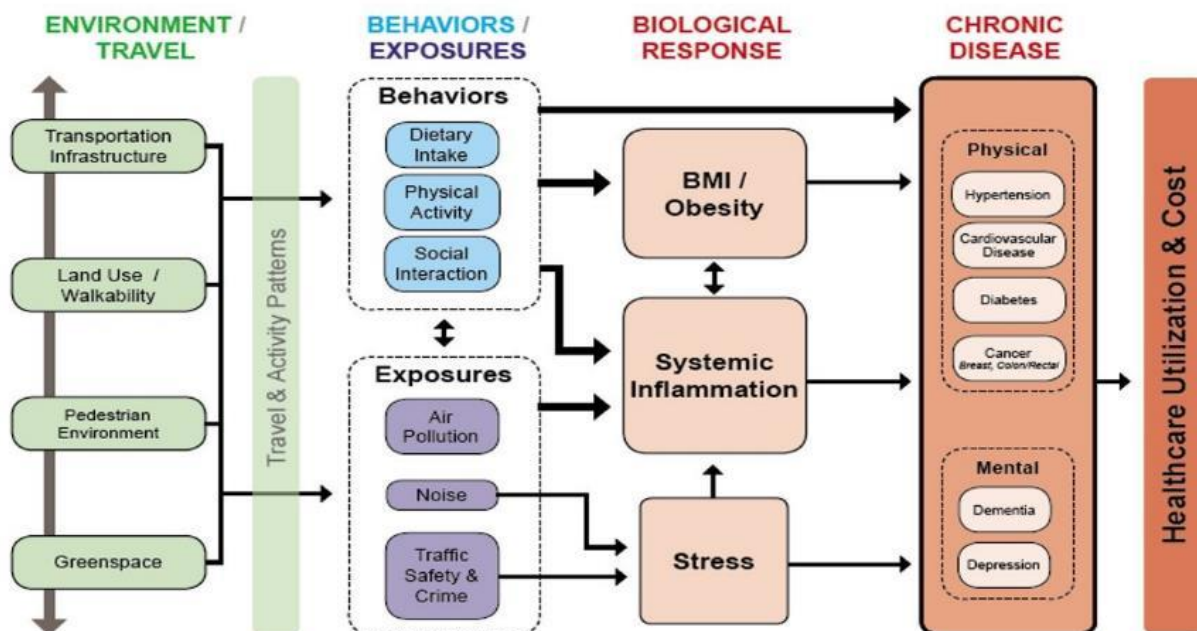


Figure 3: Linkages Between the Built Environment and Community Health¹⁴

Transportation and land use investments that promote a culture of health, wellbeing, and sense of community include establishing inviting environments that encourage **active travel and physical activity** through walkable neighborhoods and cycling infrastructure; ensure **physical safety** with well-lit streets, traffic calming measures, and accessible design; provide equitable access to **healthy goods and services** including fresh food, healthcare, and recreational facilities; offer **protection from environmental hazards** such as air pollution and extreme heat; and foster **meaningful social connections** through public spaces, community gathering areas, and programming that brings diverse residents together.

Active Travel and Physical Activity

Active travel and regular physical activity significantly reduce the risk of chronic diseases including heart disease, stroke, certain cancers, and diabetes—conditions that impose substantial health and economic burdens on individuals, families, and communities. Beyond physical health benefits, active transportation and exercise improve mental wellbeing by reducing stress and creating natural opportunities for socialization and relaxation. Health-supporting physical features include:

- Comprehensive walkability with continuous, well-connected sidewalks and universally accessible pedestrian infrastructure
- Strategic proximity of bike/ped infrastructure connecting residential areas to essential destinations including schools, healthcare facilities, grocery stores, and public transportation
- Mixed-use development that reduces trip distances and encourages active transportation while fostering social interaction
- Greenspace access: parks, green spaces, recreational facilities, and nature corridors
- Traffic-calmed streets that prioritize pedestrian and cyclist safety through design interventions and appropriate lighting
- Connected cycling networks with protected bike lanes and safe
- Public transit and alternative mobility options
- Streetscapes with attractive design elements that draw people outdoors (benches, lighting, vegetation, etc.)
- Community culture that values and supports shared commitment to active living

Physical Safety

A safe and secure built environment serves as the foundation for active travel, outdoor physical activity, and meaningful social connections. When residents feel secure, stress and anxiety decrease, leading to improved health outcomes and greater community engagement. Safety-enhancing design elements include:

- Pedestrian safety infrastructure with properly designed, maintained sidewalks and clearly marked crosswalks that accommodate all abilities
- Strategic lighting systems that ensure visibility for pedestrians and cyclists while deterring criminal activity

Access to Healthy Goods and Services

Equitable access to healthy goods and services removes barriers to healthy lifestyle choices and ensures all community members can maintain their wellbeing regardless of income, mobility, or location. The thoughtful design and distribution of community infrastructure directly impacts population health outcomes. Access-enhancing features include:

- Healthcare access with clinics, pharmacies, and specialized services distributed throughout the community
- Healthy food retail options including full-service grocery stores and supermarkets offering fresh, affordable, culturally appropriate foods
- Community food systems: community gardens, farmers' markets, and local food production that provide fresh, locally grown produce

Environmental Exposure

Environmental hazards pose both immediate and long-term health threats while discouraging outdoor physical activity and active travel. Protecting residents from harmful exposures while creating comfortable outdoor environments supports community health and encourages active lifestyles. Environmental protection strategies include:

- Sun and heat protection through increased tree canopy cover, covered bus stops, and shade structures
- Air quality improvement by reducing idling vehicles, traffic congestion, and overall vehicle hours of travel.
- Noise pollution reduction through strategic landscaping and sound walls that buffers residential areas from traffic and industrial noise

Social Connectivity

Strong social connections form the backbone of community health, fostering resource sharing, civic engagement, and collective commitment to wellbeing. When residents feel connected to their neighbors and community, mental health improves, loneliness decreases, and opportunities for healthy lifestyle choices multiply.

Community-building design elements include:

- Public spaces that encourage spontaneous interactions and provide comfortable places for people to gather, rest, and socialize
- Walkable neighborhood connectivity through well-designed pedestrian networks that make it easy and pleasant for residents to move throughout their community
- Integrated mixed-use development that thoughtfully combines residential, commercial, and civic spaces to create vibrant, active neighborhoods
- Housing diversity offers various housing types and price points to attract and retain residents across different life stages, incomes, and family structures
- Community programming that brings residents together around shared interests, civic engagement, and mutual support

These healthy community characteristics provide a health-focused structure for aiding the TMP project designs, final selections, and prioritization.

TMP Project Evaluation

Baseline Assessment

UD4H developed a comprehensive geospatial model of the City of Yuma's transportation network to evaluate walkable and bikeable accessibility throughout the community. The model integrated 2024 TIGER files from the US Census Bureau with Open Street Map networks to create a detailed walkable network that encompasses roads suitable for pedestrian and bicycle use as well as dedicated bike and pedestrian paths.

The modeling framework connects transportation infrastructure with community demographics and key destinations. Population data from 2020 US Census Blocks, enhanced with 2024 5-year American Community Survey demographics, were assigned to network nodes based on geographic proximity. Essential community assets—including parks, recreational facilities, and critical healthcare services—were similarly integrated into the network structure. This comprehensive approach enables accessibility analysis for any transportation improvement, from individual intersections and roadway segments to dedicated bicycle infrastructure.

Future Baseline Scenario

The future baseline scenario builds upon existing transportation infrastructure and transit services by incorporating all 57 transportation projects identified in the City of Yuma's Capital Improvement Program for 2025-2029 (CIP). Each CIP project underwent qualitative assessment across five healthy community impact

categories, revealing that over 60% of planned improvements (35 of 57 projects) are expected to generate positive health outcomes in one or more areas.

Table 1: 2025-2029 CIP Health Impact Categories

Health Impact Categories	Project Count	Active Travel & Physical Activity	Physical Safety	Access to Health Goods & Services	Environmental Exposure	Social Connectivity
Multi-benefit Projects	8	✓	✓		✓	✓
Safety & Activity Focus	5	✓	✓			
Safety & Access Focus	22		✓	✓		

Each project was added to the walkable network model to establish accessibility metrics that are used in evaluation with the 2023 baseline and the final set of TMP projects.

National Public Health Assessment Model

The National Public Health Assessment Model ([N-PHAM](#)) was developed by Urban Design 4 Health (and customized for the City of Yuma study area) to assist in understanding how the built environment currently affects community health and how future transportation alternatives might affect future conditions.

Error! Reference source not found. shows the basic N-PHAM data flow where neighborhood-level social data are combined with built environment data and processed through a suite of statistical models to forecast community health conditions. Baseline health outcomes and health surveys from the 2020 California Health Interview Survey ([CHIS](#)) and the US Centers for Disease Control and Prevention's 2020 Behavioral Risk Factor Surveillance System ([BRFSS](#)) were used to develop and calibrate model estimates.

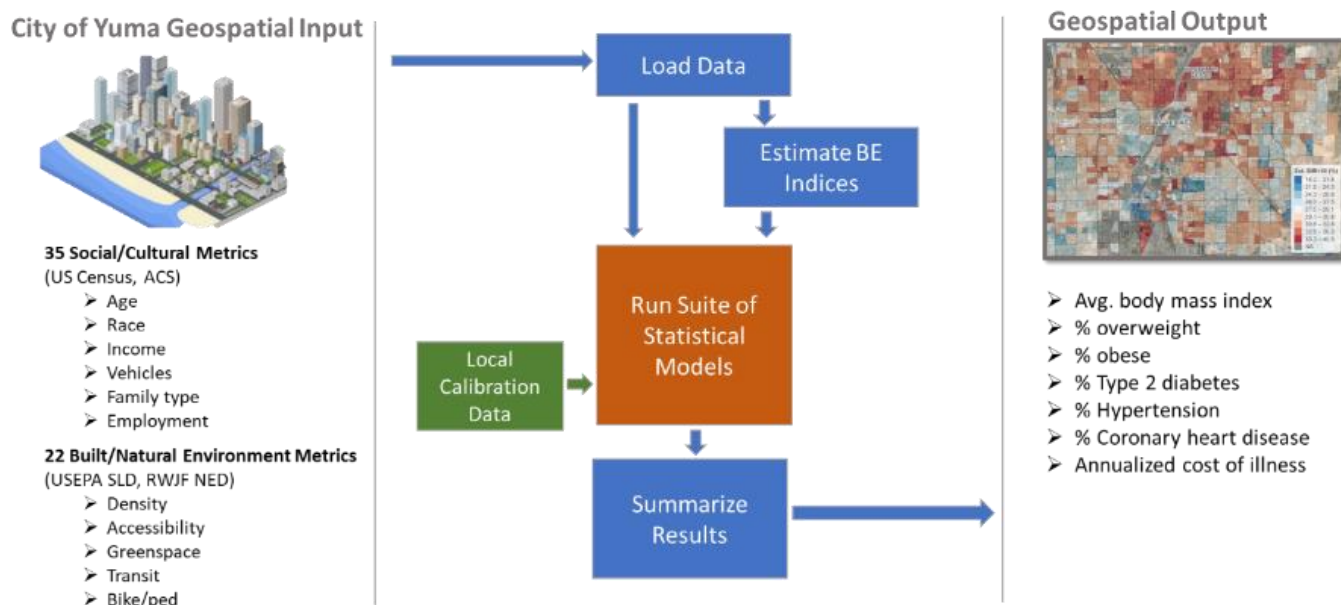


Figure 4: N-PHAM Model Data Inputs and Outcomes

More details regarding N-PHAM methods are provided in Appendix A.

The following pages show estimated outcomes from N-PHAM and other transportation-related health metrics using baseline data from the City of Yuma and the most recent travel demand forecasting model estimates developed for this project. N-PHAM was used to estimate chronic health conditions for small areas (2020 US Census Blocks) for baseline 2023 conditions and the 2050 "No Build" scenario.

2050 Changes to N-PHAM Inputs

The following data estimates were used to generate the N-PHAM forecast:

- **Social and Cultural Metrics:** Age and other demographic factors are the strongest predictors of chronic disease risk. Demographic factors were based on 2020 US Census Block and Block Group estimates and these estimates remained unchanged for both the 2023 baseline and the 2050 "No Build" scenarios. Changes, therefore, observed in the model outcomes are entirely the result of changes in built environment factors.
- **Density:** Population and employment density metrics were estimated using the travel demand forecasting model's traffic analysis zone (TAZ) estimates. Walkable road network density estimates are based on the City of Yuma's streets database which remained the same in 2023 and in 2050 for this analysis.
- **Accessibility:** Accessibility includes the balance of population and employment, retail employment density, and land use mix. These values were all estimated using the TAZ estimates for 2023 and 2050. Land use mix was defined by the balance of TAZ employment estimates across employment sectors for each TAZ.
- **Greenspace:** Greenspace includes assessments of access to park areas, open space, and tree canopy. For 2050, the New East Mesa Park and street trees along Avenue E were added based on the City of Yuma 2025-2029 Capital Improvement Plan.
- **Transit:** Transit access metrics in NPHAM include several transit factors such as bus stop/station accessibility, schedule frequency, and system types. For 2050, the new Yuma Multimodal Station was added, but all other routes, stops, and schedules were unchanged from the current conditions.

- **Bike/Ped:** Bike/ped metrics include access to bike paths/lanes and safety (crime, crash risk). For 2050, 8 bike paths/lanes were added based on the City of Yuma 2025-2029 Capital Improvement Plan.

N-PHAM was customized for Yuma using these changes and incorporated into a web-based version (see Figure 5).

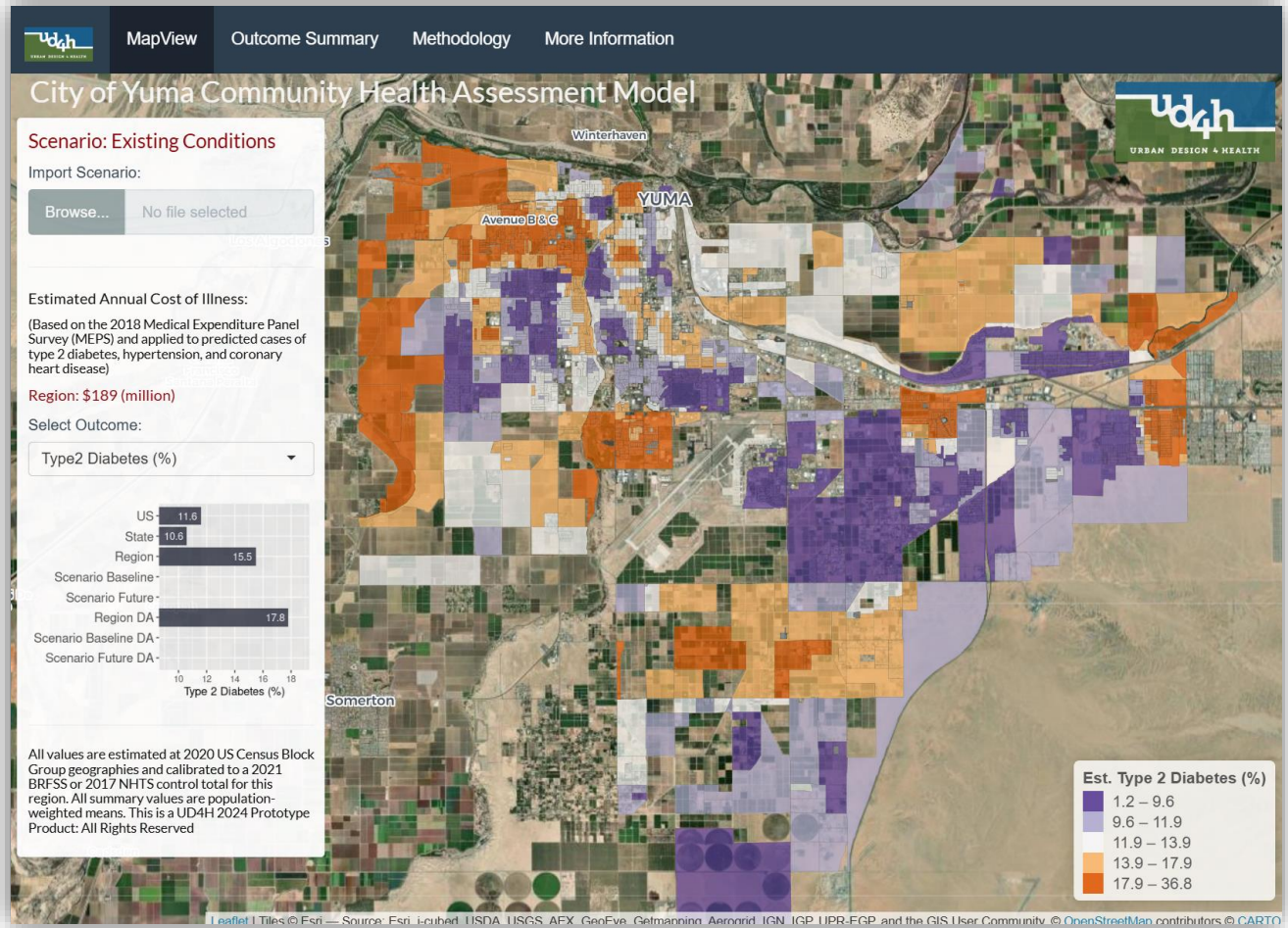


Figure 5: Web-Based N-PHAM Software Generated for Baseline Condition Assessment

The 2050 baseline analysis using N-PHAM estimated a series of health outcomes that were used to identify the geographic distribution of chronic disease in neighborhoods around the City of Yuma. These resulting maps can be found in Appendix B. Of note, was a map of the estimated mean per capita cost of illness (COI - limited to hypertension, type 2 diabetes, and coronary heart disease). This map (Figure 6) was used to inform the need for health-focused multi-modal transportation investment: increased active transportation, increased accessibility to healthy goods and services.

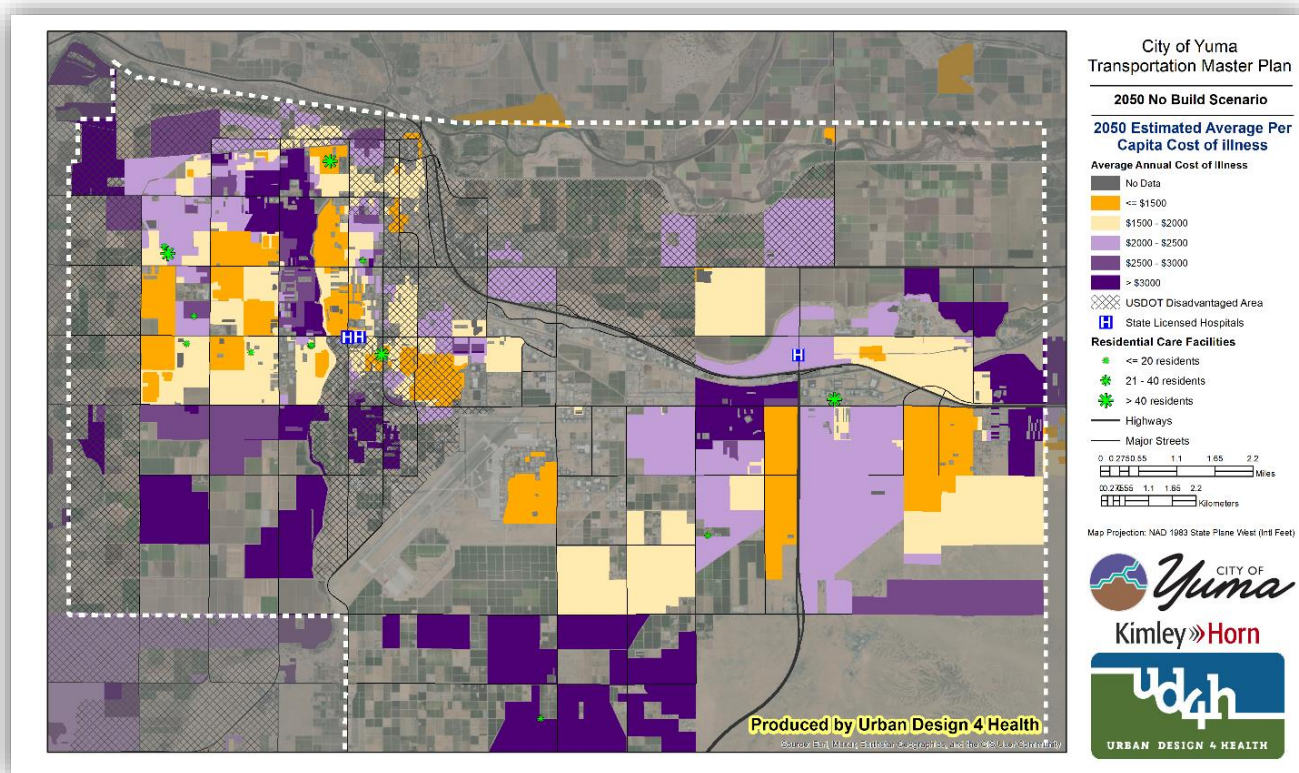


Figure 6: 2050 Baseline Estimated Cost of Illness

Major New Roadway Project Scenarios Review

The Kimley-Horn (KH) team developed five major project scenarios using the region's travel demand forecasting model. These design concepts estimated how each scenario would impact traffic speeds, volumes, and facility level-of-service throughout the transportation network. UD4H then assessed these scenarios for their potential health implications, recognizing that capacity expansion and congestion mitigation projects create complex trade-offs between immediate benefits and long-term community health outcomes. The generalized health considerations of congestion mitigation strategies:

Access and Mobility Benefits In the short term, improved travel times along major corridors can enhance access to employment opportunities and essential services while potentially reducing individual exposure to vehicle emissions through shorter trip durations. However, research demonstrates that these immediate benefits may be offset by longer-term development patterns. Improved travel times can encourage residential development in more distant locations, ultimately increasing car dependence and promoting sedentary lifestyles^{15,16}.

Community Safety and Walkability Strategic traffic diversion can significantly benefit walkable neighborhoods by redirecting automobile and heavy truck traffic away from pedestrian-oriented areas. This approach improves both actual safety conditions and residents' perceptions of safety, creating environments that encourage walking and cycling¹⁷. The safety benefits are particularly pronounced when traffic is redirected to facilities designed for higher-speed, higher-volume movement.

Air Quality and Environmental Exposure Changes to traffic patterns affect localized air quality in complex ways that depend on multiple factors including fleet composition, operating speeds, and traffic

volumes. Generally, projects that reduce vehicle idling and decrease the proportion of heavy-duty trucks in sensitive areas lead to measurable reductions in community exposure to harmful exhaust emissions¹⁸. However, the net environmental impact requires careful analysis of how traffic redistribution affects exposure patterns across different neighborhoods.

While the five KH scenarios produced similar overall health impact profiles, each presents opportunities for enhancement as part of a comprehensive long-range community health strategy. UD4H evaluated these scenarios across five critical health-related dimensions to identify potential concerns and improvement opportunities.

- **Travel Exposure (Vehicle Hours of Travel - VHT)** Analysis focused on how each scenario would change total regional VHT¹ compared to the no-build baseline, as increased time spent in vehicles correlates with reduced physical activity and higher exposure to air pollutants.
- **Health Equity Considerations** Assessment examined whether scenarios would disproportionately burden neighborhoods already experiencing elevated rates of chronic disease and healthcare costs, ensuring that transportation improvements do not exacerbate existing health disparities.
- **Healthcare Accessibility** Evaluation determined whether proposed changes would maintain or improve access to essential health services, particularly for vulnerable populations who may rely on walking, cycling, or transit.
- **Environmental Exposure** Analysis identified potential increases in air and noise pollution along existing bicycle and pedestrian corridors, recognizing that active transportation infrastructure loses effectiveness when environmental conditions become unhealthy.
- **Active Transportation Connectivity** Review assessed whether scenarios would create new barriers to existing walking and cycling networks, potentially fragmenting established active transportation patterns.

All five scenarios could incorporate complementary strategies to amplify their health benefits and reduce overall travel demand. These enhancement strategies fall into two primary categories:

- **Infrastructure Integration**
 - Complete streets design that accommodates multiple transportation modes
 - Expanded shared-use bicycle and pedestrian facilities
 - Transit system improvements, including both fixed-route and micro-transit options
 - Intersection safety enhancements prioritizing pedestrian protection and traffic calming
- **Land Use Coordination**
 - Zoning modifications that promote mixed-use, transit-oriented development
 - Strategic placement of destinations within safe, convenient walking and cycling distance of residential areas
 - Development patterns that reduce trip generation and support multimodal transportation choices

A complete assessment of these scenarios should integrate construction and maintenance costs with broader community impacts including travel patterns, physical activity levels, health outcomes, and quality of life measures. This comprehensive approach enables meaningful comparison between traditional vehicle-focused infrastructure investments and alternative strategies such as neighborhood-scale improvements, active transportation networks, and land use modifications that may deliver comparable or superior community health returns at different cost structures.

Scenario 1: Avenue D and County 14th Street Expressway Loop

Health Impact Summary: The proposed expressway loop generates modest regional benefits by reducing overall VHT by 1.3% compared to the no-build scenario. While this reduction in sedentary time provides some health benefits, the improvement is relatively small. The project shows more significant localized benefits by diverting through-traffic away from communities currently experiencing elevated chronic disease rates. Healthcare accessibility remains stable or potentially improves in some areas.

Health vulnerable

- Very low
- Low
- Moderate
- High

Change in VHT

- Significant increase in VHT
- Minimal change in VHT
- Significant reduction in VHT

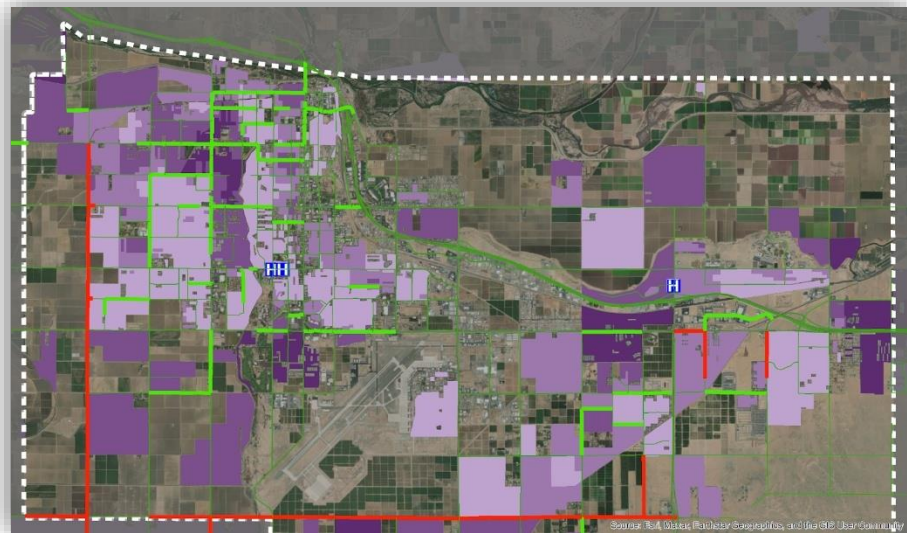


Figure 7: Scenario 1 - Health Vulnerable Communities and Change in VHT

Environmental and Safety Considerations: Air and noise exposure would increase along the proposed loop alignment, though current population density in these areas is low. The four-lane design presents both opportunities and challenges for active transportation—while it avoids creating barriers to existing bicycle and pedestrian networks, the high-capacity design may limit safe and efficient active transportation integration.

Recommended Enhancements:

- Incorporate comprehensive bicycle, pedestrian, and transit infrastructure to prevent community severance
- Implement health-supportive zoning and land use planning for anticipated development south and west of the corridor
- Design intersections and crossings to maintain neighborhood connectivity

Scenario 2: Interstate 8 Widening

Health Impact Summary: I-8 widening delivers the second-highest VHT reduction at 3.9%, meaningfully decreasing regional sedentary time. However, the scenario provides limited benefits to communities with existing health disparities, as through-traffic patterns in high chronic disease areas remain unchanged. Healthcare access maintains current levels with potential improvements in select areas.

Health vulnerable

- Very low
- Low
- Moderate
- High

Change in VHT

- Significant increase in VHT
- Minimal change in VHT
- Significant reduction in VHT

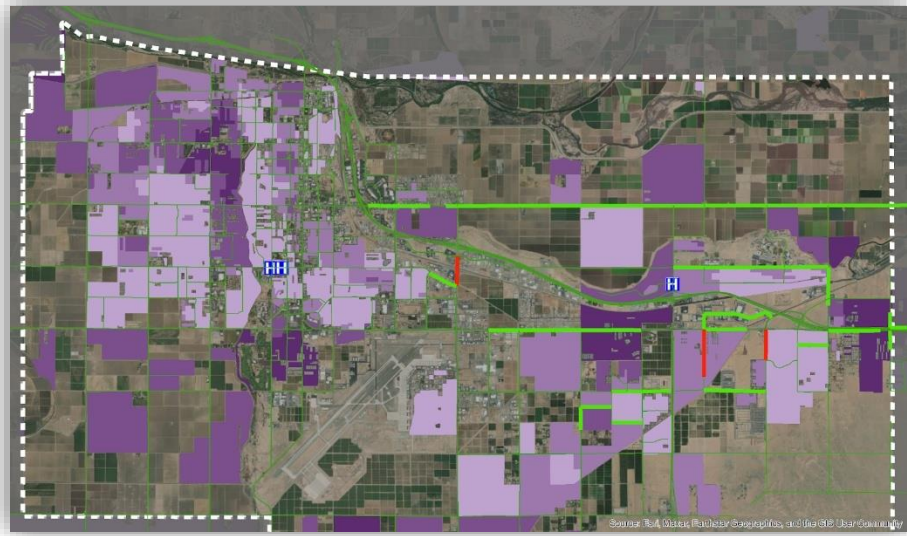


Figure 8: Scenario 2 - Health Vulnerable Communities and Change in VHT

Environmental and Safety Considerations: The increased highway capacity raises significant environmental concerns, particularly elevated air and noise pollution along the I-8 corridor. Adjacent properties, including recreational facilities along the river, would experience degraded environmental conditions. Existing active transportation networks remain unaffected.

Recommended Enhancements:

- Install comprehensive noise abatement measures along all widened sections
- Conduct detailed air quality exposure modeling to ensure nearby land uses remain within acceptable health thresholds
- Consider the corridor's role in shaping future eastern development patterns and associated health implications

Scenarios 3A & 3B: Arterial Street Improvements

Health Impact Summary The arterial improvement scenarios show neutral VHT impacts, providing no reduction in regional sedentary time compared to baseline conditions. Benefits concentrate primarily in lower-density eastern areas, with minimal impact on communities facing health disparities. Healthcare accessibility maintains current levels with potential eastern improvements.

Health vulnerable

- Very low
- Low
- Moderate
- High

Change in VHT

- Significant increase in VHT
- Minimal change in VHT
- Significant reduction in VHT

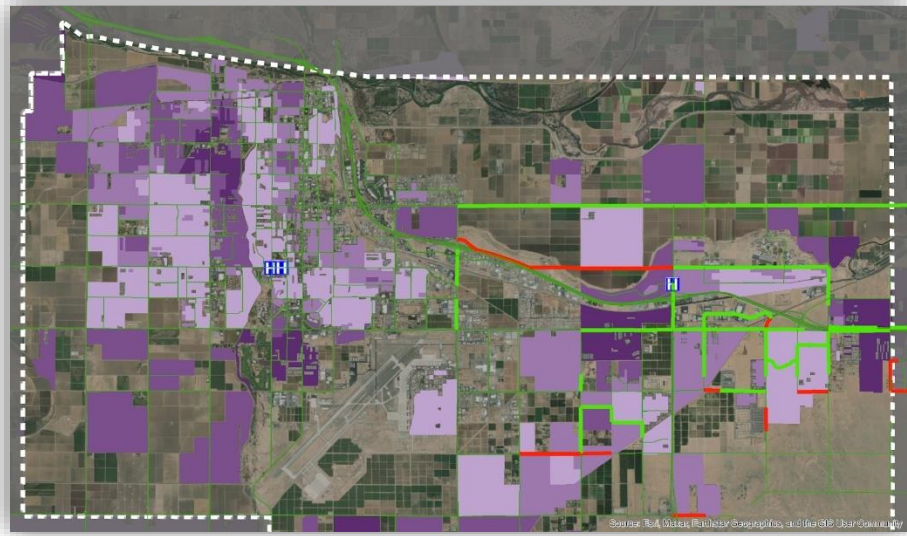


Figure 9: Scenario 3a/3b - Health Vulnerable Communities and Change in VHT

Environmental and Safety Considerations Air and noise exposure increases along affected arterials, though the distributed nature of improvements limits concentrated environmental impacts. The scenario avoids creating new barriers to active transportation infrastructure.

Recommended Enhancements

- Integrate mixed-use development and multimodal planning to reduce trip generation and VHT
- Develop safe, comfortable active transportation facilities throughout affected corridors
- Coordinate with land use planning to maximize health co-benefits

Scenarios 4A & 4B: Transportation Improvements Along I-8

Health Impact Summary These scenarios achieve the highest VHT reduction at over 5.5%, representing the most significant decrease in regional sedentary time among all alternatives. The improvements provide dual benefits by also reducing thorough traffic in communities with elevated chronic disease rates. Healthcare accessibility is preserved with potential improvements in multiple areas.

Health vulnerable

- Very low
- Low
- Moderate
- High

Change in VHT

- Significant increase in VHT
- Minimal change in VHT
- Significant reduction in VHT

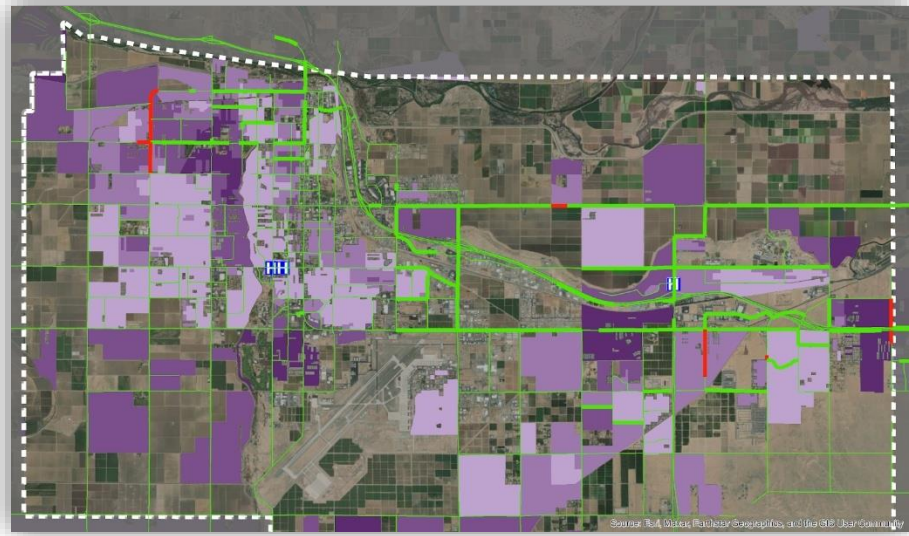


Figure 10: Scenario 4a/4b - Health Vulnerable Communities and Change in VHT

Environmental and Safety Considerations Similar to Scenario 2, I-8 improvements create substantial environmental concerns along the highway corridor, particularly affecting adjacent recreational and residential areas along the river. Active transportation networks remain uncompromised.

Recommended Enhancements

- Implement robust noise abatement strategies for all widening segments
- Conduct comprehensive air quality impact assessments with ongoing monitoring
- Plan proactively for induced development in eastern areas to maximize health benefits

Scenario 5: Selected I-8 and Citywide Improvements

Health Impact Summary This scenario reduces VHT by 4.7%, providing substantial sedentary time reductions while maintaining current patterns in high chronic disease communities. Healthcare access remains stable with potential improvements across multiple areas.

Health vulnerable

- Very low
- Low
- Moderate
- High

Change in VHT

- Significant increase in VHT
- Minimal change in VHT
- Significant reduction in VHT

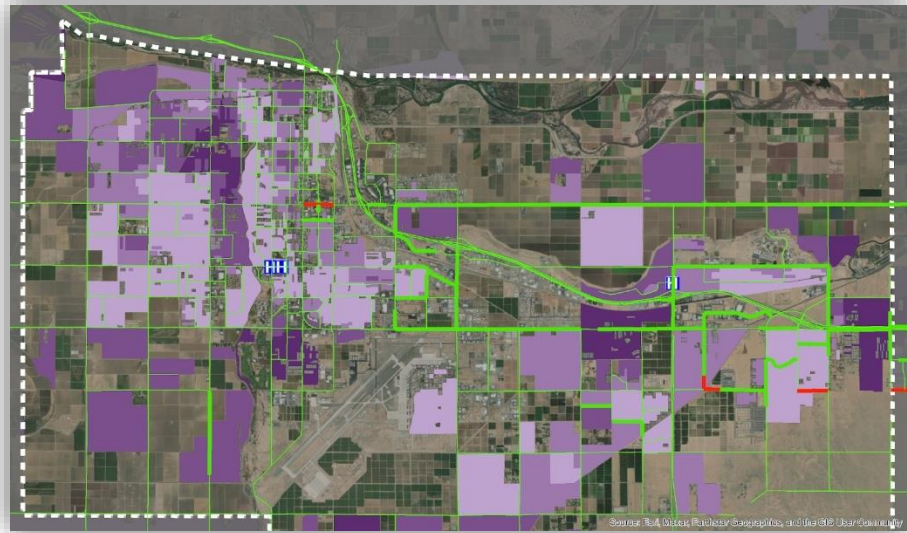


Figure 11: Scenario 5 - Health Vulnerable Communities and Change in VHT

Environmental and Safety Considerations Environmental impacts along I-8 are moderated compared to full widening scenarios, with northern sections near recreational and entertainment areas experiencing less severe impacts. The distributed improvement approach helps balance regional mobility with local environmental protection.

Recommended Enhancements

- Focus noise abatement efforts on the most sensitive areas, particularly residential zones
- Prioritize air quality monitoring in areas with vulnerable populations
- Leverage the balanced approach to integrate complementary active transportation and land use strategies

Cross-Scenario Health Recommendations: All scenarios would benefit from integrating comprehensive health-supportive strategies including complete streets design, expanded active transportation networks, strategic transit improvements, and coordinated land use planning that promotes walkable, mixed-use development patterns. These enhancements can amplify the health benefits of transportation infrastructure investments while addressing potential negative impacts.

Scenario 5H: Selected I-8 and Citywide Improvements

Health Impact Summary The 5H scenario reduces regional VHT by 3.7%, providing significant sedentary time reductions particularly in developing areas in east Yuma. Healthcare access remains stable with potential improvements across multiple areas. Arterial lane expansion south of the airport improves overall east-west access without impacting the active transportation networks in the denser developed areas. Note that the impact of active transportation investments and overall community health are discussed in subsequent report sections.

