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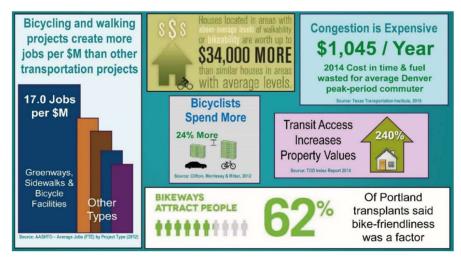
Introduction

The Yuma Metropolitan Planning Organization (YMPO) has determined a need for a Bicycle and Pedestrian Study for the YMPO region. This study is supported by the 2018-2041 YMPO Long Range Regional Transportation Plan (LRTP), which calls for recommendations for new or improved bicycle and pedestrian facilities and a set of design guidelines for such facilities.

Proven Benefits
of Implementing
a Bicycle and
Pedestrian
Implementation
Plan

Connectivity
Happiness
Social Connections
Health
Neighborhoods
Safety
Economic Development

This project will enhance the current Bicycle and Pedestrian plans of each member agency which will result in new and/or



improved pathways and trail systems. The primary purpose is to connect neighboring cities, towns, and agencies to expand access to safe facilities for non-motorized users. This concept builds on the current plans and studies conducted by each member agency to construct a regional, comprehensive non-motorized transportation plan. This plan will be consistent with the YMPO motto "Citizens and Local Governments working together."

Study Objective

The purpose of this study was to evaluate the existing pedestrian and bicycle facilities within the YMPO region and to determine additional facilities that would promote walking and biking in the YMPO region. YMPO would like to promote walking and biking to major employment, commercial and

Citizens and Local Governments working together

activity centers to improve the safety and accessibility for bicyclists and pedestrians across the entire region.



Existing Conditions

Existing conditions of pedestrian and bicycle facilities in the YMPO region were inventoried. This task included a review of existing plans in the region that recommended bicycle or pedestrian facilities. A review of the pedestrian and bicycle safety in the region was also performed by analyzing crash data.

The general public was also asked to provide input on the existing pedestrian and bicycle facilities in the region. Those comments were summarized and used by the study team to determine the need for any additional facilities or safety improvements.



Review of Existing Plans

Jurisdictions that make up the YMPO are the City of Yuma, Yuma County, the Cocopah Indian Tribe, the Town of Wellton, the cities of Somerton and San Luis Winterhaven, California and the Quechan Indian Tribe. Many of these agencies have completed general transportation plans or bicycle and pedestrian plans. These plans were reviewed to determine if any bicycle or pedestrian facilities were planned for implementation that should be included as part of this YMPO Bicycle and Pedestrian Plan. Following are brief summaries of these plans.

ADOT Bicycle and Pedestrian Plan Update, 2013

This plan offered a long-term vision for a statewide system of interconnected and shared roadways and bicycle and pedestrian facilities to guide ADOT transportation decisions relating to bicycle and pedestrian travel, planning, and facility development. The Plan summarizes opportunities for sidewalks and shoulder improvements on state highways but does not have any recommendations in the Yuma region.

City of Yuma Transportation Master Plan, 2014

The transportation master plan serves as a template for developing the multimodal transportation systems of the City of Yuma into the future. It establishes a clear vision of the City's short- and long-term transportation priorities, aligning the City's future transportation needs and projects with the needs and projects identified by neighboring municipalities.

Short-term (5-year) Bicycle Projects

- A shared use path would be constructed along the Thacker Lateral south from the existing shared use path along the Colorado River Levee. This facility would follow the lateral south to 22nd Street, and then continue south to 32nd Street within an existing canal right-of-way directly on an alignment directly east of 33rd Drive.
- A bike lane would be constructed on Pacific Avenue that would connect the Colorado River Levee shared use path with 12th Street and bike lanes in the eastern portion of the study area.
- A shared use path would be constructed along 40th Street and connected to the East Main Canal; ultimately, this shared use path would extend north of 40th Street along Avenue A providing access to Kofa High School north of 32nd Street.

Short-term (5-year) Pedestrian Projects

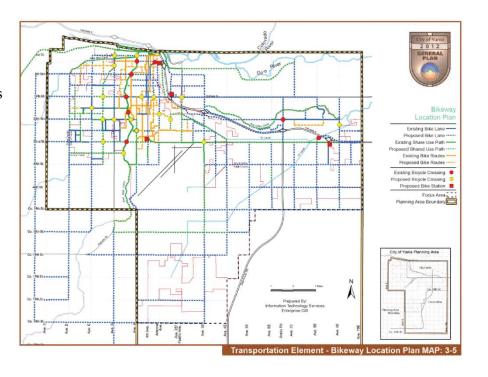
- The following segments should be constructed as part of the near-term implementation plan:
 - o Avenue A between Rosewood Drive and 32nd Street;
 - o West side of 4th Avenue north of 1st Street;
 - o 4th Avenue between 32nd Street and 40th Street;
 - o Arizona Avenue between 10th Street and 16th Street;
 - o Pacific Avenue between 8th Street and 12th Street;
 - o East side of Pacific Avenue between Crowder Avenue and 24th Street;
 - o Pacific Avenue between Palo Verde Street and 32nd Street; and
 - o 32nd Street between Big Curve and Avenue 3 E;
 - o Construction of sidewalks along Avenue 3 E between 16th Street and the B Canal/24th Street should be included with the proposed near-term widening of Avenue 3 E.

City of Yuma General Plan, 2012

The 2012 City of Yuma General Plan reviewed the existing transportation system within the City and identified deficiencies based on a "Complete Streets" approach. The plan identifies the East Main Canal and the Colorado River Levee as main backbones for the City's bicycle network. The plan identified a need for a connection from the west side of Yuma to development on the East Mesa. The plan also identified a need for more bicycle racks at businesses, parks and other destinations to promote bicycling and improve the aesthetic appeal of the overall transportation network.

The figure below highlights the existing and proposed bicycle facilities as part of this General Plan.

The General Plan states that all new roadway construction in the City should include sidewalks for pedestrian movements. The City of Yuma Construction Standards state that sidewalks should be located on both sides of all streets.



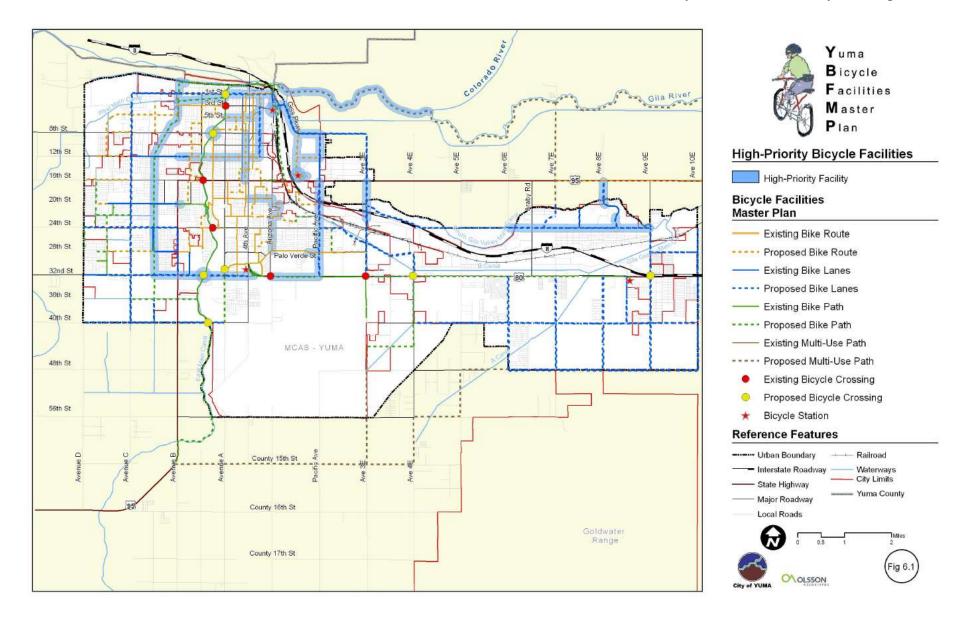
City of Yuma Bicycle Facilities Master Plan, 2009

The Bicycle Facilities Master plan was developed from the bicycle element of the 1995 City of Yuma General Plan. Many of the facilities outlined in the 1995 plan have since been built. The Bicycle Facilities Master Plan aims to build on the success of the General Plan and to act as a framework and planning tool for the City of Yuma as they continue to develop their bicycle facilities. The Bicycle Facilities Master Plan looked at proposed bicycle facility projects from the FY09-FY18 Capital Improvement Program. The tables below summarize those projects.

CIP Project	CIP Project No.	Bicycle Facility Type	FY 2009	FY 2011	FY 2012	FY 2013	FY 2014-2018	Total
				In S	1,000s		i i	2
East Wetlands	1.0002	Multi- Use			\$2,800	PROGRAM		\$2,800
Fund: Grant	1.0002	Path			\$2,800			\$2,800
24th Street - Avenue B to Avenue C	5.8325	220	\$2,527		3.1			\$2,527
Bond ProRata Funds		Lane	\$150 \$2,377					\$150 \$2,377
Magnolia Avenue, et al Bond	5.9105	Route	\$1,090 \$1,090					\$1,090 \$1,090
32nd Street - 4th Av- enue to Avenue B Bond Surface Transportation	5.9402	Lane	\$1,250 \$650					\$1,250 \$650
Program			\$600					\$600
20th Street - Avenue B to Avenue C Bond	5.9507	Path	\$890 \$890					\$890 \$890

CIP Project No.	Bicycle Facility Type	FY 2009	FY 2011	FY 2012	FY 2013	FY 2014-2018	Total
5.9602	Route	\$320					\$320
8		\$320					\$320
5.9707	Lane			\$800 \$800	\$1,200 \$1,200	\$11,450	\$13,450 \$2,000
-						\$11,450	\$11,450
5.9731	.9731 Lane				\$800	\$9,200	\$10,000
					\$800	\$7,070 \$2,130	\$7,870 \$2,130
5.9811	Lane	\$1,600 \$1,600	\$830	\$3,850	\$2,250 \$2,250		\$10,530 \$7,700
			\$830	\$2,000			\$2,830
5.981	Lane	\$5,150 \$5,150					\$5,150 \$5,150
5.9913	Lane	\$650					\$650 \$650
	5.9602 5.9707 5.9731 5.9811	Project No. Facility Type 5.9602 Route 5.9707 Lane 5.9731 Lane 5.9811 Lane 5.981 Lane	Project No. Facility Type FY 2009 5.9602 Route \$320 5.9707 Lane	Project No. Facility Type FY 2009 FY 2011 5.9602 Route \$320 5.9707 Lane \$320 5.9731 Lane \$1,600 \$830 5.9811 Lane \$1,600 \$830 5.981 Lane \$5,150 \$5,150 5.9913 Lane \$650	Project No. Facility Type 2009 2011 2012 5.9602 Route \$320 \$800 5.9707 Lane \$800 5.9731 Lane \$1,600 \$830 \$5,850 \$1,600 \$830 \$2,000 5.981 Lane \$5,150 \$3,750 5.9913 Lane \$650	Project No. Facility Type 2009 2011 2012 2013 5.9602 Route \$320 \$800 \$1,200 5.9707 Lane \$800 \$1,200 5.9731 Lane \$800 \$2,250 \$1,600 \$830 \$5,850 \$2,250 \$1,600 \$830 \$2,000 \$2,250 \$5,981 Lane \$5,150 \$5,150 5.9913 Lane \$650 \$650	Project No. Facility Type 2009 2011 2012 2013 2014-2018 5.9602 Route \$320 \$320 \$320 \$1,200 \$11,450 \$800 \$1,200 \$11,450 \$800 \$1,200 \$11,450 \$800 \$9,200 \$1,450 \$800 \$9,200 \$1,450 \$800 \$9,200 \$1,450 \$800 \$1,200 \$1,450 \$800 \$1,200 \$1,450 \$800 \$1,200 \$1,450 \$800 \$1,450 \$1,450 \$800 \$1,450 \$1,450 \$800 \$1,450

Additional bicycle facility projects were identified based on three facility alternatives (Recreational, Cross-Town, Destinations). All proposed projects, including those form the CIP, were summarized and prioritized based on proximity to destinations, connectivity needs and available funding. The projects were prioritized into high-, mid- and low-priority projects. The figure below shows all existing and proposed facilities, with the high-priority projects highlighted.



Yuma Bikeways Plan, 2018

From the Yuma Bikeways Plan: "The intent of the 2018 Yuma Bikeways Plan is to establish a comprehensive framework to guide development of the City's bicycle facilities to address current deficiencies and accommodate the region's growth. The vision statement of the plan is to develop "A unified bikeway network providing people of all ages and abilities the opportunity to safely ride a bicycle in Yuma." The plan focuses on goals related to safety, convenience, connectivity and promotion to achieve this vision.

The 2018 Yuma Bikeways Plan proposes adding 53 miles of bike paths, 132 miles of bike lanes and 18 miles of bike routes. The high priority projects are listed in the tables below.

HIGH PRIORITY BIKE LANES

PROJECT	MILEAGE	COST
1 ST STREET (Ave 8 to 4th Ave)	1.5 m	s
2 16TH STREET (Ave B to 8th Ave)	1.3 m	555
3 16TH STREET (1st Ave to Pacific Ave)	1.25 m	s
ARIZONA AVENUE (16th St to Palo Verde St)	1.5 m	555
S 24TH STREET (Ave 8 to Ave A)	1.0 m	5
6 PACIFIC AVENUE (8th St to 12th St)	0.5 m	\$\$
PALO VERDE STREET (Ave 21/2E to Ave 3E)	0.5 m	5
ARABY ROAD (24th St to 32nd St)	1.0 m	\$\$\$\$
AVENUE 9E (24th 5t to N Frontage Rd)	1.0 m	555
(N FRONTAGE ROAD (Ave 9E to Ave 10E)	1.0 m	\$\$

NOTE: \$ = <\$50,000; \$\$ = \$50,000-250,000; \$\$\$ = \$250,000-\$1M; \$\$\$\$ = \$1M+

HIGH PRIORITY BIKE PATHS

PROJECT	MILEAGE	COST
1) THACKER LATERAL LINEAR PARK (W Main Canal to 24th 5t)	3.0 m	5555
12 16TH STREET PATH (Ave C to Ave B)	1.0 m	\$\$\$
3 32ND STREET PATH (Ave 8 to Ave A)	1.0 m	\$\$\$
(Colorado River Levee Linear Park to 8th St)	0.25 m	\$\$
15 COLORADO RIVER LEVEE LINEAR PARK EXTENSION	5.5 m	5555
B PACIFIC AVENUE (16th St to 32nd St)	2.0 m	\$\$\$
7 24TH STREET PATH (Kennedy Ln to 8 3.7 Lateral)	0.13 m	\$\$
(8) B 3.7 LATERAL LINEAR PARK (24th St to Palo Verde St)	0.5 m	\$\$\$
32ND STREET PATH (Arizona Ave to Pacific Ave)	1.0 m	\$\$\$
32ND STREET PATH (Ave 3E to Ave 71/3E Alignment)	4.5 m	\$555
(2) AVENUE &E (41st St to 46th St)	0.7 m	\$\$\$

NOTE: \$ = <\$50,000; \$\$ = \$50,000-250,000; \$\$\$ = \$250,000-\$1M; \$\$\$\$ = \$1M+

HIGH PRIORITY BIKE ROUTES

PROJECT	MILEAGE	COM
2 22ND STREET (4th Ave to 24th 5t)	1 m	5
23 PALO VERDE STREET (Arizona Ave to Ave 21/2 E)	1 m	5
(24) ARIZONA AVENUE (Palo Verde St to 32nd St)	0.5 m	\$

HIGH PRIORITY BIKE CROSSINGS

COST	-
\$	
\$	
\$\$	
\$	
	\$ \$ \$\$

Yuma County 2020 Comprehensive Plan

The purpose of the Plan is to conserve the natural resources of the County in addition to promoting the health, safety and convenience of the general public through the development of unincorporated Yuma County.

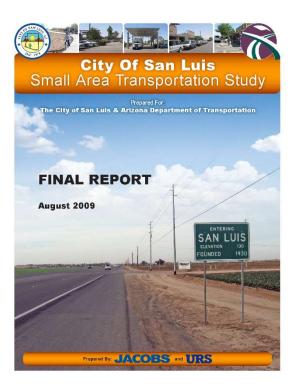
The plan identified opportunities for linking natural resources within the County through development/expansion of the Juan Bautista de Anza Trail, the Butterfield Trail and the El Camino del Diablo Trail.

The Plan does not highlight any specific proposed pedestrian or bicycle facilities, but it does identify the following as a Circulation Policy and Priority: "Yuma County will encourage road design, construction or reconstruction to better accommodate pedestrian and bicycle traffic."

City of San Luis Small Area Transportation Study, 2009

The purpose of this study was to inventory the existing conditions and characteristics of the roadway network in San Luis and to identify potential areas of improvement. The Plan focuses on a "Complete Streets" approach to future development of multi-modal facilities and suggests that San Luis is ideal for walking and bicycling due to its small size and large number of pedestrians and bicyclists crossing the US-Mexico border on a daily basis. The Plan suggests the following general recommendations for pedestrian and bicycle facilities:

- Improved crosswalks
- Pedestrian signals at major intersections
- Improved curb cuts at crosswalk locations
- Pedestrian amenities such as landscaping for shade
- Bulb outs or pedestrian refuge areas in appropriate locations
- pedestrian crossing between Main Street and 1st Avenue
- Bicycle Lanes on Main Street and Juan Sanchez Boulevard
- Establish other low volume, low speed roadways as shared vehicle-bicycle facilities



San Luis 2020 General Plan, 2011

The 2020 General Plan acts as a guide for City officials and planners to express the vision and values of the community through future development. The Plan does not highlight any specific recommendations but does state that multi-modal facilities should be implemented to provide an effective overall transportation system. The Plan stated that many residents use bicycles to commute to work, school and other local destinations. It also identified a need to complete the connectivity between schools and other activity centers through pedestrian and bicycle facilities to promote student safety.

Binational San Luis Transportation Study, 2013

The purpose of this study was to address the most critical transportation issues facing the cities of San Luis, AZ and San Luis Rio Colorado, Sonora, Mexico as it related to the exchange of students, employees and recreational users of the border crossing. The plan identifies the need for sidewalk connectivity and bicycle lanes and other facilities near and surrounding the "core activity area". The Plan shows examples of unsafe pedestrian crossings and lists "Stripe/Restripe pedestrian crosswalks" as a low-cost intersection improvement that can be implemented at high conflict locations. In addition, three short term recommendations are highlighted relating to pedestrian and bicycle facilities:

- Conduct study to address pedestrian safety and mobility throughout the city, potential improvements could include pedestrian signal crossing locations and devices and/or pedestrian refugee islands
- Conduct study to review and research bicycle users travel patterns
- Review and research pedestrian and bicycles amenities specific to the needs of San Luis Río Colorado

Somerton 2010 General Plan Update, 2010

The Somerton General Plan is a statement of the Community Vision for the future. The plan identifies a major circulation goal is to "develop a pedestrian-oriented system" that provides critical links between residential areas, recreational facilities, schools and employment and commercial centers. The Plan encourages the use of existing canal and drainage corridors in development of pedestrian and bicycle facilities, especially since there are many Somerton residents who rely on walking and bicycling as their main or only form of transportation.

City of Somerton Pathway Master Plan, 2013

The purpose of this master plan is to connect parks and schools and provide safe facilities for non-motorized users. The plan outlines previous recommendations for the Yuma Metropolitan Planning Organization for non-motorized facilities in Somerton, as shown in the tables below.

TABLE 4: YMPO 2011-2016 TIP PROJECTS

PROJECT NAME	PROJECT LOCATION	FISCAL YEAR	FUNDING	STATUS	
Somerton Avenue-mill & replace	14th Street to County 15th	2012	STP	In process	
Somerton Canal Shared use pathway-design	Hwy 95 to County 17th	TBD	TE	In process	
Somerton Canal Shared use pathway-construction	Hwy 95 to County 17th	TBD	TE	Not started	
Cesar Chavez Avenue Shared use pathway-design	Hwy 95 to Madison Street	TBD	TE	In process	
Cesar Chavez Avenue Shared use pathway-construction	Hwy 95 to Madison Street	TBD	TE	Not started	
Main Street Shared use pathway- design	Bingham to Somerton Avenue	TBD	TE	In process	
Main Street Shared use pathway- construction	Bingham to Somerton Avenue	TBD	TE	Not started	

TBD - to be determined

TABLE 5: YMPO 2033 RTP PROJECTS

PROJECT NAME	PROJECT LOCATION	FISCAL YEAR	FUNDING	STATUS	
Somerton Avenue widening	Fern to County 17th	2010-2014	TBD	Not started	
Somerton Avenue widening	Jefferson to County 15th	2010-2014	TBD	Not started	
Somerton Avenue-mill & replace	County 15th to 14th Street	2010-2014	TBD	In process	

TBD - to be determined

The plan also identifies additional short-, mid- and long-term improvements to multimodal facilities in the area, as listed below.

Short-term

Build shared use pathways that are designed or under design

- Cesar Chavez Avenue, Eucalyptus Street to Gardenia Street
- Cesar Chavez Avenue, Main Street to County 15th Street
- Somerton Canal shared use pathway, County 17th Street to Patricia Street and Fern Street to Main Street
- Main Street shared use pathway, Somerton Avenue to Bingham Avenue
- Close gaps created by the previous step
- Cesar Chavez Avenue shared use pathway, Garvin Street to Gardenia Street
- Cesar Chavez Avenue shared use pathway, Eucalyptus Street to Main Street

Existing sidewalk and shared use pathway improvements

- Garvin Street sidewalk, Somerton Avenue to Somerton Canal
- Garvin Street shared use pathway, Cesar Chavez Avenue to Somerton Avenue
- Somerton Avenue sidewalk, Garvin Street to Jefferson Street
- Jefferson Street sidewalk, Somerton Avenue to Cesar Chavez Avenue
- Design and build
- Somerton Avenue bike lane, County 15th Street to County 17th Street

Mid-term

Existing sidewalk improvements

- Main Street sidewalk, Somerton Avenue to Cesar Chavez Avenue
- Jefferson Street sidewalk, Somerton Avenue to Somerton Canal
- Somerton Avenue sidewalk, Jefferson Street to County 15th Street

Design and build bike facility

- Main Street bike lane, Avenue D to Somerton Avenue and Cesar Chavez Avenue to Main Drain
- Main Street bike route, Somerton Avenue to Cesar Chavez Avenue (develop bike route due to lack of bike lane in association with the Main Street Retail Core cross section as shown within the Downtown Somerton Redevelopment Plan)

Design and build shared use pathway

- Somerton Canal shared use pathway, Main Street to Jefferson Street
- Somerton Avenue shared use pathway, County 15th Street to County 17th Street
- Cesar Chavez Avenue shared use pathway, Garvin Street to County 17th Street

Long-term

Design and build bike facility

- County 17th Street bike lane, Main Drain to Somerton Canal (portions of this project may be developed sooner if combined with County 17th Street roadway improvements)
- County 15th Street bike lane, Main Drain to Somerton Canal (portions of this project may be developed sooner if combined with County 15th Street roadway improvements)

Design and build shared use pathway

- Main Street shared use pathway, Somerton Canal to East Main Canal
- Main Drain shared use pathway, County 15thStreet to County 17th Street
- Garvin Street shared use pathway, Cesar Chavez Avenue to Main Drain
- Jefferson Street sidewalk, Cesar Chavez Avenue to Main Drain

Future regional connections

- East Main Canal shared use pathway, County 19th Street to Somerton Canal
- Somerton Canal shared use pathway, Jefferson Street to East Main Canal
- County 19th Street bike lane, Main Drain to East Main Canal
- Main Drain shared use pathway, County 17th Street to County 19th Street

City of Somerton Downtown Somerton Redevelopment Plan, 2013

The purpose of this plan is to identify the needs of the downtown Somerton area in order to fully develop it into a thriving employment and retail center. The plan identifies the general need for a robust multi-modal transportation system that connects the downtown area to the surrounding planned trail and path system. The plan states that a focus should be to optimize connections between the downtown area and surrounding neighborhoods and open space areas. Some specific examples cited could be wide sidewalks, enhanced intersection treatments (such as raised traffic tables), covered walkways, bicycle parking and other functional and aesthetic features.

Wellton Transportation Long-Range Plan, 2011

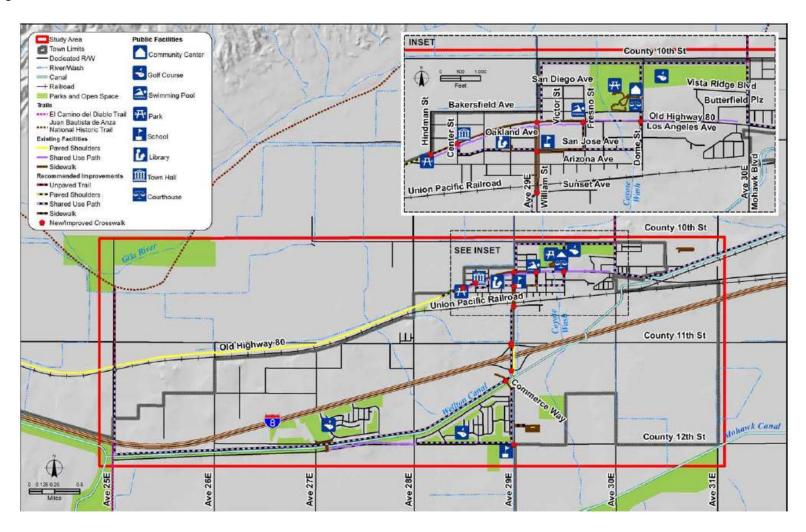
This Plan was awarded through the planning Assistance for Rural Areas (PARA) programs to assist Wellton in developing a multimodal transportation plan for the Town's planning area. The Plan inventoried existing facilities and noted that the only street in the area with paved shoulder in Old Highway 80 and that very few roadway segments in the study area contain sidewalks.

The Plan suggests that the idea of Complete Streets should be implemented to develop a complete multi-modal network. The Plan identifies the need for a Trail/Bicycle/Pedestrian plan to provide more detail on the location and design of non-motorized facilities in Wellton. Specifically, the Plan highlights the following segments where pedestrian and bicycle facilities should be added:

- Avenue 29E/William Street Old Highway 80 to County 12th Street;
- Old Highway 80 Avenue 25E to Avenue 31E;
- County 11th Street Avenue 29E to Avenue 31E;
- County 12th Street Avenue 25E to Avenue 31E;
- County 12th Street from Avenue 27E to Avenue 29E;
- County 12th Street from Avenue 29E to Avenue 31E;
- Avenue 25E Old Highway 80 to County 12th Street; and
- Avenue 31E Old Highway 80 to County 12th Street.

Wellton Bicycle and Pedestrian Plan, 2014

This Plan builds on recommendations developed in the 2013 Wellton General Plan and the 2011 Transportation Long-Range Plan in order to provide a comprehensive bicycle and pedestrian network. The figure below summarizes the recommendations highlighted in these three plans.

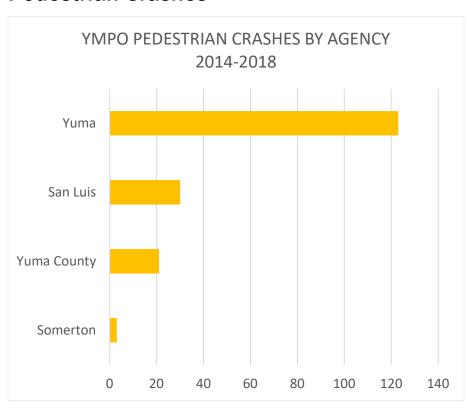


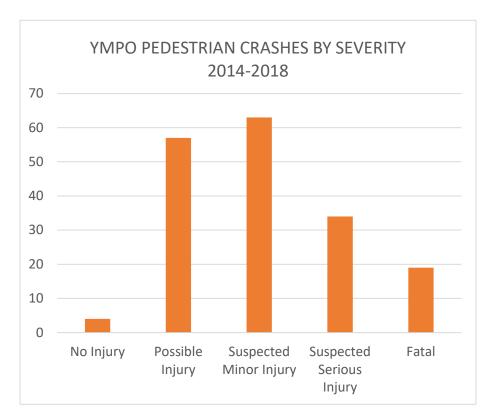
Inventory of Existing Conditions

Pedestrian and bike crashes accounted for 3% of all crashes in the YMPO region for the most recent 5 years of crash data (2014-2018) but made up 18% of the fatal crashes in the region.

The following charts and graphs provide additional insight into the pedestrian and bicycle crashes in the region.

