

December 2025

City of Yuma

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

Prepared by:

Kimley»»Horn

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

In association with:



Partner Engineering and Science, Inc.



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

Table of Contents

Abbreviations	iv
1.0 Introduction	1
1.1 Purpose	1
1.2 Legislative Mandate.....	1
1.3 ADA Self-Evaluation and Transition Plan Development Requirements and Process	1
1.4 Discrimination and Accessibility.....	2
1.4.1 Physical Barriers	2
1.4.2 Programmatic Barriers	2
1.4.3 Ongoing Accessibility Improvements	2
1.4.4 City of Yuma Approach	2
1.6 New Construction and Alterations	4
1.7 Existing City Programs that Implement ADA Upgrades.....	6
2.0 Public Outreach	7
2.1 ADA Advisory Commission.....	7
2.2 Web Survey.....	7
2.3 Web Map	8
2.4 On-going Public Outreach	9
3.0 Self-Evaluation and Summary of Observations	10
3.1 Services, Policies, and Practices Review	10
3.1.1 ADA/504 Coordinator.....	11
3.1.2 Roles and Responsibilities of the ADA/504 Coordinator	11
3.1.3 ADA Grievance Policy, Procedure, and Form with Appeal Process for the ADA	12
3.1.4 Public Notice Under the ADA	13
3.2 Program, Services, and Activities Inventory	13
3.3 Facilities Review	14
3.3.1 Buildings.....	14
3.3.2 Recreation Facilities.....	15
3.3.3 Parks.....	16
3.3.4 Signalized Intersections	18
3.3.5 Sidewalk Corridors.....	20
3.3.6 On-Street Accessible Parking	23
3.3.7 Pedestrian At-grade Railroad Crossings	26
3.4 Maintenance Versus Alterations	27
4.0 Facility Conceptual Budget Estimates	29
4.1 Facility Conceptual Budget Estimate Overview	29
4.2 Implementation Schedule	30
4.3 Funding Opportunities	30
4.3.1 Federal and State Funding.....	30
4.3.2 Local Funding.....	30

5.0	Transition Plan.....	31
5.1	Transition Plan Requirements	31
5.4	Implementation Strategy.....	32
6.0	Conclusion and Next Steps	34
	Appendix	36
	Appendix A: Public Outreach	37
	Summary of Public Access Survey Responses.....	37
	Web Map Summary.....	46
	Appendix B: Facility Inventory Map.....	48
	Appendix C: Evaluated Facility Maps.....	49

List of Tables

Table 1.	Summary of Applicable Standards.....	4
Table 2.	Summary of Buildings Reviewed in 2024.....	14
Table 3.	Summary of Buildings to be Reviewed in Future Phase	15
Table 4.	Summary of Recreational Facilities Reviewed in 2024	16
Table 5.	Summary of Recreational Facilities Reviewed in Future Phase.....	16
Table 6.	Summary of Parks Reviewed in 2024.....	17
Table 7.	Summary of Parks to be Reviewed in Future Phase.....	17
Table 8.	Summary of Curb Ramp Observations at Signalized Intersections	19
Table 9.	Summary of Push Button Observations	20
Table 10.	Summary of Curb Ramp Observations at Unsignalized Intersections.....	22
Table 11.	Summary of Required On-Street Accessible Parking Totals.....	24
Table 12.	Summary of Accessible Parking Compliance	25
Table 13.	Summary of Access Aisle Compliance	26
Table 14.	Summary of Observations at Railroad Crossings	26
Table 15.	Summary of Conceptual Budget Estimates	29
Table 16.	Public Access Survey Question 1	37
Table 17.	Public Access Survey Question 2	38
Table 18.	Public Access Survey Question 3	38
Table 19.	Public Access Survey Question 4	38
Table 20.	Public Access Survey Question 5	39
Table 21.	Public Access Survey Question 6	40
Table 22.	Public Access Survey Question 7	40
Table 23.	Public Access Survey Question 8	41
Table 24.	Public Access Survey Question 9	41

Table 25. Public Access Survey Question 10	41
Table 26. Public Access Survey Question 11	42
Table 27. Public Access Survey Question 12	42
Table 28. Public Access Survey Question 13	42
Table 29. Public Access Survey Question 14	43
Table 30. Public Access Survey Question 15	43
Table 31. Public Access Survey Question 16	43
Table 32. Public Access Survey Question 17	43
Table 33. Public Access Survey Question 18	44
Table 34. Public Access Survey Question 19	44
Table 35. Public Access Survey Question 20	44
Table 36. Public Access Survey Question 21	45
Table 37. Public Access Survey Question 22	45
Table 38. Web Map Public Comment Summary	47
Table 39. Evaluated Signalized Intersections	53
Table 40. Evaluated Sidewalk Corridors	55

List of Figures

Figure 1. ADA Accessibility Survey Advertising Materials	7
Figure 2. City of Yuma Web Map	8
Figure 3. Yuma Click & Fix	12
Figure 4. No Pedestrian Crossing Signs	21
Figure 5. On-Street Accessible Parking Evaluated in 2024	23
Figure 6. On-Street Accessible Parking Block Diagram	25
Figure 7. PROWAG Figure R305.2.5 Pedestrian At-grade Rail Crossings	27
Figure 8. Maintenance versus Alteration Projects	28
Figure 9. Public Comment Location Map	46
Figure 10. Facility Inventory Map	48
Figure 11. Evaluated Buildings Map	49
Figure 12. Evaluated Recreation Facilities Map	50
Figure 13. Evaluated Parks Map	51
Figure 14. Evaluated Signalized Intersections Map	52
Figure 15. Public Rights-of-Way Sidewalk Corridors	54

Abbreviations

ABA – Architectural Barriers Act

ADA – Americans with Disabilities Act

ADAAG – Americans with Disabilities Act Accessibility Guidelines

CFR – Code of Federal Regulations

CIP – Capital Improvement Program

DOJ – United States Department of Justice

FHWA – Federal Highway Administration

MUTCD – Manual on Uniform Traffic Control Devices

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

PSA – Programs, Services, and Activities

UFAS – Uniform Federal Accessibility Standards

1.0 Introduction

1.1 Purpose

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

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

1.2 Legislative Mandate

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

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

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

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

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

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

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

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

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

1.4 Discrimination and Accessibility

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

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

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

1.4.1 Physical Barriers

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

1.4.2 Programmatic Barriers

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

1.4.3 Ongoing Accessibility Improvements

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

1.4.4 City of Yuma Approach

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

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

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

1.5 Exceptions and Exemptions

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

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

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

Existing Facilities

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

Historic Significance

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

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

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

Fundamental Alterations and Undue Burdens

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

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

Direct Threat

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

1.6 New Construction and Alterations

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

Table 1. Summary of Applicable Standards

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

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

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

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

2010 ADA Standards

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

Public Rights-of-Way Accessibility Guidelines (PROWAG)