Health vulnerable

- Very low
- Low
- Moderate
- High

Change in VHT

- Significant increase in VHT
- Minimal change in VHT
- Significant reduction in VHT

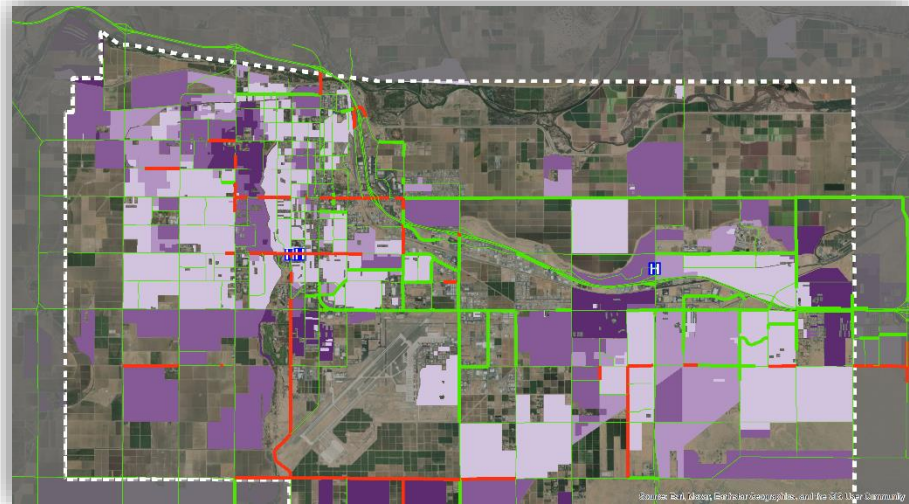


Figure 12: Scenario 5 - Health Vulnerable Communities and Change in VHT

Environmental and Safety Considerations Environmental impacts along I-8 are minimal with additional lane expansions away from the activity areas along the Colorado River. The distributed improvement approach helps balance regional mobility with local environmental protection.

Recommended Enhancements

- Leverage the balanced approach to integrate complementary active transportation and land use strategies
- Increased vehicle accessibility in East Yuma will increase residential and employment growth in these areas. Consider how mixed land uses and active transportation can enhance health and livability in this area.

Cross-Scenario Health Recommendations: All scenarios would benefit from integrating comprehensive health-supportive strategies including complete streets design, expanded active transportation networks, strategic transit improvements, and coordinated land use planning that promotes walkable, mixed-use development patterns. These enhancements can amplify the health benefits of transportation infrastructure investments while addressing potential negative impacts.

TMP Project Prioritization Framework Review

The KH Team provided a draft project evaluation and prioritization framework that scored a draft set of TMP projects using five categories: Facility Quality, Roadway Operational Efficiency, Safety/Vision Zero Approach, Multimodal Integration, and Community Health. Each category includes goals and multiple evaluation metrics that are used to develop a final project score. UD4H's assessment of the scoring framework was supportive, noting that three categories, including 14 evaluation metrics, were direct or indirect health impacts. Safety and health considerations are 55% of the overall prioritization score.

Across the US, health factors are inconsistently and infrequently integrated into transportation project prioritization, though this is slowly changing. Most transportation planning processes still prioritize traditional metrics like:

- Traffic flow and congestion reduction
- Economic development impacts
- Engineering feasibility
- Construction costs
- Environmental compliance (air quality, noise)

UD4H generally supports KH's prioritization framework and the role health and safety play in the prioritization process. These specific categories and criteria are shown in Table 2.

Table 2: Health and Safety Categories and Criteria in the TMP Prioritization Process

Project Prioritization Category	Evaluation Criteria
Safety/Vision Zero Approach: 25%	Number of fatal crashes
	Number of serious injury crashes
	Number of FHWA proven safety countermeasures
	Number of VRU-involved (pedestrian and bicyclist) crashes
	Improves the safety of an active transportation facility, crossing, or transit stop (yes or no)
Multimodal Integration: 20%	Improves transit coverage or frequency
	Number of new multimodal connections that improve access to community facilities
	Number of non-medical activity centers within 1/4 mile of a project improving multimodal transportation
	Mileage of addressed pedestrian and bicyclist network gaps from the project
	Improves existing quality of pedestrian/bicyclist facility (Converts existing facility into shared use path, widens bicyclist lanes, reconstruction of sidewalk, etc.)
Community Health: 10%	Number of new connections that improve access to medical facilities within 1/4 mile of a project
	Number of disadvantaged community block groups whose travel is improved by a multimodal project
	Number of block groups with high health expenditure whose travel is improved by a multimodal project
	Project enhances the comfort of an active transportation facility, crossing, or transit stop (yes or no)

A challenge for the project evaluation process is the interpretation of the metrics for each project. For example, the top scoring near-term project is “Roadway Widening, 40th Street from 2 to 4 Lanes between Avenue 3E and Avenue 4E” and the second is along the same road (“Roadway Widening, 40th Street from Avenue 6E to Avenue 10E”). These projects increase the road capacity of 40th Street between the Marine Corp Air Station and the developing Araby growth area. The prioritization metrics related to safety, multimodal integration, and health are not related to the primary project objective but to secondary design details. On a health-positive side, the projects’ designs include bike/ped improvements and pedestrian safety features. On a potentially negative side, the project could lead to increased residential development in the rural and agricultural areas of eastern Yuma, further from established infrastructure, jobs, and healthy goods and services.

TMP Health Impact Assessment

The KH team developed a comprehensive prioritization framework that evaluated over 120 TMP projects, categorizing them for implementation across near-, mid-, and long-term phases through 2050. UD4H analyzed these projects through the lens of five healthy community characteristics: encouraging **active travel and physical activity**, providing **physical safety**, ensuring **access to healthy goods and services**, offering **protection from environmental exposure**, and fostering **social connections**. These characteristics work synergistically, with investments in walkability and accessible mixed-use development naturally strengthening social connections across communities.

While the TMP projects do not include specific forecasts for residential and employment land use changes, extensive research demonstrates that multi-modal transportation investments can catalyze community growth patterns. The 2022 City of Yuma General Plan² strategically identifies targeted "growth areas" for increased infill and mixed-use development. This analysis examines how TMP projects will support health-focused community development within these designated growth areas.

Table 3 summarizes the distribution of TMP projects across healthy community characteristics. The analysis reveals that the TMP will substantially enhance Yuma's bicycle and pedestrian infrastructure through 58 dedicated projects focused on shared-use paths, sidewalks, and bike lanes. These improvements strategically address current network gaps by connecting previously isolated facilities, enhancing connectivity in high-activity areas, and establishing new infrastructure where none currently exists.

Safety improvements include 14 new pedestrian crossings that will enhance security along high-traffic corridors, complemented by a new pedestrian bridge spanning the East Main Canal to reconnect divided neighborhoods. The active transportation network directly benefits community health access, with 46 projects improving connections to public parks and healthcare facilities. Transit users will benefit from 11 new bus stop shelters that provide weather protection and enhanced safety. Notably, 61 projects are strategically located within proximity to the city's six growth areas, supporting the development of denser, more walkable communities. These comprehensive improvements align with established healthy community principles and create supportive infrastructure that encourages active, vibrant lifestyles for Yuma residents.

Table 3: TMP Projects by Healthy Community Characteristic

Healthy Community Characteristics	TMP Impact
Active Travel and Physical Activity	58 projects including shared-use paths, sidewalks, and bike lanes (\$90 million investment)
Physical Safety	14 bicycle/pedestrian crossings (\$9 million investment)
Access to Healthy Goods and Services	14 active transportation projects near hospitals; 32 projects near parks
Environmental Exposure	11 bus stop shelters providing weather protection
Social Connections	61 projects distributed across five City of Yuma Growth Areas

² <https://www.yumaaz.gov/home/showpublisheddocument/5172/637939261174930000>

Figure 13 illustrates the geographic distribution of TMP projects throughout Yuma and their relationship to the six designated growth areas. Roadway improvements (indicated by red lines) concentrate on I-8 corridor enhancements, arterial developments in the expanding East Yuma area, and arterial improvements that facilitate traffic flow around the airport's southern perimeter.

The shared-use paths and bike lanes demonstrate thoughtful regional distribution, supporting both utilitarian commuting and recreational activities. A particularly notable addition is the extensive new shared-use path along the Colorado River east of I-8. This recreational corridor strategically connects to the Pacific Avenue & 8th Street growth area and the Pacific Avenue Athletic Complex, creating opportunities for both community recreation and economic development.

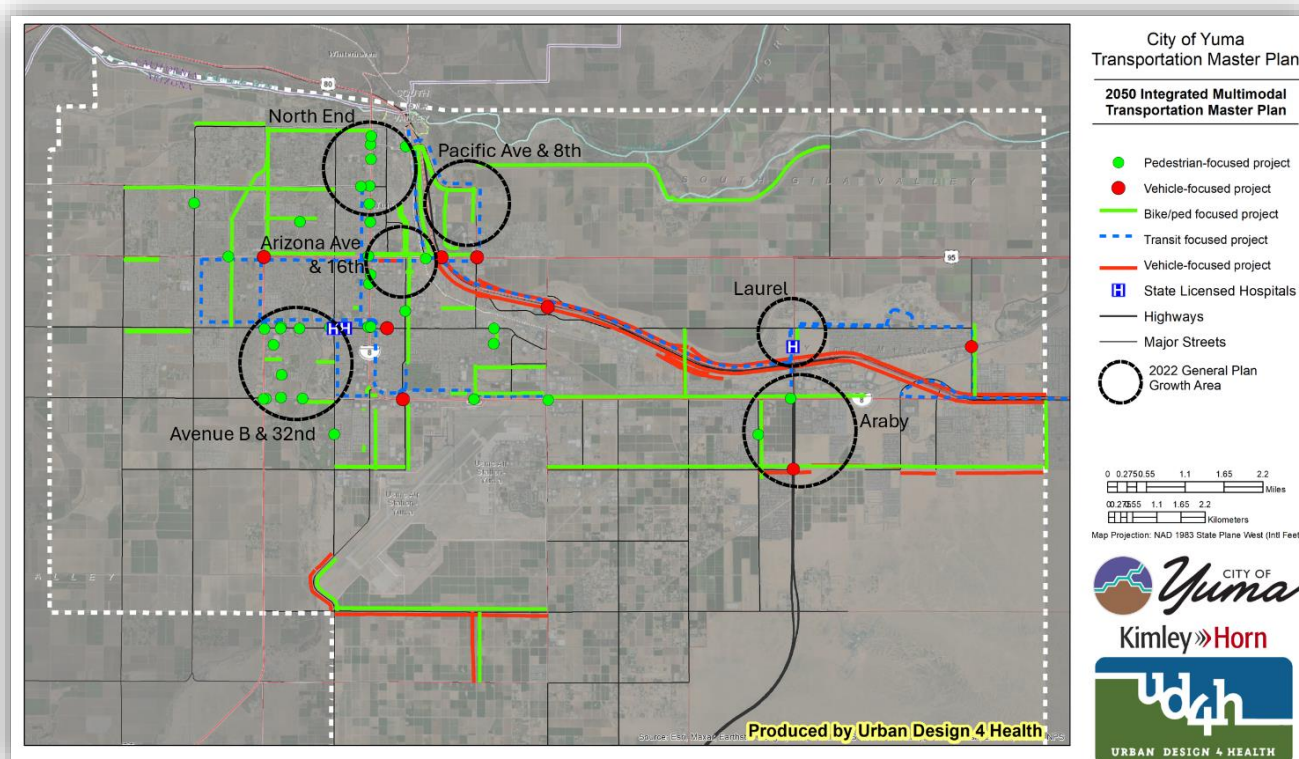


Figure 13: 2050 Integrated Multimodal Transportation Master Plan and Growth Areas

Bike Accessibility

The City of Yuma's existing bicycle infrastructure network, comprising shared-use paths and bike lanes, currently serves over 40% of the projected 2050 population within a 500-meter accessible range. When combined with current CIP bicycle projects and proposed TMP initiatives, this coverage expands to 48% of the population (see Table 4).

The proposed bicycle projects demonstrate disproportionately positive impacts within two critical demographic segments. Low-income neighborhoods, where multimodal accessibility plays an essential role in meeting daily transportation needs, will experience enhanced connectivity and mobility options. Additionally, high cost-of-illness (COI) neighborhoods—identified through baseline N-PHAM modeling for the City of Yuma—will benefit from improved access to health-promoting transportation infrastructure.

Many proposed improvements focus on critical network connections and infrastructure gaps that currently limit bicycle network utility. These strategic enhancements will significantly improve network connectivity to essential destinations including public parks and designated growth areas, creating a more cohesive and functional transportation system.

The emphasis on network connectivity and destination access represents a qualitative improvement that extends beyond simple population coverage metrics. By addressing existing gaps and establishing new connections, these projects will enhance the practical viability of bicycle transportation for both utilitarian and recreational purposes throughout Yuma's evolving urban landscape.

Table 4: Change in Bike Network Accessibility for the 2050 City of Yuma Residents

	2050 Baseline	2050 No Build	2050 Build (Near- Term)	2050 Build (Mid- Term)	2050 Build (Long- Term)
Population (%)	41.4%	44.9%	46.0%	46.0%	48.0%
Population (count)	114,708	+9,720	+2,884	+865	+4,869
Low Income Population (count)	39,549	+2,098	+555	+443	+2,703
High Cost of Illness (COI) Population (count)	39,236	+7,207	+1,913	+369	+3,766

Many of the TMP projects improve the existing bike network by making network connections across currently disconnected facilities. These changes establish more connectivity and create greater accessibility for neighborhoods. Figure 14 shows the proposed bike facility accessibility for near-, mid-, and long-term TMP bike network projects. Near-term projects are shown in dark red, mid-term are in darker pink, and long-term are in light pink. Purple areas are existing bike network accessible areas where improvements are not planned.

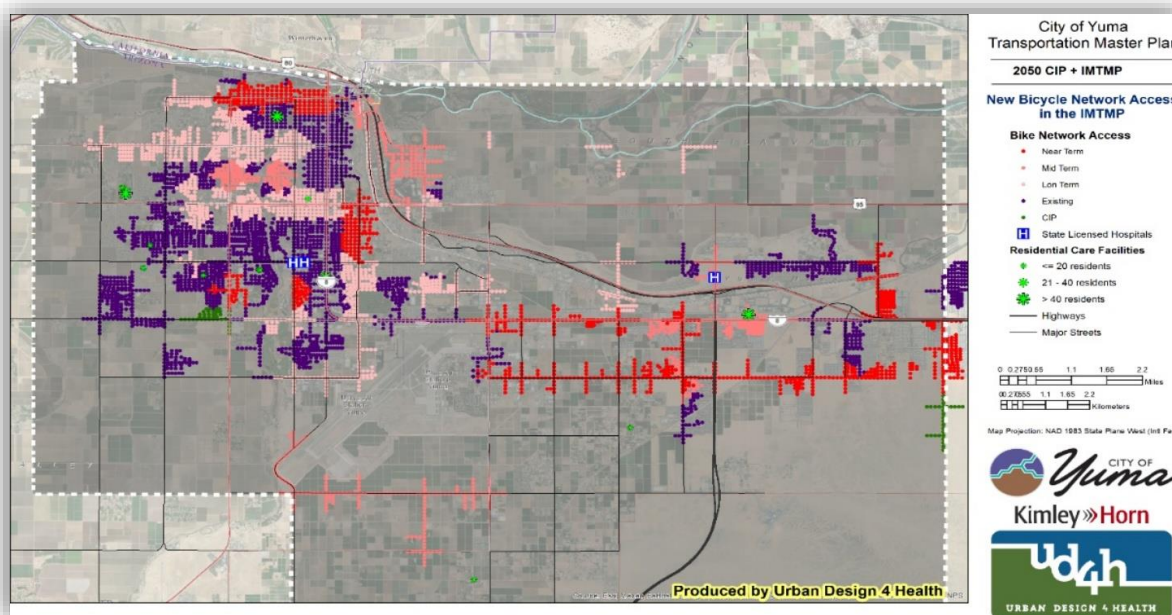


Figure 14: 2050 Bike Network Access: Near-Term, Mid-Term, and Long-Term

Transit Accessibility

The City of Yuma's public transit system operates under the Yuma County Intergovernmental Public Transportation Authority (YCIPTA) through the Yuma County Area Transit (YCAT) network³. The current system provides comprehensive coverage with nine active routes serving over 500 bus stops throughout the region. The TMP proposes strategic modifications to the YCAT network by 2050, designed to enhance operational efficiency and service coverage:

- **Route Restructuring:** Green #4 route optimization for improved service delivery
- **Route Consolidation:** Integration of Orange #2 and Brown #3 routes to eliminate redundancies
- **Route Optimization:** Strategic rerouting of Purple #6 and Orange #2 lines for enhanced connectivity
- **Express Service Addition:** New Gold 2X Express route providing rapid transit connections

Beyond route modifications, the plan incorporates infrastructure improvements including new bus stop shelters and dedicated bus pullouts. These enhancements prioritize passenger safety and provide environmental protection from weather conditions.

Table 5 presents the projected changes in population coverage within 500-meter walking and cycling distance of redesigned bus stops. While the quantitative changes in transit accessibility appear modest within the city limits, these modifications deliver significant qualitative improvements in transit access and operational efficiency that translate to enhanced overall service quality.

The new Gold 2X Express route represents a particularly significant expansion, establishing direct connections between residents in the Ligurta and Wellton areas and downtown Yuma. This express service increases transit

³ <https://www.ycipta.org/>

access for these communities, though this impact extends beyond the City of Yuma study area and is not captured in Table 5's quantitative analysis.

Table 5: Change in Transit Network Accessibility for the 2050 City of Yuma Residents

	2050 (No Build)	2050 (Long Term)
Population (%)	54.3%	55.7%
Population (count)	150,405	+3,906
Low Income Population (count)	64,441	+1,447
High Cost of Illness (COI) Population (count)	64,245	+1,243

Growth Area Framework and Transportation Investment Analysis

The 2022 City of Yuma General Plan, Chapter 11, designates specific areas for concentrated development featuring diverse land uses and increased residential density (see Figure 15 for details). These growth areas embody Smart Growth⁴ and Transit-Oriented Development⁵ principles, creating frameworks for sustainable urban development patterns.

Growth Area Goal, Objectives, and Policies

Goal 1.0: Promote Smart Growth Principles for growth areas to support a variety of land use types, application of infill incentives, provide transportation options, conserve open space, and be consistent with the City's ability to provide public services and facilities.

Objective 1.1: Encourage development within identified growth areas.

Policy 1.1.1: The City shall promote the use of Smart Growth Overlays and specific plans for development proposals in growth areas.

Policy 1.1.2: The City shall establish incentives that encourage infill and high density mixed-use development in growth areas.

Objective 1.2: The City shall promote a development design that provides for alternative modes of transportation while still accommodating motorized vehicles within growth areas.

Policy 1.2.1: The City shall balance the mobility, safety, and other needs of pedestrians, bicyclists, and motorized vehicles.

Policy 1.2.2: The City shall promote transit-related improvements (bus stops, passenger shelters, etc.) that are coordinated with pedestrian and bicycle facilities.

Objective 1.3: Treat open space as an integral component of the development within growth areas to meet residents' recreational needs and to strengthen neighborhood identity and image.

Policy 1.3.1: The City shall encourage parks, plazas, paths, and other open spaces in both public improvements and private development.

Policy 1.3.2: The City shall coordinate the location of open space, linear parks, and bike paths in growth areas with similar areas and facilities outside the growth area.

Objective 1.4: Promote economical and logical expansion of public facilities.

Policy 1.4.1: The City shall provide priority funding for public facility projects within growth areas.

Policy 1.4.2: The City shall coordinate infrastructure financing and improvements with existing and projected development activity.

Policy 1.4.3: The City shall promote public and private construction of timely and financially sound infrastructure expansion.

Figure 15: Growth Area Description

While the TMP projects do not include specific forecasts for land use and density changes, multimodal transportation investments historically catalyze development viability, particularly within designated growth areas where supportive development policies and zoning regulations enable denser, mixed-use opportunities. UD4H analyzed TMP projects located within proximity to City of Yuma growth areas to assess potential development influences and subsequent community health impacts. Table 6 presents the distribution of TMP projects, categorized by transportation focus (active transportation versus vehicle-oriented improvements).

⁴ See <https://www.smartgrowthamerica.org/>

⁵ See <https://www.transit.dot.gov/TOD>

The analysis reveals a strong emphasis on active transportation infrastructure within growth areas, reflecting alignment with Smart Growth principles. The North End, Arizona Avenue & 8th Street, and Avenue B & 32nd Street growth areas receive greater investments than the remaining three designated growth areas. The emphasis on active transportation infrastructure within these areas creates supportive conditions for the higher-density, mixed-use development patterns outlined in the City's growth area policies.

Table 6: TMP Active Transportation and Vehicle Projects by Growth Area

Growth Area	Total Active Transportation Projects	Total Vehicle Projects
North End	14	0
Pacific Ave & 8 th St	5	0
Arizona Ave and 16 th St	14	1
Avenue B & 32 nd St	17	1
Laurel	3	1
Araby	8	4

UD4H employed the baseline N-PHAM model to conduct a comprehensive health impact evaluation of designated growth areas. The assessment utilized five distinct scenarios to capture the full spectrum of potential outcomes:

1. **2023 Baseline** - Current community health metrics
2. **2050 No Build** - Impact on planned Capital Improvement Program projects
3. **2050 Build (TMP Implementation)** - Transportation master plan effects without additional changes
4. **2050 Build with Low Intensity Growth Areas Densification Scenario** - Conservative residential density and land use mix in the growth areas due to the TMP active transportation network investments and their potential impacts on densification and land use mix
5. **2050 Build with High Intensity Growth Areas Densification Scenario** - Aggressive residential density and land use mix in the growth areas due to the TMP active transportation network investments and their potential impacts on densification and land use mix

This multi-scenario approach enables comprehensive analysis of multimodal transportation investment impacts by incorporating secondary and catalytic community growth effects that typically accompany major infrastructure improvements.

Growth Scenario Parameters

The growth scenarios incorporate comprehensive transportation network changes from the TMP while modeling anticipated community development patterns through six key variables:

Transportation and Accessibility Metrics

Transit Service Frequency: Projected increases in transit service frequency during PM peak periods, reflecting enhanced system capacity and service delivery improvements beyond current operational levels.

Population Density: Anticipated residential density increases measured in residents per acre, driven by City of Yuma infill development policies and supportive zoning modifications within growth areas.

Employment Density: Expected employment concentration increases measured in employees per acre, resulting from strategic infill and mixed-use development initiatives supported by proactive municipal policies.

Economic and Land Use Indicators

Retail Employment: Projected expansion in retail job creation, reflecting increased commercial activity associated with infill development and mixed-use community design strategies.

Land Use Diversity: Quantified through the land use entropy index (scale 0-1), measuring the balance among office, retail, service, industrial, and other land uses. Higher values indicate greater mixed-use integration and walkable community design.

Environmental Enhancement

Tree Planting Coverage: Percentage of area with existing or planned tree coverage, reflecting urban forestry initiatives and green infrastructure integration within growth areas.

Table 7 presents the specific parameter modifications for each growth area under low and high growth scenarios. These values represent either explicit targets or incremental additions to baseline 2023 conditions, providing a realistic range of potential development outcomes. The low and high growth scenarios establish bounds for impact assessment, acknowledging the uncertainty inherent in long-term community development projections while providing decision-makers with a comprehensive understanding of potential health outcomes across different development intensities. This scenario-based approach recognizes that transportation infrastructure investments create cascading effects throughout community systems. By modeling these interconnected impacts—from transit frequency improvements to land use diversification—the analysis provides a more complete picture of how multimodal transportation investments contribute to community health outcomes beyond direct transportation benefits. Low and high growth scenarios were defined to show a range of possible impacts. Note that values are either defined explicitly or added to existing metric conditions established in the 2023 baseline assessment.

Table 7: Growth Area N-PHAM Scenario Definitions (Compared to Baseline 2023 Conditions)

	2050 Build with Low Intensity Growth Areas Densification Scenario		2050 Build with High Intensity Growth Areas Densification Scenario	
	North End Arizona Ave & 16 th Avenue B & 32 nd	Pacific Ave & 8 th Laurel Araby	North End Arizona Ave & 16 th Avenue B & 32 nd	Pacific Ave & 8 th Laurel Araby
Transit Service Frequency	+40%	+20%	+80%	+40%
Population Density	+40%	+20%	+80%	+40%
Employment Density	+40%	+20%	+80%	+40%
Retail Jobs	+40%	+20%	+80%	+40%
Land Use Diversity	= 0.2	= 0.1	= 0.3	= 0.2
Tree Planting Coverage	= 0.2	= 0.1	= 0.3	= 0.2

N-PHAM results for the growth areas using the above scenarios are provided in Table 8 through Table 13. These same outcomes are available for the 2023 Baseline and 2050 No Build conditions in previous project reports. Note that estimated health outcomes in 2050 are affected by other factors than just the transportation investments, including demographics and land use.

BODY MASS INDEX (BMI)>30

Table 8: Scenario Results for the Estimated Percentage of the Population with a Body Mass Index Greater than 30

Growth Area	2023 Baseline	2050 No Build	2050 Build	2050 Build with Low Intensity Growth Areas Densification Scenario	2050 Build with High Intensity Growth Areas Densification Scenario
Araby	37%	36%	36%	31%	30%
Arizona & 16th	40%	40%	39%	32%	31%
Avenue B & 32nd	42%	39%	39%	34%	32%
Laurel	38%	36%	36%	32%	30%
North End	41%	41%	41%	35%	33%
Pacific & 8th	42%	39%	38%	34%	32%
All Growth Areas	40%	39%	38%	33%	31%
Full Region	40%	39%	39%	39%	39%

TYPE 2 DIABETES

Table 9: Scenario Results for the Estimated Percentage of the Population with Type 2 Diabetes

Growth Area	2023 Baseline	2050 No Build	2050 Build	2050 Build with Low Intensity Growth Areas Densification Scenario	2050 Build with High Intensity Growth Areas Densification Scenario
Araby	11%	9%	9%	8%	7%
Arizona & 16th	15%	14%	14%	11%	10%
Avenue B & 32nd	13%	12%	12%	10%	9%
Laurel	9%	9%	9%	7%	7%
North End	11%	12%	12%	9%	9%
Pacific & 8 th	12%	11%	11%	9%	9%
All Growth Areas	12%	11%	11%	9%	9%
Full Region	15%	14%	14%	14%	14%

CORONARY HEART DISEASE

Table 10: Scenario Results for the Estimated Percentage of the Population with Coronary Heart Disease

Growth Area	2023 Baseline	2050 No Build	2050 Build	2050 Build with Low Intensity Growth Areas Densification Scenario	2050 Build with High Intensity Growth Areas Densification Scenario
Araby	5.3%	5.0%	5.0%	4.8%	4.8%
Arizona & 16th	3.6%	3.6%	3.6%	3.4%	3.3%
Avenue B & 32nd	3.1%	4.6%	4.6%	4.4%	4.3%
Laurel	8.4%	8.3%	8.3%	8.0%	7.9%
North End	2.1%	2.1%	2.1%	2.0%	2.0%
Pacific & 8 th	7.1%	7.1%	7.1%	6.9%	6.8%
All Growth Areas	4.9%	5.1%	5.1%	4.9%	4.9%
Full Region	8.4%	8.4%	8.3%	8.3%	8.3%

HIGH BLOOD PRESSURE / HYPERTENSION

Table 11: Scenario Results for the Estimated Percentage of the Population with Hypertension

Growth Area	2023 Baseline	2050 No Build	2050 Build	2050 Build with Low Intensity Growth Areas Densification Scenario	2050 Build with High Intensity Growth Areas Densification Scenario
Araby	29%	27%	27%	27%	27%
Arizona & 16th	28%	28%	28%	27%	27%
Avenue B & 32nd	26%	26%	26%	25%	25%
Laurel	27%	27%	27%	27%	27%
North End	27%	27%	26%	26%	26%
Pacific & 8 th	29%	29%	29%	28%	28%
All Growth Areas	27%	27%	27%	27%	27%
Full Region	29.8%	29.7%	29.6%	29.6%	29.6%

COST OF ILLNESS

Table 12: Scenario Results for the Estimated Cost of Illness (per Capita, Annualized)

Growth Area	2023 Baseline	2050 No Build	2050 Build	2050 Build with Low Intensity Growth Areas Densification Scenario	2050 Build with High Intensity Growth Areas Densification Scenario
Araby	\$2,075	\$1,859	\$1,853	\$1,720	\$1,678
Arizona & 16th	\$1,983	\$1,962	\$1,954	\$1,696	\$1,646
Avenue B & 32nd	\$1,912	\$1,971	\$1,968	\$1,759	\$1,715
Laurel	\$2,405	\$2,389	\$2,384	\$2,222	\$2,177
North End	\$1,484	\$1,515	\$1,514	\$1,321	\$1,282
Pacific & 8 th	\$2,422	\$2,386	\$2,361	\$2,200	\$2,153
All Growth Areas	\$2,014	\$2,014	\$2,006	\$1,820	\$1,775
Full Region	\$2,812	\$2,812	\$2,810	\$2,798	\$2,795
<i>Total Annual COI for the Region⁶</i>	\$599 Million	\$799 Million	\$798 Million	\$795 Million	\$794 Million

⁶ The total annual COI for the region assumes a 2023 population of 213,000 and a 2050 population of 284,000.

WALKING

Table 13: Scenario Results for the Estimated Percentage of Adults that Walk at Least Once per Week

Growth Area	2023 Baseline	2050 No Build	2050 Build	2050 Build with Low Intensity Growth Areas Densification Scenario	2050 Build with High Intensity Growth Areas Densification Scenario
Araby	18%	20%	21%	23%	25%
Arizona & 16th	29%	29%	30%	35%	37%
Avenue B & 32nd	20%	20%	20%	24%	25%
Laurel	22%	24%	24%	28%	29%
North End	32%	33%	33%	38%	39%
Pacific & 8 th	14%	17%	19%	21%	22%
All Growth Areas	22%	24%	25%	28%	30%
Full Region	21%	22%	23%	22%	22%

The N-PHAM model analysis reveals modest but consistently positive health impacts from direct transportation infrastructure improvements implemented through the CIP and TMP programs. The scenario analysis demonstrates substantially greater health benefits when transportation investments catalyze broader community development patterns. These secondary impacts—encompassing increased population density, enhanced land use diversity, improved transit service frequency, and expanded employment opportunities—produce significant positive health outcomes that exceed the estimated direct benefits of infrastructure improvements alone.

This finding underscores the critical importance of integrating transportation planning with comprehensive community development strategies. The multiplier effect of coordinated investment approaches generates health benefits that are orders of magnitude greater than those achieved through isolated infrastructure projects.

The analysis focuses specifically on designated growth areas, yet transportation investments will influence community development patterns throughout Yuma. Areas beyond the formal growth zones that experience increased residential density and enhanced community amenities due to improved multimodal connectivity will likely demonstrate similar community health improvements.

Communities that gain residents with access to healthy built environment characteristics—including active transportation networks, recreational facilities, and walkable mixed-use development—can expect, on average, measurable reductions in chronic disease prevalence. This health improvement occurs through multiple pathways: increased physical activity from active transportation options, enhanced social connections through walkable community design, and improved access to health-supporting services and amenities.

Strategic Planning Implications

These findings demonstrate that transportation investments achieve maximum health benefits when they function as catalysts for comprehensive community development rather than standalone infrastructure improvements. The substantial difference between direct infrastructure impacts and comprehensive development scenario outcomes indicates that coordinated planning approaches should be prioritized over isolated transportation projects.

For optimal health outcomes, transportation investments should be strategically aligned with land use planning, economic development initiatives, and community health goals to maximize the catalytic effects that generate the most significant population health improvements.

Study Limitations

It is important to consider the limitations of the estimated results presented above, including:

- Health conditions are impacted by many factors, not all of which are represented in the N-PHAM statistical models.
- Demographic forecasts are significant factors for future health models. Age, income, race, family type, sex, employment, and car ownership affect health outcomes at a population level. Long range forecasts of small area (neighborhood) level demographics can have large margins of error. In this analysis, demographic forecasts for 2050 were not available. There is evidence, however, that Yuma will be like other US cities and have an increasingly larger fraction of people over 65 over the next 25 years.
- Economic impact estimates do not capture all indirect effects of chronic disease prevalence in communities. The regional economic impacts of workforce productivity and transportation/land use investments are not considered.
- This analysis did not consider the effects of the TMP projects on local air quality and its known effects on community health.
- Scenario planning models apply the same methodology to evaluate different scenarios. Comparing, across scenarios, the direction of change for outcomes of interest and relative differences is useful to planning, even if there may be some uncertainty about the exact numeric value.

Appendix A – National Public Health Assessment Model

The National Public Health Assessment Model ([N-PHAM](#)) was developed by [Urban Design 4 Health](#) over the last several years with partial support from the US Environmental Protection Agency. Additional funding from the Robert Wood Johnson Foundation supported the development of the built, natural, and social environment data layers used by N-PHAM.

The tool is peer-reviewed and methodologically grounded in an ecological framework that links environments with health impacts.⁷ It can be applied nationwide and operates on an extensive set of geospatial model inputs and outcomes. A customized version of N-PHAM was developed for the City of Yuma and used to estimate the health conditions for small areas. These predicted estimates use demographic data and 22 built and natural environment variables from sources such as the USEPA's Smart Location Database ([SLD](#)) and UD4H's National Environmental Database ([NED](#))⁸ and several other sources. The core statistical models were created from analysis of health data from the California Health Interview Survey ([CHIS](#)) and National Household Travel Survey ([NHTS](#)) datasets linked with built and natural environment data.

The models estimate the following chronic disease at the 2020 census block geographic level for adults (ages 18 to 84 years):

- Body Mass Index > 30: Estimated percent with a BMI > 30 (considered very high)
- Type 2 Diabetes: Estimated percent ever diagnosed with type 2 diabetes
- High Blood Pressure: Estimated percent ever diagnosed with hypertension
- Coronary Heart Disease: Estimated percent ever diagnosed with CHD

Population-level health costs based on average annual disease-related expenditures are also estimated. Baseline health models were control-total calibrated using the US Centers for Disease Control and Prevention's 2021 [PLACES](#) estimated data at the county-level.

Interpreting Results

The built and natural environment significantly affects health by providing (or excluding) opportunities for physical activity, economic vitality, social inclusion, pollution exposure, and access to healthy food and health care. For example, Figure 16 shows two different neighborhoods: one that is more walkable with diverse land use and one that is auto dependent with lower land use variability and fewer active travel mode options. Individuals living in these communities likely have different genetics and lifestyle choices and respond to changes in environmental stimuli differently. However, communities that promote healthier options have better average health when controlling demographics.

⁷ Spence JC, Lee RE. Toward a comprehensive model of physical activity. *Psychology of Sport and Exercise*. 2003;4(1):7-24. [https://doi.org/10.1016/S1469-0292\(02\)00014-6](https://doi.org/10.1016/S1469-0292(02)00014-6).

⁸ The National Environmental Database (NED) was developed by Urban Design 4 Health with support from the Robert Wood Johnson Foundation. For more information see <http://urbandesign4health.com/projects/ned>

Walkable communities

- Higher density
- Diverse land use
- Travel mode options
- Shorter trips

**Auto-dependent communities**

- Lower density
- Low land use variability
- Limited modal options
- Longer trips

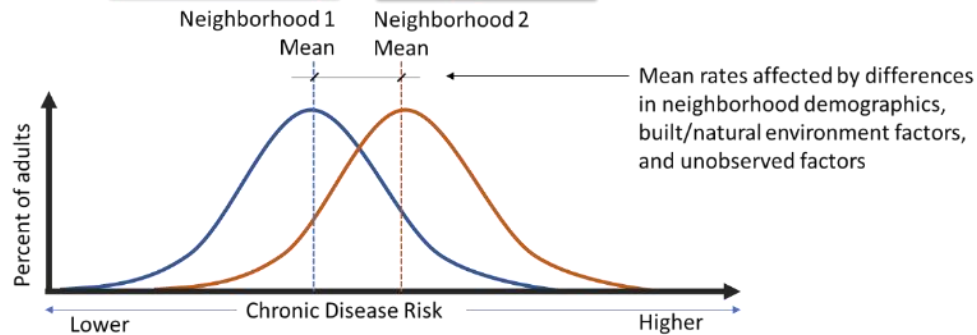


Figure 16: Mean Chronic Disease Risk for Two Different Neighborhoods

Results from N-PHAM are either prevalence rates or population-weighted averages (BMI and health costs). When used to estimate future conditions, the differences in scenario prevalence rates from baseline to scenario may be positive or negative depending on the impacts of the changes represented by the scenarios. The health care costs are the average annual direct and indirect costs for the fraction of the adult population estimated to have type 2 diabetes, coronary heart disease, and high blood pressure. N-PHAM estimates baseline and scenario per adult annual costs (scenario cost divided by scenario adult population).

Appendix B

Estimated Baseline Health Conditions: Body Mass Index >30

Over **40%** of US adults (2023) are obese, based on a body mass index ([BMI](#)) greater than 30.¹⁵ Being obese is a serious risk factor for all causes of death, other chronic diseases, and a low quality of life.¹⁶ Having a healthy weight is impacted by diet, physical activity, and many other factors. In 2023, **40.4%** of the City of Yuma adult population is estimated to have a body mass index greater than 30. Without the proposed TMP, this percentage is expected to change to **39.4%** due to expected changes in population, employment, and active transportation investments from the CIP. With the TMP, the fraction of the population with a body mass index greater than 30 is expected to further drop slightly to **39.2%**. It should be noted that specific neighborhoods where active transportation and accessibility are improved will see greater positive impacts than other neighborhoods in the region that are not directly impacted by the TMP. COY Growth Areas, where TMP improvements are coupled with increased density and land use mix are estimated to have significant reductions in the fraction of the population with BMI>30, down to **31%**.

Figure 17 shows the expected variation in obesity in 2050 based on the forecasted changes to the population, employment, bike/ped access, transit access, park access, and land use mix.