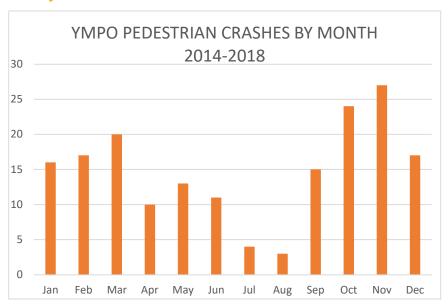
Pedestrian Crashes

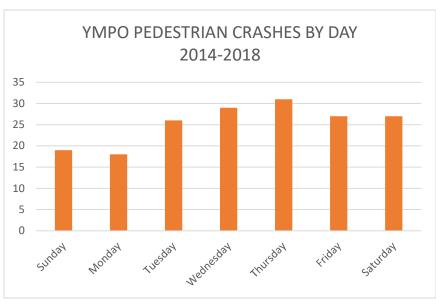


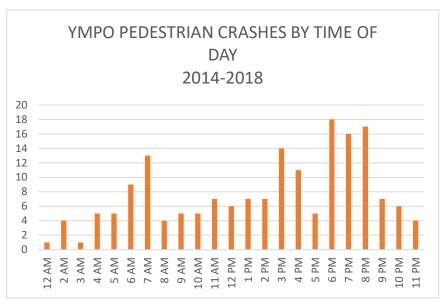


Pedestrian Crashes by Time and Date

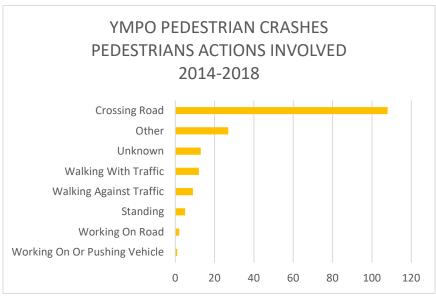


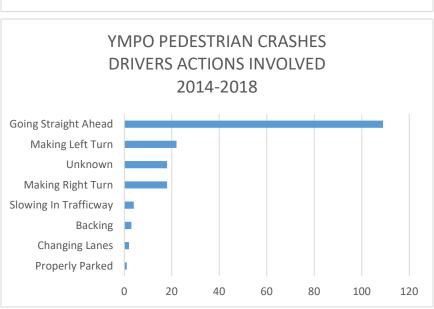


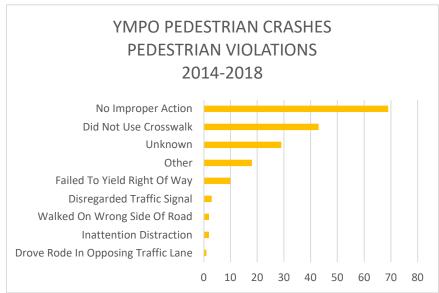


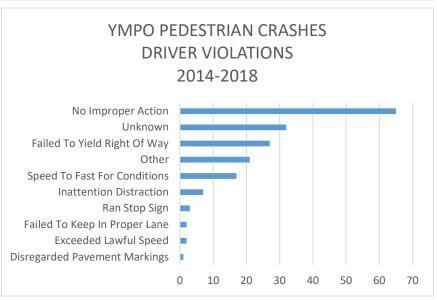


Pedestrian and Driver Actions and Violations

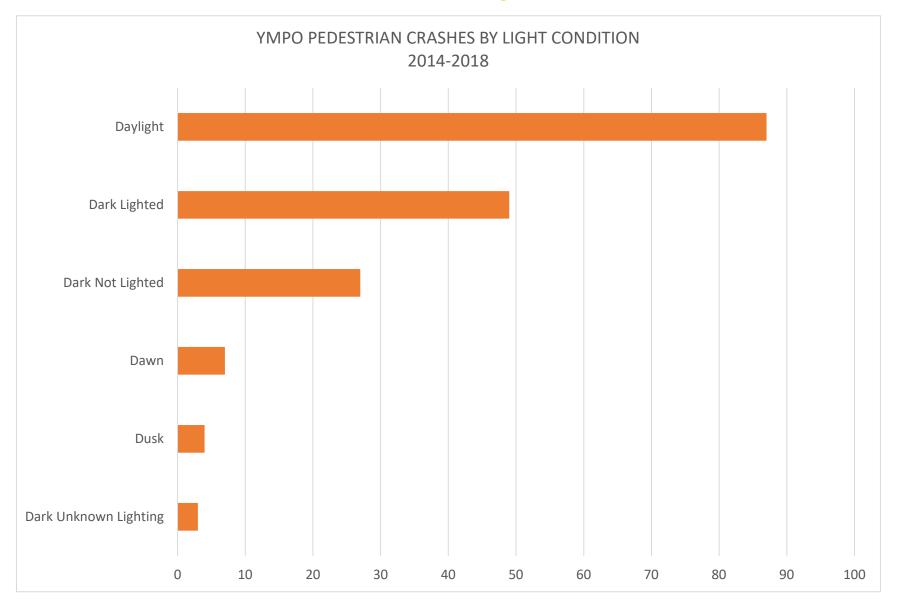




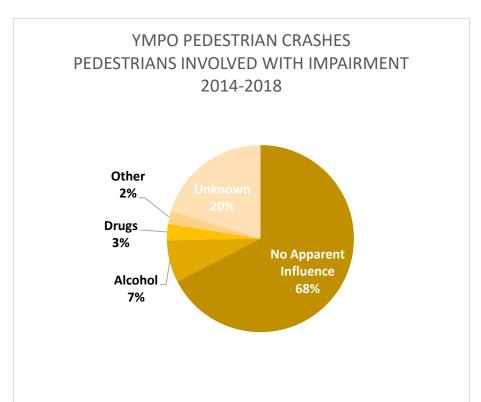


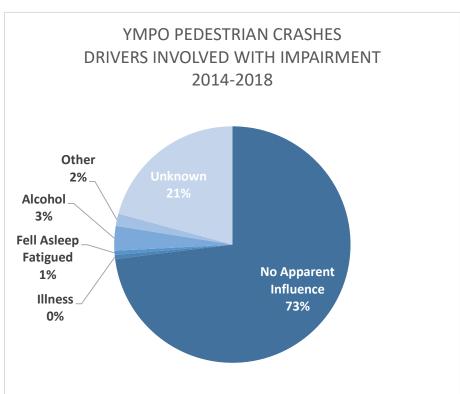


Pedestrian Crash Light Condition

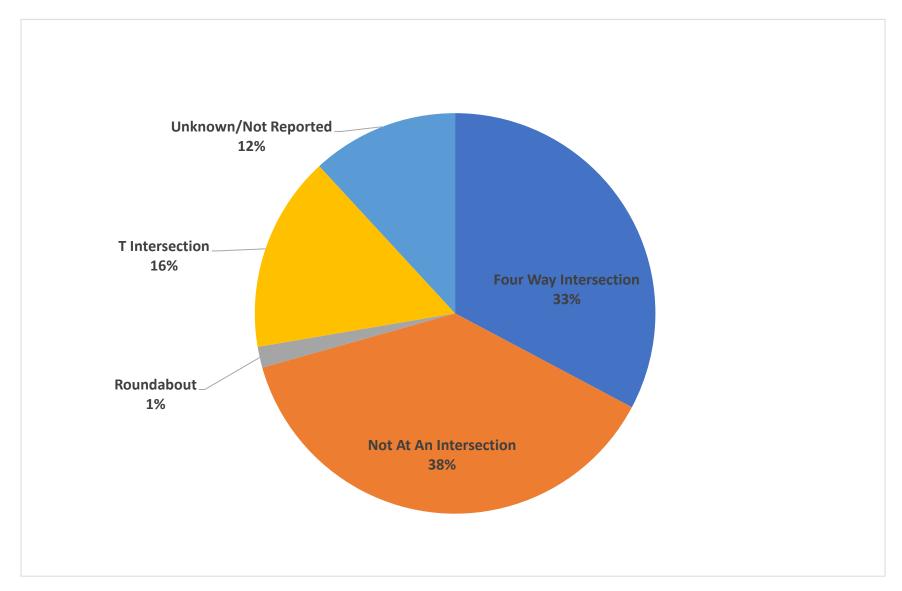


Pedestrian Crash Impairment

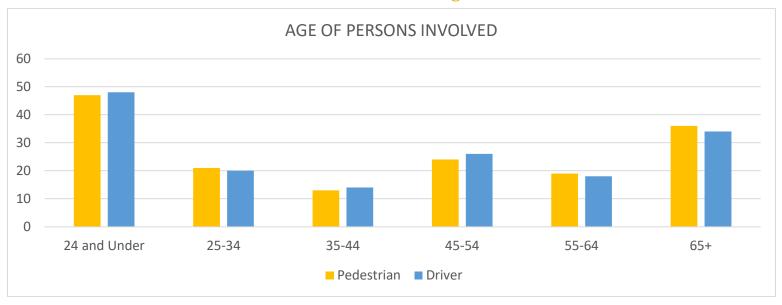


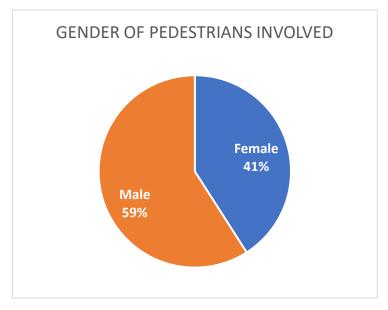


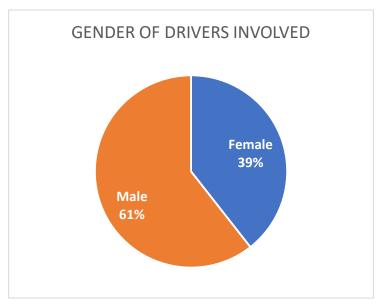
Pedestrian Crash Intersection Relation



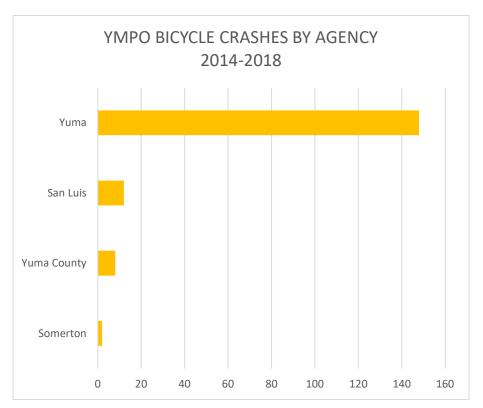
Pedestrian and Driver Age and Gender

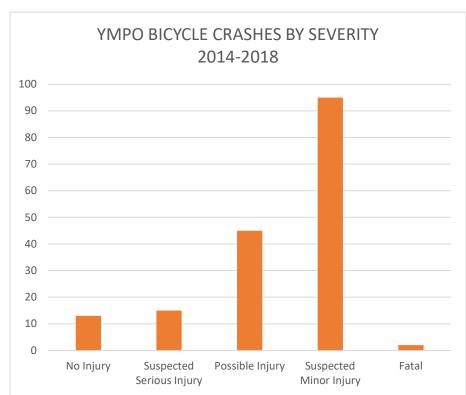




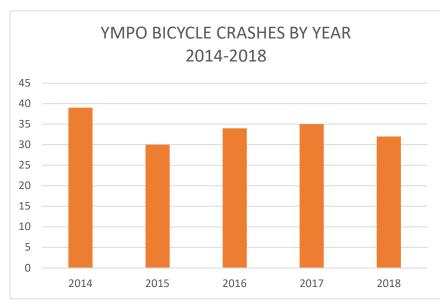


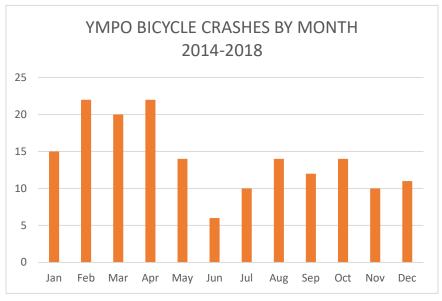
Bicycle Crashes

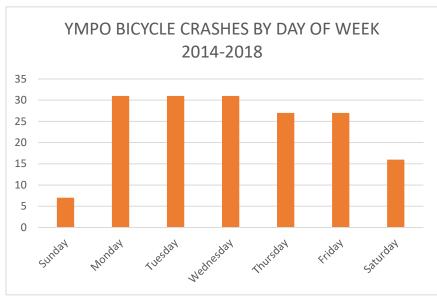


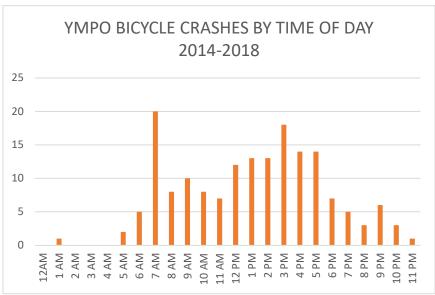


Bicycle Crashes by Time and Date

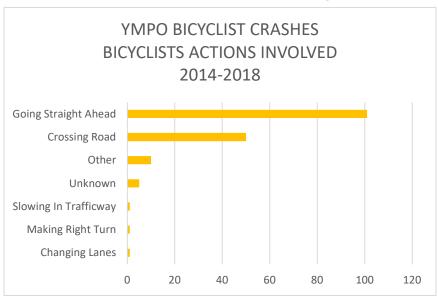


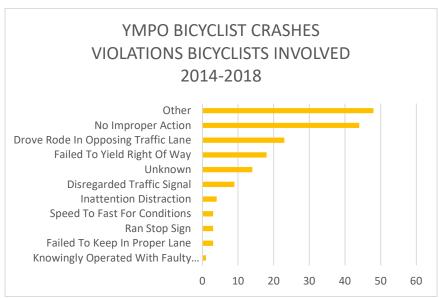


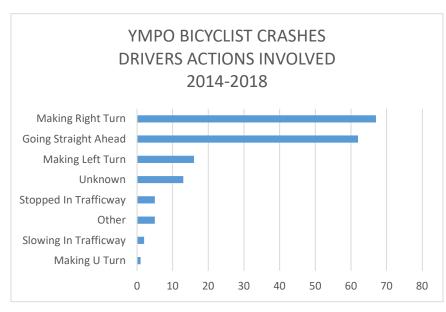


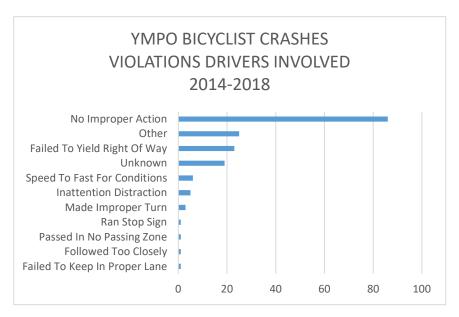


Bicyclist and Driver Actions and Violations

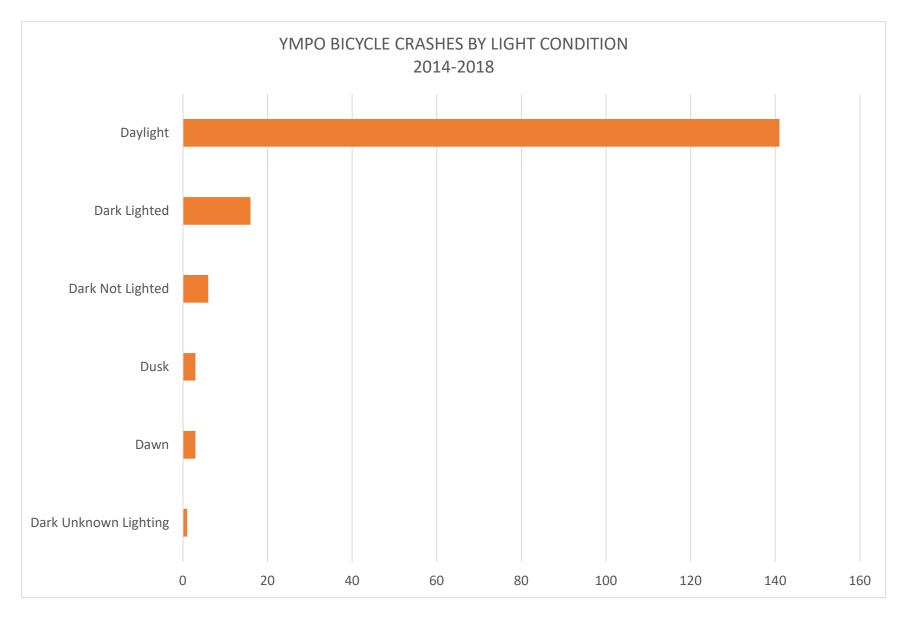




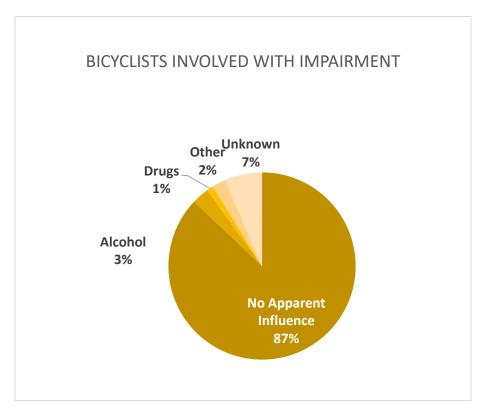


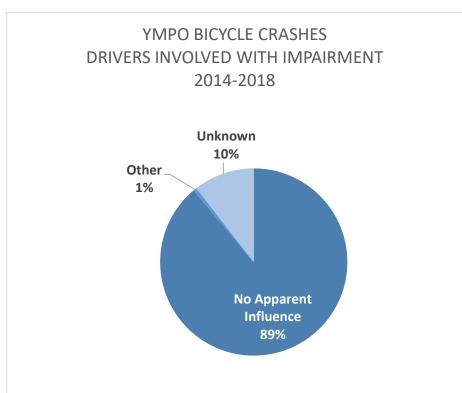


Bicycle Crash Light Condition

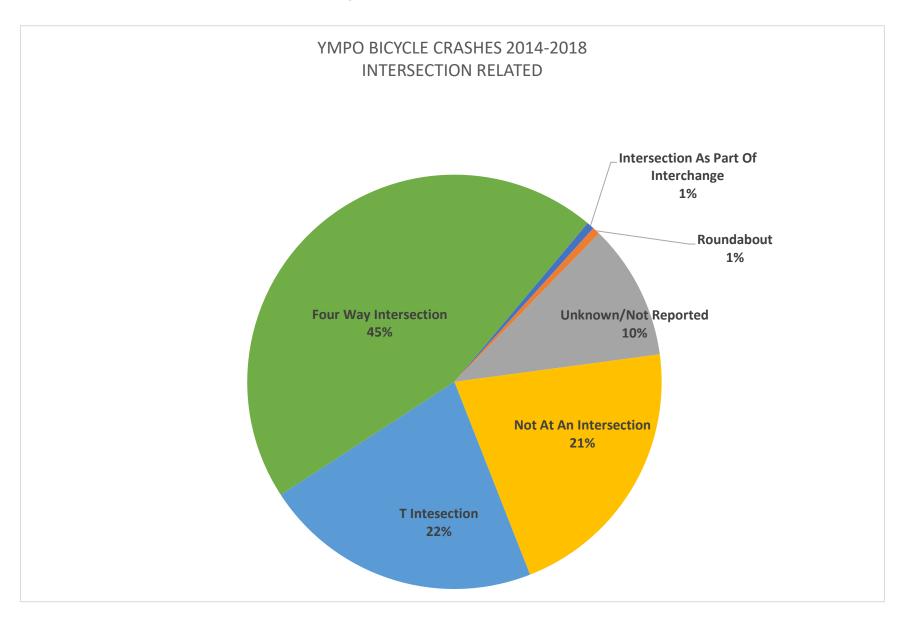


Bicycle Crash Impairment

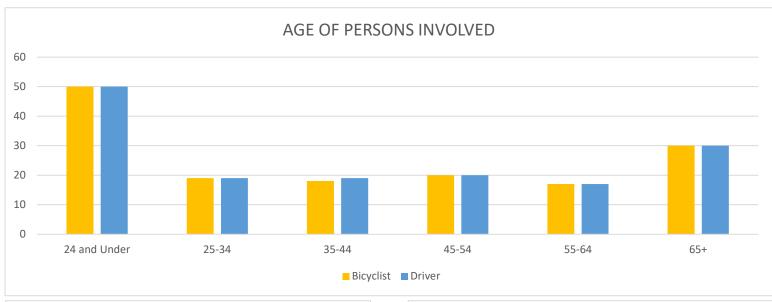


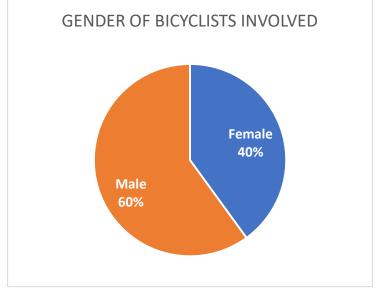


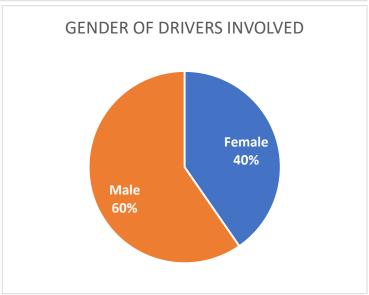
Bicycle Crash Intersection Relation



Bicyclist and Driver Age and Gender

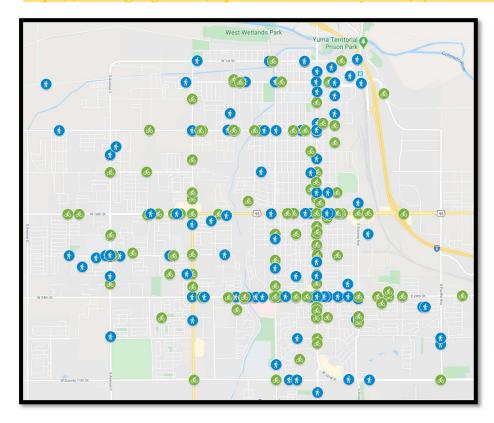


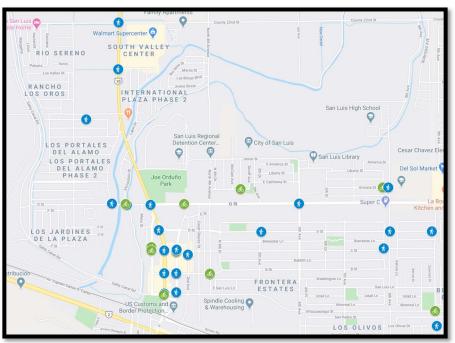




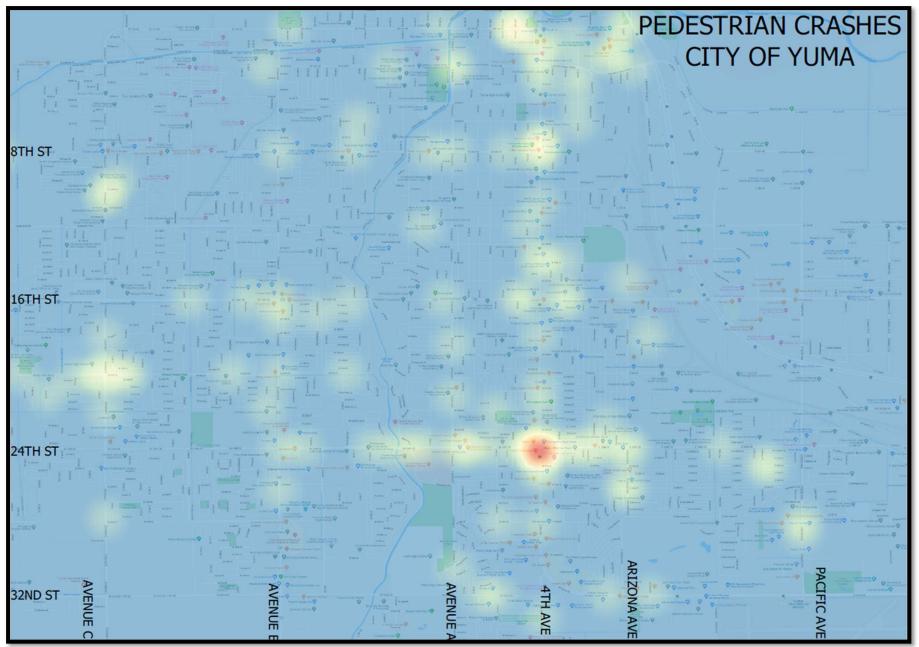
High Crash Locations

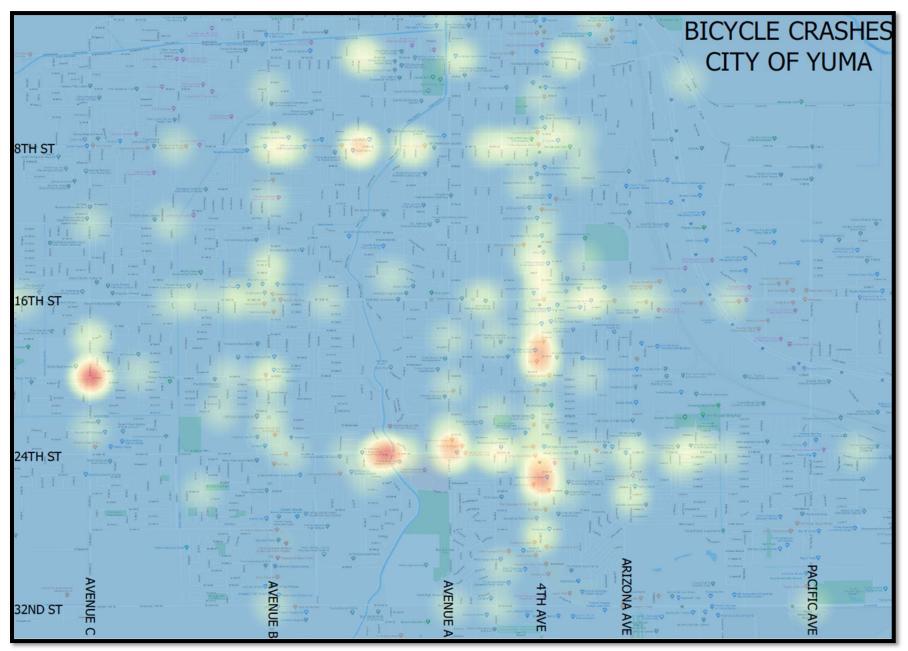
Pedestrian and Bicycle crashes in the region from the past 5 years (2014-2018) were plotted on a map to identify high crash locations. The images below show close-up snapshots that highlight the high crash locations in Yuma and San Luis. The entire crash map can be found at the following link. The link allows users to zoom in to see locations of the crashes and details of the individual crashes. https://drive.google.com/open?id=1KHwS09syzOriEJbjFc9lYFErIs1GT4KN&usp=sharing

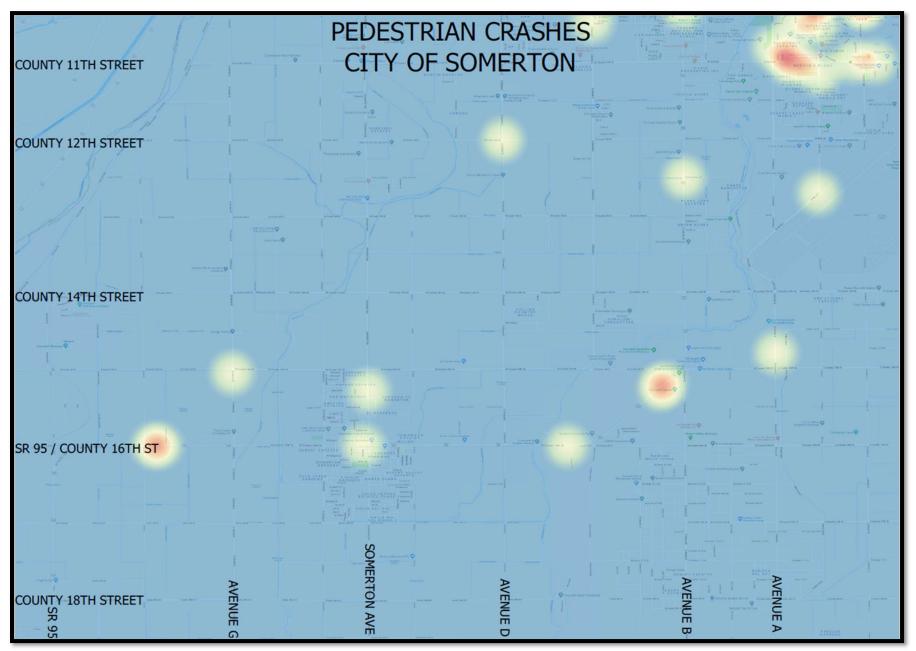


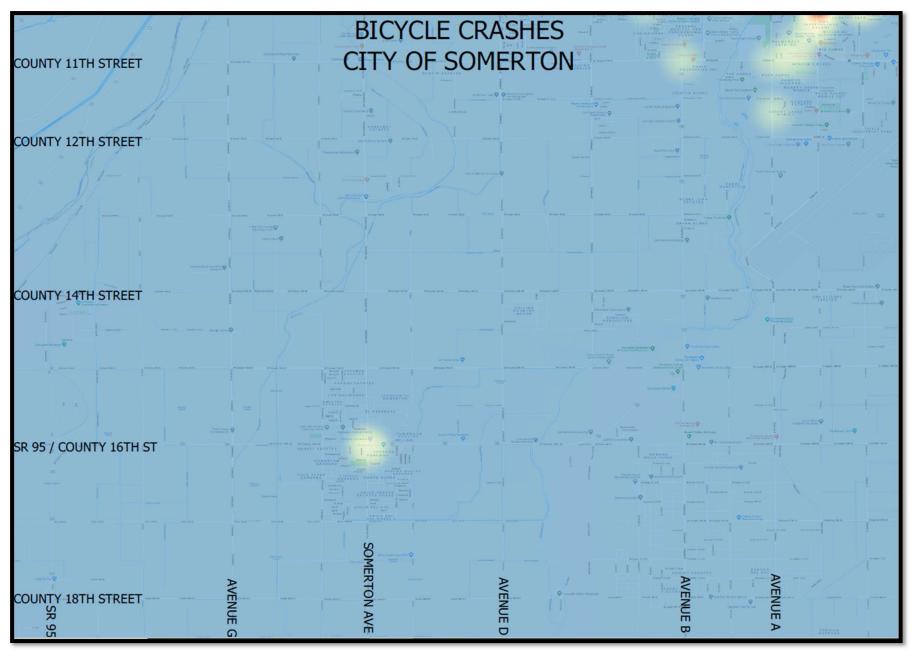


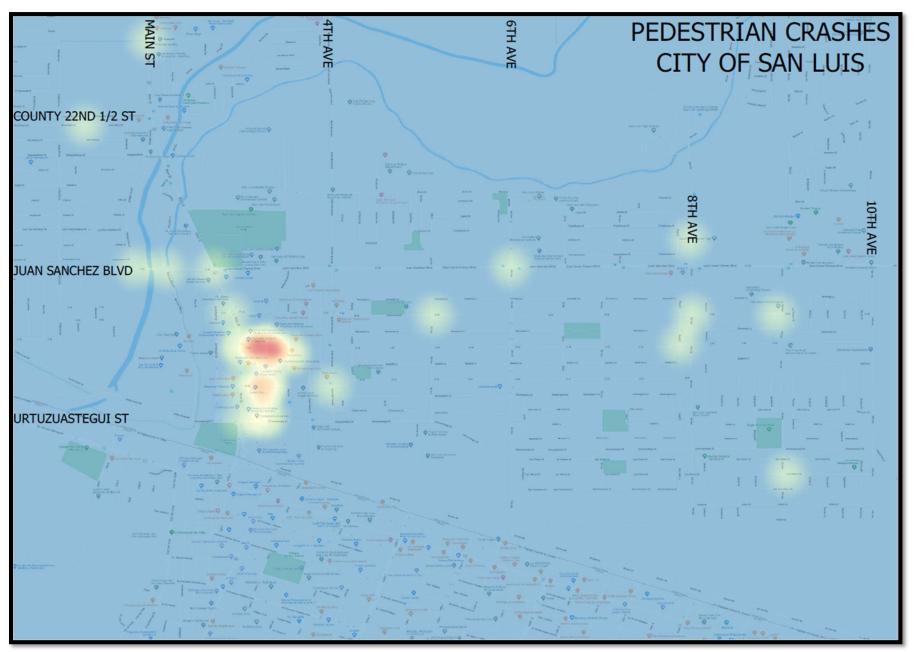
The heat maps on the following pages show where pedestrian and bike crashes are concentrated in the urban areas of Yuma, Somerton, and San Luis.

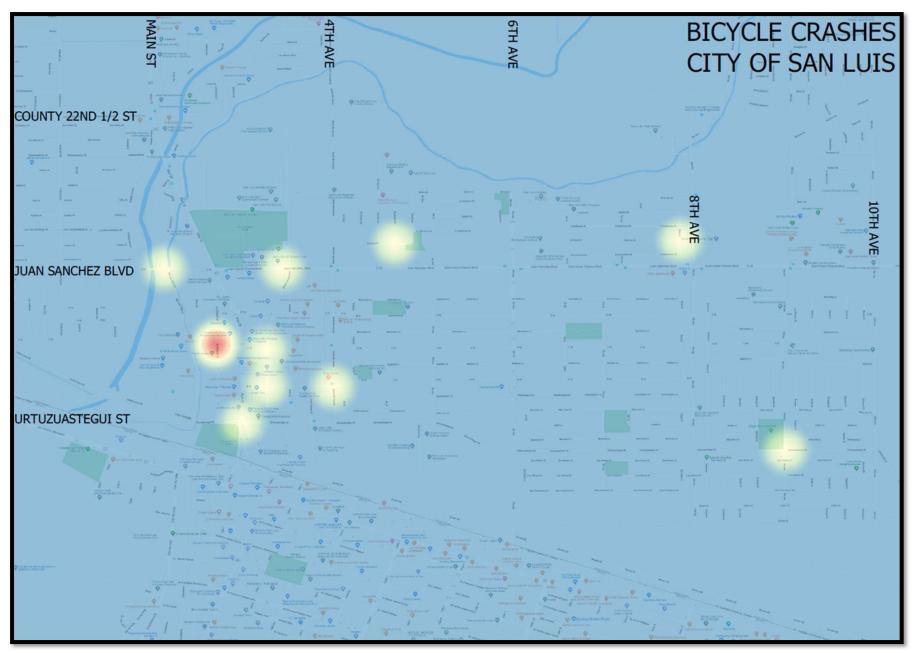












Public Outreach

Public outreach efforts were conducted as part of this study and in conjunction with the 2019 update to the YMPO Strategic Transportation Safety Plan. A Social Pinpoint website was established where residents could locate specific locations around the region that present an issue for roadway users, including drivers, bicyclists and pedestrians. 179 comments were received, and 45% of the comments involved pedestrian and bicyclist issues. Comments received regarding pedestrian and bicycle roadway concerns were reviewed as part of this study to determine appropriate facilities to resolve them. These facilities were included as recommendations in the next section.

YMPO also conducted additional public outreach through vendor booths and flyers around the region that pointed residents to the Social Pinpoint program.

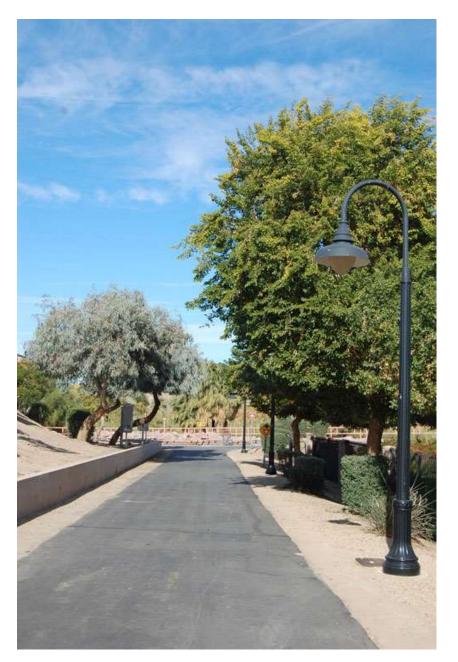
A summary of the comments received is provided in Appendix A.



Needs and Recommendations

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The study team reviewed the existing pedestrian and bicycle facilities in the YMPO region and identified deficits and opportunities for safety improvements. This section describes the process used to identify and develop recommendations.



Evaluation Criteria

The following describes the criteria used to recommend facilities:

- 1. Proposed bike lanes along all arterials
 - a. Proposed 6-foot wide shoulder for rural arterials, to include signage and striping for bike lanes
 - b. Sharrow markings in the urban areas with speed limit of 35 mph or less
 - c. Proposed restriping to add bike lanes in the urban areas with speed limit higher than 35 mph if there is width for restriping
 - d. For urban areas with speed limit higher than 35 mph but not enough width for restriping, proposed roadway widening to add bike lanes (these projects are expensive and would go to the long-term improvements)
- 2. Proposed bike lanes along all transit routes following the same logic for arterials
- 3. Proposed bike lanes along all collectors that are not covered by transit routes and followed the same logic for arterials
- 4. Proposed marked crosswalks at transit stops
- 5. Proposed marked crosswalks between neighborhoods and parks

Please note that crosswalk recommendations were based on review of school locations and adjacent land use. It is recommended that crosswalk studies be performed on the proposed crosswalk locations prior to implementation.

The following describes how recommendations were categorized for short-, mid- or long-term improvements:

1. Short-term improvements

- a. Crosswalks at high frequency pedestrian and bike crash locations
- b. Crosswalks at transit stops, and add sidewalks to eliminate any gaps between existing sidewalks near transit stops
- c. Sharrow markings for bike lanes along arterials
- d. Restriping and adding bike lanes along arterials
- e. Restriping and adding bike lanes along collectors
- f. Sharrow markings for bike lanes along collectors
- g. Sharrow markings for bike lanes along transit routes
- h. Develop policy to add bike lanes for any arterial and collector roadway improvement projects if the speed limit is more than 35 mph
- i. Develop policy to add Sharrow markings for any arterial and collector roadway improvement projects if the speed limit is 35 mph or less

2. Mid-term improvements

- a. Crosswalks between neighborhoods and parks
- b. Adding shoulders and bike lanes along arterials
- c. Adding shoulders and bike lanes along collectors

3. Long-term improvements

- a. Widen roadways and add bike lanes along arterials
- b. Widen roadways and add bike lanes along collectors

Recommendations are summarized in Table 1 through Table 3 and are categorized by short-, mid- or long-term improvements. Detailed information for these recommendations is provided in Appendix D.

Pedestrian/Bicycle Design Guidelines

To encourage uniformity and consistency across the region in future bike and pedestrian facilities, design guidelines were developed to include typical cross sections for various facility types. Appendix B contains these design guidelines.

Elementary School Location Recommendations

Providing appropriate facilities to increase the number of students who can safely and conveniently bicycle and walk to school is an excellent way to increase non-motorized transportation in neighborhoods and improve safety and health. Based on existing conditions at the elementary schools in the region, recommendations were made to improve walking and biking facilities at the schools. Detailed recommendations for each school can be found in Appendix C.

Table 1: Recommended Short Term Improvements

						Improvement	
Location	From	То	Jurisdiction	Improvement Description	Cost	Horizon	
16th Street and Atlantic Avenue	N/A	N/A	County	Proposed RRFB along with advance pedestrian warning signs	\$30,000	Short-Term	
32nd Street and Shortway	N/A	N/A	County	Proposed high visibility crosswalk along with advance pedestrian warning signs; and proposed sidewalk (5,280 Feet)	\$273,000	Short-Term	
5th Street	Avenue C	Avenue B	County	Install Sharrow (10,560 Feet)	\$15,000	Short-Term	
Atlantic Avenue and 14th Street	N/A	N/A	County	Proposed high visibility crosswalk along with advance pedestrian warning signs; and proposed sidewalk along both sides of Pacific Avenue to Avenue 3E (11,000 feet)	\$562,000	Short-Term	
Avenue 9E	28th Street	31st Street	County	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$14,000	Short-Term	
Avenue C and 4th Place	N/A	N/A	County	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term	
Avenue C and Amador Lane	N/A	N/A	County	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term	
Avenue I and Cocopah Vocational Training Center	N/A	N/A	County	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term	
Centre Avenue - Farm Road and Hava Street	N/A	N/A	County	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term	
Centre Avenue and Steamboat Street	N/A	N/A	County	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term	
Chapay Dr	Chapay St	Levee Rd	County	Install signage and Sharrow markings	\$2,000	Short-Term	
Chapay St	Strand Ave	Chapay Dr	County	Install signage and Sharrow markings	\$13,000	Short-Term	
Chapay Street and Quail Run Loop	N/A	N/A	County	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term	
Chapay Way and Levee Road	N/A	N/A	County	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term	

						Improvement
Location	From	То	Jurisdiction	Improvement Description	Cost	Horizon
Cocopah Drive and Strand Avenue	N/A	N/A	County	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term
Cocopah RV and Golf Resort	Loops around Torrey Ave		County	Install signage and Sharrow markings	\$15,000	Short-Term
Cottonwood Dr	Salt Cedar Dr	Cottonwood Loop	County	Install signage and Sharrow markings	\$7,500	Short-Term
Cottonwood Loop and Salt Cedar Avenue	N/A	N/A	County	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term
Cottonwood Park Loop and Cottonwood Loop	N/A	N/A	County	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$12,000	Short-Term
County 8th Street	Avenue D	Avenue C	County	Proposed high visibility crosswalk along with advance pedestrian warning signs; and proposed sidewalk along both sides of 8th St from Avenue D to Avenue C (10,500 feet)	\$535,000	Short-Term
Foothills Blvd	I-8 Frontage Rd	County 12th St	County	Install signage and striping, and Sharrow marking	\$30,000	Short-Term
Fortuna Rd	US 95	County 12th St	County	Install signage and striping, and Sharrow marking in urban section	\$25,000	Short-Term
Hope Ave	8th St	Riverside Dr	County	Install signage and Sharrow markings	\$3,250	Short-Term
Hope Way and County 8th Street	N/A	N/A	County	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term
Hope Way and Riverside Drive	N/A	N/A	County	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term
Somerton Avenue and 14th Street	N/A	N/A	County	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$7,000	Short-Term
Steamboat Street and Orange Grove Way	N/A	N/A	County	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term
Strand Ave	Riverside Dr	Torrey Pines	County	Install signage and Sharrow markings	\$10,000	Short-Term
Strand Avenue and Chapay Street	N/A	N/A	County	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term

Location	From	То	Jurisdiction	Improvement Description	Cost	Improvement Horizon	
US 95	Fortuna Rd	Martinez Lake Rd	County	Install signage and striping	\$52,500	Short-Term	
US Highway 95	Avenue 5E	Avenue 6E	County	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$18,000	Short-Term	
US Highway 95 and County 20 1/2 Street	N/A	N/A	County	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term	
US Highway 95 and Housing Department	N/A	N/A	County	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$18,000	Short-Term	
Veterans Way - Across From Cocopah Tribal Police	N/A	N/A	County	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term	
US 95	Lorena Ave	Ave G	Gadsden	"Install signage and striping	\$25,000	Short-Term	
1st St	C St	Juan Sanchez Blvd	San Luis	Install signage and Sharrow markings	\$3,250	Short-Term	
4th Ave	County 22nd St	Urtuzuastegui St	San Luis	Install signage and Sharrow markings	\$7,500	Short-Term	
4th Avenue - Arizona Street	N/A	N/A	San Luis	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$6,000	Short-Term	
4th Avenue and B Street	N/A	N/A	San Luis	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$12,000	Short-Term	
4th Avenue and C Street	N/A	N/A	San Luis	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$12,000	Short-Term	
4th Avenue and Juan Sanchez Blvd	N/A	N/A	San Luis	Proposed high visibility crosswalk along with advance pedestrian warning signs; Proposed sidewalk on both sides (4,200 Feet)	\$240,000	Short-Term	
4th Avenue and Las Brisas Blvd	N/A	N/A	San Luis	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term	
4th Avenue and Union Street	N/A	N/A	San Luis	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$6,000	Short-Term	
8th Avenue and America Street	N/A	N/A	San Luis	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$7,000	Short-Term	
Ave F	County 24th St	Juan Sanchez Blvd	San Luis	Install signage and Sharrow markings	\$7,500	Short-Term	

						Improvement	
Location	From	То	Jurisdiction	Improvement Description	Cost	Horizon	
Avenue F and Los Olivos Way	N/A	N/A	San Luis	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term	
C St	Main St	1st St	San Luis	Install signage and Sharrow markings	\$2,000	Short-Term	
County 22nd St	US 95	4th Ave	San Luis	Install signage and Sharrow markings	\$3,250	Short-Term	
First Ave. and G Street	N/A	N/A	San Luis	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$4,000	Short-Term	
Juan Sanchez Blvd/ SR 195	Ave E	Ave B	San Luis	Install signage and striping (3 miles)	\$15,000	Short-Term	
Juan Sanchez Boulevard and 7th Avenue	N/A	N/A	San Luis	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$22,000	Short-Term	
Main St/ US 95	Urtuzuastegui St	Juan Sanchez Blvd	San Luis	"Install signage and striping along west side of Main st; and install Sharrow marking on the pavements for shared bike and car lanes for north directions	\$15,000	Short-Term	
Orgullo Del Sol Apartments Between Main Street and 4th Avenue	N/A	N/A	San Luis	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$7,000	Short-Term	
Urtuzuastegui St	Main St	4th Ave	San Luis	Install signage and Sharrow markings	\$3,250	Short-Term	
Urtuzuastegui Street and Cesar Chavez Avenue	N/A	N/A	San Luis	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$6,000	Short-Term	
US 95	County 22nd St	County 19th St	San Luis	"Install signage and striping	\$15,000	Short-Term	
US Highway 95 From Estibella Drive to Lankin Drive	N/A	N/A	San Luis	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$12,000	Short-Term	
US Highway 95- Walmart Drive	Piceno Drive	County 22nd Street	San Luis	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$12,000	Short-Term	
SR 195	Ave B	32nd St	San Luis/Yuma	"Install signage and striping for bike lanes/presence of bikes; and six Dynamic speed feedback signs	\$135,500	Short-Term	
Farm Rd	County 14th St	County 14 1/2 St	Somerton	Install signage and Sharrow markings	\$8,200	Short-Term	

						Improvement	
Location	From	То	Jurisdiction	Improvement Description	Cost	Horizon	
Main St/ US 95	Avenue F	Congress Avenue	Somerton	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$6,000	Short-Term	
Main Street Somerton	Cano Street	Avenue E	Somerton	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$11,000	Short-Term	
Somerton Ave	County 17th St	County 15th St	Somerton	"Improve existing signage and striping	\$10,000	Short-Term	
Somerton Avenue and Garvin Street	N/A	N/A	Somerton	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$7,000	Short-Term	
Steamboat St	County 14th St	County 16th St	Somerton	Install signage and Sharrow markings	\$8,200	Short-Term	
Arizona Avenue	Dome Street	William Street	Wellton	Proposed high visibility crosswalk along with advance pedestrian warning signs; and proposed sidewalk along both sides of Arizona Avenue from Los Angeles Ave (Old US 80) to Dome Street (11,500 feet)	\$6,000	Short-Term	
Arizona Avenue	William Street	Los Angeles Street	Wellton	Proposed high visibility crosswalk along with advance pedestrian warning signs; and proposed sidewalk along both sides of Arizona Avenue from Los Angeles Ave (Old US 80) to Dome Street (11,500 feet)	\$583,000	Short-Term	
Dome Street and San Jose Avenue	N/A	N/A	Wellton	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term	
Old US 80	Avenue 29E	Dome Street	Wellton	Install Sharrow (5,280 Feet)	\$7,500	Short-Term	
10th Avenue	Urtuzuastegui Street	County 22nd Street	Yuma	Install Signage and Sharrow Marking (8,448 Feet)	\$10,415	Short-Term	
12th Street	Castle Dome Ave	Pacific Ave	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term	
14th St	Pacific Ave	Atlantic Ave	Yuma	Install signage and Sharrow Marking; and install sidewalk on from Pacific Avenue to Atlantic Avenue (5,280 Feet)	\$270,500	Short-Term	
16th Street and Arcadia Lane	N/A	N/A	Yuma	Proposed RRFB along with advance pedestrian warning signs	\$30,000	Short-Term	

