

City of Somerton

Transportation Plan Update

FINAL REPORT



Somerton Transportation Plan Update

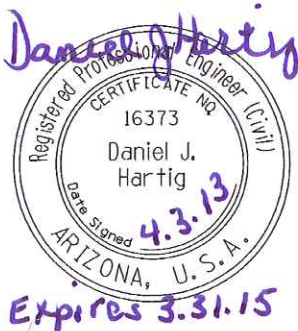
Final Report

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ADOT & City of Somerton



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I. INTRODUCTION

In conjunction with the Planning Assistance for Rural Areas (PARA) program sponsored by the Arizona Department of Transportation (ADOT), Multimodal Planning Division (MPD), the City of Somerton applied for and received funding to conduct a comprehensive transportation study. This transportation study for the City of Somerton has been undertaken because of the continued high rate of growth within the City as well as the surrounding areas of Yuma County. This continued growth places an ever-increasing burden on the City's transportation system. The primary purpose of this study is to update the 2006 Small Area Transportation Plan and the 2005 Shared Use Pathway and Trails System Master Plan by forecasting and evaluating the future transportation demand and developing a comprehensive plan to accommodate that demand.

A Background

Somerton was established in 1898 and incorporated in 1918. As a small agricultural community located along Main Street (formerly US 95) in southwest Yuma County, Somerton saw its population nearly double to 14,287 residents over the past decade. Consequently, this growth has a significant effect on local travel patterns and in turn increases the transportation system needs of the City. By conducting transportation assessments that are focused on

improving the existing street connectivity, pedestrian and bicycle facilities, and transit service, Somerton will proactively improve



mobility and safety throughout the community and the region. According to the 2010 census, the City of Somerton, like other cities in Yuma County, has had significant growth. The population for the City increased from 7,266 in 2000 to 14,287 in 2010, a growth of 97 percent. The majority of existing development within Somerton is located within a 2 square mile area. This helps to promote multi modal opportunities for walking and biking. Additionally, the local canal system provides opportunities for pedestrian and biking connectivity.

Developing a strategic approach to transportation planning is an important need within rural and small town communities. It is with this understanding that the City of Somerton, in coordination with the Arizona Department of Transportation, is conducting this study.

The City of Somerton is uniquely positioned between the regional economic and employment hub of Yuma to the north; the port of entry and border community of San Luis

to the south, as well as the West and East Reservations of the Cocopah Indian Tribe. The external trips generated by these areas have a significant impact on Somerton's limited existing transportation infrastructure. Developing a transportation plan that accommodates local as well as regional travel was an important element of this study. Three highways, I-8, former US 95, and SR 195, serve regional travel throughout Yuma County. The City of Somerton only has a direct connection to former US 95 within its planning boundary. Interstate-8 is located eight miles to the north and the SR 195 alignment is approximately 11 miles to the east. Somerton does not have direct access to a commercial airport or an active freight or passenger rail line which increases "through" traffic using former US 95.

Two other studies currently underway can potentially impact the City's future transportation system. One is the "Yuma Expressway" Study which will examine the feasibility and need for a new roadway facility within a two-mile corridor centered along County 14th Street and Avenue D extending from I-8 in California to SR 195. The second is the "South County Connector", which would provide a continuation of Avenue E from SR 195 to Co. 18th Street. Both of these planned facilities were included in the Yuma Metropolitan Planning Organization (YMPO) 2010-2033 Regional Transportation Plan (RTP), but were not funded projects in 2033 RTP.

As part of the inter-governmental agreement to construct SR 195, ADOT transferred jurisdiction of US 95 to the respective local jurisdictions. For the City of Somerton, US 95 known locally as Main Street, became their responsibility for ownership and maintenance. Traversing through the center of the city, this corridor is important to the economic vitality of Somerton. However, this condition results in two conflicting functions: on one hand, the road functions as the primary corridor to facilitate regional movement of trucks and autos, but on the other hand the road does function as "Main Street" with reduced vehicle speeds, on-street parking, and bicycle and pedestrian traffic. In fact, recently the City converted Main Street between Congress and Somerton Avenue from a five lane (four through lanes) street to a three lane (two through lanes) street with parking. North/South travel has traditionally been accommodated on Somerton Avenue; however, Cesar Chavez Avenue and Avenue D also accommodate north-south travel.

There are two Ports of Entry (POE) in the region overseen by one port director. These facilities have an impact on Somerton's transportation system. San Luis I POE is at the terminus of US 95. San Luis II POE, a new commercial port that opened on November 10, 2010, is located five miles east of San Luis, Arizona on Avenue E. Initially, the port is expected to process approximately 150 trucks per day; but is expected to grow to 650 trucks per day by 2030. One primary function of San Luis II POE is to remove commercial traffic from the existing port and therefore increase the passenger vehicle and pedestrian

processing capacity at the San Luis POE I. It is expected that much of the auto traffic from San Luis I POE will continue to use the former US 95 to travel north and south.

On December 13, 2010, the Yuma County Board of Supervisors approved the formation of the Yuma County Intergovernmental Public Transportation Authority (YCIPTA). On June 30, 2012, the operation of the Yuma County Area Transit (YCAT) and Greater Yuma Area Dial-A-Ride transferred from the YMPO to YCIPTA. Both of these transit operations serve the City of Somerton.

B. Travel Characteristics

The past five years have seen substantial changes in travel characteristics and patterns as a result of the economy and a changing work force. The downturn in the economy and increasing gasoline prices have resulted in fewer automobile trips. Some trips have diverted to other modes and some discretionary trips are not being made. Other factors such as on-line shopping have also reduced travel demand. Additionally, the population and employment growth rates that Yuma County experienced in the first half of the last decade have decreased. As a result, although the transportation plan for Somerton will identify a horizon year; more importantly, the plan was developed to accommodate a target population level of approximately 25,000 people.

As economic and environmental conditions continue to change, transportation investments must be cost-effective and contribute to a healthy environment. One key is to provide transportation choices such as public transportation and non-motorized options as well as technology options that promote telecommuting and reduce the need for travel. The concept of “complete streets” encompasses all users to provide safe, efficient travel along and across streets. A comprehensive multimodal transportation plan that promotes livability, mobility, economic development, and provides accountability will meet the future needs of Somerton.

At the national level, a new transportation act with emphasis on economic vitality, transparency, livability, complete streets, mobility, safety, and freight movement was recently signed into law. As we enter a new era in transportation, the next several years are likely to see broad changes and policy transitions. Federal transportation policy is evolving, as are environmental and economic policies that will influence the direction of transportation and funding investments. These policies will have significant impacts on how people travel and goods move. However, because we are in a transition phase, it is even more difficult to predict what the transportation system will look like in 20 years or how quickly people’s behavior will change.

C. Federal Regulations

Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law on July 6, 2012. MAP-21 funds surface transportation programs for fiscal years (FY) 2013 and 2014, and transforms the policy and programmatic framework for investments to guide the growth and development of the country's vital transportation infrastructure. MAP-21 creates a streamlined, performance-based, multimodal program to improve safety, maintain infrastructure condition, reduce traffic congestion, improve efficiency of freight movement, protect the environment, and reduce delays in project delivery. MAP-21 builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in 1991. MAP-21 ensures that local communities are able to build multimodal, sustainable projects ranging from passenger rail and transit to bicycle and pedestrian paths. MAP-21 –

- *Strengthens America's highways*
- *Establishes a performance-based program.*
- *Creates jobs and supports economic growth*
- *Supports the Department of Transportation's (DOT) aggressive safety agenda*
- *Streamlines Federal highway transportation programs.*
- *Accelerates project delivery and promotes innovation.*

MAP-21 restructures the core highway formula programs into the following:

- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings (set-aside from HSIP)
- Metropolitan Planning

MAP-21 creates a new formula program:

- Transportation Alternatives (TA) – a new program, with funding derived from the NHPP, STP, HSIP, CMAQ and Metropolitan Planning programs, encompassing most activities funded under the Transportation Enhancements, Recreational Trails, and Safe Routes to School programs under SAFETEA-LU.

MAP-21 creates a new discretionary program – Tribal High Priority Projects (THPP).

D. Study Purpose

The purpose of this study is to develop a comprehensive transportation plan and an implementation program to guide the City of Somerton in meeting future transportation

needs. The study identified transportation improvements that need to be implemented in order to meet the growing population and changing land uses. Planning level cost estimates were developed for the recommended projects. The final report provides the City with a long-range multimodal transportation plan; short, mid, and long range implementation recommendations, and an update to the Shared Use Pathway and Trails System Master Plan. The Somerton Comprehensive Transportation Plan is consistent with the mission statement of the YMPO which is to:

“Attain a balanced multimodal transportation system within the Yuma regional transportation planning boundary area, as designated by the Governor of Arizona, with finite resources, while promoting a safe environment and enhancing the quality of life in the region.”

E. Study Area

As shown in Figure 1, the City of Somerton is located in southwestern Yuma County, between the rapidly growing City of Yuma to the north and the busy San Luis I POE on the Mexican border to the south. The City is bisected by Main Street (formerly US Highway 95), which serves as the principal artery for tourists, and commuters between Interstate 8 and the Port of Entry. The recent opening of San Luis II Port of Entry for



commercial traffic has helped to divert truck traffic that used to travel Main Street. The study area is depicted in Figure 2 and encompasses the Somerton planning area identified in the Somerton General Plan. The study area is bounded by County 14th Street, Avenue A, Co 19th Street, and Avenue G. The current City limits are also shown in Figure 2.

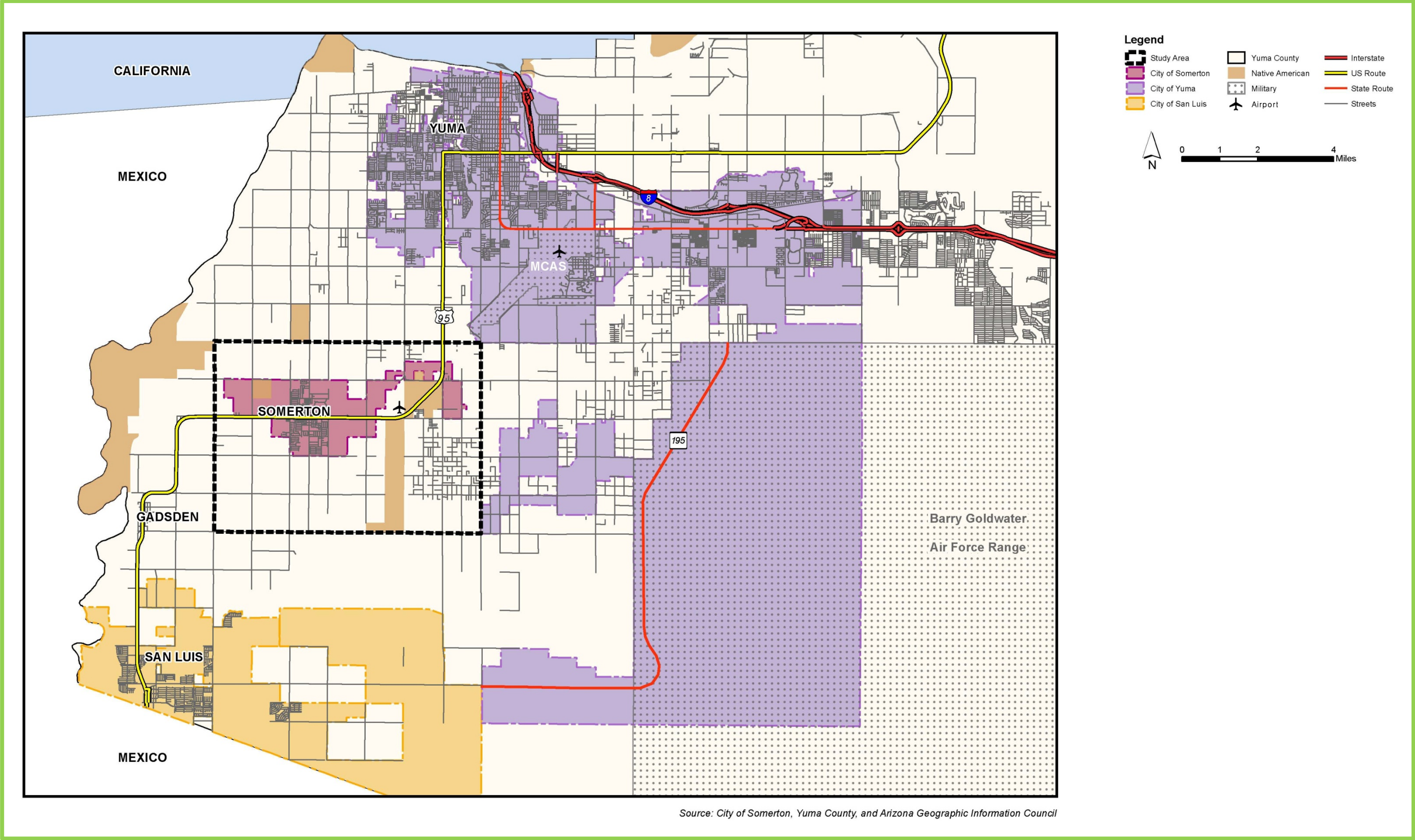


FIGURE 1: VICINITY MAP

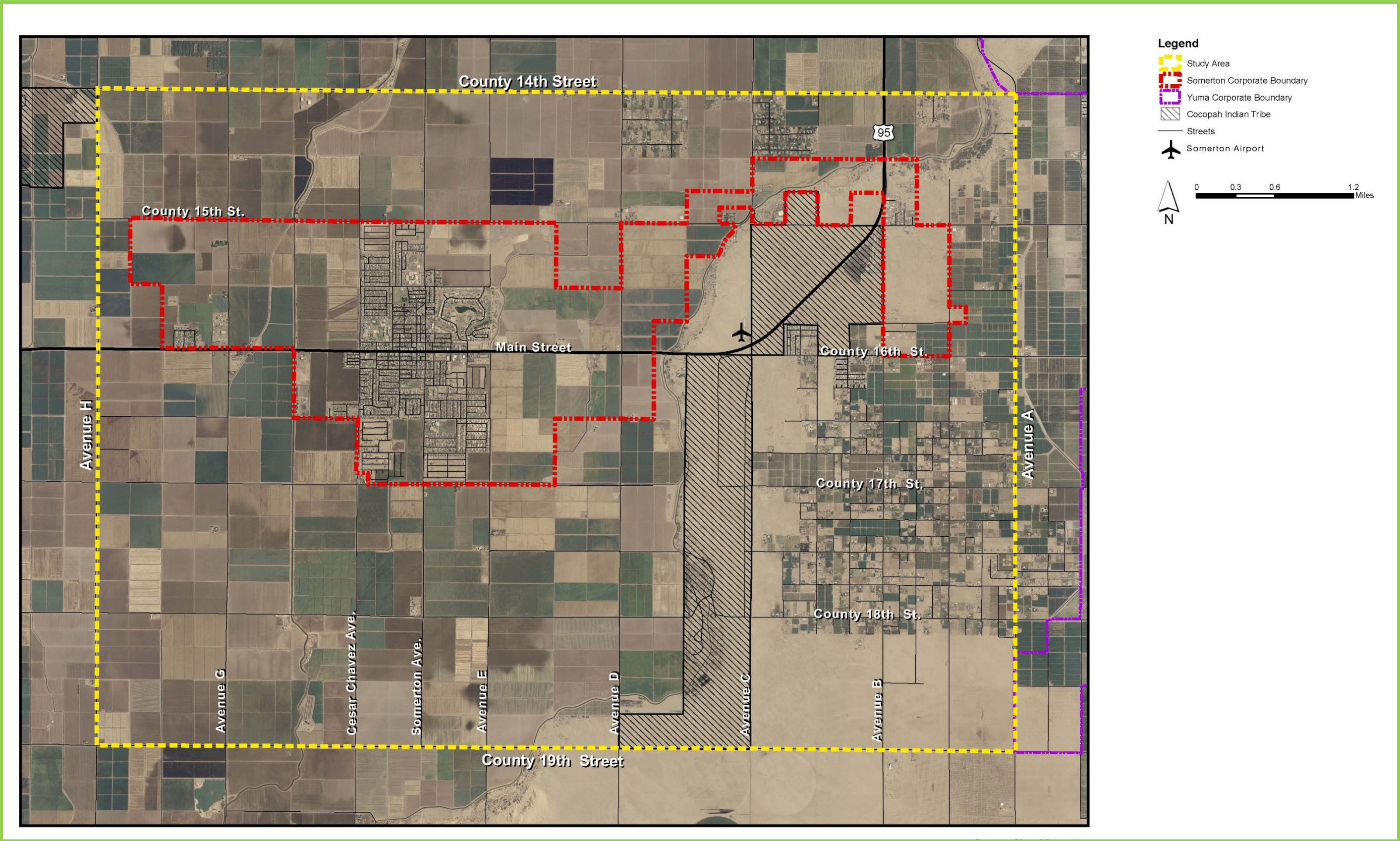


FIGURE 2: STUDY AREA

F. Study Process

In order to complete the study, a number of work tasks were performed. During the course of the project, products were prepared to document the results of these work tasks. The products were in draft form, subject to review and comment and form the basis of this final report.

The products previously completed include:

- Technical Memorandum No. 1 – Work Plan
- Working Paper #1 - Existing and Future Conditions
- Summary Report #1 - Public Involvement
- Working Paper #2 – Evaluation Criteria and Improvement Plan
- Summary Report #2 - Public Involvement

The study was guided by a Technical Advisory Committee (TAC) comprised of representatives from the City of Somerton, the Arizona Department of Transportation, Yuma County, the Cocopah Indian Tribe, YCIPTA, Arizona Game and Fish, and the YMPO. The TAC provided input throughout the course of the study and reviewed the interim products. A thorough public participation process that included stakeholder meetings and two public meetings was conducted. These provided stakeholders and the public the opportunity to identify issues and provide feedback on the study process and plan recommendations.



II. EXISTING CONDITIONS

Existing conditions provide the baseline for the study. It provides for a review of the current operating conditions as well as a basis for projecting future conditions. Several measures of existing conditions were selected for documentation and analysis including:

- Previous Studies
- Land use
- Physical, natural, and cultural environment
- Socioeconomic data
- Title VI considerations
- Transportation system
- Traffic data

Each of these measures is discussed in the following subsections of this chapter.

A. Review of Related Studies, Plans, & Documents

The following studies, plans, and documents were reviewed so that any pertinent recommendations could be included in this study and plan as appropriate and to document references used in this study.

City of Somerton Small Area Transportation Study (2006)

- Conduct a traffic signal warrant study at US 95 and Avenue F
- Change the functional classification of Somerton Avenue (downgrade) and Avenue D and Avenue G (upgrade)
- Initiate a “Main Street Program” to develop concepts for future streetscapes
- Construct the remainder of the planned Trails System
- Identify for a future multimodal center and park-and-ride lots
- Coordinate with YCIPTA to identify potential improvements such as bus benches and shelters

Somerton 2010 General Plan

- Offer mobility choices
- Develop a pedestrian-oriented system
- Create a by-pass route of arterial level roadways around the City
- Evaluate and prioritize the use of traffic-calming techniques
- Work with YCIPTA to expand transit services
- New collector or arterial roadway designs should include a 6-foot wide striped bicycle lane
- All new roadways should be constructed with sidewalks on both sides of the road

2010-2033 YMPO Regional Transportation Plan

- Avenue B and County 15th Street intersection improvement
- Avenue F and Main Street intersection improvement
- Widen Somerton Avenue: Fern to County 17th *
- Widen Somerton Avenue: Jefferson to County 15th *
- Main Street pavement preservation: Avenue D to Avenue G

*The two Somerton Avenue projects were revised. The new project will provide one through lane in each direction, a center turn lane, and remove parking from 14th Street to County 15th Street.

Yuma Regional Transit Study (2012)

- Deficiencies include inefficient bus stop placement, lack of connectivity, and redundancy
- Identifies transit needs within southwestern Yuma County and presents recommended transit system improvements based on three funding scenarios
- All three funding scenarios provide the same service for the Somerton area

2005 Shared Use Pathway and Trails System Master Plan

- Shared use pathway outer loop along the East Main Canal, Main Drain, County 15th Street, and County 19th Street
- Local shared use pathway system along Jefferson Street, Main Street, Garvin, Avenue F, Somerton Avenue, the Southeast Drain, and the Somerton Canal

Yuma Regional Transportation Coordination Plan (2011)

- Identify local and regional transportation and mobility coordination gaps and barriers
- Regional mobility committee (RMC) includes the City of Somerton
- Improve mobility for residents,
- Increase accessibility of transportation services

City of San Luis Small Area Transportation Study (2009)

The purpose of the study was to develop a multimodal transportation plan to help the City achieve its vision and goals for a future transportation system in a manner that is closely aligned with the lifestyle and the values of the community. The majority of the recommendations were related to local transportation improvements. There was one regional recommendation which was a new roadway along Avenue E from SR 195 to County 19th Street.

Main Street and Cesar Chavez Avenue Traffic Signal Warrant Study

In May 2007 and July 2012, a traffic signal warrant study was conducted at Main Street and Cesar Chavez Avenue. The result of both studies was that a traffic signal was not warranted.

2010 Highway Capacity Manual (HCM)

The purpose of the HCM is to “provide a set of methodologies and application procedures for evaluating the multimodal performance of highway and street facilities in terms of operational measures and one or more quality of service indicators.” The 2010 HCM is the first to provide an integrated multi-modal approach to the analysis and evaluation of urban streets.

B. Land Use

An understanding of the land use data is important for understanding travel characteristics and patterns in an area. Land use information is converted to population and employment data, which is used in the travel forecasting model to estimate future trips.

The Somerton Planning Area is comprised of mostly privately owned lands. The Planning Area is primarily laid out on a grid and a compact urban form bounded on the north by County 14th Street, the south by County 19th Street, Avenue A on the east and Avenue H on the west. The community's present commercial center is well defined along U.S. 95 (Main Street). There are some scattered commercial uses but few other concentrations with the exception of a business center (commercial/industrial uses) located within the recently annexed area at the northeast corner of Avenue B and County 15th Street. Agriculture uses dominate the periphery of the Planning Area. The community has limited employment uses other than farming and retail at this time. The majority of the community has a traditional small-lot single-family housing pattern.



Nearly all of the rural portions of the study area are used for agriculture, and nearly all of the urban area within the City of Somerton is residential. Some residential areas also exist on Cocopah Tribal lands. The following park types are located in the study area – two linear parks, one mini park, and five neighborhood parks. There is one county library in the study area. There is one middle school and four elementary schools. The schools are at or near capacity. PPEP TEC High School is a charter school that offers an alternative education option to students ages 14 – 21 and grades 9 – 12. The PPEP TEC, Jose Yepez Learning Center is located on Columbia Avenue just north of US 95. The average yearly enrollment for the school is approximately 145 students. The majority of students reside in Somerton and either walk or bike to school. PPEP TEC also contracts

bus service through the Somerton School District to transport those students located in Yuma County and the City of Yuma. A small percentage of students also drive themselves to school. PPEP TEC staff did not know if any students currently use transit to attend school, but believed the number would be very low. The 2010 General Plan shows a potential high school location at Main Street and Cesar Chavez Avenue, however, the ultimate location will depend on land availability and future development.

Recent years have shown a marked increase in new entry level residential subdivisions. While housing opportunities are overwhelmingly single-family detached structures, small areas of multi-family units and a few manufactured housing units are scattered throughout the study area. New interest by developers and construction of multi-family homes is an indication that varied housing types and pricing are needed in Somerton. New business enterprises have initiated efforts to construct retail, office and food-service facilities in the past few years predominantly located along U.S. 95/Main Street. The current land use is shown graphically in Figure 3 and the allocation of existing land uses in the planning area is presented in Table 1.

TABLE 1: EXISTING LAND USE

Land Use	Area (AC)	Percent of Planning Area
Agriculture	17,169	76.1%
Residential	3,128	13.9%
Commercial	212	0.9%
Industrial	194	0.9%
Public / Quasi-Public	104	0.5%
Tribal Land	1,648	7.3%
Open Space	109	0.5%
TOTAL	22,564	

Source: RBF Consulting - Visual Aerial Assessment

Separate administrative areas of the Cocopah Indian Tribe abut the City on the east and west. The Cocopah Indian Tribe possesses three separate parcels of land, two of which are located immediately to the east and west of the City of Somerton and within the Somerton planning area. The Cocopah Indian Tribe operates a popular casino, bowling, and game center and plans to expand the facility.

The allocation of land ownership in the planning area is presented in Table 2 and shown geographically in Figure 4.

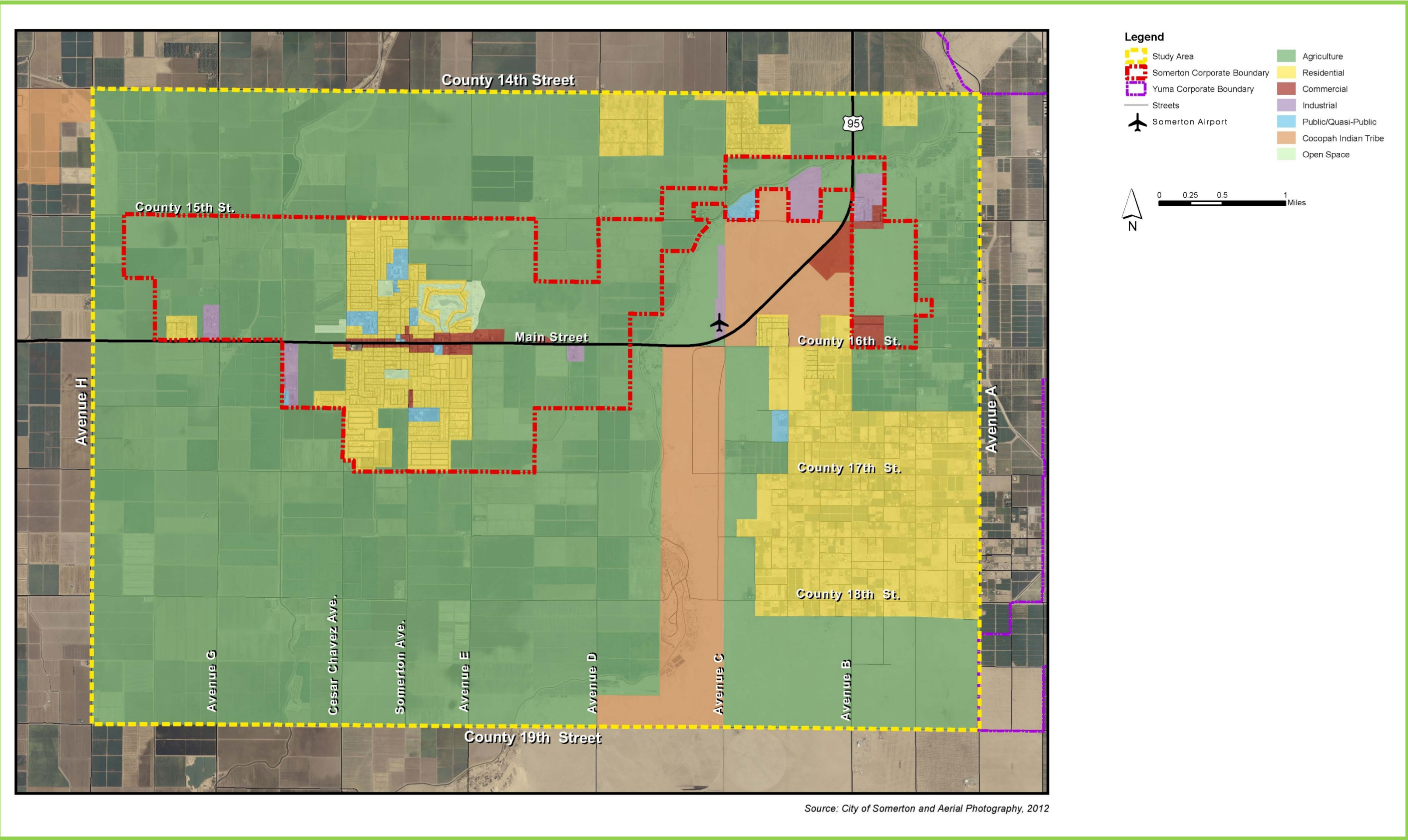


FIGURE 3: LAND USE

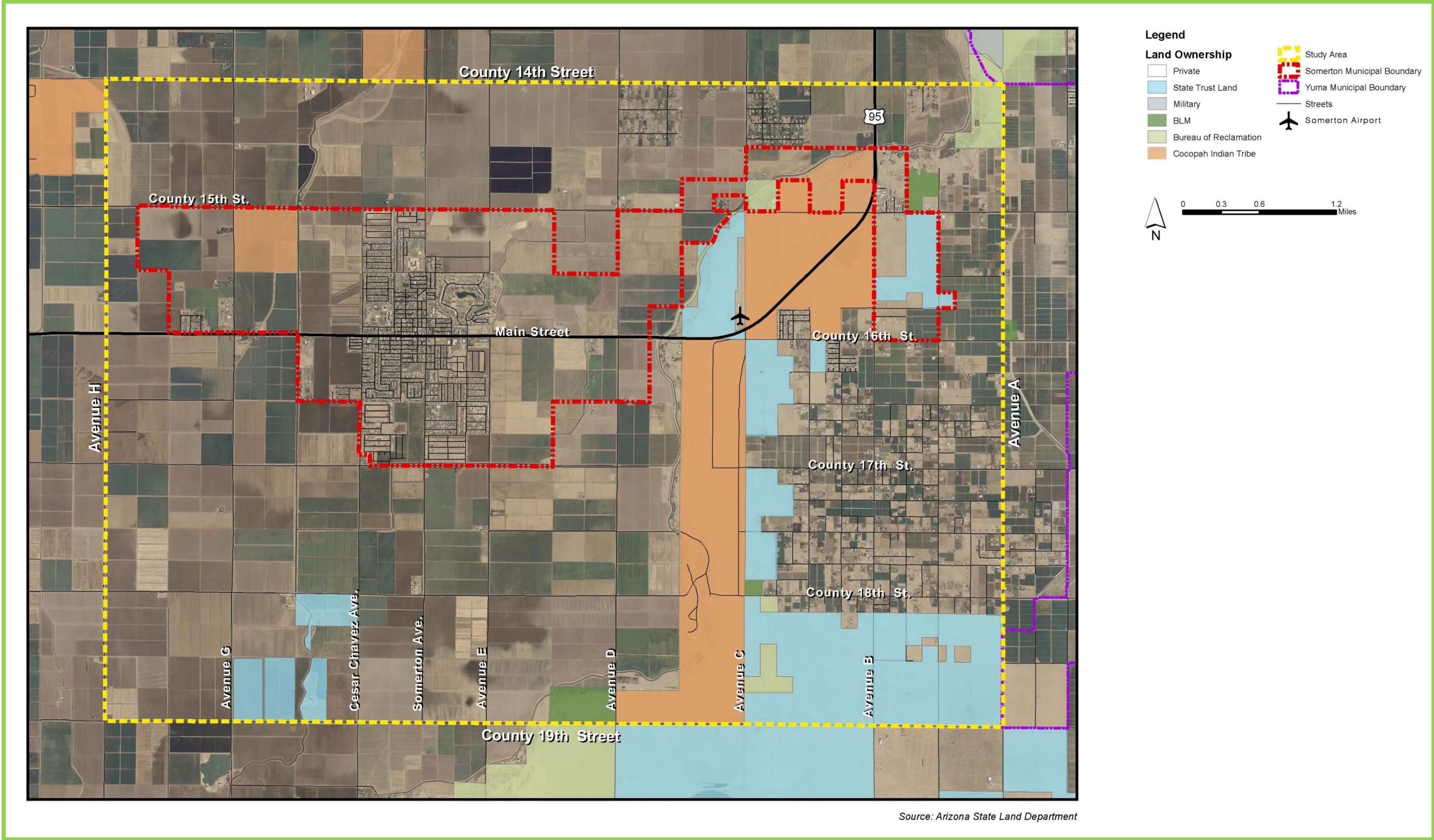


FIGURE 4: LAND OWNERSHIP

TABLE 2: LAND OWNERSHIP

Ownership	Area (AC)	Percent of Planning Area
Private	18,542	82.2%
State Trust Land	2,032	9.0%
Tribal Land	1,648	7.3%
Bureau of Reclamation	194	0.9%
BLM	148	0.7%
TOTAL	22,564	

Source: Arizona State Land Department

C. Physical, Natural, and Cultural Environments

Somerton is located in the lower Colorado River Valley at an altitude of just over 100 feet above sea level. The area is flat, agricultural land, comprised of sandy alluvial soil and irrigated with a system of drains and canals as shown in Figure 5. The majority of the canals and drains found within the study area are managed by the Yuma County Water Users' Association. While the canals and drains serve a vital role in irrigating the regions rich agricultural industry, many of these facilities are located along or cross major transportation corridors within the study area. This condition has a significant impact on the future development of transportation infrastructure within Somerton.