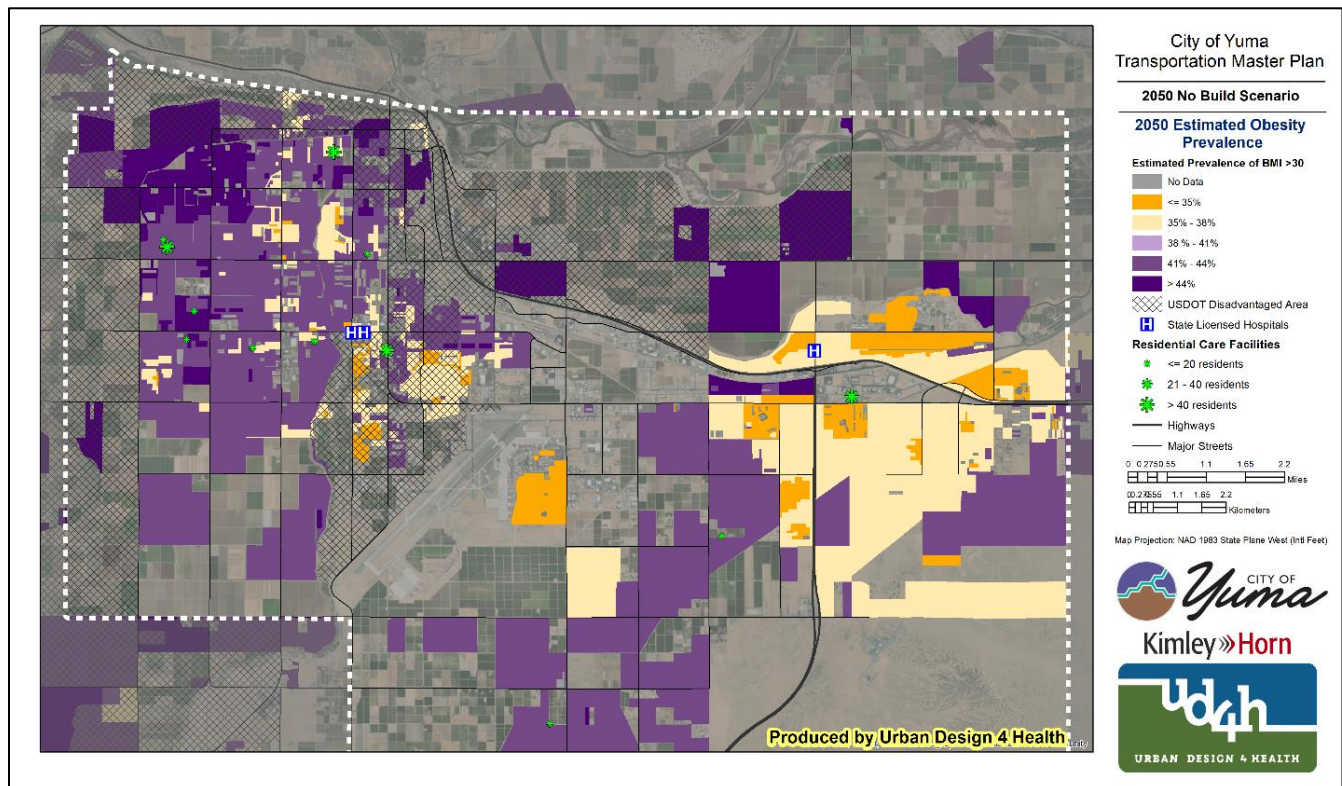


Figure 17: Body Mass Index >30

Estimated Baseline Health Conditions: Type 2 Diabetes

Over 30 million people (~10%) in the US are estimated to have Type 2 diabetes which is the eighth leading cause of death in the United.⁹ According to the [US Centers for Disease Control and Prevention](https://www.cdc.gov/diabetes/basics/quick-facts.html), people with diabetes don't "make enough insulin or can't use it as well as it should. When there isn't enough insulin or cells [stop responding to insulin](#), too much blood sugar stays in your bloodstream. Over time, that can cause serious health problems, such as [heart disease](#), [vision loss](#), and [kidney disease](#)." Lifestyle choices and other conditions can impact whether and when type 2 diabetes occurs. These include being overweight or not, eating healthily, and being regularly physically active. How communities are designed can make it harder or easier for people to live healthier lives. In 2023, **14.8%** of the City of Yuma adult population is estimated to have type 2 diabetes. Without the proposed TMP, this percentage is expected to change to **14.3%** due to expected changes in population, employment, and active transportation investments from the CIP. With the TMP, the fraction of the population with Type 2 diabetes is expected to further drop slightly to **14.1%**. It should be noted that specific neighborhoods where active transportation and accessibility are improved will see greater positive impacts than other neighborhoods in the region that are not directly impacted by the TMP. COY Growth Areas, where TMP improvements are coupled with increased density and land use mix are estimated to have significant reductions in the fraction of the population with type 2 diabetes, down to **9%**.

Figure 18 shows the expected variation in Type 2 diabetes in 2050 based on the forecasted changes to the population, employment, bike/ped access, transit access, park access, and land use mix.

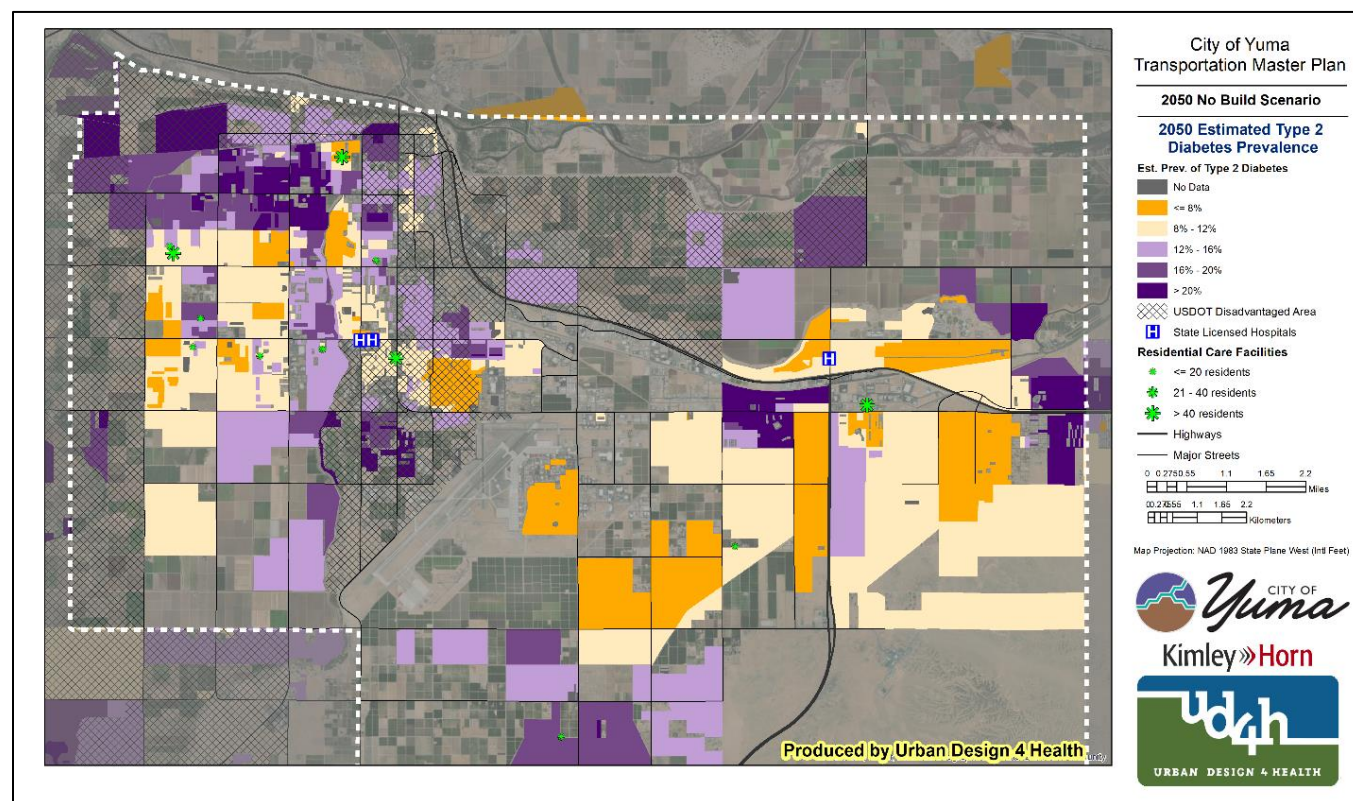


Figure 18: Type 2 Diabetes

⁹ US Centers for Disease Control and Prevention - <https://www.cdc.gov/diabetes/basics/quick-facts.html> (11/09/20)

Estimated Baseline Health Conditions: Coronary Heart Disease

Coronary heart disease (CHD) is the leading cause of death in the US.¹⁰ About **5%** of adults have it. According to the US Centers for Disease Control and Prevention, the "term **"heart disease"** refers to several types of heart conditions. The most common type of heart disease in the United States is coronary artery disease, which affects the blood flow to the heart. Decreased blood flow can cause a heart attack." The key risk factors are high blood pressure, cholesterol, and smoking. The lifestyle choices that increase the risk of CHD and that can be more directly impacted by how communities are designed include levels of physical inactivity, healthy food availability, and being overweight or obese. In 2023, **8.4%** of the City of Yuma adult population is estimated to be diagnosed with coronary heart disease. Without the proposed TMP, this percentage is expected to remain **unchanged**. With the TMP, the fraction of the population with coronary heart disease is expected to decrease slightly to **8.3%**. It should be noted that specific neighborhoods where active transportation and accessibility are improved will see greater positive impacts than other neighborhoods in the region that are not directly impacted by the TMP. COY Growth Areas, where TMP improvements are coupled with increased density and land use mix are estimated to have significant reductions in the fraction of the population with coronary heart disease, down to **4.9%**.

Figure 19 shows the expected variation in coronary heart disease in 2050 based on the forecasted changes to the population, employment, bike/ped access, transit access, park access, and land use mix.

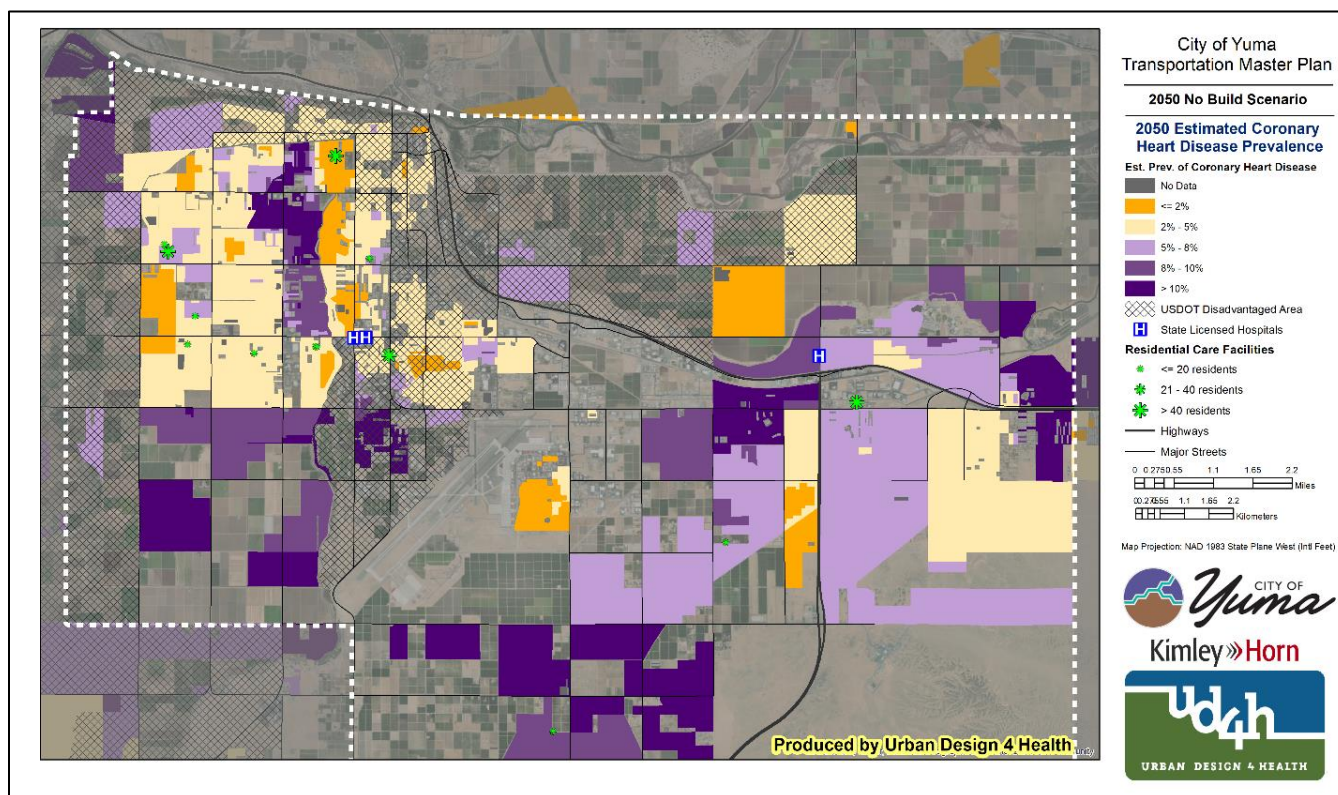


Figure 19: Coronary Heart Disease

¹⁰ US Centers for Disease Control and Prevention - <https://www.cdc.gov/heartdisease/facts.htm>

Estimated Baseline Health Conditions: High Blood Pressure / Hypertension

About 50% of US adults (nearly 116 million) have high blood pressure (HBP).¹¹ According to the [US Centers for Disease Control and Prevention](https://www.cdc.gov/chronicdisease/resources/publications/factsheets/heart-disease-stroke.htm#high), "high blood pressure is a leading cause of heart disease and stroke because it damages the lining of the arteries, making them more susceptible to the buildup of plaque, which narrows the arteries leading to the heart and brain." Like with other chronic diseases, lifestyle choices, and other conditions can impact the risk of someone having HBP. These include being overweight or not, eating healthily, and being regularly physically active. How communities are designed can make it harder or easier for people to live healthier lives. In 2023, 29.8% of the City of Yuma adult population is estimated to have hypertension. Without the proposed TMP, this percentage is expected to change to 29.7% due to expected changes in population, employment, and active transportation investments from the CIP. With the TMP, the fraction of the population with hypertension is expected to drop slightly to 29.6%. It should be noted that specific neighborhoods where active transportation and accessibility are improved will see greater positive impacts than other neighborhoods in the region that are not directly impacted by the TMP. COY Growth Areas, where TMP improvements are coupled with increased density and land use mix are estimated to have significant reductions in the fraction of the population with hypertension, down to 27%.

Figure 20 shows the expected variation in hypertension in 2050 based on the forecasted changes to the population, employment, bike/ped access, transit access, park access, and land use mix.

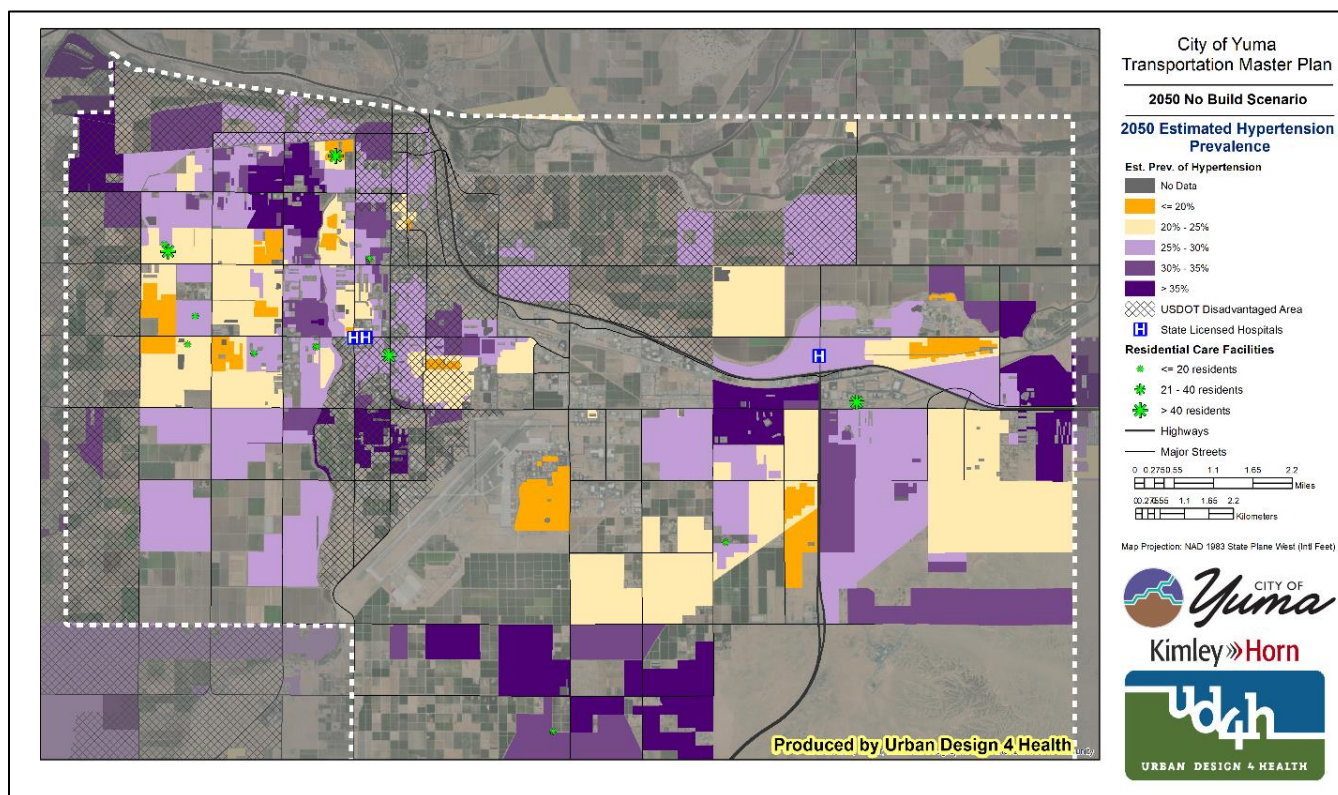


Figure 20: High Blood Pressure/Hypertension

¹¹ US Centers for Disease Control and Prevention -

<https://www.cdc.gov/chronicdisease/resources/publications/factsheets/heart-disease-stroke.htm#high>

Average Annual Per Capita Cost of Illness

Direct medical expenditures, paid by individuals/families and insurance, were estimated using the most current, publicly available data from analyses of the Medical Expenditure Panel Survey (MEPS). MEPS is an annual, nationally representative survey administered by the [Agency for Healthcare Research and Quality](#) within the US Department of Health and Human Services. Figure 21 shows locations with higher rates of Type 2 diabetes, coronary heart disease, and hypertension that result in an average cost of illness by neighborhood. In 2023, the average annual per capita cost of illness in the City of Yuma is estimated to be **\$2,812**. Without the proposed TMP, this per capita cost is expected to remain the same, **\$2,812**. With the TMP, this per capita cost is expected to drop slightly to **\$2,810**. It should be noted that specific neighborhoods where active transportation and accessibility are improved will see greater positive impacts than other neighborhoods in the region that are not directly impacted by the TMP. COY Growth Areas, where TMP improvements are coupled with increased density and land use mix, are estimated to have significant reductions in annual per capita costs of illness, down to **\$1,775**.

The estimated total annual cost to treat chronic disease in 2050 for the TMP study area without TMP improvements is approximately \$799 million. The TMP improvements, once in place, are estimated to save \$1 million in health care costs annually for the region (total cost of \$798 million). If the COY Growth Areas develop as anticipated, where TMP improvements are coupled with increased density and land use mix, an additional \$4 million in health care costs are anticipated to be saved annually (total cost of \$794 million).

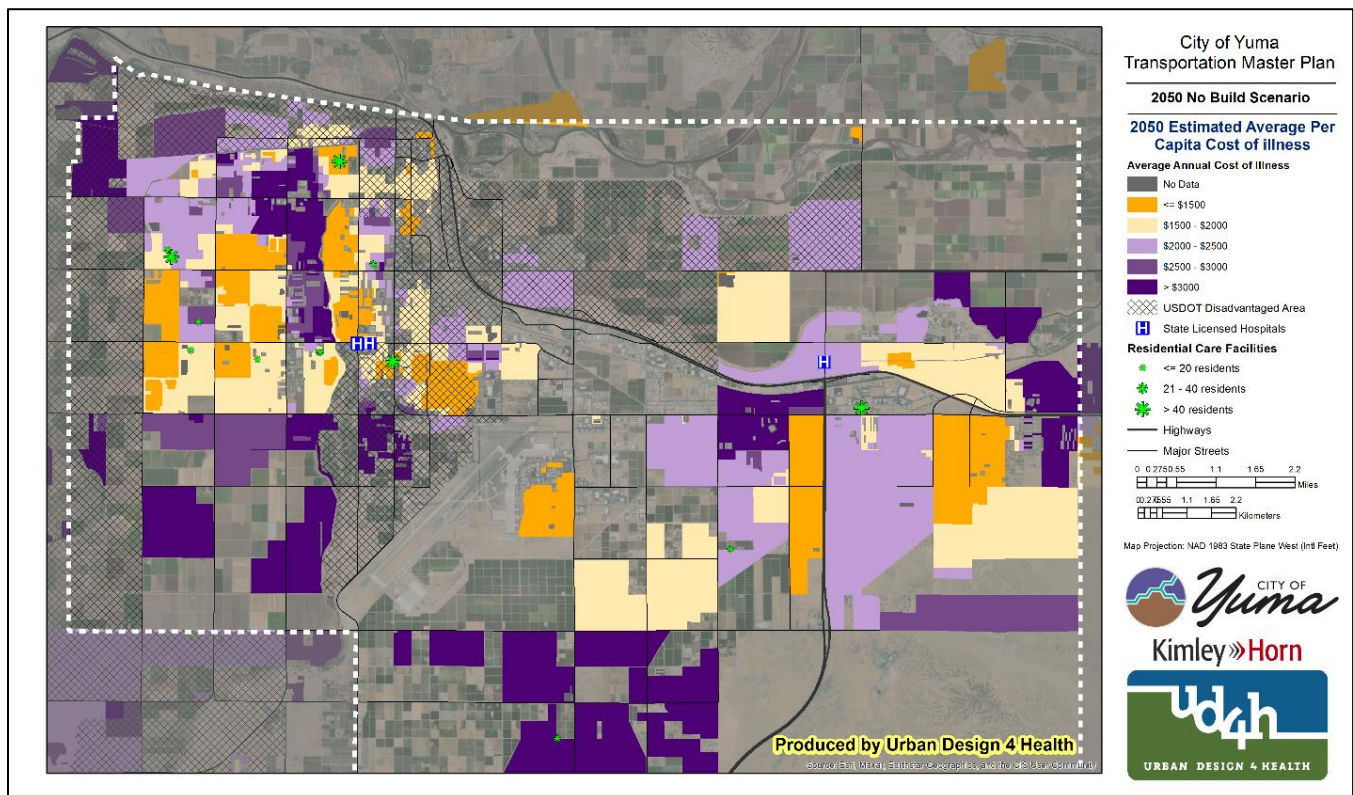


Figure 21: Cost of Illness

Walk Trip Participation

According to the 2017 National Household Travel Survey, 17% of US adults reported walking at least once per week. Figure 22 shows locations with estimated higher rates of walking due to a variety of demographic and built environment factors such as active transportation opportunity. In 2023, the estimated fraction of adults walking at least once per week in the City of Yuma was **20.5%**. Without the proposed TMP, this walking fraction is expected to change to **21.8%** due to expected changes in population, employment, and active transportation investments from the CIP. With the TMP, this fraction is expected to increase slightly to **22.5%**. It should be noted that specific neighborhoods where active transportation and accessibility are improved will see greater positive impacts (increase to **30%**) than other neighborhoods in the region that are not directly impacted by the TMP.

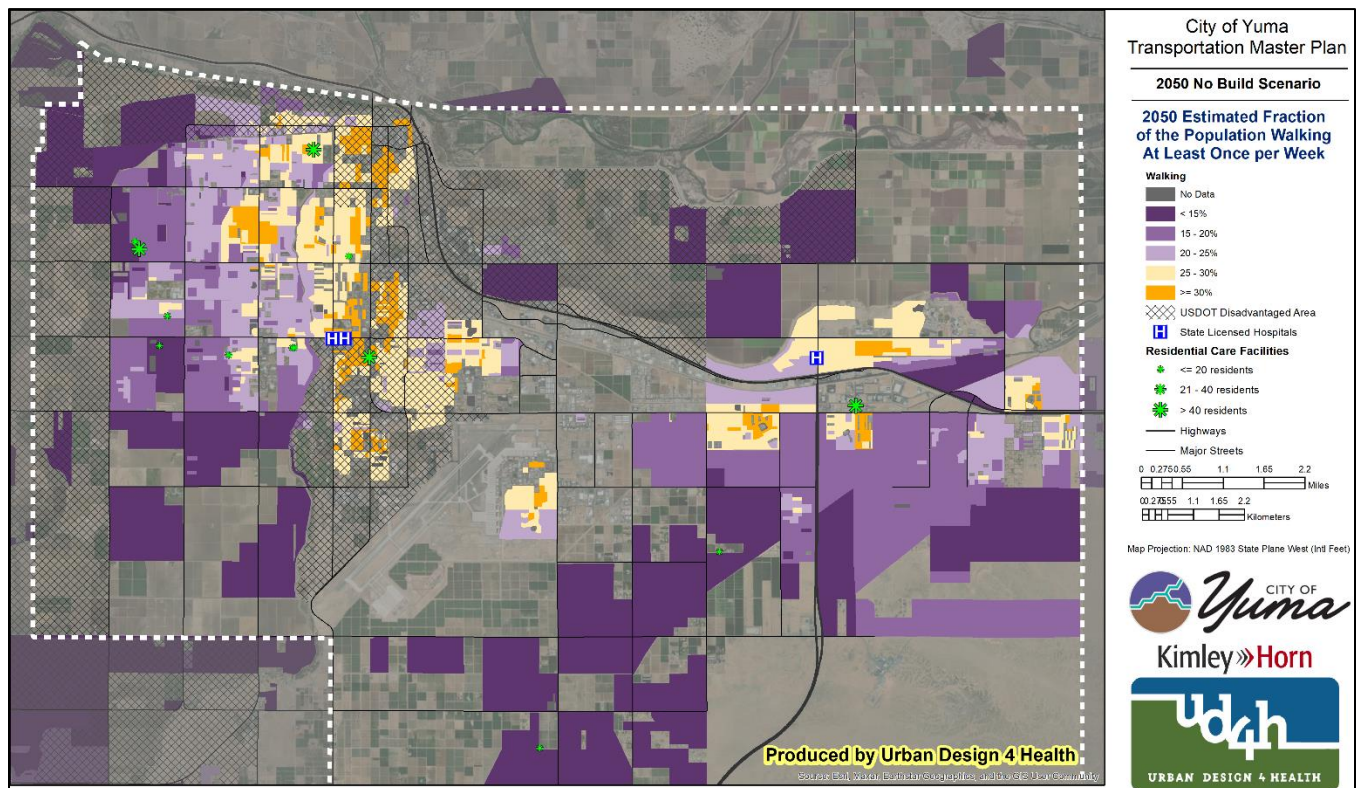


Figure 22: Walking for Transportation

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APPENDIX E

PUBLIC OUTREACH RESULTS




Yuma Integrated Multimodal Transportation Master Plan

Public Outreach Round 1: Interactive Map Comments

The 193 comments below pertain to the study area for the Yuma Integrated Multimodal Transportation Master Plan. There were 246 comments in total for the entire Yuma region, which includes all of Yuma County. The interactive map and the comments provided can be found [here](#).


1.



Jesus Aguilar | jraguilar@ympo.org

8th Street from Pacific Avenue to Giss Pkwy. and continuing to Avenue B does not consider bike safety.


Liked 4 time(s).
2.



Jesus Aguilar | jraguilar@ympo.org

Multi-use pathways:
Use the lateral to connect from Kennedy Park to E. 26th Pl.
Create a multi-use pathway from Kennedy to Redondo Dr.

Liked 7 time(s).
3.



Jeff Heinrichs | jheinrichs@outlook.com

Using the unused "filled in" B canal 3.7 lateral to create a multi-modal pathway going from E. Palo Verde St. in the south to Kennedy Park in the north and continuing north to meet up with Redonda Center Dr. in the north would help to complete the multi-modal loop around Yuma.

Liked 2 time(s).



4.

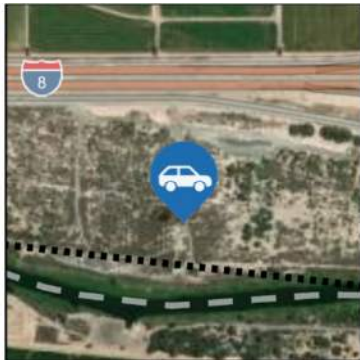


Jeff Heinrichs | jheinrichs@outlook.com

Traveling on Pacific Ave from 13th St to 8th St via bicycle to meet up with the Yuma Crossing Bike Path (Colorado River Levee - multi-use path) is currently not a safe stretch with the lack of a shoulder and need to cross the road to find a suitable "off-road" shoulder to ride on currently.

Liked 2 time(s).

5.

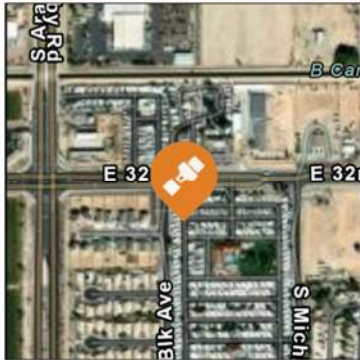


Russell L. Jones | russ@rljones.com

Many years ago it was proposed that an outer loop be created to connect the western portion of Yuma to interstate 8. This would relieve the East/West arterials of 1st, 8th, 16th, 24th and 32nd. The Southern loop was completed with 195 and the widening of 95.

Liked 8 time(s).

6.



Anonymous |

Cars traveling eastbound on E 32nd St will stop and cross over the double yellow lines to make an illegal U-turn. At times it's several cars or even motorhomes which causes the left lane to be blocked.

Liked 2 time(s).

7.



Anonymous |

The intersection of S 33rd Drive and 16th st. has a lot of issues with traffic turning left into the roadway at busy times. There is also a hard time to cross for pedestrians. I believe turning this into a safer intersection by implementing something along the lines of a roundabout.

Liked 0 time(s).



8.



Anonymous |

The city should reimplement the pedestrian island in the center of W 32nd st, as there is no barriers/protection from fast moving vehicles while crossing. I believe building a longer median will help give more alert to drivers as well, and making sure vehicles don't crash head on into the barriers.

Liked 3 time(s).

9.



Anonymous |

I think the city should place a small roundabout here to slow traffic down on Avenue C and to giving the ability for students to be able to get into the roadway without backing up traffic.

Liked 0 time(s).

10.



Anonymous |

The City and Desert View Academy should partner together and create a safer pedestrian environment for children crossing over 16th st. Currently the only safe place to cross the street is to walk out to Avenue C and back, which is very indirect and unsafe because of the exposure to heat and proximity to high-speed traffic. Whether this is through a crossing guard or some form of protected crossing, something is definitely needed here.

Liked 0 time(s).

11.



Anonymous |

Currently there is no safe bus shelter or place to wait for the bus on these two stops. I think an accessible bus stop that is level with the bus doors, and some shade would be great in promoting the bus route and giving people more ways to stay cool around here. The stops should also include bike racks/storage so people in surrounding neighborhoods can bike to these stops and to integrate it with the nearby multiuse paths. There are also no official crosswalks to get across the street.



12.



Anonymous |

No official crosswalks exist to connect the park to the rest of the surrounding neighborhoods. I think a small roundabout would be great here as to keep traffic flowing while constructing a way for other modes to move through.

Liked 1 time(s).

13.

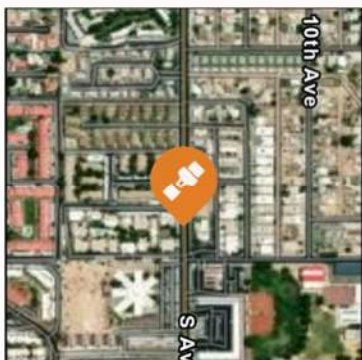


Anonymous |

There are no official crosswalks crossing 21st drive in-between Gary Knox and the Main Library. The city has a median already here, so installing a small crosswalk with some flashing pedestrian signs could help encourage safer crossings for young students at the school and people at the library.

Liked 3 time(s).

14.



Anonymous |

The city should implement more traffic calming measures at this intersection, so pedestrians have an easier way to cross Avenue A. Traffic is always extremely fast and very busy.

Liked 0 time(s).

15.

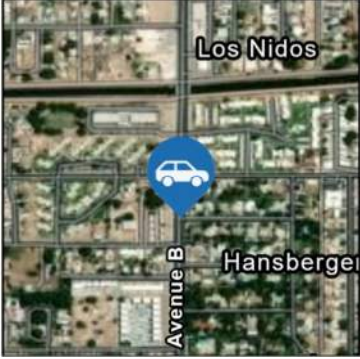
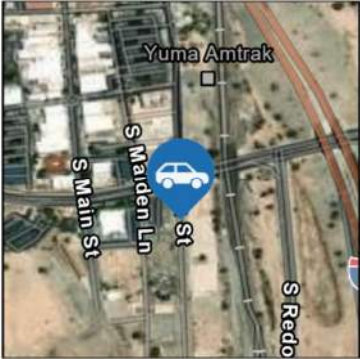




Anonymous |

The Pedestrian light is amazing here! I think the city should add a pedestrian island at the center of the street because it is still pretty unsafe to cross here though.

Liked 0 time(s).



16.  Anonymous |
I believe the city should implement a 4 way stop here like it did with the intersection at Avenue C & County 8 1/2. Traffic can get stuck turning left from 3rd st, and high-speed traffic heavily discourages pedestrian crossing.
Liked 3 time(s).
17.  Anonymous |
I believe the city should consider building a roundabout here as traffic always gets very backed up onto Gila Street as people attempt to turn left onto Giss Pkwy.
Liked 4 time(s).
18.  Anonymous |
I believe an interesting idea for the city is to renovate the old railway bridge here into a new multiuse pathway connection between the neighborhood to the Yuma Crossing Bike path route nearby.
Liked 3 time(s).
19.  Anonymous |
I think the city should implement an official pedestrian crossing here, as a lot of people have to usually run across or wait forever for traffic to clear.
Liked 2 time(s).



20.



Anonymous |

The city needs to add a crosswalk on the eastern side of the intersection so that people don't have to cross the street twice.

Liked 1 time(s).

21.



Anonymous |

The city must build some form of pedestrian crossing here, as students have to usually run across a very busy street during when school is going in and out of session. Traffic is always very fast, and pedestrians are putting themselves in great danger of being ran over.

Liked 3 time(s).

22.



Anonymous |

The city should build a multiuse pathway here as many students coming from the high school walk to the gas station. It might also be prudent to add some bike lanes here that are separated from the roadway itself.

Liked 2 time(s).

23.



Anonymous |

The city should build a safe crosswalk here to give people the opportunity to cross from the apartments into the nearby shopping center. Currently no crosswalk exists.

Liked 2 time(s).



24.



Anonymous |

The city should construct a crosswalk that connects the neighborhood to Yuma Lutheran. Along with the crosswalk, there should be a school zone in place as well. Traffic calming measures should be in place like speed bumps.

Liked 0 time(s).

25.



Anonymous |

There should be an official crosswalk, crossing 4th avenue along 12th street. Being close to the school, it is imperative to provide a safe place to cross than just running across a busy main road.

Liked 0 time(s).

26.



Anonymous |

The city should install a flashing pedestrian crossing here as lots of people use it to cross. Traffic is at a much higher rate and speed because of the high school nearby.

Liked 0 time(s).

27.



Anonymous |

Something I wish the city did to all of the parks, is to install bike racks near all of the entrances or main pathways. This would encourage people to ride out on their bikes to them, and give them a safe place to store their bike while visiting the parks.

Liked 2 time(s).



28.  Anonymous |
The city should install a crosswalk across 24th street, as there are no official crosswalks here and it is very unsafe.
Liked 2 time(s).
29.  Anonymous |
Using the medians, the city should build some more crosswalks as there is no official way to cross the street from Winsor Ave. to Arizona Ave.
Liked 2 time(s).
30.  Anonymous |
The city should either build a sidewalk connecting Castle Dome Ave. with the PAAC center or provide some form of pedestrian access. Currently, there is only a dirt shoulder for people to walk on.
Liked 6 time(s).
31.  Anonymous |
I believe the city should implement a 4 way stop here, as a way to promote the cycling corridor along Magnolia going North/South. The corridor should also have a paved access to the existing Yuma Crossing Bike Path. It is perfect to mirror with the East Main Canal.
Liked 1 time(s).



32.



Anonymous |

I believe the city should paint the cycling lanes green, as a way to reinforce to drivers that they are not simply decorative lines on a roadway.

Liked 2 time(s).

33.



Anonymous |

This bust stop like most has not seating or covering

Liked 1 time(s).

34.



Mr T | TSinvestments@aol.com

TERRIBLE AREA!! I've been in Yuma 30+ years, 20+ of those years in public safety driving EVERYWHERE in Yuma. This entire 3E section is absolutely horrible, especially 3E between 24th street north to the freeway on ramps. The signals are not in sync, and far too many TRUCKS. When will Yuma do something about this?

Liked 1 time(s).

35.



Todd Sedarat | TSinvestments@aol.com

This city needs a way to service the ENTIRE CITY, including the WEST side of Yuma by having a brand new exit off the I-8 freeway, probably around Ave D which loops the entire city. That way all Yuma residents on the West side of town who go to/from San Diego/LA/etc don't have to stupidly drive EAST to 4th ave, North to the freeway, then head back West again. Same upon returning. Even better would be if this new exit would tie into COUNTY 14 as Yuma will surely annex south. This would make a very nice and needed "loop" around the city. It would look like this: A new Ave D exit off I-8 freeway that goes south to County 14. County 14 East to Araby freeway. Araby freeway North to I-8. A beautiful loop all around the city servicing the entire city!

Liked 5 time(s).



36.  Katherine Magana | kymaggie55@gmail.com
Something has to be done for 24th street from Avenue B to Pacific. Not wide enough for all the traffic.
Liked 2 time(s).
37.  Anonymous |
We need a I-8 interchange on the west side of town. Fourth Avenue and 16th Street interchanges are not adequate or actually lead to congestion, due to the fact that everyone on the west side has to navigate busy and congested roadways to get to I-8. This adds to the congestion.
Liked 4 time(s).
38.  Anonymous |
Our public transportation system is terrible. With so much youth relying on the YCAT we should be ashamed and take Phoenix and Tucson as an example. The bus should run longer hours, have accessible routes and actually be clean.
Liked 1 time(s).
39.  Anonymous |
Road from Avenue B and 1st st to Avenue C and 3rd st could be widened to match and include bike lanes
Liked 2 time(s).



40.