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

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

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

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

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

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

1.7 Existing City Programs that Implement ADA Upgrades

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

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

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2.0 Public Outreach

2.1 ADA Advisory Commission

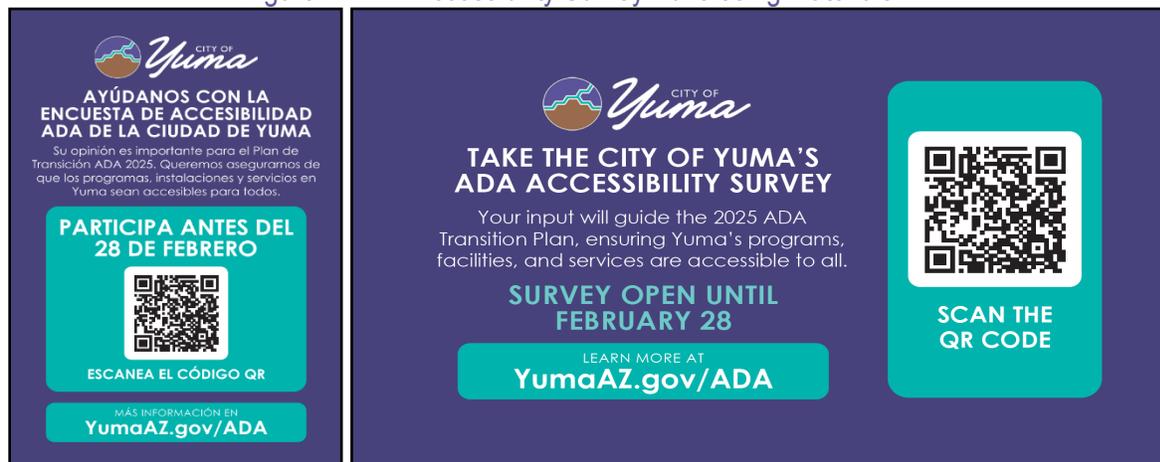
In July 2023, the City established an ADA Advisory Commission for the purpose of advising the City Administrator and City staff on matters pertaining to the needs and interests of, and the barriers negatively impacting, the disability community. This City code text amendment ensures the City is Safe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

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

2.2 Web Survey

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

Figure 1. ADA Accessibility Survey Advertising Materials



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

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

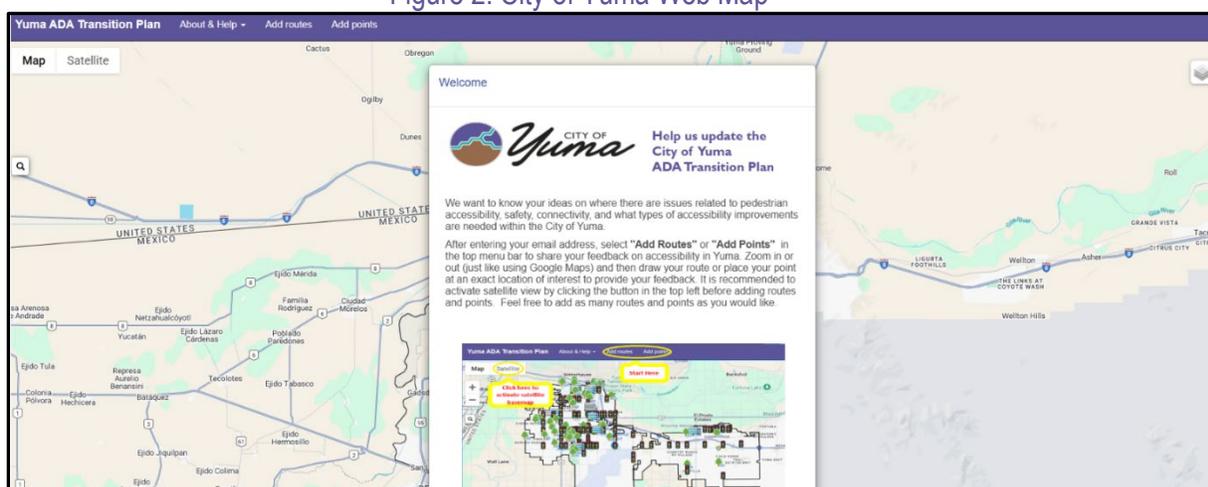
- Lack of available accessible parking spaces
- Lack of accessible routes and/or maintenance of existing accessible routes and sidewalks
- Lack of adult changing tables
- Wood chips in playgrounds not accessible for wheelchairs
- Inaccessible push buttons

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

2.3 Web Map

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

Figure 2. City of Yuma Web Map



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

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

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

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

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

2.4 On-going Public Outreach

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

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

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

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3.0 Self-Evaluation and Summary of Observations