Location	From	То	Jurisdiction	Improvement Description	Cost	Improvement Horizon	
1st Avenue and 10th Street	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$10,000	Short-Term	
1st Avenue and 12th Street	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$12,000	Short-Term	
1st Avenue and 14th Street	N/A	N/A	Yuma	Proposed RRFB along with advance pedestrian warning signs	\$25,000	Short-Term	
1st Avenue and 5th Street	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$12,000	Short-Term	
1st Avenue and 8th Street	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$8,000	Short-Term	
1st Street	1st Street	23rd Avenue	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$2,000	Short-Term	
1st Street	Winterhaven Drive	1st Street	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$2,000	Short-Term	
1st Street	1st Street	Madison Avenue	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$4,000	Short-Term	
1st Street	23rd Avenue	Colorado Street	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$14,000	Short-Term	
1st Street and 1st Avenue	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$7,000	Short-Term	
1st Street and 3rd Street / City Hall	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$7,000	Short-Term	
1st Street and Maiden Lane	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term	
21st Drive and 24th Street	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$4,000	Short-Term	
23rd Avenue and 28th Street	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$16,000	Short-Term	
23rd Dr	26th St	28th St	Yuma	Install signage and Sharrow markings	\$2,000	Short-Term	
24th Street	24th Street	31st Avenue	Yuma	"Proposed RRFB along with advance pedestrian warning signs	\$30,000	Short-Term	

Location	From	То	Jurisdiction	Improvement Description	Cost	Improvement Horizon
24th Street	Avenue C	Avenue B	Yuma	"Proposed high visibility crosswalk along with advance pedestrian warning signs; and proposed sidewalk along both sides of 24th St from Avenue C to Avenue B (10,200 feet)	\$536,000	Short-Term
24th Street and 6th Avenue	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term
24th Street and Avenue 2 5/10	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term
24th Street and College Avenue	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$4,000	Short-Term
24th Street and Melody Lane	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term
24th Street and Vista De Castillo Drive	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$4,000	Short-Term
24th Street at AWC Entrance/ Tamarack Center	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term
26th St	Ave B	21st Dr	Yuma	Install signage and Sharrow markings	\$2,000	Short-Term
26th Street and 23rd Avenue	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$4,000	Short-Term
32nd Street and Crest Drive	N/A	N/A	Yuma	Proposed RRFB along with advance pedestrian warning signs	\$29,000	Short-Term
32nd Street and Fortuna Avenue	N/A	N/A	Yuma	Proposed RRFB along with advance pedestrian warning signs	\$29,000	Short-Term
32nd Street and Soar Avenue	N/A	N/A	Yuma	Proposed RRFB along with advance pedestrian warning signs	\$29,000	Short-Term
3rd Street	8th Avenue	6th Avenue	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$6,000	Short-Term
3rd Street	Avenue A	17th Avenue	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$12,000	Short-Term
3rd Street	15th Avenue	Avenue B	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$14,000	Short-Term

						Improvemen	
Location	From	То	Jurisdiction	Improvement Description	Cost	Horizon	
3rd Street and Gila Street (Downtown Yuma Transit Center)	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term	
4th Avenue	Urtuzuastegui Street	County 22nd Street	Yuma	Install Signage and Sharrow Marking 3,100 Feet	\$3,900	Short-Term	
4th Avenue and 12th Street	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$12,000	Short-Term	
4th Avenue and 17th Street	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$17,000	Short-Term	
4th Avenue and 18th Street	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$12,000	Short-Term	
4th Avenue and 20th Place	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term	
4th Avenue and 20th Street	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term	
4th Avenue and 26th Street	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$12,000	Short-Term	
6th Avenue	Urtuzuastegui Street	Juan Sanchez Blvd	Yuma	Install Signage and Sharrow Marking (8,976 Feet)	\$11,050	Short-Term	
8th Avenue	Urtuzuastegui Street	County 22nd Street	Yuma	Install Signage and Sharrow Marking (8,976 Feet)	\$11,050	Short-Term	
8th Street	Magnolia Avenue	10th Avenue	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$10,000	Short-Term	
Across Shilo Hotel in loop of Yuma Palms Parkway and Castle Dome Avenue	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$7,000	Short-Term	
Arizona Ave	32nd St	8th St	Yuma	Install signage and Sharrow markings	\$37,500	Short-Term	
Arizona Western College	AWC Loop on south end of Campus		Yuma	Install signage and Sharrow markings on Campus Loop; extend bike lane striping to 24th St	\$21,000	Short-Term	

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Location	From	То	Jurisdiction	Improvement Description	Cost	Horizon	
Atlantic Ave	14th St	16th St/US 95	Yuma	Install signage and Sharrow Marking; and install sidewalk on from 14th Street to 16th Street (2,740 feet)	\$145,000	Short-Term	
Avenue 3E and Palo Verde St	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term	
Avenue A and 10th Street	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$6,000	Short-Term	
Avenue A and 14th Street	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$6,000	Short-Term	
Avenue A and 18th Street	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$6,000	Short-Term	
Avenue A and 20th Street	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$6,000	Short-Term	
Avenue A and 22nd Street	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$11,000	Short-Term	
Avenue A and Southwest Medical Center	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term	
Avenue A and Westridge Drive	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term	
Avenue B and Del Valle Mobile Home Park	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term	
Avenue B and Immaculate Conception Church And School	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term	
Avenue C and 14th Street	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$6,000	Short-Term	
Avenue C and 18th Street	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$6,000	Short-Term	
AWC Loop Road	24th Street	Adobe Ridge Road	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term	

Location	From	То	Jurisdiction	Improvement Description	Cost	Improvement Horizon	
Blue Diamond RV Park 32nd Street and Country Road Boulevard	N/A	N/A	Yuma	Proposed RRFB along with advance pedestrian warning signs	\$29,000	Short-Term	
Castle Dome Avenue and Yuma Palms Parkway	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$4,000	Short-Term	
Catalina Drive and 1st Avenue	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$4,000	Short-Term	
Catalina Drive and Country Club Drive	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$7,000	Short-Term	
County 10th Street and View Parkway	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term	
County 16th Street	Avenue C	Avenue B	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$20,000	Short-Term	
Main Street	1st Avenue	Lorena Street	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$13,000	Short-Term	
Pacific Avenue and San Marcos Drive	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$4,000	Short-Term	
Quechan Drive and Indian Hill Road	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term	
Redondo Center Drive Across From Social Security	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term	
Urtuzuastegui Street	Main Street	10th Avenue	Yuma	Install Signage and Sharrow Marking (9,350 Feet)	\$11,700	Short-Term	
US 95	Ave E	32nd St	Yuma	Install signage and striping	\$37,000	Short-Term	
US Highway 95 and Avenue C	N/A	N/A	Yuma	Proposed high visibility crosswalk along with advance pedestrian warning signs	\$9,000	Short-Term	

Table 2: Recommended Mid-Term Improvements

Street						Improvement
Name	From	То	Jurisdiction	Improvement Description	Cost	Horizon
County 14th Street	Foothills Boulevard	Avenue 15E	County	Install 6-foot wide shoulder along both sides of the roadway (21,120 Feet); and install signage and striping	\$538,000	Mid-term
County 3rd Street	US 95	Avenue 16E	County	Install 6-foot wide shoulder along both sides of the roadway (18,480 feet); and install signage and striping	\$471,000	Mid-term
Avenue 16E	County 3rd Street	County 4th Street	County	Install 6-foot wide shoulder along both sides of the roadway (5,280 Feet); and install signage and striping	\$134,500	Mid-term
County 4th Street	Avenue 16E	Avenue 18E	County	Install 6-foot wide shoulder along both sides of the roadway (18,480 feet); and install signage and striping	\$471,000	Mid-term
Avenue 18E	County 4th Street	County 6th Street	County	Install 6-foot wide shoulder along both sides of the roadway (21,120 Feet); and install signage and striping	\$538,000	Mid-term
County 6th Street	Avenue 18E	Avenue 19E	County	Install 6-foot wide shoulder along both sides of the roadway (10,560 feet); and install signage and striping	\$269,000	Mid-term
Avenue 19E	County 6th Street	County 7th Street	County	Install 6-foot wide shoulder along both sides of the roadway (10,560 feet); and install signage and striping	\$269,000	Mid-term
County 7th Street	Avenue 19E	Avenue 20E	County	Install 6-foot wide shoulder along both sides of the roadway (10,560 feet); and install signage and striping	\$269,000	Mid-term
Avenue 20E	County 7th Street	Old US 80	County	Install 6-foot wide shoulder along both sides of the roadway (42,240 Feet); and install signage and striping	\$1,076,000	Mid-term
Martinez Lake Road	US 95	Laguna Army Airfield	County	Install 6-foot wide shoulder along both sides of the roadway (15,840 feet); and install signage and striping	\$403,500	Mid-term
County 12th Street	Fortuna Road	Avenue 15 E	County	Install 6-foot wide shoulder along both sides of the roadway (25,344 feet); and install signage and striping	\$645,000	Mid-term
Avenue 4E	County 14th Street	County 11th Street	County	Install 6-foot wide shoulder along both sides of the roadway (31,680 feet); and install signage and striping	\$807,000	Mid-term
Avenue 40E	Peterson Drive	Gila Levee Rd	County	Install 6-foot wide shoulder along both sides of the roadway (36,960 feet); and install signage and striping	\$941,500	Mid-term
Avenue 36E	Old US 80	County 6th Street	County	Install 6-foot wide shoulder along both sides of the roadway (33,264 feet); and install signage and striping	\$847,350	Mid-term
County 6th Street	Avenue 37E	Avenue 38E	County	Install 6-foot wide shoulder along both sides of the roadway (10,560 feet); and install signage and striping	\$269,000	Mid-term

Street						Improvement
Name	From	То	Jurisdiction	Improvement Description	Cost	Horizon
Avenue 38E	County 6th Street	County 5th Street	County	Install 6-foot wide shoulder along both sides of the roadway (10,560 feet); and install signage and striping	\$269,000	Mid-term
County 5th Street	Avenue 38E	Avenue 39E	County	Install 6-foot wide shoulder along both sides of the roadway (10,560 feet); and install signage and striping	\$269,000	Mid-term
Avenue 39E	County 5th Street	County 6th Street	County	Install 6-foot wide shoulder along both sides of the roadway (10,560 feet); and install signage and striping	\$269,000	Mid-term
County 18th St	Ave D	Cottonwood Dr	County	Install signage and striping; and install shoulder along both directions (13,780 feet)	\$336,000	Mid-Term
County 19th St	US 95	Ave B	Gadsden	Install shoulder along both sides of the roadway (83,424 feet); and install signage and striping	\$2,085,600	Mid-term
Avenue B	County 18th Street	County 15th Street	Gadsden	Install 6-foot wide shoulder along both sides of the roadway (31,680 feet); and install signage and striping	\$807,000	Mid-term
County 19th Street	Avenue B	Avenue 3E	Gadsden	Install 6-foot wide shoulder along both sides of the roadway (42,665 feet); and install signage and striping	\$1,086,760	Mid-term
Juan Sanchez Blvd/ SR 195	Main St	10th Ave	San Luis	Install 6-foot wide shoulder along both sides of the roadway (19,200 feet); and install signage and striping	\$480,000	Mid-term
Juan Sanchez Blvd/ SR 195	10th Ave	Ave E	San Luis	Install 2-foot wide shoulder along Juan Sanchez Blvd (31,680 feet); and install signage and striping	\$264,000	Mid-term
Main St/ US 95	Juan Sanchez Blvd	County 22nd St	San Luis	Restripe and add bike lanes along Main street; and install signage and striping	\$42,500	Mid-term
Avenue G	County 19th Street	County 11th Street	San Luis	Install 6-foot wide shoulder along both sides of the roadway (84,796 feet); and install signage and striping	\$2,160,070	Mid-term
County 11th Street	Avenue G	Avenue D	San Luis	Install 6-foot wide shoulder along both sides of the roadway (32,525 feet); and install signage and striping	\$829,000	Mid-term
County 18th Street	Avenue E	Avenue D	San Luis	Install 6-foot wide shoulder along both sides of the roadway (10,560 feet); and install signage and striping	\$269,000	Mid-term
Avenue D	County 18th Street	County 12th Street	San Luis	Install 6-foot wide shoulder along both sides of the roadway (63,677 feet); and Install signage and striping	\$1,623,000	Mid-term
Avenue B	Juan Sanchez Blvd	County 18th Street	San Luis	Install 6-foot wide shoulder along both sides of the roadway (52,800 feet); and install signage and striping	\$1,345,000	Mid-term
Avenue D	County 12th Street	County 8th Street	San Luis	Install 6-foot wide shoulder along both sides of the roadway (42,663 feet); and install signage and striping	\$1,087,000	Mid-term

Street Name	From	То	Jurisdiction	Improvement Description	Cost	Improvement Horizon
Ave E	County 24th St	Juan Sanchez Blvd	San Luis	Install signage and striping; and install shoulder from County 24th Street to Juan Sanchez Boulevard (10,560 feet)	\$269,000	Mid-Term
County 24th St	Ave E	Ave F	San Luis	Install signage and striping; and install shoulder on County 24th street both directions 10,560 feet	\$269,000	Mid-Term
Main St/ US 95	Ave G	Ave E	Somerton	Install 6-foot wide shoulder along both sides of the roadway from Avenue G to 5,000 feet east; and install signage and striping, and Sharrow marking	\$140,000	Mid-term
Somerton Ave	County 19th St	County 17th St	Somerton	Install shoulder along both sides of the roadway (21,650 feet); and install signage and striping	\$541,500	Mid-term
Somerton Ave	County 15th St	8th St	Somerton	Install 6-foot wide shoulder; and install signage and striping	\$1,848,000	Mid-term
County 16th Street	Avenue C	Avenue 3E	Somerton	Install 6-foot wide shoulder along both sides of the roadway (53,856 feet); and install signage and striping	\$1,371,900	Mid-term
Ave C	County 16th St	US 95	Somerton	Install signage and striping; and install Shoulder from Bus Stop to closest residential area (4,000 Feet)	\$105,000	Mid-Term
Cocopah Casino Resort	US 95	Ave B	Somerton	Install signage and striping; Install 6' shoulder along both directions (10,000 Feet) area nearest to the Casino	\$257,000	Mid-Term
Ave G	County 14th St	County 16th St	Somerton	Install signage and striping; and install shoulder from County 14th to County 16th street (21,120 feet)	\$533,000	Mid-Term
County 15th St	Ave G	Steamboat St	Somerton	Install signage and striping; and install shoulder from Steamboat Street to Avenue G (21,650 feet)	\$551,500	Mid-Term
County 14th St	Ave G	Farm Rd	Somerton	Install signage and striping; and install shoulder from Farm Road to Avenue G (19,072 feet)	\$487,000	Mid-Term
16th St/ US 95	Pacific Ave	Ave 3E	Yuma	Install signage and striping; and install shoulder along south side of 16th St from Avenue 2 ¼ to Avenue 3E	\$86,000	Mid-term
16th St/ US 95	Ave 3E	Fortuna Rd	Yuma	Improve shoulder for 4 miles, add 2 more feet on each side; and install signage and striping	\$548,000	Mid-term
Ave 3E	County 12th St	County 14th St	Yuma	Install shoulder and signage and striping	\$264,000	Mid-term
8th St	4th Ave	Pacific Ave	Yuma	Install signage and striping from 4th Avenue to Prison Hill Road; and install 6-foot wide shoulder from Prison Hill Road to Pacific Avenue	\$136,000	Mid-term
Ave 7E	16 St	County 3 1/2 S	Yuma	Install 6-foot wide shoulder (5.5 miles); and install signage and striping	\$1,452,000	Mid-term

Street						Improvement
Name	From	То	Jurisdiction	Improvement Description	Cost	Horizon
Imperial Dam Rd	US 95	YPG	Yuma	Install shoulder along both sides of Imperial Dam Road; and install signage and striping	\$660,000	Mid-term
16th St	Ave D	Ave B	Yuma	Install signage and striping; and install shoulder from Avenue D to 45th Avenue (5,350 feet)	\$137,000	Mid-term
County 16th Street	Avenue 3E	Avenue 4E	Yuma	Install 6-foot wide shoulder along both sides of the roadway (10,560 feet); and install signage and striping	\$269,000	Mid-term
Avenue 3E	County 19th Street	County 15th Street	Yuma	Install 6-foot wide shoulder along both sides of the roadway (42,768 feet); install signage and striping	\$1,089,450	Mid-term
Avenue 3E	County 15th Street	County 14th Street	Yuma	Install 6-foot wide shoulder along both sides of the roadway (10,560 feet); and install signage and striping	\$269,000	Mid-term
County 14th Street	Avenue E	Avenue H	Yuma	Install 6-foot wide shoulder along both sides of the roadway (34,320 Feet); and install signage and striping	\$874,250	Mid-term
County 14th Street	Avenue E	Avenue 2E	Yuma	Install 6-foot wide shoulder along both sides of the roadway (63,888 Feet); and install signage and striping	\$1,628,000	Mid-term
County 14th Street	Avenue 2E	Avenue 3E	Yuma	Install 2-foot wide shoulder along both sides of the roadway (10,560 Feet); and install signage and striping	\$269,000	Mid-term
County 14th Street	Avenue 3E	Avenue7E	Yuma	Install 6-foot wide shoulder along both sides of the roadway (42,240 Feet); and install signage and striping	\$1,076,000	Mid-term
County 15th Street	Avenue B	Avenue 3E	Yuma	Install 6-foot wide shoulder along both sides of the roadway (42,240 Feet); and install signage and striping	\$1,076,000	Mid-term
Avenue A	County 16th Street	County 14th Street	Yuma	Install 6-foot wide shoulder along both sides of the roadway (21,120 Feet); and install signage and striping	\$538,000	Mid-term
County 15th Street	Avenue 3E	Avenue 5E	Yuma	Install 6-foot wide shoulder along both sides of the roadway (21,120 Feet); and install signage and striping	\$538,000	Mid-term
Avenue 4E	County 15th Street	County 14th Street	Yuma	Install 6-foot wide shoulder along both sides of the roadway (10,560 feet); and install signage and striping	\$269,000	Mid-term
Avenue 5E	County 15th Street	County 14th Street	Yuma	Install 6-foot wide shoulder along both sides of the roadway (10,560 feet); and install signage and striping	\$269,000	Mid-term
Avenue A	County 14th Street	County 12th Street	Yuma	Install 6-foot wide shoulder along both sides of the roadway 23,760 feet); and install signage and striping	\$619,000	Mid-term
4th Avenue	County 13th Street	County 11th Street	Yuma	Install 6-foot wide shoulder along both sides of the roadway (25,872 feet); and install signage and striping	\$659,050	Mid-term

Street						Improvement
Name	From	То	Jurisdiction	Improvement Description	Cost	Horizon
County 12th Street	Avenue D	Avenue B	Yuma	Install 6-foot wide shoulder along both sides of the roadway (21,120 Feet); and install signage and striping	\$538,000	Mid-term
County 12th Street	Avenue B	Arizona Ave	Yuma	Install 6-foot wide shoulder along both sides of the roadway (18,480 Feet); and install signage and striping	\$470,750	Mid-term
Arizona Ave	County 12th Street	County 11th Street	Yuma	Install 6-foot wide shoulder along both sides of the roadway (10,560 feet); and install signage and striping	\$269,000	Mid-term
County 10th Street	Avenue E	Avenue C	Yuma	Install 6-foot wide shoulder along both sides of the roadway (21,120 Feet); and install signage and striping	\$538,000	Mid-term
County 9th Street	Avenue E	Avenue D	Yuma	Install 6-foot wide shoulder along both sides of the roadway (10,560 feet); and install signage and striping	\$269,000	Mid-term
Avenue C	County 14th Street	County 12th Street	Yuma	Install 6-foot wide shoulder along both sides of the roadway (21,120 feet); and install signage and striping	\$538,000	Mid-term
Avenue C	County 12th Street	1st Street	Yuma	Install 6-foot wide shoulder along both sides of the roadway from County 12th Street to County 10th Street (21,120 Feet); Install signage and striping; and install Sharrow from County 9th Street to 1st Street	\$560,000	Mid-term
32nd St	Avenue D	Avenue B	Yuma	Install 6-foot wide shoulder along both sides of the roadway (32,525 feet); and install signage and striping	\$947,000	Mid-term
Avenue 2E	County 14th Street	County 13th Street	Yuma	Install 6-foot wide shoulder along both sides of the roadway (10,560 feet); and install signage and striping	\$269,000	Mid-term
Avenue 3 1/2 E	County 12th Street	County 11th Street	Yuma	Install 6-foot wide shoulder along both sides of the roadway (10,560 feet); and install signage and striping	\$269,000	Mid-term
County 12th Street	Avenue 3E	Avenue 6E	Yuma	Install 6-foot wide shoulder along both sides of the roadway (31,680 feet); and install signage and striping	\$807,000	Mid-term
Riverside Dr	Ave C	Strand Ave	Yuma	Install signage and striping; and install Shoulder from Strand Avenue to Avenue C (15,840 Feet)	\$403,500	Mid-Term
Araby Road	County 10th Street	County 9th Street	Yuma County	Install 6-foot wide shoulder along both sides of the roadway (10,560 feet); and install signage and striping	\$269,000	Mid-term
Avenue 5E	County 14th Street	County 11th Street	Yuma/County	Install 6-foot wide shoulder along both sides of the roadway (31,680 feet); and install signage and striping	\$807,000	Mid-term
County 13th Street	Avenue 2E	Avenue 5E	Yuma/County	Install 6-foot wide shoulder along both sides of the roadway (31,680 feet); and install signage and striping	\$807,000	Mid-term

Table 3: Recommended Long- Term Improvements

Street Name	From	То	Jurisdiction	Improvement Description	Cost	Improvement Horizon
Main St/ US 95	County 19th St	Lorena Ave	Gadsden	Widen roadway and install bike lanes	\$807,400	Long-Term
Ave B/ US 95	32nd St	16th St	Yuma	Roadway widen and install bike lane (2 miles)	\$2,122,000	Long-Term
Ave B	16th St	1st St	Yuma	Widen roadway and install bike lanes (2 miles)	\$2,122,000	Long-Term

Appendix A

YMPO Social Pinpoint Comments

YMPO Bicycle and Pedestrian Study Social Pinpoint Comments

Section Sect	No.	Type of Comment	Comment	Latitude	Longitude Route	Area	Location
Mistang			•		· · · · · · · · · · · · · · · · · · · ·		
							22nd Street east of Avenue A
Billing Billing Avail the call above aren'd in the Till Seed See					·		
Billing Process Control Section of the New Se					·		
Selection Sele		-	· · · · · · · · · · · · · · · · · · ·				·
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District		-					
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An		-					·
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Section Sect		-					
Simple Nemola Companders and attendance of least and separately intered overlay 1.0 months		-					
Section Sect		-			· · · · · · · · · · · · · · · · · · ·		
String S		-					·
Silvar Silv		-					
18.0 18.0		-					
Section Sect	B18	Biking	Ave A needs paved shoulder/bike lane north of county 14th	32.63118	-114.636669 S 4th Ave, Yuma, AZ 85365, USA	Yuma	Avenue A north of County 14th St
Riking Sea way dangerous and to billion and if its scheduled for upgrades so It is important the ist scheduled for upgrades so It is important the ist scheduled for upgrades so It is important the ist scheduled for upgrades so It is important the ist scheduled for upgrades so It is important the ist scheduled for upgrades so It is important the ist scheduled for upgrades so It is important the ist scheduled for upgrades so It is important the ist scheduled for upgrades so It is important the ist scheduled for upgrades so It is important the ist scheduled for upgrades so It is important the ist scheduled for upgrades so It is important the ist scheduled for upgrades so It is important the ist scheduled for upgrades so It is important the ist scheduled for upgrades so It is important the increase at 2014 to 18 (a) (2,6,6,6,7,4,7,4,7,4,7,4,7,4,7,4,7,4,7,4,7	B19	Biking	US 8 needs periodic shoulder sweeping			East yuma	Interstate 8 (all)
1.6.1 1.6.2 1.6.	B20	Biking	Fortuna ave needs bike lanes	32.66694	-114.444017 11345 S Fortuna Rd, Yuma, AZ 85367, USA	Fortuna Fo	o Fortuna Rd South of I8
18.1 18.1	B21	Biking	I am very much in support of widening roads to include room for a dedicated bike lane or shoulder on the frontage roads in	32.6664	-114.467754 9619 E 34th St, Yuma, AZ 85365, USA	Fortuna Fo	o Fortuna Foothills general
Bling The traffic light sensor does not recognize bicyclists and pushing the traffic light control both ones rot create a varific light 2,6894 14,5896.95 3214 Gib Ridge Rd, Yuma, AZ 83365, USA 5 thrush a For Company 11th St in Forbran forbithis 2,6894 14,465916 9214 3318 1-8, Yuma, AZ 83367, USA 5 thrush Forbran forbithis 2,6894 14,465916 9214 3318 1-8, Yuma, AZ 83367, USA 5 thrush Forbran forbithis 2,6894 14,465916 9214 3318 1-8, Yuma, AZ 83367, USA 5 thrush Forbran forbithis 2,6894 14,465916 9214 3318 1-8, Yuma, AZ 83367, USA 5 thrush Forbran forbithis 2,6894 14,465916 9214 3318 1-8, Yuma, AZ 83367, USA 5 thrush Forbran forbithis 2,6894 14,465916 9214 3318 1-8, Yuma, AZ 83367, USA 5 thrush Forbran forbithis 2,6894 14,465916 9214 3318 1-8, Yuma, AZ 83367, USA 5 thrush Forbran forbithis 2,6894 14,465916 9214 3318 1-8, Yuma, AZ 83367, USA 5 thrush Forbran forbithis 2,6894 14,465916 9214 3318 1-8, Yuma, AZ 83367, USA 5 thrush Forbran forbithis 2,6894 14,465916 9214 3318 1-8, Yuma, AZ 83367, USA 5 thrush Forbran forbithis 2,6894 14,465916 9214 3318 1-8, Yuma, AZ 83367, USA 5 thrush Forbran forbithis 2,6894 14,465916 9214 3318 1-8, Yuma, AZ 83367, USA 5 thrush Forbran forbithis 2,6894 14,465916 9214 3318 1-8, Yuma, AZ 83367, USA 5 thrush Forbran forbithis 2,6894 14,4694 9214 3418 14,4694 9214 34	B22	Biking	9 E is a very dangerous road to bike on and it is scheduled for upgrades so it is imperative this is completed this spring.	32.63145	-114.65959 Unnamed Road, Somerton, AZ 85350, USA	Yuma	9E
	B23	Biking	The bike island is a great improvement - but hawk lights are still needed at the 32nd and canal path intersection	32.66835	-114.640574 1635 W 32nd Pl, Yuma, AZ 85365, USA	Yuma	32nd Street & Canal Path
Biking Going east Gowrhill starting about a miles after the fence stops and the wall begins, the shoulder's surface is so rutted that 32,6676 141,531981 18, Yuma, AZ 8356, USA Yuma 23,6676 146,65901 2398 Applications May, Yuma, AZ 8356, USA Yuma 23,6676 146,65901 2398 Applications May, Yuma, AZ 8356, USA Yuma 23,6676 146,65901 2398 Applications May, Yuma, AZ 8356, USA Yuma 23,6676 146,65901 2398 Applications May, Yuma, AZ 8356, USA Yuma 23,6676 146,65901 2398 Applications May, Yuma, AZ 8356, USA Yuma 23,6776 24,776 24	B24	Biking	The traffic light sensor does not recognize bicyclists and pushing the traffic light control button does not create a traffic light	32.68743	-114.58045 3214 Gila Ridge Rd, Yuma, AZ 85365, USA	Yuma	Avenue 3E & Gila Bridge Road
Biking New old like to see a bike lane along 22nd street east and west connecting to the bike/pedestrian path at the Airport. 32.6676 114.665901 3289 S.Appaloosa Way, Yuma, A.Z 85365, USA Yuma 7.876 Nemoral Park, Elewee Rd, Yuma, A.Z 85365, USA Yuma 7.876 Nemoral Park, Elewee Rd, Yuma, A.Z 85365, USA Yuma 7.876 Nemoral Park, Elewee Rd, Yuma, A.Z 85365, USA Yuma 7.876 Nemoral Park, Elewee Rd, Yuma, A.Z 85365, USA Yuma 7.876 Nemoral Park, Elewee Rd, Yuma, A.Z 85365, USA Yuma 7.876 Nemoral Park, Elewee Rd, Yuma, A.Z 85365, USA Yuma 7.876 Nemoral Park, Elewee Rd, Yuma, A.Z 85365, USA Yuma 7.876 Nemoral Park, Elewee Rd, Yuma, A.Z 85365, USA Yuma 7.876 Nemoral Park, Elewee Rd, Yuma, A.Z 85365, USA Yuma 7.876 Nemoral Park, Elewee Rd, Yuma, A.Z 85365, USA Yuma 7.876 Nemoral Park, Elewee Rd, Yuma, A.Z 85365, USA Yuma 7.876 Nemoral Park, Elewee Rd, Yuma, A.Z 85365, USA 7.876 Nemoral Park, Elewee Rd, Yuma, A.Z 85365, USA 7.876 Nemoral Park, Elewee Rd, Yuma, A.Z 85365, USA 7.876 Nemoral Park, Elewee Rd, Yuma, A.Z 85365, USA 7.876 Nemoral Park, Elewee Rd, Yuma, A.Z 85365, USA 7.876 Nemoral Park, Elewee Rd, Yuma, A.Z 85365, USA 7.876 Nemoral Park, Elewee Rd, Yuma, A.Z 85365, USA 7.876 Nemoral Park, Elewee Rd, Yuma, A.Z 85365, USA 7.876 Nemoral Park, Elewee Rd, Yuma, A.Z 85365, USA 7.876 Nemoral Park, Elewee Rd, Yuma, A.Z 85365, USA 7.876 Nemoral Park, Elewee Rd, Yuma, A.Z 85365, USA 7.876 Nemoral Park, Yuma, A.Z 85365, USA	B25	Biking	South frontage road in my opinion could use improvement to be more bicycle friendly	32.66894	-114.465916 9724 E 33rd St, Yuma, AZ 85365, USA	Fortuna Fo	o County 11th St in Fortuna Foothills
Red Riking Need a connection from the Canal Path to the road to allow access to the Maul and the softbail park Riking This road is used by bicycles that are taking Avenue A to the 40th street entrance to the Canal path. It needs either bick lank Siking This road is used by bicycles that are taking Avenue A to the 40th street entrance to the Canal path. It needs either bick lank Siking The shoulder going east [Downhill past where the fence becomes a wall) has a surface so rutted that it is almost impossible 32,6578 141,634008 2429 W County 14th St, Yuma, AZ 85365, USA East Yuma Interstale & east of border patrol checkpoint Ratio William Ratio Willia	B26	Biking	Going east downhill starting about a miles after the fence stops and the wall begins, the shoulder's surface is so rutted that	32.6646	-114.319181 I-8, Yuma, AZ 85367, USA	East Yuma	Interstate 8 west of Ligurta
Bishing This road is used by bicycles that are taking Avenue A to the 40th street entrance to the Canal path. It needs either bike lank 3 3.67887 114.634008 2429 W County 14th St, Yuma, AZ 85367, USA	B27	Biking	I would like to see a bike lane along 32nd street east and west connecting to the bike/pedestrian path at the Airport.	32.66764	-114.665901 3289 S Appaloosa Way, Yuma, AZ 85365, US	A Yuma	32nd Street from Avenue C to Airport
Biking The shoulder going east (Downhill past where the fence becomes a wall) has a surface so rutted that it is almost impossible 32,65759 1.14.341669 8, Yuma, AZ 85367, USA Vama According to the traffic signal is too quick in low traffic volume for a bicyclist to cross the intersection on the green light. Timing needs to 32,69872 1.14.65980 1.055 Nacrific Ave, Yuma, AZ 85365, USA Vama According to the Vama	B28	Biking	Need a connection from the Canal Path to the road to allow access to the Maul and the softball park	32.71707	-114.598475 Memorial Park, E Levee Rd, Yuma, AZ 85364	, Yuma	Pacific Ave & Levee Road
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Biking Crossing 1st at avenue A is extremely dangerous on a bicycle. I have almost been hit numerous times this winter. 32.72522 114.59801 1615 5 Pacific Ave, Yuma, AZ 85364, USA Yuma Pacific Ave, A 15 Street Avenue A is extremely dangerous on a bicycle. I have almost been hit numerous times this winter. 32.72522 114.59801 1615 5 Pacific Ave, Yuma, AZ 85364, USA Yuma Pacific Ave, A 250 Avenue A 250 Aven							
B33 Biking Bike lane is consistently full of parked cars making it impossible to safely commute using designated bike lanes. 32,872 14,632003 109; W 1st St, Yuma, AZ 83364, USA Yuma 2nd Street sea of Avenue A 8 ist Street 32,6373 1416,32302 12157 511th Ave, Yuma, AZ 83364, USA Yuma 2nd Street sea of Avenue A 8 ist Street 32,6373 1416,33232 14112 1/25 11th Ave, Yuma, AZ 83364, USA Yuma 2nd Street sea of Avenue A 8 ist Street 32,6373 1416,33232 14112 1/25 11th Ave, Yuma, AZ 83364, USA Yuma 2nd Street sea of Avenue A 8 ist Street 32,6373 1416,33232 14112 1/25 141th Ave, Yuma, AZ 83364, USA Yuma 2nd Street sea of Avenue A 8 ist Street 32,6373 1416,33232 14112 1/25 141th Ave, Yuma, AZ 83364, USA Yuma 2nd Street sea of Avenue A 8 ist Street 32,6373 1416,33232 14112 1/25 141th Ave, Yuma, AZ 83364, USA Yuma 2nd Street sea of Avenue A 8 ist Street 32,6373 1416,33232 14112 1/25 141th Ave, Yuma, AZ 83364, USA Yuma 1416,3323 1416 1416 1416 1416 1416 1416 1416 141		-					·
B34 Biking Need bike line for children to cycle to school Need bike line for children to cycle to school Silving Need bike line for children to cycle to school 32.65372 114.632062 2157 S 11th Ave, Yuma, AZ 85365, USA East Yuma County 12th St & Ave 51/2 E, South of County 12th St & Ave 51/2 E, Sout							
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G06 Comments 40th Street is riddled with potholes. While I understand it is on the City's list to remove/replace in the next couple of years, 32.65504 -114.619804 141 W 40th St, Yuma, AZ 85365, USA Yuma 40th Street west of Yuma Airport		Comments				Yuma	
	G05	Comments	The section of 23rd St along Woodard Jr High needs to be designated as a school zone, and a crosswalk needs to be installed	32.6858	-114.629106 802 W Cortez Ln, Yuma, AZ 85364, USA	Yuma	23rd street & 8th Avenue
G07 Comments South Arizona Avenue is riddled with potholes. While I understand it is on the City's list to remove/replace next year, I woul 32.6653 -114.615826 3420 S Arizona Ave, Yuma, AZ 85365, USA Yuma Arizona Ave north of Yuma Airport	G06	Comments	40th Street is riddled with potholes. While I understand it is on the City's list to remove/replace in the next couple of years,			Yuma	40th Street west of Yuma Airport
	G07	Comments	South Arizona Avenue is riddled with potholes. While I understand it is on the City's list to remove/replace next year, I would	32.6653	-114.615826 3420 S Arizona Ave, Yuma, AZ 85365, USA	Yuma	Arizona Ave north of Yuma Airport