Anonymous |

A pedestrian bridge needs to be built to cross 32nd because it's a hazard as is and so the community both biking and walking can have access to the businesses across the high traffic area.

Liked 4 time(s).

41.



Anonymous |

Create a pedestrian bridge so residents east of state route 195 can have access to the new park that will be build on 6E and 32nd.

Liked 3 time(s).

42.

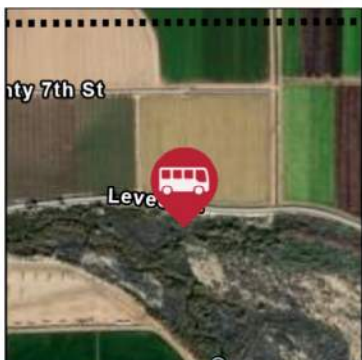


Anonymous |

YCAT should add addition services for college students taking evening courses. The night service that was provided prior to the pandemic allowed for students to take classes in the evening and get home safety.

Liked 1 time(s).

43.





Anonymous |



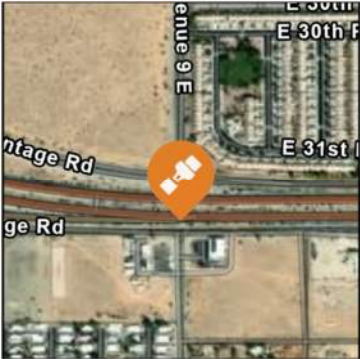
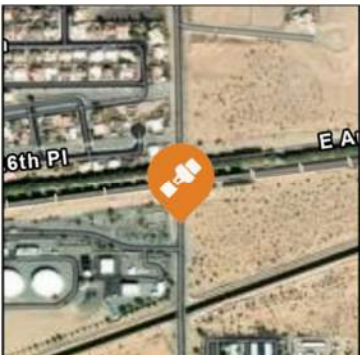
Extend YCAT services to provide students transportation for evening/night classes.

Liked 2 time(s).



44.  Ricki | ricki.contreras@yahoo.com
Add a pedestrian cross walk here. It can take 5-10 min to cross in the winter with a stroller and kids.
Liked 3 time(s).
45.  Ricki | ricki.contreras@yahoo.com
This is a blind corner and people drive very fast. Suggest adding some type of safety feature, speed bumps, light, or something else.
Liked 1 time(s).
46.  Ricki | ricki.contreras@yahoo.com
Yuma has many canals that could be used as a safer (off the main road) bikeway system. However, many of the canals are too sandy to safely ride bikes on. It would be nice if there was a paved side on canals, which would create an extensive bikeway system.
Liked 4 time(s).
47.  Ricki | ricki.contreras@yahoo.com
Connect bike path/lanes from Yuma east to the Wetlands bike path
Liked 2 time(s).



48.  Ricki | ricki.contreras@yahoo.com
Add shade to existing bike/walking path that is on the side of the road.
Liked 2 time(s).
49.  Ricki | ricki.contreras@yahoo.com
Add pedestrian crosswalk
Liked 2 time(s).
50.  Jonathan Fell | fell23@hotmail.com
Convert to Roundabout
Liked 3 time(s).
51.  Jonathan Fell | fell23@hotmail.com
Build grade separated RR interchange. Road to go under RR. RR to contribute 5% of total costs.
Liked 3 time(s).



52.



Jonathan Fell | fell23@hotmail.com

New leg here should be roundabout to flow with others constructed by ADOT.

Liked 1 time(s).

53.

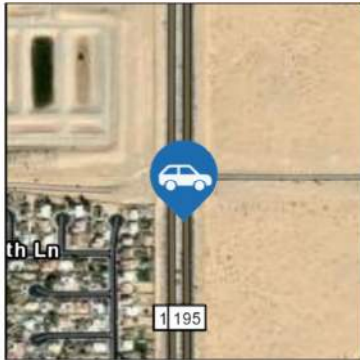


Jonathan Fell | fell23@hotmail.com

Build out sidewalks and bike paths through intersection.

Liked 1 time(s).

54.

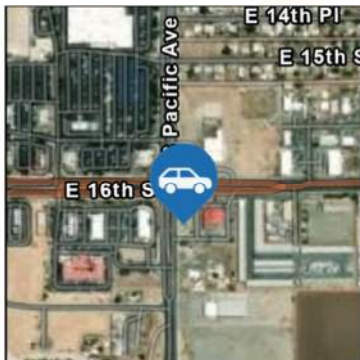


Jonathan Fell | fell23@hotmail.com

Construct bridge over 195 to relieve congestion from 32nd Street.

Liked 6 time(s).

55.



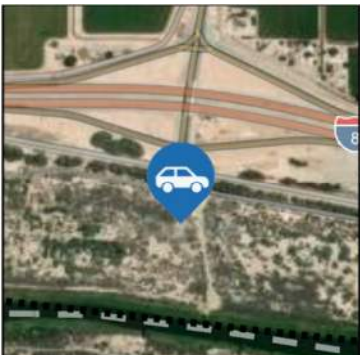


Jonathan Fell | fell23@hotmail.com

NWC add WB to NB right turn lane. Long lines headed to PAAC (why didn't they build it then?) and to Palms/Harkins.

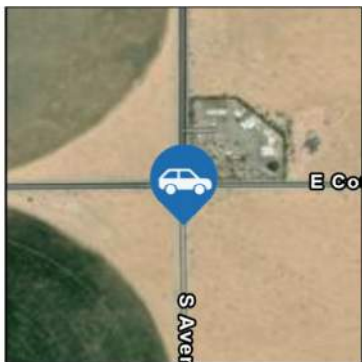
Liked 3 time(s).



56.  Jonathan Fell | fell23@hotmail.com
Add 3rd lane along interstate 8. All within the urban area of Yuma/Foothills.
Liked 3 time(s).
57.  Jonathan Fell | fell23@hotmail.com
Widen HWY95 to 5 lanes with continuous TWLTL.
Liked 1 time(s).
58.  Jonathan Fell | fell23@hotmail.com
Extend Ave B north over Colorado River and tie into Winterhaven Drive. Relieve congestion along 4th Avenue by creating a new route to I-8 California.
Liked 2 time(s).
59.  Jonathan Fell | fell23@hotmail.com
Connect to 1st Street as second bridge into town from California.
Liked 4 time(s).



60.



Jonathan Fell | fell23@hotmail.com

Curve roadway as 99% traffic turns here. Make in a large radius curve.

Liked 2 time(s).

61.

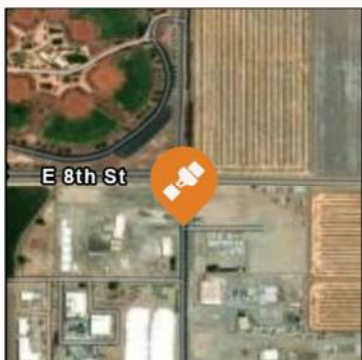


Jonathan Fell | fell23@hotmail.com

Buy this house and knock it down. Build EBRTL. Close Donna Ave and knock out secondary access to Pacific Ave mid block south near 2487 S Donna.

Liked 1 time(s).

62.

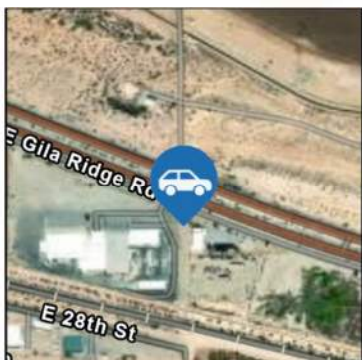


Jonathan Fell | fell23@hotmail.com

Curve road along the 99% travelled direction or build large roundabout. (south and west legs)

Liked 3 time(s).

63.

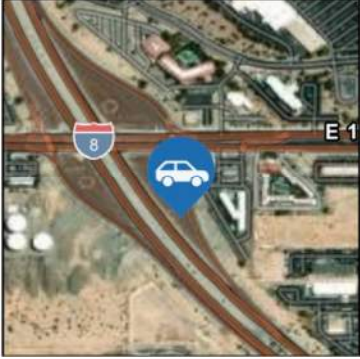
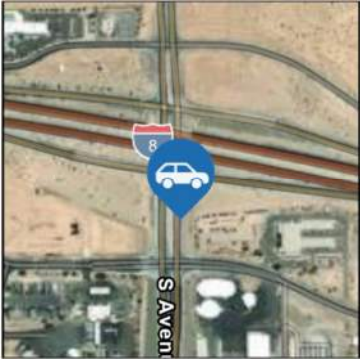
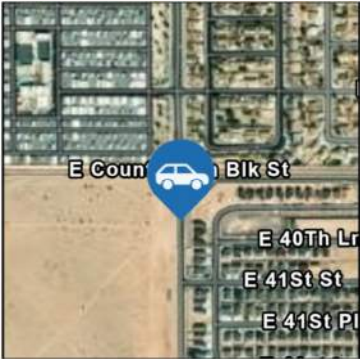



Jonathan Fell | fell23@hotmail.com


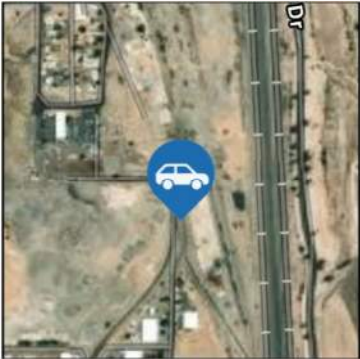
Add new TI at I-8. Maybe Ave 5E or nearby for trucks going to coolers or the new Pilot Fuel Station. Can be industrial use only or the region may prefer to knock out south over the B Canal and tie into 32nd Street.

Liked 3 time(s).



64.  Jonathan Fell | fell23@hotmail.com
Add additional lane to store move vehicles. Perhaps a triple NBLT at signal. Remove stop signs all together.
Liked 2 time(s).
65.  Jonathan Fell | fell23@hotmail.com
Add dual NBRT to help relieve congestion along NB Ave 3E.
Liked 2 time(s).
66.  Jonathan Fell | fell23@hotmail.com
Connect 40th Street along is alignment as the next East/West city connection.
Liked 7 time(s).
67.  Jonathan Fell | fell23@hotmail.com
South loop should be placed along County 14th alignment. Connect Somerton/Yuma/Foothills south of the airport so no break in the alignment.
Liked 2 time(s).



68.  Jonathan Fell | fell23@hotmail.com
Make official canal path and lighted crossing for west valley.
Make path connections to YVP.
Liked 0 time(s).
69.  Jonathan Fell | fell23@hotmail.com
Make ped/bike trail bridge over EMC.
Liked 1 time(s).
70.  Jonathan Fell | fell23@hotmail.com
Connect 8th Street with Gila Street to Giss Parkway via RR alignment Spur. 8th Street AKA Arizona is underutilized.
Liked 2 time(s).
71.  Jacob Florence | j.florence@gmail.com
The bike path running north to south along 3E is in poor condition
Liked 4 time(s).



72.



Jacob Florence | j.florence@gmail.com

The existing bike path along W 32nd is incomplete in areas and ends before entering the major business area, making it relatively ineffective to safely ride a bike to most destinations. The bike path should be complete and extend for as long as possible along W 32nd and S 4th

Liked 4 time(s).

73.

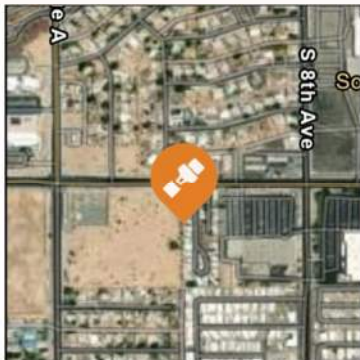


Jacob Florence | j.florence@gmail.com

The existing bike path on W 32nd ends at the 3 E intersection, it should extend eastbound into the foothills to allow for safe bicycle travel from the Foothills into downtown and major businesses and attractions

Liked 4 time(s).

74.



Jonathan Fell | fell23@hotmail.com

Widen to 5 lanes. There have been crashes with people stopping to make turns. Which creates backups. Both a Safety and Driving category.

Liked 0 time(s).

75.



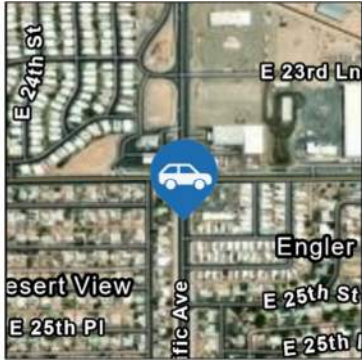
Jonathan Fell | fell23@hotmail.com

Widen to 5 lanes. Both a SAFETY and Driving category. Much needed in times of high congestion and collisions.

Liked 1 time(s).



76. Jonathan Fell | fell23@hotmail.com



Add right turn lanes.

Liked 1 time(s).

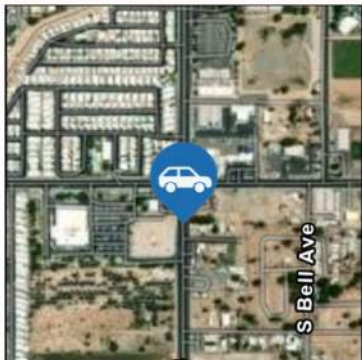
77. Jonathan Fell | fell23@hotmail.com



Add right turn lanes

Liked 2 time(s).

78. Jonathan Fell | fell23@hotmail.com



Add right turn lanes.

Liked 1 time(s).

79. Jonathan Fell | fell23@hotmail.com



Add NB right turn lane.

Liked 1 time(s).



80.



Jonathan Fell | fell23@hotmail.com

36th Street is the major bike route collector for east/west traffic. Please make these bike lanes continuous from the A Canal to Fortuna Road. Yes, this includes Stetson Ave and a few course corrections.

Liked 3 time(s).

81.



Jonathan Fell | fell23@hotmail.com

Finish the 7 lane roadway section at this bottleneck and install the final bike route missing leg. Then paint the bike lanes in all the way to Pacific Ave (2E)

Liked 2 time(s).

82.



Jonathan Fell | fell23@hotmail.com

Finish the 7 lane roadway section at this bottleneck and install the final bike route missing leg. Then paint the bike lanes in all the way to Pacific Ave (2E)

Liked 2 time(s).

83.



Jonathan Fell | fell23@hotmail.com

Improve this intersection to prepare when traffic increase along 40th Street and the future bridge over ASH 195.

Liked 2 time(s).



84.

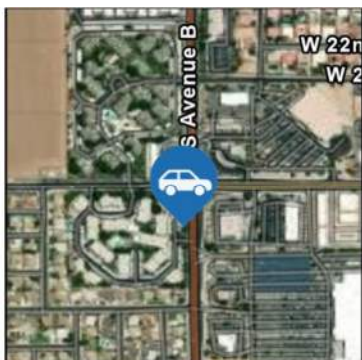


Jonathan Fell | fell23@hotmail.com

Install right turn lanes and improve sight distance.

Liked 1 time(s).

85.



Jonathan Fell | fell23@hotmail.com

Improve west leg of 24th Street and Ave B to reduce congestion home, to parks and back. Area is a bottleneck and needs multiple lanes added to modernize this hodge-podge intersection.

Liked 3 time(s).

86.



Jonathan Fell | fell23@hotmail.com

Finish the ultimate 5 lane section of 24th Street. Keep green bike crossing and multiple use path crossings safe!

Liked 2 time(s).

87.







Jonathan Fell | fell23@hotmail.com

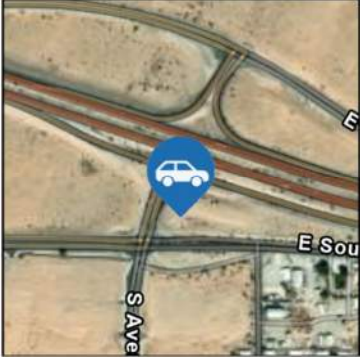



Widen west leg of 32nd Street and Ave B intersection to reduce bottleneck and reduce congestion. More traffic is heading west and needs more than a single lane. Build ASAP! Include full modern right turn lanes.

Liked 3 time(s).



88.  Jonathan Fell | fell23@hotmail.com
Modernize canal path with proper crossing of 1st Street. Figure out if the trail can take some asphalt width or a new bridge is needed. This is a major bottleneck in the bike path system.
Liked 2 time(s).
89.  Jonathan Fell | fell23@hotmail.com
Add right turn lanes.
Liked 1 time(s).
90.  Jonathan Fell | fell23@hotmail.com
Complete ultimate intersection at Ave D with 8th Street with right slip lane and corresponding raise island. Allow a future west main canal trail system to cross safely.
Liked 1 time(s).
91.  Jonathan Fell | fell23@hotmail.com
Provide a safer crossing of walking and bike trail system.
Liked 3 time(s).



92.  Crystal Figueroa | cfigueroa@ympo.org
Traffic Interchange located on (Exit 9) needs to be re-evaluated by ADOT and included in the YMPO LRTP update. Access to I-8 to go west is not convenient. Road users must travel west on 32nd st up to 8E to take Interstate 8 Frontage Rd to loop around and access I-8 to go westbound or head east for 2-3 miles to loop west around on Fortuna Rd. Mayor development is happening in the area. This will increase accessibility, improve safety, and reduce congestion in the area.
93.  Evan Ruiz | ezruize@gmail.com
A light pole and vegetation at this intersection block the view when trying to turn left.
Liked 1 time(s).
94.  Anonymous |
Traffic light or a 3-way stop sign is needed, also a pedestrian crosswalk
Liked 1 time(s).
95.  Anonymous |
Speed bumps are needed alongside park because the cars speed like they're in a freeway. Kids and pets are playing in the area.
Liked 2 time(s).



96.



Anonymous |

Crosswalk needed near the bus stops.

Liked 3 time(s).

97.



Anonymous |

Crosswalk is needed. Hard to cross 24th when walking.

Liked 2 time(s).

98.



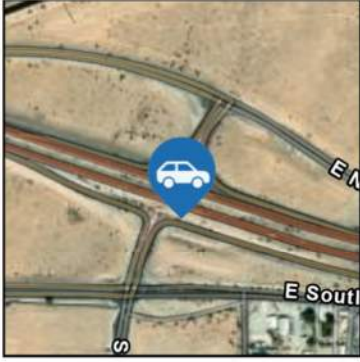
Anonymous |

Tree lined, lighted walking path. So people can exercise more.

Liked 2 time(s).



99.



ARTURO MORALES | arturo.morales@nbarizona.com

From what I understand 8 1/2 was originally designed to have entry/exit for both I-8 west and east bound traffic. But due to limited funding at the time, only east bound traffic entering freeway can enter from the southside of freeway and only west bound traffic can enter I-8 from northside of freeway. ADOT needs to revisit and correct by allowing east and west bound I-8 traffic to enter from either side. Right now, anyone on the north of I-8 trying to enter freeway has to go around freeway on N Frontage Rd in order to enter east bound entry to I-8. and anyone on southside of I-8 trying to go west has to go all the way around

N Frontage Rd to enter on the north side.

This will become dangerous and unacceptable for community for following reasons:

1. new fire station just built. current structure adds 4-7 minutes to travel time going west
2. new temple being built. this will attract more vehicles to this corridor from both east and west directions
3. over 1,000 homes are being built plus new commercial property within next three - five years

Liked 3 time(s).

100.



Jeff Heinrichs | jheinrichs@ympo.org

There is no continuous sidewalk along Arizona Ave between 24th St and 16th St. As a result there is no safe means to walk north-south between 24th St and 16th St along Arizona Ave without walking in the roadway (Arizona Ave), or through private property.

Liked 3 time(s).

101.



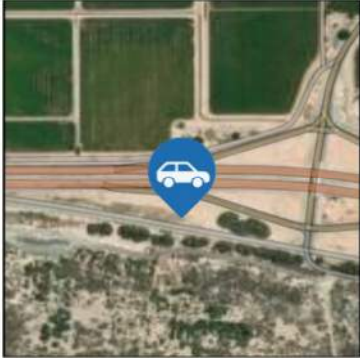
Frank M | flmartinez0219@gmail.com

We need our own designated paved pathway along with landscaping and lights. I see a lot of people that use this to walk and exercise but currently it's all dirt. This would be a great path to go all the way to the park and aquatic center. This is a no brainer.

Liked 4 time(s).



102.

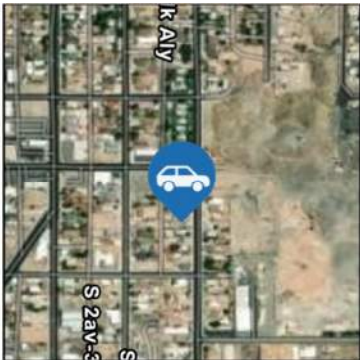


Frank M | flmartinez0219@gmail.com

We need an exit/entrance ramp here that connects directly to west side of Yuma. It is so inconvenient to drive all the way to 4th Ave or 16th right in to mid town to get the freeway to go east or west bound.

Liked 7 time(s).

103.

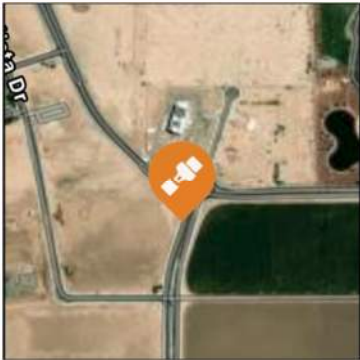


Anonymous |

A bridge on 8th Street to get to the mall area would relieve a lot of the congestion on 16th Street.

Liked 3 time(s).

104.



Anonymous |

The lanes in this round about are way too narrow. They need to be widened.

Liked 2 time(s).

105.



Anonymous |

16th St & Ave B is a frequent location for car accidents. The intersection should be analyzed and safety measures implemented. This morning, July 1, 2024, an accident occurred. Safety will only become a growing concern with the increased number of housing complexes on Ave B (north).

Liked 4 time(s).



106.



Anonymous |

Some sort of object or visual blockade needs to be placed here to have drivers slow down as there have been multiple (3-4) fatal accidents. Possibly installing sidewalks on the east side, more trees or shrubbery to encourage the brain to see it as a slimmer path, thus making the brain slow down. Speed bumps could be a viable option too. Maybe place some sort of panels with history of the city and the trains on the west side so that it encourages people to take the pathway there. This also encourages drivers to slow down when they see pedestrians in the area.

Liked 2 time(s).

107.



Anonymous |

Saguaro neighborhoods have no sidewalk connections to 8E at 40th. Countless kids and adults walk and ride bikes on the edge of the single lane of pavement or on the median.

Liked 5 time(s).

108.

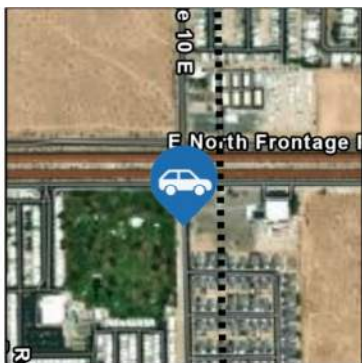


Anonymous |

16th St interchange is becoming dysfunctionally congested even in summer now, with exiting WB traffic stopped beyond the beginning of the off-ramp at times. Time to start planning eventual conversion to a SPUI or DDI configuration before it gets far worse.

Liked 3 time(s).

109.

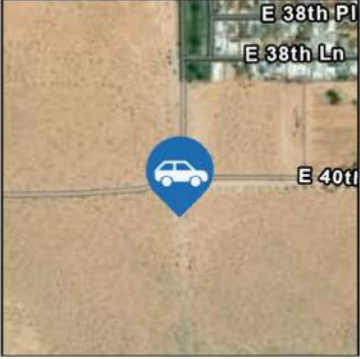


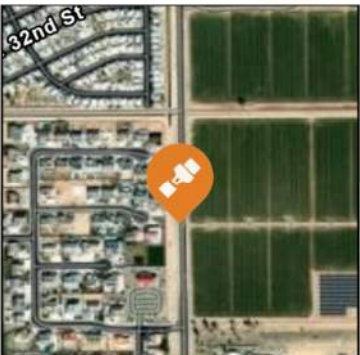


Anonymous |

Many accidents happen at this intersection because there isn't a light to provide a certainty of turning left, instead people wait for others to make space which is not likely. This is especially true during Winter Visitor Season

Liked 3 time(s).



110.  Anonymous |
fully asphalt e 40th street to have less congestion on south frontage road
Liked 6 time(s).
111.  Anonymous |
There are many accidents at this intersection. People traveling west may be driving too fast and people turning left onto Pacific Ave try to cross which causes collisions. I suggest putting a sign only allowing left turns on green arrow.
Liked 1 time(s).
112.  Anonymous |
32nd Street and Ave B intersection needs to be redesigned. There is too much traffic heading from east to west through the intersection.
Liked 3 time(s).
113.  Anonymous |
Safety from drivers traveling to fast
Liked 2 time(s).



114.



Anonymous |

The 24th Street and Ave B intersection is overloaded and hazardous for drivers commuting from east to west through the intersection. This needs to be a high priority.

Liked 2 time(s).

115.



Anonymous |

walking/ bike path along roadway for safety from speeding drivers

Liked 4 time(s).

116.

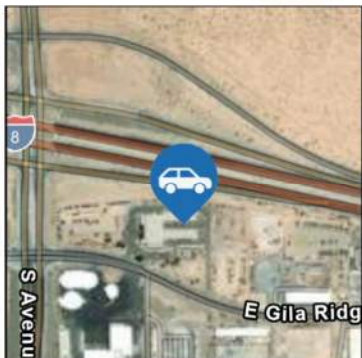


Anonymous |

Bike path needed on 32nd street, from Ave B to Ave C.

Liked 4 time(s).

117.



Anonymous |

freeway entrance far too short and sudden for the length of commercial trailer trucks entering the freeway at this point

Liked 2 time(s).



118.



Anonymous |

the most congested freeway exit in the Yuma area. It often overflows into the freeway creating a safety hazard for those coming around the bend. Create additional lanes for cars and lengthen freeway exit lane.

Liked 3 time(s).

119.

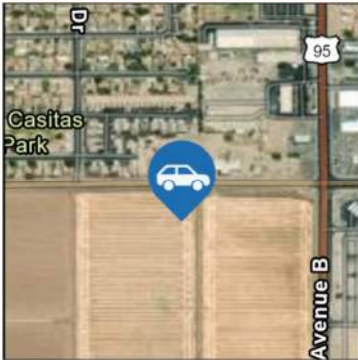


Anonymous |

The walking path on 45th Avenue from 28th to 26th St, needs to be extended to 24th Street, include a crosswalk on 24th Street and continue northerly to 20th Street.

Liked 3 time(s).

120.



Anonymous |

32nd street needs to be widened through the Ave B intersection at least up to the entrance into Las Casitas subdivision.

Liked 3 time(s).

121.



Anonymous |

24th Street needs to be widened from Ave B to Ave C.

Liked 2 time(s).



122.

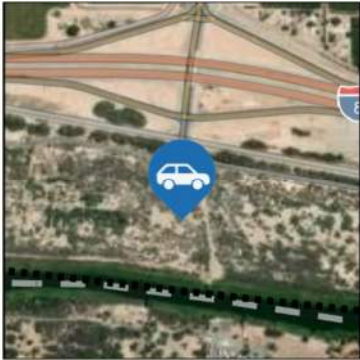


Anonymous |

Needs to be a walking / biking path along the Yuma Valley Irrigation District canal. Similar to the one along the Main canal in town.

Liked 3 time(s).

123.

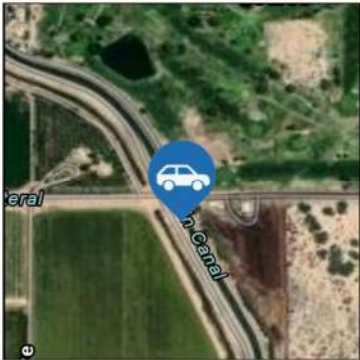


Anonymous |

This ramp needs to be an entry into Yuma and Highway 95.

Liked 2 time(s).

124.

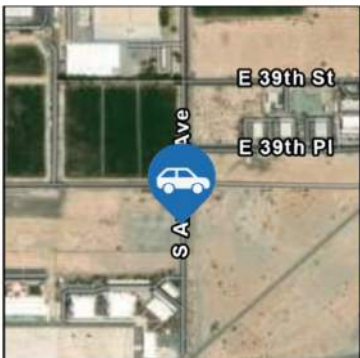


Anonymous |

40th Street needs to connect from Arizona Ave to Ave B. Needs a bridge over the Main Canal.

Liked 2 time(s).

125.



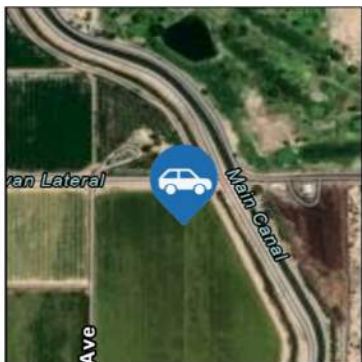
Anonymous |

40th Street and Arizona Ave need not be a 90 degree intersection. Consider a curved intersection to keep traffic moving.

Liked 1 time(s).



126.

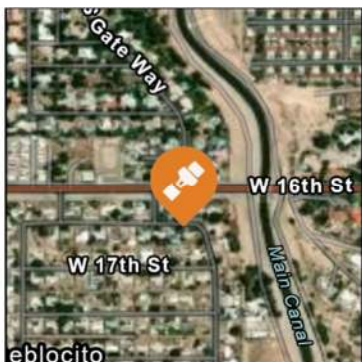


Anonymous |

40th Street needs a bridge over canal connecting it to Ave A.

Liked 1 time(s).

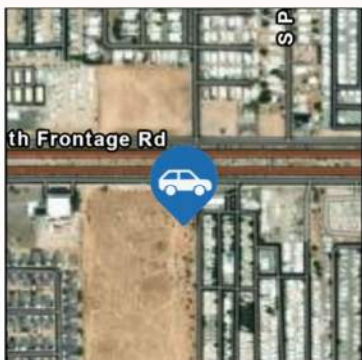
127.

Josh Conover | joshua.conover@yumaaz.gov

A traffic signal at this intersection would be a good consideration. There have been fatalities here from people turning on to 16th st from S Gateway Dr. People often have to wait a long time to turn left out of S Gateway Dr. Similar situation on S. Magnolia Ave turning onto 16th St as well.

Liked 0 time(s).

128.

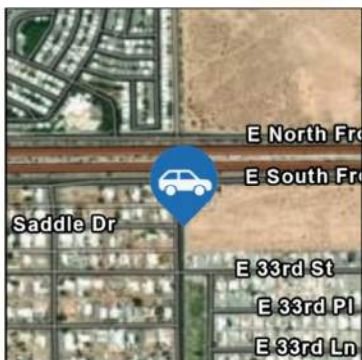


Anonymous |

Additional lanes for heavy traffic which will only become worse with additional building construction

Liked 0 time(s).

129.



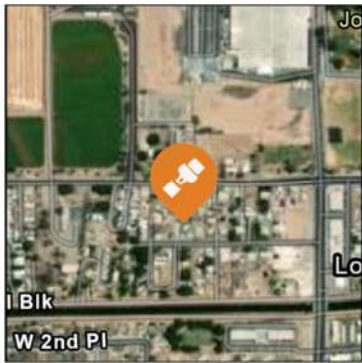
Anonymous |

Additional overpass would relieve traffic at both Fortuna and Ave 8 E

Liked 0 time(s).



130.

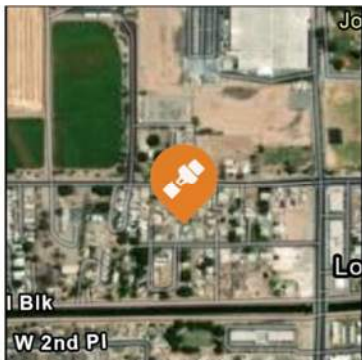


Kris | klcromleyjones@gmail.com

Speed bumps or some other solution to slow people down on this street. They speed very fast just west of Avenue before on the straightaway before the curve. It's dangerous for those living there.

Liked 0 time(s).

131.

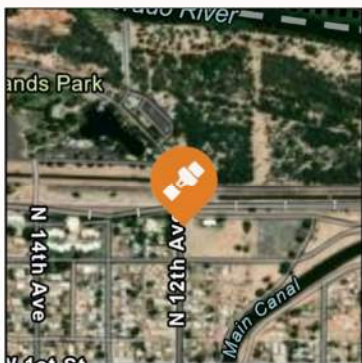


Kris | klcromleyjones@gmail.com

Speed bumps or some other solution to slow people down on this street. They speed very fast just west of Avenue before on the straightaway before the curve. It's dangerous for those living there.

Liked 0 time(s).

132.



Kris | klcromleyjones@gmail.com

Signs indicating canals or bodies of water. People from out of town need to know to be aware when driving over or near. Some places do not have such things in the town they came from and can be dangerous if they turn the wrong way.

Liked 0 time(s).

133.



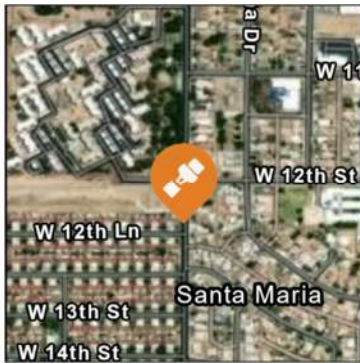
Kris | klcromleyjones@gmail.com

This is just to document a comment, not a location. Yuma should consider stricter new driver rules as they seem extremely lax compared to other states I've been too. No formal learning instruction is required and there is a lot more car accidents in Yuma than any other place I have lived. This is probably why. Just saying.

Liked 0 time(s).



134.



Anonymous |

The intersection of 14th Avenue and 12th Street needs to be a four way stop. This is a school cross walk with pedestrian traffic. This is also a blind intersection for those traveling northbound due to topography and on street parking. Forget the studies and warrants - just do it.

Liked 0 time(s).

135.



Anonymous |

Need to reduce speeds on 14th Avenue between 8th Street and 16th Street with traffic calming measures. There have been numerous instances of vehicles leaving the roadway and crashing into the neighboring houses.

Liked 0 time(s).

136.



Anonymous |

Construct a multi-use path from Avenue 3E to Avenue 8 1/2E.

Liked 3 time(s).

137.



Anonymous |

Signalize Magnolia Avenue with left turn lanes and allow u-turns. Make Dora Avenue and Gateway Drive right in/right out with raised medians. Magnolia and not Gateway because there are more houses south of 16th Street and connections to Avenue B and 24th Street.

The center median has many traffic conflicts. Additionally, drivers are making unsafe left turns into oncoming traffic from Gateway, Magnolia and Dora.



138.



Anonymous |

Put in sidewalks on Pacific Avenue in this area. It is unsafe and a particular hazard for those with disabilities.

Liked 0 time(s).

139.



Anonymous |

Need a paved connection to the East Main Canal bike path on the south side of the basin on 14th Avenue south of 8th Place.

Liked 1 time(s).

140.



Anonymous |

Need a multi-use path connection from the East Canal Path to 12th Street.

Liked 1 time(s).

141.



Anonymous |

Construct a sidewalk on the north side of 32nd Street between 4th Avenue going east to the 32nd Street curve.

Liked 0 time(s).



142.

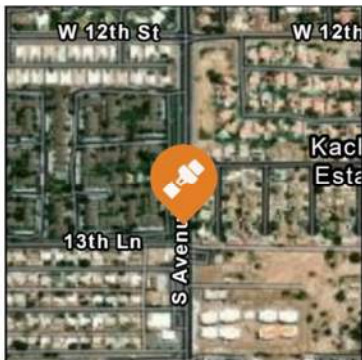


Anonymous |

Construct sidewalk along Avenue A from hospital to 32nd Street.

Liked 2 time(s).

143.



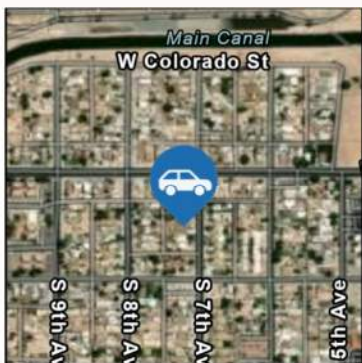
Anonymous |

Reduce the speed limit on Avenue B to 35 mph. Speed limit varies and need to be consistent through the city. Additionally, neighboring residents, businesses and Supervisor Pancrazi have made the request.

Speed kills and we should be finding ways to make our community safer.

Liked 0 time(s).

144.



Anonymous |

Restripe 1st Street to three lanes and add bike lanes on the roadway with on street parking. The lack of a center turn lane on this roadway creates rear end collisions and impedes traffic.

Liked 0 time(s).

145.

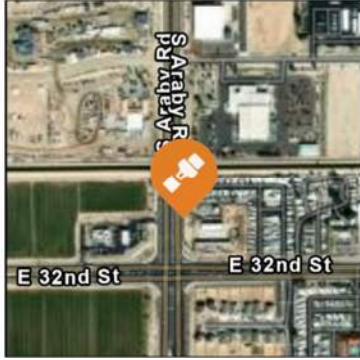
JR Aguilar | jesus.aguilar81@yahoo.com

The section from 12th St. to 8th St. has no bike lanes, and cars pass by without slowing down in many instances while we have to share the road.

Liked 2 time(s).



146.



Doug Sino | douglasrossino@yahoo.com

I ride my bike on the canal as part of my route to work. Having to go to the intersection to use the crosswalk/walk sign is out of the way, and on the west side there is no easy way to get on the sidewalk on your bike without getting off. I think a pedestrian crossing signal at the canal is appropriate as there are many pedestrians who utilize the canal and cross Araby there, having to wait for an opening in traffic.

Liked 0 time(s).

147.



Doug Sino | douglasrossino@yahoo.com

S 4th Ave has one bike/golf cart lane on the west side. A separate bike lane only on both sides is needed. Also vehicles exiting the RV lots on the west side don't stop till they already are in the sidewalk. Additional signage warning of pedestrians need to be placed. Stop signs should be moved back to make sure vehicles stop twice, once before the crossing lane and then they can enter it if there are no pedestrians in the area.

Liked 2 time(s).

148.



Doug Sino | douglasrossino@yahoo.com

The bike path stops after the Ron Watson Middle School. The needs to be extended on both sides all the way to S Ave 9E.

Liked 1 time(s).

149.



Doug Sino | douglasrossino@yahoo.com

Widening the space next to the vehicle gate so you don't have to dismount your bike.

Liked 0 time(s).



150.  Doug Sino | douglasrossino@yahoo.com
Widening the space next to the gate so you don't have to dismount your bike.
Liked 1 time(s).
151.  Doug Sino | douglasrossino@yahoo.com
As with other comments, the canals make for great paths for biking. Keeping with safety in mind. I don't necessarily believe they need to be paved, just kept up better, harder packed. A lot are loose dirt/sand making it difficult to get through, even using a mountain bike.
Liked 1 time(s).
152.  Doug Sino | douglasrossino@yahoo.com
Adding oning's and water stations along the canals for safety. I ride from the foothills to the city (14 miles) for work, even in the summer.
Liked 0 time(s).
153.  Doug Sino | douglasrossino@yahoo.com
Adding oning's and water stations along the canals for safety. I ride from the foothills to the city (14 miles) for work, even in the summer.
Liked 1 time(s).