Several underlying faults exist, and previous studies and plans document that the area is an active seismic zone. The study area is located within the Arizona Biotic Community, Lower Colorado River Sonoran Desert scrub. However, the majority of undeveloped land within the study area has been converted to agriculture use. The Arizona Game and Fish Department has listed the following species as potentially occurring within or near the study area and has guidelines available to help minimize impacts to these species.

- Flat-tailed horned lizard
- Great egret
- Least bittern
- Snowy egret
- Western burrowing owl
- Yellow-billed cuckoo

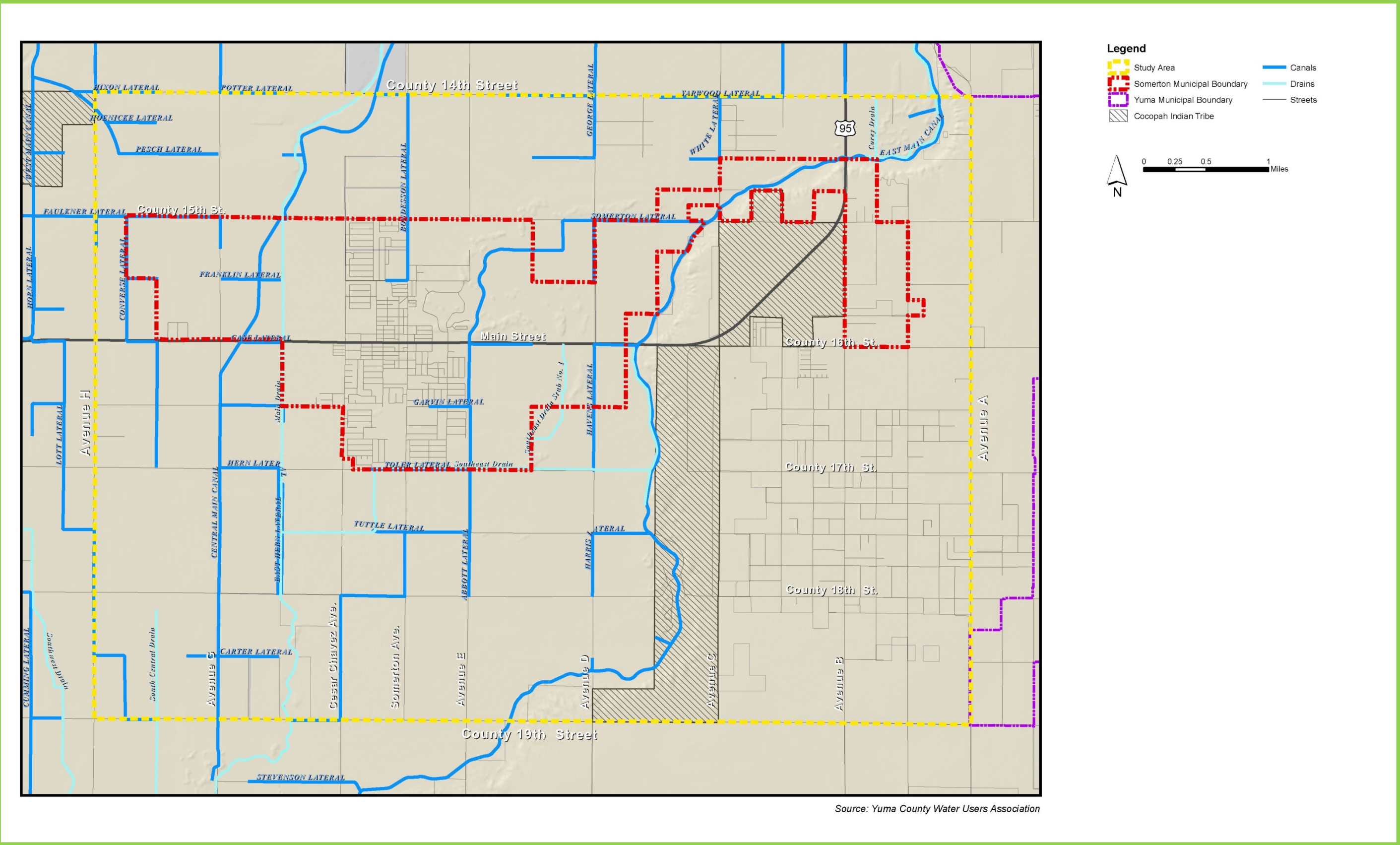


FIGURE 5: IRRIGATION & TOPOGRAPHY

The western edge of the study area (Avenue G) is approximately 10 miles north of the Mexico border and area residents have strong cultural and family ties to that Nation. San Luis Rio Colorado, the border city located in the Mexican State of Sonora has a current population of approximately 178,380 people.

Highway 95 is used by large numbers of Yuma County residents and winter visitors to the area as a means of accessing San Luis Rio Colorado for a variety of trip purposes including shopping, visit family, entertainment, and transporting agricultural workers. Conversely, many Sonora residents visit Yuma County to shop. Somerton itself retains a quiet, rural character, and Somerton residents visit either San Luis or Yuma for major shopping and entertainment purposes.

Prime and Unique Farmland

The Farmland Protection Policy Act (FPPA) was passed in 1981 with the intent to minimize the extent to which Federal programs contribute to the unnecessary conversion of farmland to non-agricultural uses. Important farmlands consist of prime farmland, unique farmland, and farmland of statewide or local importance. If federal funds are used for transportation improvements that would require the acquisition of additional land, a farmland impact assessment will need to be performed in accordance with the FPPA.

Prime farmland is defined as *“land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and that is available for these uses. It has the combination of soil properties, growing season, and moisture supply needed to produce sustained high yields of crops in an economic manner if it is treated and managed according to acceptable farming methods.”*

Farmland of Unique importance is defined as *“land other than prime farmland that is used for production of specific high-value food and fiber crops. It has the special combination of soil quality, location, growing season and moisture supply needed to economically produce sustained high quality or high yields of specific crops when treated and managed according to acceptable farming methods.”*

Farmland of statewide or local importance is defined as *“farmland soils that fail to meet one of the requirements of prime or unique farmland, but are important for the production of food, feed, fiber, or forage crops. They include those soils that are nearly prime farmland and that economically produce high yields of crops when treated or managed according to acceptable farming methods. Some may produce as high a yield as prime farmlands if conditions are favorable.”*

As shown in Figure 6, nearly all of the farmland located within the study area is identified by the USDA as being prime or unique farmland. The majority of the farmland located in the central and western portions of the study area, also referred to as the “Valley”, is identified as either “*prime farmland if irrigated and reclaimed*” or “*prime farmland if irrigated*.” The remaining farmland located in the eastern portion of the study area, or commonly known as “the Mesa”, is identified by the USDA as “*farmland of unique importance*”.

D. Socioeconomic Data

Recent growth rates can be an indication of future growth potential and therefore are important in developing travel forecasts. Also, population and employment are direct inputs to the travel-forecasting model to determine the number of trips being made each day.

Population data for Arizona, Yuma County, the City of Somerton, and the Cocopah Indian Tribe are presented in Table 3 for the years 2000 and 2010. As shown in the table, when comparing the growth between the geographic areas, the highest average annual growth rate in the decade from 2000 to 2010 occurred in the City of Somerton with a 7.0% annual increase. Figure 7 is a graphic representation of population density in the study area. As can be seen in the figure, the densest population area occurs at Main Street and Somerton Avenue. It should be noted that areas are depicted as population per square mile and must be adjusted when the area is less than one square mile. For example, if an area is shown as 10,000 to 25,000 people per square mile, but the area is only $\frac{1}{4}$ square mile in size, then the population would be 2,500 to 6,250 people. This is especially true on Cocopah Indian Land where the high density pattern is shown on very small areas of land.

TABLE 3: POPULATION GROWTH, 2000 TO 2010

Area	2000	2010	Average Annual Change
Arizona	5,130,632	6,392,017	2.3%
Yuma County	160,026	195,751	2.0%
City of Somerton	7,266	14,287	7.0%
Cocopah Indian Tribe	232	208	-1.0%
Remaining Study Area	3,757	3,910	<1%

Source: 2000 and 2010 Census

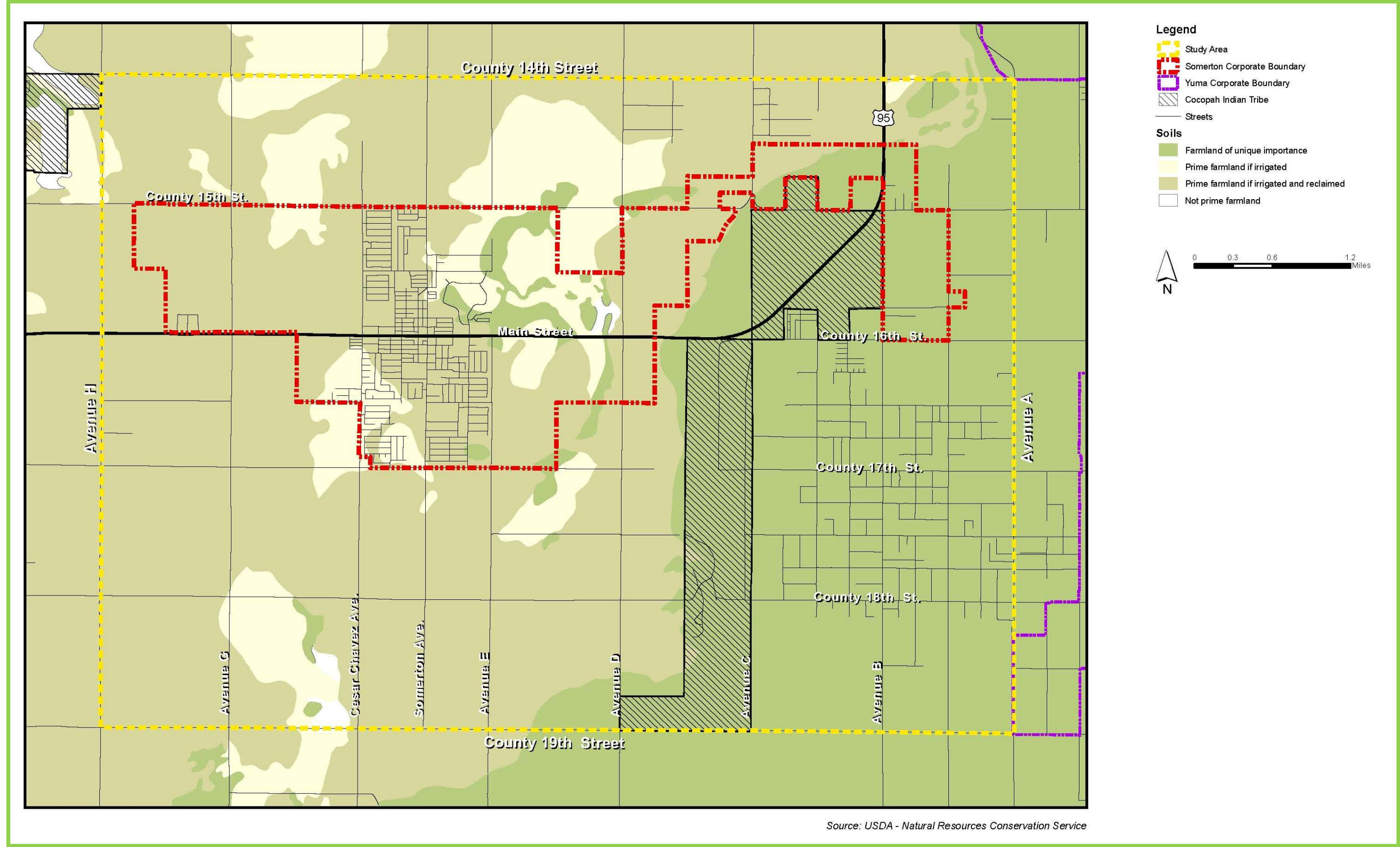


FIGURE 6: PRIME AND UNIQUE FARMLAND

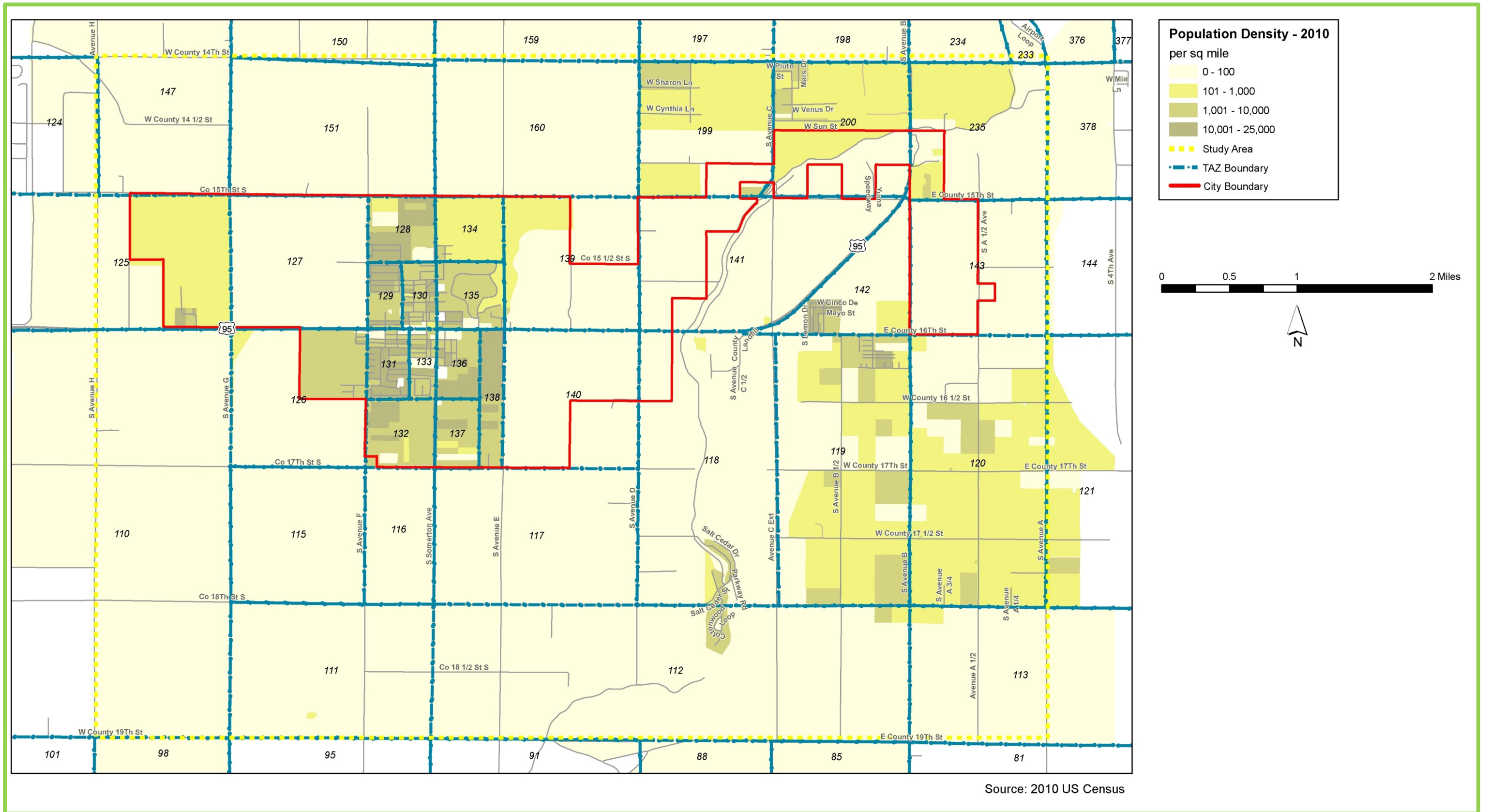


FIGURE 7: POPULATION DENSITY

Table 4 shows the number of housing units and Table 5 the number of households for the years 2000 and 2010 for the same geographic areas. Housing units represent the total number of dwelling units while households represent occupied dwelling units. Similar to the population growth, Somerton shows more than a doubling in both categories. Figure 8 shows the housing unit density. The patterns are similar to the population density with the highest concentrations in the center of Somerton and on the Cocopah land.

TABLE 4: HOUSING UNIT CHANGE WITHIN STUDY AREA

Area	2000 Housing Units	2010 Housing Units	Percent Change
Somerton	1,967	4,052	106.0%
Cocopah	60	63	5.0%
Unincorporated	1,059	1,153	8.9%
Yuma County	74,140	87,850	18.5%

Source: 2000 and 2010 Census

TABLE 5: HOUSEHOLD CHANGE WITHIN STUDY AREA

Area	2000 Households	2010 Households	Percent Change
Somerton	1,818	3,791	108.5%
Cocopah	57	57	0.0%
Unincorporated	992	1,070	7.9%
Yuma County	53,848	64,767	20.3%

Source: 2000 and 2010 Census

E. Title VI Population

Title VI of the Civil Rights Act of 1964 and related statutes assure that individuals are not subjected to discrimination on the basis of race, color, national origin, age, sex, or disability. In February 1994, President Clinton signed Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." The purpose of the order was to focus attention on the "environmental and human health conditions in minority communities and low-income communities with the goal of achieving environmental justice." The Order does not supersede existing laws or regulations; rather, it requires consideration and inclusion of these targeted populations as mandated in previous legislation including:

- Title VI of the Civil Rights Act of 1964
- National Environmental Policy Act of 1969 (NEPA)
- Section 309 of the Clean Air Act; and
- Freedom of Information Act

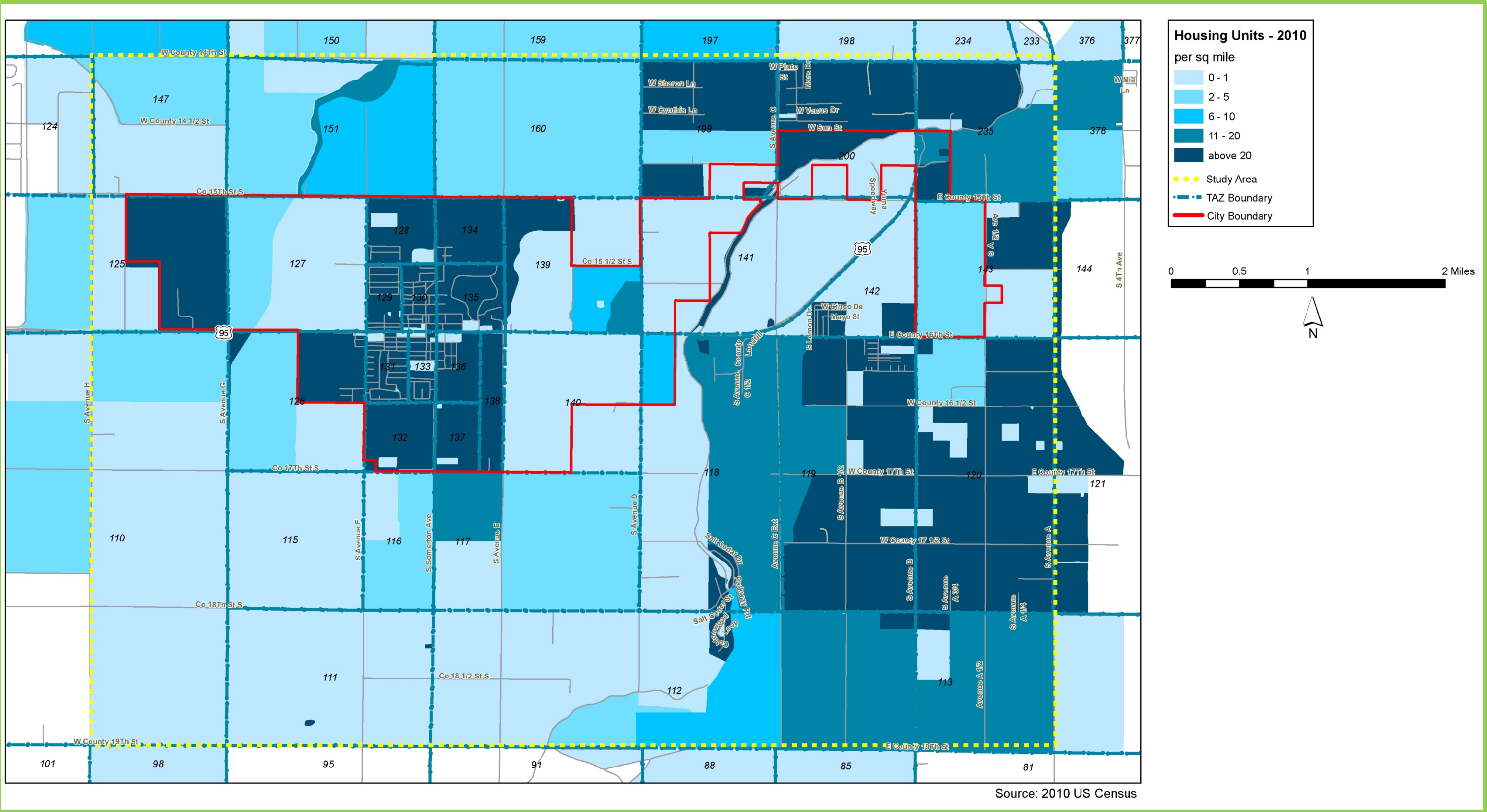


FIGURE 8: HOUSING UNIT DENSITY

The U.S. Department of Transportation issued its final order to implement the provisions of Executive Order 12898 on April 15, 1997. This final order requires that information be obtained concerning the race, color or national origin, and income level of populations served or affected by proposed programs, policies, and activities. It further requires that steps be taken to avoid disproportionately high and adverse impacts on these populations.

One of the first steps in assuring environmental justice is the identification of those populations specifically targeted by the Order – minority and low-income populations. Table 6 summarizes the racial demographics of Somerton and Yuma County.

Starting in 1997, the U.S. Census began to utilize six categories to identify race: White, Black or African American, American Indian or Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, and Some Other Race. However, the U.S. Census views race and origin (ethnicity) as two separate and distinct concepts. Consequently, one's Hispanic origin is viewed as the heritage, nationality group, lineage, or country of birth of the person or the person's parents or ancestors before their arrival in the United States. People who identify their origin as Hispanic, Latino, or Spanish may be any race.

As seen in Table 6, the 2010 U.S. Census shows the majority of Somerton residents identified their race as White (64.4%) or Some Other Race (31.1%). However, it is important to note that approximately 95% of Somerton residents also identified their origin or ethnicity as Hispanic or Latino, regardless of race.

TABLE 6: 2010 RACIAL DEMOGRAPHICS

Population Group	Somerton	Percent of Population	Yuma County	Percent of Population
White not Hispanic	9,196	64.4%	137,881	70.4%
African American	122	0.9%	3,931	2.0%
Native American	112	0.8%	3,056	1.6%
Asian	55	0.4%	2,324	1.2%
Native Hawaiian/Other Pacific Islander	8	0.1%	306	0.2%
Other Race	4,449	31.1%	40,743	20.8%
Hispanic or Latino (any race)	13,708	95.9%	116,912	59.7%
Not Hispanic or Latino (any race)	579	4.1%	78,839	40.3%

Source: 2010 Census

Figure 9 shows the concentration of people that identified their heritage as Hispanic or Latino with the highest concentration in the center of Somerton. The Executive Order also requires the consideration of persons older than 60 years of age. According to the 2010 U.S. Census, approximately 16 percent of the population in Somerton is 60 years or older. In addition, the Order mandates that impacts on low-income people must also be considered. There are 3,748 people living below the poverty level according to the 2010 Census data. Title VI data for the year 2010 for the City of Somerton and Yuma County are listed in Table 7. Figure 10 shows the concentration of the elderly populations.

TABLE 7: 2010 LOW INCOME, DISABLED, & OVER 60 POPULATIONS

Population Group	Somerton	Percent of Population	Yuma County	Percent of Population
Females	7,385	51.7%	97,746	49.9%
Males	6,902	48.3%	98,005	50.1%
Persons with Disability	1,036	15.9%	21,921	11.2%
Persons over age 60	1,344	9.4%	40,016	20.4%
Persons living below the poverty level	3,748	26.2%	38,352	19.6%

Source: 2000 and 2010 Census

As identified in the preceding tables, Somerton maintains a significant minority population as well as a low income population that are above the County average. Therefore, in order to comply with Title VI and Environmental Justice requirements, as projects are developed based on the recommendations identified within this Plan, the impacts of these projects will need to be considered in order to ensure they do not impose “disproportionately high and adverse health and environmental impacts” on these specific populations.

F. Transportation System

The existing transportation system includes roadways, non-motorized facilities such as sidewalks, trails and bike lanes; public transit, the airport, and rail lines. Somerton maintains two roadway bridges – one on Hwy 95 and one on Somerton Avenue. A brief description of each travel mode is provided below.