YMPO Bicycle and Pedestrian Study Social Pinpoint Comments

No	Type of Comment	Comment	Latitude	Longitude Route	Area	Location
NO.	Type of comment		Latitude	Longitude Route	Alea	Location
		Driving a vehicle should not be the only way for kids and families to get to their closest neighborhood park.				
000			00.504	444 CCT004 OFFO C 0011 D V		
G08	Comments	I look forward to our feedback.	32.681	-114.667091 2558 S 39th Dr, Yuma, AZ 85364, USA	None	None
		. Perhaps students would ride their bikes or walk to the HS is there was a connection.				
		I would strongly encourage, as a high priority, connecting the bike paths that dead end at Ave. C and 24th St. to the afore				
		mentioned developments. There is an opportunity to connect these children and families to the closest COY park.				
		I support bike paths and biking in Yuma but think the families on the West side of Yuma have been overlooked in the				
G09	Comments	overall plan. Driving a vehicle should not be the onl	32.6819	-114.6668 3926 W 25th Pl, Yuma, AZ 85364, USA	None	None
		The bike path within Barkley Ranch dead ends at the gravel (sometimes obstructed shoulder) on Ave D and at Mesquite				
		Elementary School. Crane Middle School has a bike path going into Barkley Ranch on the N. side of 32nd St. The pathway				
		across from the middle school (on the S. side of 32nd St.) dead ends at Ave. C.				
		The result is an island of families bounded by 24th St., 32nd St., Ave. C and Ave. D. with no connection to existing paths or				
G10	Comments	sidewalks to go to the park or to Cibola HS.	32.67972	-114.667229 3963 W 26th St, Yuma, AZ 85364, USA	Yuma	Barkley Ranch Neighborhood
		As per article in Sun I tried the website to give input regarding safety concerns. I was not successful in navigating the site				
		menu.				
		I would like to give you my concerns regarding pedestrian and bicycle safety plans.				
		West of Ave. C there is a void in safe connectivity to COY Valley Park E of Ave C. and the families living W of Ave. C. There is				
		only a loose gravel shoulder connecting Park West, Barkley Ranch, Barkley Estates, La Quinta, and Falls Ranch				
G11	Comments	developments to 24th St. The bike path		-114.66783 2648 S 39th Dr, Yuma, AZ 85364, USA	Yuma	Avenue C at Valley Park
G12	Comments	Needs a traffic light here or some kind of light for school kids that cross here		-114.667241 3993 W 18th St, Yuma, AZ 85364, USA	Yuma	Avenue C & 18th Street
W01	Walking	No crosswalk for kids to cross for school.		-114.53805 5511 E 39th Ln, Yuma, AZ 85365, USA		a County 12th St & Ave 51/2 E
W02	Walking	No side walk to walk to school, no cross walk for kids to cross at.		-114.538121 4262 1/2 S Ave 5 1/2 E, Yuma, AZ 85365, U	SA East Yum	
W03	Walking	It is so dark at this intersection which is right next to the park. I worry all the time that someone will step out in front of me			Yuma	20th Street & 45th Ave
W04	Walking	Many dog-owners don't keep their dogs on leashes in this area. Makes it unnerving to walk around this area, let alone v				a Del Montes & Via Estrella
W05	Walking	Students nearly get hit in this intersection every school day in the morning and afternoon. This intersection is in desperate r		-114.50869 24th Street @ College Avenue, Yuma, AZ 8	3 East Yum	
W06	Walking	You have to step off of the sidewalk and walk across gravel to access the button to activate the walk signal. Not everyone is			Yuma	Avenue b & 28th St
W07	Walking	The speed limit at this location is 35mph. Unfortunately a lot of drivers do not respect this speed limit and even more unfor		-114.756532 Juan Sanchez Boulevard @ 9th Avenue, Ari	zo San Luis	Juan Sanchez Blvd & 9th Ave
W08	Walking	The whole of 12th street between Ave C and D is very dangerous for pedestrians and bike riders as it is a very busy street.		-114.673855 4384 W 12th Pl, Yuma, AZ 85364, USA	Yuma	12th Street between Avenue C & D
W09	Walking	People crossing in the middle of the street and no pedestrian crossing		-114.782324 766 Main St, San Luis, AZ 85349, USA	San Luis	Main St North of Urtuzuastegui St
W10	Walking	People crossing the road in the middle of a street	32.48908	-114.781154 623 William Brooks Ave, San Luis, AZ 85349	, l San Luis	William Brooks Ave north of B Street
W11	Walking	People crossing without looking	32.48697	-114.781122 722 Urtuzuastegui St, San Luis, AZ 85349, L	S/San Luis	Urtuzuastegui St & William Brooks Ave
W12	Walking	People just cross with out looking if cars are coming	32.48698	-114.78124 722 Urtuzuastegui St, San Luis, AZ 85349, L	S/San Luis	Urtuzuastegui St & William Brooks Ave
W13	Walking	People cross the streets from not using the pedestrian walkways		-114.782313 503 Main St, San Luis, AZ 85349, USA	San Luis	Urtuzuastegui St & Main St
W14	Walking	There is no supervision for these kids crossing the street. Just because its high school age does make them safe walkers. Ma			64 Yuma	Avenue A & 28th St
W15	Walking	On 32nd st, roughly from Walmart to the Airport, there are few safe areas to walk or bike without having to do it in the dese			East Yum	a 32nd Street from Walmart to Airport
W16	Walking	There are several schools in this area and there is not school speed zones on 16th St. and Avenue C where these schools are	32.6966	-114.667089 3990 W 17th Pl, Yuma, AZ 85364, USA	Yuma	Near Desert View Academy
		Lots of people take the bus and walk to the Yuma Community Food Bank and they cross the busy 24th street. We need a				
		crosswalk from the bus stations south to north on 24th at.				
W17	Walking	The students at Yuma Lutheran volunteer at the food Bank and cross the busy street twice a week. Very dangerous.		-114.597031 24th Street - Across Melody Lane, Arizona	35: Yuma	24th Street & Melody Lane
W18	Walking	Sidewalk disappears on one side of the road.		-114.615877 2155 S Arizona Ave, Yuma, AZ 85364, USA	Yuma	Arizona Ave north of 22nd St
W19	Walking	Would love to see a pedestrian stoplight across Ave C here. Eventually, someone is going to get hurt during the after-school		-114.66761 Avenue C @ 18th Street, Yuma, AZ 85364,	JS Yuma	Avenue C & 18th Street
W20	Walking	In the last few weeks I have noticed a very large increase in pedestrians attempting to jaywalk across 4th avenue, dodging the		-114.62461 2361 S 4th Ave, Yuma, AZ 85364, USA	Yuma	4th Avenue north of 24th St
W21	Walking	There is a brand new crosswalk at the bottom of the hill on 6E just north of the canal - when travelling north on the hill, spe		-114.529728 4474 S Jasmine Ave, Yuma, AZ 85365, USA	East Yum	a 6E north of canal (near dorothy hall school)
W22	Walking	People don't pay any attention at all to the pedestrian walk signals. As soon as the traffic signal turns green they usually go		-114.633255 1216 S Avenue A, Yuma, AZ 85364, USA	Yuma	Avenue A & 24th St
W23	Walking	We need a cross walk for the high school kids. I've seen several times children almost getting hit by cars.	32.68467	-114.50854 24th Street @ College Avenue, Yuma, AZ 8		
W24	Walking	Lack of sidewalks within Rosewood (entire neighborhood) is causing people to walk, ride and even use motorized chairs in t	32.6811	-114.629266 820 W Rosewood Dr, Yuma, AZ 85364, USA		Rosewood Dr & 8th Ave (entire neighborhood)
W25	Walking	Agree that Avenida Compadres needs speed control (perhaps increased police presence) & wider shoulder area, but should				O Avienda Compadres north of I-8

YMPO Bicycle and Pedestrian Study Social Pinpoint Comments

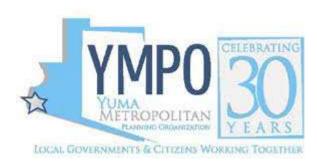
No.	Type of Comment	Comment	Latitude Longitude Route	Area Location
		avenida compadres needs safety pedestrian/bike four foot safety corridor along east side to accommodate los amigos		
		residents traveling back and forth to clubhouse/pool/etc.		
W26	Walking	Also need 25MPM compatible speed bumps/dips to control speeders, a real safety issue!	32.67338 -114.457197 13138 E 51st Pl, Yuma, AZ 85367, USA	Fortuna Fo Avienda Compadres north of I-8
W27	Walking	There is limited shoulder or pedestrian and bike path from 24th street (park west to Livingston ranch.	32.69541 -114.665282 3786 W 18th St, Yuma, AZ 85364, USA	Yuma 38th Ave & 18th St?
W28	Walking	sidewalks are needed for pedestrian safety.	32.66656 -114.452734 10501 E 34th St, Yuma, AZ 85365, USA	Fortuna Fo Payson Dr South of I8
W29	Walking	No sidewalks/shoulders make this road dangerous for walking or bicycling.	32.67019 -114.468495 9515 E 32nd St, Yuma, AZ 85365, USA	Fortuna Fo County 11th St in Fortuna Foothills

Appendix B

YMPO Bicycle and Pedestrian Design Guidelines, 2019

2019

Bicycle and Pedestrian Design Guidelines







Yuma Metropolitan Planning Organization
November 2019

By: Greenlight Traffic Engineering

General

1.1. Purpose

The purpose of this document is to provide a set of uniform standards for designing bicycle and pedestrian facilities in the greater Yuma region. These standards are intended to promote safety, efficiency, accessibility and comfort for the intended users of the facilities, and to create consistency in the design and application of bicycle and pedestrian facilities across the region.

The design guidelines outlined in the subsequent sections are intended to supplement, but not replace, the professional judgement of the engineer or planner. While every effort was made to outline all possible roadway geometries and applications, the potential for a unique situation is always present and may require deviations from the practices outlined here. In these cases, engineering judgement and collaboration between designers and local agency representatives should be used to determine the most optimal design solution.

1.2. Resources

The following resources were consulted in developing these design guidelines.

- AASHTO Guide for the Development of Bicycle Facilities, Fourth Edition
- NACTO Urban Bikeway Design Guide, Second Edition
- FHWA Small Town and Rural Multimodal Networks, December 2016

2. Classifications

The following classifications for land and roadway are important characteristics to know when designing for bicycle and pedestrian facilities. These classifications will help determine which facility type is most appropriate for a specific application.

2.1. Urban vs. Rural

The United States Census Bureau provides the standard delineation between urban and rural areas. The Census Bureau identifies urban areas as those with a population of 50,000 more, and urban clusters as a population of at least 2,500 and less than 50,000 people.

Rural areas include all residences, commercial zones and uninhabited land that do not qualify as an urban area or urban cluster (i.e. – areas having a population of less than 2,500).

The roadway networks and travel patterns are vastly different between urban and rural settings. The characteristics of rural areas can vary greatly across different regions, however, there are some common trends that can typically be observed in rural areas:

- Long Travel Distance: The distances between points of interest tend to be much greater in rural areas than urban.
- Income Disparity: Urban households are shown to earn over 30 percent more annually than rural households.
- Chronic Health Concerns: Rural areas tend to have lower rates of physical activity and higher rates of chronic disease.
- Crash Severity: Crashes that occur on rural roadways tend to be at higher speeds and are more likely to result in injury or death.

2.2. Roadways

Roadway functional classification is a system used to identify a type of roadway based on the service that it provides to its motorized users. Functional classification assigns a hierarchy to the roads in a region's network and is used for planning and design, as design standards are often designated by functional classification.

Table 1 shows functional classifications of some typical roadway systems seen across the Yuma region. The table also provides some general characteristics that can be used to determine the functional classification of a roadway, and to see how the functional classifications relate to one another.

Table 1: Typical Functional Classifications and Characteristics

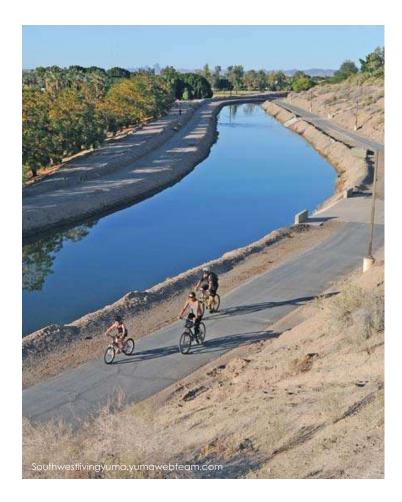
Functional Classification	Speed (mph) 1	Volumes	Number of Lanes	Access Points
Interstate/Freeway	55-75	High	High	High
Arterial/Highway	40-60	ı		
Collector	35-55	↓	\	\
Local	20-45	Low	Low	Low

^{1.} FHWA Road Function Classifications, November 2000

As seen in the table, the roadway types tend to vary from high volume, high speed (Interstates) to low volume, low speed (Iocal roads). In general, as the volumes, speeds and number of lanes decreases, the access of that roadway tends to increase. The primary purpose of interstates, for example, is to provide connectivity between regions, cities and states. These types of roadways are not typically designed for multi-modal travel and do not facilitate easy access to adjacent land uses. In contrast, local roads are established to provide direct access to adjacent land uses, but their low speeds and number of lanes do not promote efficient motorized travel across long distances.

3. Design Guidelines

The recommended bicycle and pedestrian facilities for the Yuma region are outlined in the section below. The facilities are broken down by user type and the recommended application of each facility is called out for each.



BIKE LANES
BIKE BOULEVARD
PAVED SHOULDERS
CYCLE TRACKS

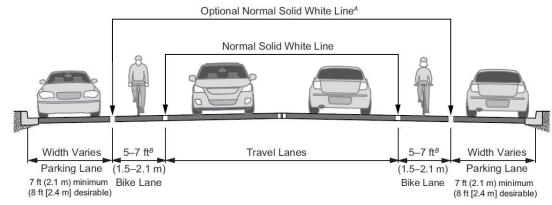
BICYCLE FACILITIES

BIKE LANES

Bicycle lanes are dedicated facilities intended for preferential use by bicyclists. They are a dedicated portion of a roadway, typically found adjacent to the outside lanes of the roadway. These facilities are used to carry bicycle traffic in the same direction as the vehicular traffic in adjacent lanes.

Bicycle lanes promote safety as they put the bicyclist in a position where they are most likely to be seen by vehicles entering or exiting a roadway.

Bicycle lanes are typically installed on two-way streets and are delineated by pavement markings. Bicycle lanes can be supplemented with identifying or wayfinding signage.



AASHTO Guide for the Development of Bicycle Facilities, 2012







RECOMMENDED APPLICATION

Roadways	Arterial ⊠	Collector ⊠	Local 🗆
Area	Urban ⊠	Rural ⊠	

BEST PRACTICE

Bicycle lanes are most effective when applied in urban areas or in rural areas with high potential for bicycle traffic. They can be used on roadways with or without street parking where the pavement is in good condition (typically free of cracks, debris, standing water or other obstructions).

CHALLENGES

- Bicycle lanes require more maintenance than paved shoulders or other low impact facilities. Users expect that bicycle lanes will be in good repair and free of debris and obstructions.
- Bicycle lanes require continuous segments of uninterrupted facilities. It may be difficult in some areas, especially urban areas where the roadways may be narrower, to maintain the minimum recommended width for the duration of the entire bicycle lane. Consider a road diet to accommodate necessary bike lane widths.

DESIGN CONSIDERATIONS

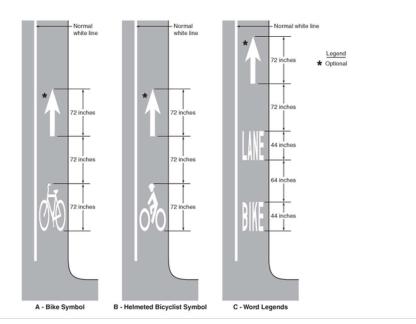
Width	Measured from center of lane line to edge of pavement. 4 ft minimum, 6 ft preferred. Increase bicycle lane width on high volume, high speed roadways or roadways with onstreet parking.	
Signage	Optional MUTCD R3-17 (Bike Lane) signage with "Ahead" or "Ends" plaque can be used to show the beginning or end of the bicycle lane. R3-17 sign can be placed at specified intervals along the bike lane based on engineering judgement. R7-9 (No Parking Bike Lane) signs can be installed in urban centers where vehicles may tend to park or stop in the bicycle lane.	BIKE LANE R3-17 R3-17

Pavement Marking

Required

A solid white line should delineate the bicycle lane from the adjacent travel lane. A dashed white line can be used at driveway, turn-lane or bus-bay openings.

Place bicycle marking symbols at the beginning of bicycle lanes, after intersections and driveways and prior to crosswalks.



Physical Separation

Optional

Can use bollards, flexible delineators, medians or other physical barriers to separate the bicycle lane from the adjacent travel lane.

Can use white paint to create a "buffer zone" between bicycles and vehicles, in place of a physical buffer.



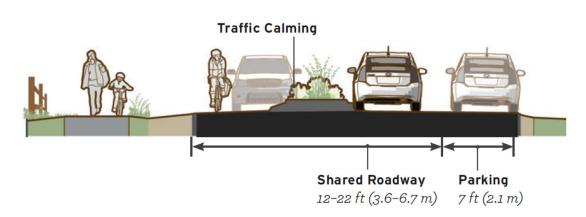
Other

Do not use raised pavement markers or rumble strips within bicycle lanes.

BIKE BOULEVARD

Bicycle boulevards are low-volume, low-speed roadways that have been adapted through signing, pavement marking and, in some cases, road diets to accommodate bicycle traffic. These are shared roadway facilities that allow bicycles and vehicles to utilize the same travel space.

These facilities are beneficial in urban areas where the connections between points of interest or other bicycle facilities are not substantial (less than approximately 5 miles). Bicycle boulevards are intended to provide comfortable and safe travel to bicyclists and to connect points of interest.



FHWA Small Town and Rural Multimodal Networks, December 2016







RECOMMENDED APPLICATION

Roadways	Arterial □	Collector ⊠	Local ⊠
Area	Urban ⊠	Rural □	

BEST PRACTICE

Bike boulevards are most helpful on low volume, low speed roads with heavy bicycle traffic. Bike boulevards establish a mixed-use facility designed to give priority to bicycle traffic. These facilities can also be less visually and physically interrupting than bike lanes or other separated facilities in areas where aesthetics is a concern. Bicycle boulevards are best implemented as connections between neighborhoods, urban centers or points of interest.

CHALLENGES

- Wrong-way riding can cause additional safety concerns in areas where bicycles and vehicles are sharing the travel lane.
- May not be as safe or effective in areas with low lighting.

DESIGN CONSIDERATIONS

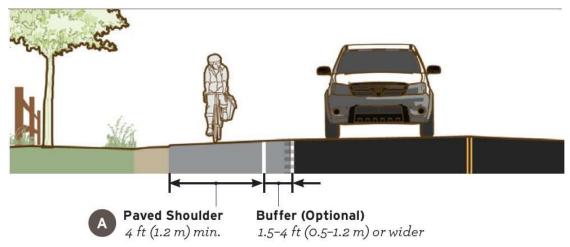
Width	Measured from center of lane line to edge of pavement, or from edge of pavement to edge of pavement. 12 ft minimum		
Signage	Optional Best when paired with bicycle wayfinding signage (MUTCD D11 series). These signs assist with bicycle wayfinding and help alert drivers to the presence of the bicycle boulevard. May also include turn signage (MUTCD D1 or D11 series)	TO Downtown MUTCD D11-1c	Stadium 6 → MUTCD D1-1c

Pavement Marking	Required Place bicycle boulevard shared lane identifying markings ("Sharrows") at the beginning and along specified intervals of the bicycle boulevard. Markings should be large enough to be visible by all users.	Bicycle boulevard shared lane markings - pdx.edu
Physical Separation	Not recommended Physical separation prohibits roadway users from safely and easily passing one another.	
Other	None	

PAVED SHOULDERS

Paved shoulders are an extension of a paved roadway that allow for additional space on the outside of vehicle travel lanes. This additional pavement can extend the service life of the pavement by reducing edge deterioration. In addition, this space can be utilized by bicyclists, specifically on high-speed roads where other bicycle facilities are not present.

These facilities are beneficial in rural areas where higher cost and higher maintenance facilities may not be practical. Paved shoulders are intended to provide comfortable and safe travel to bicyclists while still allowing functional space for disabled vehicles.



FHWA Small Town and Rural Multimodal Networks, December 2016







RECOMMENDED APPLICATION

Roadways	Arterial ⊠	Collector □	Local 🗆
Area	Urban □	Rural ⊠	

BEST PRACTICE

Paved shoulders are most beneficial on high volume and/or high-speed roads with moderate to heavy bicycle traffic. Paved shoulders allow bicyclists to use the space while still providing a location for disabled vehicles to pull off in case of an emergency or break-down. Paved shoulders are a relatively low-cost option to add bicycle facilities when installing dedicated bicycle lanes or other practices is not feasible or practical. In areas where bicycles are already riding on the roadway, paved shoulders can help reduce incidents where bicycles are struck from behind by a motor vehicle.

CHALLENGES

- Requires a wide roadway.
- Shoulder rumble strips can interfere with the performance of the paved shoulder as a bicycle travel lane.

DESIGN CONSIDERATIONS

Width	Measured from center of edge line to edge of pavement. 4 ft minimum 5 ft minimum where roadside barrier (guardrail, curb, etc.) is present Recommend increased shoulder width on high bicycle volume or high-speed roads.	
Signage	Optional Can use Bicycle Route Signage (MUTCD D11 Series signs)	MUTCD D11 Series BIKE ROUTE

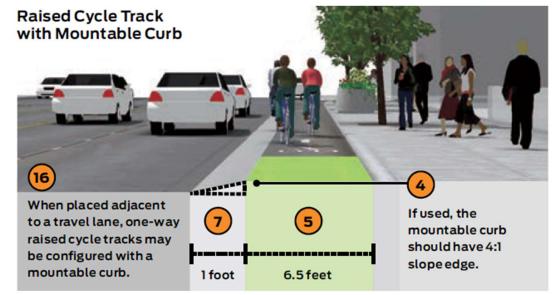
Pavement Marking	Required 8-inch white line separating vehicle travel lanes and paved shoulder. Can use pavement marking to create a buffer between vehicle lanes and shoulder. Buffer width should be between 18 inches and 4 feet.	Paved edgeline with buffered zone, ruraldesignguide.com
Physical Separation	None Physical separation is prohibited. Paved shoulders are not intended for the exclusive use of bicycles.	
Other	Rumble strips are not recommended unless there is at least 4 ft of available clear space from the rumble strip to the outside pavement edge. If rumble strips are applied, 12 ft long entrance/exit gaps should be provided every 40-60 ft. Can consider contrasting pavement colors on shoulder to further delineate from vehicle travel lanes and prevent vehicle encroachment.	Contrasting shoulder color – ruraldesignguide.com

CYCLE TRACK

Cycle tracks are dedicated facilities intended for preferential use by bicyclists. They are a dedicated portion of a roadway, typically found adjacent to the outside lanes of the roadway, that are physically separated from the roadway travel lanes through bollards, curbs, or other methods.

These facilities are used to carry bicycle traffic in the same direction as the vehicular traffic in adjacent lanes. Cycle tracks can be one-way on either side of a roadway, or two-way and installed on one side of a roadway.

Cycle tracks are typically installed on two-way streets and are delineated by pavement markings and vertical barriers. Cycle tracks can be supplemented with identifying or wayfinding signage.



NACTO Urban Bikeway Design Guide, Second Edition







RECOMMENDED APPLICATION

Roadways	Arterial ⊠	Collector ⊠	Local 🗆
Area	Urban ⊠	Rural □	

BEST PRACTICE

Cycle tracks are most effective in locations where a bicycle lane would be installed, but additional physical separation of the bicyclists from adjacent vehicles is recommended for rider comfort and safety. Cycle tracks are most effective when applied in urban areas with high potential for bicycle traffic. They can be used on roadways with or without street parking where the pavement is in good condition (typically free of cracks, debris, standing water or other obstructions).

CHALLENGES

- Maintenance may be more difficult. The type of barrier separating the cycle track from the vehicle travel lane may restrict certain maintenance vehicles (street sweepers) from entering.
- Cycle tracks have a tendency to collect leaves and other debris so they may require more maintenance than other bicycle facilities.
- Cycle tracks require additional right-of-way which may be limited in certain urban areas.

DESIGN CONSIDERATIONS

Width	Measured from outside edge of physical barrier to edge of pavement. One-way cycle track – 6.5 ft typical, 5 ft at pinch points and intersection approaches as needed Two-way cycle track – 12 ft typ., 8.5 ft at pinch points and intersection approaches as needed Physical Barrier width – 3 ft typ.		
Signage	Optional "Bike Lane" sign (MUTCD R3-17) may be used to designate the portion of the street for referential use by bicyclists. A supplemental "No Cars" (MUTCD R5-3) selective exclusion sign may be added for further clarification.	BIKE LANE MUTCD R3-17	NO MOTOR VEHICLES

Pavement Marking

Required (Optional when used in conjunction with curb)

Solid white line striping width shall be a minimum of 6 inches adjacent to motor vehicle travel lanes.

Dotted lines should be 2-foot lines with 2 to 6 foot spacing. 14 to 20-inch square "Elephant's Feet" markings may be used as an alternative to dotted line extensions to offer increased visibility.

Bicycle lane word, symbol, and/or arrow markings (MUTCD Figure 9C-3) shall be placed at the beginning of a cycle track and at periodic intervals along the facility based on engineering

judgment.

Colored paint/pavement may be used to further define the bicycle space.









Dotted Line Extensions

hared Lane Markings

Colored Conflict Area

Elephant's Feet

Cycle track lane marking examples – NACTO Urban Bikeway Design Guide

Physical Separation

Required

Physical separation can be achieved through curbs, parking lanes, planters, bollards, raised medians, etc.

Cycle tracks can also be raised above the payement.

If curb is used to separate the cycle track from the vehicle travel lanes, it can be a mountable curb.



Other

None



PEDESTRIAN FACILITIES

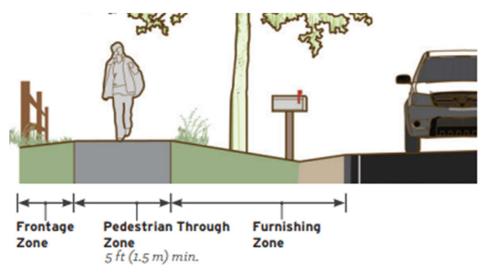
SIDEWALKS
CROSSWALKS
SIDEPATH
PEDESTRIAN HYBRID BEACON (HAWKS)

SIDEWALKS

Sidewalks are dedicated facilities primarily intended for preferential use by pedestrians. They are a dedicated area within public right-of-way that is separated from the roadway vehicles. These facilities are used to improve the mobility and accessibility of pedestrians to any destination roadway users may choose to walk.

Sidewalks dramatically increase the safety of pedestrians as it provides them a safe offset from the roadway from which they have should access to their destination.

Sidewalks are typically installed along both sides of all urban roads, however they are applicable along many rural roadways as well. Regardless of location, a sidewalk must provide ample separation from the roadway.



FHWA Small Town and Rural Multimodal Networks, December 2016







RECOMMENDED APPLICATION

Roadways	Arterial ⊠	Collector ⊠	Local ⊠
Area	Urban ⊠	Rural ⊠	

BEST PRACTICE

Sidewalks must be considered in all urban areas regardless of roadway classification. In rural areas, they are recommended at any location with high potential for pedestrian traffic, especially when connecting points of interest such as neighborhoods and shopping centers. They must have a minimum clearance from the roadway and providing a buffer area between the road and sidewalk is always encouraged to ensure pedestrian safety.

CHALLENGES

• Sidewalks, especially those in areas with extreme weather conditions, require maintenance in order to ensure that the walkway is free from hazards such as significant cracking and sand, such that it is traversable for all facility users.

DESIGN CONSIDERATIONS

Width	Measured from back of curb to edge of sidewalk. 4 ft minimum, 8 ft preferred. If sidewalk is less than 5 ft wide passing spaces must be constructed at set intervals per ADA standards. Width requirements can vary greatly in shopping districts, up to 40 ft minimum.	fhwa.dot.gov
Signage	None	
Pavement Marking	None	

Physical Separation

Recommended

Buffer areas or "furniture zones" provide additional levels of safety for pedestrians as well as increase the aesthetic value of the area. These can be filled with landscaping, utility poles, business signs, etc.

The minimum recommended buffer area width is 5 ft; however, 10 ft of buffer is preferred.

On-street parking also provides good physical separation from the sidewalk in urban areas.

Physical separation must also be provided between commercial areas and the sidewalk in urban environments, called the "frontage zone".

The frontage zone must allow a minimum of 1 ft between the sidewalk and private or commercial property; however, 3 ft is preferred.



Other

Cross slopes must be 2% or less in order to ensure accessibility.

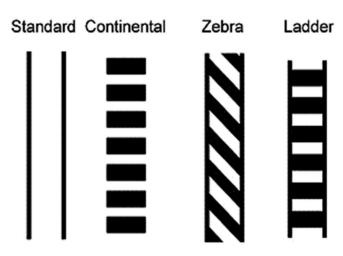
fhwa.dot.gov

CROSSWALKS

Crosswalks are facilities primarily intended for pedestrians typically composed of pavement markings and supplemental signage which indicate where pedestrians and bicyclists can cross the road. Crosswalks can be placed at locations which delineate the preferred pedestrian path across the roadway, as determined by an engineering study.

Crosswalks promote safety as they give motorists clear visual cues to where pedestrians should be expected to cross their path.

Crosswalks can be supplemented with identifying or wayfinding signage.



safety.fhwa.dot.gov







RECOMMENDED APPLICATION

Roadways	Arterial ⊠	Collector ⊠	Local ⊠
Area	Urban ⊠	Rural ⊠	

BEST PRACTICE

Crosswalks may be employed in either urban areas or rural areas at locations where a preferred pedestrian path is to be delineated. These locations include at signalized intersections or stop signs, non-signalized street crossings in designated school zones, and at non-signalized locations at which engineering judgement deems a crosswalk desirable based upon pedestrian exposure, roadway geometry, and traffic volumes.

CHALLENGES

• Crosswalks are exposed to traffic daily and as such can become worn, making them less visible to drivers over time. This should be combated through maintenance when markings begin to fade. When possible, crosswalk marking spacing should be designed such that it avoids the typical wheel path, reducing the wear on the markings and extending their life.

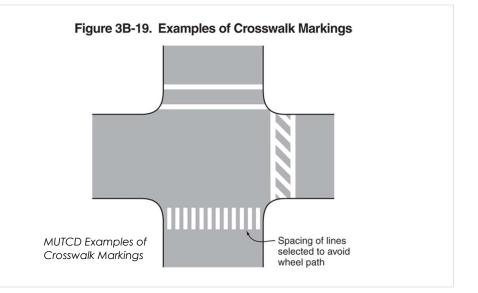
DESIGN CONSIDERATIONS

Width

Measured from edge to edge of a single stripe. Individual crosswalk markings have a 6 in minimum, 24 in maximum.

When employed on both sides of a crossing, markings should extend across the full width of pavement or to the edge of an intersecting crosswalk.

The width of the crossing must be at least 6 ft.



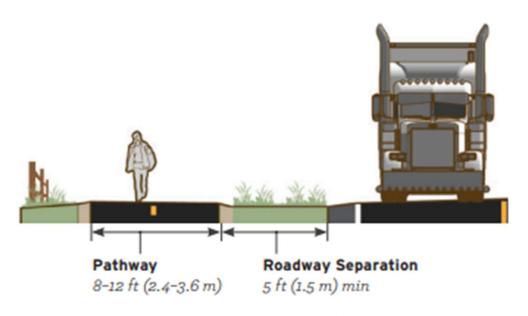
Signage	Optional ADOT R1-6AZ or R1-6aAZ (In-Street Pedestrian Crossing) signage can be added to bring further attention to the crosswalk and increase pedestrian safety. MUTCD R9-2 (Cross only at crosswalk) sign can be placed in order to encourage pedestrians to utilize crosswalk. If at a signalized intersection, additional signage for pedestrian head indications can be included such as ADOT R10-2 (Cross only on walk signal) or R10-4 (Pedestrian traffic signal). In a school zone, MUTCD S1-1 signage should be used in order to increase pedestrian safety and driver awareness to school zone crosswalks in the area. At all other locations MUTCD W11-2 is recommended to increase driver awareness if supplemented with an MUTCD R1-5 series sign.	CROSS ONLY AT CROSS WALKS R1-6AZ R9-2 R10-2 R10-4 CROSS ONLY ON FOR GREEN SIGNAL R10-4 R10-4 R10-4 R1-5b
Pavement Marking	Required Crosswalks shall consist of solid white lines unless in a school zone where markings shall be yellow. Standard crosswalks are composed of two parallel lines. High visibility crosswalks can be employed in place of standard crosswalks in styles such as the ladder, continental, or zebra. In place of traditional white paint, high visibility crosswalks will use high visibility paint or epoxy embedded with reflective beads.	STOP WHEN CHILDREN IN ROSSWALK Safety.fhwa.dot.gov Mike Cynecki
Physical Separation	None	
Other	Raised crosswalks can also be considered as a traffic calming measure. They allow pedestrians to cross without a grade change, elevate pedestrians for increased visibility and slow motorists.	

SIDEPATH

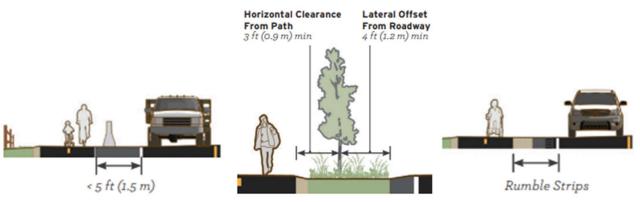
Sidepaths are facilities which are intended for the shared use between pedestrians and bicyclists. It is a facility that is physically separated from the roadway and can be further separated using median barriers or rumble strips.

Sidepaths are most beneficial along high-speed arterials which connect major points of interest within a roadway network. These paths provide an increased level of safety and accessibility to both pedestrians and bicyclists when compared to methods such as paved shoulders due to the physical separation from the roadway.

At points where sidepaths intersect a roadway there are many methods to employ in order to increase safety and visibility of the vulnerable roadway users. These include high visibility crosswalks, intersection geometry which encourages slower vehicular travel, and clear signage to alert drivers of an approaching pedestrian or bicycle crossing.



FHWA Small Town and Rural Multimodal Networks, December 2016



FHWA Small Town and Rural Multimodal Networks, December 2016

RECOMMENDED APPLICATION

Roadways	Arterial ⊠	Collector ⊠	Local 🗆
Area	Urban □	Rural ⊠	

BEST PRACTICE

Sidepaths are most commonly employed along rural high-speed, high-volume corridors. At these locations, a sidepath may be the preferred facility over paved shoulders due to the increase in comfort, safety, and accessibility for all vulnerable roadway users. Design details should be made using engineering judgment based on adjacent roadway speeds and volumes, desired user comfort and available right-of-way.

CHALLENGES

- Sidepaths require significant land use in order to achieve ample separation and pathway area outside of the adjacent roadway.
- As sidepaths are typically located in rural areas, there may be significant vegetation that can lead to path blockage if not properly maintained.

DESIGN CONSIDERATIONS

Width	Measured from edge to edge of pathway. Path must be 8 ft minimum, 10 ft is preferred. Path separation from roadway varies based on speed and configuration of adjacent roadway. Minimum separation is 5 ft, 6.5 ft is preferred.				
Signage	Optional MUTCD R1-5 series (Pedestrian traffic) should be employed if a side paths intersect a roadway in order to ensure awareness and safety. MUTCD W11-2 and W11-15 signage should be included to increase driver awareness. If wayfinding signage is included for sidepath users, it must be placed such that it is not interpreted as guidance for roadway travel lanes.	HERE TO TO	HERE TO PEDESTRIANS R1-5a W11-2	R1-5b W11-15	FOR PEDESTRIANS R1-5C

Pavement Marking

Optional

If there is significant bi-directional traffic, consider a dashed yellow centerline.

If significant evening use is expected, consider edge line markings to increase visibility for path users.



Physical Separation

Required

At least 5 ft of physical separation is required from the roadway.

If the 5 ft minimum cannot be met it can be accommodated using a physical barrier between the sidepath and the roadway.



Other

None

PEDESTRIAN HYBRID BEACON (HAWK)

Pedestrian hybrid beacons, also commonly known as a High intensity Activated crosswalk or HAWK, is a traffic control device designed primarily for the use of pedestrians but extends to bicyclists as well. HAWKs are employed to supplement the use of crosswalks to further increase the level of safety provided to pedestrians and bicyclists.

HAWKs are most commonly employed at unsignalized locations in order to assist pedestrians in crossing a street or highway at a desired location. The HAWK is not a stand-alone facility and should never be employed without the use of high-visibility crosswalk markings as well as specific signage in order to ensure driver attention.

Use of the HAWK has proven extremely successful in reducing pedestrian and total crashes as well as crash severity upon implementation.



fhwa.dot.gov







RECOMMENDED APPLICATION

Roadways	Arterial ⊠	Collector ⊠	Local 🗆
Area	Urban ⊠	Rural □	

BEST PRACTICE

Pedestrian hybrid beacons should be considered to facilitate pedestrian crossings at locations which a traffic signal is not warranted or undesirable. The use of pedestrian hybrid beacons should always be accompanied by high-visibility crosswalks and appropriate signage where pedestrians are intended to enter or cross a street or highway.

CHALLENGES

- Pedestrian hybrid beacons require significant sight distance for both drivers and pedestrians and as such determination of a location which affords the required amount of clear space can be difficult.
- Placement of pedestrian hybrid beacons can also be an issue due to the proximity of driveways or side streets and as such determining the proper location can prove to be a challenge.

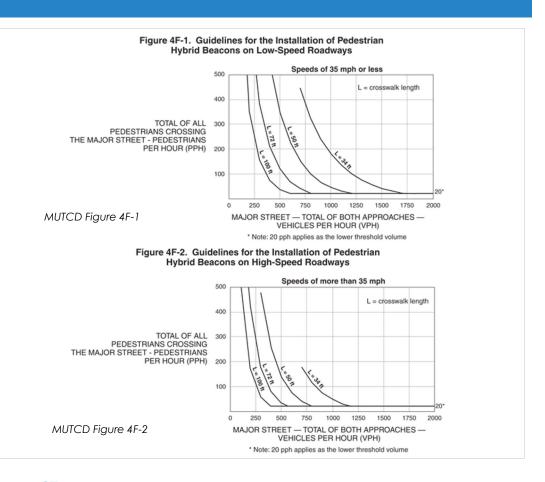
DESIGN CONSIDERATIONS

Width

MUTCD refers to the distance between the two parallel crosswalk lines at a pedestrian hybrid beacon as crosswalk length, not crosswalk width.

Crosswalk length at a HAWK varies based upon the speeds, traffic volumes and pedestrian crossings along the roadway. This can be determined using tables and figures located in the MUTCD.

Minimum crosswalk length is 34 ft, maximum length is 100 ft.