154.

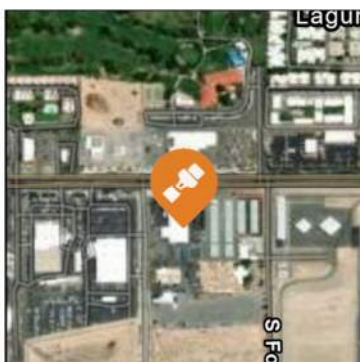


Doug Sino | douglasrossino@yahoo.com

The bike path from here to S Avenue 3 E needs to be ripped up and redone.

Liked 1 time(s).

155.

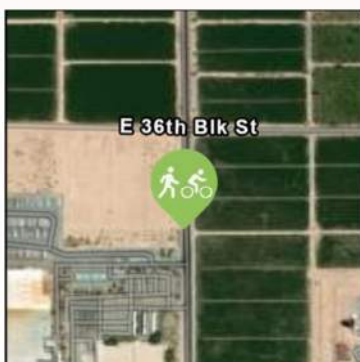


Doug Sino | douglasrossino@yahoo.com

Whoever designed the sidewalk from S Fortuna Ave to S Arizona Ave really messed up. It's not straight and the wheelchair access points lead directly into E 32nd St.

Liked 0 time(s).

156.

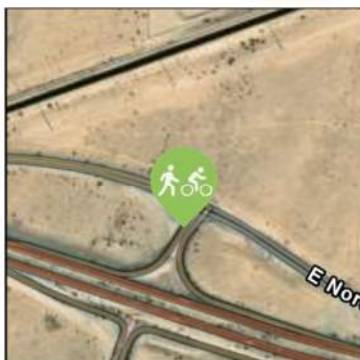


Doug Sino | douglasrossino@yahoo.com

S Arizona Ave needs a bike path on both sides.

Liked 1 time(s).

157.



Doug Sino | douglasrossino@yahoo.com

Road needs to be made wider and bike paths on both sides added. Vehicles traveling in both directions speed and without a bike path and the barrier in the middle of the road means vehicles can't move over.

Liked 1 time(s).



158.



Stephen Nelson | stphnnelson@gmail.com

A bike path on the South Frontage Road from Fry's to Walmart.
Or connect 40th all the way thru to 195

Liked 2 time(s).

159.



Anonymous |

Straighten out this section of Redondo Drive. A lot of people don't realize the road curves and hit the curb on the west side of the road.

Liked 0 time(s).

160.

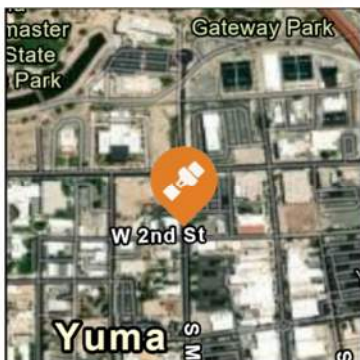


Anonymous |

Need municipal parking garage to expand available parking for downtown events and the additional Yuma County employees who will be taking up a big portion of the lot once the new county administration building is finished.

Liked 0 time(s).

161.



Anonymous |

This road is too narrow for the off-street parking configuration currently in place. When cars are parked on both sides of the road you can barely squeeze two cars on the traffic lanes and one vehicle often has to wait for the other vehicle to pass in order to safely travel down the road, especially large vehicles and trucks.

Liked 0 time(s).



162.



Anonymous |

Another potential location for a parking garage to expand parking capacity downtown.

Liked 0 time(s).

163.



Anonymous |

Bike Lane on 24th street needs to be continued to 3E and reconstruction of the roadway from Araby to 3E

Liked 0 time(s).

164.



Anonymous |

We need a bike path along 3E across 32nd and around the industrial area to join the existing canal path

Liked 0 time(s).

165.



Anonymous |

We need a bike path connecting County 14th and the bike path that ends at 40th - this road is SO DANGEROUS for bikers and the only way to get to the path from this direction.

Liked 0 time(s).



166.



Anonymous |

Very hard for bicycles to cross 32nd street as pacific does not line up on both sides of 32nd. bicycles are forced to move from bike lane into car traffic lane to cross with VERY HEAVY TRAFFIC.

Liked 0 time(s).

167.



Anonymous |

Add law enforcement throughout this street, ticket all fast drivers. Add lights.

Liked 0 time(s).

168.

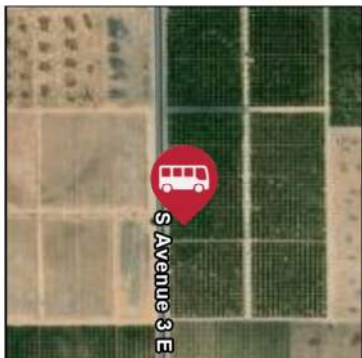


Anonymous |

Cannot make left turn with incoming traffic. When the light turns red is when you can make a left.

Liked 0 time(s).

169.



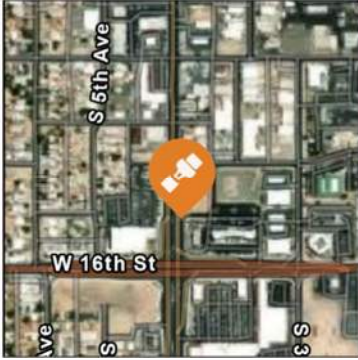
Anonymous |

Add a public transit stop or route for the people of the counties around 14th to 19th street.

Liked 2 time(s).



170.



Anonymous |

Traffic mitigation needs to begin here with new commercial developments and it being an emergency vehicle outlet from the Police Station.

Liked 0 time(s).

171.

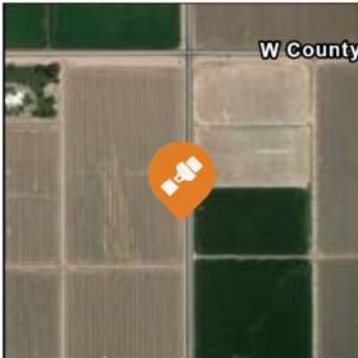


Anonymous |

SR-195 needs east and west rest stops for additional truck parking and restroom facilities for travelers.

Liked 0 time(s).

172.

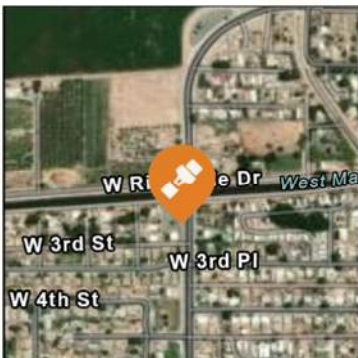


Anonymous |

Ave C between 32nd and County 14th needs more frequent upkeep as its a common AG corridor.

Liked 0 time(s).

173.



Anonymous |

Speed bumps to slow down traffic heading north and south on Ave C, visibility is limited and Cocopah RV winter visitors pull out into oncoming traffic all the time in order to "See"

Liked 0 time(s).



174.



Anonymous |

The Flashing ligths need to be more high bvisibility for this cormner

Liked 0 time(s).

175.



Anonymous |

Please add a safe bike path separate from traffic. Starting from Ave 6E, toward the foothills Walmart.

Liked 1 time(s).

176.

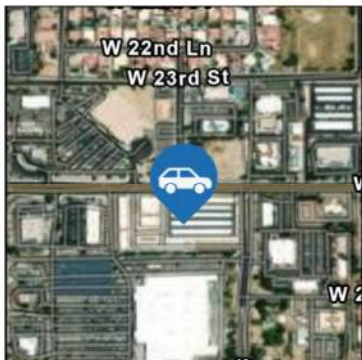


Anonymous |

Ideal area for an underpass of the roadway below this railroad track rather than crossing these busy tracks.

Liked 0 time(s).

177.



Anonymous |

Consistently one of the most annoying stop lights in Yuma. Particularly long wait times for southbound to eastbound turn, only for the light to end before everyone waiting has finished turning.

Liked 0 time(s).



178.

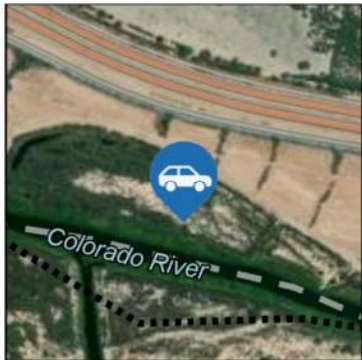


Anonymous |

Whatever happened to the bridge that was supposed to go here? They held a meeting on it about a dozen years ago. Had full designs and everything.

Liked 0 time(s).

179.



Anonymous |

Highway-level "I-208" interchange was once discussed here with beltway type highway to go down Avenue D alignment south toward approximately 56th Street, then east to connect to SR-195. Needed to relieve pressure on 4th Av and 16th St as only routes in population center of town to access I-8, as possible evacuation route and to improve truck traffic to/from Mexico. Also would serve as catalyst for economic development.

180.



Anonymous |

Extending Avenue B alignment to Winterhaven Drive/I-8 interchange would be an alternative, and less expensive, to the once-discussed loop highway at Avenue D alignment.

Liked 0 time(s).

181.

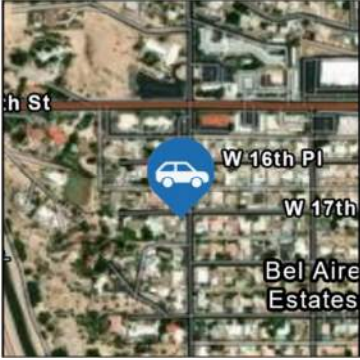





Anonymous |

Avenue 5E would be a good location for underpass for N-S traffic to cross I-8. There's a long way between 3E and Araby. 5E would have to be improved significantly and extended from 30th Street. Interchange is another good idea, but topography would make that difficult.

Liked 0 time(s).



182.  Anonymous |
Traffic control in this section of 14th Ave makes no sense. Stop to yield to traffic from a dead end?
Liked 0 time(s).
183.  Anonymous |
Lot of structures crowding this intersection, preventing turn lanes and a wider turn radius. This is a state highway and a truck route and needs to be upgraded.
Liked 0 time(s).
184.  Anonymous |
4th Ave traffic flow would likely be improved if this traffic signal were removed. Same at 10th Ave. 12th St would be a better point for a signal, based on distance between major intersections (16th St, 8th St).
Liked 0 time(s).
185.  Anonymous |
Remove traffic signal for better traffic flow
Liked 0 time(s).



186.



Anonymous |

Arizona Ave or Walnut should be extended to Giss Parkway, by way of Gila Street, particularly if development is likely in the brownfield/ "Old Town South" area like they're saying.

Liked 0 time(s).

187.



L Little |

Pedestrian crossing is needed throughout W. 1st St. especially in this downtown area with multiple shops.

Liked 0 time(s).

188.



L Little |

When school is in session, this road is congested due to the high traffic demand of both Centennial and Pueblo schools. There should be pedestrian crossing here as students often have to cross this street with high traffic and high congestion.

Liked 0 time(s).

189.



L Little |

When school is in session, this road is congested due to the high traffic demand of both Cibola and Valley Horizon schools. There should be pedestrian crossing here as students often have to cross this street with high traffic and high congestion.

Liked 0 time(s).



190.

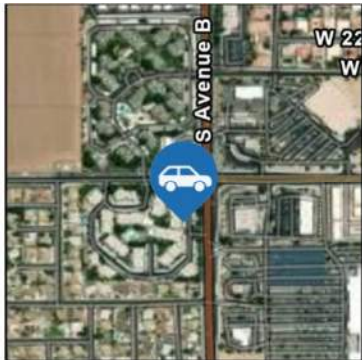


Anonymous |

Lots of high school kids are dropped off here. It gets congested.

Liked 0 time(s).

191.

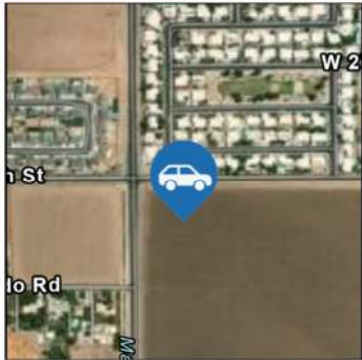


Anonymous |

If traveling east on 24th Street, this intersection becomes backed up. It is extremely congested in the early morning hours.

Liked 0 time(s).

192.

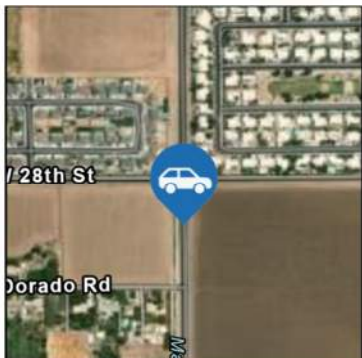


Anonymous |

This road has no line markings. Cars are sometimes driving down the middle of the road.

Liked 0 time(s).

193.



Anonymous |

There is a ton of traffic on 28th in the morning and when people are getting off work. People are darting across Avenue C to get to the other side of 28th Street.

Liked 0 time(s).





City of Yuma Integrated Multimodal Transportation Master Plan

Public Outreach Round 1 Survey Results

Kimley»Horn
Expect More. Experience Better.



416

Total Responses for Yuma Region

336

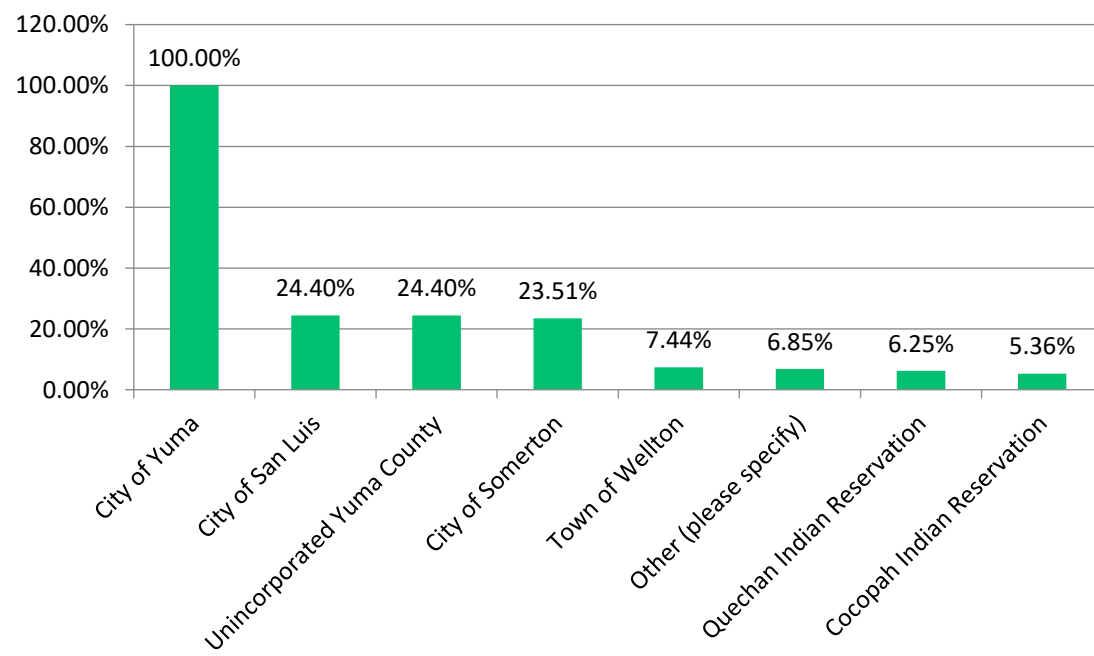
Responses Pertaining to City of Yuma



In which area of the Yuma region do you primarily travel? (Check all that apply)

Answered: 336

Skipped: 0



Other Responses:

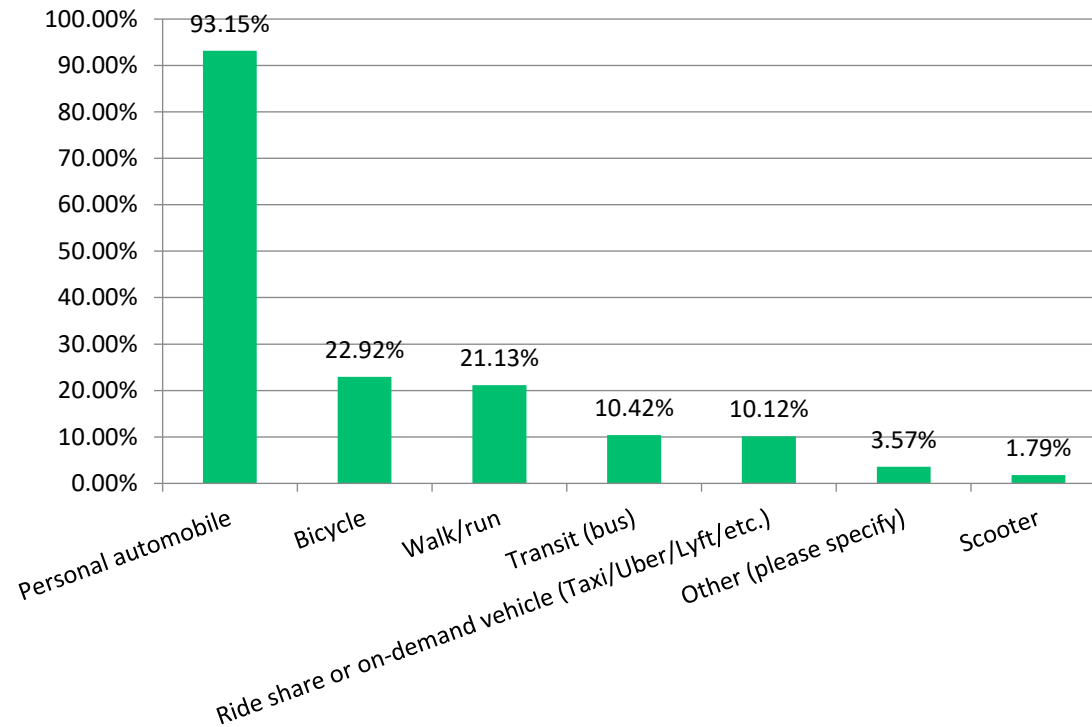
- Foothills
- ADOT Facilities
- Arizona Western College
- Mohawk Valley
- Calexico
- Gadsen
- Tacna



What modes of transportation do you use regularly? (Check all that apply)

Answered: 336

Skipped: 0



Other Responses:

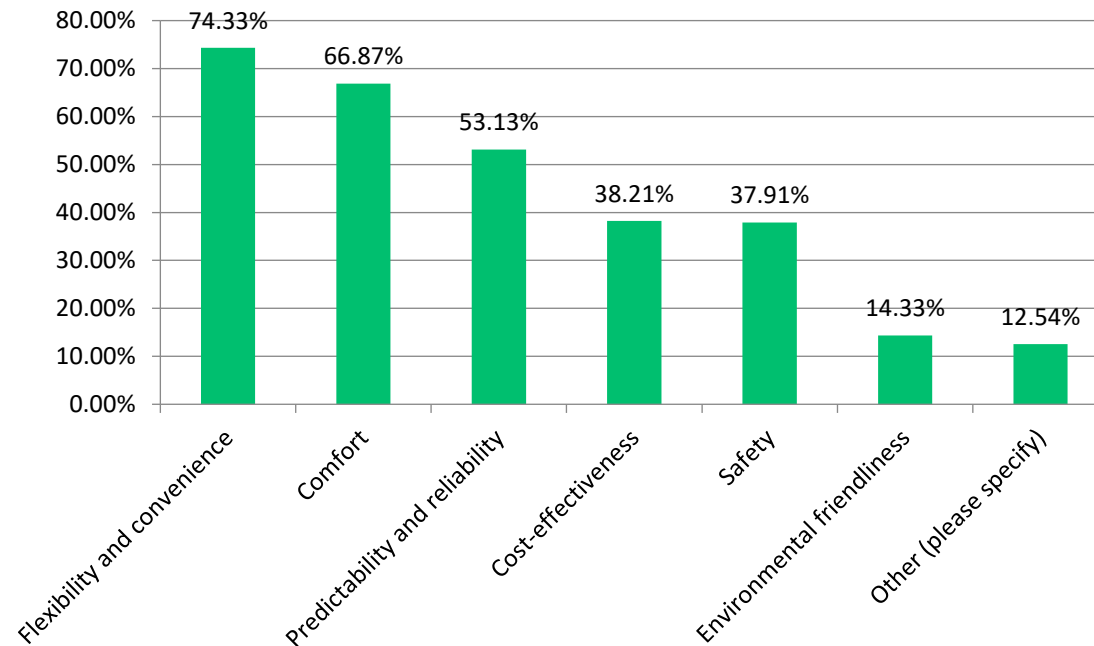
- Skateboard/Rollerblades
- Work Truck
- Golf Cart
- Commercial Dump Trucks
- GSA Vehicle
- UTV
- Flying
- 50cc Moped



Why do you choose to use the transportation modes you checked above? (Check all that apply)

Answered: 335

Skipped: 1



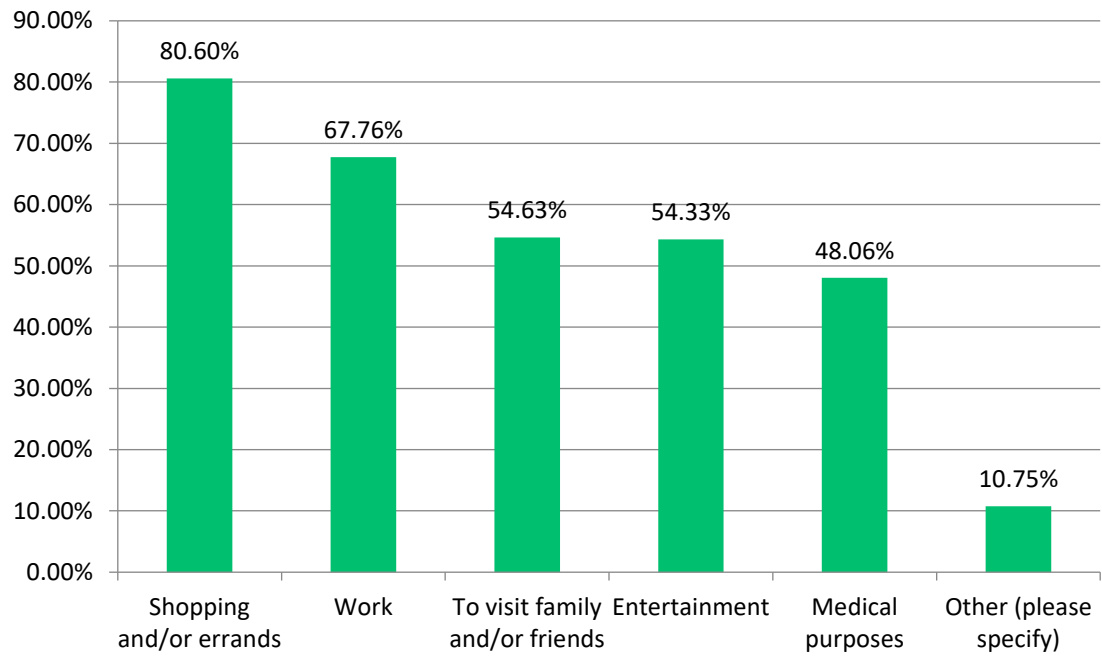
Other Responses:

- Recreation
- Exercise
- No public transit
- Car-dependent infrastructure
- Traffic

What are the main reasons you travel? (Check all that apply)

Answered: 335

Skipped: 1



Other Responses:

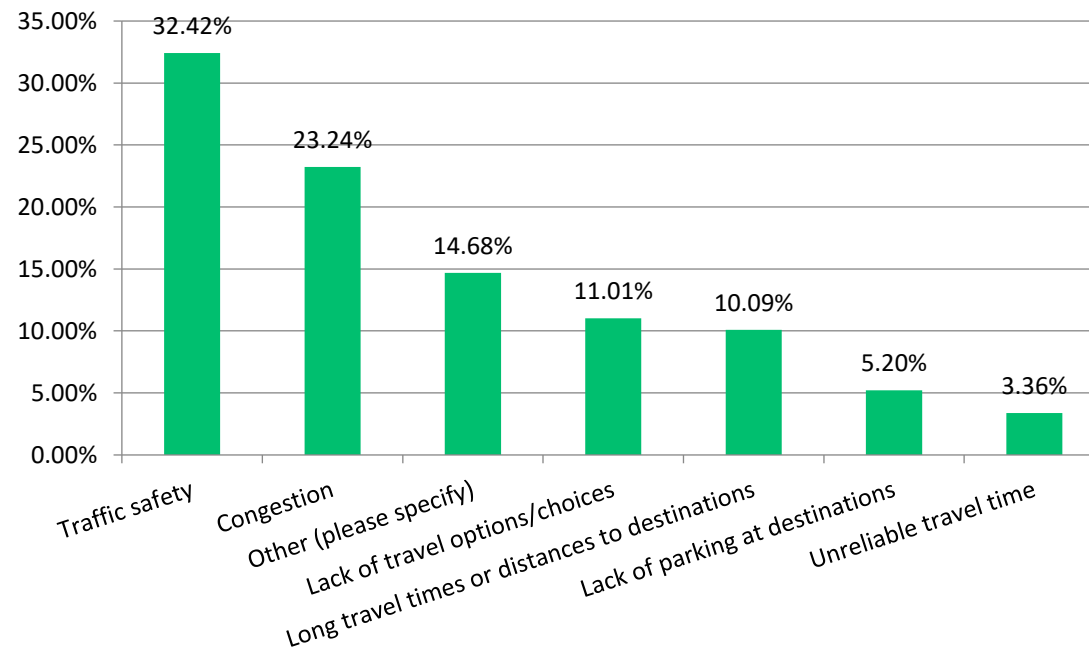
- School
- Daycare
- Recreation
- Church
- City Council Meetings
- Cemetery
- Canadian Snowbird



What is your biggest transportation challenge or concern?

Answered: 327

Skipped: 9



Other Responses:

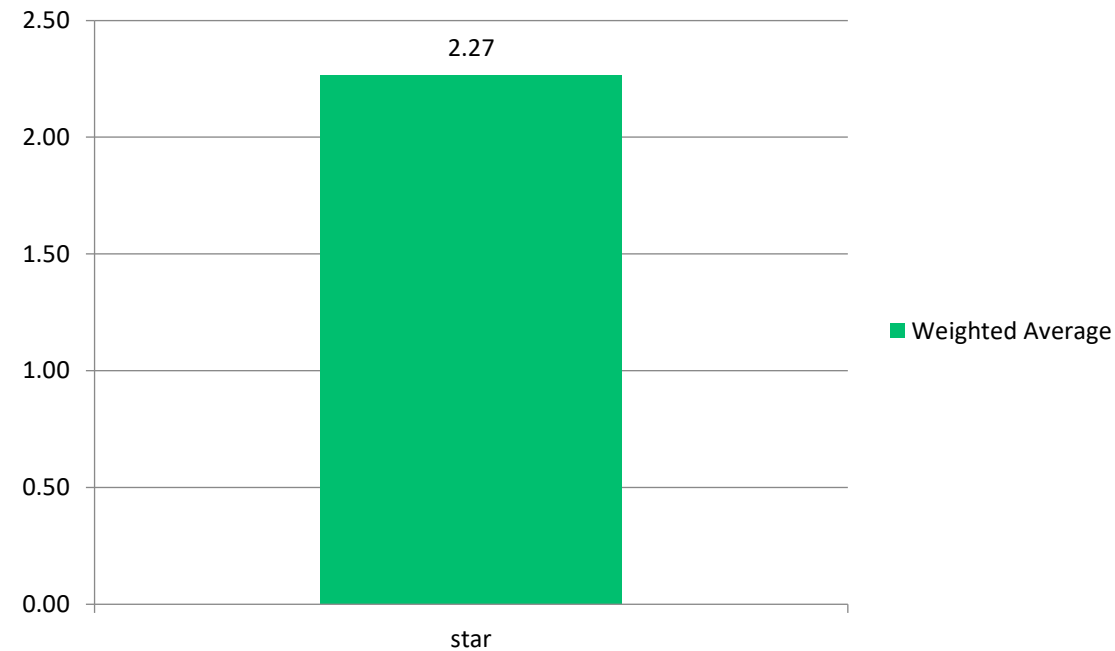
- Poor placement of roads/signals
- Bus stops having no shade
- Roads in disrepair
- Need more bike lanes
- High gas prices
- Heat
- Lack of cleanliness
- Expensive flight prices
- Poor signal timing
- Lack of ADA Access
- Railroad blocking access to Welton



How would you rate roadway surface conditions on corridors you typically travel on?

Answered: 333

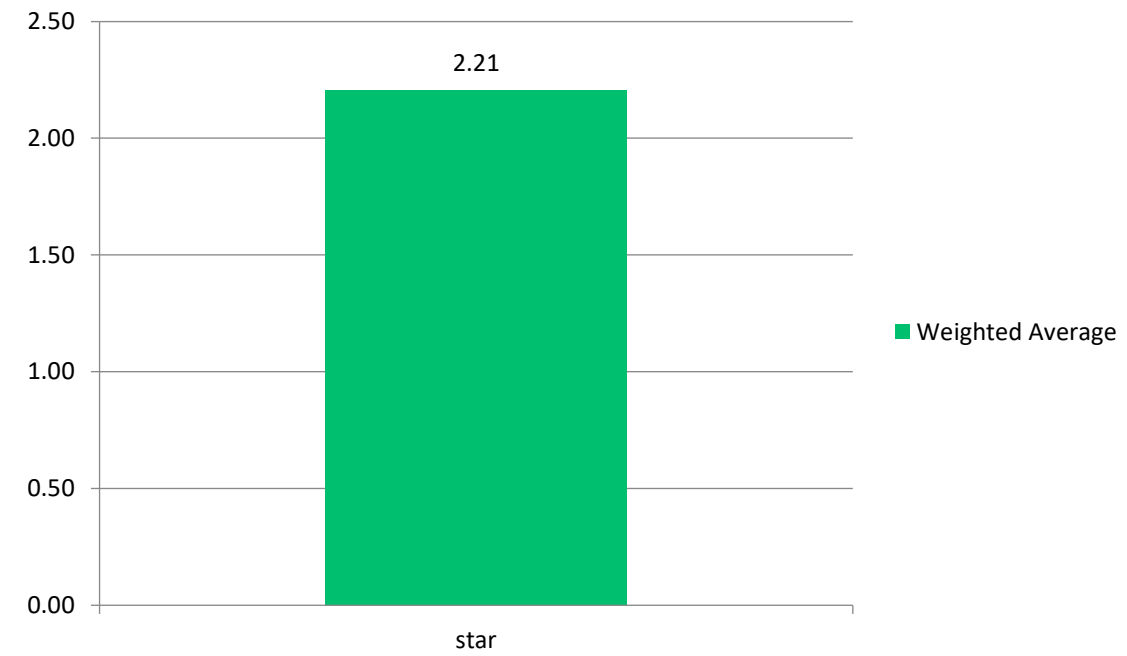
Skipped: 3



How would you rate the condition of sidewalks, bike lanes, and/or shared use paths you typically travel on?

Answered: 333

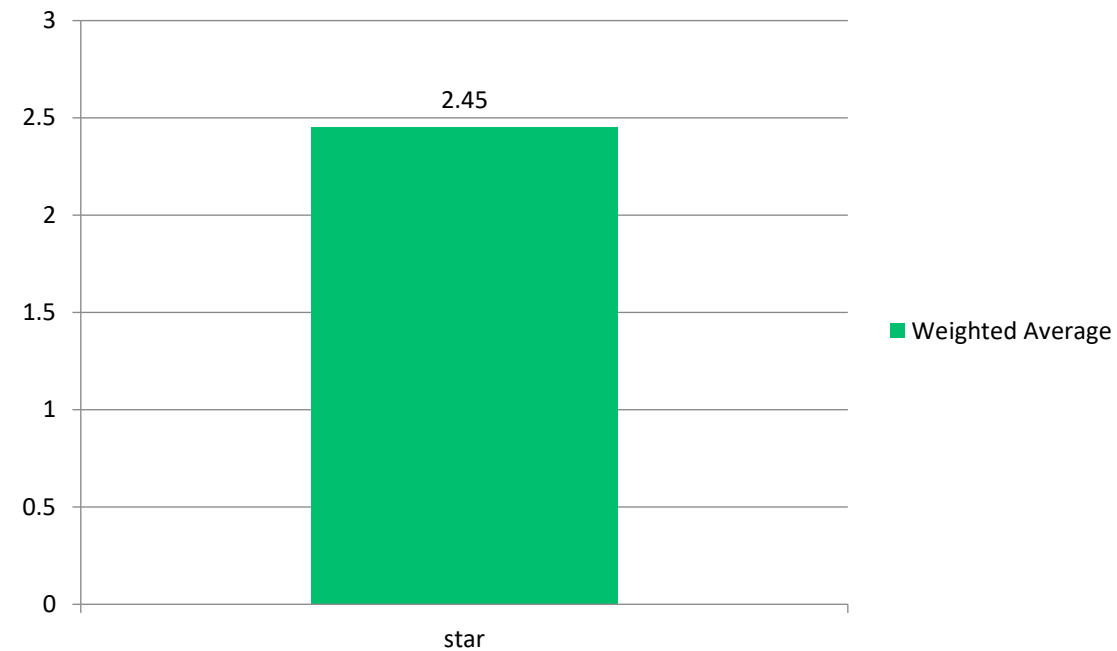
Skipped: 3



How would you rate the condition of the buses you typically travel on?

Answered: 331

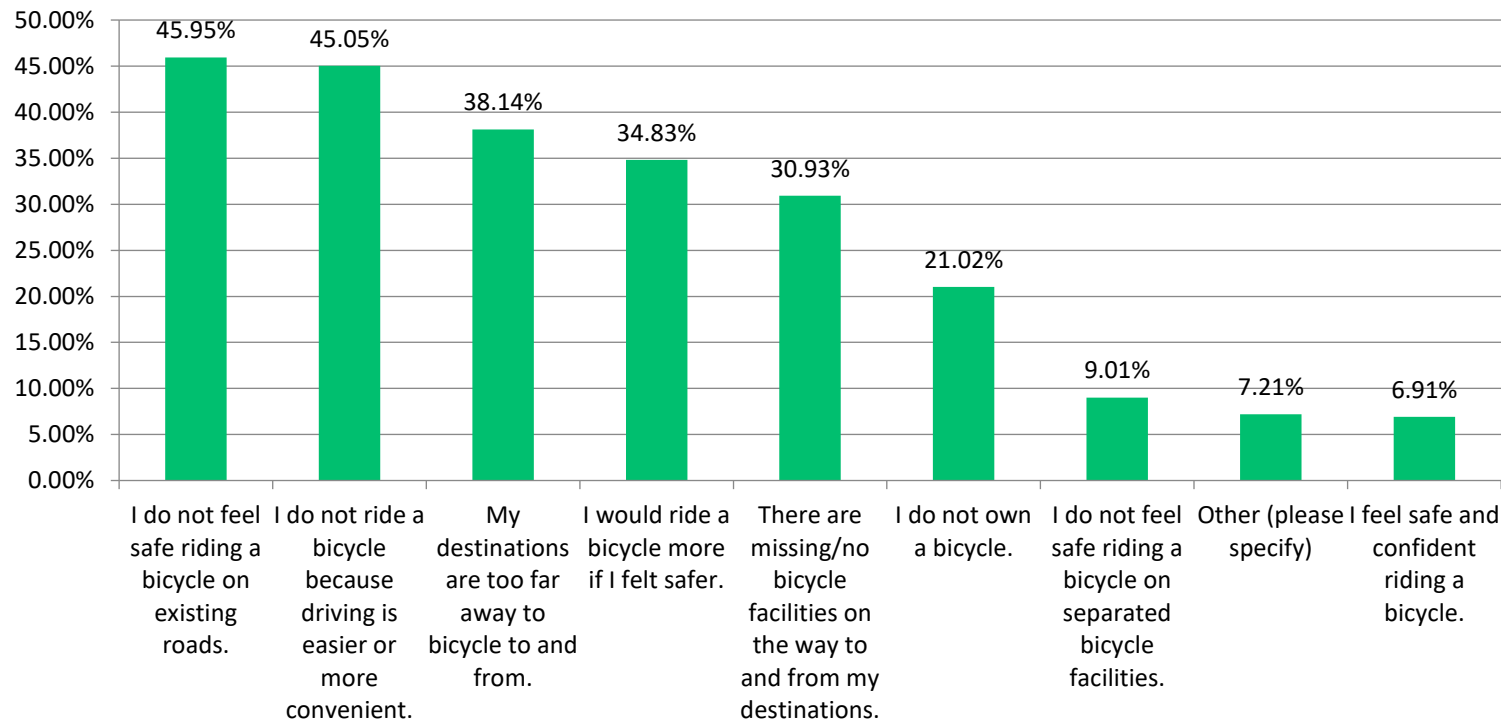
Skipped: 5



Please check all the statements that are true for you regarding bicycling.

Answered: 333

Skipped: 3



Other Responses:

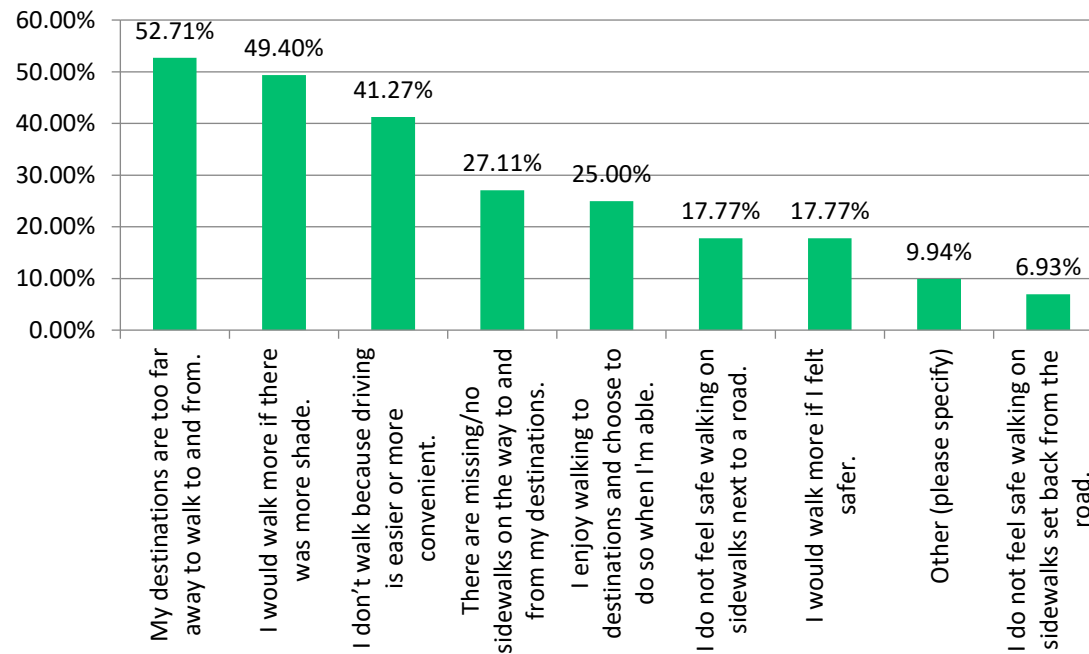
- Little shade to make it comfortable
- Need more bike lanes
- Medical disability
- Other drivers
- Poor scenery



Please check all the statements that are true for you regarding walking.