1. Functional Classification

Functional classification defines the hierarchy of streets in a roadway system. The classifications used in the YMPO area, which includes Somerton, conform to FHWA

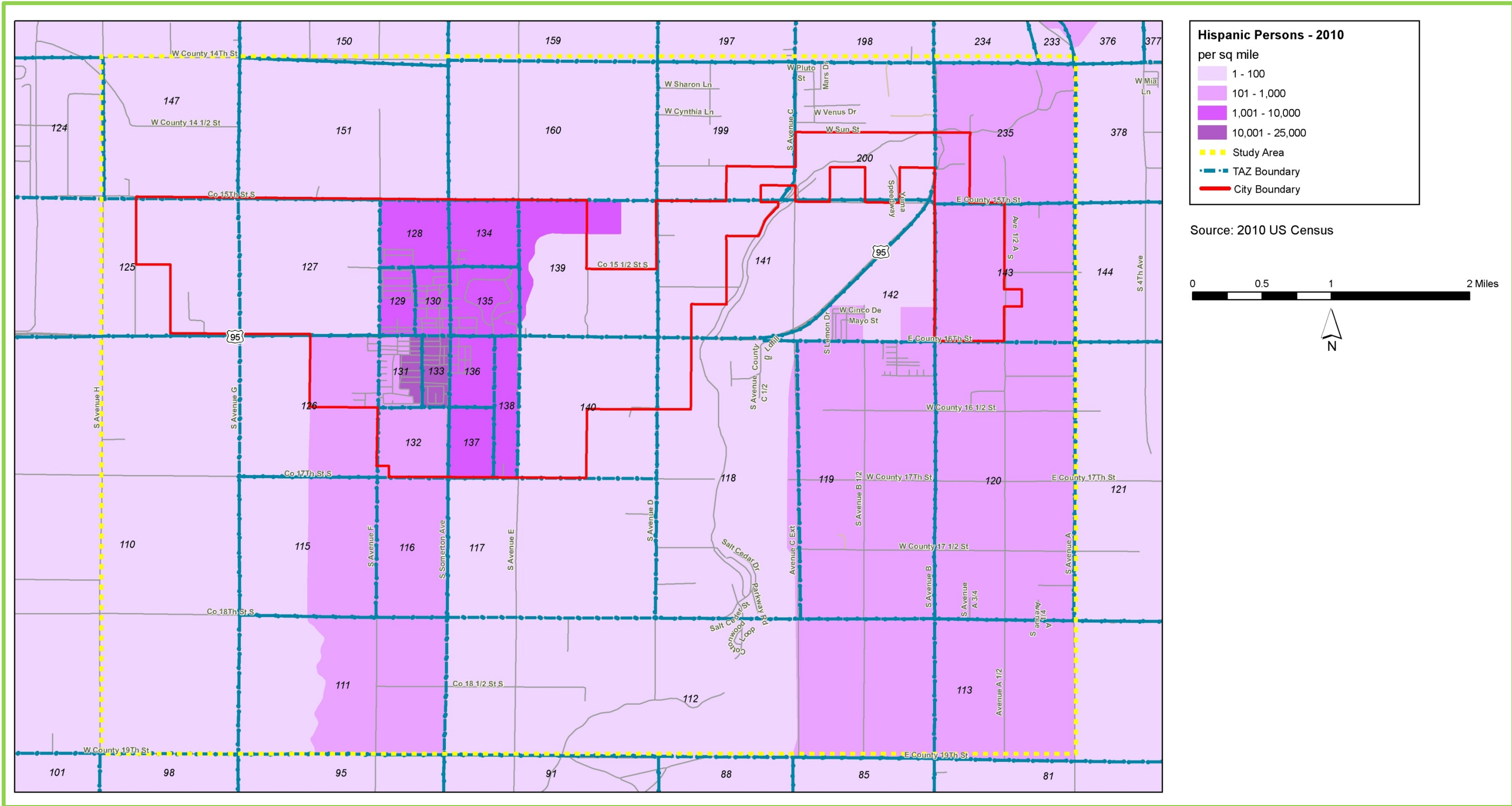


FIGURE 9: PERSONS OF HISPANIC OR LATINO ORIGIN

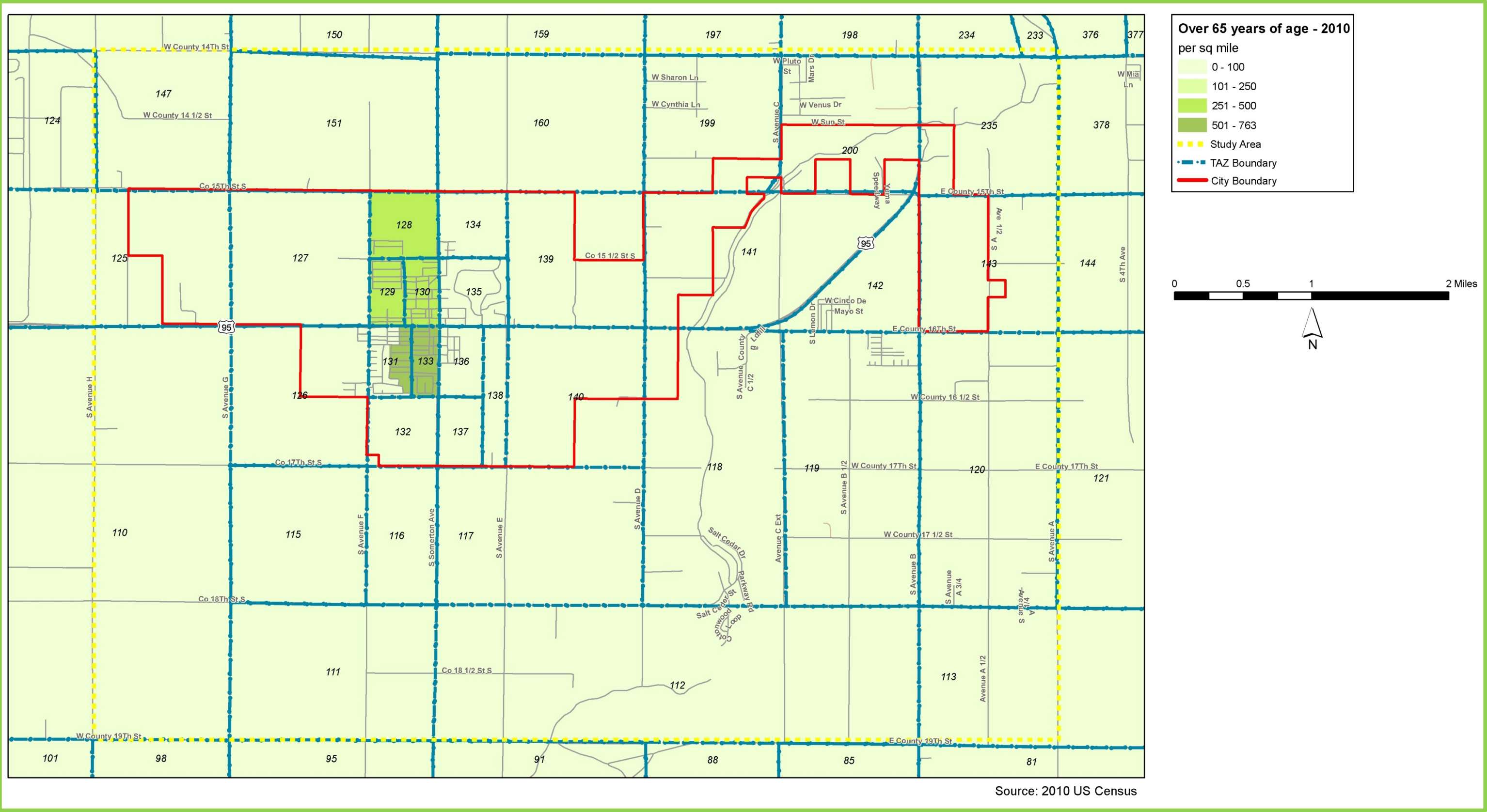


FIGURE 10: ELDERLY POPULATION

guidelines and include principal arterial interstate, principal arterial other, minor arterial, urban collector, rural major collector, and rural minor collector. In general, the interstate and arterials provide a high level of mobility for the traveling public, with minimal allowance for access, while the collectors and local streets provide for residential and non-residential access.

The roles and standards for each type of roadway are established in order to plan an efficient and effective system. Functional classification defines the hierarchy of streets in a roadway system. Most travel involves movement through a network of roads of varying functional classification. Functional classification denotes the relationship of mobility, access, and trip length. The following are general characteristics associated with the different classifications in an urban system.

Freeway/Expressway/Parkway

- Provides regional connectivity
- Mobility is the primary objective
- Limited access with capability of moving high volumes at high speeds.

Arterials (5-10% of system miles)

- Higher speed than collector or local
- Serve the highest volume generators
- Longer trip length compared to collector and local
- Carries the majority of trips entering or leaving the area

Collector (5-10% of system miles)

- Distribute traffic to/from arterials
- Collect traffic from local streets
- May access neighborhoods

Local (65-80% of system miles)

- Provide direct access to abutting land
- Discourage through traffic
- Lower speed limit than other classifications
- Conducive to all modes of travel



The federal functional classification of roadways in the study area is shown in Figure 11. The functional classification was reviewed in conjunction with the plan preparation and revisions recommended as appropriate.

2. Number of Lanes

Along with the functional classification of streets in the transportation system, the number of through lanes determines the traffic capacity of the street system. The number of through lanes in the Somerton planning area is generally two with the exception of US 95

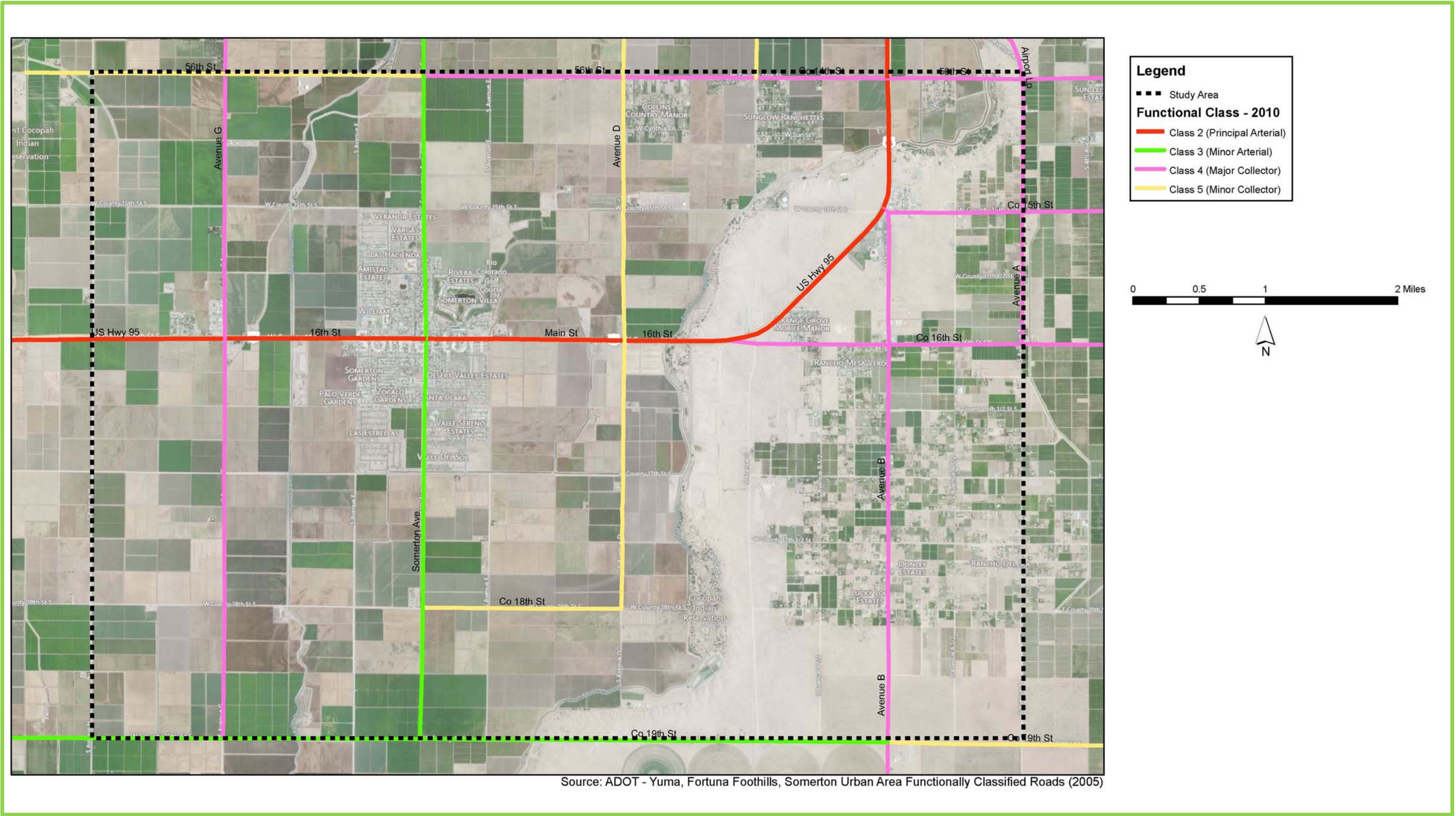


FIGURE 11: FUNCTIONAL CLASSIFICATION

which has four through lanes except the downtown area, which was recently converted to two through lanes.

3. Non-Motorized Facilities

As travel patterns change and trip making characteristics are influenced by the economy and younger travelers, it is becoming increasingly important that the transportation system accommodate all modes of travel including non-motorized. Non-motorized travel generally includes pedestrians and bicycles and travel occurs on sidewalks, bike lanes, and shared use pathways. An inventory of the City's shared use facilities are shown in Figure 12. There are three existing sections of shared use pathways – two on Main Street and one on County 16½. There are four sections of bike lanes and they are on Somerton Avenue, Garvin Street, Bingham Avenue, and Jefferson Street. In addition, there are several new shared use pathways that are in the design phase located on Cesar Chavez Avenue, Somerton Canal, and Main Street.



4. Public Transit

Since 1999, the Yuma County Area Transit (YCAT) system has grown from a new transit service offering only paratransit service to the current mix of demand-responsive and fixed-route service. Paratransit is a term used to define transit service that operates in response to calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destination. It does not operate over a fixed route or a fixed schedule.

After financial and operating difficulties in 2003 nearly caused the fixed-route transit to shut down, the City of Yuma and a consortium of local groups contributed additional funding to the system. The YMPO selected a new operating contractor and the service began to grow. Two routes were added to the system in 2004, and an additional route to Wellton initiated service in January 2006. Financial difficulties again impacted YCAT in 2010 when the City of Yuma withheld its funding for the system. Routes were discontinued and stops eliminated.

On December 13, 2010, the Yuma County Board of Supervisors approved the formation of the Yuma County Intergovernmental Public Transportation Authority (YCIPTA). YCIPTA

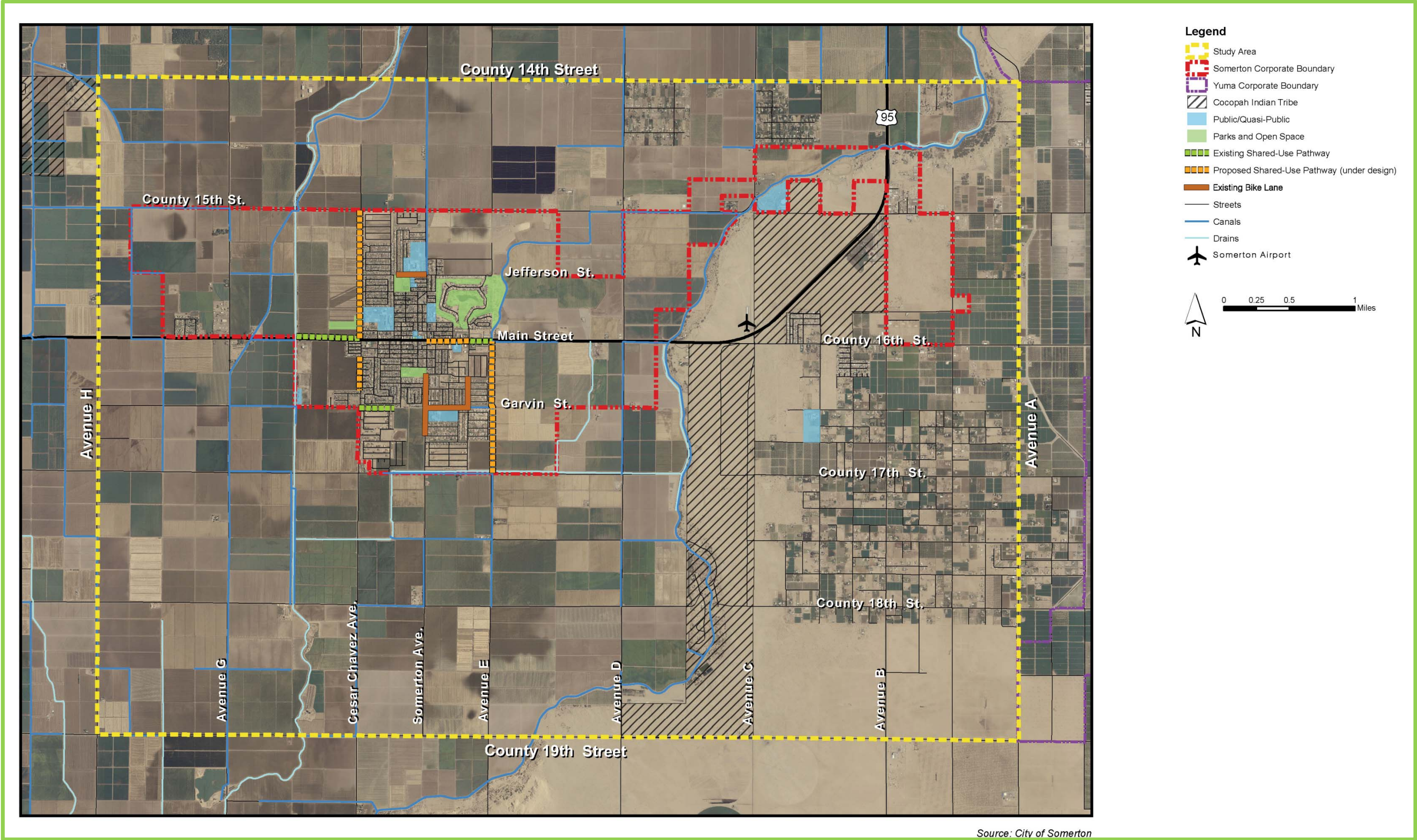


FIGURE 12: EXISTING SHARED USE PATHWAYS, TRAILS AND OPEN SPACE

now manages the Yuma County Area Transit (YCAT) and Greater Yuma Area Dial-A-Ride system (YCAT On-Call), both of which serve Somerton. In January 2012, the City of Yuma became a participating agency in the regional transit system again and the suspended routes were restored.



Fixed-route system

YCAT provides fixed route bus service throughout southwestern Yuma County. The information provided regarding service times and route designations is as of December 2012. There are currently ten routes in the YCAT fixed route system. Seven of the routes originate from the Downtown Yuma Transit Center at East 3rd Street and South Gila Street. Transfers between routes can occur wherever the routes overlap. YCAT fixed-route service operates Monday through Friday, from 5:50 am to 7:30 pm and Saturday 9:15 am to 6:30 pm and most routes operate on a one-hour frequency.

There are three routes that serve the study area. Route 95 (yellow route) provides service from Yuma to San Luis along US 95 (Main Street) through Somerton on a one hour frequency. Route 7 (violet) provides service from the West Cocopah Reservation to the East Cocopah Reservation and the Cocopah casino traveling on County 16th Street through the study area on a one hour frequency on weekdays. Route 6A (purple) provides Saturday service between the West, East, and North Cocopah Reservations and limited weekday service to the North Cocopah Reservation. Routes 6/6A, and 7 provide flex route deviation within a ¾ mile radius of the fixed route. Basic fares are \$2.00 for a one-way trip. All buses are wheelchair accessible and have bicycle racks on the front. Figure 13 shows the existing YCAT routes that serve the City of Somerton planning area. In addition, nightCAT is a service provided when Arizona Western College (AWC) is in session and there are two evening trips from AWC to any YCAT stop including those in Somerton.

YCAT OnCall

The Americans with Disabilities Act of 1990 (ADA) states that a public transit operator, which has a fixed-route bus system, like YCAT, must also operate a complementary paratransit service for those persons not able to use the regular fixed route buses. YCAT OnCall is a demand response service that provides door to door transportation for individuals who, because of a disability, are not able to utilize regularly scheduled fixed route bus service. The service area for YCAT OnCall is within a ¾ mile radius of YCAT bus routes operating during the time of the request. Individuals must apply for and be approved to be eligible for ADA service. Those persons who do not meet the eligibility requirements for YCAT OnCall service may use paratransit service offered through the

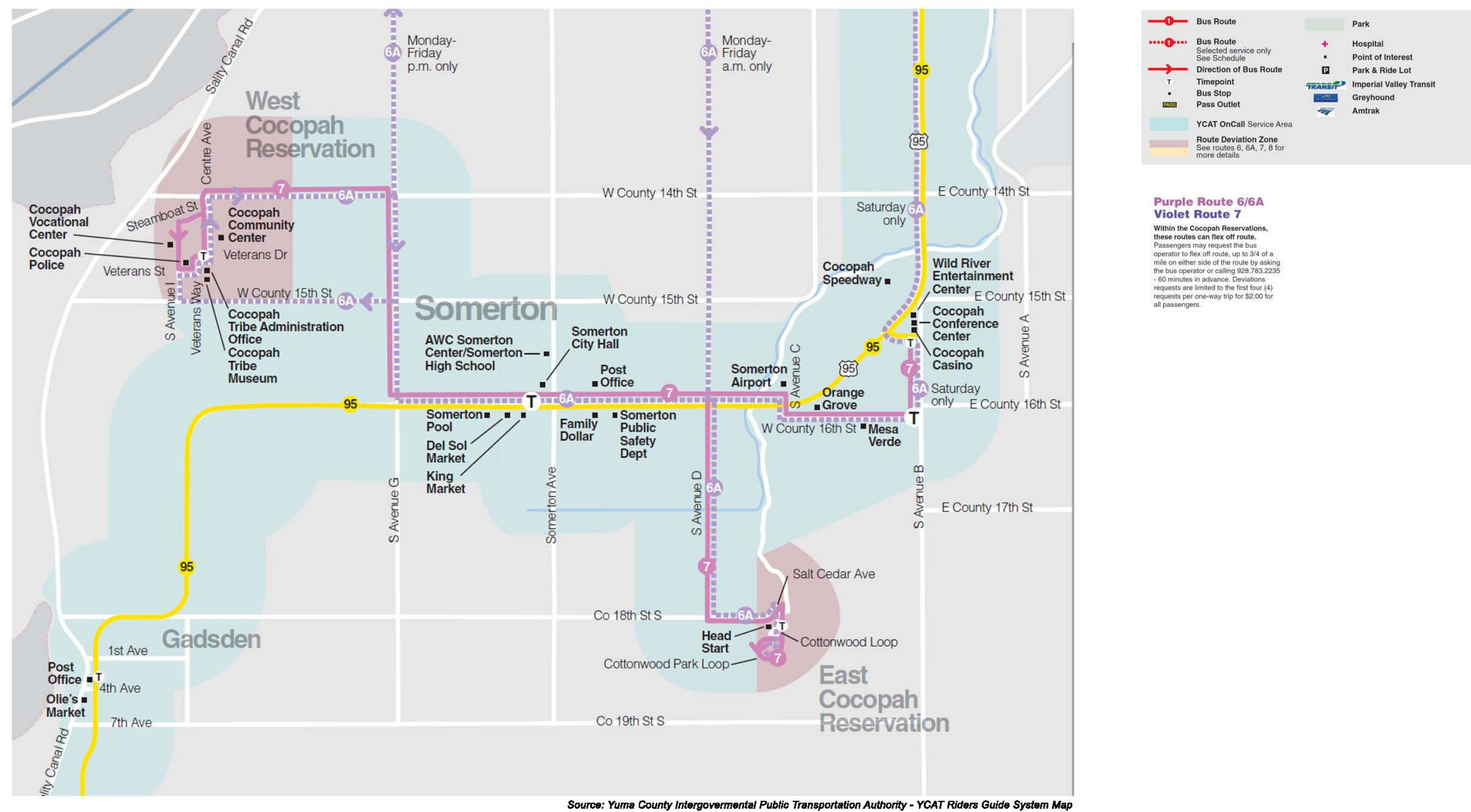


FIGURE 13: EXISTING FIXED ROUTE TRANSIT SERVICE

Western Arizona Council of Governments (WACOG) and provided by Saguaro Transportation in Yuma County.

5. Airport

The Yuma County Airport Authority (YCAA) was established in 1964 to administer civil activities at Yuma International Airport. The YCAA controls and operates approximately 423.4 acres of land owned by both Yuma County and the YCAA. The YCAA operates the airport in accordance with a long term lease agreement with Yuma County. Access to the passenger terminals is approximately 10 miles from the City of Somerton. The existing airport was originally known as Fly Field and opened in 1928. In 1956, the land was divided into two areas and a joint-use patent was deeded to Yuma County for the area that is currently the civilian portion of Yuma International Airport. The balance of the area, including all runways and taxiways remained under military control and became known as MCAS in 1962. The joint-use patent provides for unrestricted civil aviation use of the airport. The existing airport site, including MCAS, encompasses approximately 4861 acres.



The Somerton Airport is a private airport in the study area located at Hwy 95 and Avenue C. It provides tie downs, hangars, plane rental, flight instruction and other general aviation services. The main runway is lit from dusk to dawn.

6. Rail & Truck Freight

The Union Pacific Railroad handles all freight rail operations in the Yuma area. Yuma is situated along the Union Pacific Railroad's primary east-west freight corridor known as the Sunset Route. The Sunset Route handles as many as 70 trains per day. This all-weather freight corridor links the Port of Los Angeles in California with the Port of Houston in Texas. These two ports are the two largest shipping volume, inter-modal, deep-water ports in the United States. The majority of imported and exported goods consumed or produced in the United States pass through these two ports.

Freight along the U.S./Mexico border enters at San Luis II POE, approximately 12 miles south of Somerton. Freight is exported and imported through the region primarily by truck. Food and electrical equipment imports have generally increased in recent years. Produce from northwest Sonora supplies much of the U.S. market during the winter months. Additionally, produce is grown year round in northwest Sonora, and the Yuma Valley, and

shipments continue year round. Electrical equipment from the maquiladoras in San Luis Rio Colorado is also shipped through the San Luis II POE.

There is an inactive, currently unmaintained federal spur line that extends from the Main Yuma Freight Yard west and then south along the bank of the Colorado River to the Somerton Siding, paralleling the West Main Canal.

7. Rail & Bus Passenger Service

Amtrak operates three passenger trains in each direction that travel between Los Angeles, California and Orlando, Florida on a weekly basis. The trains stop in Yuma at the Amtrak station (281 Gila Street). There are no services provided at the station.

Greyhound bus operates two eastbound and two westbound trips from San Diego to Phoenix with a stop in Yuma at the Yuma Palms Regional Center. One trip eastbound and one trip westbound coincide with YCAT service and transfers can be made at Yuma Palms. Greyhound tickets can be purchased at the YCAT office.

G. Traffic Data

1. Crash Analysis

Crash data for the City of Somerton was obtained from the Arizona Department of Transportation for the period from November 1, 2006 through November 30, 2011. During that period, there were 110 reported crashes in the Somerton planning area. Of those, 75 crashes were on study area roadways with two fatal crashes, 19 injury crashes, and 54 property damage crashes. The locations of the crashes are shown on Figure 14. As can be seen in Figure 14, most of the crashes are centered about Somerton Avenue and Main Street. One fatal crash was a single vehicle crash at Avenue C and Co. 15th Street and the other involved a pedestrian at Main Street and Somerton Avenue. The highest number of crashes occurred at US 95 and Avenue D, however, some of those crashes occurred before the traffic signal was installed. Table 8 summarizes the crashes by collision type for the reporting period. As seen in Table 8 the type of crashes was varied with 35 percent reported as same direction.

TABLE 8: STUDY AREA CRASH TYPE

SINGLE VEHICLE	ANGLE	LEFT TURN	SAME DIRECTION	OPPOSITE DIRECTION	UNKNOWN
17%	16%	11%	35%	10%	12%

Source: ADOT Crash Report

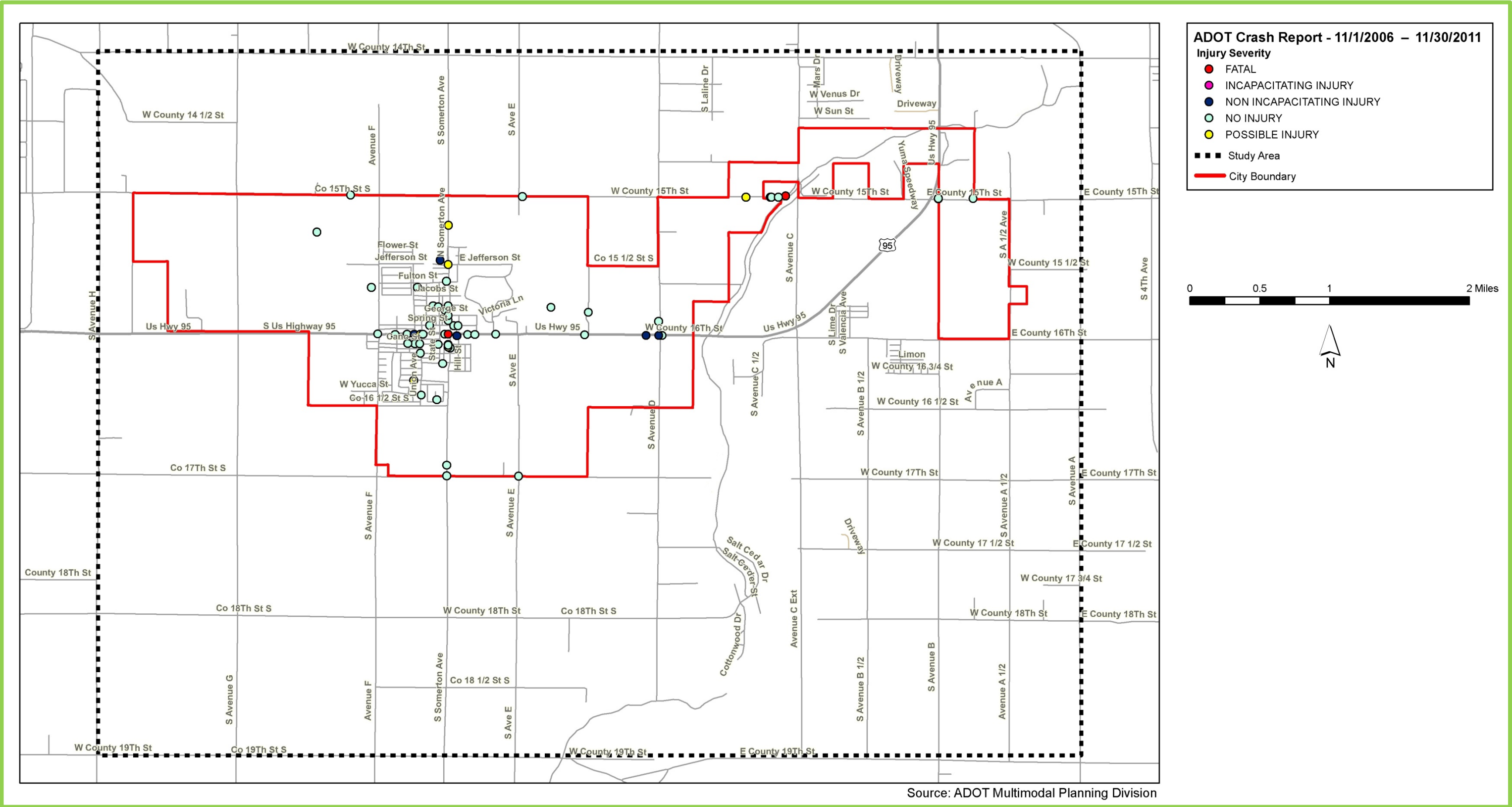


FIGURE 14: CRASH LOCATIONS

Table 9 summarizes the violation type for the crashes in the study area. As seen in Table 9, “no improper action” accounted for 39 percent of the crashes on study area roadways. The category “improper action” includes wrong traffic lane, failed to keep in lane, followed too closely, improper turn, and unsafe lane change.