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

3.1 Services, Policies, and Practices Review

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

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

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

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

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

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

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

3.1.1 ADA/504 Coordinator

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

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

Kathryn Roman, ADA/504 Coordinator

Administrative Specialist

Engineering

155 W. 14th Street

Yuma, AZ 85364

Office: 928-373-4520

Relay: 7-1-1

ADA@yumaaz.gov

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

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

3.1.2 Roles and Responsibilities of the ADA/504 Coordinator

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

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

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

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

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

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

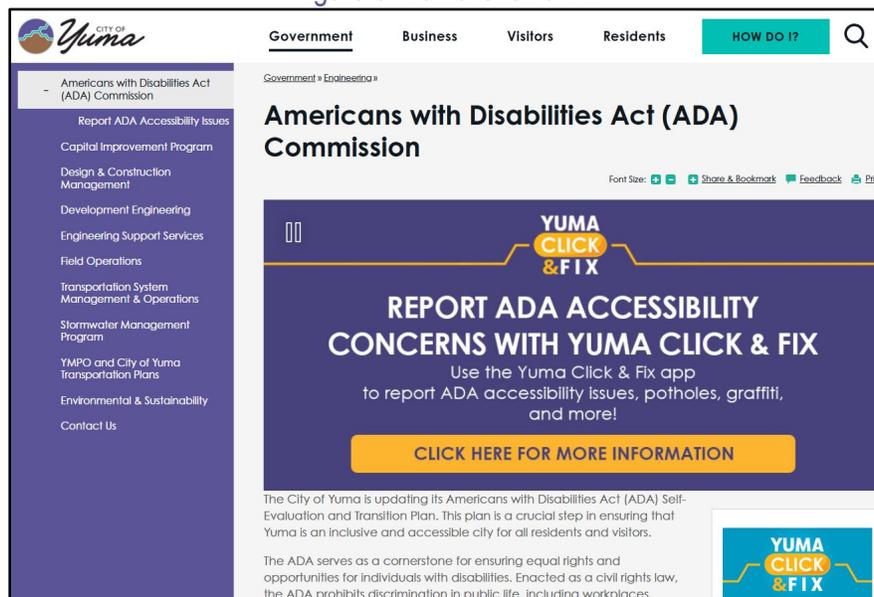
- A description of how and where a complaint under Title II may be filed.
- If a written complaint is required, a statement notifying potential complainants that alternative means of filing will be available to people with disabilities who require such an alternative.
- A description of the time frames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

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

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

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

Figure 3. Yuma Click & Fix



3.1.4 Public Notice Under the ADA

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

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

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

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

3.2 Program, Services, and Activities Inventory

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

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

3.3 Facilities Review

A Self-Evaluation was conducted on the following facilities:

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

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

3.3.1 Buildings

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

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

Table 2. Summary of Buildings Reviewed in 2024

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

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

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

Buildings: Self-Evaluation Observations

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

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

3.3.2 Recreation Facilities

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

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

Table 4. Summary of Recreational Facilities Reviewed in 2024

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

Table 5. Summary of Recreational Facilities Reviewed in Future Phase

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

Recreational Facilities: Self-Evaluation Observations

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

Common observations identified included:

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

3.3.3 Parks

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

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

Table 6. Summary of Parks Reviewed in 2024

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

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

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

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

Parks: Self-Evaluation Observations

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

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

3.3.4 Signalized Intersections

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

Signalized Intersections: Self-Evaluation Observations

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

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

Table 8. Summary of Curb Ramp Observations at Signalized Intersections

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

Table 9. Summary of Push Button Observations

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

3.3.5 Sidewalk Corridors

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

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

Sidewalk Corridors: Self-Evaluation Observations

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

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

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

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

Sidewalk Corridors: Possible Solutions

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

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

Crosswalks at Intersections

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

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

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

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

Figure 4. No Pedestrian Crossing Signs



Mid-block and Roundabout Crosswalks

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

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

Crosswalk Markings

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

Table 10. Summary of Curb Ramp Observations at Unsignalized Intersections

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

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

3.3.6 On-Street Accessible Parking

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

Figure 5. On-Street Accessible Parking Evaluated in 2024



On-Street Accessible Parking: Self-Evaluation Observations

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

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

On-Street Accessible Parking: Possible Solutions

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

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

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

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

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

Figure 6. On-Street Accessible Parking Block Diagram

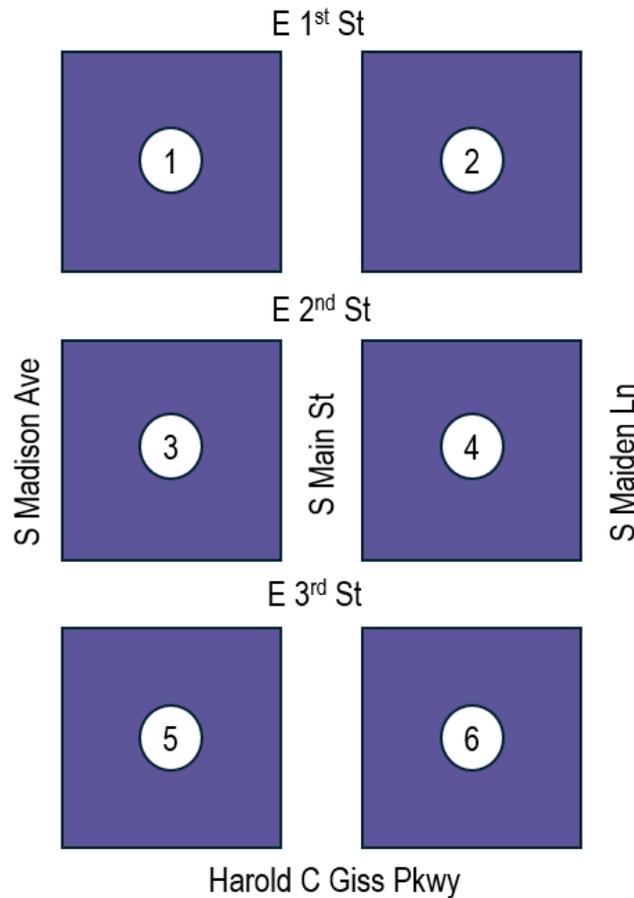


Table 12. Summary of Accessible Parking Compliance

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

Table 13. Summary of Access Aisle Compliance

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

3.3.7 Pedestrian At-grade Railroad Crossings

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

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

Pedestrian At-grade Railroad Crossings: Self-Evaluation Observations

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

Table 14. Summary of Observations at Railroad Crossings

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

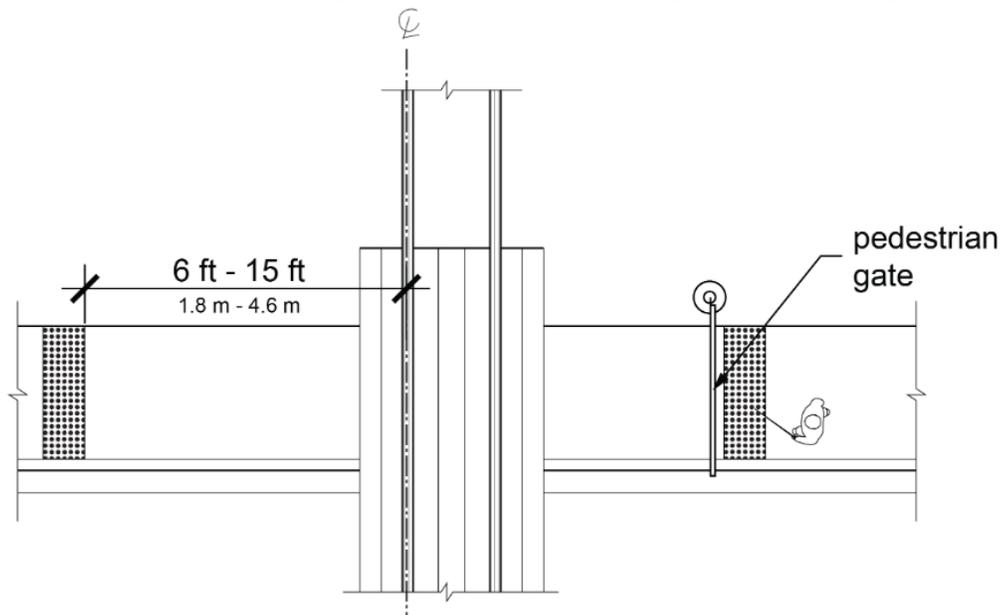
* Assumes the tracks being crossed are subject to safety regulations at 49 CFR part 213, issued by the Federal Railroad Administration.

Pedestrian At-grade Railroad Crossings: Possible Solutions

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

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

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



3.4 Maintenance Versus Alterations

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

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

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

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

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

Figure 8. Maintenance versus Alteration Projects

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

Source: DOJ Briefing Memorandum on Maintenance versus Alteration Projects

4.0 Facility Conceptual Budget Estimates

4.1 Facility Conceptual Budget Estimate Overview

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

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

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

Table 15. Summary of Conceptual Budget Estimates

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

*Table values are rounded for simplification

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

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

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

4.2 Implementation Schedule

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

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

4.3 Funding Opportunities

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

4.3.1 Federal and State Funding

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

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

4.3.2 Local Funding

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

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

5.0 Transition Plan

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

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

5.1 Transition Plan Requirements

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

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

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

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

5.4 Implementation Strategy

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

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

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

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

Technical Infeasibility

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

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

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6.0 Conclusion and Next Steps

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

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

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

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

The next steps for the City of Yuma are:

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

Facility evaluations should include the following:

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

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

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Appendix

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

Appendix B: Facility Inventory Map

Appendix C: Evaluated Facility Maps

Appendix A: Public Outreach

Summary of Public Access Survey Responses

Table 16. Public Access Survey Question 1

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

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

Table 17. Public Access Survey Question 2

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

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

Table 18. Public Access Survey Question 3

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

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

Table 19. Public Access Survey Question 4

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

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

Table 20. Public Access Survey Question 5

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

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

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

Table 21. Public Access Survey Question 6

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

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

Table 22. Public Access Survey Question 7

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

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

Table 23. Public Access Survey Question 8

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

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

Table 24. Public Access Survey Question 9

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

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

Table 25. Public Access Survey Question 10

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

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

Table 26. Public Access Survey Question 11

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

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

Table 27. Public Access Survey Question 12

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

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

Table 28. Public Access Survey Question 13

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

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

Table 29. Public Access Survey Question 14

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

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

Table 30. Public Access Survey Question 15

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

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

Table 31. Public Access Survey Question 16

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

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

Table 32. Public Access Survey Question 17

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

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

Table 33. Public Access Survey Question 18

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

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

Table 34. Public Access Survey Question 19

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

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

Table 35. Public Access Survey Question 20

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

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

Table 36. Public Access Survey Question 21

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