Answered: 332

Skipped: 4



Other Responses:

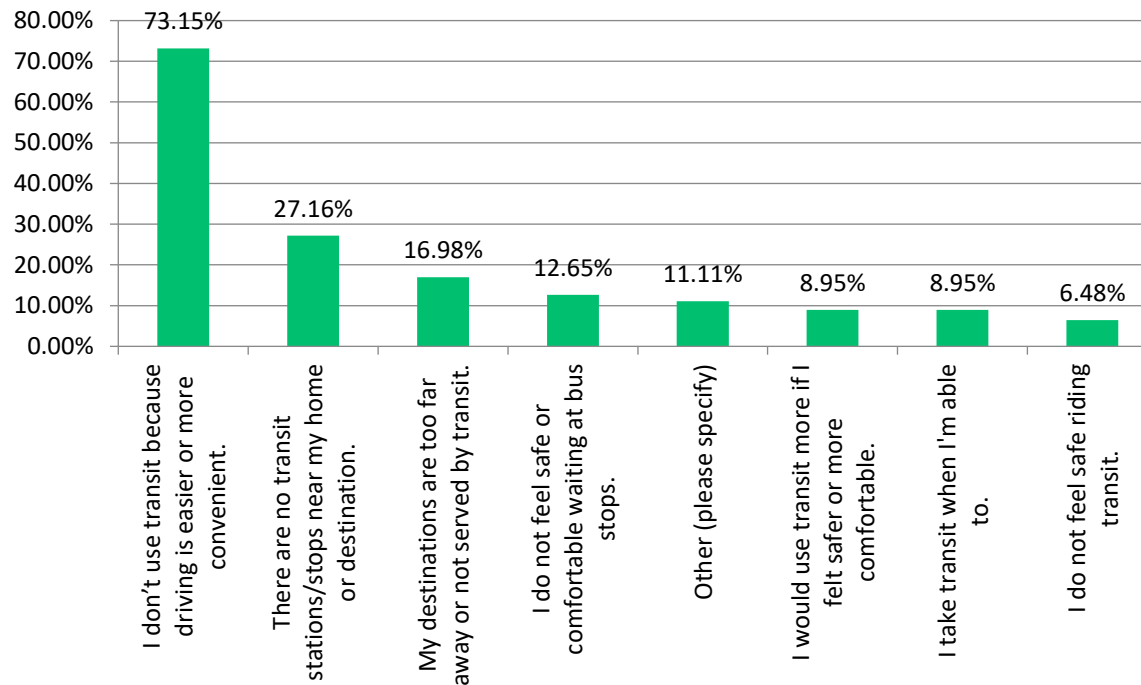
- Weather
- Medical Disability
- Missing crosswalks and ramps (ADA)
- Sidewalk in poor condition



Please check all the statements that are true for you regarding using the bus/transit.

Answered: 324

Skipped: 12



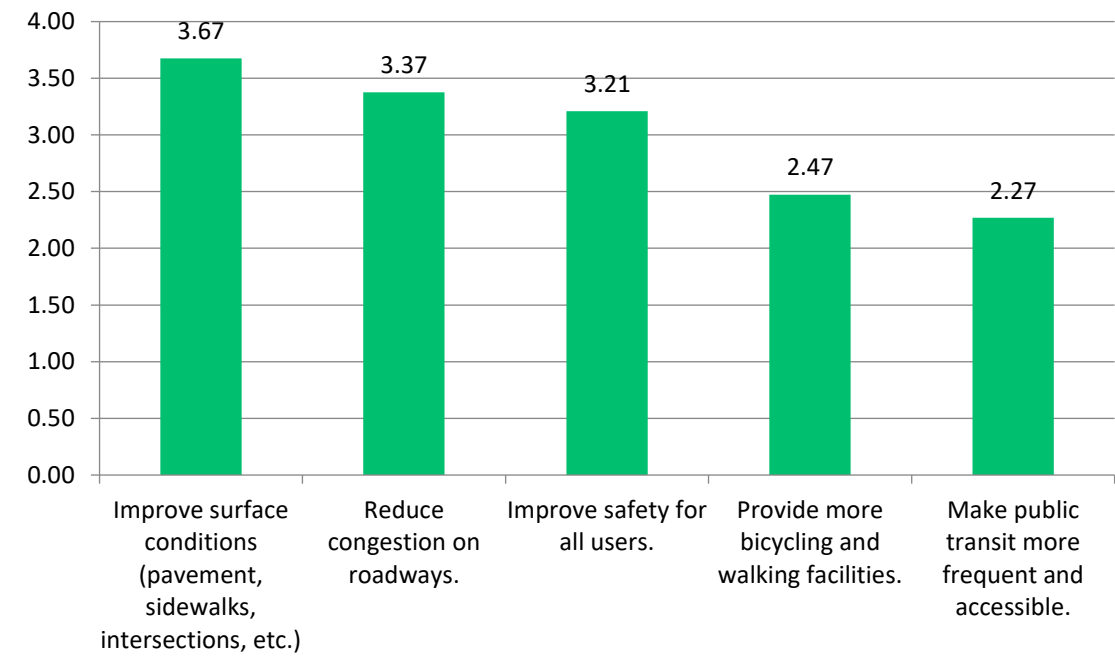
Other Responses:

- Bus does not run frequently enough
- Transit stops not clearly marked
- Routes are complicated
- No shade at bus stops

Rank in order of importance what you think is the greatest transportation need where you travel regularly in the region today. (highest importance at the top, lowest importance at the bottom)

Answered: 323

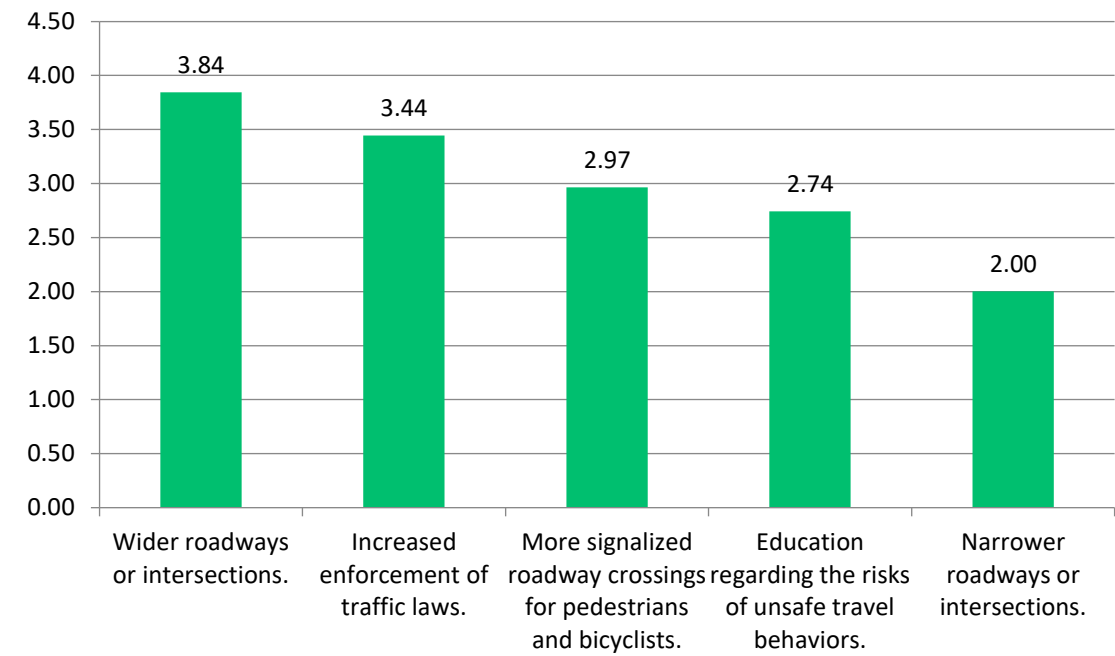
Skipped: 13



Rank in order of importance what you think would be most effective at improving safety. (highest importance at the top, lowest importance at the bottom)

Answered: 315

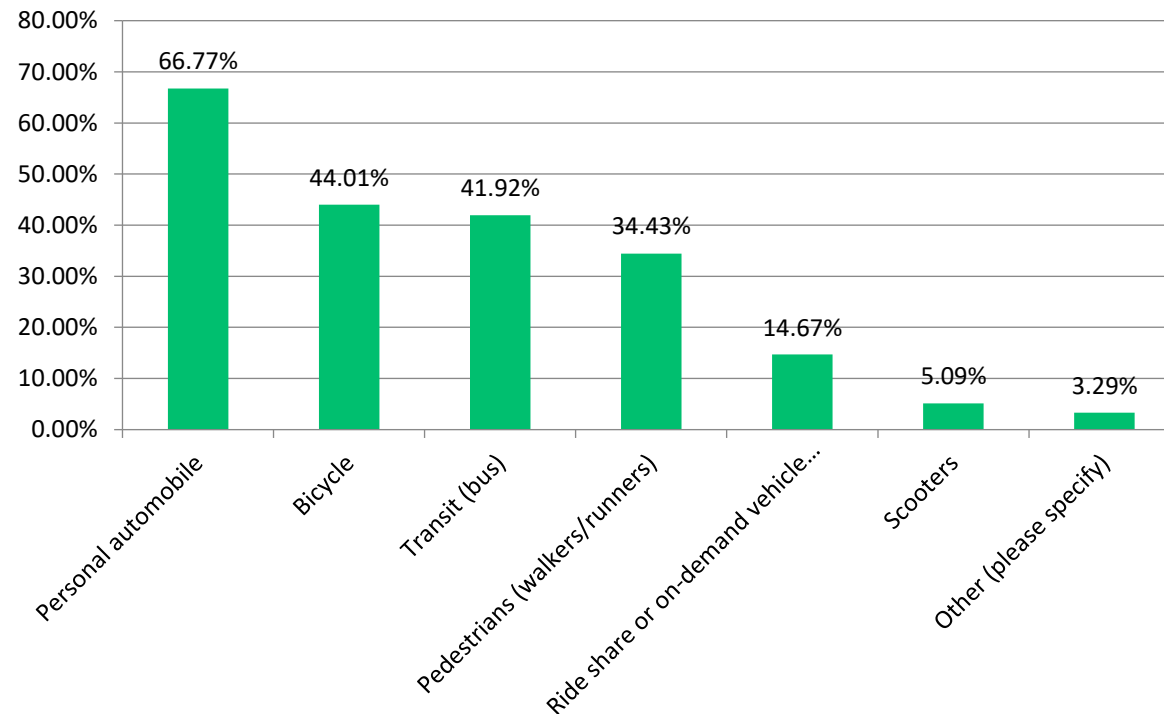
Skipped: 21



Which two modes of transportation do you think should be focused on when planning for improvements? (Check only your top two)

Answered: 334

Skipped: 2



Other Responses:

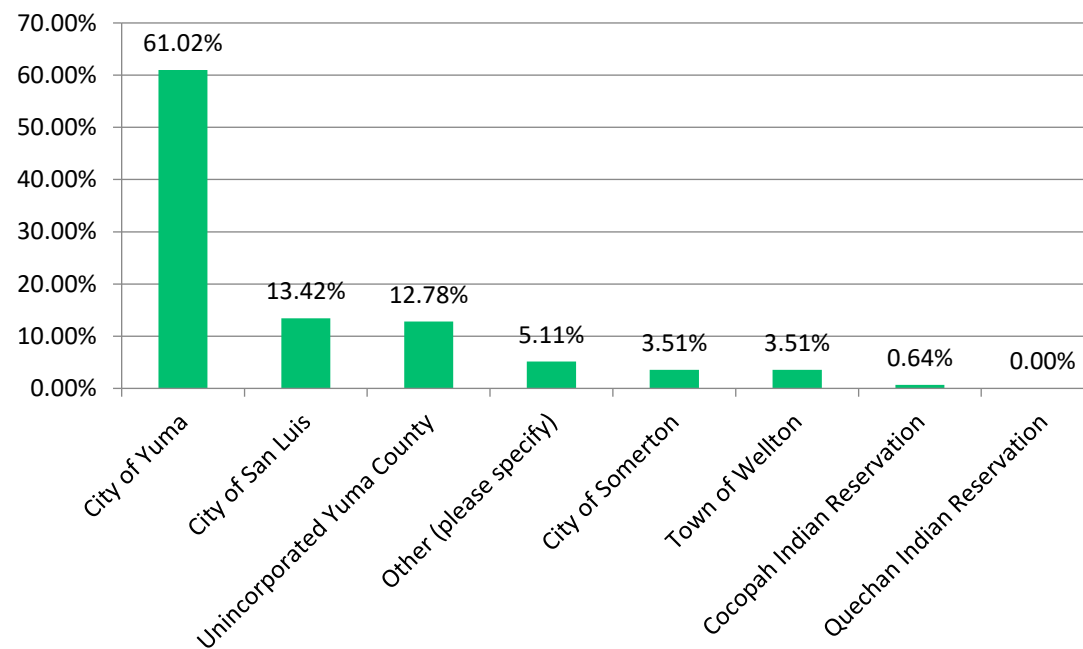
- Motorcycles
- Rail
- Agriculture Machinery
- Wheelchairs and mobility scooters



Where do you live?

Answered: 313

Skipped: 3



Other Responses:

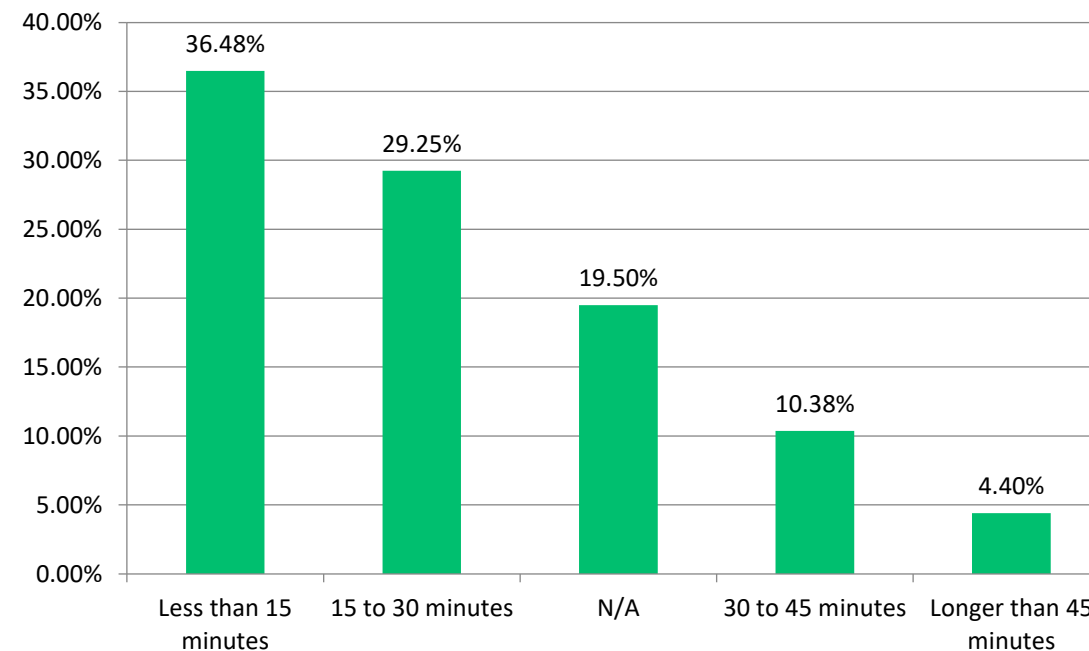
- Foothills
- Tempte
- Gasden
- Tacna



How long is the typical commute to work?

Answered: 318

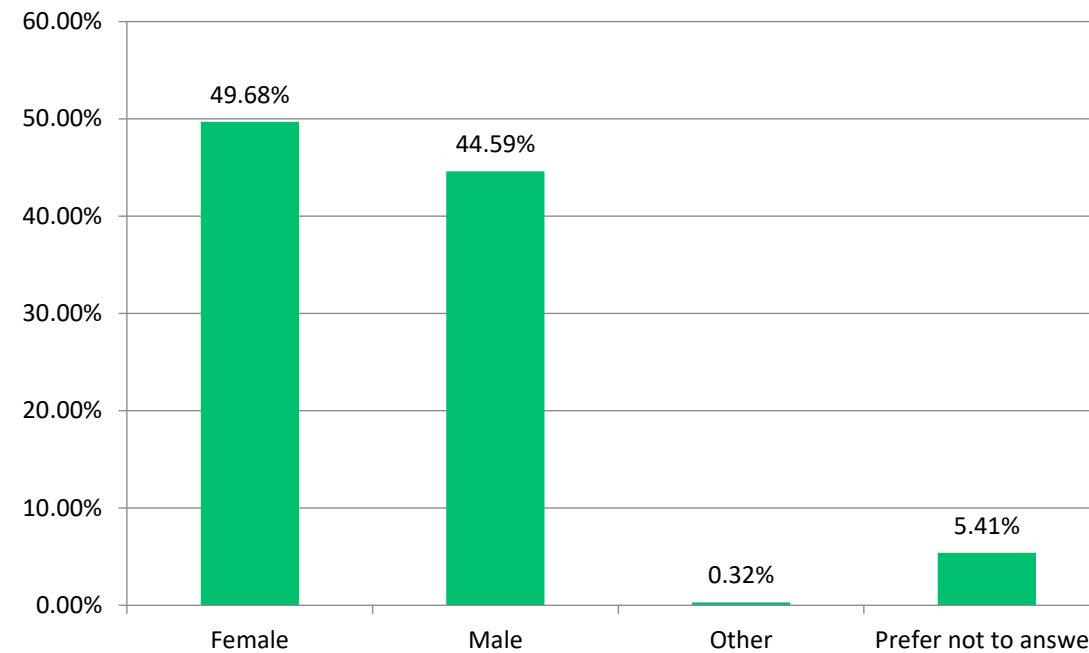
Skipped: 18



What gender do you identify as?

Answered: 314

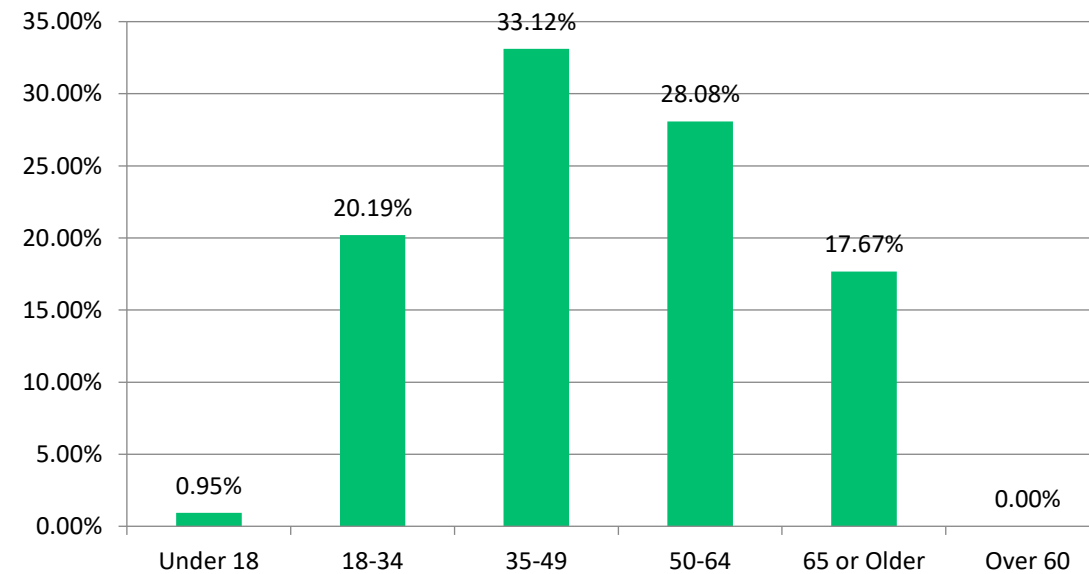
Skipped: 22



What is your current age range?

Answered: 317

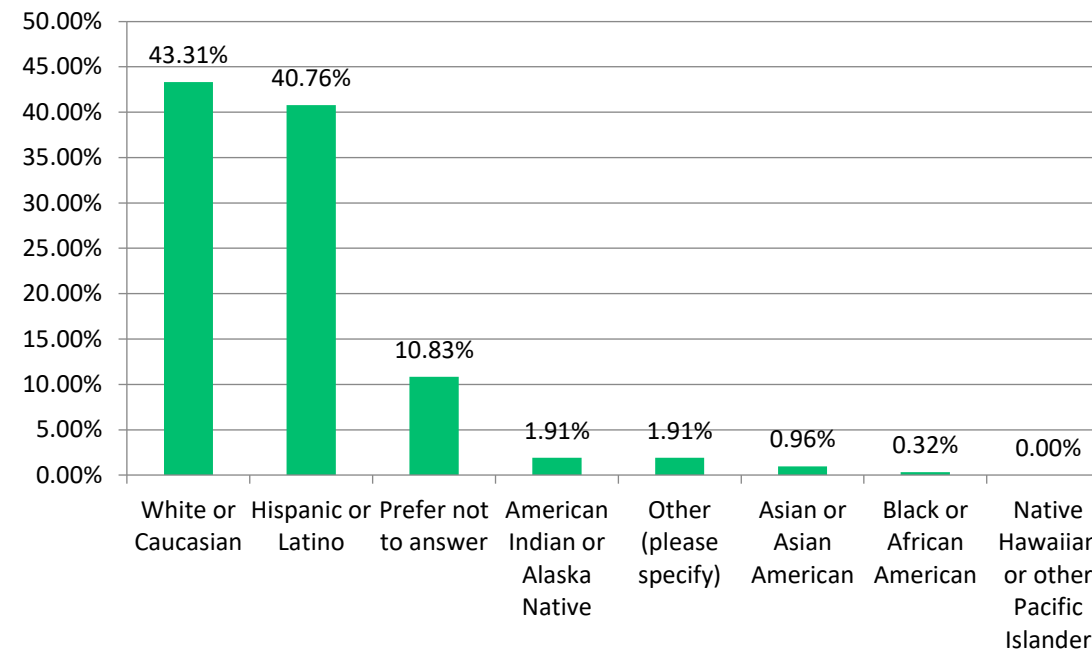
Skipped: 19



What is your ethnicity/race?

Answered: 314

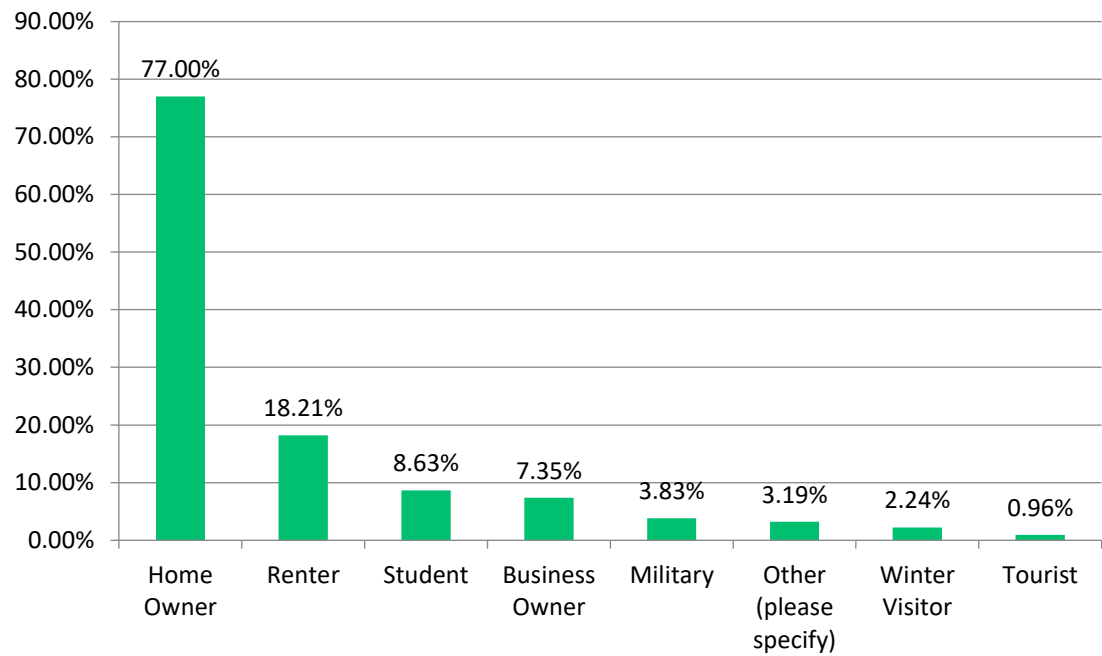
Skipped: 22



Which of the following applies to you? (Check all that apply)

Answered: 313

Skipped: 23



Yuma Transportation Master Plan / YMPO Long-Range Transportation Plan
 December 7, 2024 – Yuma Downtown Christmas
 Event Summary Notes

Staffing

- Kimley-Horn was in attendance at the Yuma Downtown Winter Fest, and shared a table with the City of Yuma and Core Engineering
 - 2 Kimley-Horn staff (Michael Grandy, Joseph Cuffari)
 - 2 City of Yuma staff (Steve Wilson, Dave Wostenberg)
 - Core Engineering was on-site and focused on discussing the Yuma ADA project
- Staff were available on-site from 3PM-7PM
- It is estimated that there were 60 meaningful conversations with event attendees.

Booth, Table, Project Materials

- The event booth consisted of flyers, postcards and project information
- Event boards focused on priority rankings, project descriptions, and a call to action. The priority rankings and votes for each is shown in the table below:

Rank	Regional Priority Topic	Number of Votes
1	Improve pavement surface of roads	50
2	Add shared-use paths/sidewalks/bike lanes	35
3	Widen existing roads	28
4	Widen I-8 to six lanes	21
5	Install more roundabouts	20
6	Provide new traffic interchanges on I-8	16
7 – tie	Add more traffic signals	15
7 – tie	Improve transit service	15
8	Provide new local roads	14
9	Other ideas	12

- The event table featured 5 different boxes where participants could “pay” or vote for what should be prioritized when looking at transportation infrastructure enhancements. The box topics and count of votes for each is shown in the table below:

Rank	Investment Priority Topic	Number of Votes
1	Expand Biking/Walking/Transit Infrastructure	28
2	Improve Safety	19
3	Promote Healthy Lifestyle Choices	18
4	Maintain Existing Transportation Infrastructure	16
5	Expand Roadway Network	15

Feedback from Attendees

- Widen 24th Street between Avenue B and Avenue C. Make it 2 through lanes in each direction.
- 16th Street at the police garage, widen to 3 lanes each direction

- Widen roads in business areas. Too much abrupt stopping of people not knowing where they are going.
- Pacific Avenue potential connection to the freeway:
 - Be careful to not adversely impact the 16th Street traffic interchange
 - Make off ramps right turn only when going south on Pacific Avenue
- Reduce medians to widen lanes, use jersey barriers
- Spend money where needed
- Remove all roundabouts, they don't work
- Araby Road gets backed up with trucks driving through there
- Amtrak needs a safer platform, needs lights, not a safe feeling
- Need for a freeway loop around town
- Safety education needed:
 - Yellow light running
 - How to interact with a roundabout
 - Pedestrian/bike habits and behaviors

Photos

A few photos from the event are included below.



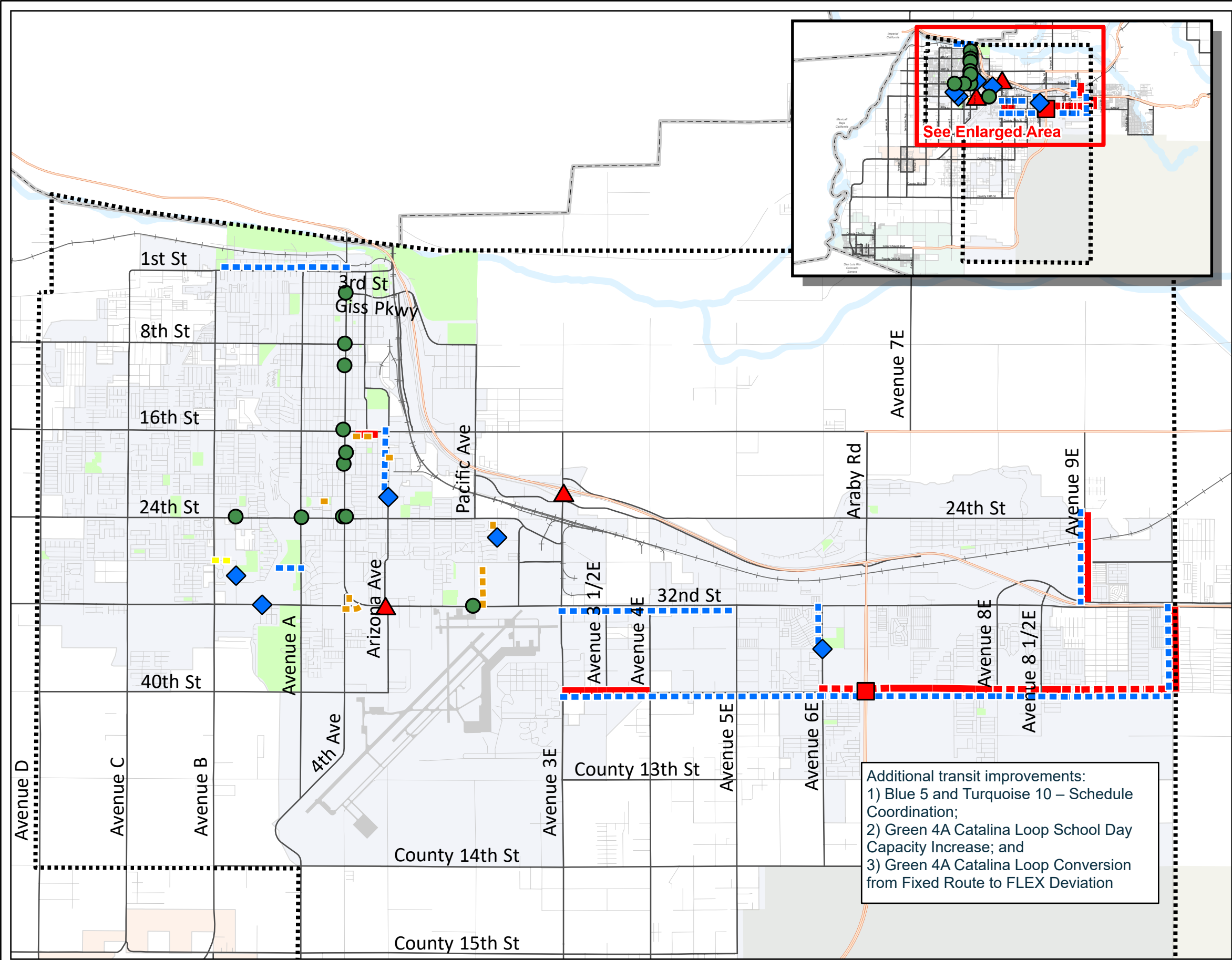


Submission time	Location	First name	Last name	Email	Your Thoughts, Ideas, Concerns:
2025-07-11T01:20:41.366Z	YMPO and Transit	Marina	Garcia	mgarcia@mysunsethealth.org	<p>Dear Yuma Metropolitan Planning Organization and City of Yuma,</p> <p>As a community member and healthcare professional, I respectfully ask that you consider expanding public transportation routes to improve access to medical care across Yuma County.</p> <p>Many patients and families in our area face significant transportation barriers when trying to reach local clinics, hospitals, and urgent care facilities. In particular, Sunset Health's newest clinic site in Somerton would benefit from a nearby bus stop to support residents in accessing essential healthcare services.</p> <p>Additionally, patients at the Wellton clinic currently must travel into Yuma for pharmacy services, which is a challenge for those without reliable transportation. A bus route linking Wellton to Yuma could help ensure timely access to medications and follow-up care.</p> <p>Separately, I encourage transit planners to consider direct routes to local hospitals and urgent care to better support individuals with more complex or emergency medical needs. Routes with Sunset Health in mind would be awesome.</p> <p>Sunset's Community Health Workers also assist patients with AHCCCS enrollment, helping many avoid the need to visit the DES office in Yuma. Improved transportation would support these efforts and bring greater healthcare access to underserved neighborhoods.</p> <p>Thank you for your time and for considering the needs of Yuma County residents.</p> <p>Sincerely, Marina Garcia Healthcare Advocate & Community Member</p> <p>Sunset Health Clinic Locations Yuma Clinic Services: Pediatric Medicine, Adult Medicine, Family Medicine, Women's Health, Behavioral Health, Psychiatry, Dental, Pharmacy 2060 W. 24th Street Yuma, AZ 85364</p> <p>North Yuma Clinic – Building A Services: Pediatric Medicine, Adult Medicine, Family Medicine, Behavioral Health 675 S. Avenue B Yuma, AZ 85364</p>
2025-07-10T17:56:37.537Z	Yuma	JR	Aguiklar	jraguilar@ympo.org	I would like to propose a multi use pathway from East 26th Pl. at the B 3.7 lateral to 16th Street and use the support of the Bureau of Reclamation to allow us to use there right of way for the entire length. The Transportation Alternative program would be a great ay to fund this project for the following years.
2025-07-08T17:33:42.334Z	YMPO and Transit	Elizabeth	Jones	eizabethjones95@gmail.com	I think it'd be great if YCAT was offered actual pull over areas instead of backing up traffic and more designated bus stop areas. Offering shaded bus stop areas with benches is especially vital during the summer time.
2025-07-08T16:05:04.266Z	County, Yuma and ADOT	Jennifer	Cofske	jharper4782@gmail.com	<p>After review of the mapping area it looks like the plan is to have 40th St run from Foothills Blvd all the way to Araby which I think is great especially with all the new houses that are being built.</p> <p>On 32nd St and 8 E going west there needs to be a right hand turn lane for all getting onto the freeway. There are right hand turn lanes on all 3 other parts of that intersection except when traveling West. This would free up the flow of traffic for those getting onto the freeway or traveling to the northbound frontage road to get to all the schools.</p>
2025-07-07T18:03:26.957Z	Yuma	Janine	Lane	janinelane@gmail.com	Please add a crosswalk across 26th St at the Southwest corner of the Walmart building so when people get off of the bus they can cross the road to walk down 23rd Ave. I personally walk that route once in a while and frequently see pedestrians frequently walk that route too.
2025-07-03T18:24:15.436Z	Transit	francisco	villa	Franciscojvilla57@yahoo.com	<p>1st thing for sure all yuma residents will like to able take the bus on Sunday.</p> <p>2nd bus should have reload card and have NFC payment with phone. Like in Phoenix.</p> <p>I live in San Luis, az We need pick up in ave F.</p> <p>I know driver need day off in holiday and spend time with family. But there are alot of residents from San Luis, Somerton have work in yuma or somethibg to do yuma Like hospital vist.</p>
2025-06-26T19:39:22.742Z	Yuma	Lisa	Geraurd	Lrgeraurd@gmail.com	The wall that is blocking through traffic on Palo Verde by the dog park should be taken down so that the traffic may flow more smoothly towards Pacific... meaning, the people who live in Palo Verde Estates subdivision shouldn't have to wind through the neighborhood, burning more fuel and time than necessary, when they could simply travel the length of Palo Verde straight from Arizona to Pacific. It makes no sense to block off Palo Verde from through traffic, causing everyone to have to detour around through the neighborhood to reach Pacific. Take down that brick wall, which doesn't look like it should be there, and open the road up for traffic. I have to assert that the original intent of the City was to have traffic flow through from Arizona to Pacific on Palo Verde, and on through to Avenue 3E. As I'm sure you are aware, it is dangerous to leave the Palo Verde Estates neighborhood on Windsor and attempt to cross 32nd Street to turn left onto 32nd, especially when the snowbirds are in town. So that isn't the answer. This should really be addressed, and I would like an answer as to why they wall is up and blocking Palo Verde.
2025-06-26T00:52:44.410Z	Transit	Galilea	Arreola Ortiz	arrgalilea@gmail.com	I'm not sure if bus transits are included, but more busse and constant bus routes should be made. As of now bus routes and times are not constant and canceled or change on different days. Its not accessible to transit around yuma in the bus.
2025-06-25T18:20:59.992Z	Yuma and County	Darren	Simmons	Darren.Simmons@yumacountyaz.gov	More attention needs to be paid to arteries going to and from the Foothills. Traffic congestion is already a huge problem along the Frontage Roads and I-8. 40th Street between 8 1/2E and 10E should be a priority. County 14th as well to Fortuna and Foothills Blvd.
2025-06-21T01:00:29.903Z	Yuma	Cynthia	Peck	cynthia.peck.az@gmail.com	<p>Connect 40th Street from 6E to 8E</p> <p>My destinations are too shopping and/or errands, and currently my only route is north on 6E to 32nd Street. Will reduce current congestion issues. Will improve roadway conditions (i.e., safety, pavement conditions, and congestion). Reduce wear & tear on 6E. Investment would support a future Regionally Significant Route; a route that needs to be considered for 2026-2027.</p>
2025-06-19T21:18:42.988Z	Yuma and County	Alyssa	Pepple	alyssa012889@gmail.com	Very unfortunate to see that the work for 40th, 8E, 10E in foothills is not a bigger priority given the significant increaze in housing in this area, increased traffic congestion and accidents. How is it okay to add 300 new homes on 10 E with the no final plan to widen the road or install a light at 10E or open up 40th? Hopefully this becomes a bigger priority and can be funded sooner.
2025-06-19T17:17:11.846Z	Yuma and ADOT	John	Durazo	john@yivwm.com	The highway offramp to 16th street towards the mall is consistently congested. There is traffic backed up and causes cars to pull over off the emergency shoulder of the road to get in line just to exit. This is extremely dangerous and I hope part of the recommendations is to turn the offramp into wider road, longer offramp that starts sooner.
2025-06-19T01:46:47.837Z	Yuma	Banook	Rodarte	banookcool@yahoo.com	We need speed bumps on May ave here in Yuma Arizona.people are driving to fast and they are hitting cats ,dogs and chickens .there are speed bumps on 5 th street.please add speed bumps on May ave .there are kids that live on May ave and 5 th street.i am worried about them getting hurt or killed by speeders
2025-06-18T16:15:16.725Z	Transit	Tanya	Gesse	tanyag@sprintmail.com	Thank you of thinking of improving public transport in Yuma! My wishlist: 1. Bus from the Foothills to the airport. 2. Bus from Yuma to Phoenix.
2025-06-18T13:01:05.031Z	County	Kevin	Pierce	kpfoxrider@gmail.com	I strongly urge this planning development to consider a designated bike path along Ave 15E and the south frontage road down to foothills blvd. This is a VERY busy biking road during snowbird season and its only a matter of time before a bicycle is hit by traffic traveling well over the 45mph speed limit. If youre not aware of how much bicycle traffic the community uses this narrow road for during winter i highly suggest the city look into this and create a safer bicycle path along the side of the road. This is most likely one of the busiest bicycle routes used in Yuma county. Thank you.
2025-06-17T21:06:19.351Z	Yuma and County	Wyatt	Brack	wyattbrack@icloud.com	<p>Maps of congestion and future 2050 congestion are ludicrous. 16th street is constantly experiencing backups specifically in the 4th Avenue to Arizona Avenue corridor. 3 lanes in this stretch of road is a must and it is crazy that it's taken this long and that you guys don't think it will be a problem in 25 years. The stop light on 1st Avenue and 16th Street is by far the biggest reason for this congestion. Removing that light would make traffic flows marginally better and the very little existing traffic on first Avenue can simply navigate to 4th Avenue or Arizona Avenue.</p> <p>On another note, connectivity to San Luis from Yuma is poor. Highway 95 works great for border crossing but for accessibility to San Luis Arizona, it doesn't work great as you have to go through Somerton and it leaves you in the West most side of town. Avenue B is also a joke. The congestion on that road is horrible and could simply be prevented by expanding the roadway. I see the plans to extend Avenue D all the way and this excites me. However, my fear is that it will end up just like Avenue B being heavily congested. I believe adding another lane to Avenue B along with extending Avenue D and Avenue G will provide plenty of route options to get exactly where you need to be and future proof the region.</p> <p>Finally, 12th Street needs to be extended across the Main Lateral Canal. Unfortunately, 20th and 28th are both lost causes due to the city's poor planning, but 12th street seems as though it was actually thought out so that makes me hopeful.</p>
2025-06-17T01:26:15.458Z	Yuma	Robert	Johnson	bobjohnsoninyuma@yahoo.com	We need to modify the entrance and exit to Desert View School at 16th st and Ave C. No left turns into the school due to the traffic back up on 16th st almost 1/2 mile. A center median on 16th from Ave C and a signal at 16th st and 33 drive.
2025-06-16T17:13:34.682Z	Yuma	Robert	Woodman	Lmngwr@aol.com	<p>The area between Ave 3E and Ave 5E, south of 32nd Street has a heavy concentration of industrial users, (semi truck).</p> <p>The intersections of Ave 3 1/2 E and Ave 4E both on 32nd Street do not have right turn radius's that accomodate semi trucks. The same problem exists fon Ave 4E and 40th Street. Semis trucks cannot make right hand turns without crossing over the turn lanes of the perpendicular street. This will get worse with the addition of the Amazon DC and other projects beibg planned.</p>