TABLE 9: STUDY AREA CRASH VIOLATION

No improper action	Unknown	Disregard traffic device	Improper action	Inattention	Too fast for conditions	Other
39%	14%	13%	14%	13%	2%	6%

Source: ADOT Crash Report

2. Traffic Volumes

Existing daily traffic volumes in the study area are shown in Figure 15. The data was obtained from 2011 counts conducted by the YMPO as part of their semi-annual traffic counting program, counts conducted as part of this study, and counts conducted for previous studies. The counts conducted for this study were collected at the following locations.

- Main Street west of Cesar Chavez Avenue, EB & WB
- Main Street east of Cesar Chavez Avenue, EB & WB
- Main Street west of Somerton Avenue, EB & WB
- Main Street east of Somerton Avenue, EB & WB
- Main Street east of Bingham Avenue, WB
- Main Street west of Avenue D, EB
- Main Street east of Avenue D, EB & WB
- Cesar Chavez Avenue north of Main Street, SB
- Cesar Chavez Avenue south of Main Street, NB
- Carlisle Avenue north of Main Street, SB
- Somerton Avenue north of Main Street, SB
- Somerton Avenue south of Main Street, NB
- Bingham Avenue north of Main Street, SB
- Bingham Avenue south of Main Street, NB
- Avenue D north of Main Street, SB
- Avenue D south of Main Street, NB
- Avenue B and County 15th
- Somerton Avenue and County 15th

As shown in the figure, the traffic volumes on Main Street/US 95 range from 7,217, west of Cesar Chavez Avenue to 14,894, east of Somerton Avenue. Volumes on Somerton Avenue range from nearly 6000 vehicles south of Main Street to 3300 south of County 15th Street. As part of the vehicle counts conducted for this study, vehicle classifications were

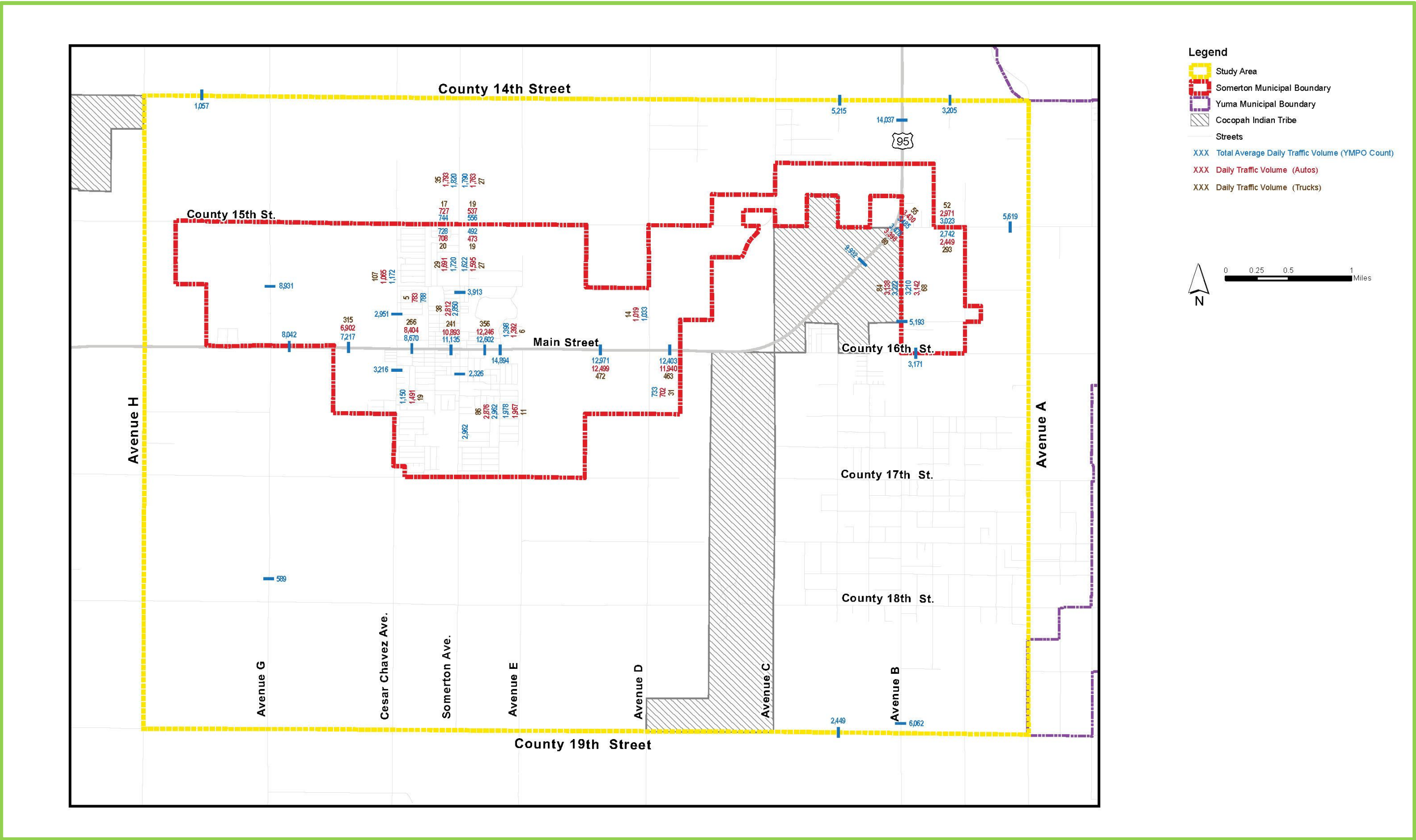


FIGURE 15: EXISTING TRAFFIC VOLUMES

recorded. The percent of single unit trucks (SU) range from 0.4 percent on Bingham Avenue to 9.5 percent on Co. 15th Street, east of Avenue B. The average SU percent for all locations counted for this study is 2.1 percent. The percent of combination trucks (CB) vehicles range from 0 percent on Bingham Avenue to 1.9 percent on Main Street, east of Avenue D. The average CB percent for all locations counted for this study is 0.8 percent.

3. Level of Service and Volume to Capacity

Level of service is a qualitative measure of a roadway's effectiveness at handling traffic. Level of service can be measured for a road segment and intersection. Levels of service (LOS) range from LOS A to LOS F, where LOS A represents free flow conditions and LOS F represents a congested, unstable flow considered to be capacity. The vehicle capacity of a roadway can be defined as "the maximum number of vehicles that can pass a given point during a specified period under prevailing roadway, traffic, and control conditions" (Highway Capacity Manual 2010, Transportation Research Board). The ratio of the volume on a segment of road compared to the traffic capacity of the segment is known as the volume to capacity or v/c ratio. The v/c ratio can be estimated for the various levels of service to relate level of service and capacity. The level of service definitions and related v/c ratio are presented in Table 10.

TABLE 10 – LOS DEFINITIONS AND CORRELATED V/C RATIOS

LOS	Definition	V/C Ratio Range
A	Free flow conditions; virtually no delay	0.0 to 0.50
B	In the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable.	0.51 to 0.60
C	Still in the range of stable flow, but marks the beginning of the range in which the operation of individual users becomes significantly affected by others	0.61 to 0.72
D	High-density but still stable flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience	0.73 to 0.84
E	Represents operating conditions at or near the capacity level. All speeds are reduced to a low but relatively uniform value	0.85 to 1.00
F	Traffic stream is defined as forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point	> 1.00

Source: Highway Capacity Manual 2010, Transportation Research Board

For this study, LOS C was the minimum acceptable level of service for roadways in the study area. Therefore, a v/c ratio of 0.72 is considered to be the maximum acceptable v/c ratio. This ratio can be applied to the roadway capacity for various roadway types to

estimate the maximum service volume on a road segment that will provide level of service C. Those service volumes are shown in Table 11.

**TABLE 11: MAXIMUM DAILY SERVICE VOLUMES FOR LOS C
(VEHICLES PER DAY)**

Type of Roadway	Number of Lanes	Volume (ADT)
Collector	2	9,100
Arterial	2	10,800
Arterial	4	23,700

Source: 2033 YMPO RTP

4. Operating Conditions

To examine the operating conditions of the roadways in the study area, the existing daily traffic volumes are compared to the LOS C service volumes for the appropriate roadway type. If the LOS C service volume is exceeded, then the level of service is likely to degrade to LOS D or worse. Travel speeds are reduced and a poor level of comfort and convenience will be experienced.

In the existing condition, all roadway segments operate at LOS C or better.

III. FUTURE CONDITIONS

The City of Somerton area population and employment has steadily increased over the last ten years and is expected to continue to do so in the future. The impact of this growth on the transportation system needs to be quantified so that necessary improvements can be identified, programmed, and implemented.

The horizon year for the transportation study is 2033. However, it is actually based on the City of Somerton build-out population of approximately 25,000 people whatever year that happens to occur. Although growth the previous decade equated to an annual rate of 7.0 percent, it is believed that the higher growth occurred before 2008 when the recession began. By comparison the estimated growth from 2010 to 2011 is 1.7 percent. At a growth rate of 7 percent per year, the build-out population would occur in nine years while at a growth rate of 1.7 percent per year, the build-out population would occur in 36 years. A reasonable scenario is that build-out would occur in 20-25 years.

A. Socio-economic Growth Forecasts

The primary measures of growth used for this study are population and employment. As previously noted, population and employment in the study area is tabulated by traffic analysis zones (TAZs) for use in the travel forecasting model. Population and employment forecasts for the year 2033 are based on information presented in the Somerton General Plan with a target population of approximately 25,000 people. The future employment was estimated using a similar ratio of employment to population compared to today. The existing employment to population ratio is 0.27. The land use plan included in the General Plan is shown in Figure 16. It was used to determine in which zones the population and employment increases would occur. The result of this analysis is a future population of 27,682 with 8,026 employees and an employment to population ratio of 0.29.

A comparison of the residential and employment growth is presented in Table 12. The estimate of population in the travel forecasting model is based on 3.71 persons per dwelling unit for the urban area and 2.68 persons per dwelling unit for the rural area. Based on the allocation of dwelling units in the mode, the population forecast is 27,682.

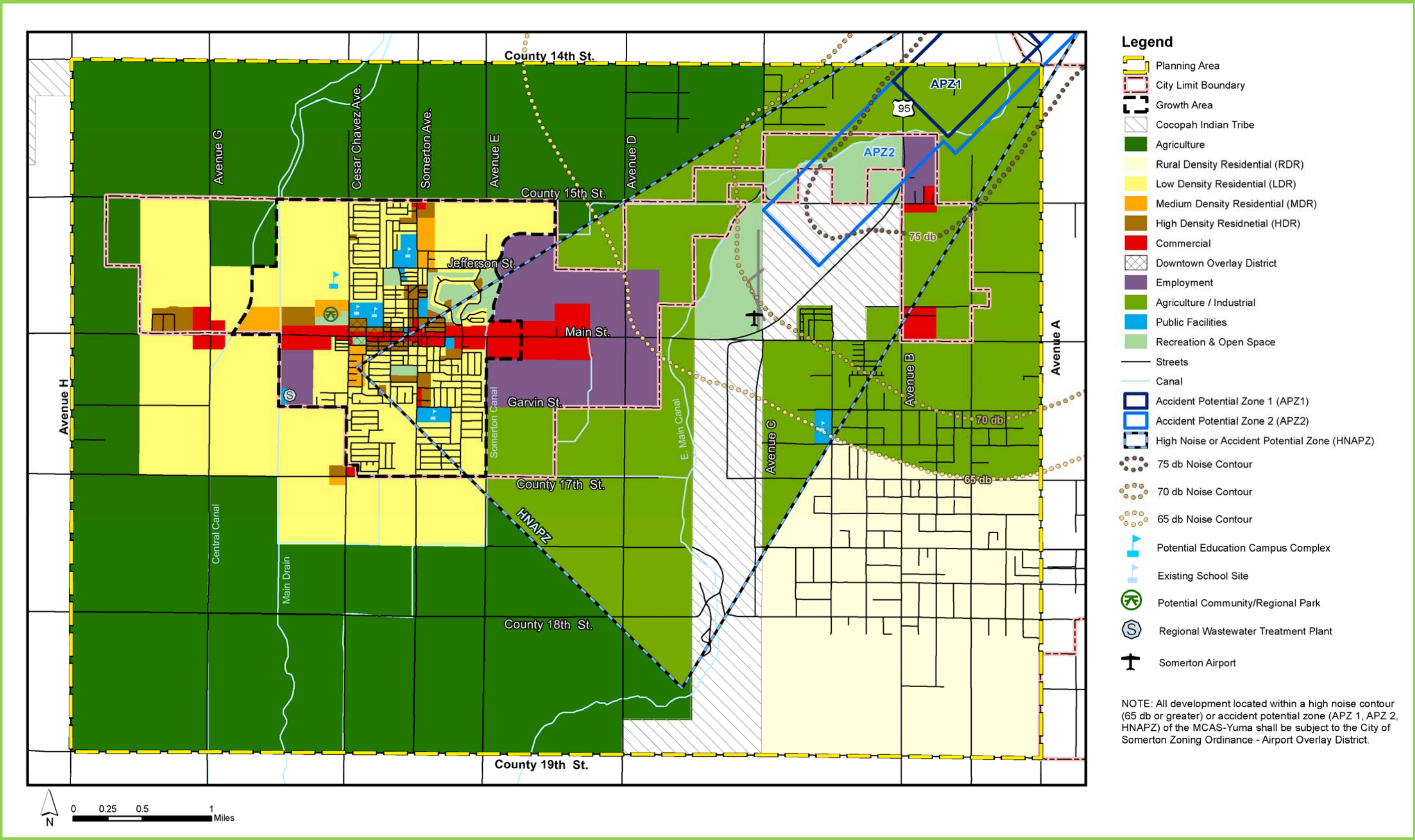


FIGURE 16: SOMERTON LAND USE PLAN

TABLE 12: SOMERTON AREA GROWTH

LU Description	Units	2010 Number	2010 Population Estimate	2033 Number	2033 Population Estimate	% Change
Single Family-Rural	DU	936	2,508	1349	3,615	44
Single Family-Urban	DU	2803	10,399	5400	20,034	93
Multi Family	DU	579	2,148	894	3,317	54
Mobile Home-Winter	DU	42	156	60	223	43
RV Park – Winter	DU	40	148	133	493	232
Retail	Employees	431		1228		185
Service	Employees	992		1540		55
Office	Employees	108		400		270
Public	Employees	267		391		46
Industrial	Employees	603		1344		123
Manufacturing	Employees	342		809		137
Casino	Employees	907		1179		30
Education	Employees	468		1135		143
Total Population	People		15,359		27,682	80
Total Employment	Employees	4118		8026		95

Source: YMPO travel forecasting model

Overall, population growth is expected to be highest in the western portion of the study area due to limitations on residential development within the MCAS High Noise or Accident Potential Zone which predominantly covers the eastern portion of the study area. These residential growth areas include TAZ 126, 127, 134. Some commercial and educational growth (including a high school) will occur in these TAZ areas as well. Other areas of commercial and industrial growth include the downtown core area, the Avenue D corridor, as well as continued development on the mesa along US 95 on Cocopah Indian Tribe land.

B. Planned Street System

In order to perform an analysis of future traffic operations, a future base street system is established. The future base street system for this analysis assumes the existing street system with no improvements in the City of Somerton planning area. However, it should be noted, there are several future base improvements included in the YMPO forecasting model. Except for the Juan Sanchez Boulevard project, these improvements have no direct impact on Somerton. They include:

- Widen Juan Sanchez Boulevard to four lanes from US 95 to SR 195
- Widen 32nd Street to a six lane expressway from Avenue 3E to Avenue 9E
- Widen 16th Street to a six lane expressway from Avenue 2E to Avenue 10E
- Construct County 14th to four lanes from SR 195 to Avenue 13E
- Widen 24th Street to 7 lanes from Avenue C to Avenue D
- Widen 32nd Street to 7 lanes from Avenue C to Avenue D
- Widen 40th Street to 7 lanes from Avenue 3½E to Avenue 10E

Widening Juan Sanchez Boulevard in San Luis could impact travel on Hwy 95 depending on the destination of those trips.

C. Traffic Forecast

Based on the growth forecasts and planned street system described above, the travel forecasting model was used to estimate traffic forecasts for the year 2033. The output from the travel forecast model is presented in Figure 17. The numbers shown represent one-way directional daily volumes. Not surprisingly, the largest traffic volume increases are expected on Main Street, Somerton Avenue, Avenue D, and County 15th Street.

D. Operating Conditions

Based on the traffic forecasts presented in Figure 17, a future base level of service analysis was conducted. The street segments expected to operate at level of service D or worse are shown in Figure 18 and include Hwy 95 from west of Somerton Avenue to Avenue C and from County 15th to County 14th as well as Somerton Avenue from County 15th to County 16½.

E. Non-motorized Facilities

The City of Somerton completed the “Shared Use Pathway and Trails System Master Plan” in 2005. The purpose of the plan is to connect parks and schools and provide for safe pedestrian movement. The plan also included typical cross sections and shared use pathway elements such as lighting and benches. The proposed trails plan is shown in Figure 19. As part of this plan preparation, the “Shared Use Pathway and Trails System Master Plan” was reviewed and a separate standalone document prepared.

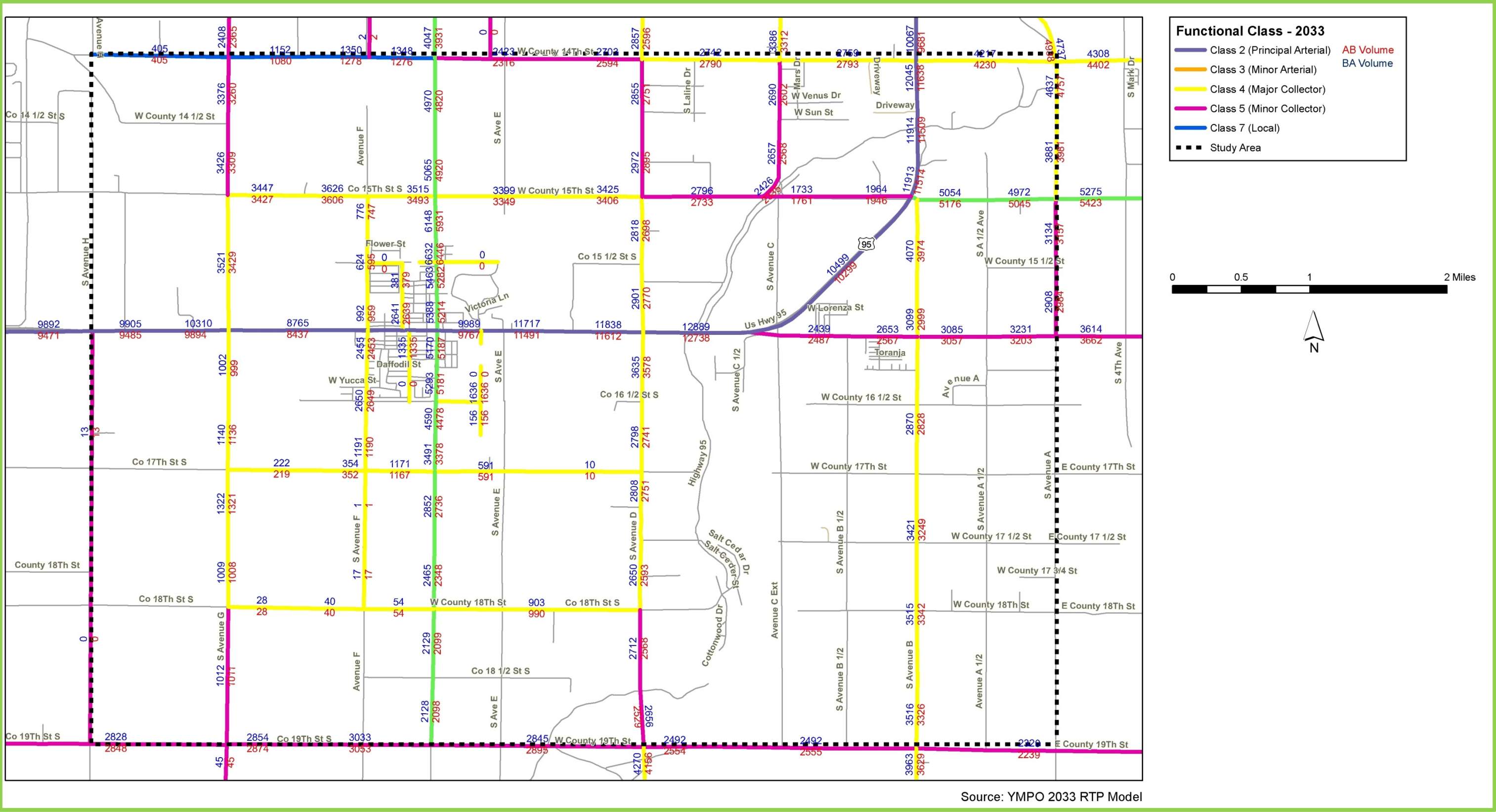


FIGURE 17: 2033 MODEL OUTPUT

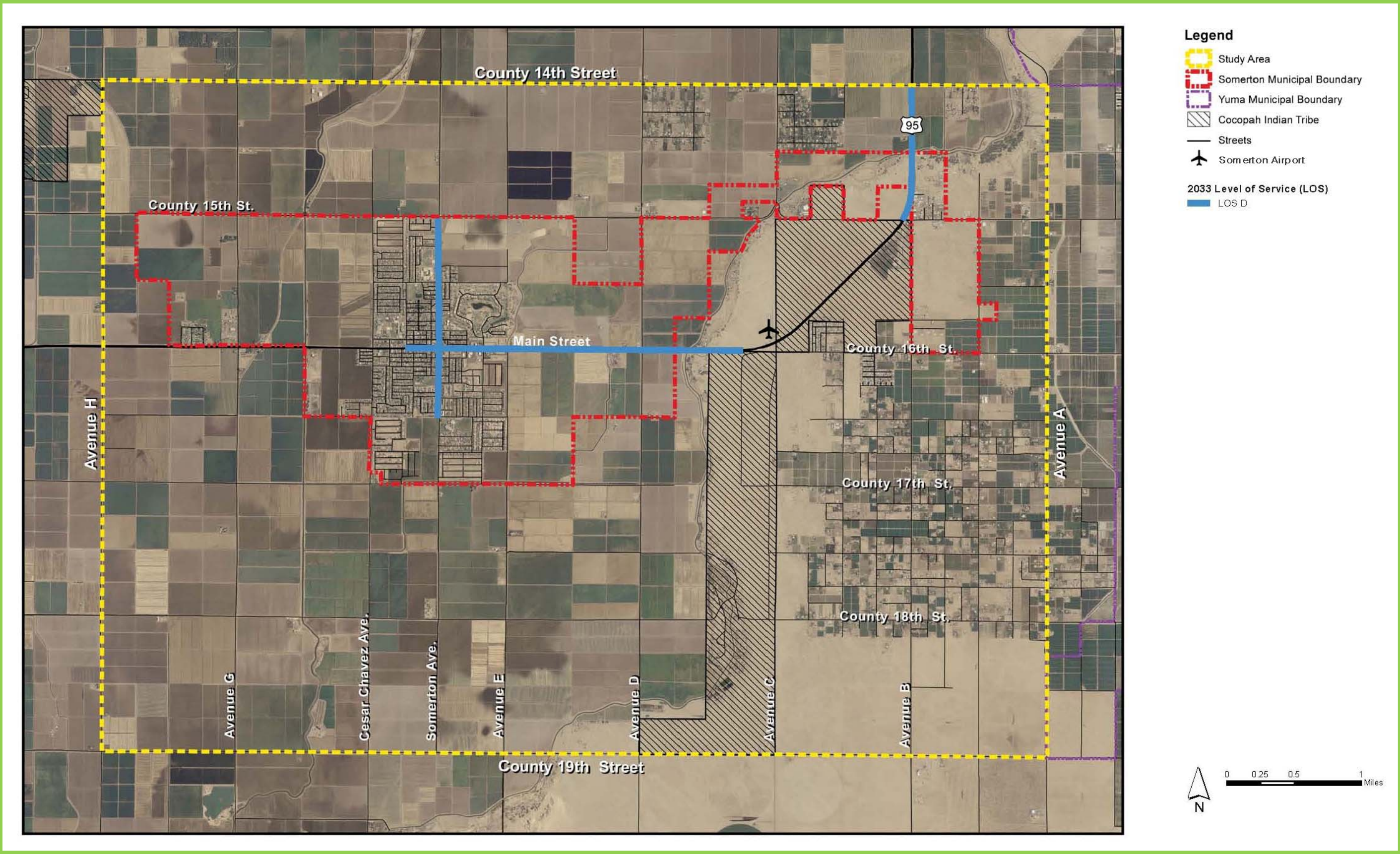


FIGURE 18: 2033 LEVEL OF SERVICE

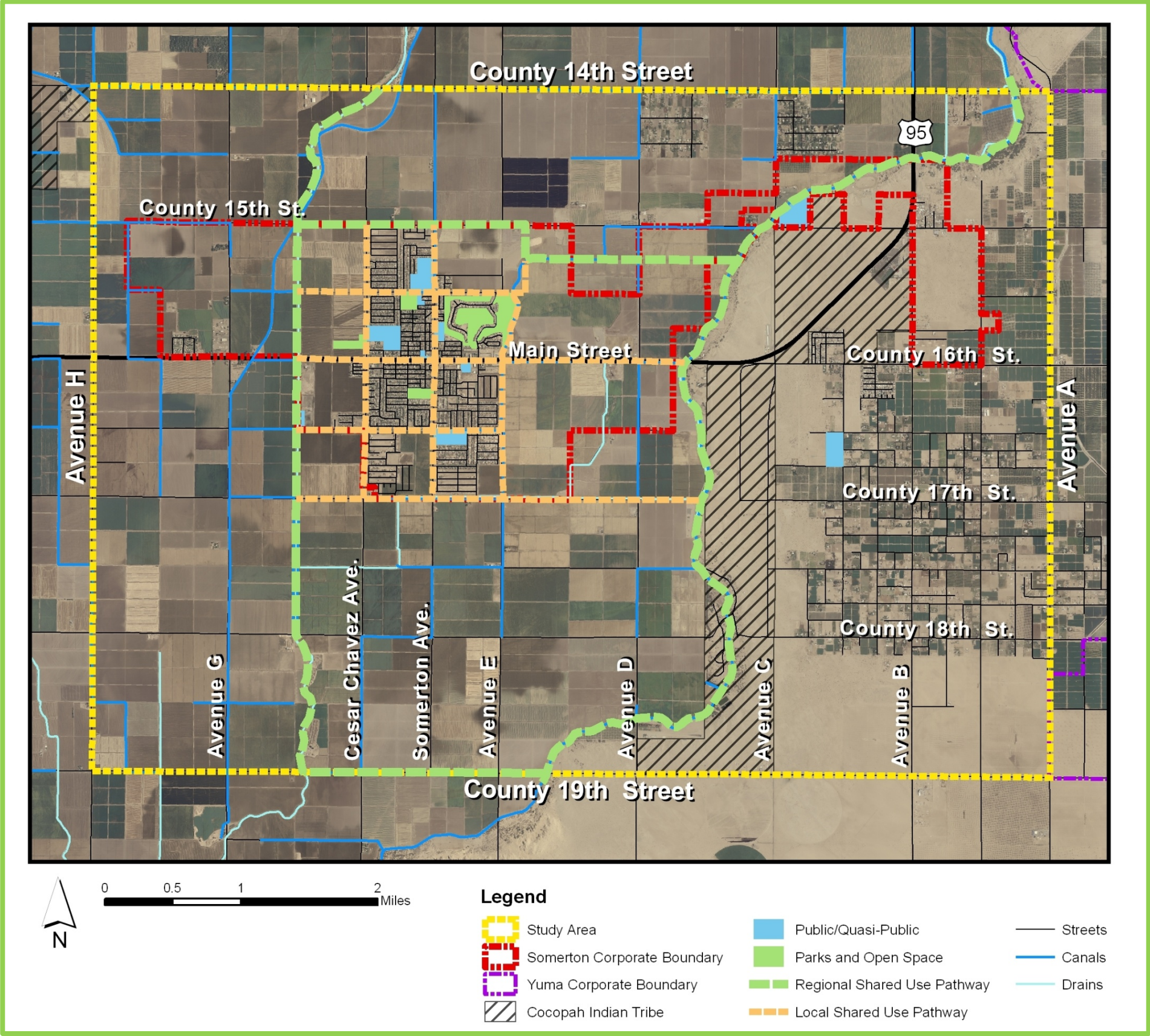


FIGURE 19: SHARED USE PATHWAYS AND TRAILS SYSTEM MASTER PLAN

F. Transit Demand

An indicator of potential transit demand is the presence of populations that may be dependent on transit because they are too old, cannot afford a car, or have a disability that prevents them from driving. Table 13 provides an estimate of future transit dependent population. The estimate is based on the 2010 census information projected to 2033 based on the City of Somerton population growth of 80 percent.