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

Table 37. Public Access Survey Question 22

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

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

Web Map Summary

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

Figure 9. Public Comment Location Map

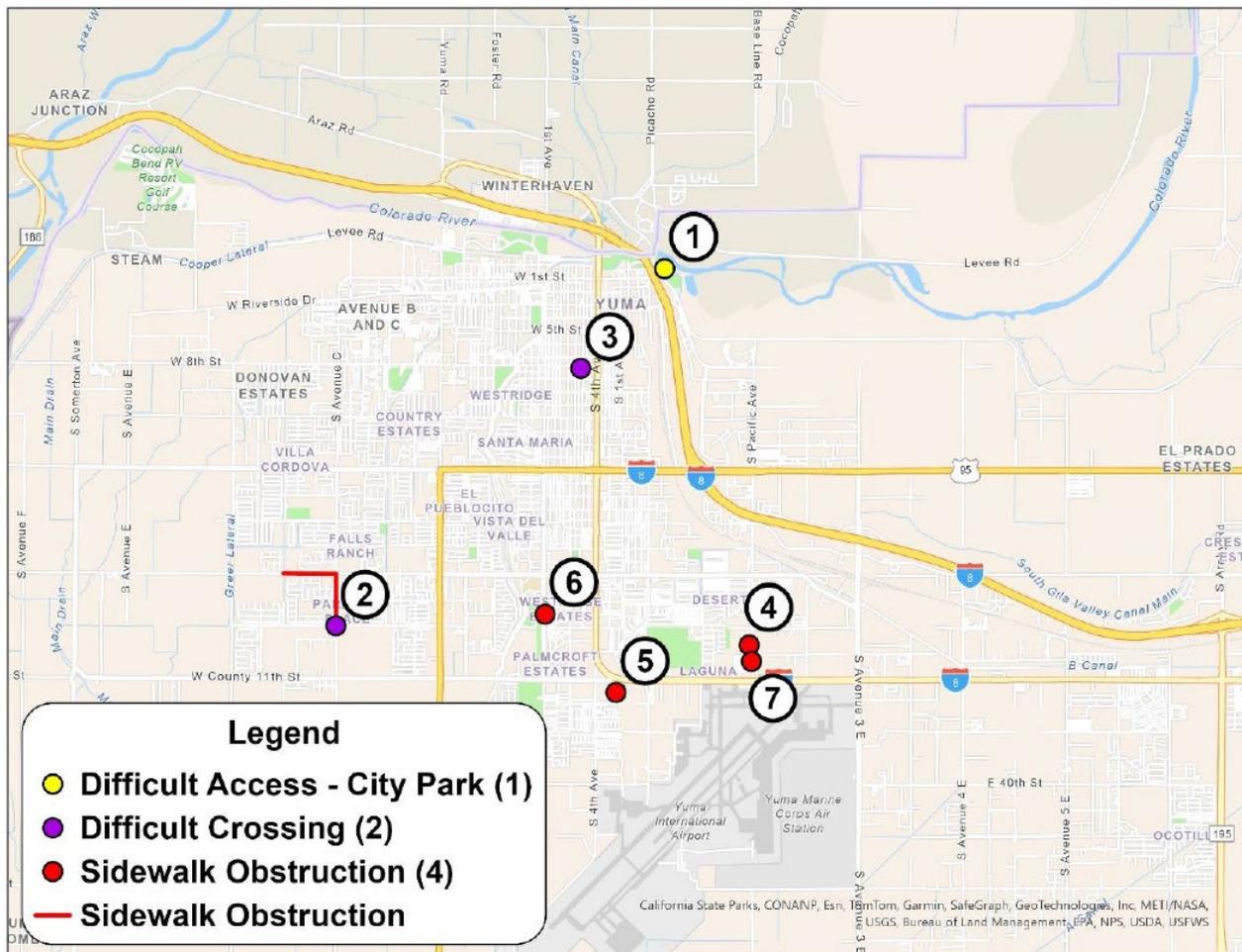


Table 38. Web Map Public Comment Summary

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

Figure 10. Facility Inventory Map

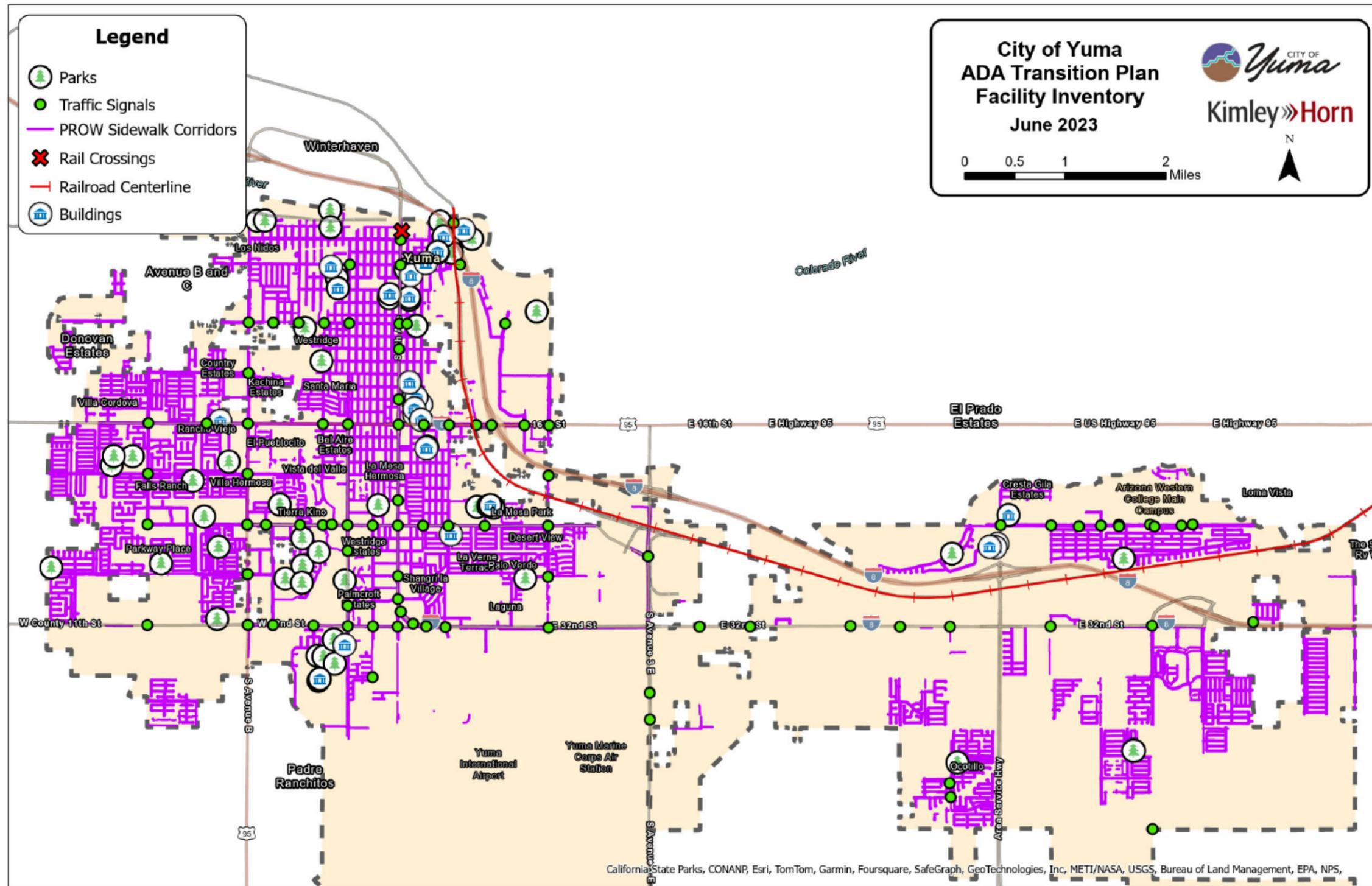


Figure 11. Evaluated Buildings Map

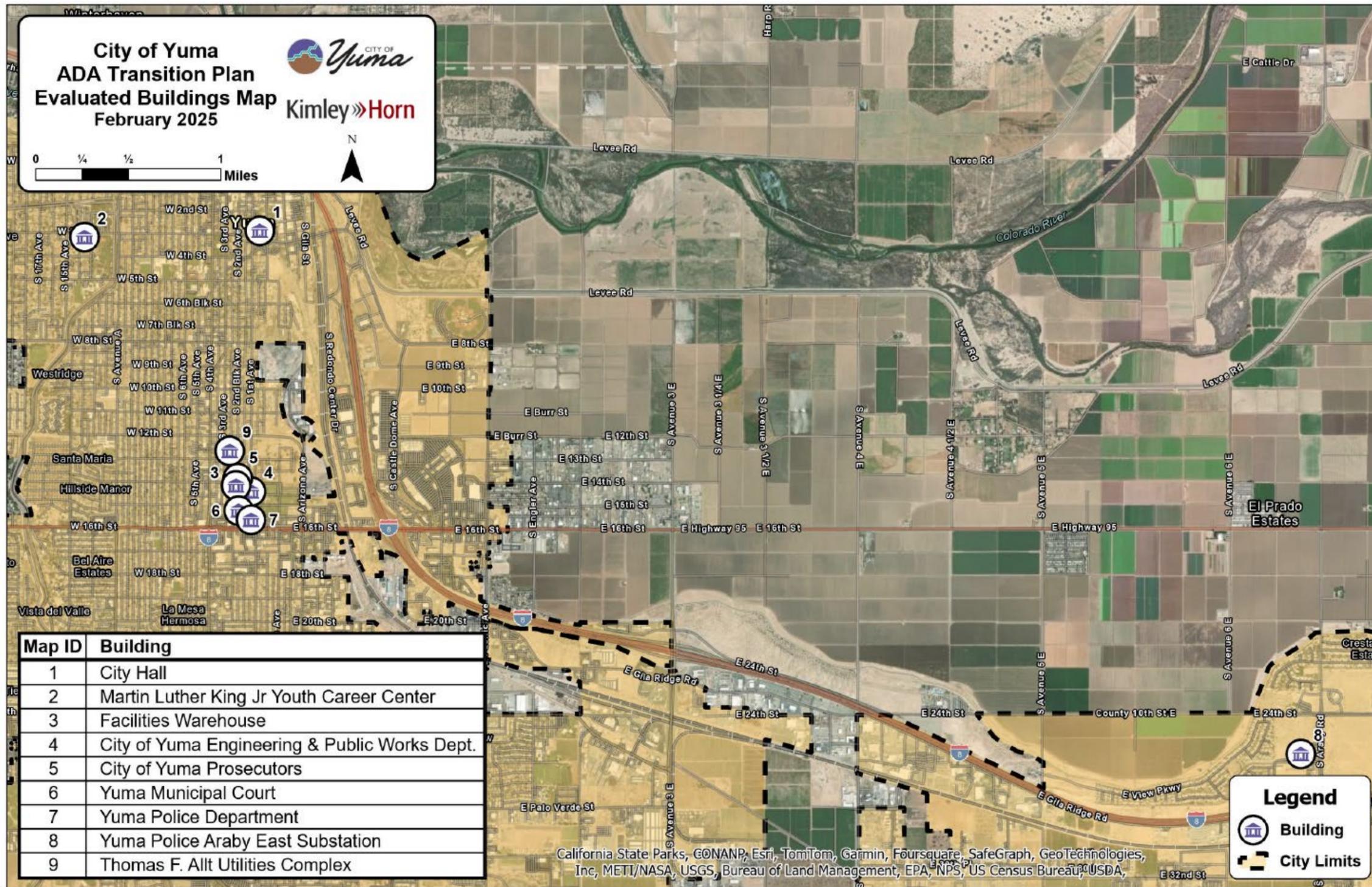


Figure 12. Evaluated Recreation Facilities Map

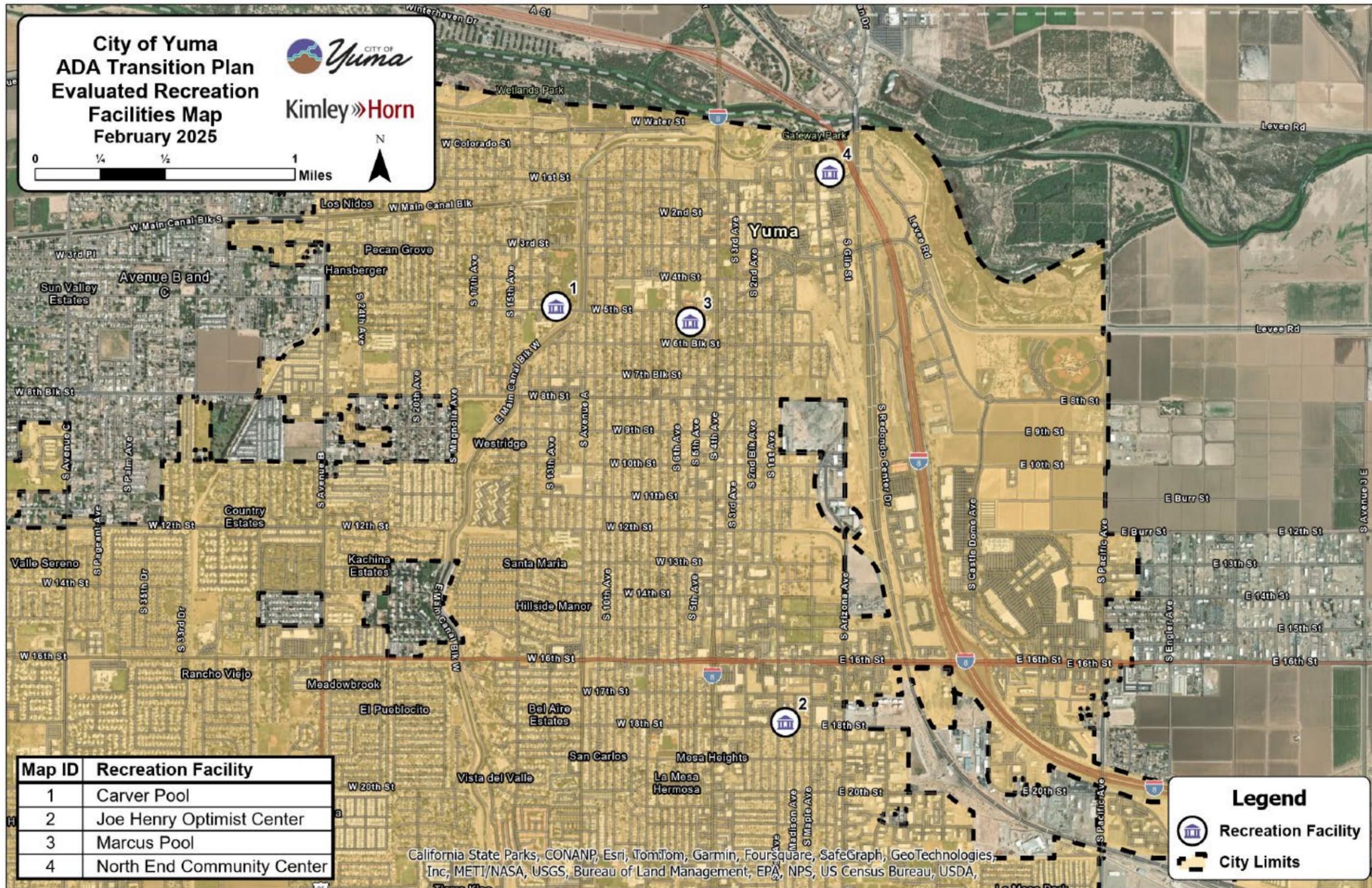


Figure 13. Evaluated Parks Map

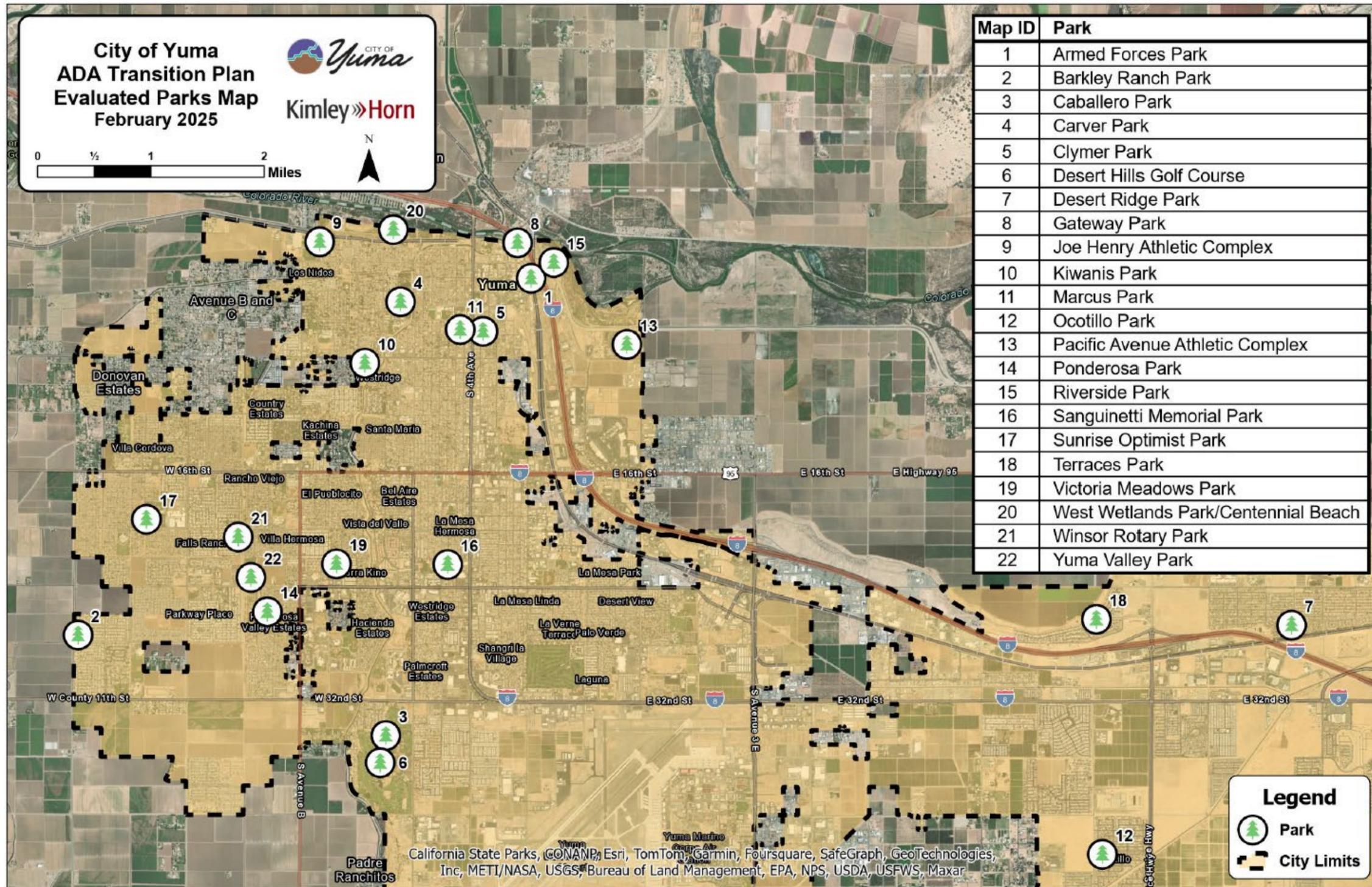


Figure 14. Evaluated Signalized Intersections Map

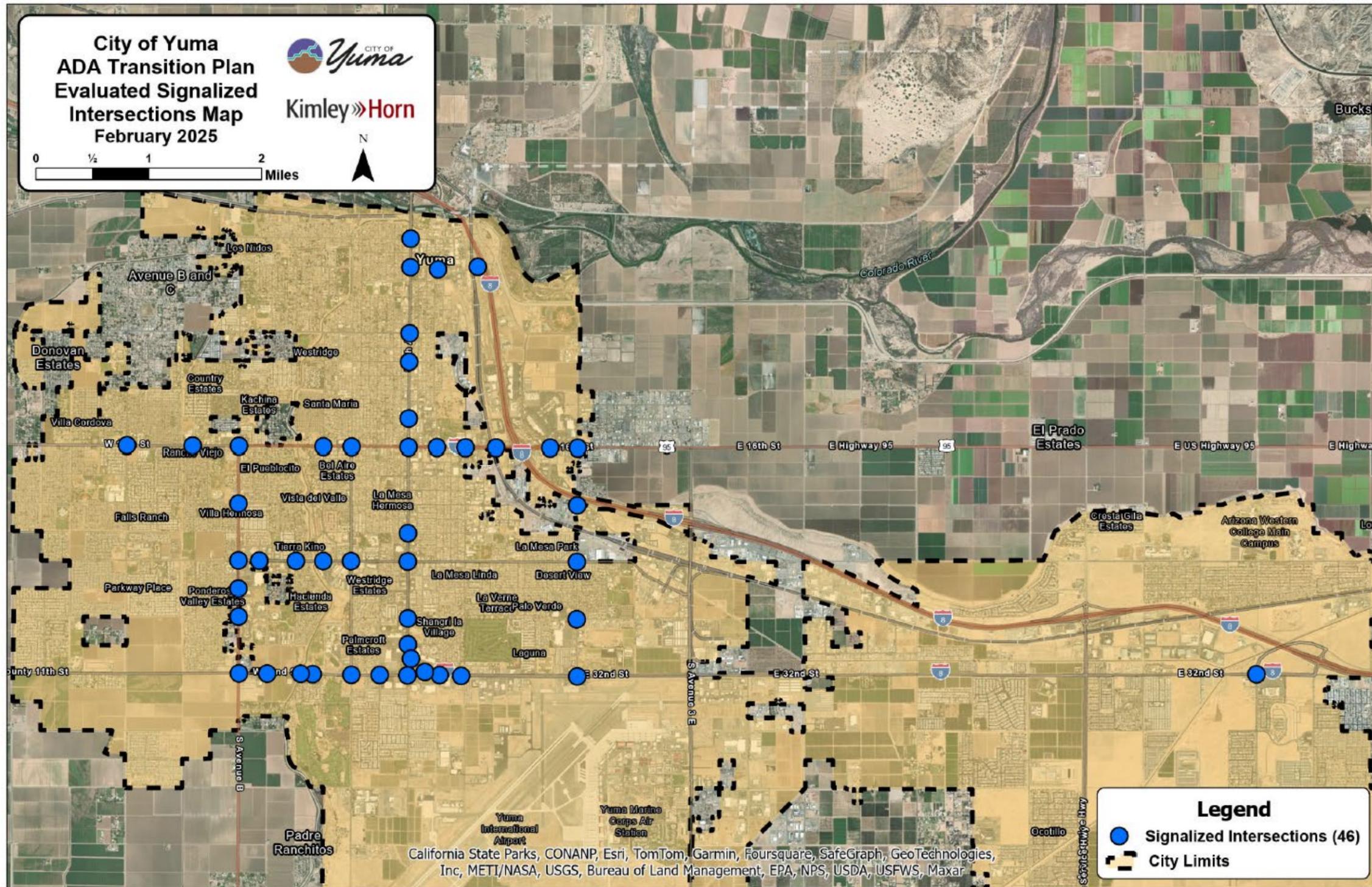


Table 39. Evaluated Signalized Intersections

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

Figure 15. Public Rights-of-Way Sidewalk Corridors

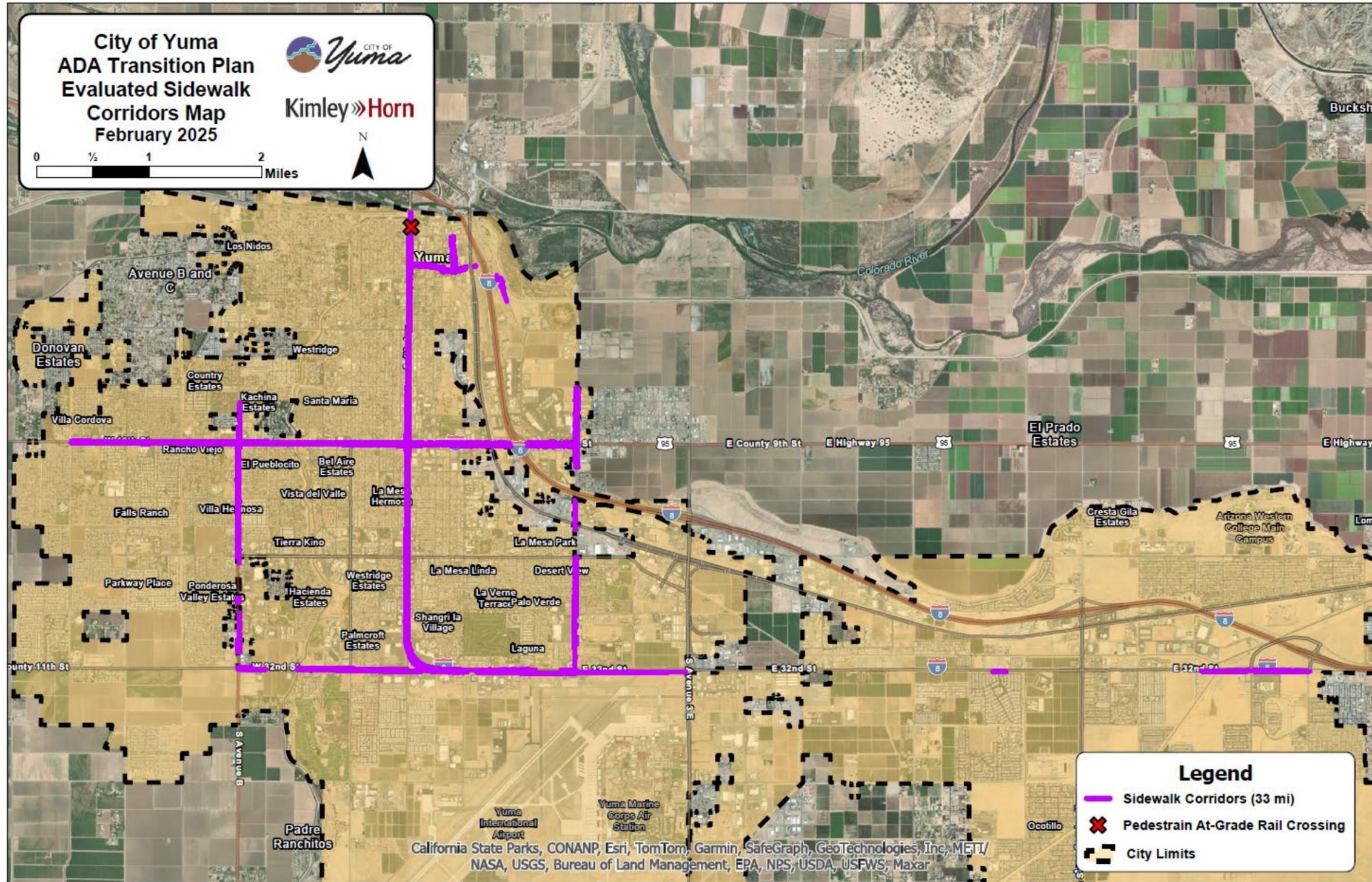


Table 40. Evaluated Sidewalk Corridors

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