KHID	Name	Primary Route	From/At	To	Type	Facility Quality Score	Roadway Operational Efficiency Score	Safety/ Vision Zero Approach Score	Multimodal Integration Score	Community Health Score	Composite Score	Project is Priority in Previous Plan? (Yes/No)	Final Score	Rank	Facility Owner	Planning-Level Cost (\$2025)	Timeframe
R-07	Roadway Widening, 40th Street from 2 to 4 Lanes between Avenue 3E and Avenue 4E	40th Street	Avenue 3E	Avenue 4E	Roadway Widening	100.0	68.0	20.0	20.6	30.0	50.7	Yes	100.7	1	City of Yuma	\$ 9,270,000	Near
R-08	New Roadway, 40th Street with 4 Lanes from Avenue 6E to Avenue 6 ¼ E	40th Street	Avenue 6E	Avenue 6 ¼ E	New Roadway	70.0	73.0	20.0	20.4	30.0	44.2	Yes	94.2	2	City of Yuma	\$ 8,900,000	Near
R-06	Roadway Widening, 16th Street from 4 to 6 Lanes between 3rd Avenue and Maple Avenue	16th Street	3rd Avenue	Maple Avenue	Roadway Widening	40.0	49.0	57.6	20.1	6.3	38.9	Yes	88.9	3	City of Yuma	\$ 2,900,000	Near
R-46	Roadway Widening, Avenue 10E from 2 to 4 Lanes between 32nd Street and 40th Street	Avenue 10E	32nd Street	40th Street	Roadway Widening	70.0	35.0	34.3	0.6	0.0	33.2	Yes	83.2	5	City of Yuma	\$ 9,020,000	Near
R-15	New Roadway, 40th Street with 4 Lanes from Avenue 8 ¾ E to Avenue 10E	40th Street	Avenue 8 ¾ E	Avenue 10E	New Roadway	55.0	66.5	1.2	0.7	0.0	27.5	Yes	77.5	10	City of Yuma	\$ 21,960,000	Near
R-45	Roadway Widening, Avenue 9E from 2 to 4 Lanes between South Gila Canal and North Frontage Road	Avenue 9E	South Gila Canal	North Frontage Road	Roadway Widening	55.0	31.5	20.0	0.6	0.0	25.2	Yes	75.2	12	City of Yuma	\$ 9,510,000	Near
B-007	Restripe to Add Shoulder, 28th Street Westbound from Avenue B to 21st Drive	28th Street	Avenue B	21st Drive	Bicyclist Lane	15.0	0.0	42.3	29.4	32.3	23.4	Yes	73.4	16	City of Yuma	\$ 30,000	Near
M-04	Pathway, 1st Street from Avenue B to 4th Avenue	1st Street	4th Avenue	Avenue B	Shared-Use Path	0.0	0.0	42.6	31.6	40.8	21.1	Yes	71.1	21	City of Yuma	\$ 3,380,000	Near
R-13	New Roadway, 40th Street with 4 Lanes from Avenue 8E to Avenue 8 ½ E	40th Street	Avenue 8E	Avenue 8 ½ E	New Roadway	55.0	33.0	0.0	0.3	0.0	20.4	Yes	70.4	22	City of Yuma	\$ 9,040,000	Near
I-43	Turn Lane, 32nd Street and Arizona Avenue	32nd Street	Arizona Avenue		Intersection	40.0	24.0	20.0	0.7	0.0	19.9	Yes	69.9	24	City of Yuma	\$ 860,000	Near
M-05	Pathway, 28th Street from East Main Canal to Avenue A	28th Street	East Main Canal	Avenue A	Shared-Use Path	0.0	0.0	40.0	25.9	32.1	18.4	Yes	68.4	36	City of Yuma	\$ 570,000	Near
P-02	Sidewalk, 22nd Street from 8th Avenue to 6th Avenue	22nd Street	8th Avenue	6th Avenue	Sidewalk	0.0	0.0	40.0	25.8	30.0	18.2	Yes	68.2	40	City of Yuma	\$ 120,000	Near
C-21	Crossing, 21st Drive from Gary A Knox Elementary to Main Library	21st Drive	Gary A Knox Elementary		Bicyclist/Pedestrian Crossing	0.0	0.0	40.0	25.7	30.0	18.1	Yes	68.1	41	City of Yuma	\$ 550,000	Near
P-37	Sidewalk, 16th Street between 3rd Avenue and Maple Avenue (included in roadway widening)	16th Street	3rd Avenue	Maple Avenue	Sidewalk	0.0	0.0	42.6	20.9	32.1	18.0	Yes	68.0	43	City of Yuma	\$ -	Near
M-64	Pathway, Avenue 6E from 32nd Street to 36th Street	Avenue 6E	32nd Street	36th Street	Shared-Use Path	0.0	0.0	40.0	23.1	32.3	17.9	Yes	67.9	45	City of Yuma	\$ 1,080,000	Near
P-03	Sidewalk, 4th Avenue/32nd Street at Big Curve	32nd Street	4th Avenue	32nd Street	Sidewalk	0.0	0.0	40.0	20.1	36.4	17.7	Yes	67.7	48	City of Yuma	\$ 300,000	Near
C-43	Crossing, Avenue 6E and 36th Street	Avenue 6E	36th Street		Bicyclist/Pedestrian Crossing	0.0	0.0	40.0	22.1	32.3	17.7	Yes	67.7	49	City of Yuma	\$ 550,000	Near
P-08	Sidewalk Gaps, Pacific Avenue from 28th Street to 32nd Street	Pacific Avenue	28th Street	32nd Street	Sidewalk	0.0	0.0	40.0	21.7	30.0	17.3	Yes	67.3	51	City of Yuma	\$ 570,000	Near
M-59	Pathway, Avenue 10E between 32nd Street and 40th Street (included in roadway widening)	Avenue 10E	32nd Street	40th Street	Shared-Use Path	0.0	0.0	40.0	20.6	32.3	17.3	Yes	67.3	52	City of Yuma	\$ -	Near
M-54	Pathway, 40th Street between Avenue 6 ¼ E and Avenue 8E (included in roadway widening)	40th Street	Avenue 6 ¼ E	Avenue 8E	Shared-Use Path	0.0	0.0	40.0	21.3	30.0	17.3	Yes	67.3	53	City of Yuma	\$ -	Near
M-51	Pathway, 40th Street from Avenue 8E to Avenue 8 ½ E (included in new roadway)	40th Street	Avenue 8E	Avenue 8 ½ E	Shared-Use Path	0.0	0.0	40.0	21.0	30.0	17.2	Yes	67.2	54	City of Yuma	\$ -	Near
M-52	Pathway, 40th Street from Avenue 8 ¾ E to Avenue 10E (included in new roadway)	40th Street	Avenue 8 ¾ E	Avenue 10E	Shared-Use Path	0.0	0.0	40.0	20.7	30.0	17.1	Yes	67.1	56	City of Yuma	\$ -	Near
M-53	Pathway, Avenue 9E between South Gila Canal and North Frontage Road (included in roadway widening)	Avenue 9E	South Gila Canal	North Frontage Road	Shared-Use Path	0.0	0.0	40.0	20.6	30.0	17.1	Yes	67.1	57	City of Yuma	\$ -	Near
M-49	Pathway, 40th Street between Avenue 3E and Avenue 4E (included in roadway widening)	40th Street	Avenue 3E	Avenue 4E	Shared-Use Path	0.0	0.0	40.0	20.6	30.0	17.1	Yes	67.1	58	City of Yuma	\$ -	Near
M-50	Pathway, 40th Street from Avenue 6E to Avenue 6 ¼ E (included in new roadway)	40th Street	Avenue 6E	Avenue 6 ¼ E	Shared-Use Path	0.0	0.0	40.0	20.5	30.0	17.1	Yes	67.1	60	City of Yuma	\$ -	Near
M-55	Pathway, 40th Street between Avenue 8 ½ E and Avenue 8 ¾ E (included in roadway widening)	40th Street	Avenue 8 ½ E	Avenue 8 ¾ E	Shared-Use Path	0.0	0.0	40.0	20.2	30.0	17.0	Yes	67.0	61	City of Yuma	\$ -	Near
M-07	Pathway, 32nd Street from Avenue 3E to Avenue 5E	32nd Street	Avenue 3E	Avenue 5E	Shared-Use Path	0.0	0.0	41.3	1.2	30.0	13.6	Yes	63.6	64	City of Yuma	\$ 4,480,000	Near
T-01	4th Avenue and 24th Street Corridors Bus Stop Shelters/Amenities (10)	4th Avenue and 24th Street	DYTC	WYTH	Transit	0.0	0.0	11.7	15.7	69.5	13.0	Yes	63.0	66	YCIPTA	\$ 980,000	Near
R-14	Roadway Widening, 40th Street from 2 to 4 Lanes between Avenue 6 ¼ E and Avenue 8E	40th Street	Avenue 6 ¼ E	Avenue 8E	Roadway Widening	40.0	6.5	0.0	0.7	0.0	11.4	Yes	61.4	76	City of Yuma	\$ 11,650,000	Near
R-47	Roadway Widening, 40th Street from 2 to 4 Lanes between Avenue 8 ½ E and Avenue 8 ¾ E	40th Street	Avenue 8 ½ E	Avenue 8 ¾ E	Roadway Widening	40.0	0.0	0.0	0.2	0.0	10.0	Yes	60.0	78	City of Yuma	\$ 2,630,000	Near
T-08	Bus Pullout, 32nd Street WB at Pacific Avenue for Green 4 and Purple 6A	32nd Street	Pacific Avenue		Transit	0.0	0.0	20.0	0.7	0.0	5.1	Yes	55.1	82	City of Yuma	\$ 160,000	Near
T-02	Blue 5 and Turquoise 10 transit services – Schedule Coordination	Blue 5 and Turquoise 10			Transit	0.0	0.0	0.0	20.0	0.0	4.0	Yes	54.0	85	YCIPTA	\$ -	Near
T-03	Green 4A Catalina Loop transit service School Day capacity increase	Green 4A Catalina Loop			Transit	0.0	0.0	0.0	20.0	0.0	4.0	Yes	54.0	85	YCIPTA	\$ 30,000	Near
T-04	Green 4A Catalina Loop transit service conversion from fixed route to FLEX deviation	Green 4A Catalina Loop			Transit	0.0	0.0	0.0	20.0	0.0	4.0	Yes	54.0	85	YCIPTA	\$ -	Near
R-12	Grade Separation, 40th Street with 4 Lanes at SR 195	40th Street	SR 195		New Roadway	0.0	13.0	0.0	0.0	0.0	2.6	Yes	52.6	90	City of Yuma	\$ 15,920,000	Near
I-41	Turn Lane, Avenue 3E and I-8 Eastbound Ramp	Avenue 3E	I-8 Eastbound Ramp		Intersection	40.0	90.0	20.0	0.0	0.0	33.0	No	33.0	92	ADOT	\$ 530,000	Near
C-19	Crossing, Add Pedestrian Island to 32nd Street and East Main Canal Crossing	32nd Street	East Main Canal		Bicyclist/Pedestrian Crossing	0.0	0.0	43.6	22.1	32.1	18.5	No	18.5	104	City of Yuma	\$ 550,000	Near
M-73	Pathway, Arizona Avenue from 17th Street to 22nd Street	Arizona Avenue	16th Street	Palo Verde Street	Shared-Use Path	0.0	0.0	40.0	25.4	34.4	18.5	No	18.5	105	City of Yuma	\$ 1,690,000	Near
C-11	Crossing, Arizona Avenue and 22nd Street	Arizona Avenue	22nd Street		Bicyclist/Pedestrian Crossing	0.0	0.0	40.0	25.0	32.1	18.2	No	18.2	109	City of Yuma	\$ 550,000	Near
P-38	Sidewalk, Engler Avenue from 24th Place to San Marcos Drive	Engler Avenue	24th Place	San Marcos Drive	Sidewalk	0.0	0.0	40.0	23.0	30.0	17.6	No	17.6	117	City of Yuma	\$ 260,000	Near
C-28	Crossing, Engler Avenue and 25th Place	Engler Avenue	25th Place		Bicyclist/Pedestrian Crossing	0.0	0.0	40.0	22.9	30.0	17.6	No	17.6	118	City of Yuma	\$ 550,000	Near
M-76	Pathway, 40th Street from Avenue 4E to Avenue 6E	40th Street	Avenue 4E	Avenue 6E	Shared-Use Path	0.0	0.0	40.0	21.4	32.3	17.5	No	17.5	119	City of Yuma	\$ 5,450,000	Near
P-39	Sidewalk, 18th Street from Arizona Avenue to Riley Avenue	18th Street	Arizona Avenue	Riley Avenue	Sidewalk	0.0	0.0	40.0	20.8	32.1	17.4	No	17.4	122	City of Yuma	\$ 170,000	Near

KHID	Name	Primary Route	From/At	To	Type	Facility Quality Score	Roadway Operational Efficiency Score	Safety/ Vision Zero Approach Score	Multimodal Integration Score	Community Health Score	Composite Score	Project is Priority in Previous Plan? (Yes/No)	Final Score	Rank	Facility Owner	Planning-Level Cost (\$2025)	Timeframe
R-10	Roadway Widening, County 14th Street from 2 to 4 Lanes between Avenue A and Avenue 3E	County 14th Street	Avenue A	Avenue 3E	Roadway Widening	55.0	61.0	12.0	1.7	0.0	29.3	Yes	79.3	6	City of Yuma	\$ 27,970,000	Mid
R-09	Roadway Widening, Airport Loop/4th Avenue from 2 to 4 Lanes between Avenue A and County 14th Street	Airport Loop/4th Avenue	Avenue A	County 14th Street	Roadway Widening	55.0	53.0	15.5	0.6	2.1	28.5	Yes	78.5	7	City of Yuma	\$ 9,580,000	Mid
R-11	Roadway Widening, Avenue 2E from 2 to 4 Lanes between County 14th Street and County 15th Street	Avenue 2E	County 14th Street	County 15th Street	Roadway Widening	55.0	48.5	0.0	0.6	0.0	23.6	Yes	73.6	15	Yuma County	\$ 9,290,000	Mid
M-82	Pathway, Giss Parkway/8th Street from Gila Street to Castle Dome Avenue	Giss Parkway/8th Street	Gila Street	Castle Dome Avenue	Shared-Use Path	0.0	0.0	40.0	35.4	32.1	20.3	Yes	70.3	23	City of Yuma	\$ 4,140,000	Mid
I-11	Turn Lane, 16th Street and Pacific Avenue	16th Street	Pacific Avenue		Intersection	30.0	31.5	22.6	0.7	0.0	19.6	Yes	69.6	29	City of Yuma	\$ 530,000	Mid
M-48	Pathway, 32nd Street from Avenue 5E to Avenue 7 ½ E	32nd Street	Avenue 5E	Avenue 7 ½ E	Shared-Use Path	0.0	0.0	45.9	22.1	32.3	19.1	Yes	69.1	31	City of Yuma	\$ 5,500,000	Mid
I-18	Intersection Safety, 16th Street and Avenue B	16th Street	Avenue B		Intersection	30.0	30.0	21.3	0.0	0.0	18.8	Yes	68.8	32	City of Yuma	\$ 1,060,000	Mid
C-02	Crossing, 16th Street and Thacker Lateral/33rd Drive	16th Street	Thacker Lateral		Bicyclist/Pedestrian Crossing	0.0	0.0	43.6	22.1	30.0	18.3	Yes	68.3	37	City of Yuma	\$ 550,000	Mid
B-166	Bicyclist Lane, Castle Dome Avenue from 8th Street to Yuma Palms Parkway	Castle Dome Avenue	8th Street	Yuma Palms Parkway	Bicyclist Lane	15.0	0.0	40.0	2.1	30.0	17.2	Yes	67.2	55	City of Yuma	\$ 140,000	Mid
T-06	Bus Pullout, 4th Avenue NB at 24th Street for Yellow 95	4th Avenue	24th Street		Transit	0.0	0.0	21.3	2.9	2.1	6.1	Yes	56.1	80	City of Yuma	\$ 160,000	Mid
T-07	Bus Pullout, 4th Avenue SB at 24th Street for Yellow 95	4th Avenue	24th Street		Transit	0.0	0.0	21.3	2.1	0.0	5.8	Yes	55.8	81	City of Yuma	\$ 160,000	Mid
I-40	Turn Lane, 16th Street and I-8 Westbound Ramp	16th Street	I-8 Westbound Ramp		Intersection	40.0	55.5	20.7	0.7	0.0	26.4	No	26.4	93	ADOT	\$ 530,000	Mid
C-47	Crossing, Avenue A and 36th Street	Avenue A	36th Street		Bicyclist/Pedestrian Crossing	0.0	0.0	46.0	30.0	34.4	20.9	No	20.9	94	City of Yuma	\$ 550,000	Mid
M-72	Pathway, Araby Road from 24th Street to 26th Street	Araby Road	24th Street	26th Street	Shared-Use Path	0.0	0.0	40.0	23.0	50.0	19.6	No	19.6	97	City of Yuma	\$ 550,000	Mid
R-19	Median Extension, Avenue 6E between 32nd Street and 40th Street	Avenue 6E	32nd Street	40th Street	Roadway Widening	30.0	8.0	35.6	0.6	2.3	18.3	No	18.3	106	City of Yuma	\$ 1,910,000	Mid
M-84	Pathway, 12th Street from Avenue B to 14th Avenue (excluding bridge over canal)	12th Street	Avenue B	14th Avenue	Shared-Use Path	0.0	0.0	41.3	23.3	32.3	18.2	No	18.2	108	City of Yuma	\$ 1,650,000	Mid
M-65	Pathway, Avenue 6E from 36th Street to 41st Street	Avenue 6E	36th Street	41st Street	Shared-Use Path	0.0	0.0	41.3	23.2	30.0	18.0	No	18.0	112	City of Yuma	\$ 1,390,000	Mid
M-74	Pathway, Pacific Avenue from 8th Street to 12th Street	Pacific Avenue	8th Street	12th Street	Shared-Use Path	0.0	0.0	40.0	23.1	32.1	17.8	No	17.8	113	City of Yuma	\$ 1,110,000	Mid
M-66	Pathway, 8th Street from Castle Dome Avenue to Pacific Avenue	8th Street	Castle Dome Avenue	Pacific Avenue	Shared-Use Path	0.0	0.0	40.0	23.1	32.1	17.8	No	17.8	114	City of Yuma	\$ 980,000	Mid
C-49	Bicyclist/Pedestrian Bridge, East Main Canal/12th Street Alignment	12th Street	East Main Canal		Bicyclist/Pedestrian Bridge	0.0	0.0	40.0	20.7	32.3	17.4	No	17.4	121	City of Yuma	\$ 2,070,000	Mid
M-56	Pathway, County 14th Street between Avenue A and Avenue 3E (included in roadway widening)	County 14th Street	Avenue A	Avenue 3E	Shared-Use Path	0.0	0.0	40.0	21.7	30.0	17.3	No	17.3	123	City of Yuma	\$ -	Mid
M-58	Pathway, Airport Loop/4th Avenue between Avenue A and County 14th Street (included in roadway widening)	Airport Loop/4th Avenue	Avenue A	County 14th Street	Shared-Use Path	0.0	0.0	40.0	20.6	30.0	17.1	No	17.1	124	City of Yuma	\$ -	Mid
M-57	Pathway, Avenue 2E between County 14th Street and County 15th Street (included in roadway widening)	Avenue 2E	County 14th Street	County 15th Street	Shared-Use Path	0.0	0.0	40.0	20.6	30.0	17.1	No	17.1	125	City of Yuma	\$ -	Mid

KHID	Name	Primary Route	From/At	To	Type	Facility Quality Score	Roadway Operational Efficiency Score	Safety/ Vision Zero Approach Score	Multimodal Integration Score	Community Health Score	Composite Score	Project is Priority in Previous Plan? (Yes/No)	Final Score	Rank	Facility Owner	Planning-Level Cost (\$2025)	Timeframe
R-01	Roadway Widening, I-8 from 4 to 6 Lanes between Avenue 10E and 16th Street	I-8	Avenue 10E	16th Street	Roadway Widening	40.0	41.5	45.8	10.7	25.0	34.4	Yes	84.4	4	ADOT	\$ 129,410,000	Long
I-42	Turn Lane, 24th Street and 1st Avenue	24th Street	1st Avenue		Intersection	55.0	41.5	20.0	0.7	11.0	28.3	Yes	78.3	8	City of Yuma	\$ 530,000	Long
R-05	Roadway Realignment/Expansion, Gila Ridge Road with 2 Lanes EB at the I-8/Avenue 5E Traffic Interchange	Gila Ridge Road	I-8 Eastbound Off-Ramp	I-8 Eastbound On-Ramp	New Roadway	60.0	48.5	13.3	0.6	0.0	28.1	Yes	78.1	9	City of Yuma	\$ 3,930,000	Long
T-30	Initiate new Red 7 transit service via 16th Street	16th Street	DYTC	WYTH	Transit	0.0	0.0	35.0	65.0	38.9	25.6	Yes	75.6	11	YCIPTA	\$ 570,000	Long
T-31	Restructure Green 4 transit service (Pacific Avenue/Avenue B)	3rd Street and Avenue B	DYTC	WYTH	Transit	0.0	0.0	21.3	57.6	79.2	24.8	Yes	74.8	13	YCIPTA	\$ -	Long
T-16	Reroute Orange 2 transit service via 32nd Street and 4th Avenue to WYTH	32nd Street	WYTH	AWC/NAU/UA campus	Transit	0.0	0.0	30.4	53.2	58.5	24.1	Yes	74.1	14	YCIPTA	\$ -	Long
C-45	Crossing, 4th Avenue and Court Street	4th Avenue	Court Street		Bicyclist/Pedestrian Crossing	0.0	0.0	60.0	20.7	34.4	22.6	Yes	72.6	17	City of Yuma	\$ 550,000	Long
C-46	Crossing, Avenue C and Crane Street	Avenue C	Crane Street		Bicyclist/Pedestrian Crossing	0.0	0.0	60.0	21.4	30.0	22.3	Yes	72.3	18	City of Yuma	\$ 550,000	Long
T-14	Discontinue Silver 9 transit service	SR 195	AWC/NAU/UA campus	WYTH	Transit	0.0	0.0	20.0	47.1	75.0	21.9	Yes	71.9	19	YCIPTA	\$ (190,000)	Long
M-18	Pathway, Thacker Lateral Linear Park from West Main Canal to 24th Street	Thacker Lateral Linear Park	West Main Canal	24th Street	Shared-Use Path	0.0	0.0	42.6	33.0	43.6	21.6	Yes	71.6	20	City of Yuma	\$ 5,960,000	Long
T-17	Reroute Purple 6 transit service via 4th Avenue between 8th Street and 24th Street	4th Avenue	8th Street	24th Street	Transit	0.0	0.0	29.1	37.1	52.1	19.9	Yes	69.9	25	YCIPTA	\$ -	Long
T-29	Consolidate Orange 2 and Brown 3 transit services	E 32nd Street and AWC/NAU/UA Campus	Foothills Branch Library	WYTH	Transit	0.0	0.0	20.0	39.0	70.5	19.8	Yes	69.8	26	YCIPTA	\$ -	Long
C-44	Crossing, 4th Avenue and 4th Street-5th Street	4th Avenue	4th Street-5th Street		Bicyclist/Pedestrian Crossing	0.0	0.0	40.0	32.9	32.1	19.8	Yes	69.8	27	City of Yuma	\$ 550,000	Long
T-15	Initiate Gold 2X Express transit service	I-8, 32nd Street, and AWC/NAU/UA Campus	DYTC	Ligurta and Wellton	Transit	0.0	0.0	21.3	43.2	56.6	19.6	Yes	69.6	28	YCIPTA	\$ 90,000	Long
M-12	Pathway, Colorado River Levee Linear Park from East Wetlands to Avenue 7E	Colorado River Levee Linear Park	East Wetlands	Avenue 7E	Shared-Use Path	0.0	0.0	40.0	29.6	32.1	19.1	Yes	69.1	30	City of Yuma	\$ 12,240,000	Long
P-07	Sidewalk, Arizona Avenue/Walnut Avenue from 16th Street to 10th Street	Arizona Avenue/Walnut Avenue	16th Street	10th Street	Sidewalk	0.0	0.0	40.0	24.7	38.7	18.8	Yes	68.8	33	City of Yuma	\$ 2,130,000	Long
M-09	Pathway, 32nd Street from East Main Canal to Avenue A	32nd Street	East Main Canal	Avenue A	Shared-Use Path	0.0	0.0	41.3	26.0	32.3	18.7	Yes	68.7	34	City of Yuma	\$ 1,010,000	Long
P-20	Sidewalk, 4th Avenue from Yuma Regional Corporate Center to 40th Street	4th Avenue	Yuma Regional Corporate Center	40th Street	Sidewalk	0.0	0.0	40.0	20.5	43.1	18.4	Yes	68.4	35	City of Yuma	\$ 1,400,000	Long
M-11	Pathway, B 3.7 Lateral Linear Park from 23rd Street to Pacific Avenue	B 3.7 Lateral Linear Park	23rd Street	Pacific Avenue	Shared-Use Path	0.0	0.0	40.0	25.3	32.1	18.3	Yes	68.3	38	City of Yuma	\$ 1,060,000	Long
M-85	Pathway, Redondo Center Drive from 7th Street to 16th Street	Redondo Center Drive	7th Street	16th Street	Shared-Use Path	0.0	0.0	40.0	23.9	34.4	18.2	Yes	68.2	39	City of Yuma	\$ 2,410,000	Long
P-05	Sidewalk, 32nd Street from Pacific Avenue to Avenue 3E	32nd Street	Pacific Avenue	Avenue 3E	Sidewalk	0.0	0.0	40.0	25.2	30.0	18.0	Yes	68.0	42	City of Yuma	\$ 1,330,000	Long
RR-01	Grade Separation, Avenue 9E with 4 Lanes at Railroad Crossing	Avenue 9E	Railroad Crossing		Railroad Crossing	70.0	2.5	0.0	0.0	0.0	18.0	Yes	68.0	44	City of Yuma	\$ 11,920,000	Long
C-29	Crossing, 4th Avenue and 12th Street	4th Avenue	12th Street		Bicyclist/Pedestrian Crossing	0.0	0.0	40.0	22.9	32.1	17.8	Yes	67.8	46	City of Yuma	\$ 550,000	Long
M-86	Pathway, Redondo Center Drive from Giss Parkway to 7th Street	Redondo Center Drive	Giss Parkway	7th Street	Shared-Use Path	0.0	0.0	40.0	21.3	34.4	17.7	Yes	67.7	47	City of Yuma	\$ 1,080,000	Long
P-06	Sidewalk, 32nd Street from Winsor Avenue to Suni Sands RV Resort	32nd Street	Winsor Avenue	Suni Sands RV Resort	Sidewalk	0.0	0.0	40.0	22.3	30.0	17.5	Yes	67.5	50	City of Yuma	\$ 340,000	Long
M-61	Pathway, Avenue 5E from 32nd Street to 24th Street (included in new roadway)	Avenue 5E	32nd Street	24th Street	Shared-Use Path	0.0	0.0	40.0	20.6	30.0	17.1	Yes	67.1	59	City of Yuma	\$ -	Long
M-62	Pathway, Avenue 9E Grade Separation at Railroad Crossing (included in grade separation project)	Avenue 9E	Railroad Crossing		Shared-Use Path	0.0	0.0	40.0	20.1	30.0	17.0	Yes	67.0	62	City of Yuma	\$ -	Long
T-28	Bus Pullout, 24th Street WB at Avenue A for Green 4, Purple 6A, and Yellow 95	24th Street	Avenue A		Transit	0.0	0.0	20.0	20.7	52.3	14.4	Yes	64.4	63	City of Yuma	\$ 160,000	Long
T-27	Bus Pullout, Giss Parkway WB at Gila Street for Orange 2 and Green 4	Giss Parkway	Gila Street		Transit	0.0	0.0	20.0	25.0	34.4	13.4	Yes	63.4	65	City of Yuma	\$ 160,000	Long
T-25	Bus Pullout, 21st Drive SB at 32nd Street for Purple 6A and Silver 9	21st Drive	32nd Street		Transit	0.0	0.0	22.6	20.0	32.3	12.9	Yes	62.9	67	City of Yuma	\$ 160,000	Long
T-24	Bus Pullout, Redondo Center Drive NB at 16th Street for Green 4	Redondo Center Drive	16th Street		Transit	0.0	0.0	21.3	20.0	34.4	12.8	Yes	62.8	68	City of Yuma	\$ 160,000	Long
T-39	Bus Pullout, 24th Street EB at 18th Avenue for Green 4, Purple 6A, and Yellow 95	24th Street	18th Avenue		Transit	0.0	0.0	20.0	21.4	32.3	12.5	Yes	62.5	69	City of Yuma	\$ 160,000	Long
T-26	Bus Pullout, 24th Street EB at 21st Drive for Green 4, Purple 6A, and Yellow 95	24th Street	21st Drive		Transit	0.0	0.0	20.0	20.7	32.3	12.4	Yes	62.4	70	City of Yuma	\$ 160,000	Long
R-04	New Roadway, Avenue 5E with 4 Lanes from 32nd Street to 24th Street	Avenue 5E	32nd Street	24th Street	New Roadway	30.0	18.0	4.6	0.6	0.0	12.4	Yes	62.4	71	City of Yuma	\$ 8,900,000	Long
T-35	Bus Pullout, Araby Road SB at 32nd Street for Gold 8 and Silver 9	Araby Road	32nd Street		Transit	0.0	0.0	20.0	20.0	32.3	12.2	Yes	62.2	72	City of Yuma	\$ 160,000	Long
T-36	Bus Pullout, 32nd Street EB at Avenue B for Purple 6A and Yellow 95	32nd Street	Avenue B		Transit	0.0	0.0	20.0	20.0	32.3	12.2	Yes	62.2	72	City of Yuma	\$ 160,000	Long
T-37	Bus Pullout, Avenue B SB at 32nd Street for Purple 6A and Yellow 95	Avenue B	32nd Street		Transit	0.0	0.0	20.0	20.0	32.3	12.2	Yes	62.2	72	City of Yuma	\$ 160,000	Long
T-38	Bus Pullout, 32nd Street EB at Avenue 3E for Orange 2	32nd Street	Avenue 3E		Transit	0.0	0.0	20.0	20.0	32.3	12.2	Yes	62.2	72	City of Yuma	\$ 160,000	Long
R-03	Full-Diamond Traffic Interchange, I-8 at Avenue 5E	I-8	Avenue 5E		Traffic Interchange	0.0	49.0	0.0	0.8	2.1	10.2	Yes	60.2	77	ADOT	\$ 64,300,000	Long
R-02	Half-Diamond Traffic Interchange, I-8 at Pacific Avenue	I-8	Pacific Avenue		Traffic Interchange	0.0	34.0	0.0	0.2	6.3	7.5	Yes	57.5	79	ADOT	\$ 18,240,000	Long
T-10	Bus Pullout, 26th Street WB at 23rd Avenue for Green 4, Purple 6A, and Yellow 95	26th Street	23rd Avenue		Transit	0.0	0.0	20.0	0.7	0.0	5.1	Yes	55.1	82	City of Yuma	\$ 160,000	Long
T-09	Bus Pullout, Avenue B NB at 24th Street for Green 4, Purple 6A, and Yellow 95	Avenue B	24th Street		Transit	0.0	0.0	20.0	0.0	0.0	5.0	Yes	55.0	84	City of Yuma	\$ 160,000	Long
T-12	Add bus to Yellow 95 transit service - Saturdays from DYTC to WYTH	DYTC to WYTH	DYTC	WYTH	Transit	0.0	0.0	0.0	20.0	0.0	4.0	Yes	54.0	85	YCIPTA	\$ 500,000	Long
T-13	Add bus to Yellow 95 transit service - Weekdays from DYTC to WYTH	DYTC to WYTH	DYTC	WYTH	Transit	0.0	0.0	0.0	20.0	0.0	4.0	Yes	54.0	85	YCIPTA	\$ 70,000	Long
I-16	Turn Lane, 24th Street and Avenue A	24th Street	Avenue A		Intersection	55.0	30.0	53.8	1.4	0.0	33.5	No	33.5	91	City of Yuma	\$ 530,000	Long
B-168	Bicyclist Lane, Arizona Avenue from 32nd Street to 40th Street	Arizona Avenue	32nd Street	40th Street	Bicyclist Lane	15.0	0.0	40.0	20.6	30.0	20.9	No	20.9	95	City of Yuma	\$ 130,000	Long
M-78	Pathway, 8th Street from Avenue D to Avenue A	8th Street	Avenue D	Avenue A	Shared-Use Path	0.0	0.0	46.5	26.0	34.4	20.3	No	20.3	96	City of Yuma	\$ 6,600,000	Long
M-69	Pathway, 16th Street from 4th Avenue to Maple Avenue	16th Street	4th Avenue	Maple Avenue	Shared-Use Path	0.0	0.0	45.2	22.3	32.1	19.0	No	19.0	98	City of Yuma	\$ 570,000	Long
M-71	Pathway, 1st Street from Avenue C to Avenue B	1st Street	Avenue C	Avenue B	Shared-Use Path	0.0	0.0	40.0	27.0	34.4	18.8	No	18.8	99	City of Yuma	\$ 2,160,000	Long
C-48	Crossing, 8th Street and 6th Avenue	8th Street	6th Avenue		Bicyclist/Pedestrian Crossing	0.0	0.0	45.9	20.7	32.1	18.8	No	18.8	100	City of Yuma	\$ 550,000	Long
M-83	Pathway, Arizona Avenue from 22nd Street to Palo Verde Street	Arizona Avenue	22nd Street	Palo Verde Street	Shared-Use Path	0.0	0.0	40.0	26.8	34.4	18.8	No	18.8	101	City of Yuma	\$ 1,580,000	Long
M-68	Pathway, 16th Street from Maple Avenue to Pacific Avenue	16th Street	Maple Avenue	Pacific Avenue	Shared-Use Path	0.0	0.0	44.6	22.1	32.1	18.8	No	18.8	102	City of Yuma	\$ 2,750,000	Long
M-79	Pathway, Avenue B from 1st Street to 3rd Street	Avenue B	1st Street	3rd Street	Shared-Use Path	0.0	0.0	40.0	26.6	34.4	18.7	No	18.7	103	City of Yuma	\$ 540,000	Long
M-70	Pathway, 16th Street from Avenue B to 7th Avenue	16th Street	Avenue B	7th Avenue	Shared-Use Path	0.0	0.0	42.6	22.2	32.3	18.3	No	18.3	107	City of Yuma	\$ 2,840,000	Long
M-63	Pathway, 40th Street from Avenue A to Arizona Avenue	40th Street	Avenue A	Arizona Avenue	Shared-Use Path	0.0	0.0	40.0	24.9	32.1	18.2	No	18.2	110	City of Yuma	\$ 2,210,000	Long
M-81	Pathway, Avenue B from 8th Street to 16th Street	Avenue B	8th Street	16th Street	Shared-Use Path	0.0	0.0	42.6	21.3	32.3	18.1	No	18.1	111	City of Yuma	\$ 2,200,000	Long
M-80	Pathway, Avenue B from 3rd Street to 8th Street	Avenue B	3rd Street	8th Street	Shared-Use Path	0.0	0.0	41.3	21.0	32.3	17.8	No	17.8	115	City of Yuma	\$ 1,280,000	Long
C-31	Crossing, 24th Street and Engler Avenue	24th Street	Engler Avenue		Bicyclist/Pedestrian Crossing	0.0	0.0	42.3	20.7	30.0	17.7	No	17.7	116	City of Yuma	\$ 550,000	Long
M-75	Pathway, Palo Verde Street from Pacific Avenue to Avenue 3E	Palo Verde Street	Pacific Avenue	Avenue 3E	Shared-Use Path	0.0	0.0	40.0	22.0	30.0	17.4	No	17.4	120	City of Yuma	\$ 2,240,000	Long
P-13	Sidewalk, 24th Street from Avenue C to Avenue D	24th Street	Avenue C	Avenue D	Sidewalk	0.0	0.0	40.0	20.5	30.0	17.1	No	17.1	126	City of Yuma	\$ 2,600,000	Long
P-12	Sidewalk, 16th Street from 45th Avenue to West City Limit	16th Street	45th Avenue	West City Limit	Sidewalk	0.0	0.0	40.0	20.3	30.0	17.1	No	17.1	127	City of Yuma	\$ 1,380,000	Long