TABLE 13: TRANSIT DEPENDENT POPULATION

Population Group	2010	2033
Persons with Disability	1,036	1,867
Persons over age 60	1,344	2,422
Persons living below the poverty level	3,748	6,755

Source: Ayres Associates population analysis

The Arkansas Public Transit Needs Assessment (APTNA) model is one method that can be used to estimate future transit demand. The APTNA method estimates demand using the following trip rates.

- Persons with disabilities would make 4.49 one-way passenger trips annually or 8,383 trips
- Persons over age 60 would make 6.79 one-way passenger trips annually or 16,445 trips
- Persons living below the poverty level would make 20.50 one-way passenger trips annually or 138,478 trips

Based on this analysis, the estimated future transit demand would be 163,306 one-way annual trips from the Somerton area.

G. Airport Plan

The Yuma International Airport General Aviation Strategic Plan was completed in March 2005. Overall, the aviation activity at the Marine Corps Air Station/Yuma International Airport (YIA) facility is expected to exceed regional and national growth rates in the planning period. The strategic plan has been developed according to a demand-based schedule, which means that improvements are based on airport activity levels instead of points in time. Specifically, facility improvements should only be implemented when the levels of demand experienced at the airport justify their implementation. Improvements include new and extended taxiways, land acquisition, terminal building expansion, hangars and hanger access, and new/expanded aprons.

IV. TRAVEL FORECASTING MODEL

The YMPO travel-forecasting model is a representation of the Yuma area's transportation facilities and it approximates the travel patterns using these facilities. The model area includes the cities of Yuma, Somerton, and San Luis, the Town of Wellton, the Foothills area, the Cocopah Indian Reservation, and unincorporated portions of Yuma County. In general, the area is bounded on the west and north by the Colorado River, on the east by Wellton, and on the south by the Mexico border. The model contains inventories of the existing roadway facilities and residential and non-residential land uses. The model data was obtained from the YMPO and was updated for the Somerton planning area for the years 2011 and 2033 using the 2010 census, aerial maps, and the Somerton General Plan. The travel-forecasting model is processed using the TransCAD microcomputer software. It should be noted that the model contains recent updates from the Wellton Transportation plan and the Yuma Foothills Transportation Needs Study.

A. Roadway Network

The first step in the travel demand modeling process is to review the roadway network which is comprised of nodes and links. A node is an intersection of two or more links similar to an intersection of two street segments. A centroid is a special node that depicts the point where trips originate and terminate in a traffic analysis zone. A network link is a street segment between two nodes. The roadway network from the previous model was updated to incorporate improvements made to the street network such as new roadways or widening existing roadways. In general, the model includes streets functionally classified as collector or higher.

B. Traffic Analysis Zones

Traffic Analysis Zones (TAZs) are geographic areas generally bounded by the roadway network, another physical feature, or a municipal boundary. Each TAZ is allocated socio-economic data that approximates the population and employment based on the land use in that zone. This data is then used to generate trips that begin or end in that TAZ. Each TAZ centroid is connected to the network based on the street system available. The TAZ boundaries for the Somerton planning area are shown in Figure 20.

C. Land Use Data

The YMPO travel-forecasting model socio-economic data was updated as part of the 2033 Regional Transportation Plan development. The residential categories were revised and changed from population to dwelling units. Similarly, the non-residential categories were

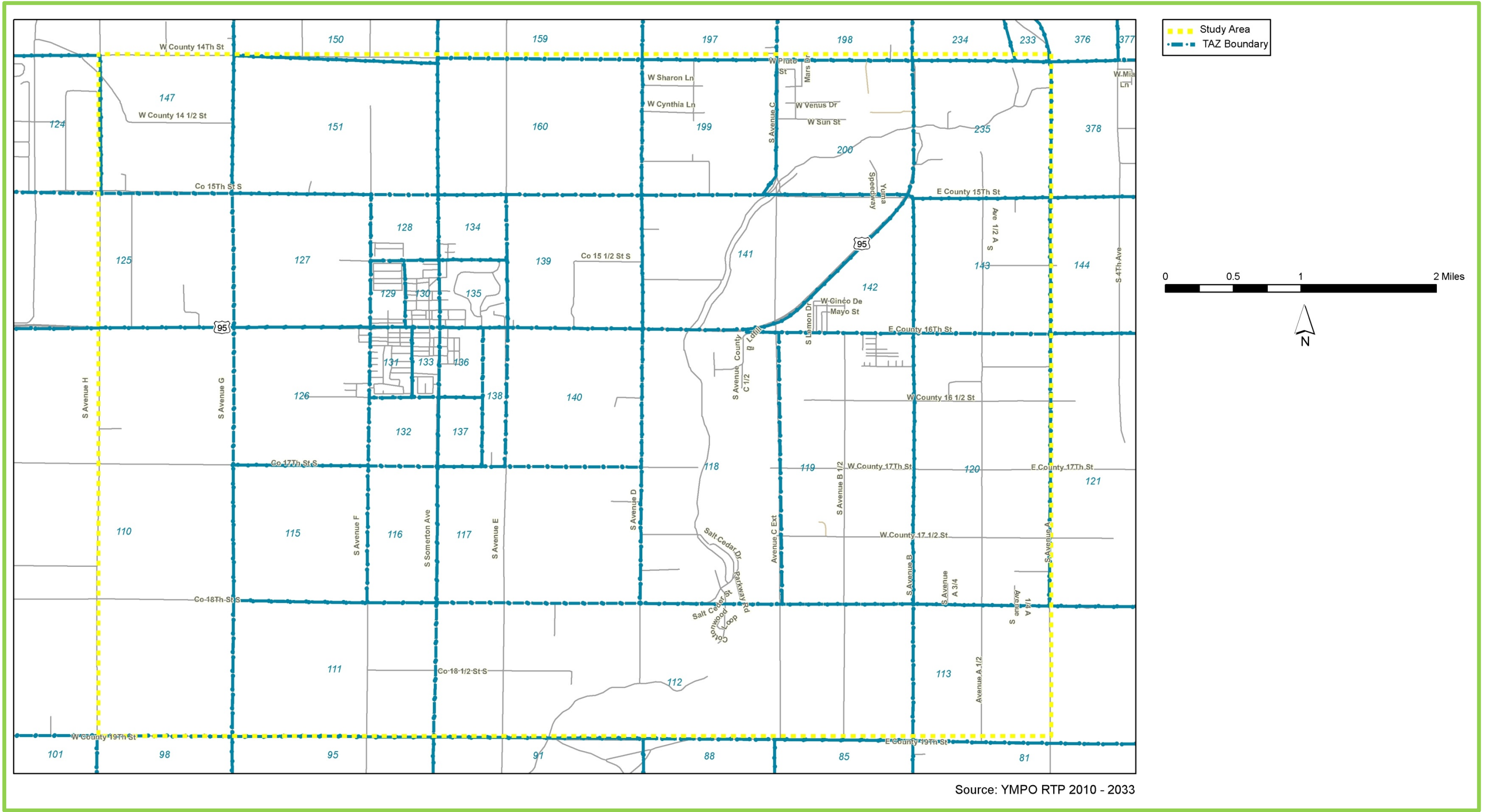


FIGURE 20: TRAFFIC ANALYSIS ZONE BOUNDARIES

consolidated and converted from size of land use to number of employees. The new land use categories and the trip generation rates are shown in Table 14.

TABLE 14: 2010 SOMERTON MODEL TRIP RATES

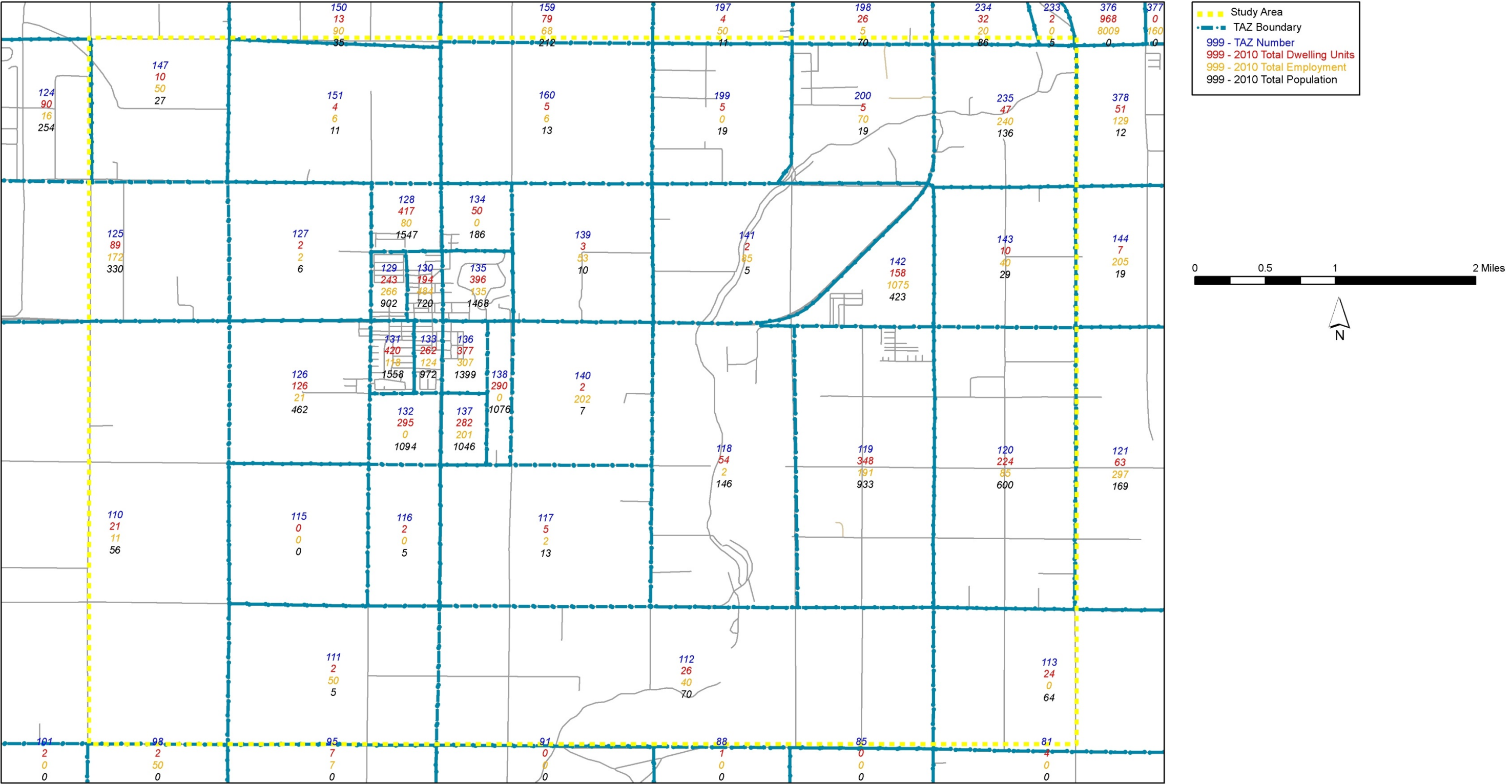
LU Description	Units	Trip Rate
Single Family-Rural	DU	12.5
Single Family-Urban	DU	12
Multi Family	DU	12
Mobile Home-Winter	DU	7
RV Park – Winter	DU	5
Retail	Employees	16.5
Service	Employees	11
Office	Employees	10
Public	Employees	10
Industrial	Employees	4
Manufacturing	Employees	2
Casino	Employees	3
Education	Employees	22.5

Source: YMPO travel forecasting model

Figure 21 and Figure 22 show the population and employment estimates by TAZ for the years 2010 and 2033 respectively.

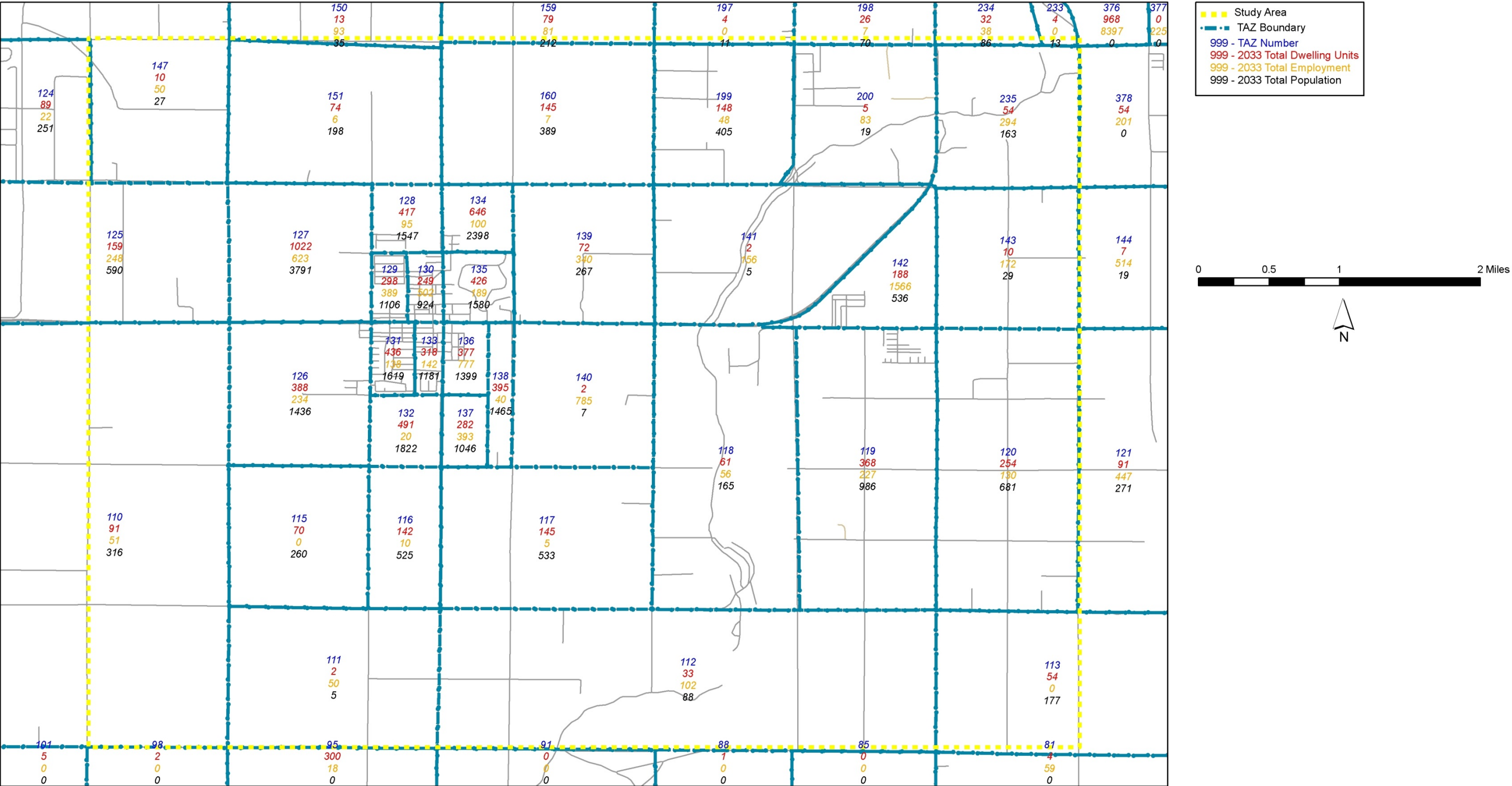
D. Model Process

In general, the traffic model process consists of several steps. The first is to estimate the number of daily vehicle trips generated by TAZ using the socio-economic inventory, the second is to distribute the vehicle trips to/from various TAZs, and the third is to assign the vehicle trips to the street network. Trip purposes are traditionally defined as home based work, home based other, and non-home based. The traffic model assignments can then be compared with current traffic counts. When the model assigned volumes match the traffic counts within an acceptable range of error, the model can then be used to test future year scenarios. These scenarios may contain changes in numbers of housing units, employment, travel patterns, or roadway improvements. The traffic-forecasting model will provide traffic volume forecasts, which are used to develop the transportation plan.



Source: YMPO 2010 RTP Model

FIGURE 21: 2010 POPULATION AND EMPLOYMENT BY TAZ



1. Trip Generation

The first step of the model process is to estimate the number of trips produced by or attracted to each TAZ. A trip is defined as a one-way trip between an origin and a destination. The number of trips produced by a TAZ is a function of the residential uses and the number of trips attracted to a TAZ is a function of the employment. Major traffic generators are an indicator of one end point of the different trip purposes. The major traffic generators in the Somerton area are shown in Figure 23.

2. Trip Distribution

The trip distribution phase produces a vehicle trip table that estimates the number of trips to/from a TAZ to every other TAZ. For example the distribution of trips between zone I and zone J is a function of the following variables:

- The number of trips produced in zone I
- The number of trips attracted to zone J
- The travel time between zone I and zone J
- The magnitude of the total "attractiveness" of all the zones in the network

The number of trips traveling between zone I and zone J are directly proportional to the total number of trips generated in zone I and the total number of trips attracted to zone J. The number of trips between zones I and J is inversely proportional to the travel time between the two zones. The number of trips traveling between the two zones decreases as the travel time between the zones increases.

3. Traffic Assignment

The traffic assignment phase assigns the trips between two zones to a specific route based on the travel times between those zones. This process is continued for every pair of zones. The assignment is usually performed incrementally based on user input. Traffic assignment includes the following steps:

- Computation of the minimum time path between TAZs based on free flow link speeds
- Initial assignment of the trips to the links which lie on the minimum time paths between the TAZs
- Computation of volume-to-capacity (v/c) ratios on the links after the initial assignment
- Re-computation of travel times on the links incorporating the v/c ratio
- Assignment of the next increment of trips repeated until all trips are assigned.

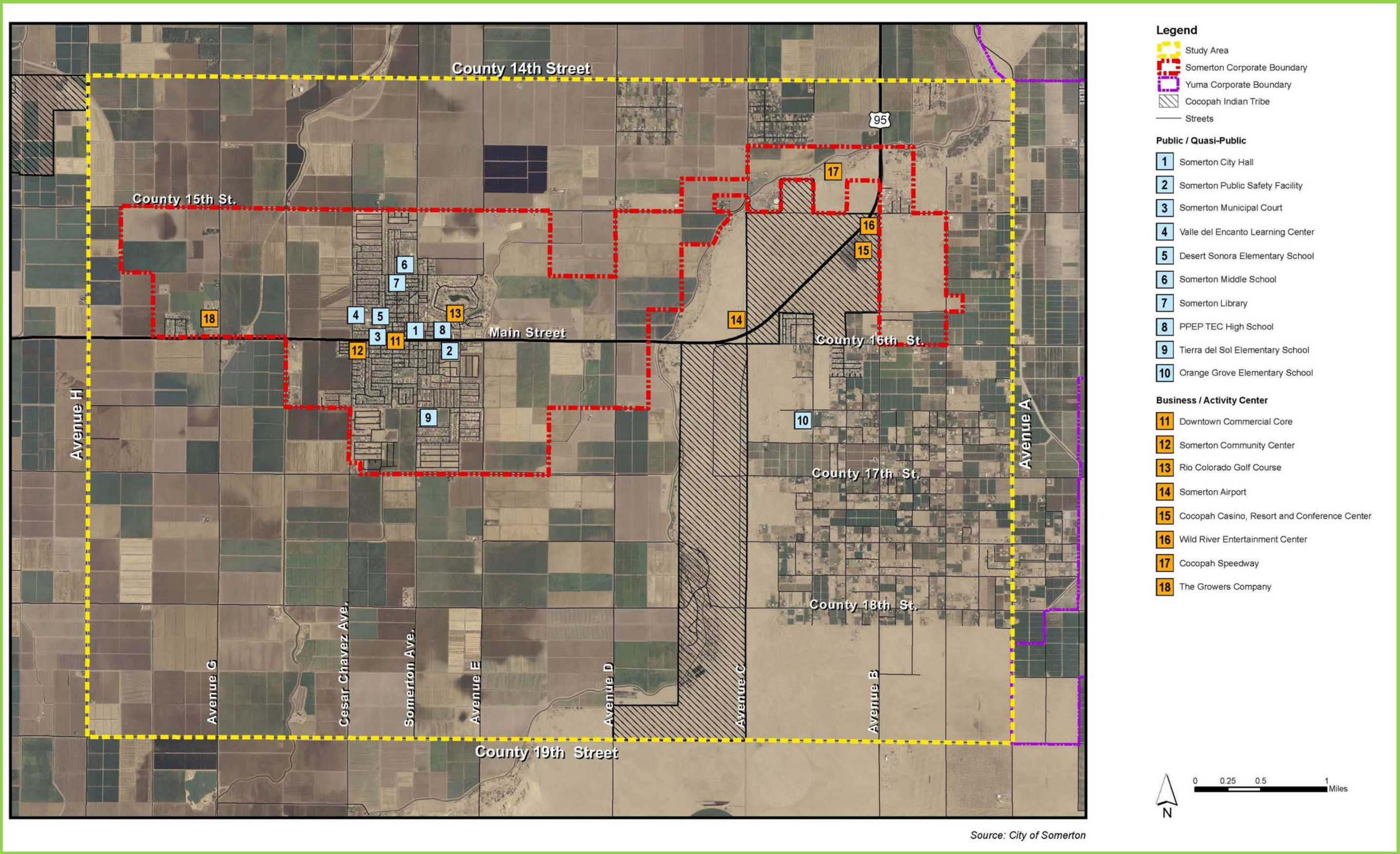


FIGURE 23: MAJOR TRAFFIC GENERATORS

The final product of the traffic assignment process is an estimate of the daily traffic volume on each street in the network.

4. Model Calibration

The model was calibrated and validated based on the existing transportation network, socio-economic estimates, and average traffic counts for the year 2011. Calibration of the model involves a series of simulation runs to review the assumptions used to construct the model. In the trip distribution portion of the simulation, the exponents for the distance function of the gravity model were examined. During the trip assignment portion of the simulation, the assumptions for link speed, capacity, and delay were examined. Between each run, different parameters were evaluated and necessary adjustments made so that the desired results were reached. Before any adjustments were made to the model parameters, they were justified by collected travel pattern data, local knowledge of travel conditions, or by empirical knowledge.

V. REVIEW OF PREVIOUS RECOMMENDATIONS

This section presents a review of projects that were previously recommended in other studies and plans along with an update of the current status. The review included the YMPO Transportation Improvement Program (TIP), the YMPO 2033 Regional Transportation Plan (RTP), the YCIPTA Yuma Regional Transit Study, and the 2006 Somerton Transportation Plan. Each is summarized below.

A. 2010-2033 YMPO Regional Transportation Plan

The 2033 YMPO RTP presented a long range plan for all the jurisdictions in Yuma County that was grouped in five year time frames. The current YMPO TIP is shown in Table 15 and the long range plan is shown in TABLE 16.

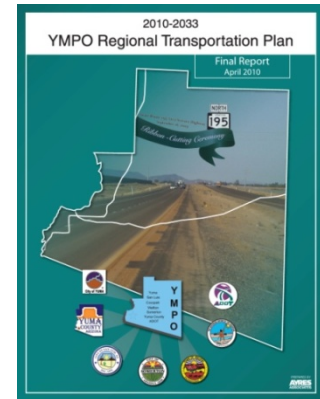


TABLE 15: YMPO 2011-2016 TIP

PROJECT NAME	PROJECT LOCATION	FISCAL YEAR	FUNDING	STATUS
Restripe and signage	various	2011	HSIP	In process
Somerton Avenue-mill & replace	14 th Street to Co 15 th	2012	STP	In process
Hwy 95 pavement preservation-design	Avenue D to Avenue G	2014	STP	Not started
Hwy 95 pavement preservation-construction	Avenue D to Avenue G	2014	STP	Not started
Bridge replacement	Co 17 th @ Somerton Avenue	TBD	BR	Not started
Somerton Canal Shared use pathway-design	Hwy 95 to County 17 th	2012	TE	In process
Somerton Canal Shared use pathway-construction	Hwy 95 to County 17 th	TBD	TE	Not started
Cesar Chavez Avenue Shared use pathway-design	Hwy 95 to Madison Street	2012	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	2012	TBD	In process
Main Street Shared use pathway-construction	Bingham to Somerton Avenue	TBD	TBD	Not started
Main Street Road Diet HSIP Study		2012	TBD	In process

TBD: to be determined

TABLE 16: YMPO 2033 RTP

PROJECT NAME	PROJECT LOCATION	FISCAL YEAR	FUNDING	STATUS
Avenue B & County 15 th	intersection	2010-2014	TBD	Not started
Hwy 95 & Cesar Chavez Avenue	intersection	2010-2014	TBD	Not started
Hwy 95 pavement preservation	Avenue D to Avenue G	2010-2014	TBD	Not started
Somerton Avenue widening	Fern to County 17 th	2010-2014	TBD	Not started
Somerton Avenue widening	Jefferson to County 15 th	2010-2014	TBD	Not started
Somerton Avenue-mill & replace	Co.15 th to 14 th Street	2010-2014	TBD	In process
Co 15 th widening	Avenue G to Avenue D	Beyond 2033	TBD	TBD
Co 17 th widening	Avenue G to Avenue D	Beyond 2033	TBD	TBD
Avenue D/Avenue E Expressway	Co 14 th to County 19 th	Beyond 2033	TBD	TBD

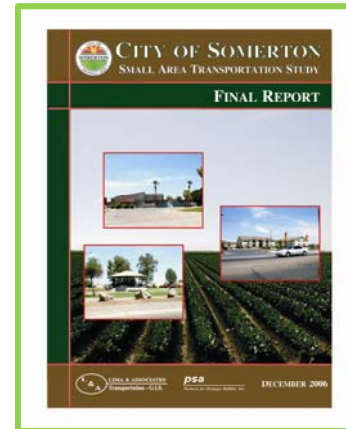
TBD: to be determined

B. City of Somerton Small Area Transportation Study (2006)

The 2006 plan grouped the recommendations into short-term and long-term projects and procedures as summarized below.

1. Short-term Projects and Procedures

- Re-designate the functional classification of Somerton Avenue and Avenues D and/or G – NO ACTION
- Conduct a traffic calming study on Somerton Avenue between County 15th and County 17th Streets - NO ACTION
- Establish a process to coordinate City land use and transportation decisions – IN PROCESS
- Implement the functional classification and roadway design guidelines for new development – IN PROCESS
- Adopt access management policies - NO ACTION
- Design and construct US 95 Somerton East Gateway – IN PROCESS
- Design and construct US 95 Somerton West Gateway – COMPLETED
- Designate a City Transportation Coordinator, initiate a Ride Sharing Program, and appoint a Transportation Advisory Committee - NO ACTION
- Identify and acquire space for off-street parking in Main Street business district – IN PROCESS



2. Long-term Projects and Procedures

- Identify and designate parking areas and procedures for agricultural equipment - NO ACTION
- Monitor and Update City Bicycle and Pedestrian Plan to incorporate new developments - NO ACTION
- Conduct signal warrant study for the intersection of US 95 and Cesar Chavez Avenue - COMPLETED
- Conduct warrant study for mid-block crosswalk signal on US95 in the vicinity of Carlisle - NO ACTION
- Conduct and participate in “Main Street Program” between Bingham Avenue and Avenue F½ – IN PROCESS
- Construct Trail System Inner and Outer Loops – IN PROCESS
- Add traffic-calming and streetscape to Somerton Avenue - NO ACTION
- Track potential US 95 turn back by ADOT - COMPLETE
- Coordinate with ADOT and YMPO regarding multimodal transportation improvements – IN PROCESS
- Locate and reserve space for Community Multimodal Center - NO ACTION
- Add local circulator transit service - NO ACTION
- Establish a process to coordinate transit services with private and public agencies - NO ACTION
- Monitor and update Transportation Plan and Transit Element – IN PROCESS

C. Yuma Regional Transit Study (2012)

The YCIPTA is currently operating under a modified version of alternative 1 from the Yuma Regional Transit Study and there are no recommended changes for service in the City of Somerton.