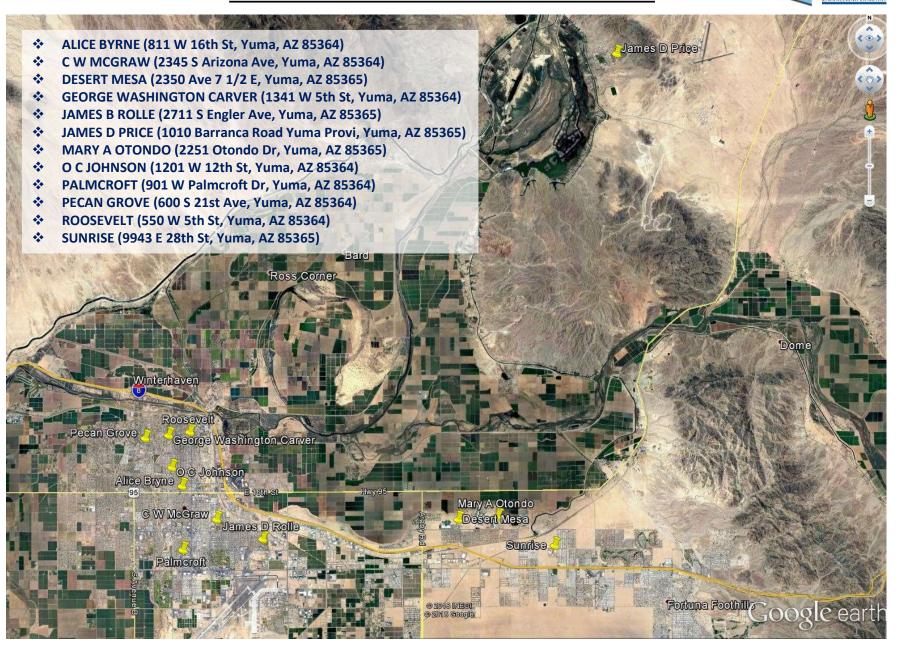
Signage	Required ADOT R10-23AZ (Crosswalk stop on red) sign must be mounted adjacent to a pedestrian hybrid beacon face on each major street approach. MUTCD W11-2 (Pedestrian warning) sign may be placed in order to supplement the pedestrian crossing. This sign may also be supplemented by a warning beacon in order to increase driver attention. MUTCD R10-6 (Stop here on red) signs may also be installed in order to further guide drivers.	CROSSWALK STOP ON RED W11-2 R10-23AZ STOP HERE ON RED R10-6 R10-6
Pavement Marking	Required Crosswalk markings at HAWKs should adhere to the standards for high visibility markings. Advanced stop lines should be used on multi-lane crossings at which HAWKs are employed.	
Physical Separation	Pedestrian hybrid beacons must be placed at least 100 feet away from side streets or driveways that are controlled by stop or yield signs. On-street parking or other sight obstructions must be prohibited for at least 100 feet in advance and 20 feet beyond the marked crossing in order to ensure sight visibility.	
Other	Pedestrian hybrid beacons have a set flashing pattern which shall be adhered to per MUTCD standards. If a pedestrian hybrid beacon is installed within a signal system, it should be coordinated.	1. Dark Until Activated 2. Flashing Yellow Upon Activation 2. Flashing Yellow Upon Activation 2. Flashing Yellow Upon Activation 4. Steady Red During Pedestrian Walk Interval FR R R R R R R R R R R R R R R R R R R

Appendix C

Elementary School Location Recommendations

Greenlight Traffic Engineering RICK

YUMA ELEMENTARY SCHOOL DISTRICT





ALICE BYRNE ELEMENTARY SCHOOL



Improvements:

- 1. High visibility actuated pedestrian crossing on 16th Street between 8th Avenue and 9th Avenue; and on Avenue A at 17th Street
- 2. High visibility crossing on 17th Street at 9th Avenue intersection
- 3. Install School Zone Ahead signs along 17th St

Note: Each proposed crosswalk needs further detailed evaluation prior to implementation



CW MCGRAW ELEMENTARY SCHOOL



- 1. High visibility pedestrian crossing on Arizona Avenue, south of 23rd Street
- 2. Sidewalk along east side of Arizona Avenue from 21st Street to 22nd Street, & along north side of 22nd Street from Arizona Avenue to Serenity Yoga
- 3. Install Bike Route Signs along 23rd Street



DESERT MESA ELEMENTARY SCHOOL



Improvements:

1. High visibility pedestrian crossing on 24th Street at College Avenue

Note: Each proposed crosswalk needs further detailed evaluation prior to implementation



GEORGE WASHINGTON CARVER ELEMENTARY SCHOOL



- 1. High visibility pedestrian crossings on south and east legs of 5th Street/15th Avenue, and north and south legs of Avenue A/5th Street intersections
- 2. Enhancement to the existing crossing on 5th Street at 13th Avenue
- 3. Install Bike Route signage along 5th St



JAMES B ROLLE SCHOOL



Improvements:

- 1. High visibility pedestrian crossings on Engler Avenue at 27th Lane and at San Macros drive
- 2. Enhancement to existing crossing on Engler Avenue at 27th Street
- 3. Install Bike Route signs along Engler Avenue

Note: Each proposed crosswalk needs further detailed evaluation prior to implementation



JAMES D PRICE SCHOOL



Improvements:

1. None



MARY A OTONDO ELEMENTARY SCHOOL

- Sidewalk along eastside of Otondo Drive from the school north driveway to 560 feet west of Ridge Drive
- Add ladder markings at the existing crosswalks at 24th St and Otondo Drive
- 3. Installs "Slow Pedestrian Crossing" signs along Otondo Drive on both the north school driveway





O C JOHNSON ELEMENTARY SCHOOL



- 1. Enhancement to the existing pedestrian crossings on 12th Street at 14th Avenue and 12th Avenue and on Avenue A and 12th St
- 2. Install School Zone Ahead AND Bike Route signs along 12th Street



PALMCROFT ELEMENTARY SCHOOL



- 1. Enhancement to existing pedestrian crossings on Palmcroft Drive in front of the school and at 8th Avenue intersection; and on Holly Dr between Park Lane and 8th Avenue.
- 2. Proposed high visibility crosswalk on Elm street near Holly Drive
- 3. Install sidewalk along Holly Drive, Elm Street, Fern Drive, and Solana Drive

PECAN GROVE ELEMENTARY SCHOOL





- 1. High visibility pedestrian crossings at 21st Ave/7th St; 6th St/24th Ave; 5th PI/24th Ave; and 5th St/24th Ave
- 2. Enhancements to existing crossings on north leg of 8th Street/21st Avenue intersection
- 3. High visibility actuated crossing on 8th Street at 21st Avenue
- 2. Install bike route signs on 21st Avenue and 6th Place; and school zone ahead warning sign at 8th St and Almond Ave



ROOSEVELT ELEMENTARY SCHOOL



Improvements:

- 1. Proposed high visibility pedestrian crossings on 5th St/10th Ave; 6th St/6th Ave; and 7th St/ 6th Ave
- 2. Enhancement of existing pedestrian crossing at 6th Ave/3rd St; 4th St/5th Ave; 5th St/6th Ave
- 3. Install Bike Route signs along 5th Street

Note: Each proposed crosswalk needs further detailed evaluation prior to implementation γ



SUNRISE ELEMENTARY SCHOOL

- 1. High visibility pedestrian crossings on Avenue 10 E, and at County 10 ½ St/ Avenue 10 E intersection
- 2. Sidewalk along both sides of Avenue 10 E and north side of County 10 ½ St





WELLTON ELEMENTARY SCHOOL DISTRICT





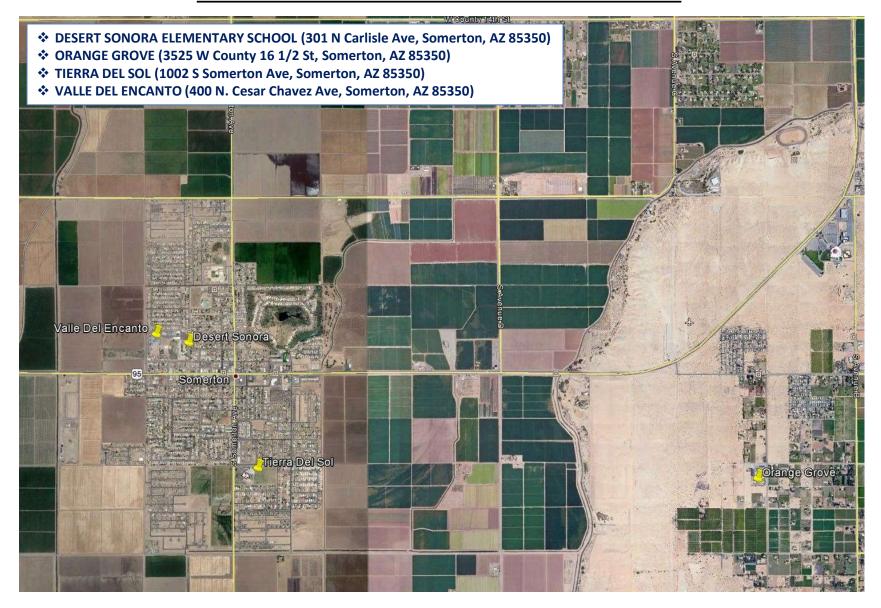
WELLTON ELEMENTARY SCHOOL



- 1. Enhancement to the existing crosswalk on San Jose Ave and Williams Street
- 2. Install sidewalks along south side of Oakland Ave; both sides of Arizona Ave; both sides of Victor Ave; San Jose Ave (east of the school); and 15 both sides of Jessie St



SOMERTON ELEMENTARY SCHOOL DISTRICT





DESERT SONORA ELEMENTARY SCHOOL

Improvements:

1. Enhancements to the existing crossings at Highway 95 and Carlisle Avenue and Spring Street and Carlisle Avenue intersections





ORANGE GROVE ELEMENTARY SCHOOL

Improvements:

- 1. Sidewalk along
 Avenue B ½ (1/4 of a mile on both north and south directions); and
 County 16 ½ St
- 2. Proposed high visibility crosswalk on west and north legs of County 16 ½ St and Avenue B ½ intersection
- 3. Enhancement to the existing crosswalks on east and south leg of County 16 ½ St and Avenue B ½ intersection



TIERRA DEL SOL ELEMENTARY & SOMERTON MIDDLE SCHOOL



Improvements:

- **1. Tierra Del Sol Elementary School** Enhancement to the existing crossings on Somerton Ave and Garvin St; and install high visibility crossing on Columbia Ave
- **2. Somerton Middle School** Add sidewalk along west side of Somerton Avenue between Palo Verde St and Sellers St







VALLE DEL ENCANTO LEARNING CENTER

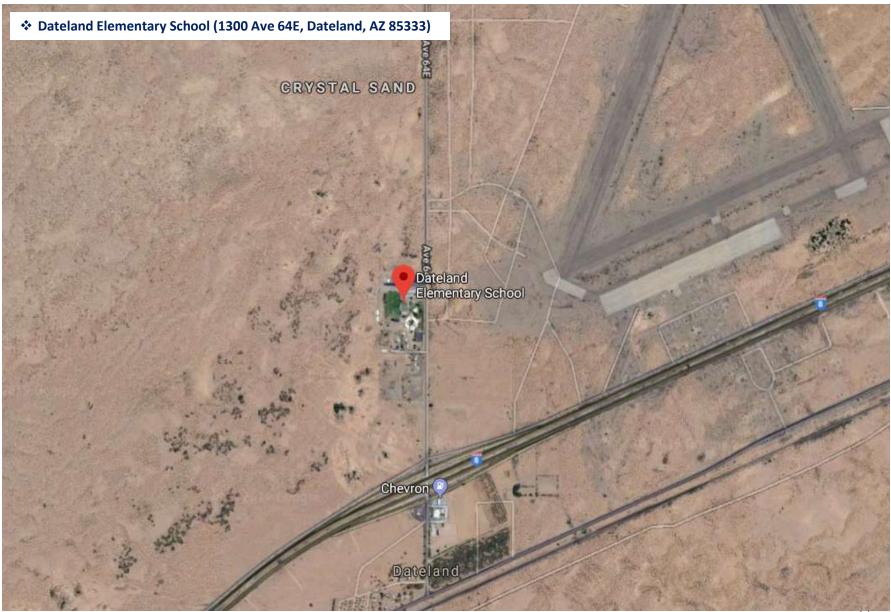
Improvements:

- Sidewalk along Avenue F from County 16th St to Congress Ave
- 2. High visibility actuated crossing on Highway 95 (east of Avenue F)
- 3. High visibility crossing at east leg of Avenue F and Spring Street intersection





HYDER ELEMENTARY SCHOOL DISTRICT

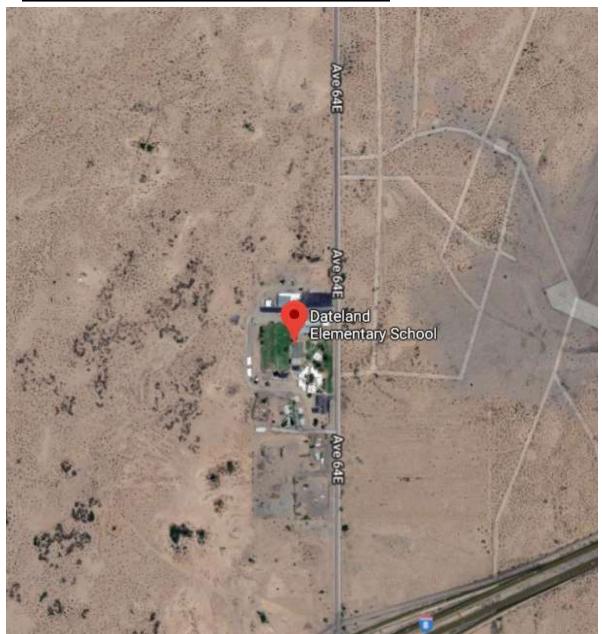




DATELAND ELEMENTARY SCHOOL

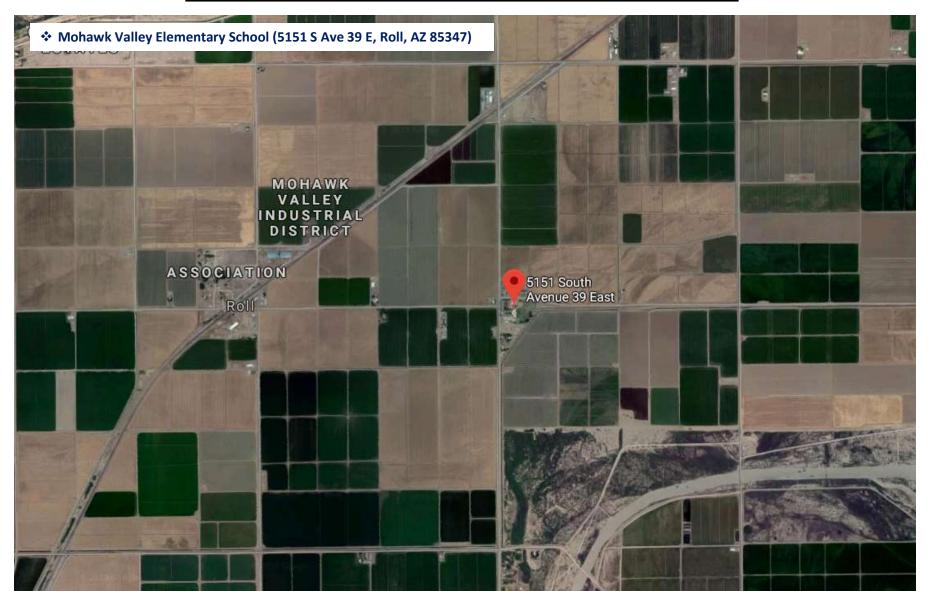
Improvements:

1. NONE





MOHAWK VALLEY ELEMENTARY SCHOOL DISTRICT





MOHAWK VALLEY SCHOOL

Improvements:

- Sidewalk along eastside of 1. Avenue 39 E and both sides of County 5th St
- Enhancements to the 2. existing crossing on County 5th St



Greenlight Traffic Engineering RICK ENGINEERING COMPANY

GADSDEN ELEMENTARY SCHOOL DISTRICT



ARIZONA DESERT ELEMENTARY SCHOOL & RIO COLORADO



Improvements:

- Sidewalks along west side of north William Brooks Avenue; Southside of school driveway (west of Main Street); and other necessary on-campus connections
- High visibility crosswalk at Driveway; on campus; Williams Brooks Ave and Union St intersection; and Union Street/4th Avenue
- High visibility actuated crosswalk at Main Street/School



CESAR CHAVEZ ELEMENTARY SCHOOL

Improvements:

- 1. High visibility crosswalk at Lopez Street (west of 10th Avenue); 9th Street (north of Lopez Street); Stephen Street (west of 10th Street); Black Street (east of Cabello Avenue); and Mendez Street (east of Cabello Avenue)
- 2. Enhancement to the existing crosswalk at Cesar Chavez Blvd and 10th Ave

Note: Each proposed crosswalk needs further detailed evaluation prior to implementation



Greenlight
Traffic Engineering



DESERT VIEW ELEMENTARY SCHOOL

Improvements:

 High visibility crosswalk at Torres Street (west of 10th Avenue); and Krystal Street (West of 10th Avenue)

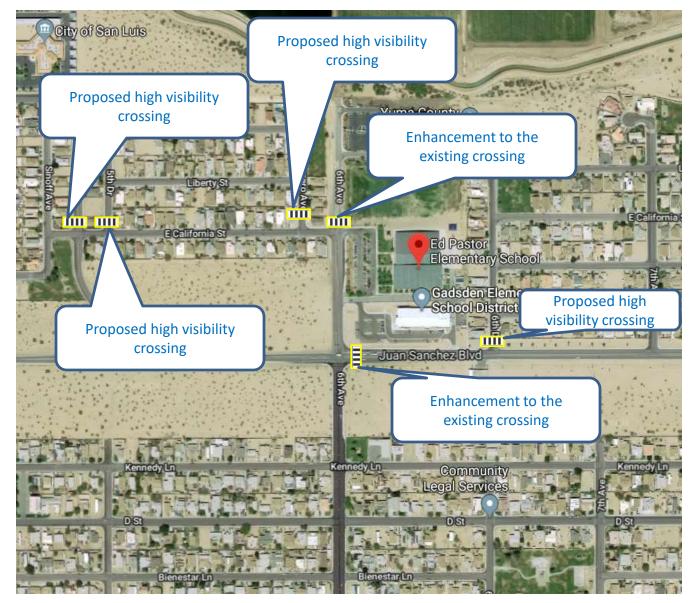




ED PASTOR ELEMENTARY SCHOOL

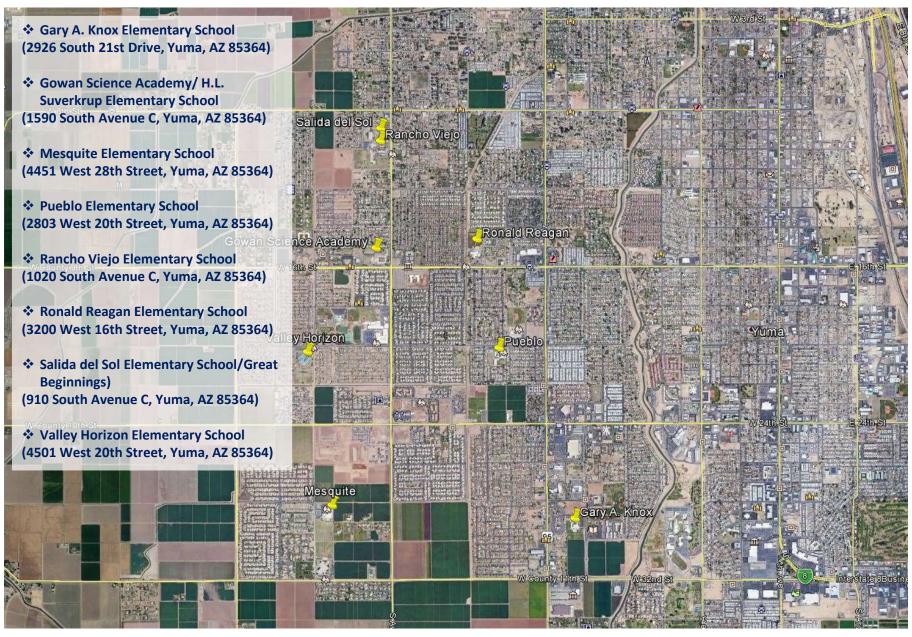
Improvements:

- High visibility crossing on 5th Street, 5th Drive, and Guerrero Ave; 6th Drive (north of Juan Sanchez Blvd)
- 2. Enhancement to the existing crosswalk at 6th Ave, and Juan Sanchez Blvd (east of 6th Avenue)



CRANE ELEMENTARY SCHOOL DISTRICT







GARY A. KNOX ELEMENTARY SCHOOL

Improvements:

- High visibility crosswalk at 21st Drive (at the school driveway);
- 2. Enhancement to the existing crosswalk on 28th St (west of 21st Drive)



GOWAN SCIENCE ACADEMY & H.L. SUVERKRUP ELEMENTARY SCHOOL



Improvements:

- High visibility crossings on 15th Street and 14th Street (west of Avenue C)
- 2. Enhancement to the existing crossings at Avenue C and 16th St
- 3. Proposed school zone flashing beacons on both 16th st and Avenue C

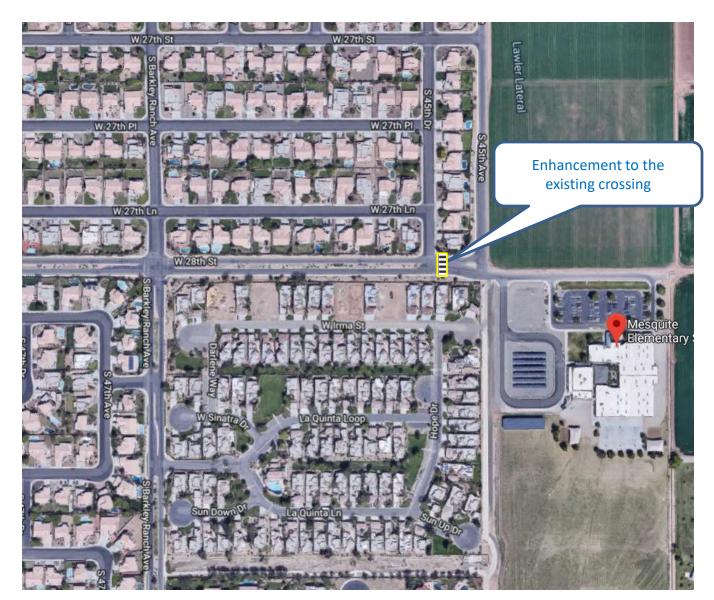


MESQUITE ELEMENTARY SCHOOL



Improvements:

1. Enhancement to the existing crossing on 28th Street, east of 45th Drive

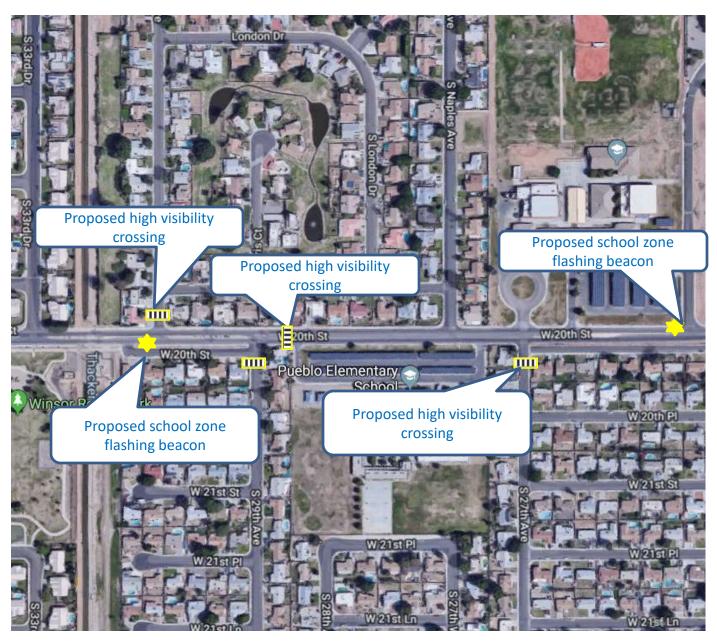


PUEBLO ELEMENTARY SCHOOL



Improvements:

- 1. High visibility crossings on 20th Street at the school driveways; on 29th Avenue and 27th Avenue (south of 20th Street); and Athens Avenue (north of 20th Street)
- 2. School zone flashing beacon on 20th St



RANCHO VIEJO ELEMENTARY SCHOOL; SALIDA DEL SOL ELEMENTARY SCHOOL & GREAT BEGINNINGS SCHOOL



Improvements:

- High visibility crossings on Daisy Street and 11th Street (west of Avenue C); and on Avenue C (at the school driveways)
- 2. Enhancement to the existing crosswalks at County 8 ½ St and Avenue C; County 8th Street and Avenue C intersections
- Sidewalks along south side of 11th
 Street; both sides of Carnes Street;
 both sides of Crane Street; both sides of Frances Street; and north side of Daisy Street
- 4. Install school zone flashing beacons on Avenue C



RONALD REAGAN ELEMENTARY SCHOOL



Improvements:

- 1. High visibility crosswalk at Taylor loop
- 2. Enhancements to the existing crossings at 16th Street/31st Drive intersection
- 3. Install school zone flashing beacon on 16th Street

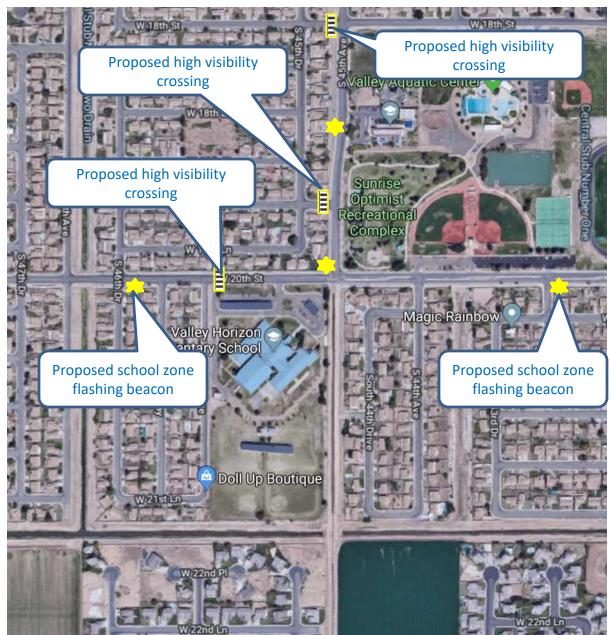


VALLEY HORIZON ELEMENTARY SCHOOL



Improvements:

- 1. High visibility crossing on 18th street, 19th Place, and; on 20th Street (west of 46th Avenue)
- 2. Install school zone flashing beacon on 20th St west and east of 45th Ave and 45th ave north of 20th St



Appendix D

Short-, Mid- and Long-Term Improvement Recommendations



Yuma County or Tribal Land: Proposed Crosswalks



Agnes Road and Indian Hill Road



Proposed Improvements:

- 1. Proposed high visibility crosswalk along with advance pedestrian warning signs
- 2. Proposed sidewalk along both sides of Agnes Road Indian Hill Road to Quechan Drive (1,500 feet)

Avenue I Cocopah Vocational Training Center Between County 14th Street and County 15th Street







Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Steamboat Street and Orange Grove Way





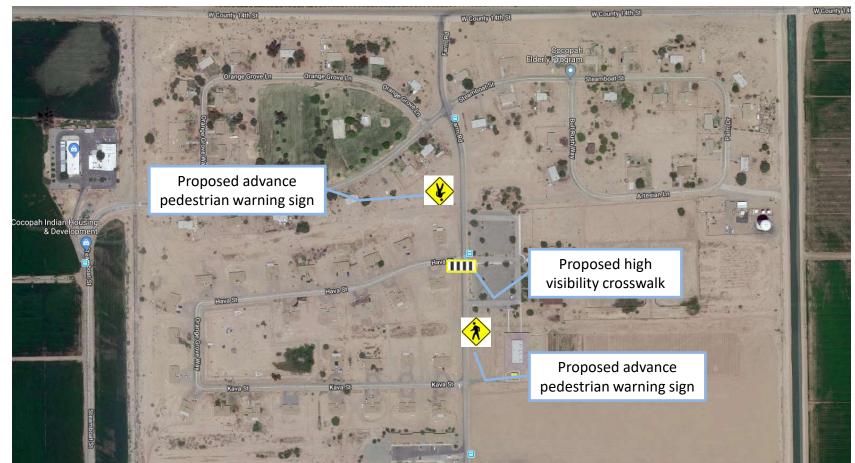


Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Centre Avenue (Farm Road) and Hava Street





Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

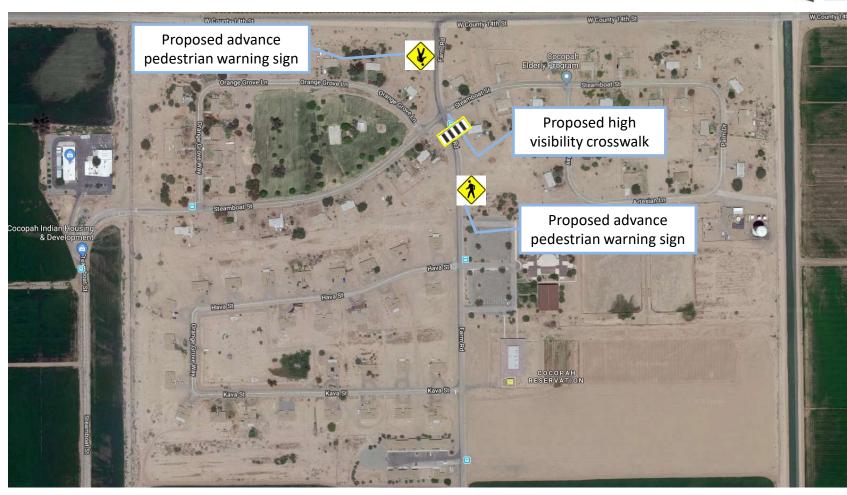


Centre Avenue (Farm Road) & Steamboat Street





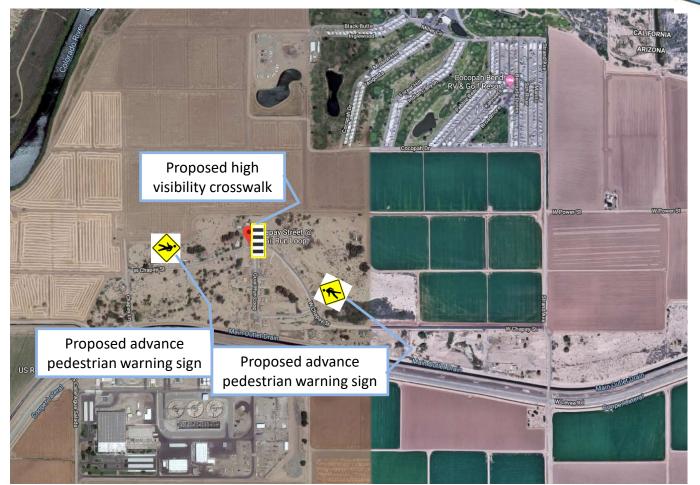




Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Chapay Street and Quail Run Loop



Proposed Improvements:

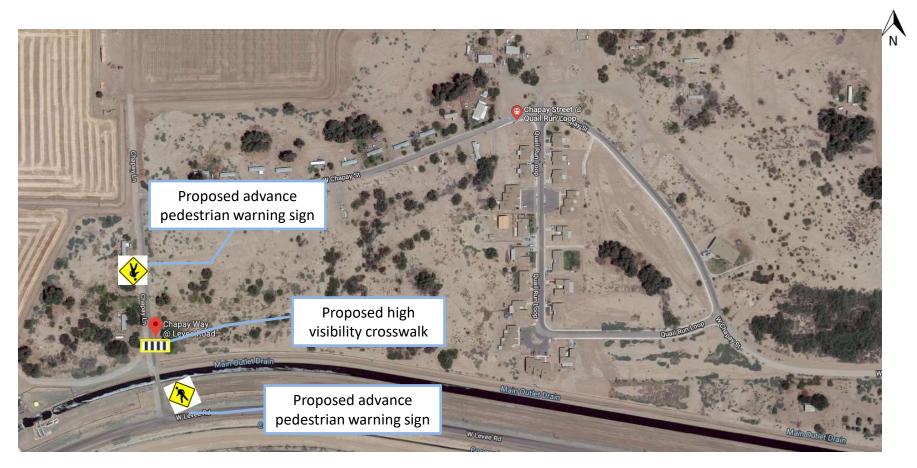
1. Proposed high visibility crosswalk along with advance pedestrian warning signs







Chapay Way and Levee Road



Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs



Cocopah Drive and Strand Avenue



Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Cottonwood Loop and Salt Cedar Avenue





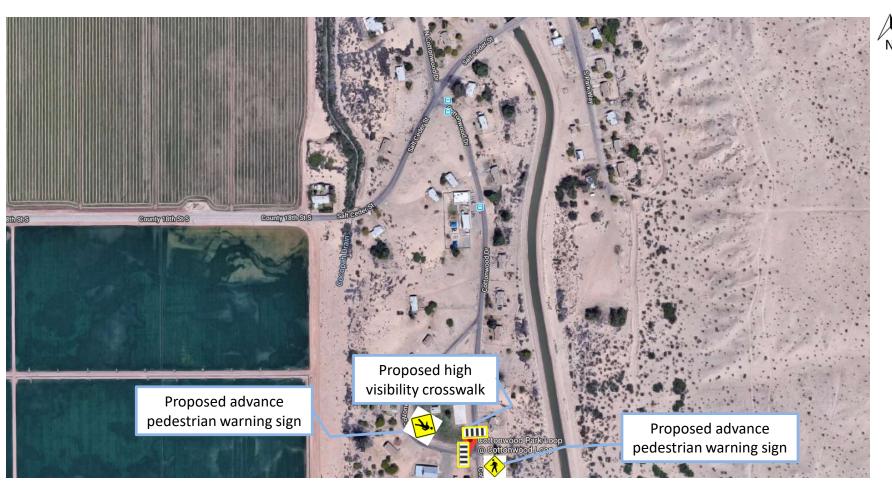
Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Cottonwood Park Loop and Cottonwood Drive







Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Greenlight Traffic Engineering RICK ENGINEERING COMPANY

Quechan Drive and Indian Hill Road



Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs





Quechan Drive and Sapphire Lane





Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs



Strand Avenue and Chapay Street



Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs



US Highway 95 and Avenue C



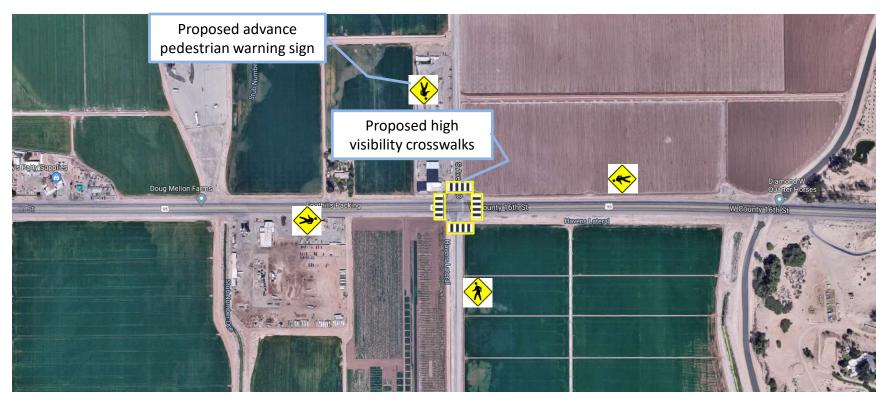
Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs



US Highway 95 and Avenue D





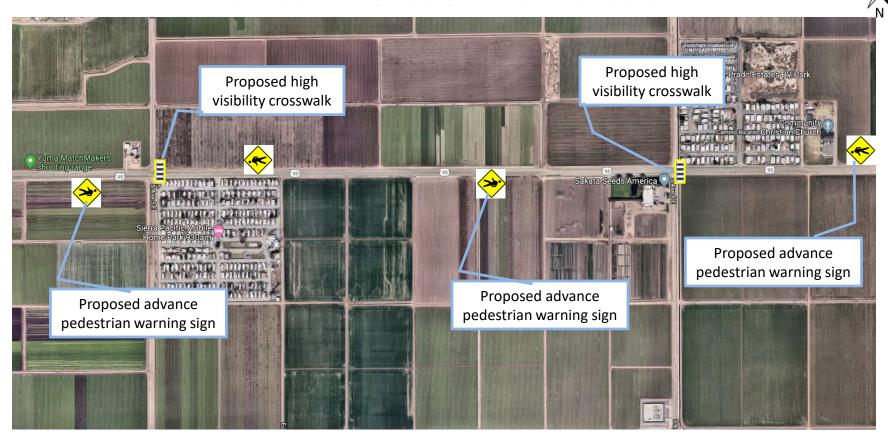
Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Construction Cost: \$12,000

US 95 Between Avenue 5E and Avenue 6E





Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Construction Cost: \$18,000



US Highway 95 and County 20 ½ Street



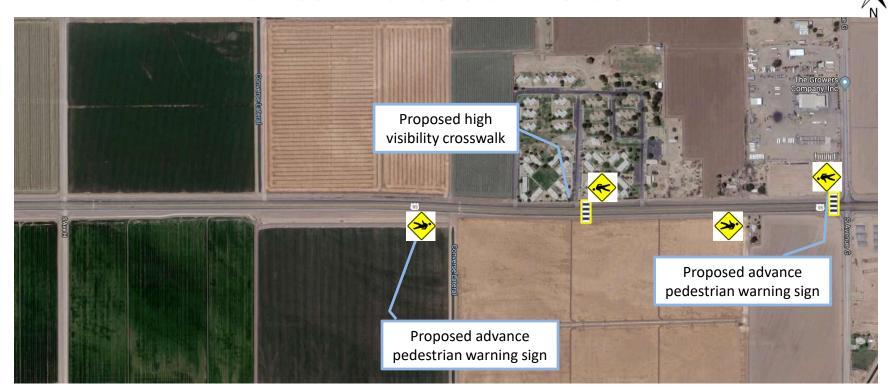
Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Construction Cost: \$9,000



Housing Development US Highway 95 Between Avenue G an Avenue H



Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Construction Cost: \$18,000



US Highway 95 (Avenue B) and Patricia Lane





Proposed Improvements:

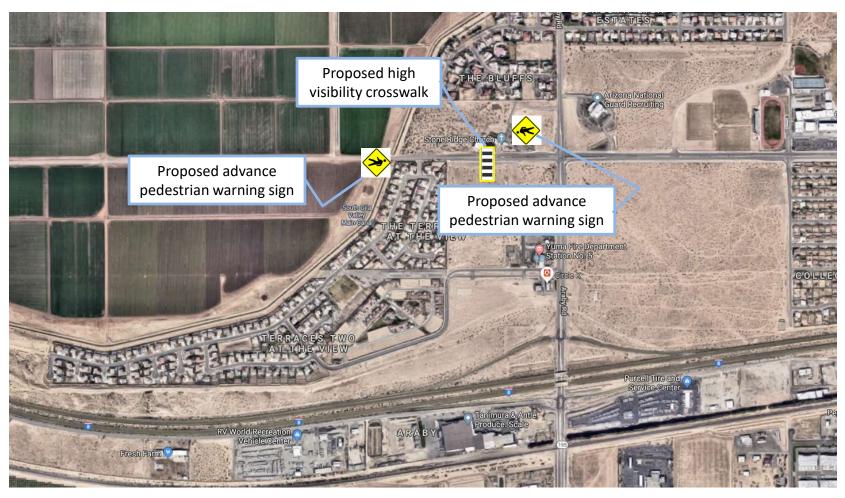
1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Construction Cost: \$12,000

County 10th Street and View Parkway







Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Construction Cost: \$9,000

County 16th Street From Avenue C to Avenue B





Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Construction Cost: \$20,000

Veterans Way across Cocopah Tribal Police Between County 14th Street and County 15th Street







Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Construction Cost: \$9,000



Yuma County- Proposed Bicycle Lanes

US 95/16th Street from Avenue 3E to Fortuna Road







Proposed Improvements:

- 1. Improve shoulder for 4 miles, add 2 more feet on each side
- 2. Install signage and striping

Construction Cost: \$548,000

Existing Condition

❖ Area Type: Rural/Urban

❖ Speed Limit: 55

Configuration: Four-Lane, Two-Way

Shoulder: PresentSidewalk: Not Present

US 95 From Fortuna Road to Martinez Lake Road







Proposed Improvements:

Install signage and striping

Construction Cost: \$52,500

Existing Condition

❖ Area Type: Rural/Urban

❖ Speed Limit: 55

Configuration: Two-lane, Two-Way

Shoulder: PresentSidewalk: Not Present





Avenue 7E From 16th Street to County 3 ½



Proposed Improvements:

1. Install 6 foot wide shoulder (5.5 miles)

2. Install signage and striping

Construction Cost: \$1,452,000

Existing Condition

Area Type: Urban

Speed Limit: 35

Configuration: Two-lane, Two-Way

❖ Shoulder: Present



Imperial Dam Road From US 95 to Yuma Proving Ground





Proposed Improvements:

- 1. Install shoulder along both sides of Imperial Dam Road
- 2. Install signage and striping

Construction Cost: \$660,000

Existing Condition

Area Type: UrbanSpeed Limit: 55

Configuration: Two-lane, Two-Way

❖ Shoulder: Present





Fortuna Road From US 95 to County 12th Street



Proposed Improvements:

1. Install signage and striping, and Sharrow marking in urban section

Construction Cost: \$25,000

Existing Condition

Area Type: UrbanSpeed Limit: 35

Configuration: Two-lane, Two-Way

Shoulder: Present

❖ Sidewalk: Present where applicable





From I-8 Frontage Road and County 12th Street



Proposed Improvements:

1. Install signage and striping, and Sharrow marking

Construction Cost: \$30,000

Existing Condition

Area Type: UrbanSpeed Limit: 35

Configuration: Five-Lane, Two-Way

Shoulder: Not Applicable

❖ Sidewalk: Present

Existing bike lane for whole segment

County 18th Street From Avenue D to Cottonwood Drive







Proposed Improvements:

- 1. Install signage and striping
- 2. Install shoulder along both directions (13,780 feet)

Construction Cost: \$366,000

Existing Condition

Area Type: RuralSpeed Limit: 50

Configuration: Two-lane, Two-Way

Shoulder: Not PresentSidewalk: Not Applicable

Cottonwood Drive From Salt Cedar Street to Cottonwood Loop







Proposed Improvements:

1. Install signage and Sharrow markings

Construction Cost: \$7,500

Existing Condition

❖ Area Type: Rural

❖ Speed Limit: 25

Configuration: Two-lane, Two-Way

❖ Shoulder: None ❖ Sidewalk: None

Proposed bikeway on whole segment including the cottonwood loop

Avenue C From County 16th Street to US 95





Proposed Improvements:

- 1. Install signage and striping
- 2. Install Shoulder from Bus Stop to closest residential area (4,000 Feet)

Construction Cost: \$105,000

Existing Condition

❖ Area Type: Rural

❖ Speed Limit: 50

Configuration: Two-lane, Two-Way

Shoulder: PresentSidewalk: None



Cocopah Casino Resort US 95 to Ave B







Proposed Improvements:

- 1. Install signage and striping
- 2. Install 6' shoulder along both directions (10,000 Feet), areas nearest to the casino

Construction Cost: \$257,000

Existing Condition

❖ Area Type: Urban/Rural

Speed Limit: 50

Configuration: Two Lane, Two-Way

Shoulder: Present

❖ Sidewalk: Not Applicable

Proposed bikeway on whole segment around the Cocopah Resort & Conference

Center





Avenue G County 14th Street to County 16th Street



Proposed Improvements:

- 1. Install signage and striping
- 2. Install shoulder from County 14th to County 16th street (21,120 feet)

Construction Cost: \$533,000

Existing Condition

Area Type: RuralSpeed Limit: 50

Configuration: Two Lane, Two-Way

❖ Shoulder: None



County 15th Street From Steamboat Street to Avenue G





Proposed Improvements:

- 1. Install signage and striping
- 2. Install shoulder from Steamboat Street to Avenue G (21,650 feet)

Construction Cost: \$551,500

Existing Condition

Area Type: RuralSpeed Limit: 50

Configuration: Two Lane, Two-Way

❖ Shoulder: None



County 14th Street From Farm Street to Avenue G





Proposed Improvements:

1. Install signage and striping

2. Install shoulder from Farm Road to Avenue G (19,072 feet)

Construction Cost: \$487,000

Existing Condition

Area Type: RuralSpeed Limit: 50

Configuration: Two Lane, Two-Way

❖ Shoulder: None



N

Farm Road From County 14th Street to Veterans Place



Proposed Improvements:

Install signage and Sharrow Marking

Construction Cost: \$8,200

Existing Condition

Area Type: RuralSpeed Limit: 25

Configuration: Two Lane, Two-Way

Greenlight Traffic Engineering RICK ENGINEERING COMPAN

N

Steamboat Street From County 14th Street to County 16th Street



Proposed Improvements:

1. Install signage and Sharrow Marking

Construction Cost: \$8,200

Existing Condition

Area Type: RuralSpeed Limit: 25

Configuration: Two Lane, Two-Lane

Shoulder: NoneSidewalk: None

Proposed on whole segment

Portion From County 15th Street to County 16th Street is a dirt road



Riverside Drive From Avenue C to Strand Avenue





Proposed Improvements:

- 1. Install signage and striping
- 2. Install Shoulder from Strand Avenue to Avenue C (15,840 Feet)

Construction Cost: \$403,500

Existing Condition

❖ Area Type: Urban/Rural

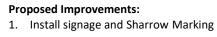
❖ Speed Limit: 50

Configuration: Two Lane, Two-Way





Hope Avenue From 8th Street to Strand Avenue



Construction Cost: \$3,250



Existing Condition

❖ Area Type: Urban/Rural

❖ Speed Limit: 35

Configuration: Two Lane, Two-Way

Strand Avenue From Riverside Drive to Torrey Pines







Proposed Improvements:

1. Install signage and Sharrow Marking

Construction Cost: \$10,000

Existing Condition

❖ Area Type: Urban/Rural

❖ Speed Limit: 35

Configuration: Two Lane, Two-Way

Chapay Street From Chapay Drive to Strand Avenue







Proposed Improvements:

1. Install signage and Sharrow Marking

Construction Cost: \$13,000

Existing Condition

Area Type: RuralSpeed Limit: 35

Configuration: Two Lane, Two Way



Chapay Drive From Chapay Street to Levee Road





Proposed Improvements:

1. Install signage and Sharrow Marking

Construction Cost: \$2,000

Existing Condition

Area Type: RuralSpeed Limit: 35

Configuration: Two Lane, Two-Way

Cocopah RV and Golf Resort Loop Starting at Strand and Miller Circle, and Ending Strand and Cocopah Drive







Proposed Improvements:

1. Install signage and Sharrow Marking

Construction Cost: 15,000

Existing Condition

Area Type: Urban/Rural

❖ Speed Limit: 15

Configuration: Two Lane, Two-Way



Avenue G From County 19th Street to County 11th Street



Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (84,796 feet)
- 2. Install signage and striping

Construction Cost: \$2,160,070

Existing Condition

Area Type: RuralSpeed Limit: 50

Configuration: Two-lane Two-way



County 11th Street From Avenue G to Avenue D



Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (32,525 feet)
- 2. Install signage and striping

Construction Cost: \$829,000

Existing Condition

- Area Type: Rural
- ❖ Speed Limit: 50
- ❖ Speed Limit 35 on curve at Somerton Avenue
- Configuration: Two-lane Two-way
- ❖ Shoulder: None
- ❖ Sidewalk: Not Applicable



County 18th Street From Avenue E to Avenue D



Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (10,560 feet)
- 2. Install signage and striping

Construction Cost: \$269,000

Existing Condition

Area Type: RuralSpeed Limit: 50

Configuration: Two-lane Two-way

❖ Shoulder: None



Avenue D From County 18th Street to County 12th Street

Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (63,677 feet)
- 2. Install signage and striping

Construction Cost: \$1,623,000



Area Type: RuralSpeed Limit: 50

Configuration: Two-lane Two-way

❖ Shoulder: None





Avenue B From Juan Sanchez Boulevard to County 18th Street



Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (52,800 feet)
- 2. Install signage and striping

Construction Cost: \$1,345,000

Existing Condition

Configuration: Two-lane Two-way

❖ Shoulder: None

❖ Sidewalk: Not applicable

❖ Area Type: Rural ❖ Speed Limit: 50



Avenue B From County 18th Street to County 15th Street



Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (31,680 feet)
- 2. Install signage and striping

Construction Cost: \$807,000

Existing Condition

Area Type: RuralSpeed Limit: 50

Configuration: Two-lane Two-way

❖ Shoulder: None



County 19th Street From Avenue B to Avenue 3E



Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (42,665 feet)
- 2. Install signage and striping

Construction Cost: \$1,086,760

Existing Condition

❖ Area Type: Rural

❖ Speed Limit: 50

Configuration: Two-lane Two-way

❖ Shoulder: None

County 16th Street From Avenue C to Avenue 3E





Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (53,856 feet)
- 2. Install signage and striping

Construction Cost: \$1,371,900

Existing Condition

Area Type: Rural

Speed Limit: 50

Configuration: Two-lane Two-way

❖ Shoulder: None



County 16th Street From Avenue 3E to Avenue 4E



Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (10,560 feet)
- 2. Install signage and striping

Construction Cost: \$269,000

Existing Condition

❖ Area Type: Rural

❖ Speed Limit: 50

Configuration: Two-lane Two-way

❖ Shoulder: None



Avenue 3E From County 19th to County 15th Street

Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (42,768 feet)
- 2. Install signage and striping

Construction Cost: \$1,089,450



Existing Condition

Area Type: RuralSpeed Limit: 50

Configuration: Two-lane Two-way

❖ Shoulder: None



Avenue 3E From County 15th to County 14th Street



- 1. Install 6 foot wide shoulder along both sides of the roadway (10,560 feet)
- 2. Install signage and striping

Construction Cost: \$269,000



Existing Condition

Area Type: RuralSpeed Limit: 50

Configuration: Two-lane Two-way

❖ Shoulder: None

County 14th Street From Avenue H to Avenue E





Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (34,320 Feet)
- 2. Install signage and striping

Construction Cost: \$874,250

Existing Condition

Area Type: RuralSpeed Limit: 50

Configuration: Two-lane Two-way

❖ Shoulder: None

County 14th Street From Avenue E to Avenue 2E





Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (63,888 Feet)
- 2. Install signage and striping

Construction Cost: \$1,628,000

Existing Condition

Area Type: Rural

Speed Limit: 50

Configuration: Two-lane Two-way

❖ Shoulder: None

County 14th Street From Avenue 2E to Avenue 3E





Proposed Improvements:

- 1. Install 2 foot wide shoulder along both sides of the roadway (10,560 Feet)
- 2. Install signage and striping

Construction Cost: \$269,000

Existing Condition

❖ Area Type: Rural

❖ Speed Limit: 50

Configuration: Two-lane Two-way

Shoulder: Four Foot Shoulder

Sidewalk: Not Applicable

Existing share the road sign at Avenue 2E

County 14th Street From Avenue 3E to Avenue 7E





Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (42,240 Feet)
- 2. Install signage and striping

Construction Cost: \$1,076,000

Existing Condition

Area Type: Rural

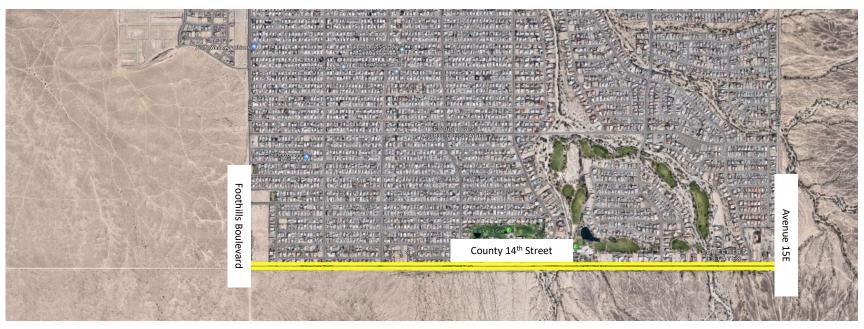
❖ Speed Limit: 50

Configuration: Two-lane Two-way

❖ Shoulder: None

County 14th Street From Foothills Boulevard to Avenue 15E





Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (10,560 Feet)
- 2. Install signage and striping

Construction Cost: \$538,000

Existing Condition

❖ Area Type: Rural

Speed Limit: 35

Configuration: Two-lane Two-way

❖ Shoulder: None

County 15th Street From Avenue B to Avenue 3E





Proposed Improvements:

1. Install 6 foot wide shoulder along both sides of the roadway (42,240 Feet)

2. Install signage and striping

Construction Cost: \$1,076,000

Existing Condition

Area Type: Rural

❖ Speed Limit: 50

Configuration: Two-lane Two-way

❖ Shoulder: None



Avenue A From County 16th Street to County 14th Street



Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (21,120 Feet)
- 2. Install signage and striping

Construction Cost: \$538,000

Existing Condition

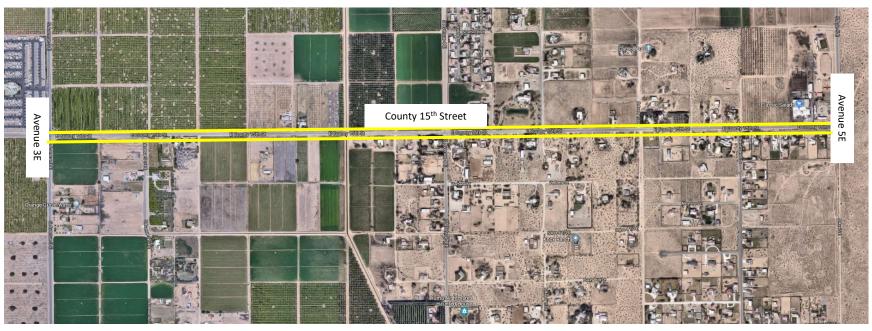
Area Type: RuralSpeed Limit: 50

Configuration: Two-lane Two-way

❖ Shoulder: None



County 15th Street From Avenue 3E to Avenue 5E



Proposed Improvements:

- Install 6 foot wide shoulder along both sides of the roadway (21,120 Feet)
- 2. Install signage and striping

Construction Cost: \$538,000

Existing Condition

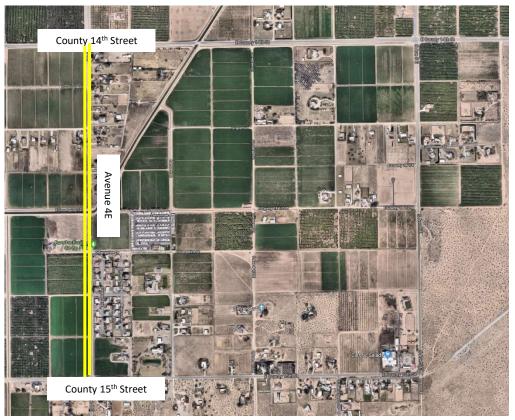
Area Type: RuralSpeed Limit: 50

Configuration: Two-lane Two-way

❖ Shoulder: None



Avenue 4E From County 15th Street to County 14th Street



Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (10,560 Feet)
- 2. Install signage and striping

Construction Cost: \$ 269,000

Existing Condition

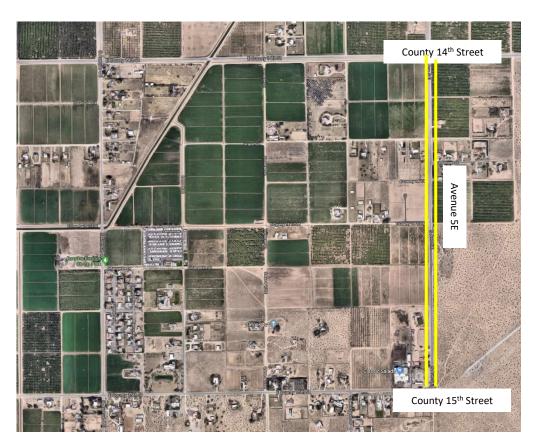
Area Type: RuralSpeed Limit: 50

Configuration: Two-lane Two-way

❖ Shoulder: None



Avenue 5E From County 15th Street to County 14th Street



Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (10,560 Feet)
- 2. Install signage and striping

Construction Cost: \$269,000

Existing Condition

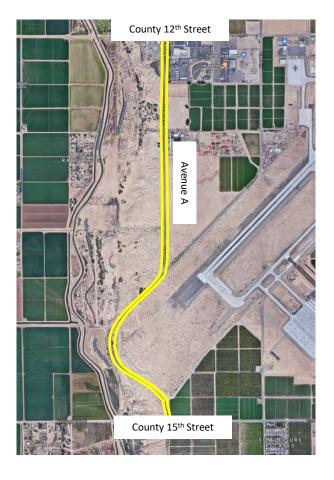
Area Type: RuralSpeed Limit: 50

Configuration: Two-lane Two-way

❖ Shoulder: None



Avenue A From County 14th Street to County 12th Street



Proposed Improvements:

- Install 6 foot wide shoulder along both sides of the roadway (23,760 Feet)
- 2. Install signage and striping

Construction Cost: \$619,000

Existing Condition

Area Type: RuralSpeed Limit: 50

Configuration: Two-lane Two-way

Shoulder: None

4th Avenue From County 13th Street to County 11th Street





Proposed Improvements:

- Install 6 foot wide shoulder along both sides of the roadway (25,872 Feet)
- 2. Install signage and striping

Construction Cost: \$659,050

Existing Condition

❖ Area Type: Rural/Urban

❖ Speed Limit: 40

Configuration: Two-lane Two-way

Shoulder: None

County 12th Street From Avenue D to Avenue B





Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (21,120 Feet)
- 2. Install signage and striping

Construction Cost: \$538,000

Existing Condition

Area Type: RuralSpeed Limit: 50

Configuration: Two-lane Two-way

❖ Shoulder: None

County 12th Street From Avenue B to Arizona Avenue





Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (18,480 Feet)
- 2. Install signage and striping

Construction Cost: \$470,750

Existing Condition

Area Type: Rural

❖ Speed Limit: 50

Configuration: Two-lane Two-way

Shoulder: None

❖ Sidewalk: Not Applicable

Existing gap in street due to canal

Arizona Avenue From County 12th Street to County 11th Street





Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (10,560 Feet)
- 2. Install signage and striping

Construction Cost: \$ 269,000

Existing Condition

❖ Area Type: Rural/Urban

❖ Speed Limit: 40

Configuration: Two-lane Two-way

❖ Shoulder: None



County 10th Street From Avenue E to Avenue C



Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (21,120 Feet)
- 2. Install signage and striping

Construction Cost: \$538,000

Existing Condition

❖ Area Type: Rural

❖ Speed Limit: 45

Configuration: Two-lane Two-way

❖ Shoulder: None

County 9th Street Avenue E to Avenue D





Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (10,560 Feet)
- 2. Install signage and striping

Construction Cost: \$269,000

Existing Condition

Area Type: Rural

❖ Speed Limit: 45

Configuration: Two-lane Two-way

Shoulder: None

Avenue C From County 14th Street to County 12th Street





Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (21,120 Feet)
- 2. Install signage and striping

Construction Cost: \$ 538,000

Existing Condition

❖ Area Type: Rural/Urban

❖ Speed Limit: 50

Configuration: Two-lane Two-way

❖ Shoulder: None





Avenue C From County 12th Street to 1st Street

Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway from County 12th Street to County 10th Street (21,120 Feet)
- 2. Install signage and striping
- 3. Install Sharrow from County 9th Street to 1st Street

Construction Cost: \$ 560,000

Existing Condition

❖ Area Type: Rural/Urban

❖ Speed Limit: 40 from County 12th Street to County 10th Street

❖ Speed Limit: 35 from County 9th Street to 1st Street

Configuration: Three Lane- Two-way

Shoulder: None

Sidewalk: Present where applicable

❖ Existing sidewalk from County 10th Street to County 9th Street

County 3rd Street From US 95 to Avenue 16E





Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (18,480 Feet)
- 2. Install signage and striping

Construction Cost: \$471,000

Existing Condition

Area Type: RuralSpeed Limit: 50

Configuration: Two-lane Two-way

Shoulder: None



Avenue 16E From County 4th Street to County 3rd Street



Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (5,280 Feet)
- 2. Install signage and striping

Construction Cost: \$134,500

Existing Condition

Area Type: RuralSpeed Limit: 50

Configuration: Two-lane Two-way

Shoulder: None

County 4th Street From Avenue 16E to Avenue 18E





Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (18,480 Feet)
- 2. Install signage and striping

Construction Cost: \$471,000

Existing Condition

Area Type: RuralSpeed Limit: 50

Configuration: Two-lane Two-way

Shoulder: None

Avenue 18E From County 4th Street to County 6th Street





Proposed Improvements:

1. Install 6 foot wide shoulder along both sides of the roadway (21,120 Feet)

2. Install signage and striping

Construction Cost: \$538,000

Existing Condition

Area Type: RuralSpeed Limit: 50

Configuration: Two-lane Two-way

❖ Shoulder: None

County 6th Street From Avenue 18E to Avenue 19E





Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (10,560 Feet)
- 2. Install signage and striping

Construction Cost: \$269,000

Existing Condition

❖ Area Type: Rural

❖ Speed Limit: 50

Configuration: Two-lane Two-way

❖ Shoulder: None

Avenue 19E From County 6th Street to County 7th Street





Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (10,560 Feet)
- 2. Install signage and striping

Construction Cost: \$269,000

Existing Condition

❖ Area Type: Rural

❖ Speed Limit: 50

Configuration: Two-lane Two-way

❖ Shoulder: None

County 7th Street From Avenue 19E to Avenue 20E





Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (10,560 Feet)
- 2. Install signage and striping

Construction Cost: \$269,000

Existing Condition

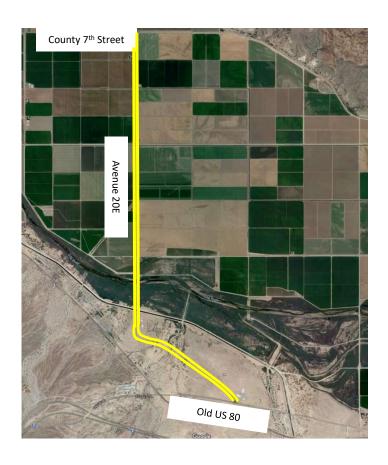
Area Type: RuralSpeed Limit: 50

Configuration: Two-lane Two-way

❖ Shoulder: None

Avenue 20E From County 7th Street to Old US 80





Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (42,240 Feet)
- 2. Install signage and striping

Construction Cost: \$1,076,000

Existing Condition

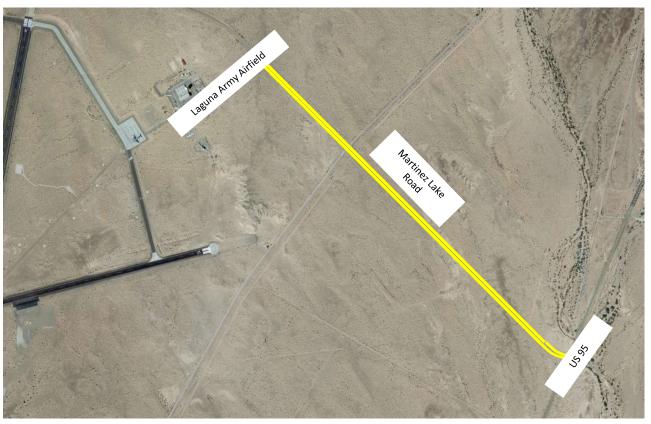
Area Type: RuralSpeed Limit: 50

Configuration: Two-lane Two-way

❖ Shoulder: None

Martinez Lake Road From US 95 to Laguna Army Airfield





Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (15,840 feet)
- 2. Install signage and striping

Construction Cost: \$403,500

Existing Condition

Area Type: RuralSpeed Limit: 40

Configuration: Two-lane Two-way

Shoulder: NoneSidewalk: None

County 12th Street From Fortuna Road to Ironwood Drive





Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (25,344 feet)
- 2. Install signage and striping

Construction Cost: \$645,000

Existing Condition

❖ Area Type: Rural/Urban

Speed Limit: 40

Configuration: Two-lane Two-way

Shoulder: NoneSidewalk: None

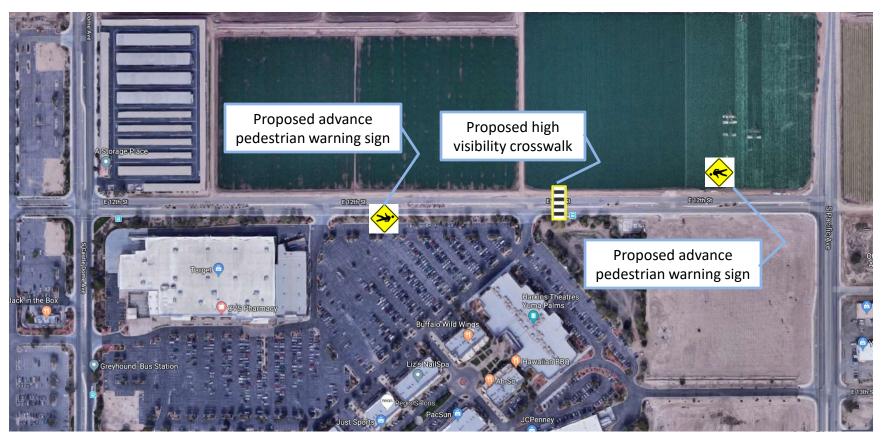


City of Yuma: Proposed Crosswalks



12th Street: between Castle Dome Ave & Asia Pacific Ave





Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Construction Cost: \$9,000

Greenlight Traffic Engineering

16th Street and Arcadia Lane





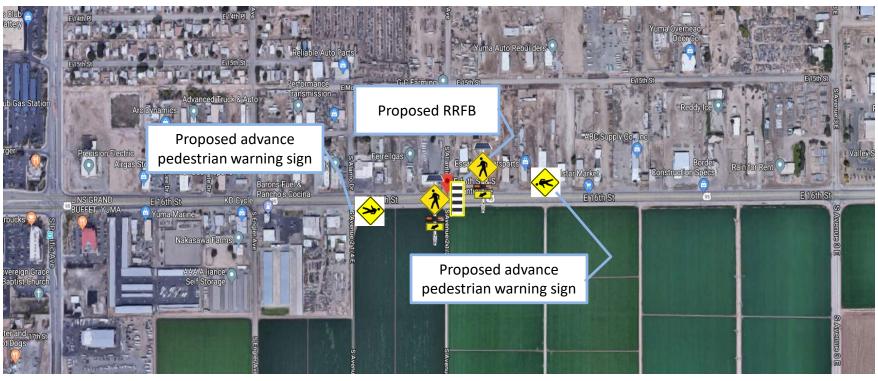
Proposed Improvements:

Proposed RRFB along with advance pedestrian warning signs



16th Street and Atlantic Avenue





Proposed Improvements:

1. Proposed RRFB along with advance pedestrian warning signs



1st Avenue and 10th Street



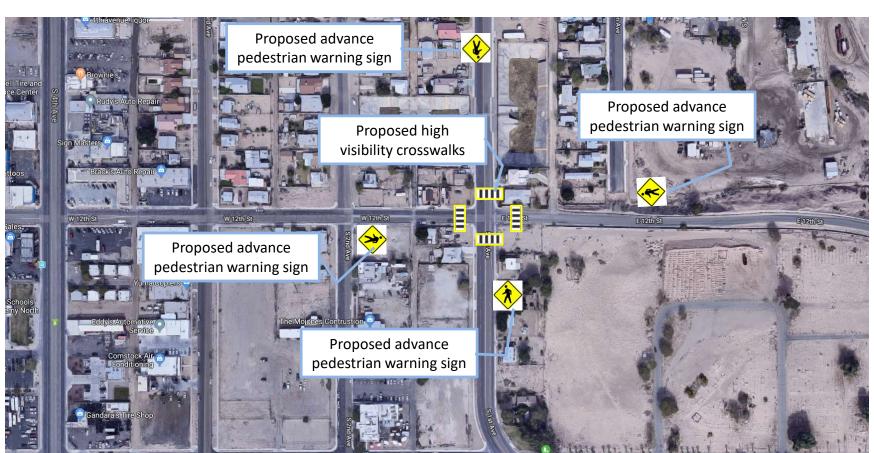


Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs



1st Avenue and 12th Street



Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs





1st Avenue and 14th Street



Proposed Improvements:

1. Proposed RRFBs along with advance pedestrian warning signs

1st Avenue and 5th Street







Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs

1st Avenue and 8th Street







Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs



1st Street and 1st Avenue



Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs



1st Street and 3rd Street / City Hall



Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs



1st Street and Maiden Lane



Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs



21st Drive and 24th Street



Proposed Improvements:

1. Proposed high visibility crosswalk

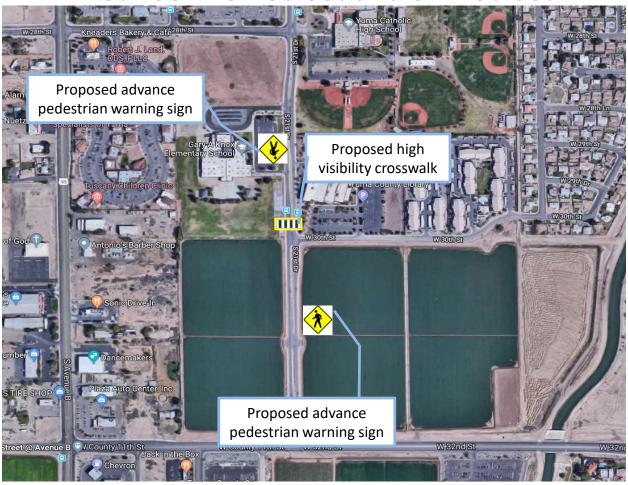
Construction Cost: \$4,000

A

Yuma County Library Main Branch Between 28th Street and 32nd Street







Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

23rd Avenue and 28th Street







Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs



24th Street and Melody Lane



Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

24th Street From Avenue C to Avenue B





Proposed Improvements:

- 1. Proposed high visibility crosswalks along with advance pedestrian warning signs
- 2. Proposed sidewalk along both sides of 24th St from Avenue C to Avenue B (10,200 feet)



24th Street at AWC Entrance/ Tamarack Center



Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Greenlight Traffic Engineering







Proposed Improvements:

Proposed high visibility crosswalk along with advance pedestrian warning signs



24th Street and Avenue 2 5/10



Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs



24th Street and College Avenue





Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs



24th Street and Vista De Castillo Drive



Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Yuma Community Food Bank 24th Street and Engler Avenue







Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Yuma Regional Medical Center 24th Street Between Parkview Loop and Avenue A

Greenlight
Traffic Engineering



Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs



26th Street and 23rd Avenue





Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Blue Diamond RV Park 32nd Street and Country Road Boulevard





Proposed Improvements:

1. Proposed RRFB along with advance pedestrian warning signs



32nd Street and Crest Drive

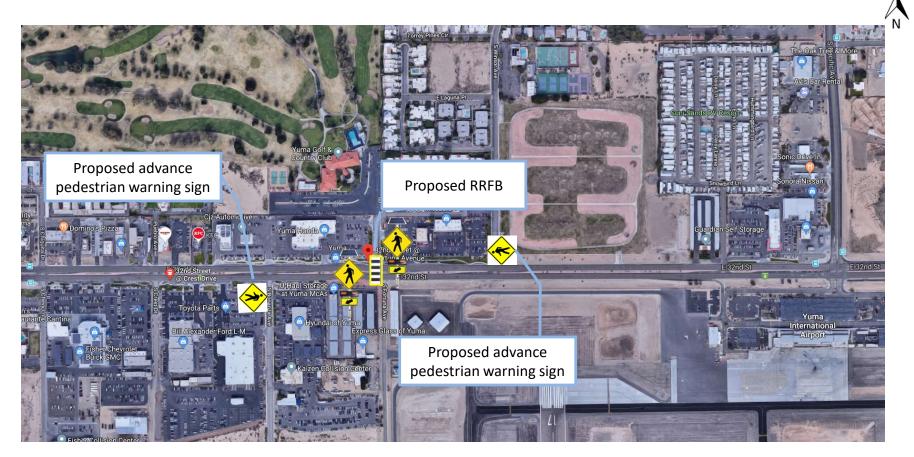


Proposed Improvements:

1. Proposed RRFB with advance pedestrian warning signs



32nd Street and Fortuna Avenue

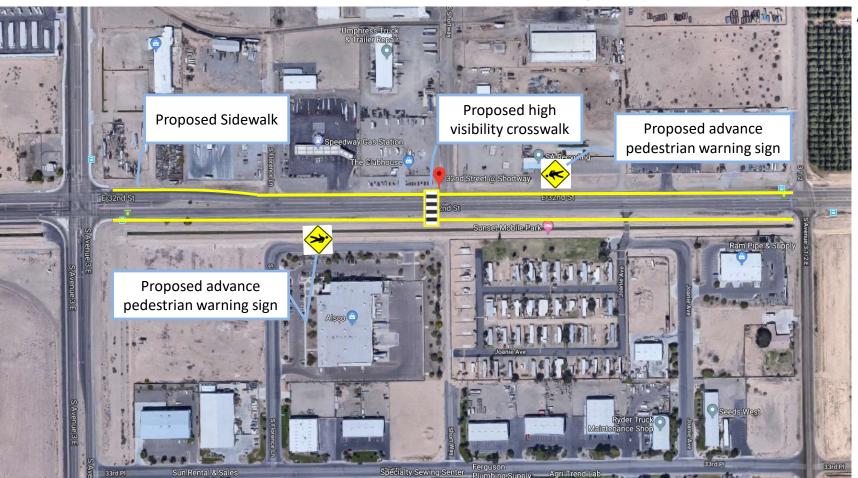


Proposed Improvements:

1. Proposed RRFB along with advance pedestrian warning signs



32nd Street and Shortway



Proposed Improvements:

- 1. Proposed high visibility crosswalk along with advance pedestrian warning signs
- 2. Proposed sidewalk (5,280 Feet)





32nd Street and Soar Avenue



Proposed Improvements:

1. Proposed RRFB along with advance pedestrian warning signs

3rd Street From 17th Avenue to Avenue A





Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs

3rd Street From Avenue B to 15th **Avenue**







Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs

3rd Street From 8th Avenue to 6th Avenue





Proposed Improvements:

Proposed high visibility crosswalks along with advance pedestrian warning signs

Downtown Yuma Transit Center 3rd Street and Gila Street







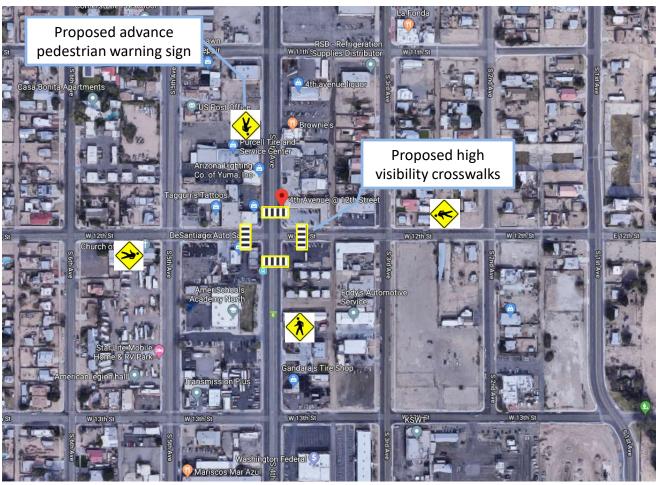
Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

4th Avenue and 12th Street







Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs



4th Avenue and 17th Street



Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs



4th Avenue and 18th Street





Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs



4th Avenue and 20th Street





Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

4th Avenue and 20th Place





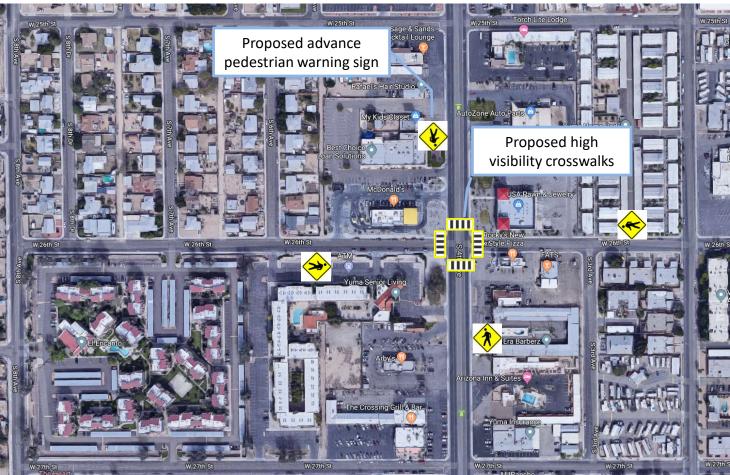


Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs



4th Avenue and 26th Street



Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs



8th Street From Magnolia Avenue to 10th Avenue







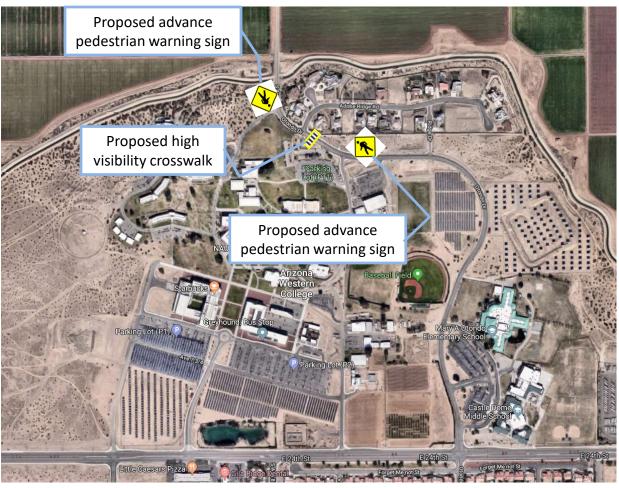
Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs

AWC Loop Rd: between 24th Street and Adobe Ridge Road





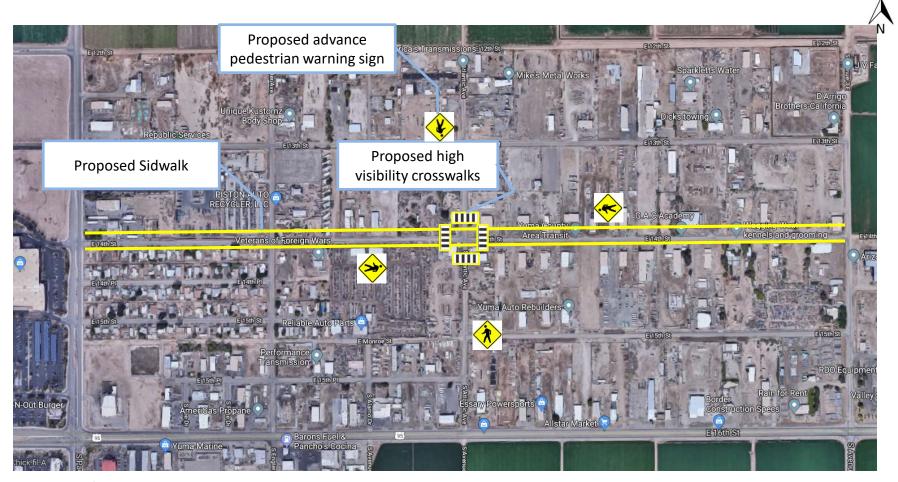


Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs



Atlantic Avenue and 14th Street



Proposed Improvements:

- 1. Proposed high visibility crosswalks and advance warning pedestrian warning sign
- 2. Proposed sidewalk along both sides of Pacific Avenue to Avenue 3E (11,000 feet)

Avenue 3E and Palo Verde Street





Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Avenue 9E From 28th Street to 31st Street





Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs

Avenue A and 10th Street







Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs



Avenue A and 14th Street





Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs



Avenue A and 18th Street



Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs



Avenue A and 20th Street





Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs



Avenue A and 22th Street



Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs



Avenue A: Southwest Medical Center Between: 24th street and 32nd Street







Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Avenue A and Westridge Drive







Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs



Avenue B Del Valle Mobile Home Park Between: 8th Street and 12th Street





Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Avenue B Immaculate Conception Church & School Between 3rd Street and 8th Street







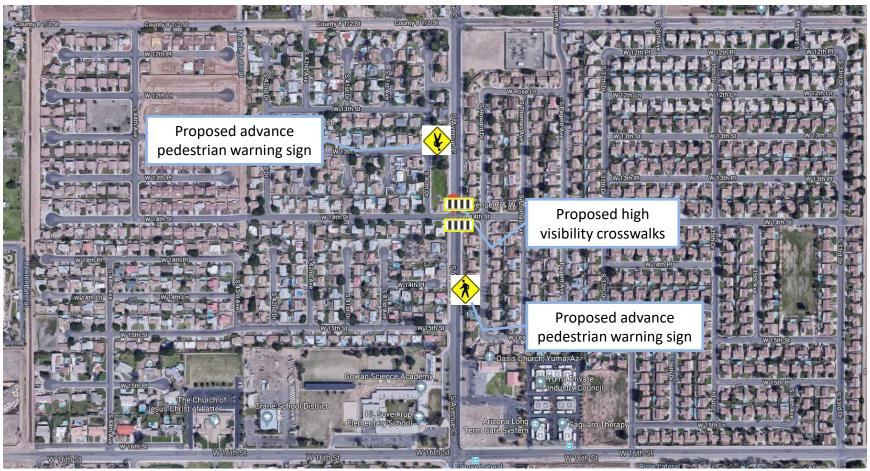
Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs



Avenue C and 14th Street



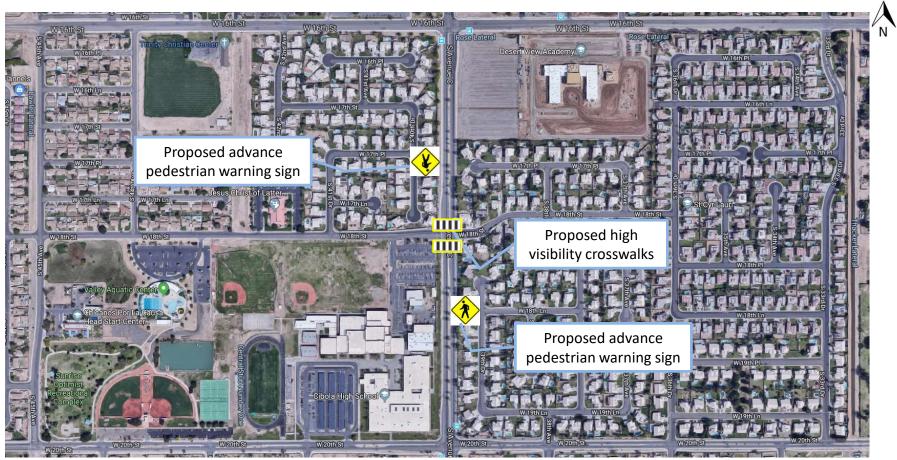


Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs



Avenue C and 18th Street



Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs

Avenue C and 4th Place







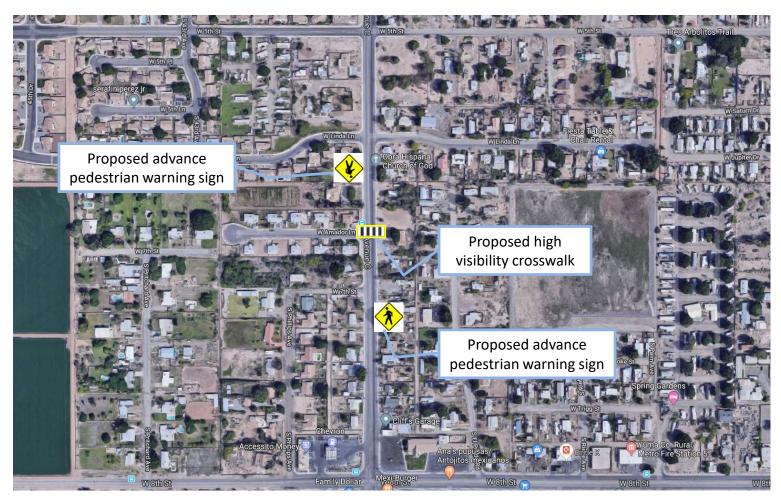
Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Avenue C and Amador Lane







Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Castle Dome Avenue and Yuma Palms Parkway







Proposed Improvements:

Proposed high visibility crosswalk along with advance pedestrian warning signs

Across Shilo Hotel in loop of Yuma Palms Parkway and Castle Dome Avenue



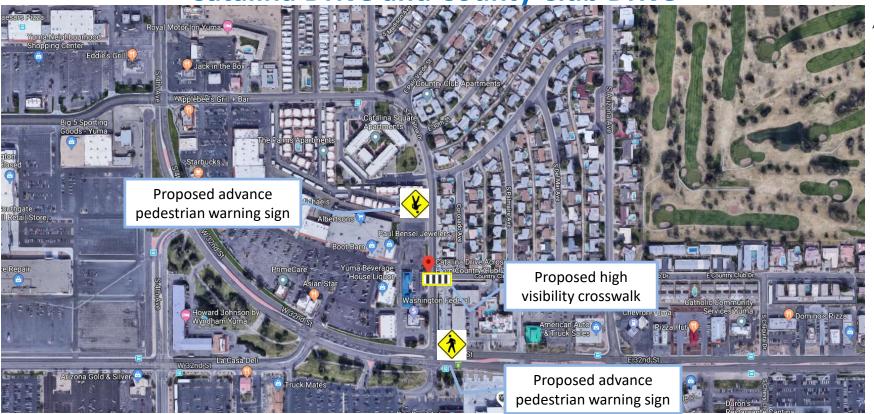


Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs



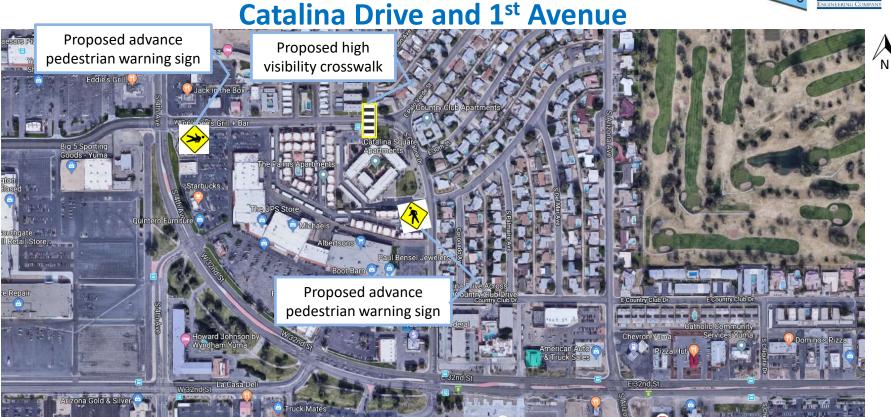
Catalina Drive and County Club Drive



Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs





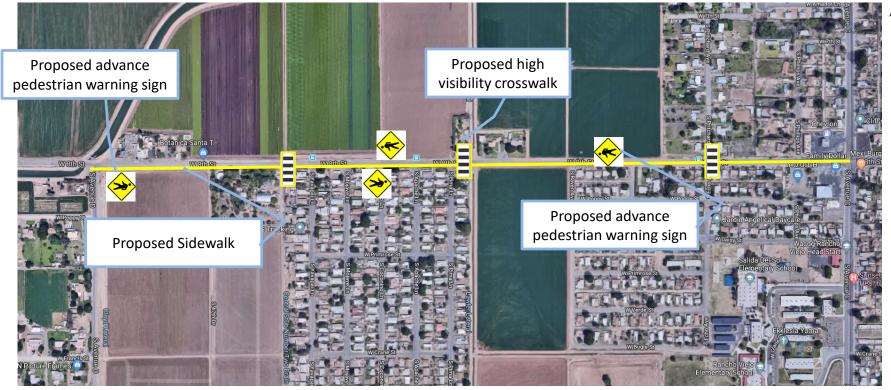
Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

County 8th Street From Avenue D to Avenue C





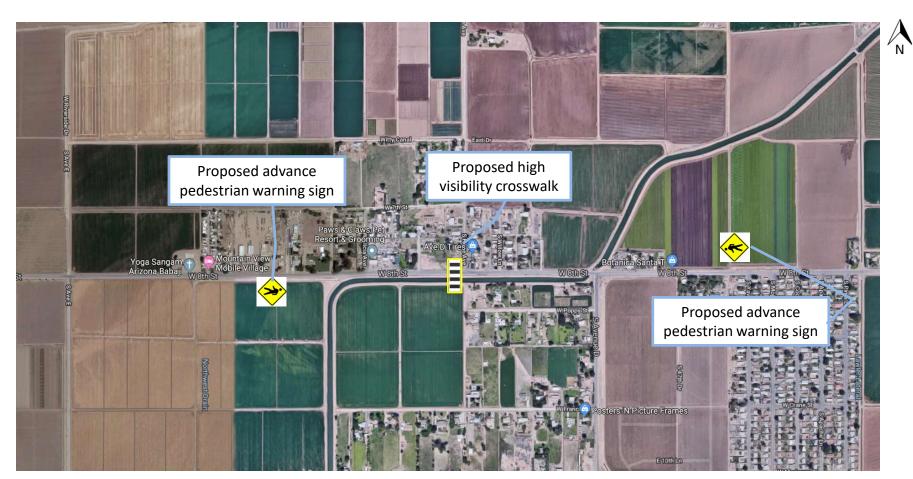


Proposed Improvements:

- 1. Proposed high visibility crosswalks along with advance pedestrian warning signs
- 2. Proposed sidewalk along both sides of 8th St from Avenue D to Avenue C (10,500 feet)

Hope way and County 8th Street





Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Hope Way and Riverside Drive





Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs



Pacific Avenue and San Marcos Drive



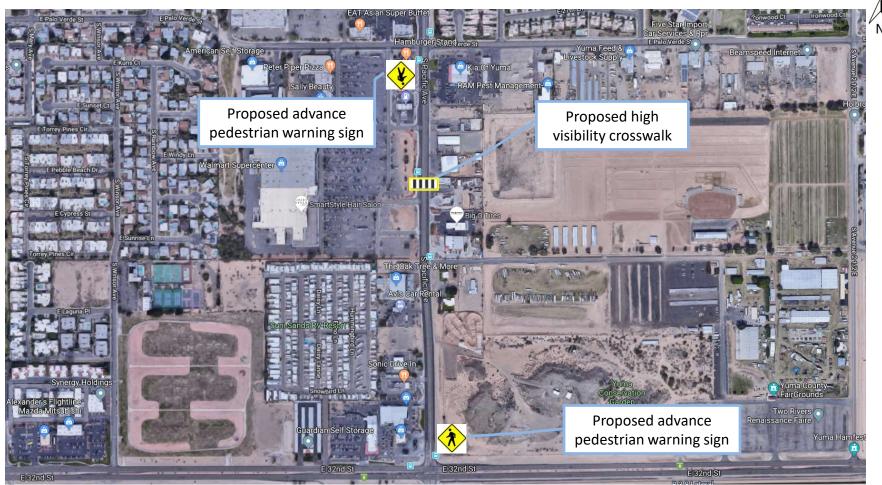


Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Walmart Stop Between Palo Verde Street and 32nd Street





Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Redondo Center Drive Social Security Access from 16th Street





Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs



South Frontage Road From: Avenue 8 ½ E to Foothills Boulevard





Proposed Improvements:

1. Proposed sidewalk along both sides of South Frontage Road from Avenue 8 1/2E to Foothills Boulevard (21,120 feet)



City of Yuma: Proposed Crosswalks at Park Crossings



Yuma Valley Park 24th Street and 31st Avenue





- Proposed RRFB along with advance pedestrian warning signs
- Proposed sidewalk along both sides of 24th St from Avenue C to Avenue B (10,200 feet)



Latino Americano Park 1st Street and 23rd Avenue





Proposed Improvements:

1. Proposed high visibility crosswalk



Joe Henry Memorial Park 23rd Avenue and Colorado Street



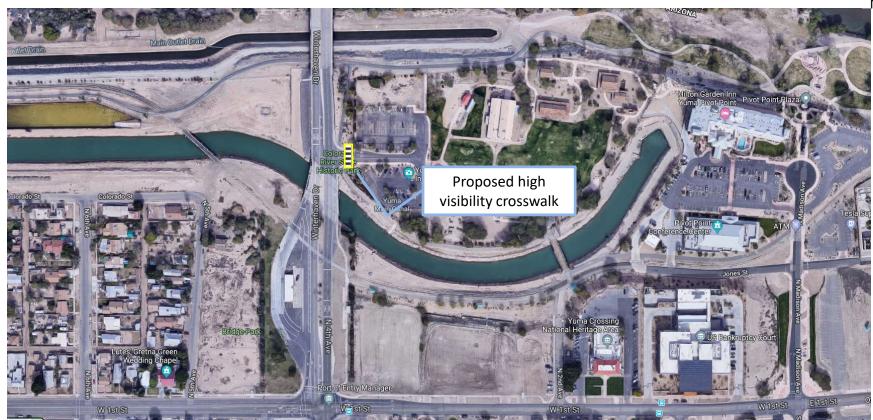


Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs







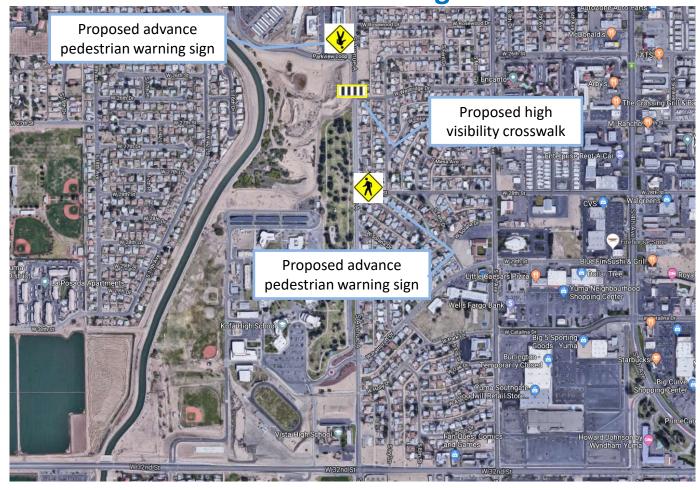
Proposed Improvements:

1. Proposed high visibility crosswalk

Ray Smucker Park Avenue A and Westridge Drive







Gateway Park 1st Street and Madison Avenue







Proposed Improvements:

1. Proposed high visibility crosswalks

Construction Cost: \$4,000



City of Yuma- Proposed Bicycle Lanes

Greenlight Traffic Engineering RICK ENGINEERING COMPANY







Proposed Improvements:

1. Install signage and striping

Construction Cost: \$37,000

Existing Condition

Area Type: RuralSpeed Limit: 55

Configuration: Three-Lane, Two-Way

❖ Shoulder: Present

Sidewalk: Not Applicable

Avenue B/US 95 From 32nd Street to 16th Street







Proposed Improvements:

1. Roadway widen and install bike lane (2 miles)

Construction Cost: \$2,122,000

Existing Condition

Area Type: UrbanSpeed Limit: 40

Configuration: Three-Lane, Two-Way

Shoulder: Not Applicable

Sidewalk: Present for whole segment

16th Street From Pacific Avenue to Avenue 3E







Proposed Improvements:

- 1. Install signage and striping
- 2. Install shoulder along south side of 16^{th} St from Avenue 2 ½ to Avenue 3E

Construction Cost: \$86,000

Existing Condition

❖ Area Type: Rural/Urban

❖ Speed Limit: 45

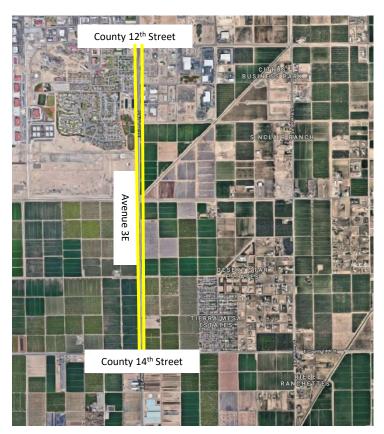
Configuration: Five-Lane, Two-Way

Shoulder: PresentSidewalk: Not Present

Avenue 3E From County 14th Street to County 12th Street







Proposed Improvements:

1. Install shoulder and signage and striping

Construction Cost: \$264,000

Existing Condition

❖ Area Type: Rural/Urban

❖ Speed Limit: 50

Configuration: Two-lane, Two-Way

❖ Shoulder: Present

❖ Sidewalk: Not Applicable

8th Street From 4th Avenue to Pacific Avenue





Proposed Improvements:

- 1. Install signage and striping from 4th
 Avenue to Prison Hill Road
- 2. Install 6 foot wide shoulder from Prison Hill Road to Pacific Avenue

Construction Cost: \$136,000



Area Type: UrbanSpeed Limit: 40

Configuration: Four-Lane, Two-Way
 Shoulder: Present, where applicable
 Sidewalk: Present, where applicable





16th Street From Avenue D to Avenue C



Proposed Improvements:

- 1. Install signage and striping
- 2. Install shoulder from Avenue D to 45th Avenue (5,350 feet)

Construction Cost: \$137,000

Existing Condition

- Area Type: UrbanSpeed Limit: 35
- Configuration: Two-lane, Two-Way from Avenue D to 45th Avenue, Four-Lane, Two-Way from 45th Avenue to Avenue C
- ❖ Shoulder: Missing from Avenue D to 45th Avenue
- ❖ Sidewalk: Present
- Proposed bikeway for whole segment



Avenue B From 16th Street to 1st Street







Proposed Improvements:

1. Widen roadway and install bike lanes (2 miles)

Construction Cost: \$2,122,000

Existing Condition

Area Type: UrbanSpeed Limit: 45

Configuration: Five-Lane, Two-Way

Shoulder: Not Applicable

❖ Sidewalk: Present

Proposed bike lane for whole segment









Proposed Improvements:

Install signage and Sharrow markings

Construction Cost: \$37,500

Existing Condition

Area Type: Urban

❖ Speed Limit: 35 and 40

Configuration: Three-Lane, Two-Way

❖ Shoulder: Not Applicable

❖ Sidewalk: Present

Proposed bike lane for whole segment



26th Street Avenue B to 21st Drive





Proposed Improvements:

1. Install signage and Sharrow Marking

Construction Cost: \$2,000

Existing Condition

Area Type: Urban

❖ Speed Limit: 25

Configuration: Two Lane, Two-Way

❖ Shoulder: Not Applicable

23rd Drive 26th Street and 28th Street







Proposed Improvements:

Install signage and striping

Construction Cost: \$2,000

Existing Condition

Area Type: UrbanSpeed Limit: 25

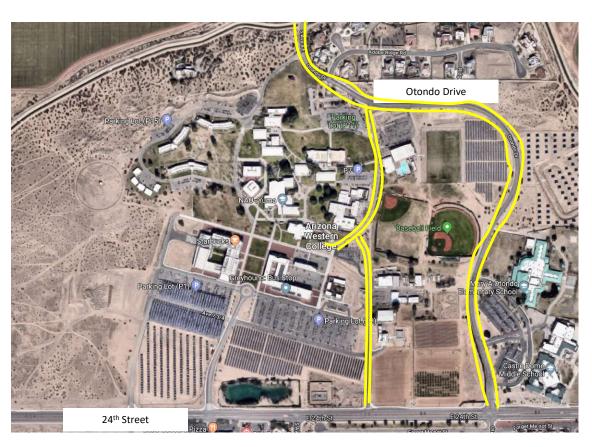
Configuration: Two Lane, Two-Way

❖ Shoulder: Not Applicable

Arizona Western College Otondo Drive and Campus Loop







Proposed Improvements:

- 1. Install signage and sharrow marking on Campus Loop
- 2. Extend existing bike lanes on Otondo Dr to 24th St

Construction Cost: \$21,000

Existing Condition

Area Type: UrbanSpeed Limit: 15

Configuration: Two Lane, Two-Way

Shoulder: Not Applicable

❖ Sidewalk: Present

Proposed bikeway on whole AWC Loop



14th Street From Pacific Avenue to Atlantic Avenue



Proposed Improvements:

- 1. Install signage and Sharrow Marking
- 2. Install sidewalk on from Pacific Avenue to Atlantic Avenue (5,280 Feet)

Construction Cost: \$270,500

Existing Condition

Area Type: UrbanSpeed Limit: 25

Configuration: Two Lane, Two-Way

Shoulder: Not ApplicableSidewalk: Not Present





Atlantic Avenue From 14th Street to 16th Street



Proposed Improvements:

- 1. Install signage and Sharrow Marking
- 2. Install sidewalk on from 14th Street to 16th Street (2,740 feet)

Construction Cost: \$145,000

Existing Condition

16th Street

Area Type: UrbanSpeed Limit: 25

Configuration: Two Lane, Two-Way

Shoulder: Not ApplicableSidewalk: Not Present





1st Street From Gila Street to Maiden Lane





Proposed Improvements:

1. Install signage and Sharrow Marking

Construction Cost: \$7,500

Existing Condition

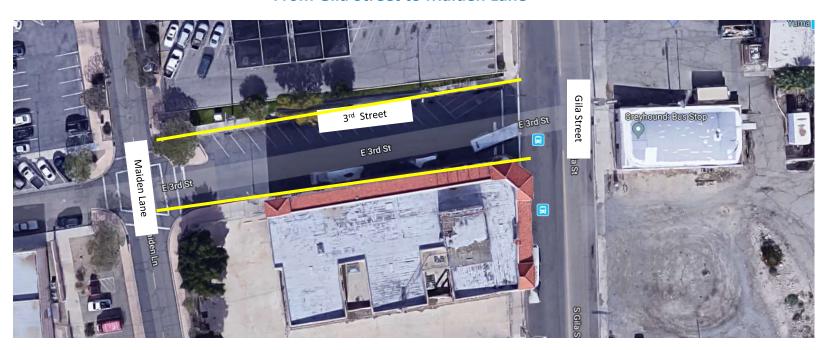
Area Type: UrbanSpeed Limit: 25

Configuration: Two Lane, Two-Way

Shoulder: Not Applicable



3rd Street From Gila Street to Maiden Lane



Proposed Improvements:

1. Install signage and Sharrow Marking

Construction Cost: \$2,000

Existing Condition

Area Type: UrbanSpeed Limit: 25

Configuration: Two Lane, One-Way

❖ Shoulder: Not Applicable



Harold C Giss Parkway From Gila Street to Maiden Lane







Proposed Improvements:

1. Install signage and sharrow marking

Construction Cost: \$7,500

Existing Condition

Area Type: Urban

❖ Speed Limit: 35

Configuration: Four Lane, Two-Way

Shoulder: Not Applicable

Maiden Lane From 1st Street to Harold C Giss Parkway







Proposed Improvements:

1. Install signage and Sharrow Marking

Construction Cost: \$5,000

Existing Condition

Area Type: UrbanSpeed Limit: 25

Configuration: Two Lane, Two-Way

Shoulder: Not Applicable









Proposed Improvements:

1. Install signage and striping

Construction Cost: \$5,000

Existing Condition

Area Type: UrbanSpeed Limit: 25

Configuration: Two Lane, Two-Way

❖ Shoulder: Not Applicable



32nd Street From Avenue D to Avenue B



Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (32,525 feet)
- 2. Install signage and striping

Construction Cost: \$947,000

Existing Condition

- ❖ Area Type: Rural/Urban
- ❖ Speed Limit: 40
- Configuration: Two-lane Two-way
- Turn lanes are present at intersections
- ❖ Shoulder: None
- ❖ Sidewalk: Present from Avenue D to 45th Avenue



Avenue D From County 12th Street to County 8th Street



Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (42,663 feet)
- 2. Install signage and striping

Construction Cost: \$1,087,000

Existing Condition

❖ Area Type: Rural

Speed Limit: 50 from County 12th Street to 20th Street
 Speed Limit: 35 from 20th Street to County 8th Street

Configuration: Two-lane Two-way

❖ Shoulder: None

❖ Sidewalk: Present from 20th Street and 16th Street

1st Street From Avenue C to Avenue B





Proposed Improvements:

1. Install Sharrow (10,560 Feet)

Construction Cost: \$15,000

Existing Condition

❖ Area Type: Rural/Urban

Speed Limit: 35

Configuration: Two-lane Two-way



5st Street From Avenue C to Avenue B



Proposed Improvements:

1. Install Sharrow (10,560 Feet)

Construction Cost: \$15,000

Existing Condition

❖ Area Type: Rural/Urban

❖ Speed Limit: 25

Configuration: Two-lane Two-way

Araby Road From County 10th Street to County 9th Street





Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (10,560 feet)
- 2. Install signage and striping

Construction Cost: \$269,000

Existing Condition

Area Type: RuralSpeed Limit: 45

Configuration: Two-lane Two-way

Avenue 4E County 14th Street to County 11th Street





Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (31,680 feet)
- 2. Install signage and striping

Construction Cost: \$807,000

Existing Condition

❖ Area Type: Rural/Urban

❖ Speed Limit: 50

Configuration: Two-lane Two-way



Avenue 5E County 14th Street to County 11th Street

Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (31,680 feet)
- 2. Install signage and striping

Construction Cost: \$807,000



Existing Condition

❖ Area Type: Rural/Urban

❖ Speed Limit: 50

Configuration: Two-lane Two-way

County 13th Street From Avenue 2E to Avenue 5E





Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (31,680 feet)
- 2. Install signage and striping

Construction Cost: \$807,000

Existing Condition

❖ Area Type: Rural/Urban

Speed Limit: 50

Configuration: Two-lane Two-way

Avenue 2E From County 14th Street to County 13th Street





Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (10,560 feet)
- 2. Install signage and striping

Construction Cost: \$269,000

Existing Condition

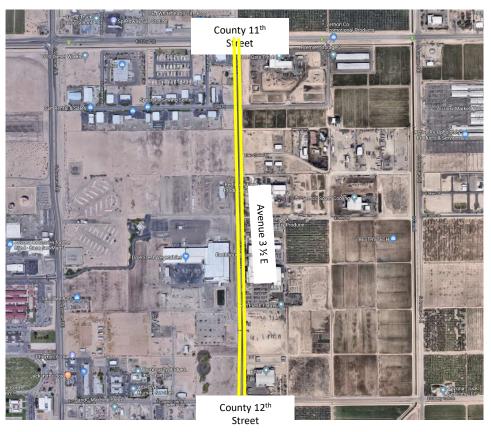
❖ Area Type: Rural/Urban

❖ Speed Limit: 50

Configuration: Two-lane Two-way

Avenue 3 ½ E From County 12th Street to County 11th Street





Proposed Improvements:

- Install 6 foot wide shoulder along both sides of the roadway (10,560 feet)
- 2. Install signage and striping

Construction Cost: \$269,000

Existing Condition

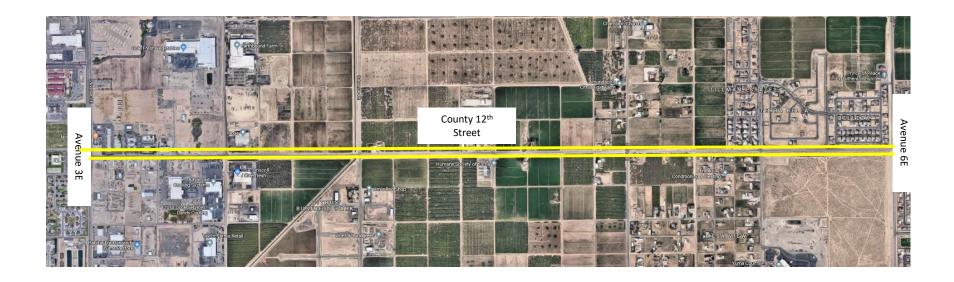
❖ Area Type: Rural/Urban

❖ Speed Limit: 45

Configuration: Three Lane - Two-way

County 12th Street From Avenue 3E to Avenue 6E





Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (31,680 feet)
- 2. Install signage and striping

Construction Cost: \$807,000

Existing Condition

❖ Area Type: Rural/Urban

❖ Speed Limit: 45

Configuration: Two-lane Two-way



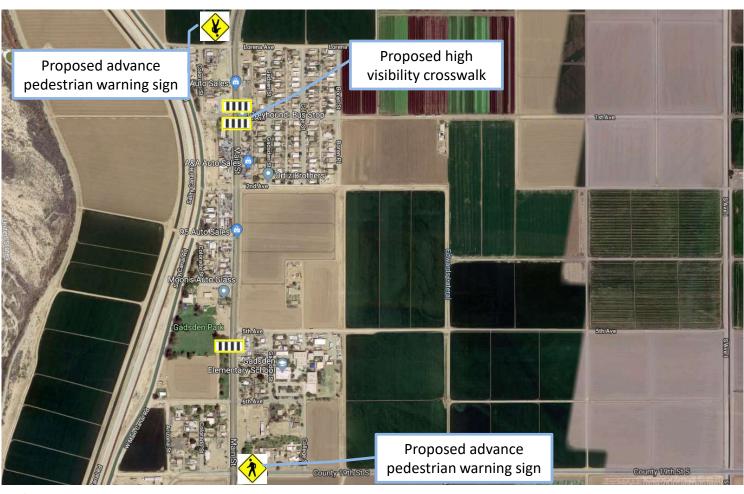
Gadsden: Proposed Crosswalks

Main Street From County 19th St to Lorena Avenue









Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs

Construction Cost: \$13,000



Gadsden: Proposed Bicycle Lanes

Main Street/ US 95 From County 19th Street to Lorena Avenue







Proposed Improvements:

1. Widen roadway and install bike lanes

Construction Cost: \$807,400

Existing Condition

Area Type: RuralSpeed Limit: 40

Configuration: Five-Lane, Two-Way

❖ Shoulder: Not Applicable

❖ Sidewalk: Present for whole segment





US 95 From Lorena Avenue to Avenue G



Proposed Improvements:

1. Install signage and striping

Construction Cost: \$25,000

Existing Condition

❖ Area Type: Rural

❖ Speed Limit: 55

Configuration: Five-Lane, Two-Way

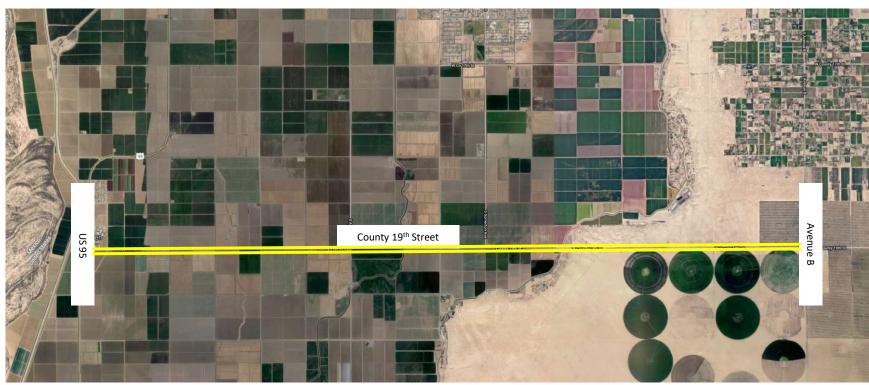
Shoulder: Present

Sidewalk: Not Applicable

County 19th Street US 95 to Avenue B







Proposed Improvements:

- 1. Install shoulder along both sides of the roadway (83,424 feet)
- 2. Install signage and striping

Construction Cost: \$2,085,600

Existing Condition

Area Type: RuralSpeed Limit: 50

Configuration: Two-lane, Two-Way

❖ Shoulder: None

❖ Sidewalk: Present for whole segment



City of San Luis: Proposed Crosswalks



4th Avenue and B Street





Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs

Construction Cost: \$12,000





A

4th Avenue and C Street



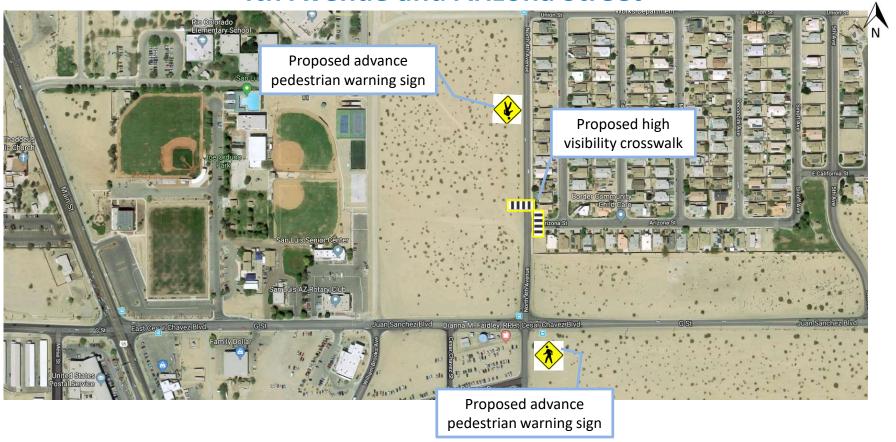
Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs

Construction Cost: \$12,000



4th Avenue and Arizona Street



Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs

Construction Cost: \$6,000



4th Avenue and Juan Sanchez Blvd



Proposed Improvements:

- 1. Proposed high visibility crosswalks along with advance pedestrian warning signs
- 2. Proposed sidewalk on both sides (4,200 Feet)

Construction Cost: \$240,000

A



4th Avenue and Las Brisas Blvd





Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Construction Cost: \$9,000



4th Avenue and Union Street



Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Construction Cost: \$6,000

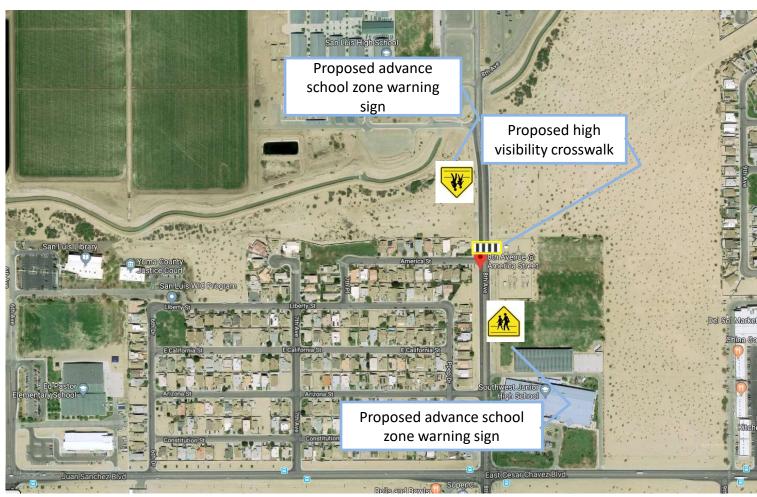








8th Avenue and America Street



Proposed Improvements:

1. Proposed high visibility crosswalk along with advance school zone warning signs

Construction Cost: \$7,000



Avenue F and Los Olivos Drive





Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Construction Cost: \$9,000

Orgullo Del Sol Apartments Between Main Street and 4th Avenue





Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Construction Cost: \$7,000

Juan Sanchez Boulevard and 7th Avenue





Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs

Construction Cost: \$22,000

US Highway 95



From Estibelle Lane to Lankin Drive



Proposed Improvements:

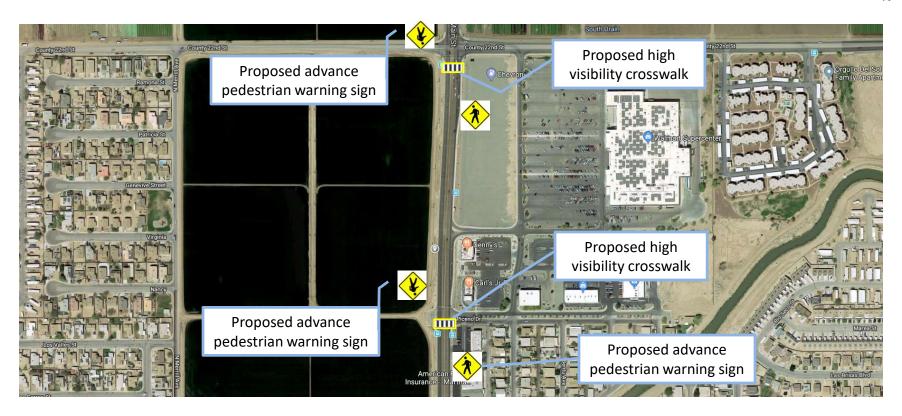
1. Proposed high visibility crosswalks along with advance pedestrian warning signs

Construction Cost: \$12,000



US Highway 95- Walmart Drive Between Piceno Drive and County 22nd Street





Proposed Improvements:

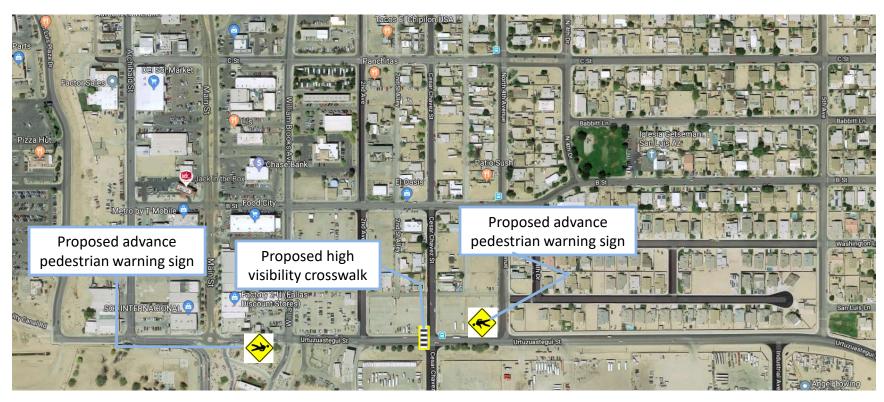
1. Proposed high visibility crosswalks along with advance pedestrian warning signs

Construction Cost: \$12,000



Urtuzuastegui Street and Cesar Chavez Avenue





Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Construction Cost: \$6,000



City of San Luis- Proposed Bicycle Lanes

Juan Sanchez Boulevard from Main Street to 10th Avenue







Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (19,200 feet)
- 2. Install signage and striping

Construction Cost: \$480,000

Existing Condition

❖ Area Type: Urban/Rural

❖ Speed Limit: 35

Configuration: Two-lane, Two-way

❖ Shoulder: None

Sidewalk: Present from 6th Avenue to 10th Avenue on north side only

❖ School present at 8th Avenue NE Corner

Juan Sanchez Boulevard from 10th Avenue to Avenue E







Proposed Improvements:

- 1. Install 2 foot wide shoulder along Juan Sanchez Blvd (31,680 feet)
- 2. Install signage and striping

Construction Cost: \$264,000

Existing Condition

Area Type: RuralSpeed Limit: 50

Configuration: Two-lane, Two-Way

❖ Shoulder: Present

❖ Sidewalk: Not applicable

Juan Sanchez Boulevard from Avenue E to Avenue B





Proposed Improvements:

1. Install signage and striping (3 miles)

Construction Cost: \$15,000

Existing Condition

Area Type: RuralSpeed Limit: 65

Configuration: Four-Lane, Two Way

❖ Shoulder: Present

Sidewalk: Not applicable

Main Street from Urtuzuastegui Street to Juan Sanchez Boulevard







Proposed Improvements:

- 1. Install signage and striping along west side of Main st
- 2. Install Sharrow marking on the pavements for shared bike and car lanes for north directions

Construction Cost: \$15,000

Existing Condition

❖ Area Type: Rural/Urban

❖ Speed Limit: 25

Configuration: Two-lane, Two-Way

Shoulder: Not applicable

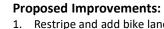
❖ Sidewalk: Present for whole segment

❖ Bike lane existing southbound from D Street (Roundabout) to Urtuzuastegui Street

Main Street from Juan Sanchez Boulevard to County 22nd Street







- 1. Restripe and add bike lanes along Main street
- 2. Install signage and striping

Construction Cost: \$42,500

Existing Condition

❖ Area Type: Rural/Urban

❖ Speed Limit: 35

Configuration: Three-Lane, Two-Way

❖ Shoulder: Not applicable

Sidewalk: Present from Juan Sanchez Boulevard to County 22 ½ Street both directions, and from County 22 ½ Street to County 22nd Street on east side only



US 95 From County 22nd Street to County 19th Street





Proposed Improvements:

1. Install signage and striping

Construction Cost: \$15,000

Existing Condition

Area Type: RuralSpeed Limit: 55

Configuration: Three-Lane, Two-Way

Shoulder: Present

❖ Sidewalk: Not applicable

Juan Sanchez Boulevard/ State Route 195/Araby Road from Avenue B to 32nd Street







Proposed Improvements:

1. Install signage and striping for bike lanes/presence of bikes

2. Six Dynamic speed feedback signs

Construction Cost: \$135,500

Existing Condition

Area Type: RuralSpeed Limit: 65

Configuration: Four-Lane, Two-Way

❖ Shoulder: Present

Sidewalk: Not applicableConnects San Luis to Yuma

County 22nd Street From US 95/Main Street to 4th Avenue







Proposed Improvements:

1. Install signage and Sharrow markings

Construction Cost: \$3,250

Existing Condition

❖ Area Type: Urban/Rural

❖ Speed Limit: 35

Configuration: Three-Lane, Two-Way eastbound,

and One-Way westbound

❖ Shoulder: None ❖ Sidewalk: None

4th Avenue From County 22nd Street to Urtuzuasetgui Street







Proposed Improvements:

1. Install signage and Sharrow markings

Construction Cost: \$7,500

Existing Condition

❖ Area Type: Urban/Rural

Speed Limit: 25

Configuration: Two-lane, Two-Way

❖ Shoulder: None

❖ Sidewalk: Partially south of G Street



Urtuzuasetgui Street From 4th **Avenue to Main Street**



Proposed Improvements:

1. Install signage and Sharrow markings

Construction Cost: \$3,250

Existing Condition

❖ Area Type: Urban/Rural

❖ Speed Limit: 25

Configuration: Two-lane, Two-Way

Shoulder: Not applicable

❖ Sidewalk: Present

A

C Street From Main Street to 1st Street/William Brook Avenue







Proposed Improvements:

1. Install signage and Sharrow markings

Construction Cost: \$2,000

Existing Condition

❖ Area Type: Urban/Rural

❖ Speed Limit: 25

Configuration: Two-lane, Two-Way

Shoulder: Not applicable

1st Street/William Brooks Avenue From C Street to Juan Sanchez Boulevard







Proposed Improvements:

1. Install signage and Sharrow markings

Construction Cost: \$3,250

Existing Condition

❖ Area Type: Urban/Rural

❖ Speed Limit: 25

Configuration: Two Lane, One Way

❖ Shoulder: Not applicable





Avenue F From County 24th Street to Juan Sanchez Boulevard



Proposed Improvements:

1. Install signage and Sharrow markings

Construction Cost: \$7,500

Existing Condition

❖ Area Type: Urban/Rural

❖ Speed Limit: 35

Configuration: Two Lane, Two-Way

Shoulder: Not applicable



Avenue E From County 24th Street to Juan Sanchez Boulevard



Proposed Improvements:

1. Install signage and striping

 Install 6' shoulder from County 24th Street to Juan Sanchez Boulevard (10,560 feet)

Construction Cost: \$269,000

Existing Condition

❖ Area Type: Urban/Rural

❖ Speed Limit: 50

Configuration: Four-Lane, Two-Way

❖ Shoulder: None

❖ Sidewalk: Not Applicable





County 24 Street From Avenue F to Avenue E



Proposed Improvements:

- 1. Install signage and striping
- Install shoulder on County 24th street both directions 10,560 feet

Construction Cost: \$269,000

Existing Condition

❖ Area Type: Urban/Rural

❖ Speed Limit: 35

Configuration: Two Lane, Two-Way

❖ Shoulder: Present

❖ Sidewalk: Not Applicable





Urtuzuastegui Street From Main Street to 10th Avenue



Proposed Improvements:

1. Install signage and Sharrow marking (9, 350 feet)

Construction Cost: \$11,700

Existing Condition

Area Type: UrbanSpeed Limit: 25

Configuration: Two Lane Two Way from Main Street to 6th Avenue
 Configuration: Five Lane Two-way from 6th Avenue and 10th Avenue

Shoulder: Not Applicable



10th Avenue From Urtuzuastegui Street to County 22nd Street



Proposed Improvements:

1. Install signage and Sharrow marking (8,448 feet)

Construction Cost: \$10,415

Existing Condition

❖ Area Type: Urban/Rural

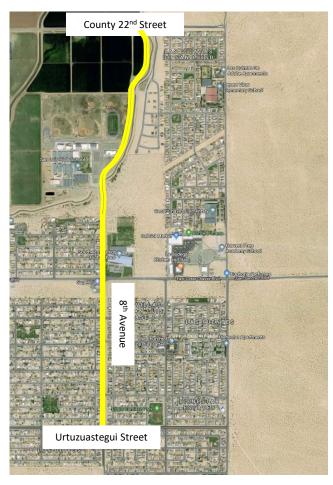
❖ Speed Limit: 25

Configuration: Two-lane Two-way

Shoulder: NoneSidewalk: Present



8th Avenue From Urtuzuastegui Street to County 22nd Street



Proposed Improvements:

1. Install signage and Sharrow marking (8,976 feet)

Construction Cost: \$ 11,050

Existing Condition

❖ Area Type: Urban/Rural

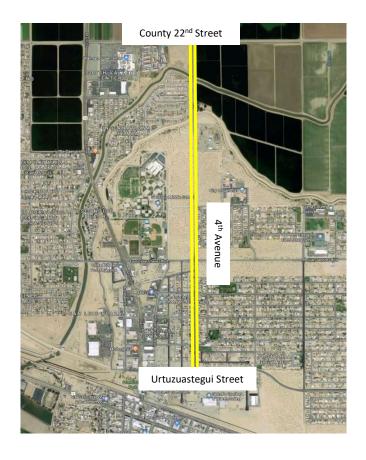
❖ Speed Limit: 25

Configuration: Four-lane Two-way

Shoulder: NoneSidewalk: Present



4th Avenue From Urtuzuastegui Street to County 22nd Street



Proposed Improvements:

1. Install signage and Sharrow marking (3,100 feet)

Construction Cost: \$ 3900

Existing Condition

❖ Area Type: Urban/Rural

❖ Speed Limit: 25

Configuration: Two Lane- Two-way

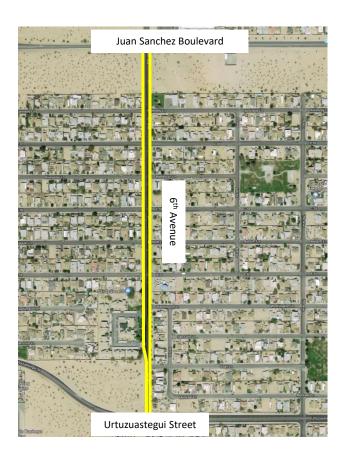
Shoulder: None

❖ Sidewalk: Present from Urtuzasetgui Street to Juan

Sanchez Boulevard



6th Avenue From Urtuzuastegui Street to Juan Sanchez Boulevard



Proposed Improvements:

1. Install signage and Sharrow marking (8,976 feet)

Construction Cost: \$ 11,050

Existing Condition

❖ Area Type: Urban/Rural

❖ Speed Limit: 25

Configuration: Two Lane- Two-way

Shoulder: NoneSidewalk: Present

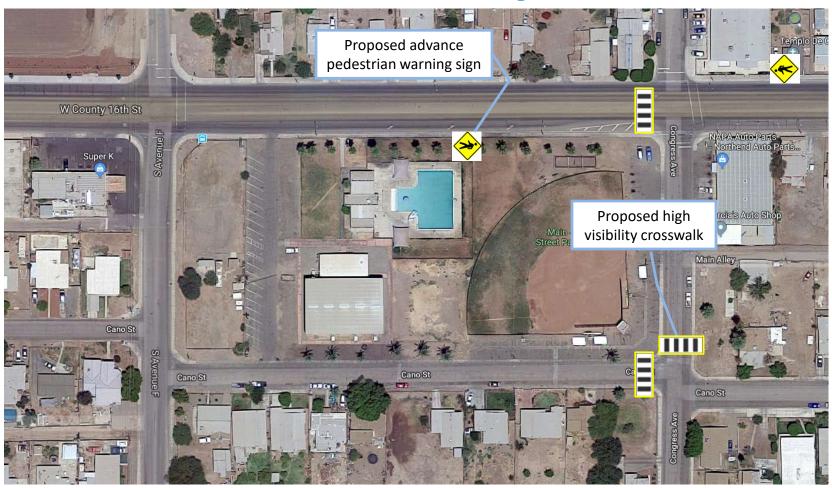


Town of Somerton: Proposed Crosswalks at Park Crossings

Main Street Park- Somerton Between Avenue F and Congress Avenue







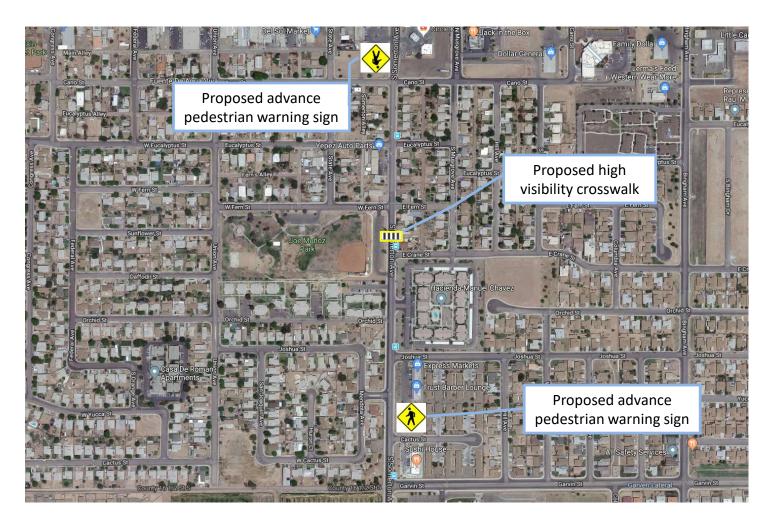
Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs



Somerton Avenue and Crane Street





Already Accounted for in a Previous Slide



Town of Somerton- Proposed Bicycle Lanes

Main Street/ US 95 From Avenue G to Avenue E







Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway from Avenue G to 5,000 feet east
- 2. Install signage and striping, and Sharrow marking

Construction Cost: \$140,000

Existing Condition

❖ Area Type: Urban/Rural

❖ Speed Limit: 40 from Avenue G to Avenue F

❖ Speed Limit: 25 from Avenue F to Avenue E

Configuration: Five-Lane, Two-way

❖ Shoulder: None

❖ Sidewalk: Present for whole segment

Somerton Avenue From County 19th Street to County 17th Street







Proposed Improvements:

- 1. Install shoulder along both sides of the roadway (21,650 feet)
- 2. Install signage and striping

Construction Cost: \$541,500

Existing Condition

Area Type: RuralSpeed Limit: 50

Configuration: Two-lane, Two-Way

Shoulder: PresentSidewalk: Not Present

Somerton Avenue From County 17th Street to County 15th Street







Proposed Improvements:

1. Improve existing signage and striping

Construction Cost: \$10,000

Existing Condition

Area Type: Urban

❖ Speed Limit: 25

Configuration: Three-Lane, Two-WayAlready bike lanes and signage present

Shoulder: Not Applicable

❖ Sidewalk: Present









Proposed Improvements:

- 1. Install 6 foot wide shoulder
- 2. Install signage and striping

Construction Cost: \$1,848,000

Existing Condition

Area Type: RuralSpeed Limit: 50

Configuration: Two-lane, Two-Way

Shoulder: Not PresentSidewalk: Not Present



Tacna, AZ - Proposed Bicycle Lanes



Avenue 40E From Peterson Drive to Gila Levee Road



Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (36,960feet)
- 2. Install signage and striping

Construction Cost: \$941,500

Existing Condition

Area Type: RuralSpeed Limit: 50

Configuration: Two Lane - Two-way



Avenue 36E From County 6th Street to Old US 80



Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (33,264 Feet)
- 2. Install signage and striping

Construction Cost: \$847,350

Existing Condition

Area Type: RuralSpeed Limit: 50

Configuration: Two Lane - Two-way



County 6th Street From Avenue 37E to Avenue 38E



Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (10,560 feet)
- 2. Install signage and striping

Construction Cost: \$269,000

Existing Condition

❖ Area Type: Rural/Urban

❖ Speed Limit: 50

Configuration: Two-lane Two-way



Avenue 38E From County 6th Street to County 5th Street



Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (10,560 feet)
- 2. Install signage and striping

Construction Cost: \$269,000

Existing Condition

❖ Area Type: Rural/Urban

❖ Speed Limit: 50

Configuration: Two-lane Two-way



County 5th Street From Avenue 38E and Avenue 39E



Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (10,560 feet)
- 2. Install signage and striping

Construction Cost: \$269,000

Existing Condition

❖ Area Type: Rural/Urban

❖ Speed Limit: 50

Configuration: Two-lane Two-way



Avenue 39E County 5th Street and County 6th Street



Proposed Improvements:

- 1. Install 6 foot wide shoulder along both sides of the roadway (10,560 feet)
- 2. Install signage and striping

Construction Cost: \$269,000

Existing Condition

❖ Area Type: Rural/Urban

❖ Speed Limit: 50

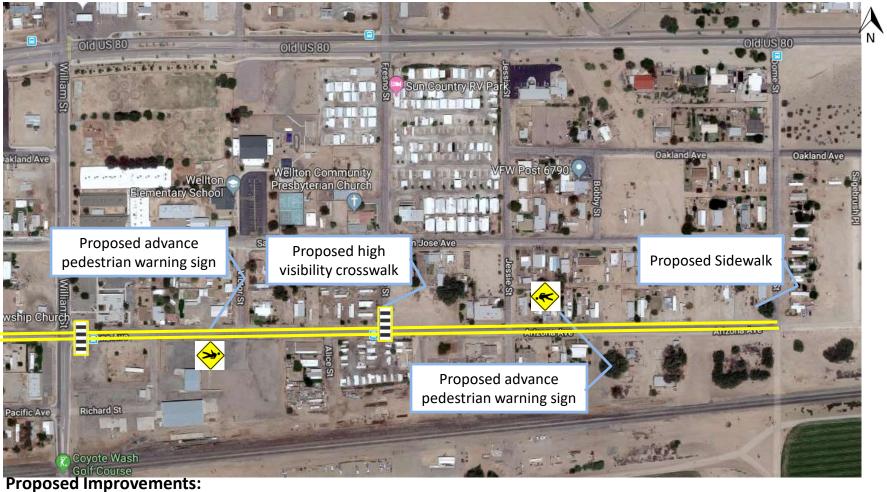
Configuration: Two-lane Two-way



Town of Wellton: Proposed Crosswalks

Arizona Avenue From William Street to Dome Street





- Proposed high visibility crosswalks along with advance pedestrian warning signs
- Proposed sidewalk along both sides of Arizona Avenue from Los Angeles Ave (Old US 80) to Dome Street (11,500 feet)

Construction Cost: \$6,000 (Sidewalk Cost on Next Slide)





Proposed Improvements:

- 1. Proposed high visibility crosswalks along with advance pedestrian warning signs
- 2. Proposed sidewalk along both sides of Arizona Avenue from Los Angeles Ave (Old US 80) to Dome Street (11,500 feet)

Construction Cost: \$583,000



Dome Street and San Jose Avenue





Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs



Town of Wellton Proposed Bicycle Lanes



Old US 80 From Avenue 29E to Dome Street



Proposed Improvements:

1. Install Sharrow (5,280 Feet)

Construction Cost: \$7,500

Existing Condition

❖ Area Type: Rural/Urban

Speed Limit: 35

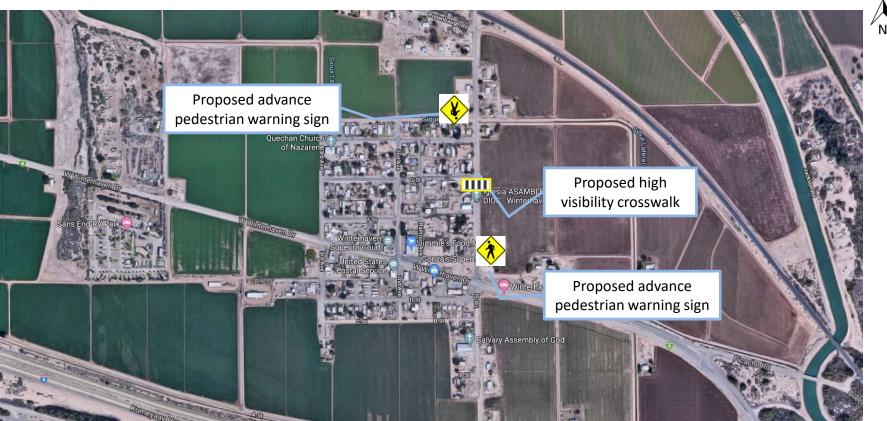
Configuration: Four-lane Two-way



Town of Winterhaven, CA: Proposed Crosswalks

Greenlight Traffic Engineering

First Avenue and G Street



Proposed Improvements:

Proposed high visibility crosswalk along with advance pedestrian warning signs



First Avenue and McCoy Mobile Home Park







Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

First Street and Roden Baugh Road



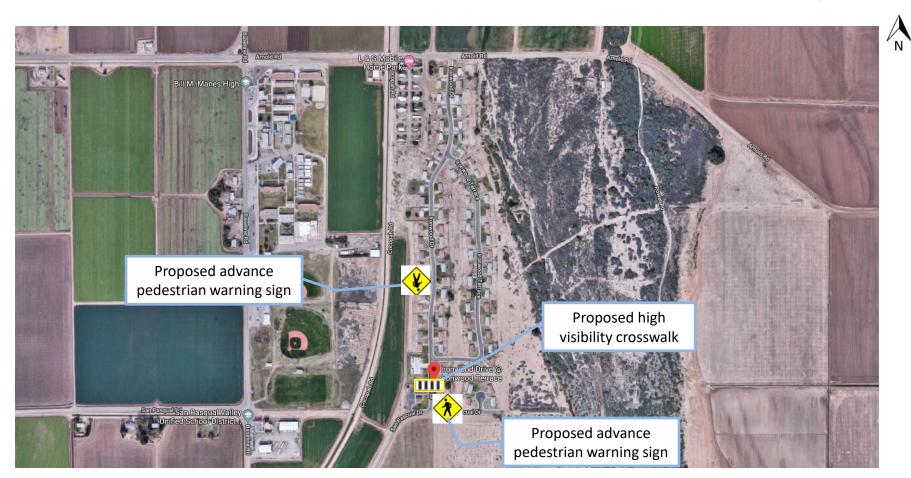


Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Greenlight Traffic Engineering RICK ENGINEERING COMPANY

Ironwood Drive and Ironwood Terrance



Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs



Piacacho Road and Indian Hill Road (3rd Street)



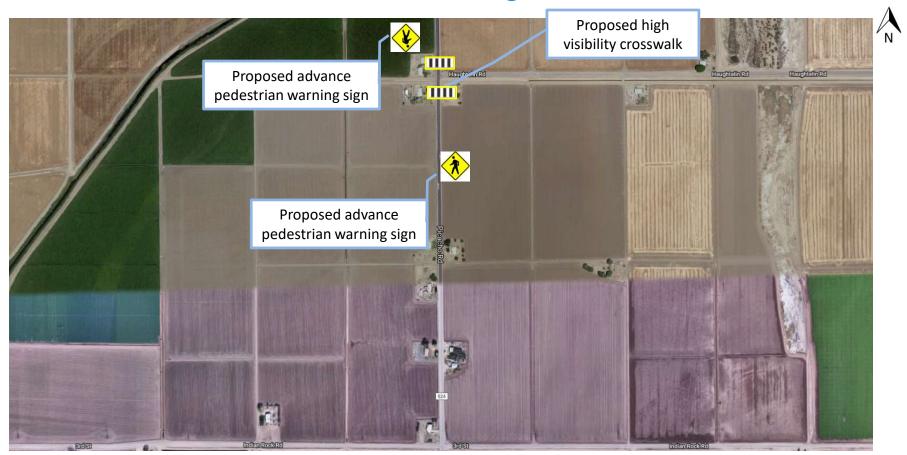


Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs



Picacho Road and Haughtelin Road

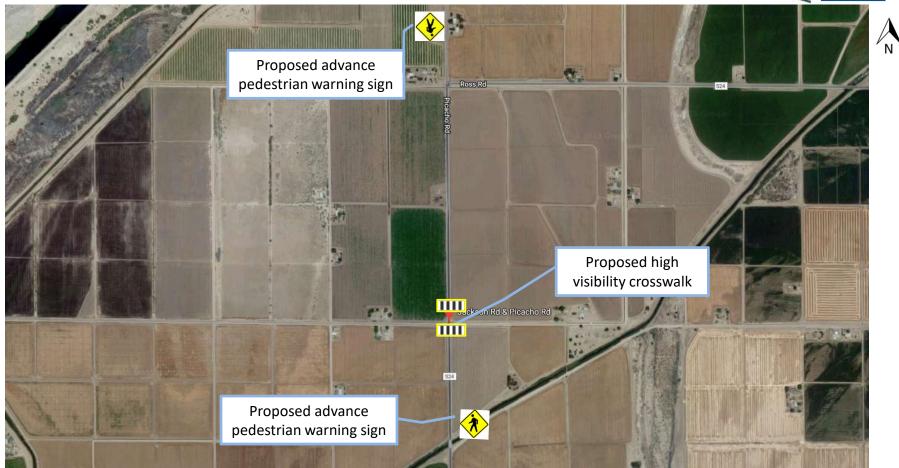


Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs

Picacho Road and Jackson Road



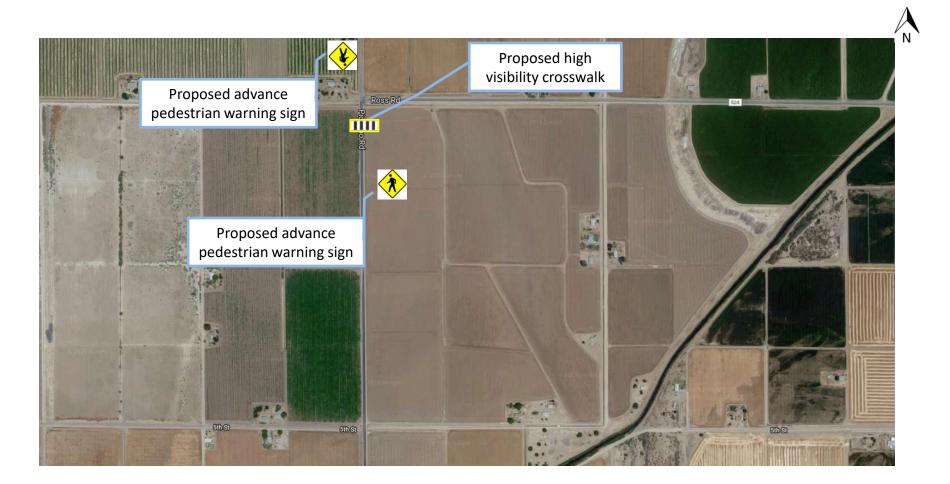


Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs



Picacho Road and Ross Road



Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs



Ross Road and American Farm Road





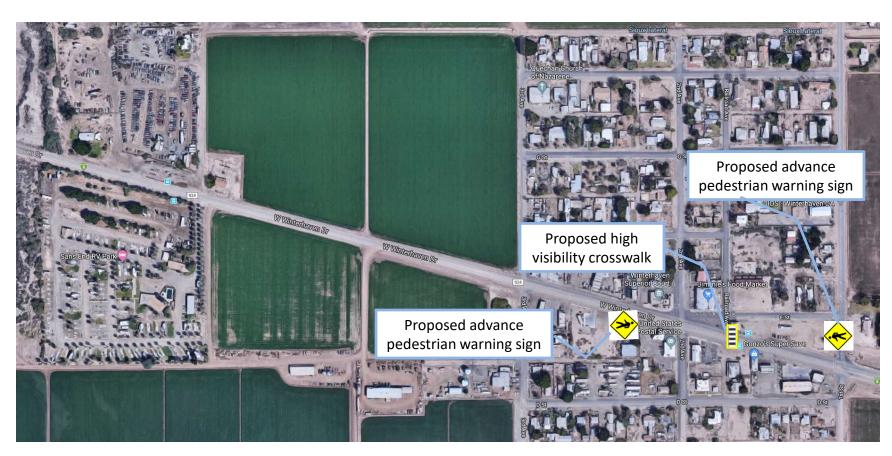
Proposed Improvements:

1. Proposed high visibility crosswalks along with advance pedestrian warning signs



Winterhaven Drive and 2nd Avenue



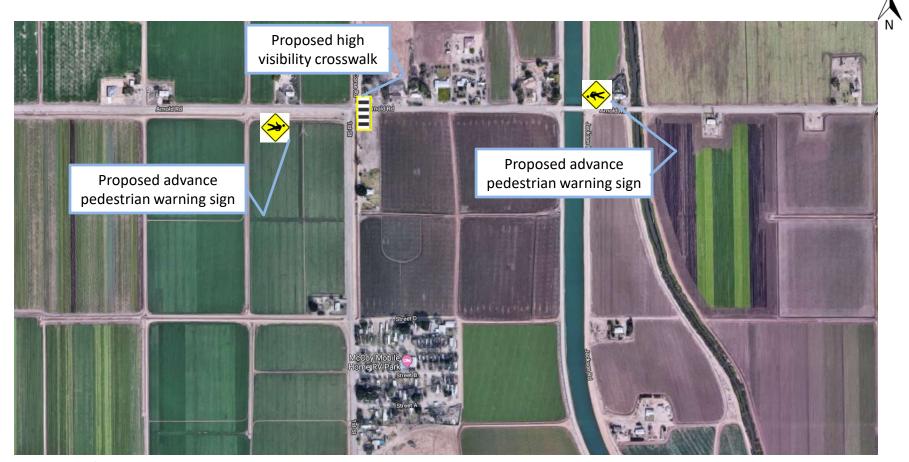


Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs Construction Cost: \$9,000



Arnold Road and 1st Street



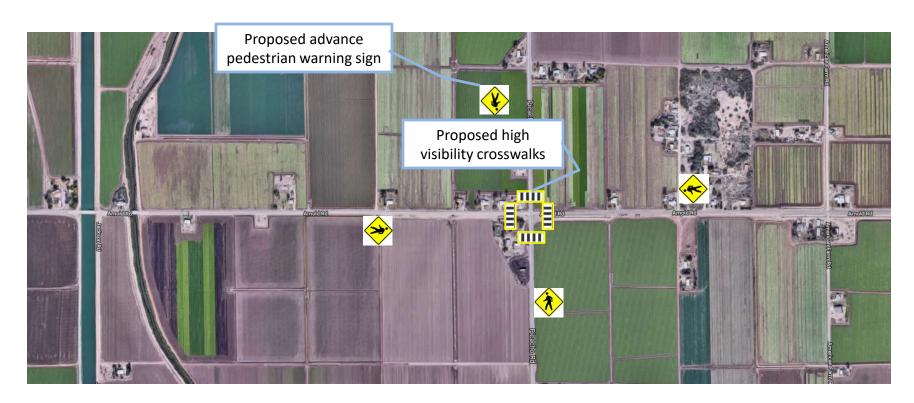
Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs



Arnold Road and Picacho Road





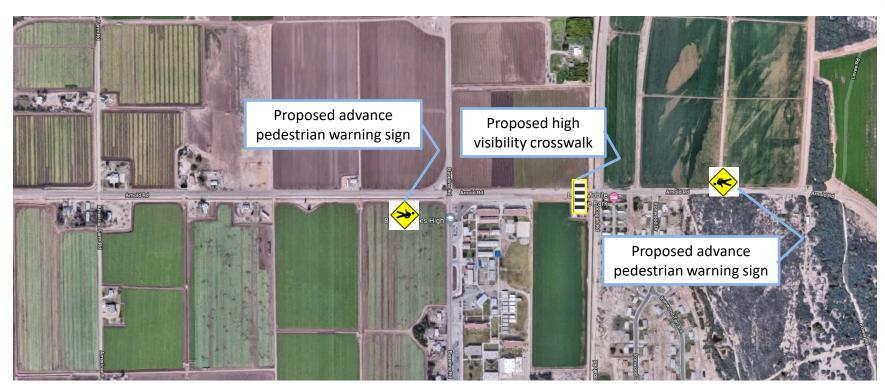
Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs



Arnold Road and Cocopah Road





Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs









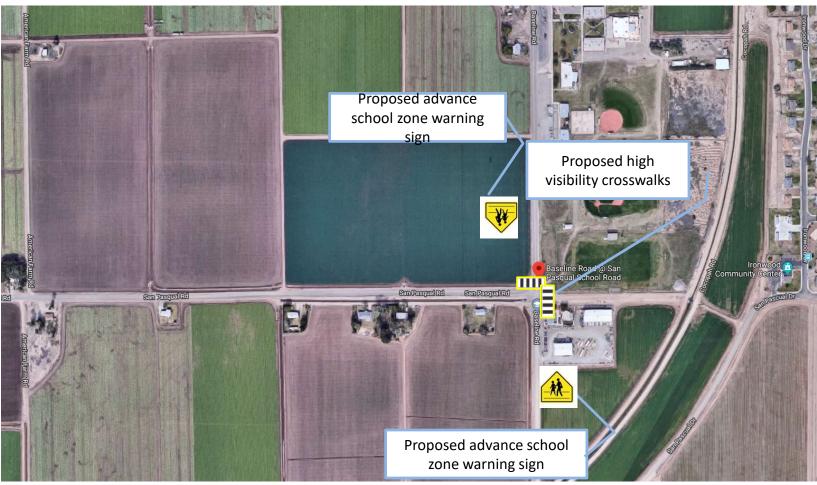
Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Baseline Road and San Pasqual School Road





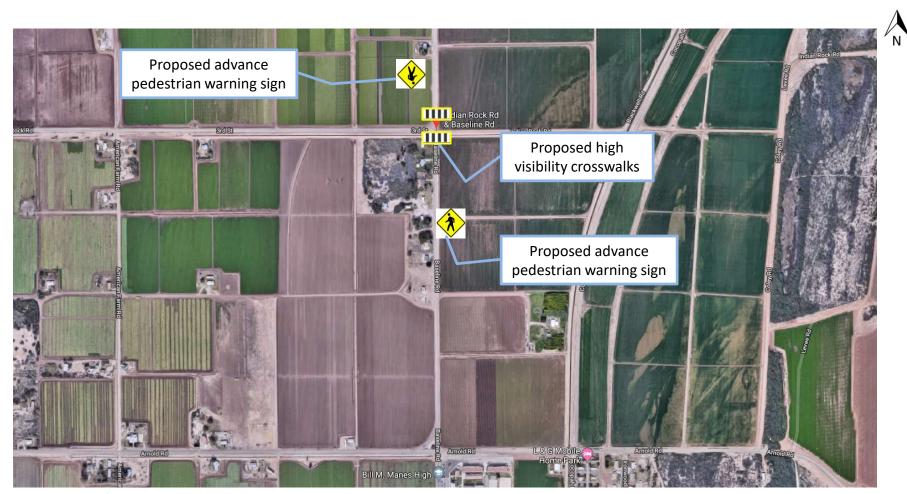


Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Greenlight Traffic Engineering RICK ENGINEERING COMPANY

Baseline Road and Indian Rock Road



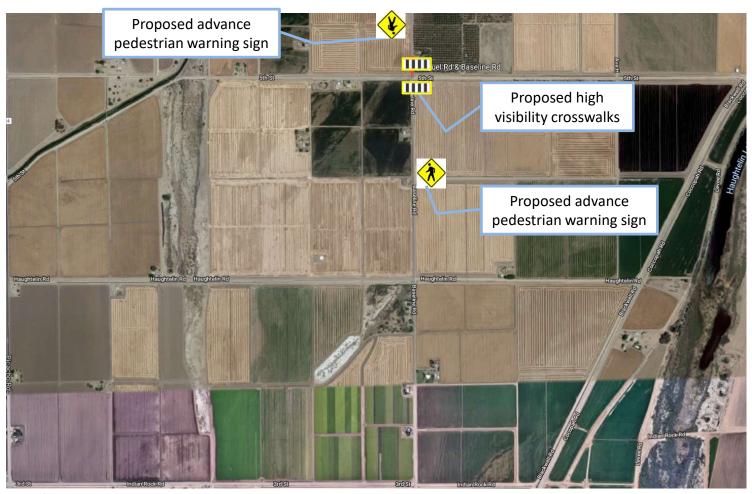
Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs

Greenlight Traffic Engineering RICK ENCINEERING COMPANY

Baseline Road and Miguel Road (5th Street)





Proposed Improvements:

1. Proposed high visibility crosswalk along with advance pedestrian warning signs