City of Yuma

Transportation Master Plan

Recommended Near-Term Projects

- Study Area

State Boundary

State Highway System

Major Street

Railroad

City Park
- Municipality

Yuma

San Luis

Somerton

Recommended Near-Term Projects

New Roadway

Roadway Widening

Intersection Improvement

New Overpass/Underpass

Transit Stop Improvement

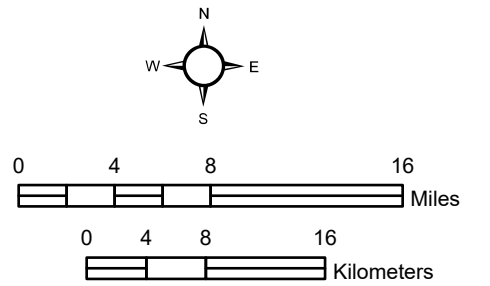
New Sidewalk

New Bicyclist Lane

New Shared-Use Path

New/Improved Bicyclist/Pedestrian Crossing

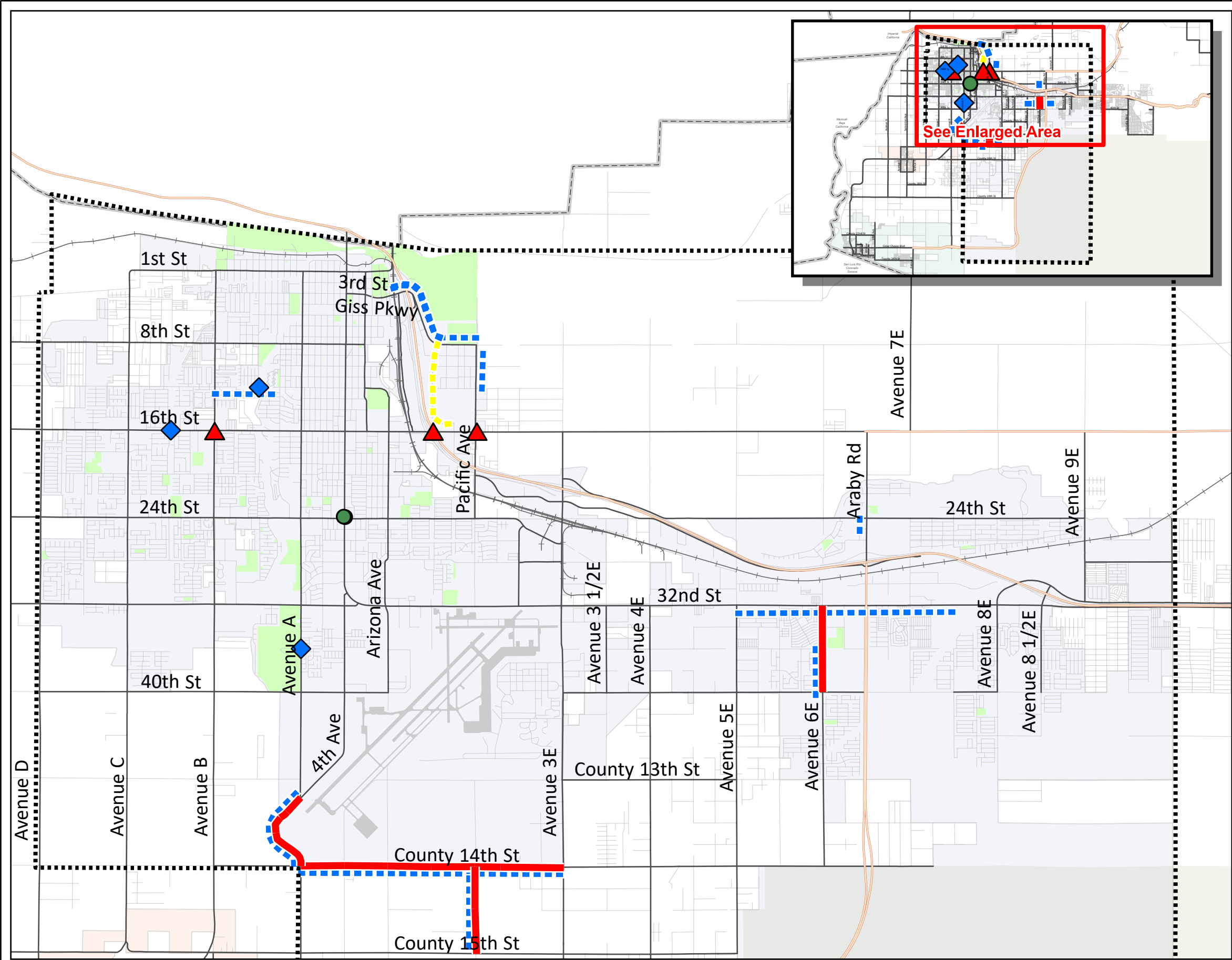
Data Sources
City Park: City of Yuma
City Park Path/Trail: City of Yuma
Active Transportation: City of Yuma



Scale: 1:73,610
Map Projection: NAD 1983 State Plane West (Intl Feet)



Additional transit improvements:
1) Blue 5 and Turquoise 10 – Schedule Coordination;
2) Green 4A Catalina Loop School Day Capacity Increase; and
3) Green 4A Catalina Loop Conversion from Fixed Route to FLEX Deviation



City of Yuma

Transportation Master Plan

Recommended Mid-Term Projects

- Study Area

State Boundary

State Highway System

Major Street

Railroad

City Park
- Municipality

Yuma

San Luis

Somerton

Recommended Mid-Term Projects

New Roadway

Roadway Widening

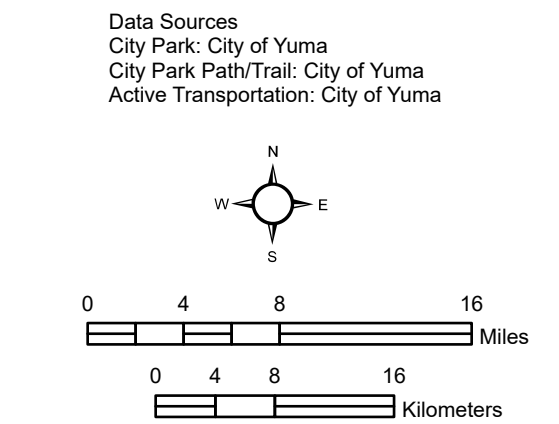
Intersection Improvement

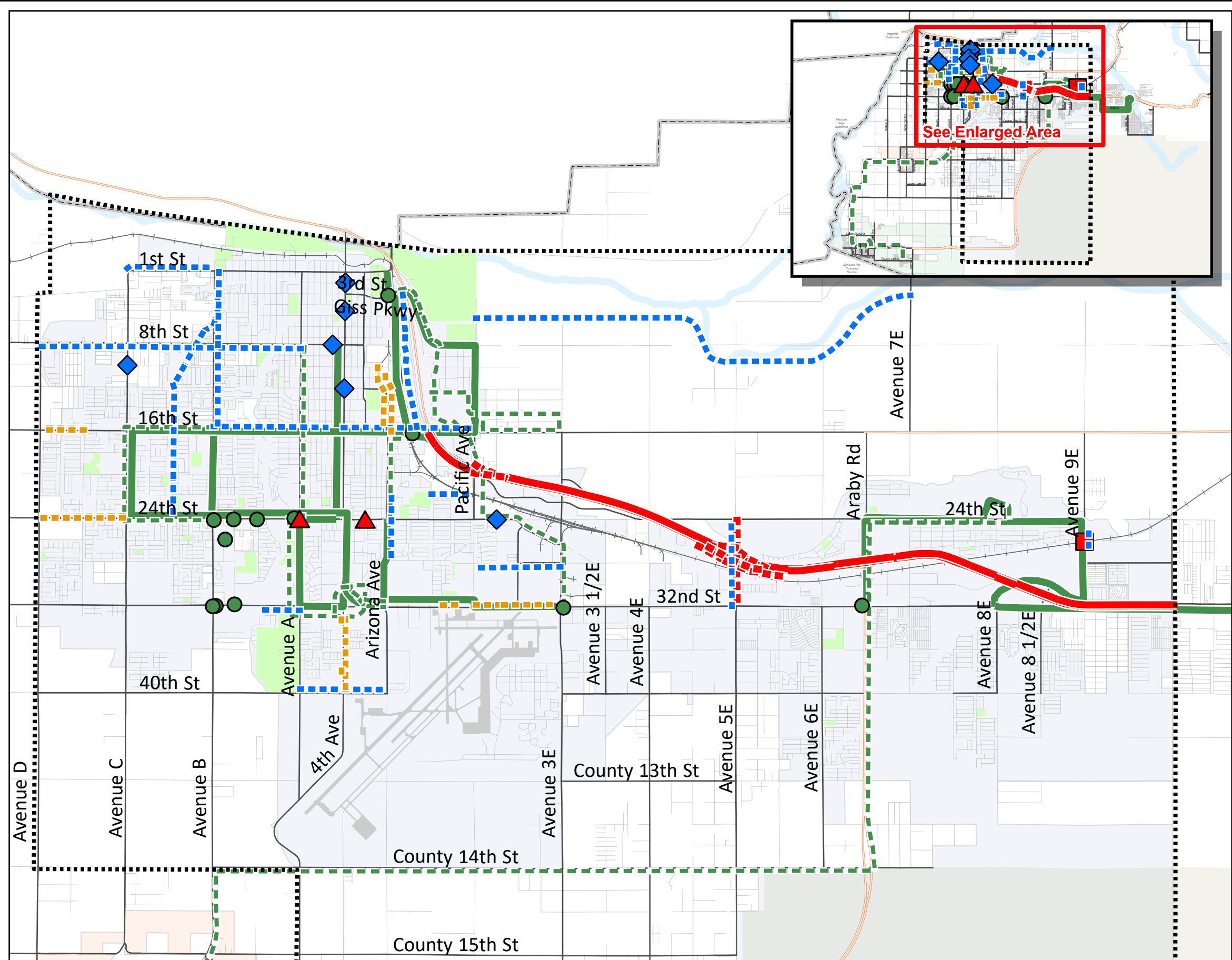
Transit Stop Improvement

New Bicyclist Lane

New Shared-Use Path

New/Improved Bicyclist/Pedestrian Crossing





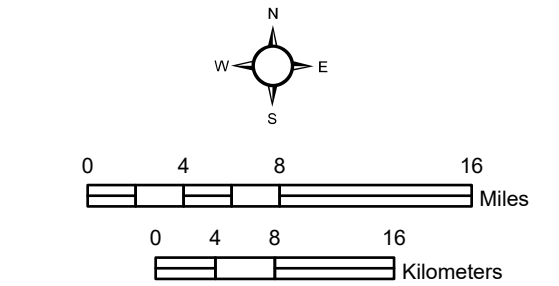
City of Yuma

Transportation Master Plan

Recommended Long-Term Projects

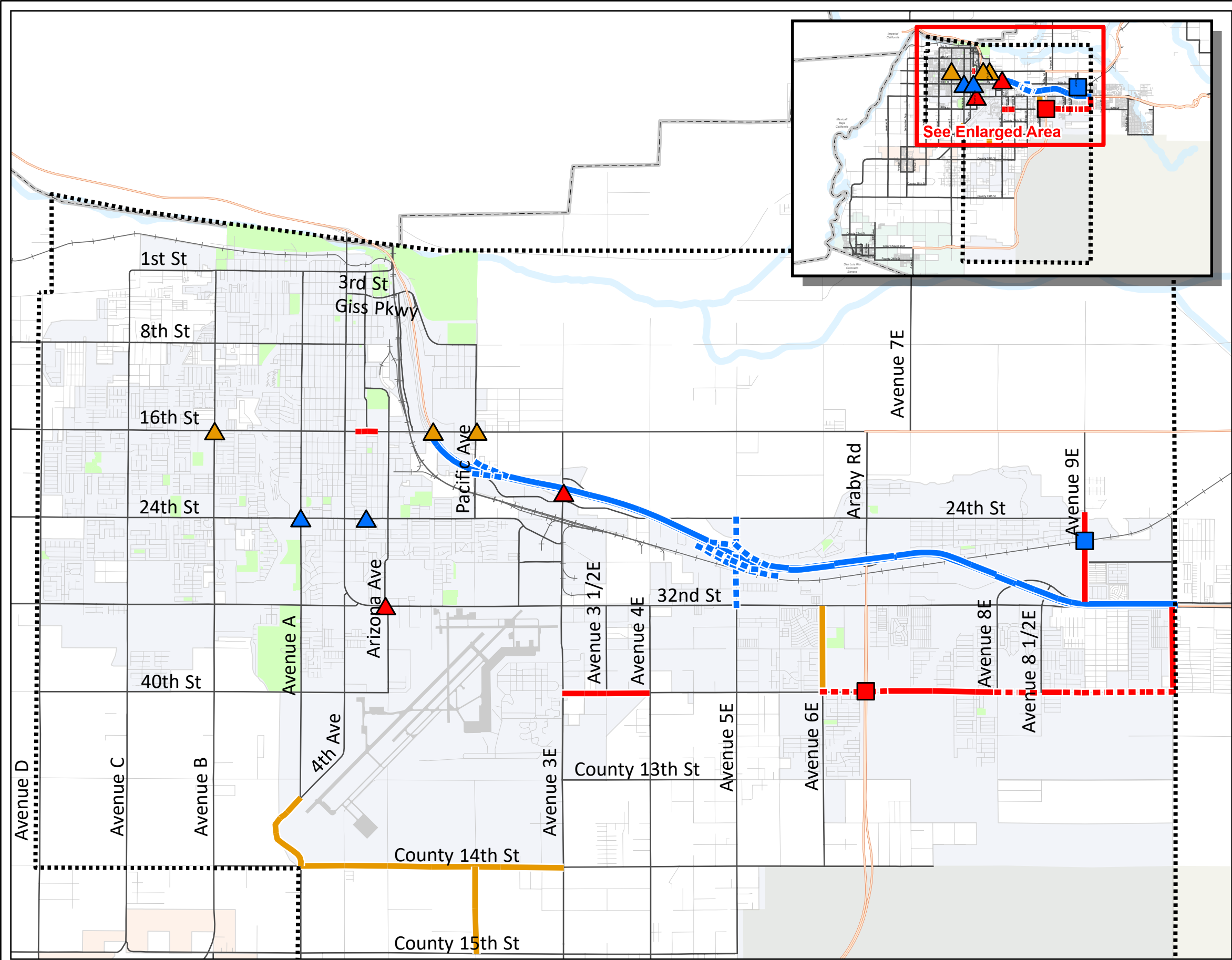
- Study Area
- State Boundary
- State Highway System
- Major Street
- Railroad
- City Park
- Rivers
- Municipality
- Yuma
- San Luis
- Somerton
- Recommended Long-Term Projects
- New Roadway
- Roadway Widening
- Intersection Improvement
- New Overpass/Underpass
- Transit Stop Improvement
- New Sidewalk
- New Shared-Use Path
- New/Improved Bicyclist/Pedestrian Crossing
- New Bus Route
- Discontinued Bus Route

Data Sources
City Park: City of Yuma
City Park Path/Trail: City of Yuma
Active Transportation: City of Yuma



Scale: 1:73,610
Map Projection: NAD 1983 State Plane West (Intl Feet)





Study Area

State Boundary

State Highway System

Major Street

Railroad

City Park

Municipality

Yuma

San Luis

Somerton

New Roadway and Roadway Improvement

Near-Term New Roadway

Long-Term New Roadway

Near-Term Roadway Improvement

Mid-Term Roadway Improvement

Long-Term Roadway Improvement

Intersection Improvement

Near-Term Intersection Improvement

Mid-Term Intersection Improvement

Long-Term Intersection Improvement

Long-Term Bridge Improvement

Near-Term Bridge Improvement

Long-Term Bridge Improvement

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Scale: 1:73,610

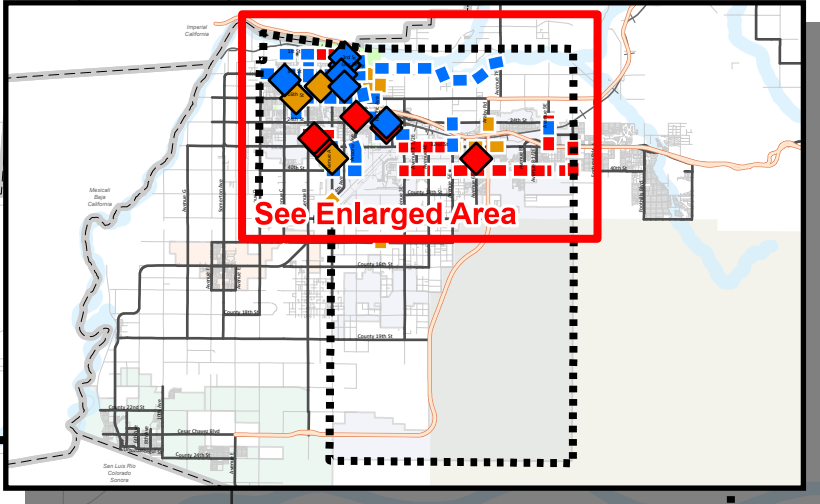
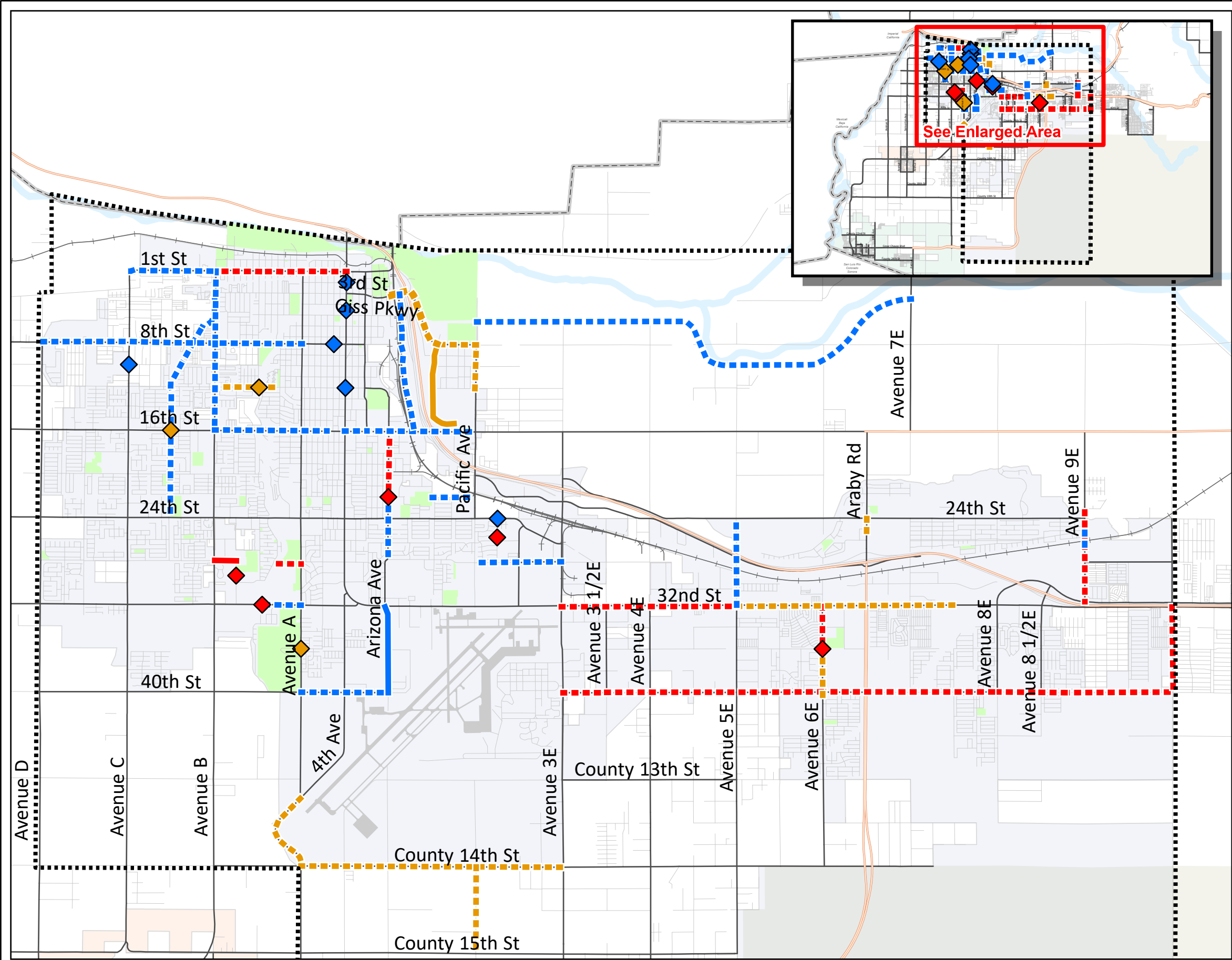
Map Projection: NAD 1983 State Plane West (Intl Feet)

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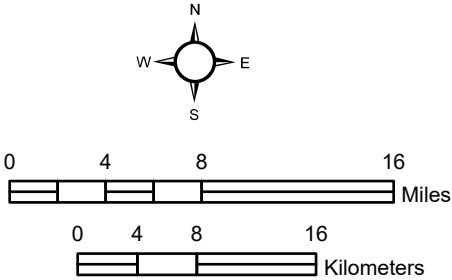
City of Yuma

Transportation Master Plan

Recommended Bicyclist Projects

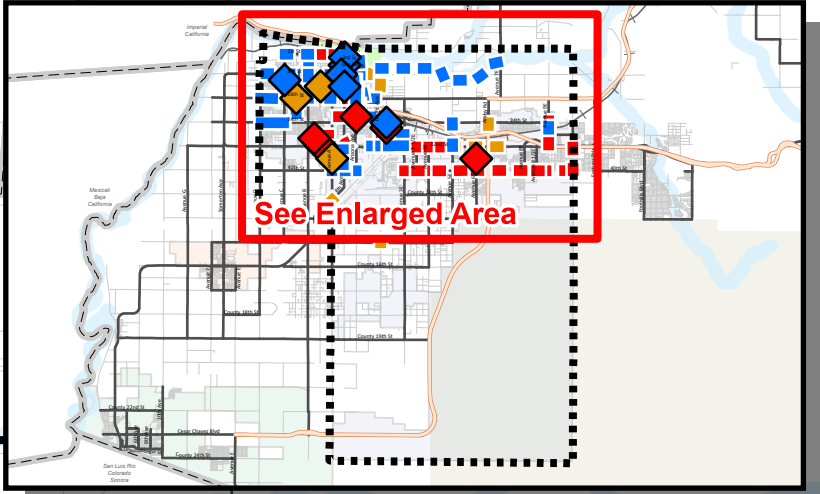
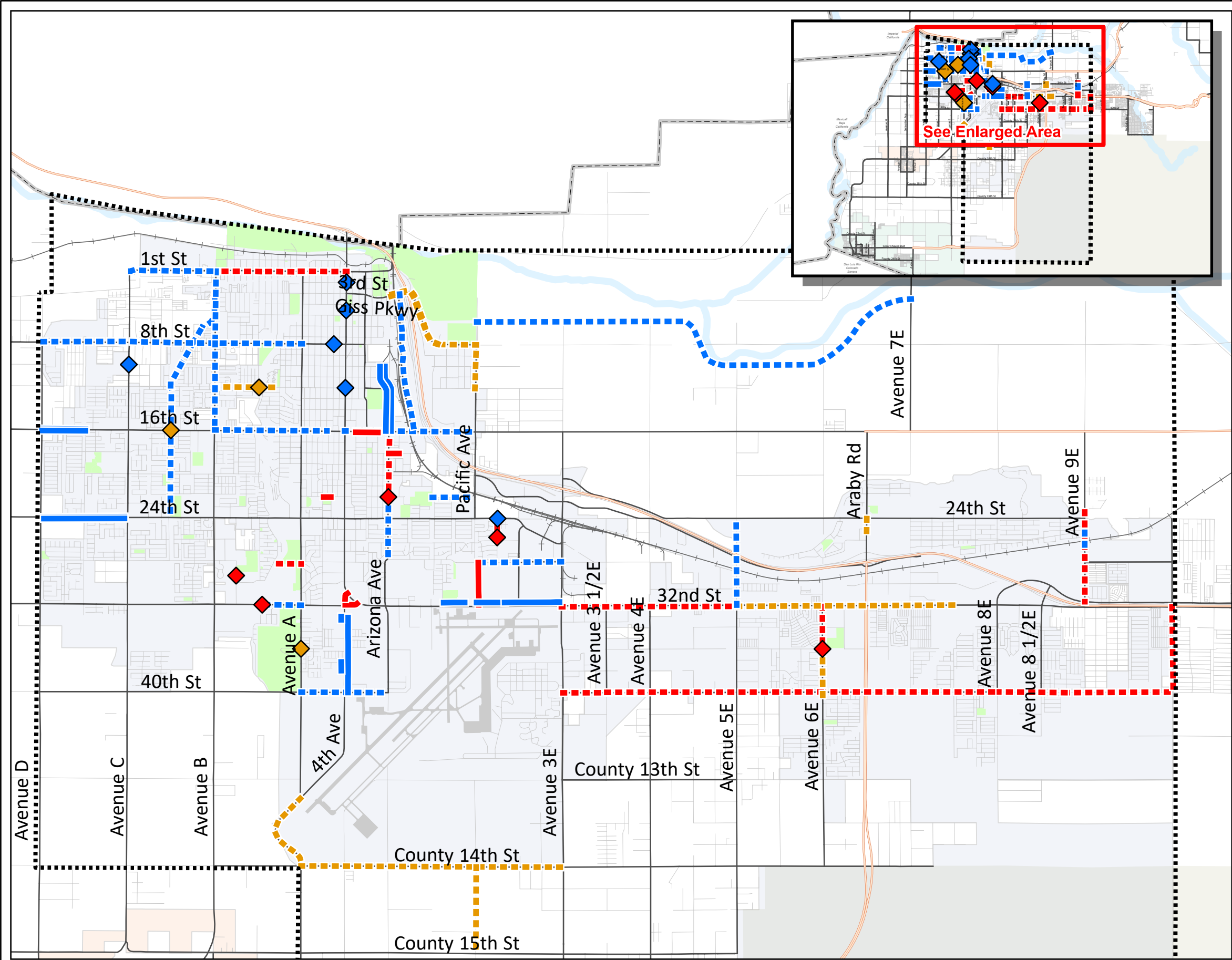
- Study Area
- State Boundary
- State Highway System
- Major Street
- Railroad
- City Park
- Municipality
- Yuma
- San Luis
- Somerton
- New Bicyclist Lane
- Near-Term Bicyclist Lane
- Mid-Term Bicyclist Lane
- Long-Term Bicyclist Lane
- New Shared-Use Path
- Near-Term Shared-Use Path
- Mid-Term Shared-Use Path
- Long-Term Shared-Use Path
- New/Improved Bicyclist/Pedestrian Crossing
- Near-Term Crossing
- Mid-Term Crossing
- Long-Term Crossing

Data Sources
City Park: City of Yuma
City Park Path/Trail: City of Yuma
Active Transportation: City of Yuma



Scale: 1:73,610
Map Projection: NAD 1983 State Plane West (Intl Feet)

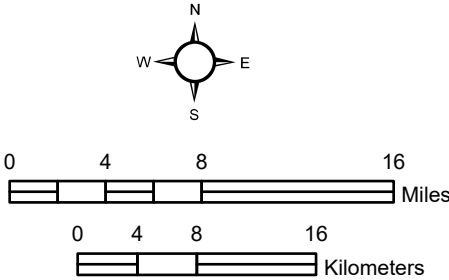




City of Yuma
Transportation Master Plan
Recommended Pedestrian Projects

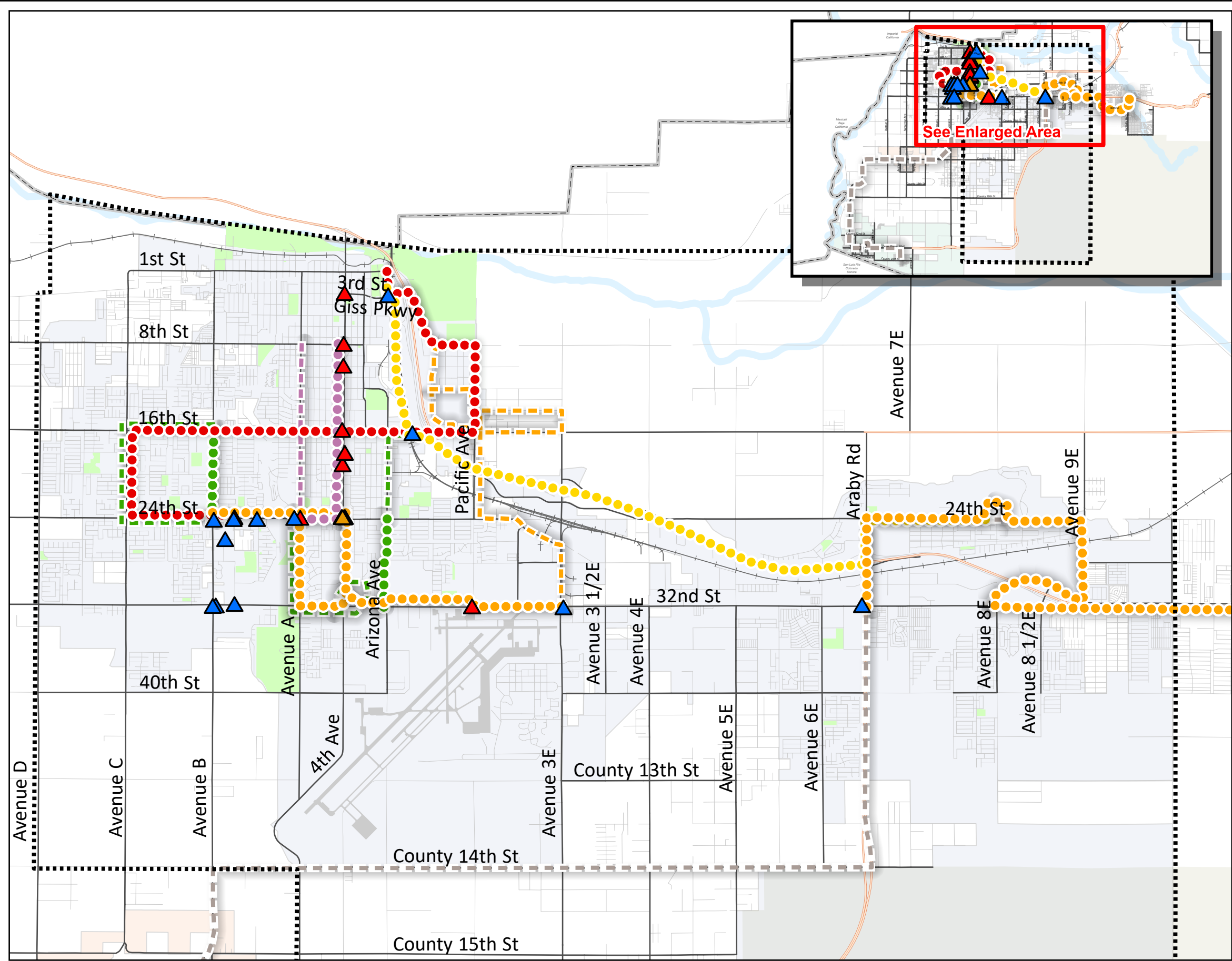
- Study Area
- State Boundary
- State Highway System
- Major Street
- Railroad
- City Park
- Municipality
 - Yuma
 - San Luis
 - Somerton
- New Sidewalk
 - Near-Term New Sidewalk
 - Long-Term New Sidewalk
- New Shared-Use Path
 - Near-Term New Shared-Use Path
 - Mid-Term New Shared-Use Path
 - Long-Term New Shared-Use Path
- New/Improved Bicyclist/Pedestrian Crossing
 - Near-Term Crossing
 - Mid-Term Crossing
 - Long-Term Crossing

Data Sources
City Park: City of Yuma
City Park Path/Trail: City of Yuma
Active Transportation: City of Yuma



Scale: 1:73,610
Map Projection: NAD 1983 State Plane West (Intl Feet)





City of Yuma

Transportation Master Plan

Recommended Transit Projects

Study Area

State Boundary

State Highway System

Major Street

Railroad

City Park

Municipality

Yuma

San Luis

Somerton

Transit Stop Improvement

Near-Term Transit Stop

Mid-Term Transit Stop

Long-Term Transit Stop

Planned Bus Route

Orange Route 2 Planned

Green Route 4 Planned

Purple Route 6A Planned

Gold Route 2X Planned

Red Route 7 Planned

Planned Discontinued Bus Route

Green Route 4 (Discontinued)

Orange Route 2 (Discontinued)

Purple Route 6A (Discontinued)

Silver Route 9 (Discontinued)

Data Sources

City Park: City of Yuma

City Park Path/Trail: City of Yuma

Active Transportation: City of Yuma

0

4

8

16

Miles

0

4

8

16

Kilometers

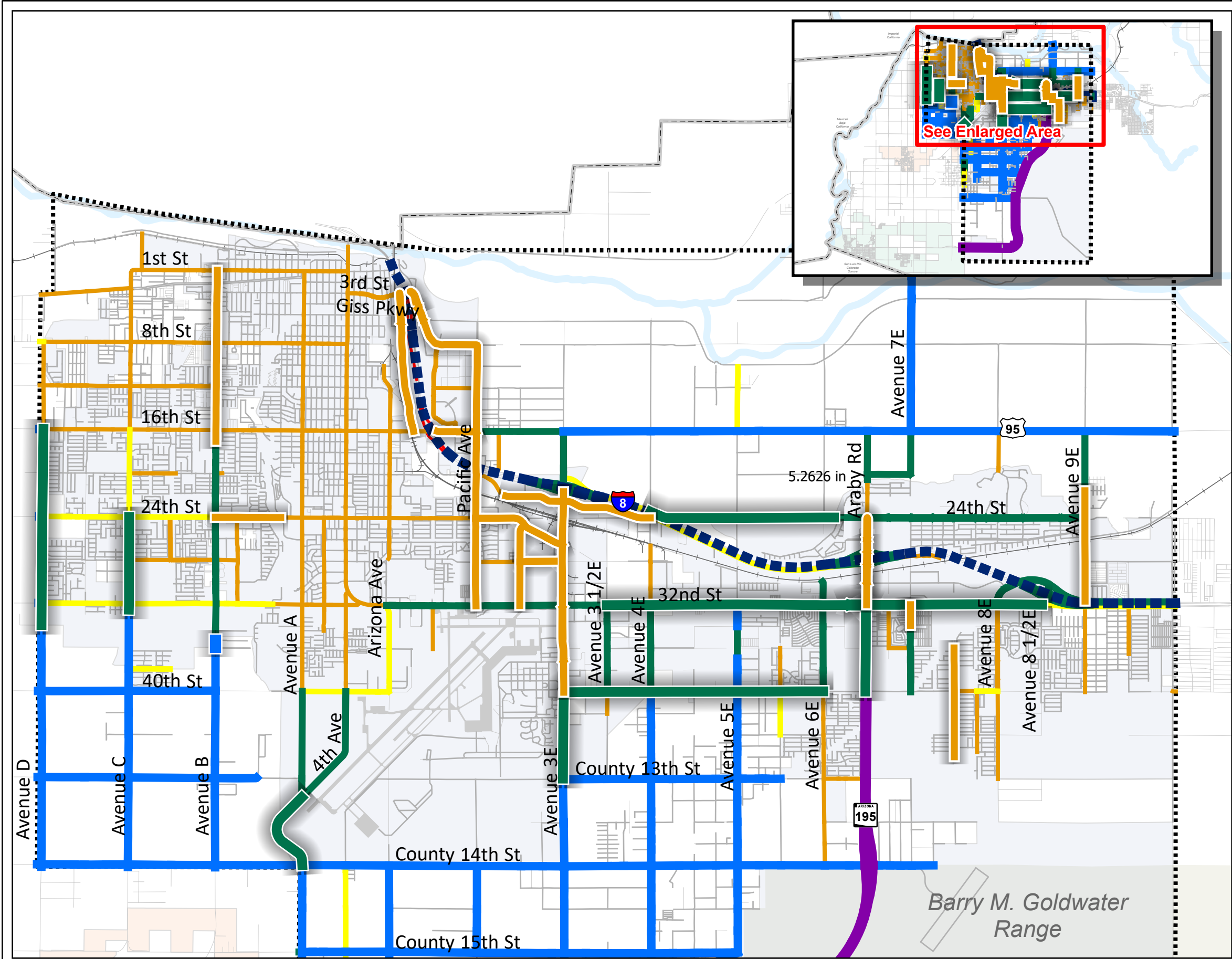
Scale: 1:73,610

Map Projection: NAD 1983 State Plane West (Intl Feet)

CITY OF

Yuma

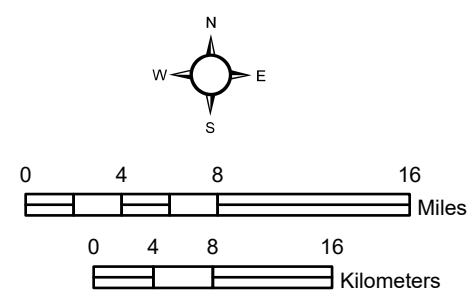
Kimley»Horn



City of Yuma
Transportation Master Plan
Proposed Speed Limits

- Study Area
- State Boundary
- Railroad
- Municipality
 - Yuma
 - San Luis
 - Somerton
- Speed Limits
 - 25 mph or less
 - 30 mph
 - 35 mph
 - 40 mph
 - 45 mph
 - 50 mph
 - 55 mph
 - 65 mph
 - Proposed Speed Limit Change (with white border)

Data Sources
Speed Limits: City of Yuma



Scale: 1:73,610
Map Projection: NAD 1983 State Plane West (Intl Feet)