VI. ISSUES AND NEEDS

The issues and needs to be addressed in the transportation plan are developed based on a review of the current and future conditions, TAC input, and comments from the public.

A. Current and Future Conditions

A review of current and future conditions as well incorporating good transportation planning practices results in the following issues and needs that should be addressed by the transportation plan.

- Congestion on Hwy 95/Main Street
- Congestion on Somerton Avenue
- Dirt roads
- Main Street bypass
- East Main Canal crossings
- Bus pull-outs/stops
- Update trails and shared use pathways plan
- Review functional classifications
- Complete streets practices
- Traffic calming
- Typical cross sections
- Access management

B. Public Comments and TAC Input

The first of two public meetings was conducted on September 26, 2012 at the City of Somerton Public Safety Facility. The objective of the open house was to provide interested residents and stakeholders an overview of the current conditions and deficiencies of the existing transportation system in the City of Somerton and adjacent areas located within the project study area. A review of the existing condition findings and future transportation deficiencies were reviewed. Residents also were provided an opportunity to mark on maps and complete a comment form soliciting their feedback and comment on the materials and maps presented at the open house. The following summarizes the comments received.

- Pave dirt roads on County 15th and County 17th
- Consider a bypass using Avenue B and County 19th
- New traffic light at Hwy 95 and Avenue C
- New traffic light at Hwy 95 and Cesar Chavez Avenue
- Need additional shared use pathways and bike lanes
- Transit service on Somerton Avenue
- Include a connection to the future Avenue E improvement to the south
- Identify future right-of-way requirements
- Identify east-west road to bypass Main Street
- Purchase farmland and lease back to farmers until needed
- Need funding for maintenance

- Need left turn arrows at Main Street and Somerton and Main Street and Bingham
- Bike lanes on Somerton Avenue from County 17th to County 15th
- City should promote bike lanes
- Finish sidewalk on Hwy 95
- Bike lanes on Hwy 95
- Provide more amenities along existing and future shared use pathways
- Provide additional seating and improve lighting along existing trail system
- Enhance the experience within the downtown and trail system by developing character themes
- Improve signage and wayfinding in the downtown
- Provide opportunities for exercise stations along existing and proposed shared use pathways

VII. IMPROVEMENT OPTIONS & CRITERIA

This section describes various improvement options that were considered for the plan and a set of criteria to be measured when projects are being evaluated for implementation.

A. Improvement Options

The transportation plan includes a variety of multimodal improvements to address the issues and needs previously outlined. The individual projects and potential impacts are summarized later in this section by type of improvement. A description of each improvement is discussed below along with an estimated construction cost. The construction cost presented here is a planning level estimate in current dollars based on the general description of the improvement. More detailed project costs will need to be developed during the scoping phase of any project and included in the City of Somerton Capital Improvement Program (CIP) and the YMPO TIP.

1. New or Improved Two-Lane Road

The two-lane cross-section includes one travel lane in each direction, a two-way left-turn lane and shoulders/bike lanes. This cross-section may be applied where no road, a dirt road, or a two-lane road without a two-way left-turn lane exists today. The suggested right-of-way for this cross-section is 70 feet. The project would include drainage and irrigation improvements as well as intersection improvements where needed. These cross sections are depicted in Chapter VIII. A planning level cost for one mile of new two-lane road ranges from \$1.0 to \$2.0 million. An average of \$1.5 million was used for estimating costs.

2. New or Widened Four-Lane Road

The four-lane cross-section includes a bike lane and two travel lanes in each direction with a center two way left-turn lane (unless safety or access considerations indicate a raised median should be provided). The outside features of the cross-section include curb, gutter, and sidewalk. If the improvement is along a transit route, bus pull-outs and/or shelters are also included. For this analysis, it is assumed that any existing pavement would not be salvaged. A four-lane street at a major intersection would include one left-turn lane and one right-turn lane on each approach. The suggested right-of-way for this cross-section is 100 feet widening to 110 feet at major intersections. While this right-of-way width is considered desirable, there may be instances where less than 100 feet exists and the cross-section can be adapted to fit within available right-of-way. These cross sections are depicted in Chapter VIII. A planning level cost for one mile of four-lane road is \$3.0 to \$5.0 million, which includes the cross-section described above, street lighting, traffic signals, drainage, and landscaping. An average of \$4.0 million was used for estimating costs.

3. Intersection Improvement

The scope of an intersection improvement could include additional turn lanes and/or additional through lanes, traffic signal modifications, bus pull-outs and shelters, or safety improvements. It should be noted that bus pull-outs would only be included if the location is within the limits of the intersection reconstruction. Signalized intersections are often the capacity bottleneck along an arterial street and appropriate intersection improvements can delay the need for more substantial arterial street widening. A planning level cost for an intersection improvement is \$1.0 to \$3.0 million. An average of \$2.0 million was used for estimating costs.

4. Add Bike Facilities

This improvement includes the addition of bike facilities along an existing roadway either by signing, re-striping or roadway widening. The purpose of this improvement is to close a gap in existing bike facilities. The American Association of State Highway and Transportation Officials' (AASHTO) *Guide for the Development of Bicycle Facilities (2012)* provides definitions for bicycle facilities. The following bicycle facility definitions are suggested as a guide for Somerton. These bike facility types and definitions are also consistent with the YMPO RTP and Yuma Bicycle Facilities Master Plan.

- Bike Path (Class I bikeway) – provides bicycle travel on a paved right-of-way completely separated from any street or highway.
- Bike Lane (Class II bikeway) – provides a dedicated striped lane for one-way bicycle travel on a street shared with motor vehicles.
- Bike Route (Class III bikeway) – provides for shared use of a roadway with motor vehicles and is identified only by signing.

The planning level cost is \$50,000 to \$500,000 per mile. An average of \$275,000 was used for estimating costs.

5. Add Sidewalk

This improvement includes the addition of sidewalk along an existing roadway. The purpose of this improvement is to close a gap in existing pedestrian facilities. Sidewalks are intended for exclusive use by pedestrians. They are typically located adjacent to a street and physically separated from motor vehicle traffic. The design of a sidewalk can vary depending on the setting and/or activities that occur adjacent to the sidewalk. Given the varying settings found within the study area, it may be appropriate for Somerton to develop sidewalk types for rural, urban, and downtown conditions. A planning level cost is \$250,000 to \$500,000 per mile. An average of \$375,000 was used for estimating costs.

6. Add Crosswalks

This improvement includes the addition of pavement markings at signalized or stopped controlled intersections as well as markings and pedestrian signals at mid-block locations where pedestrian travel warrants it. The purpose of this improvement is to improve safety at key intersections by providing guidance for pedestrians who are crossing roadways through defining and delineating a clear path-of-travel.

7. Safe Routes to School

The purpose of the Federal Safe Routes to School (SRTS) Program is to make walking and bicycling to school a safe and routine activity. The program makes funding available for a wide variety of programs and projects – from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school. SRTS programs are sustained efforts by parents, schools, community leaders and local, state, and federal governments to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school.

8. Shared Use Pathway

A shared use pathway generally provides for pedestrian, bicycle, and other non-motorized travel on a paved right-of-way completely separated from a street. Shared use pathways can be designed with various cross-sections, but are typically bi-directional and are often planned along uninterrupted linear rights-of-way, such as canals, drainage facilities, or linear parks. Consistent with the Somerton Shared Use Pathway and Trails System Master Plan, this study incorporates the following shared use pathway facility types:

- Local Shared Use Pathway – provides a dedicated paved shared use pathway separated from a street within urbanized areas that serves local needs.
- Outer Loop Shared Use Pathway – provides a dedicated paved shared use pathway separated from a street and is limited to less developed areas to serve local and regional needs.

A planning level cost is \$150,000 to \$250,000 per mile. An average of \$200,000 was used for estimating costs.

9. Wayfinding Signage

Wayfinding signage can be developed to help motorized and non-motorized users navigate specific areas and/or predefined routes. Wayfinding signage can serve several purposes including; identify a type of facility (bike lane, bike route), provide direction to a major destination, help to establish a sense of place or specific theme, or simply provide general information (distance, hazards). However, signage needs for automobiles are often not ideal for bicyclists and pedestrians. This means that the general character of wayfinding

signage should be consistent within a defined area but should also vary in context for each mode of travel.

10. Street Furniture and Shared use pathway Amenities

Street furnishings and shared use pathway amenities provide important services to pedestrians by adding functionality as well as visual detail to the pedestrian realm. Street furniture and shared use pathway amenities might include benches and seating, bicycle racks, kiosks, public art, trashcans, water fountains, and/or exercise equipment. The type of furnishing or amenity depends on the adjacent land use, space availability, the type of roadway or shared use pathway, as well as the speed and volume of traffic.

11. Improve Transit Frequency

This category of improvement involves increasing the frequency of transit vehicles along a particular route. Currently, all the transit routes operate on one-hour headway (i.e., during operating hours, a bus will pass a specific stop once every 60 minutes). In order to increase the frequency of transit service, additional buses and operators would be required. Requests to improve transit frequency would have to be coordinated with YCIPTA.

12. New Transit Route

As the name implies, this improvement would be for the start of a new transit route that does not exist today. It would serve areas of the community that do not have service, but exhibit characteristics that indicate transit service would be beneficial. It would require additional buses and operators. The possible addition of a new route would have to be coordinated with YCIPTA.

13. Add Bus Pull-Outs and Shelters

The addition of bus pull-outs and shelters would normally be included with a roadway improvement. However, there may be locations where no roadway improvements are planned, but bus pull-outs and shelters would provide a significant benefit to the transit route. If bus pull-outs are constructed, shelters would be included; however, shelters could be constructed without pull-outs. A planning level cost is \$50,000 to \$150,000 for each shelter/bus pull-out and \$2,000 to \$10,000 for a shelter only. An average of \$100,000 for shelter/pull-out and \$6,000 for shelter only were used for estimating costs.

B. Evaluation Criteria

The following criteria provide City staff a guide regarding the factors that should be considered when evaluating the implementation of any projects included in this plan. Some

of the factors are measured quantitatively and some are measured qualitatively and not all criteria will apply to every project.

1. Cost

Planning level construction cost estimates are estimated for each potential improvement. The costs are based on unit costs for each project type. The cost is calculated in 2012 dollars and is not adjusted for inflation.

2. Right-of-Way Impacts

The need for new right-of-way for an improvement should be determined as early as possible in the project development process because the acquisition of right-of-way typically takes longer than the design and construction. This is a qualitative measure that identifies if additional right-of-way is anticipated for the proposed improvement.

3. Impacts to Existing Businesses/Residences

This is a qualitative measure that documents if existing buildings are expected to be acquired as part of the improvement.

4. Engineering Challenges

There can be unique conditions that must be overcome in order to develop a feasible project. These often require special design features in order to construct a project. Engineering challenges are identified in the project descriptions so that they can be used in the prioritization of projects. Engineering challenges could include drainage patterns, terrain, irrigation, and utilities.

5. Level of Service/Delay

Relief of congestion is a quantitative measure that compares the level of service before and after the improvement. This measure gives an indication of the overall impact of the improvement on the efficiency of the area transportation system.

6. Accessibility/ Mobility

This is a qualitative measure of a project's ability to improve the overall transportation system in terms of mobility and accessibility.

7. Network Continuity

This is a qualitative measure to assess a project's impact on providing a continuous transportation system by eliminating gaps that may exist in the current system whether they are roadway, transit, or non-motorized.

8. Environmental Impacts

This is a qualitative review that identifies any potential environmental issues. At the planning level, this is a visual observation of possible environmental constraints such as adjacent schools or parks or natural habitat.

9. Multimodal Compatibility

This is a qualitative measure that considers whether a project enhances multiple modes of travel. If a specific project is identified to enhance multi-modal travel, it should also be evaluated through an additional unique set of criteria that specifically relates to alternative travel modes. This step will help to further prioritize these projects by reviewing their distinctive attributes. Additional evaluation criteria for multi-modal projects may include the following:

- Service area/potential use level
- Improves school access
- Traffic calming
- Connects to parks or other community facilities
- Access to downtown
- Barrier reduction

10. Safety

This is a qualitative assessment that considers the impact a proposed project may have on a high-crash location.

11. Title VI

Title VI of the Civil Rights Act of 1964 and related statutes assure that individuals are not subjected to discrimination on the basis of race, color, national origin, age, sex, or disability. In February 1994, President Clinton signed Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." The U.S. Department of Transportation issued its final order to implement the provisions of Executive Order 12898 on April 15, 1997. This final order requires that information be obtained concerning the race, color or national origin, and income level of populations served or affected by proposed programs, policies, and activities. It further requires that steps be taken to avoid disproportionately high and adverse impacts on these populations.

12. Arizona Game and Fish Department (AGFD)

The following information was provided by the AGFD for inclusion in the plan to be referenced when projects are considered for implementation.

The AGFD Heritage Data Management System (HDMS) indicated that the flat-tailed homed lizard (FTHL), great egret, least bittern, snowy egret, western burrowing owl, and the yellow-billed cuckoo are listed as potentially occurring within or near the Somerton planning area.

The AGFD does not foresee impacts to the great egret, least bittern, snowy egret, or yellow-billed cuckoo because future transportation projects identified within the study area will not impact wetland or riparian habitat. However, the western burrowing owl has adapted to live in urban and agricultural areas and “likely will be found” within the study area. In order to minimize burrowing owl mortalities, we recommend that surveys be conducted prior to construction. The western burrowing owl is protected by the Migratory Bird Treaty Act which is under jurisdiction of the U.S. Fish and Wildlife Service. If owls and other wildlife are encountered, they should be moved outside the construction site within 1 mile of its original location. A scientific collecting permit is required for this activity and should be coordinated with the Region IV AGFD office. A permit can be obtained by emailing Scpermit@azgfd.gov. For more information on burrowing owl survey guidelines, visit <http://www.azgfd.gov/hgis/guidelines.aspx>.

The southern portion of the study area along County 19th between Avenue A and Avenue E extends through habitat that historically supported the FTHL. The FTHL is listed by AGFD as a Wildlife of Special of Concern in Arizona (WSC) and has been proposed for listing as a threatened species under the Endangered Species Act. A continuation of negative impacts to this species within southwest Arizona has the potential to be a major contributing factor in its listing as a federally threatened species. The primary threat to FTHL populations in Arizona continues to be the loss of habitat from agricultural and urban development. Any future transportation projects that will run through and/or border FTHL habitat, should be enclosed or bordered with FTHL barrier fencing. If wildlife is encountered during construction, it should be moved outside the permit site within 1 mile of its original location. A scientific collecting permit is required for this activity.

VIII. TRANSPORTATION PLAN

As economic and environmental conditions continue to change, transportation investments must be cost-effective and contribute to a healthy environment. One key is to provide transportation choices such as public transportation and non-motorized options as well as technology options that promote telecommuting and reduce the need for travel. The concept of “complete streets” encompasses all users to provide safe, efficient travel along and across streets. A comprehensive multimodal transportation plan that promotes livability, mobility, economic development, and provides accountability will meet the future needs of Somerton. Moving Ahead for Progress in the 21st Century (MAP-21), the new federal transportation act was signed into law on July 6, 2012. MAP-21 ensures that local communities are able to build multimodal, sustainable projects.

The roadway element of a transportation plan still serves as the backbone of the system. The roadway system often provides the infrastructure for other modes such as transit and non-motorized. The key is to ensure that improvements to the roadway system do not preclude the use of other modes, but rather fully incorporate and compliment other modes. The current street system is shown in Figure 11 along with the current functional classification. The future level of service deficiencies are expected to be on Hwy 95/Main Street and Somerton Avenue.

As travel patterns continue to change and trip making characteristics are influenced by the economy and younger travelers, non-motorized travel is becoming more popular. Population and employment growth and the desire for sustainable transportation will generate the need for additional bicycle and pedestrian facilities such as bike lanes, wide curb lanes, paved shoulders, and sidewalks. An inventory of the City’s current shared use facilities is shown in Figure 4. Sidewalks exist throughout the City. The City of Somerton completed the Shared Use Pathway and Trails System Master Plan in 2005. The purpose of the plan is to connect parks and schools, provide for safe pedestrian movement, and kid-friendly streets. The plan included typical cross sections and shared use pathway elements such as lighting and benches. As part of this plan, the “Shared Use Pathway and Trails System Master Plan” was reviewed and a new standalone document prepared.

On December 13, 2010, the Yuma County Board of Supervisors approved the formation of the Yuma County Intergovernmental Public Transportation Authority (YCIPTA). YCIPTA now manages the Yuma County Area Transit (YCAT) and YCAT OnCall, both of which serve Somerton. The current routes that serve the City of Somerton are shown in Figure 5. Any recommendations for transit improvements would have to be coordinated with YCIPTA to maintain a consistent system and to be eligible for regional funding. Transit is a mode of

necessity for certain users. An indicator of potential transit demand is the presence of populations that may be dependent on transit because they are too old, cannot afford a car, or have a disability that prevents them from driving. Based on an estimate of these categories of population at build-out, there could be a demand for 163,300 annual transit trips from the Somerton area.

The City of Somerton area population and employment has steadily increased over the last ten years and is expected to continue to do so in the future. This plan has been developed around an estimated build-out scenario with 27,700 population and 8,000 employees. The timing of this growth as well as geographic allocation will determine the actual improvements that are implemented and the sequence.

This transportation plan will enhance opportunities for economic development, improve mobility, and provide a circulation system that meets the long-term needs of the City's planned growth. By reference, this plan incorporates the recommendations from the Somerton Redevelopment Plan as appropriate. The plan sections are divided into short, mid, and long-range components and within each are the recommendations for the various modes. The last section discusses a variety of policies, guidelines, and references that can enhance the transportation system.

A. Short-term

The short-term improvements are projects that are intended to address current need and would be implemented in the next five years.

1. Roadway Element

The short-term roadway element consists of paving dirt roads, traffic studies, and functional classification updates.

Pave Dirt Roads

Paving dirt roads provides several benefits – it assists the YMPO and the region to meet their air quality goals and it improves local circulation. There are four roadway sections recommended to be paved. They are shown on Figure 24.

- Co 15th Street from Avenue G to Cesar Chavez Avenue
- Co 17th Street from Avenue G to Cesar Chavez Avenue
- Co 17th Street from Avenue E to Avenue D
- Co 15th Street from Hwy 95 west ¾ mile (identified need in the Cocopah Tribe: East Reservation Circulation Plan)
- Garvin Street from Avenue D to Avenue E
- Avenue E from County 16th Street to County 17th Street

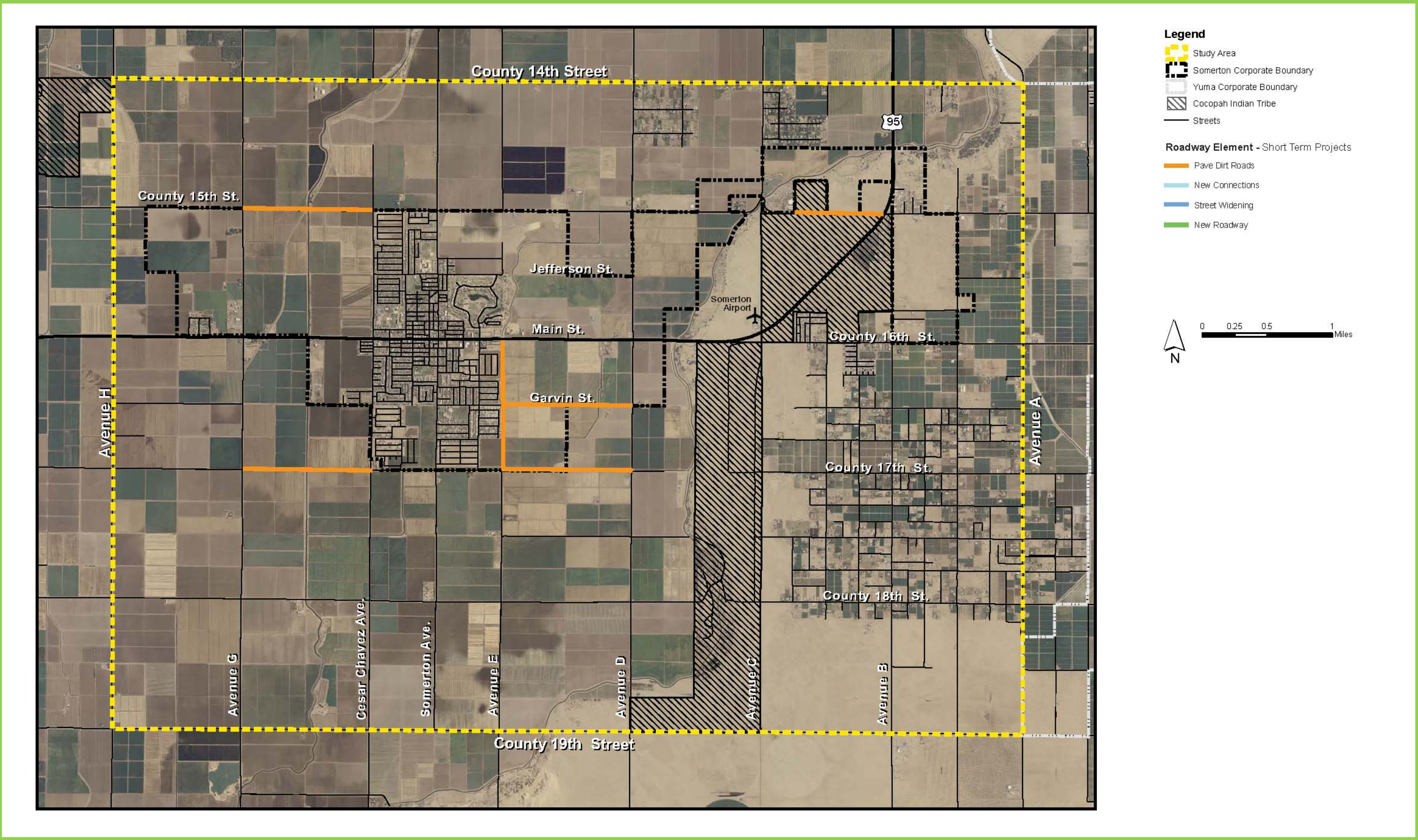


FIGURE 24: SHORT-TERM ROADWAY IMPROVEMENTS

Traffic Studies

Traffic studies help the City to monitor the transportation system and identify candidate improvements to address operational concerns. For example, the City has conducted traffic signal warrant studies on Main Street and Cesar Chavez Avenue and although the installation of a traffic signal was not warranted, the City must continue to monitor traffic conditions and re-evaluate as needed. In addition, traffic impact studies for new development will identify improvements required to accommodate the development and help the City identify the cost for the improvements and any cost sharing. Other studies could include safety studies such as Road Safety Assessments (RSA) at high crash locations.

Functional Classification

Functional classification defines the hierarchy of streets in a roadway system. The current federal functional classification of roadways in the study area was shown in Figure 11. Based on a review of the current classifications and discussion with City of Somerton staff, the following changes are recommended.

- Add Cesar Chavez Avenue from County 15th to County 17th as an minor collector
- Add Jefferson Street from Avenue G to Avenue D as an minor collector
- Add Garvin Street from Somerton Avenue to Avenue D as an minor collector
- Add County 15th from Avenue G to Avenue D as a minor collector
- Add County 17th from Avenue G to Avenue D as a minor collector
- Add Avenue E from Main Street to County 17th as an minor collector

The City should pursue formal adoption of these changes with the YMPO. The functional classification associated with the short range plan is shown in Figure 25.

2. Transit Element

The recommended short-term improvements for the transit element are bus stop enhancements. The City may develop a theme that is consistent with the downtown redevelopment to use for all bus stops within the City.

Bus stops

The bus stop improvements may include pull-outs, new signage, shelters, and benches consistent with the downtown theme. The bus stop locations were prioritized by the City and are included in the short, mid, and long-term groups. The locations in the short-term include:

- Main Street at Cesar Chavez Avenue, WB, far side
- Main Street at Cesar Chavez Avenue, EB, far side
- Main Street at State Avenue, WB, far side
- Main Street at State Avenue EB, nearside

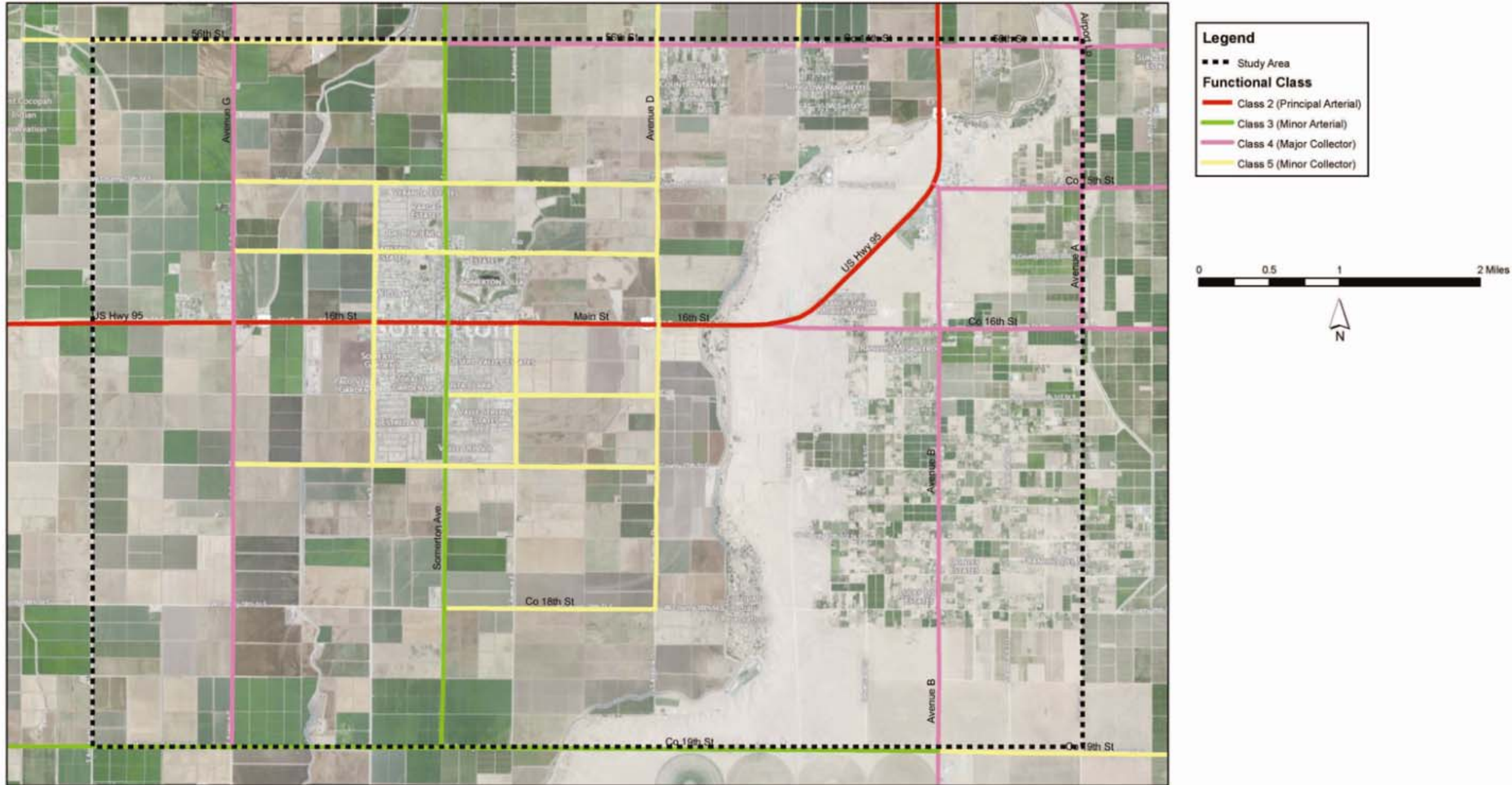


FIGURE 25: FUNCTIONAL CLASSIFICATION FOR SHORT-TERM ROADWAY PLAN

3. Non-Motorized Element

There is a need for a clearly-defined, continuous bicycle and pedestrian network. “Complete streets” cross-sections should be developed to better accommodate bicycle and pedestrian travel. Somerton started design and/or construction of several shared use paths recommended in the Shared Use Pathway and Trails System Master Plan. The short-term program should continue that effort conforming to Phase One and Two of the Master Plan. The short-term non-motorized improvements are shown in Figure 26.

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
- Somerton Avenue sidewalk, Garvin Street to Jefferson Street
- Jefferson Street sidewalk, Somerton Avenue to Cesar Chavez Avenue

Design and build

- Somerton Avenue bike lane, 15th Street to 17th Street

B. Mid-term

The mid-term improvements are projects that are intended to improve circulation and provide opportunities for economic development. Mid-term projects would be implemented in years 6-10.

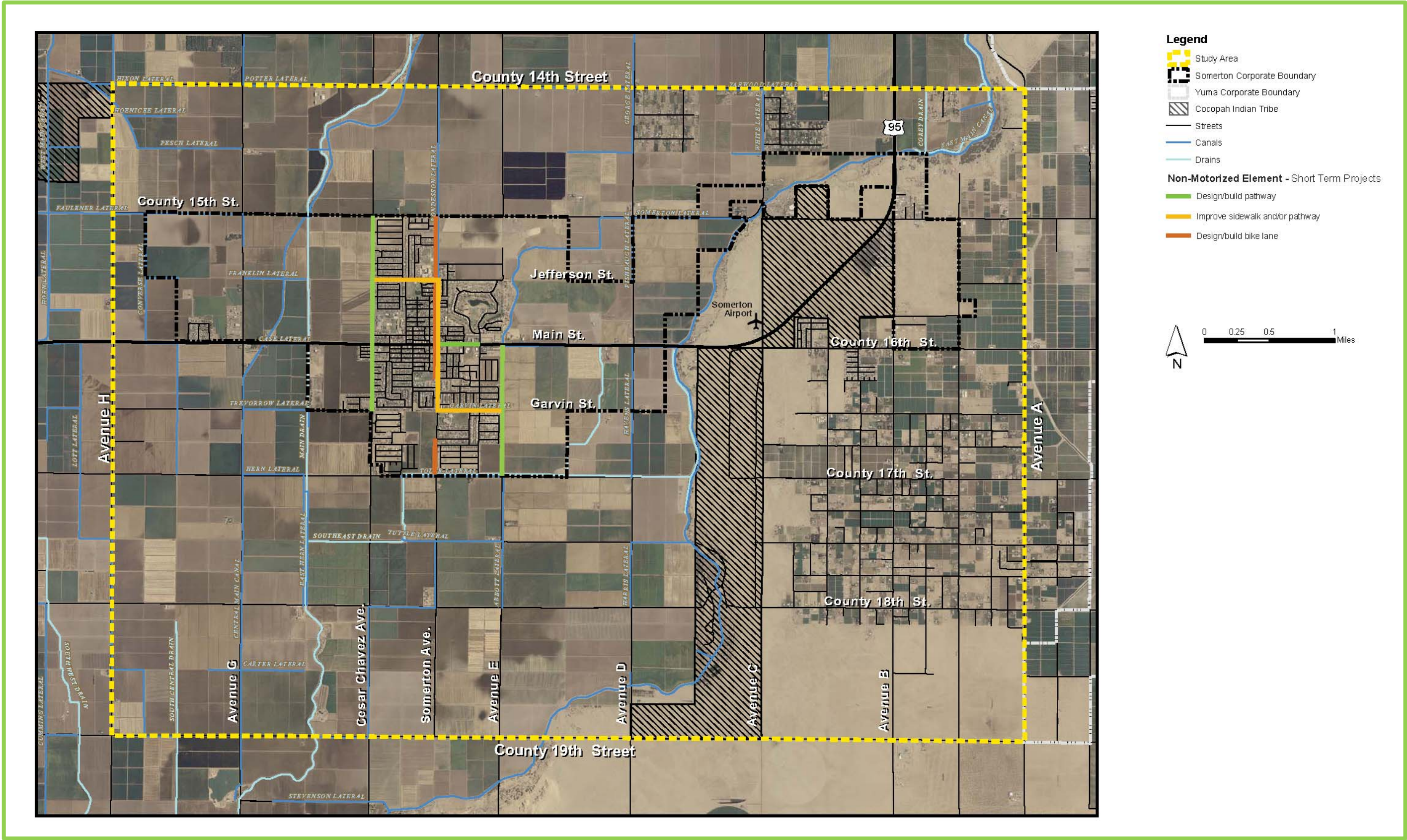


FIGURE 26: SHORT-TERM NON-MOTORIZED IMPROVEMENTS

1. Roadway Element

The mid-term roadway element consists of new connections and street widening. The mid-term roadway improvements are shown in Figure 27.

New connections

New roadway connections/extensions provide additional options for travel that improve mobility and access. These connections may “fill” gaps in the existing system or provide substantial new routes to provide alternatives where congestion exists. Several improvements are included in this category.

- Co 17 ½ from Avenue C to East Main Canal (identified need in the Cocopah Tribe: East Reservation Circulation Plan)
- Co 18th from Avenue C to Ballpark Way (identified need in the Cocopah Tribe: East Reservation Circulation Plan)
- New connection from casino complex to County 15th (identified need in the Cocopah Tribe: East Reservation Circulation Plan)
- Co 15th from Hwy 95 to Avenue C including new East Main Canal crossing to provide 2-12 foot lanes and an 8 foot shoulder

Street widening

- Improve County 17th between Avenue G and Avenue D to provide a 12 foot lane and an 8 foot shoulder in each direction
- Improve County 15th between Avenue G and Avenue C to provide a 12 foot lane and an 8 foot shoulder in each direction
- Improve Avenue G between County 17th and County 15th to provide a 12 foot lane and an 8 foot shoulder in each direction
- Improve Avenue D between County 17th and County 15th to provide a 12 foot lane and an 8 foot shoulder in each direction
- Improve Garvin Street from Avenue D to Avenue E to provide a 12 foot lane and an 8 foot shoulder in each direction
- Improve Avenue E from County 16th Street to County 17th Street to provide a 12 foot lane and an 8 foot shoulder in each direction

Functional Classification

Based on the classifications recommended in the short range plan and the proposed mid-range plan projects, the following changes are recommended to accompany the mid-range plan.

- Upgrade County 15th from Avenue G to Avenue D to a major collector
- Add County 15th from Avenue D to US 95 as a major collector
- Upgrade County 17th from Avenue G to Avenue D to a major collector
- Upgrade Avenue D from County 15th to County 17th to a major collector
- Upgrade Cesar Chavez Avenue from County 15th to County 17th to a major collector

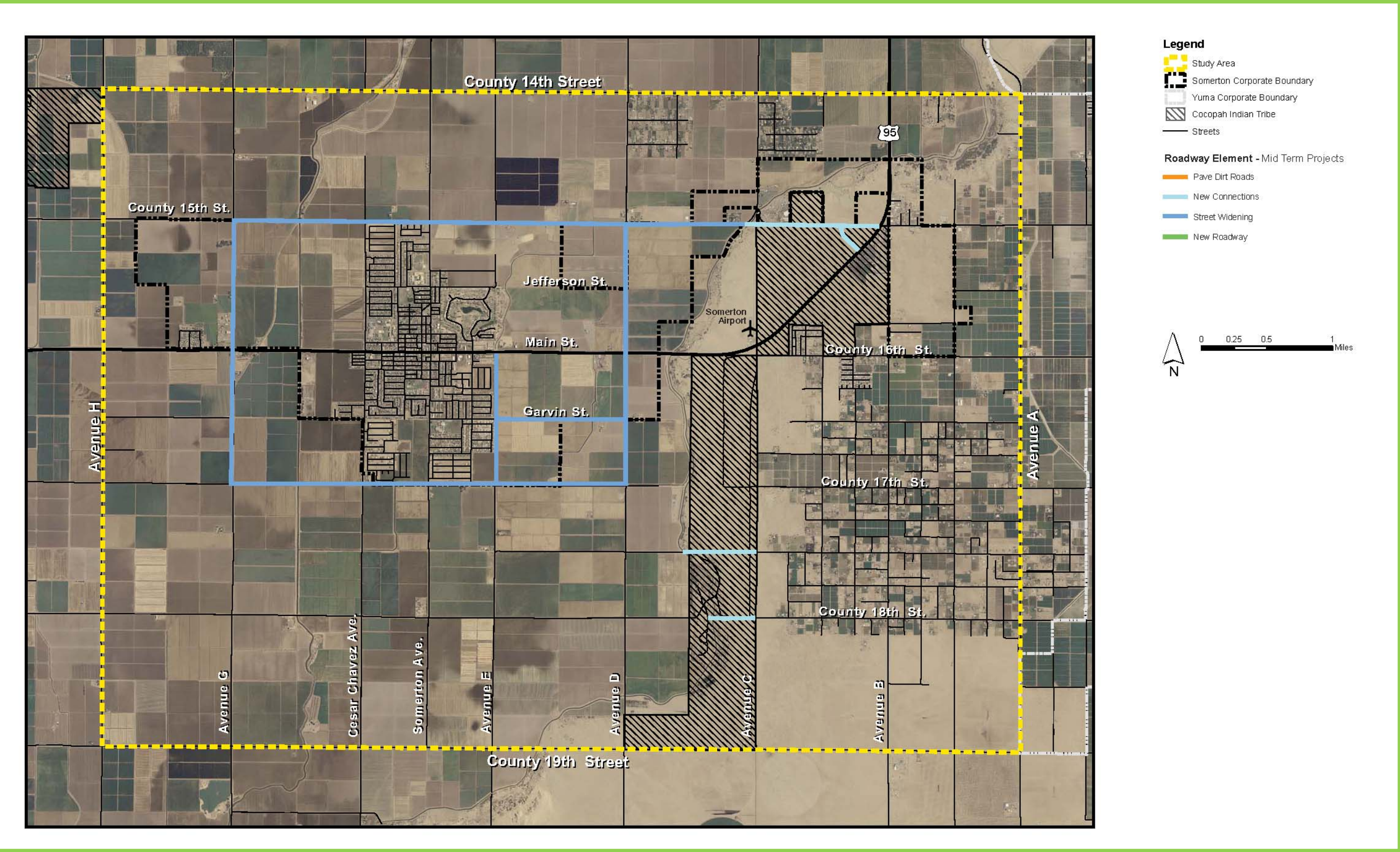


FIGURE 27: MID-TERM ROADWAY RECOMMENDATIONS

The City should pursue formal adoption of these changes with the YMPO at the appropriate time. The functional classification associated with the mid-range plan is shown in Figure 28.

2. Transit Element

The recommended mid-term improvements for the transit element are to continue the bus stop enhancements and a park-n-ride facility.

Bus stops

The bus stop improvements may include pull-outs, new signage, shelters, and benches consistent with an overall Somerton theme. The bus stop locations were prioritized by the City and are included in the short, mid, and long-term groups. The locations in the mid-term include:

- Main Street at Somerton Avenue, WB, nearside
- Main Street at Somerton Avenue, EB, far side
- Main Street at Carlisle Avenue, WB, far side
- Main Street at Federal Avenue, EB, far side

Park-n-ride

The City in conjunction with YCIPTA would identify a location to construct a park-n-ride lot that that would serve the Yellow Route 95, Purple Route 6A, and Violet Route 7. The parking lot would include sufficient spaces to accommodate the number of passengers boarding the route in Somerton. The park-n-ride lot could be developed in conjunction with the downtown redevelopment and also serve as a parking area for downtown core area.

3. Non-Motorized Element

The mid-term projects continue the program initiated in the short term program. To more accurately respond to predicted future growth patterns and to enhance connectivity of existing and proposed non-motorized facilities, these mid-term projects implement components of phases one and two of the Shared Use Pathway and Trails System Master Plan. The mid-term non-motorized improvements are shown in Figure 29.

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)

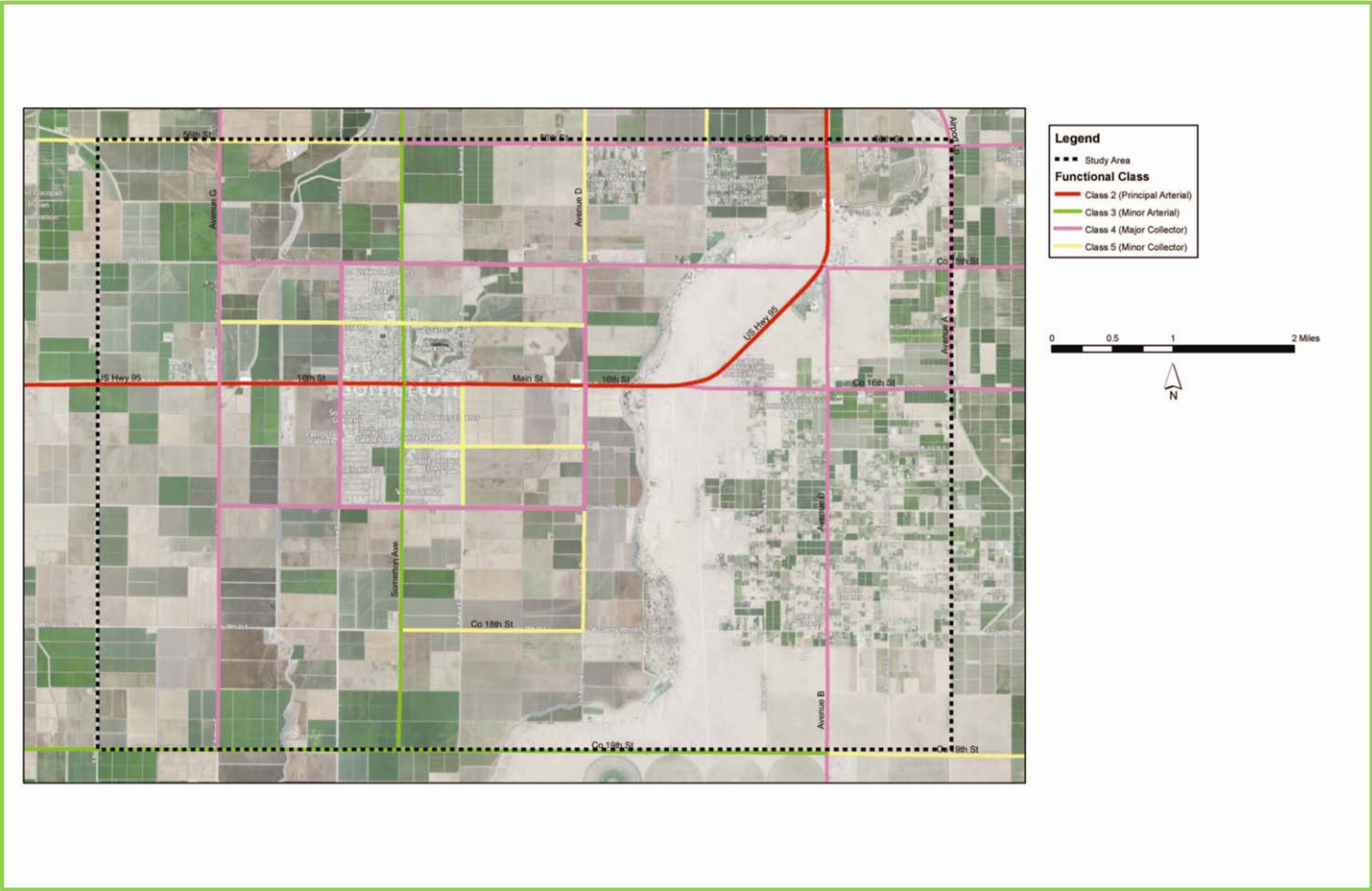


FIGURE 28: FUNCTIONAL CLASSIFICATION FOR MID-TERM ROADWAY PLAN

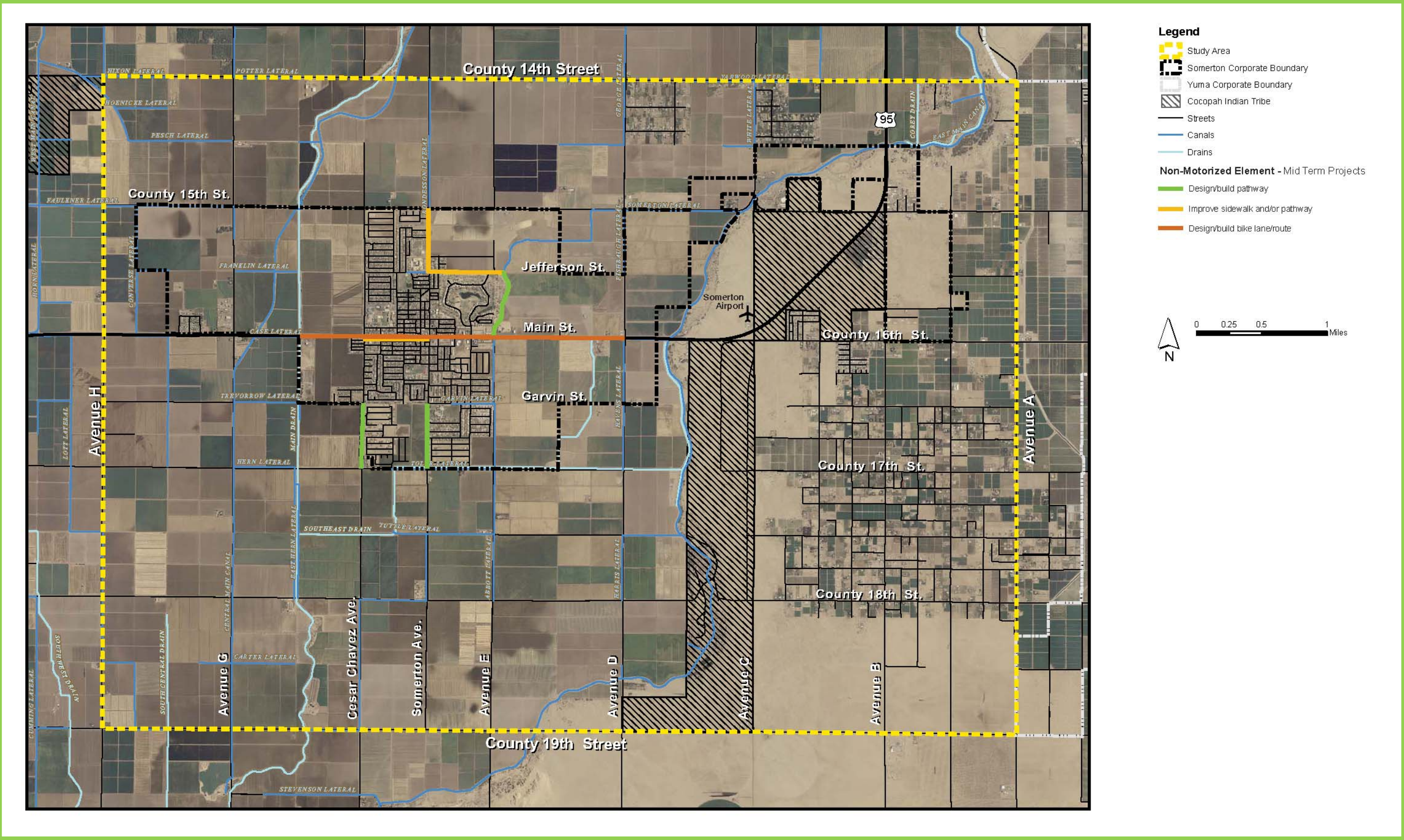


FIGURE 29: MID-TERM NON-MOTORIZED RECOMMENDATIONS

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

C. Long-term

The long-term improvements are those needed to address build-out requirements of the City. Based on a projected population of 25,000 to 26,000, a certain level of transportation infrastructure is needed to maintain good access, meet mobility needs, and contribute to the transportation needs of the YMPO region. Long-term improvements would be implemented in years 11-20 and beyond.

1. Roadway Element

The long-term roadway element consists of street widening and new roadways. The long-term roadway improvements are shown in Figure 30.

Street widening

- Improve County 17th between Avenue G and Avenue D to provide an urban cross section with 2-12 foot lanes and a 6.5 foot bike lane in each direction with a center two-way left turn lane or raised median.
- Improve County 15th between Avenue G and Hwy 95 to provide an urban cross section with 2-12 foot lanes and a 6.5 foot bike lane in each direction with a center two-way left turn lane or raised median.
- Improve Avenue G between County 17th and County 15th to provide an urban cross section with 2-12 foot lanes and a 6.5 foot bike lane in each direction with a center two-way left turn lane or raised median.
- Improve Avenue D between County 17th and County 15th to provide an urban cross section with 2-12 foot lanes and a 6.5 foot bike lane in each direction with a center two-way left turn lane or raised median.
- Improve Somerton Avenue between County 19th and County 17th to provide an urban cross section with 2-12 foot lanes and a 6.5 foot bike lane in each direction with a center two-way left turn lane or raised median.
- Improve Somerton Avenue between County 15th and County 14th to provide an urban cross section with 2-12 foot lanes and a 6.5 foot bike lane in each direction with a center two-way left turn lane or raised median.

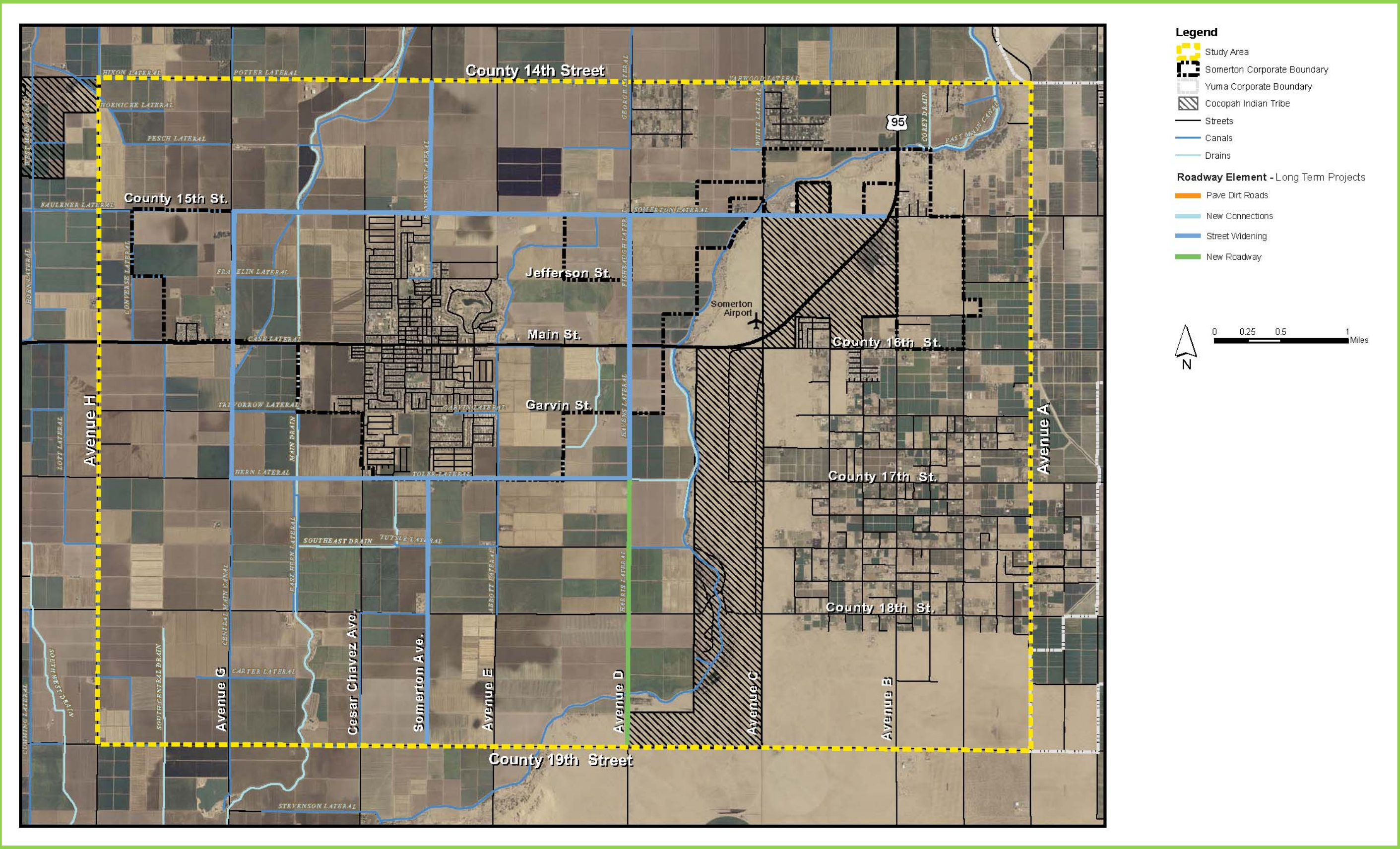


FIGURE 30: LONG-TERM ROADWAY IMPROVEMENTS

New Roadways

As a member of the YMPO, it is recommended that the City monitor the progress of two on-going studies that relate to the development of Avenue D from the border to County 18th Street and the Yuma Expressway along County 14th Street and Avenue D. As those projects move forward, it is recommended that the City participate in the process to improve Avenue D from the south through the City planning area to connect to Avenue D at County 14th Street. This is compatible with the Avenue D project listed above.

Functional Classification

Based on the classifications recommended in the short range plan and the proposed mid-range plan projects, the following changes are recommended to accompany the mid-range plan.

- Upgrade County 15th from Avenue G to US 95 to a minor arterial
- Upgrade County 17th from Avenue G to Avenue D to a minor arterial
- Upgrade Avenue D from County 14th to County 19th to a minor arterial
- Upgrade Avenue G from County 15th to County 17th to a minor arterial
- Upgrade Somerton Avenue from County 14th to County 19th to a minor arterial

The City should pursue formal adoption of these changes with the YMPO at the appropriate time. The functional classification associated with the long range plan is shown in Figure 31.

2. Transit Element

The recommended long-term improvements for the transit element are improved frequency and possible new service as well as continuing with bus stop improvements. Any changes in transit service would be coordinated with YCIPTA, the region's transit provider.

Bus stops

The bus stop improvements may include pull-outs, new signage, shelters, and benches consistent with an overall Somerton theme. The bus stop locations were prioritized by the City and are included in the short, mid, and long-term groups. The locations in the long-term include:

- Main Street at Cholla Avenue, EB, nearside
- Main Street at Cholla Avenue, WB, far side

Improved frequency

This recommended improvement would reduce the frequency on the Yellow Route 95 from 60 minutes to 30 minutes during the peak periods. This would have the benefit of improving connections and increasing ridership.

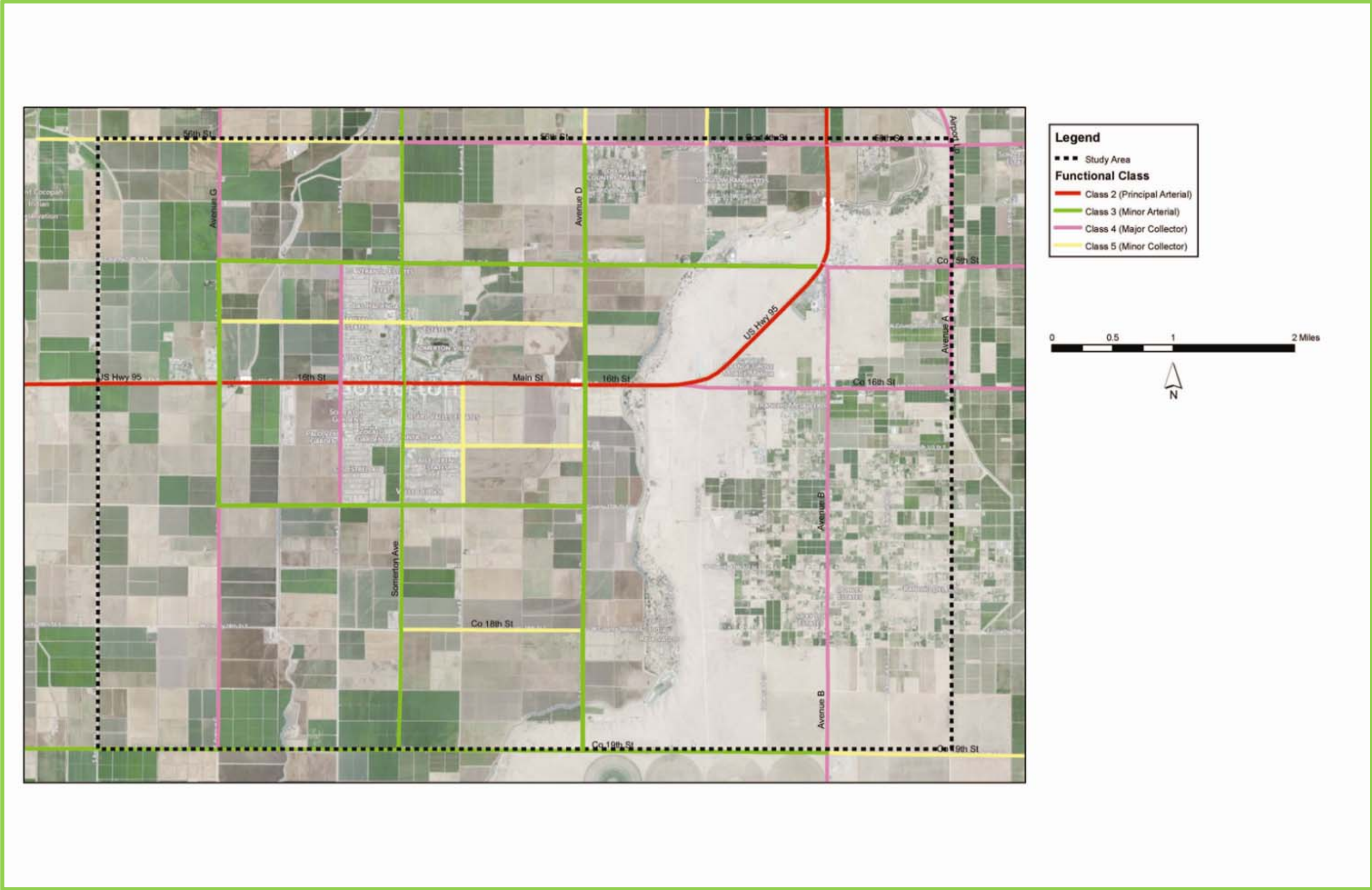


FIGURE 31: FUNCTIONAL CLASSIFICATION FOR LONG-TERM ROADWAY PLAN

New service

A candidate route for new service is Somerton Avenue. Although there are not many destinations along Somerton Avenue today, as growth continues in west Yuma County, there may be sufficient demand for service along Somerton Avenue from Main Street north. This route can also provide additional service to the North Cocopah reservation.

Dial-a-Ride

Initiate City funded dial-a-ride service to support and supplement the transit services provided in the city. The service would be based on need and demand. As an option to dial-a-ride vans other programs include cabs using a voucher system or volunteer drivers who are reimbursed for mileage.

3. Non-Motorized Element

The long-term projects continue the program initiated in the short/mid-term phases. To more accurately respond to predicted future growth patterns and to enhance connectivity of existing and proposed non-motorized facilities, these long term projects implement components of phases two, three and four of the Shared Use Pathway and Trails System Master Plan Design and build new shared use pathways. The long-term non-motorized improvements are shown in Figure 32.

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 15th Street 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

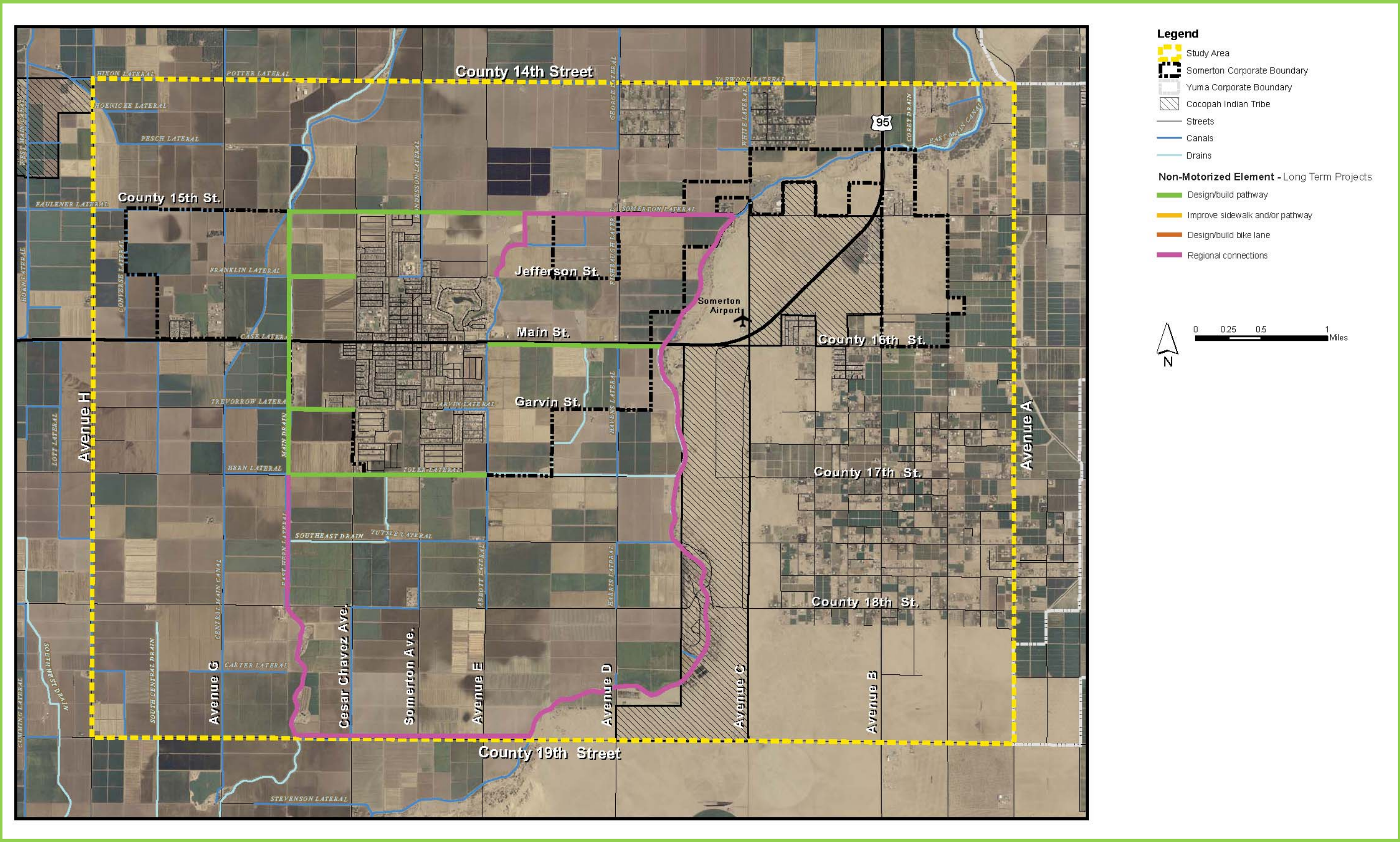


FIGURE 32: LONG-TERM NON-MOTORIZED RECOMMENDATIONS

D. Combined Plans

The short, mid, and long term improvements for the roadway and non-motorized elements are combined to show the total improvement plan for each element. They are presented in Figures 33 and 34.

E. Evaluation Summary

Table 17 presents an initial planning level summary of the recommended plan criteria. The cost is a planning level cost estimate. The other criteria are measured as (+) which means a positive or good impact, (-) which means a negative or undesirable impact or (o) which means no impact or cannot be determined at this time.

The following summarizes the planning level cost for each element and for each timeframe. It should be noted that the long-term cost and transit cost does not include the annual operating cost of \$750,000 for new and expanded service.

- Short-term cost \$7.53 million
- Mid-term cost \$20.53 million
- Long-term cost \$64.06 million

- Streets cost \$84.29 million
- Transit cost \$0.34 million
- Non-motorized cost \$7.49 million

The total cost of the plan is \$92.12 million.

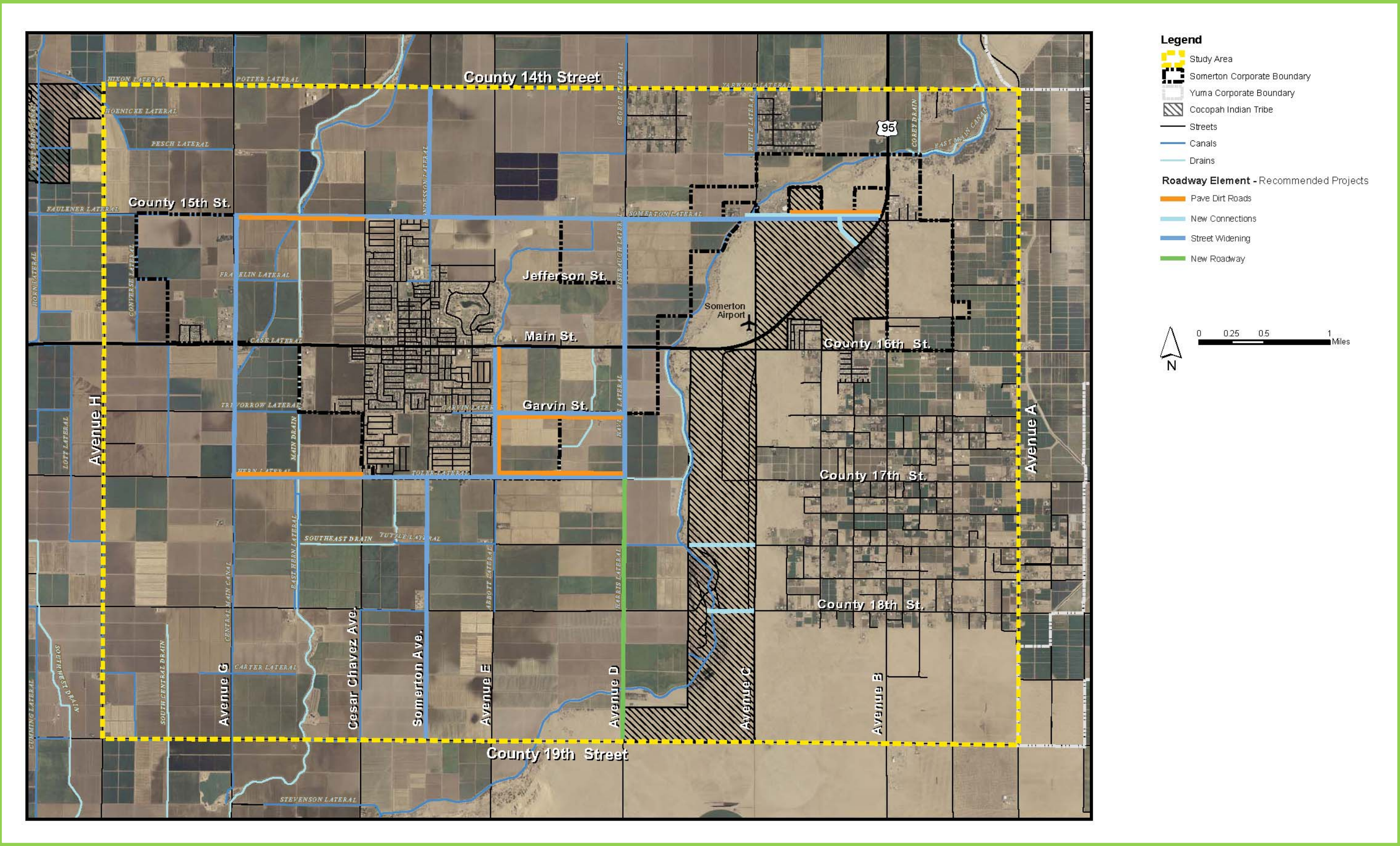


FIGURE 33: COMBINED ROADWAY PLAN

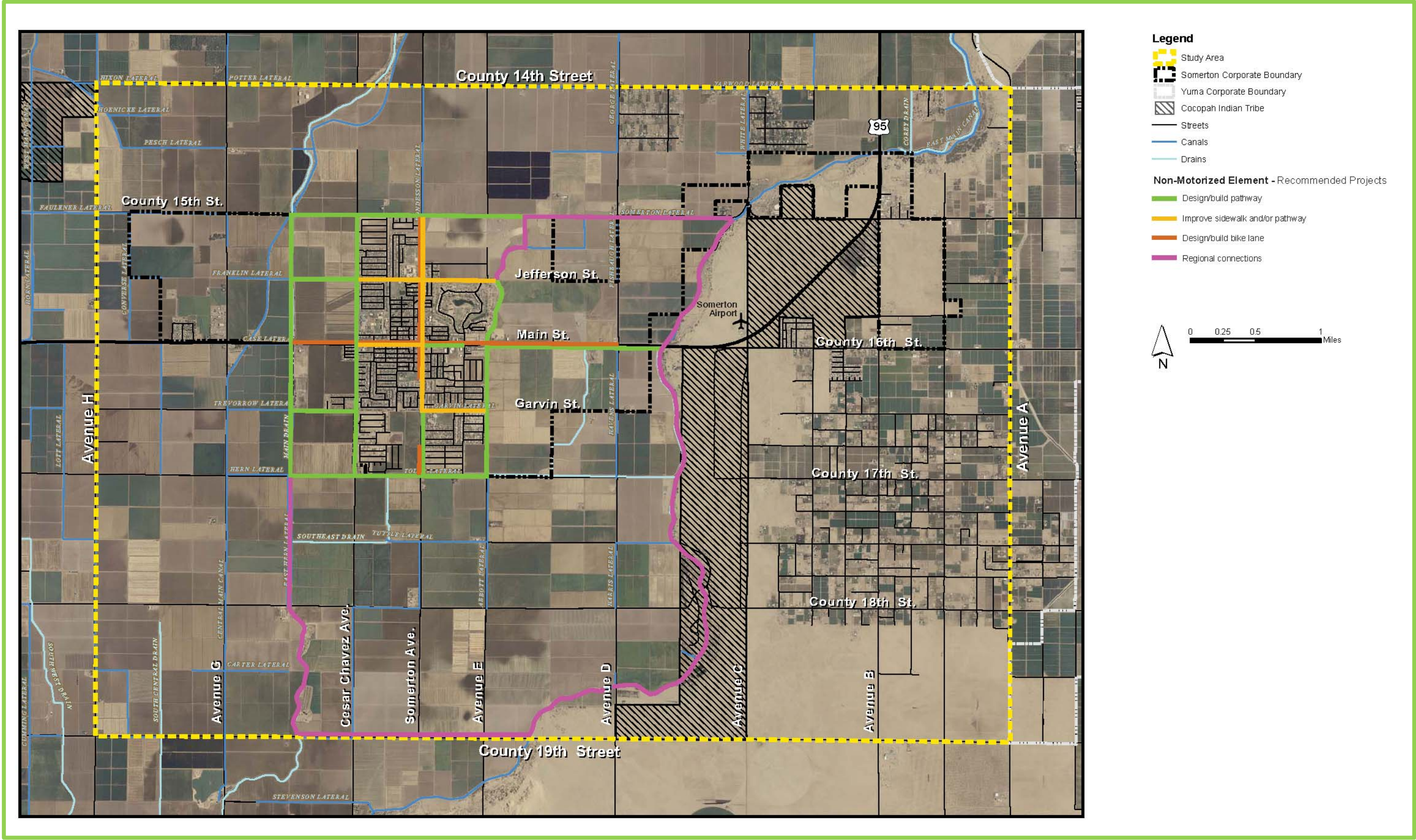


FIGURE 34: COMBINED NON-MOTORIZED PLAN

TABLE 17: EVALUATION SUMMARY-SHORT TERM IMPROVEMENTS

Project	Cost (thousands)	Right-of-Way Impacts	Impacts to Existing Businesses/Residences	Engineering Challenges	Level of Service/Delay	Accessibility/ Mobility	Network Continuity	Environmental Impacts	Multimodal Compatibility	Safety	Title VI	AGFD
Streets												
Pave County 15 th Street from Avenue G to Cesar Chavez Avenue	\$1,500	0	0	0	+	+	+	0	+	+	0	0
Pave County 17 th Street from Avenue G to Cesar Chavez Avenue	\$1,500	0	0	0	+	+	+	0	+	+	0	0
Pave County 17 th Street from Avenue E to Avenue D	\$1,500	0	0	0	+	+	+	0	+	+	0	0
Pave County 15 th Street from Hwy 95 west ¾ mile	\$1,125	0	0	0	+	+	+	0	+	+	0	0
Transit												
Bus stop enhancements	\$30	0	0	0	+	+	0	0	+	+	+	0
Non-motorized												
Cesar Chavez Avenue shared use pathway, Eucalyptus Street to Gardenia Street	\$50	0	0	0	+	+	+	0	+	+	0	0
Cesar Chavez Avenue shared use pathway, Main Street to County 15 th Street	\$200	0	+	0	+	+	+	0	+	+	0	0
Somerton Canal shared use pathway, County 17 th Street to Main Street	\$200	0	0	0	+	+	+	0	+	+	0	0
Main Street shared use pathway, Somerton Avenue to Bingham Avenue	\$66	0	+	0	+	+	+	0	+	+	0	0
Cesar Chavez Avenue shared use pathway, Garvin Street to Gardenia Street	\$30	0	+	0	+	+	+	0	+	+	0	0
Cesar Chavez Avenue shared use pathway, Eucalyptus Street to Main Street	\$26	0	+	0	+	+	+	0	+	+	0	0
Garvin Street shared use pathway, Main Street to Somerton Canal	\$188	0	0	0	+	+	+	0	+	+	0	0
Somerton Avenue sidewalks, Garvin Street to Jefferson Street	\$375	0	0	0	+	+	+	0	+	+	0	0
Jefferson Street sidewalk, Somerton Avenue to Cesar Chavez Avenue	\$188	0	0	0	+	+	+	0	+	+	0	0
Somerton Avenue bike lane, 15 th Street to 17 th Street	\$550	0	0	0	+	+	+	0	+	+	0	0

TABLE 17: EVALUATION SUMMARY MID TERM IMPROVEMENTS

Project	Cost (thousands)	Right-of-Way Impacts	Impacts to Existing Businesses/Residences	Engineering Challenges	Level of Service/Delay	Accessibility/ Mobility	Network Continuity	Environmental Impacts	Multimodal Compatibility	Safety	Title VI	AGFD
Streets												
Construct County 17 ½ from Avenue C to East Main Canal	\$1,095	-	-	-	+	+	+	-	+	+	0	0
Construct County 18 th from Avenue C to Ballpark Way	\$1,095	-	-	-	+	+	+	-	+	+	0	0
New connection from casino complex to Avenue B	\$375	-	-	-	+	+	+	-	+	+	0	0
Construct County 15 th from Avenue B to Avenue C with East Main Canal crossing	\$1,095	-	-	-	+	+	+	-	+	+	0	0
Widen County 17 th between Avenue G and Avenue D to provide a 12 foot lane and an 8 foot shoulder in each direction	\$4,500	-	-	-	+	+	+	-	+	+	0	0
Widen County 15 th between Avenue G and Avenue D to provide a 12 foot lane and an 8 foot shoulder in each direction	\$4,500	-	-	-	+	+	+	-	+	+	0	0
Widen Avenue G between County 17 th and County 15 th to provide a 12 foot lane and an 8 foot shoulder in each direction	\$3,000	-	-	-	+	+	+	-	+	+	0	0
Widen Avenue D between County 17 th and County 15 th to provide a 12 foot lane and an 8 foot shoulder in each direction	\$3,000	-	-	-	+	+	+	-	+	+	0	0
Transit												
Bus stop enhancements	\$40	0	0	0	+	+	0	0	+	+	+	0
Park N Ride Facility	\$250	-	-	-	+	+	0	0	+	0	+	0
Non-motorized												
Main Street sidewalk, Somerton Avenue to Cesar Chavez Avenue	\$188	0	+	0	+	+	+	0	+	+	0	0
Jefferson Street sidewalk, Somerton Avenue to Somerton Canal	\$218	0	0	0	+	+	+	0	+	+	0	0
Somerton Avenue sidewalk, Jefferson Street to County 15 th Street	\$188	0	0	0	+	+	+	0	+	+	0	0
Main Street bike lane, Avenue D to Somerton Avenue and Cesar Chavez Avenue to Main Drain	\$413	0	+	0	+	+	+	0	+	+	0	0
Main Street bike route, Somerton Avenue to Cesar Chavez Avenue	\$138	0	+	0	+	+	+	0	+	+	0	0
Main Street bike lane, Cesar Chavez Avenue to Main Drain	\$138	0	+	0	+	+	+	0	+	+	0	0
Somerton Canal shared use pathway, Main Street to Jefferson Street	\$100	0	0	0	+	+	+	0	+	+	0	0
Somerton Avenue shared use pathway, Garvin Street to County 17 th Street	\$100	0	0	0	+	+	+	0	+	+	0	0
Cesar Chavez Avenue shared use pathway, Garvin Street to County 17 th Street	\$100	0	0	0	+	+	+	0	+	+	0	0

TABLE 17: EVALUATION SUMMARY LONG TERM IMPROVEMENTS

Project	Cost (thousands)	Right-of-Way Impacts	Impacts to Existing Businesses/Residences	Engineering Challenges	Level of Service/Delay	Accessibility/ Mobility	Network Continuity	Environmental Impacts	Multimodal Compatibility	Safety	Title VI	AGFD
Streets												
Widen County 17 th between Avenue G and Avenue D to 4-lanes	\$12,000	-	-	0	+	+	+	0	+	+	0	0
Widen County 15 th between Avenue G and Hwy 95 to 4-lanes	\$20,000	-	-	-	+	+	+	0	+	+	0	0
Widen Avenue G between County 17 th and County 15 th to 4-lanes	\$8,000	-	-	0	+	+	+	0	+	+	0	0
Widen Avenue D between County 17 th and County 15 th to 4-lanes	\$8,000	-	-	0	+	+	+	0	+	+	0	0
Widen Somerton Avenue between County 19 th and County 17 th to 4-lanes	\$8,000	-	-	0	+	+	+	0	+	+	0	0
Widen Somerton Avenue between County 15 th and County 14 th to 4-lanes	\$4,000	-	-	0	+	+	+	0	+	+	0	0
Avenue E/D expressway												
Transit												
Bus stop enhancements	\$20	0	0	0	+	+	0	0	+	+	+	0
30 minute headway on Yellow Route 95	\$500,000*	0	0	0	+	+	0	0	+	0	+	0
New service on Somerton Avenue	\$250,000*	0	-	-	+	+	0	0	+	0	+	0
Non-motorized												
Main Street shared use pathway, Somerton Canal to East Main Canal	\$270	0	0	0	+	+	+	0	+	+	0	0
County 17 th Street bike lane, Cesar Chavez Avenue to Avenue E	\$300	0	0	0	+	+	+	0	+	+	0	0
County 15 th Street bike lane, Main Drain to Somerton Canal	\$450	0	0	0	+	+	+	0	+	+	0	0
Main Drain shared use pathway, County 15 th Street to County 17 th Street	\$400	0	0	0	+	+	+	0	+	+	0	0
Garvin Street pathway, Cesar Chavez Avenue to Main Drain	\$100	0	0	0	+	+	+	0	+	+	0	0
Jefferson Street sidewalk, Cesar Chavez Avenue to Main Drain	\$188	0	0	0	+	+	+	0	+	+	0	0
East Main Canal shared use pathway, County 19 th Street to Somerton Canal	\$1,100	0	0	0	+	+	+	0	+	+	0	0
Somerton Canal shared use pathway, Jefferson Street to East Main Canal	\$450	0	0	0	+	+	+	0	+	+	0	0
County 19 th Street bike lane, Main Drain to East Main Canal	\$350	0	0	0	+	+	+	0	+	+	0	0
Main Drain shared use pathway, County 17 th Street to County 19 th Street	\$430	0	0	0	+	+	+	0	+	+	0	0

*annual costs

F. Guidelines and Policies

1. Bike and Pedestrian Education/Encouragement Program

The key to creating an effective bicycle and pedestrian system is to develop a comprehensive program that provides instruction on bike and pedestrian laws, safety techniques, as well as encourages specialized bike and pedestrian events. Program options may include educating children with regard to safety through school curriculum or educating adults by producing brochures and placing information on Somerton's web site.

2. AASHTO Guidelines

The American Association of State Highway and Transportation Officials' "Guide for the Development of Bicycle Facilities" (4th Edition) and "Guide for the Planning, Design, and Operation of Pedestrian Facilities" (1st Edition), should be used as a reference when creating bicycle and pedestrian designs and/or standards.

3. Complete Streets

"Complete Streets" are streets for everyone's use. They are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.

There is no singular design prescription for Complete Streets; each one is unique and responds to its community context. A complete street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.

A complete street in a rural area will look quite different from a complete street in a highly urban area, but both are designed to balance safety and convenience for everyone using the road. The cross sections described are intended to serve all users.

4. Cross sections

Typical roadway cross sections provide footprint to use when planning for new roadways or roadway widening. If adopted, it also provides the City with a basis for requesting right-of-way dedication from new development as well as developer participation in roadway improvements.

Four cross sections have been developed for the City's use and are included as Figures 35 - 38. They are:

- 2-lane collector without curb – 52 foot roadway, 70 foot ROW
- 2-lane collector with curb – 49 foot roadway, 80 foot ROW
- 4-lane arterial with median – 75 foot roadway, 100 foot ROW
- 4-lane arterial with two way center turn lane – 75 foot roadway, 100 foot ROW

For existing locations where right of way is restricted and bike lanes cannot be provided, a wider sidewalk can serve as a shared use pathway for pedestrians and bicycles.

5. Access Management

Access Management (AM) is the proactive management of vehicular access points to land parcels adjacent to all types of roadways. Good access management promotes safe and efficient use of the transportation network. AM encompasses a set of techniques that state and local governments can use to control access to highways, major arterials, and other roadways. Access management includes several techniques that are designed to increase the capacity of these roads, manage congestion, and reduce crashes.

These techniques include:

- Increasing spacing between signals;
- Driveway location, spacing, and design;
- Use of exclusive turning lanes;
- Median treatments, including two-way left turn lanes (TWLTL) that allow turn movements in multiple directions from a center lane and raised medians that prevent movements across a roadway;
- Use of service and frontage roads; and
- Land use policies that limit right-of-way access to highways

Public agencies across the United States use access management policies to preserve the functionality of their roadway systems. This is often done by designating an appropriate level of access control for each type of facility. Local residential roads are allowed full access, while major highways and freeways allow very little. In between are a series of road types that require standards to help ensure the free flow of traffic and minimize crashes, while still allowing access to major businesses and other land uses along a road. This is shown conceptually here.

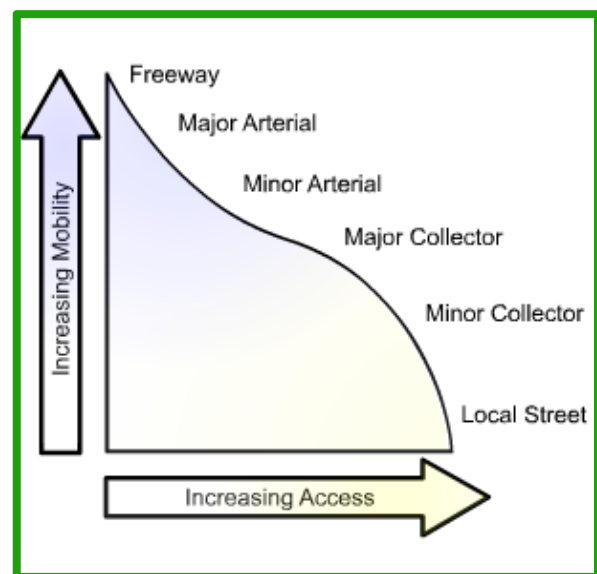
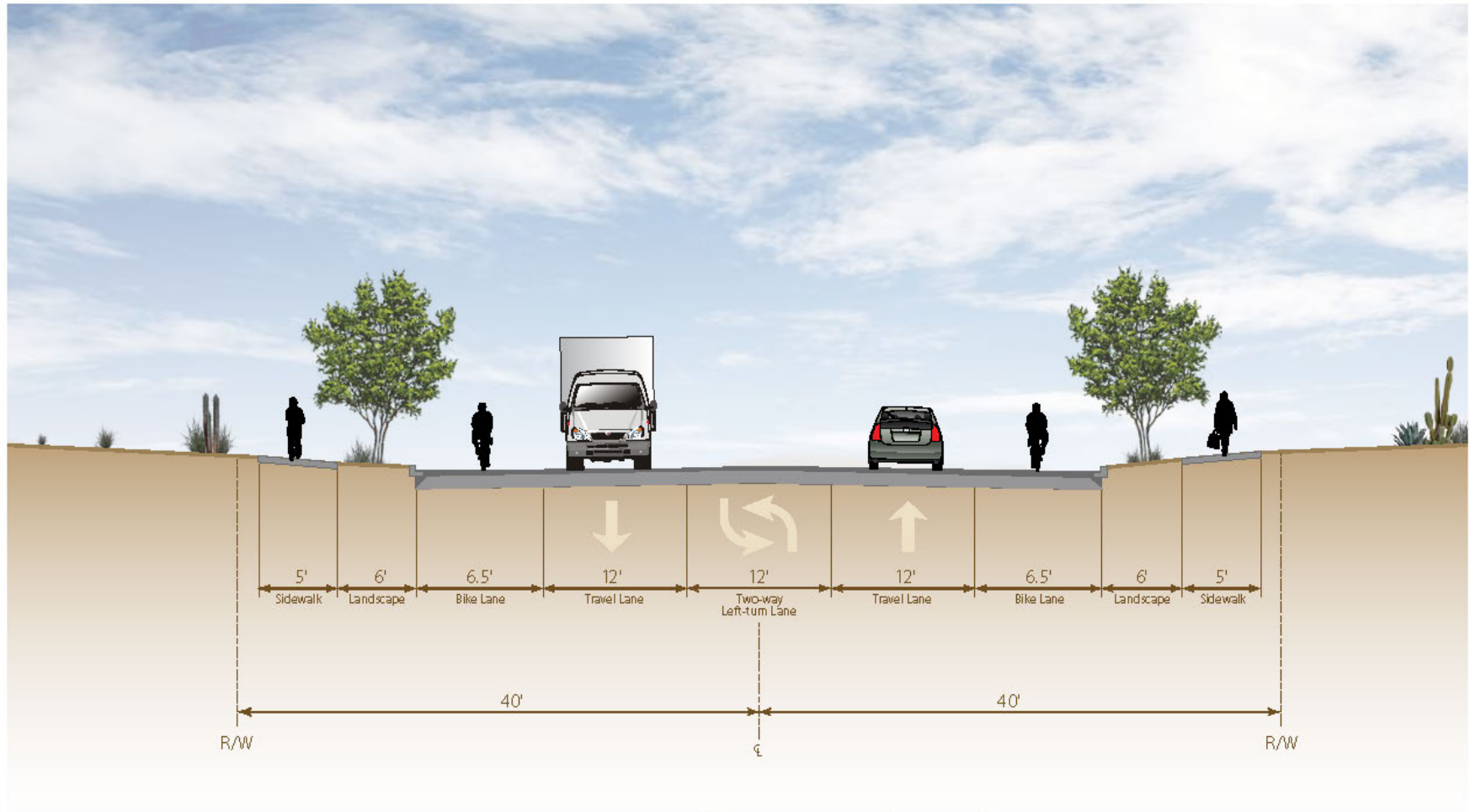


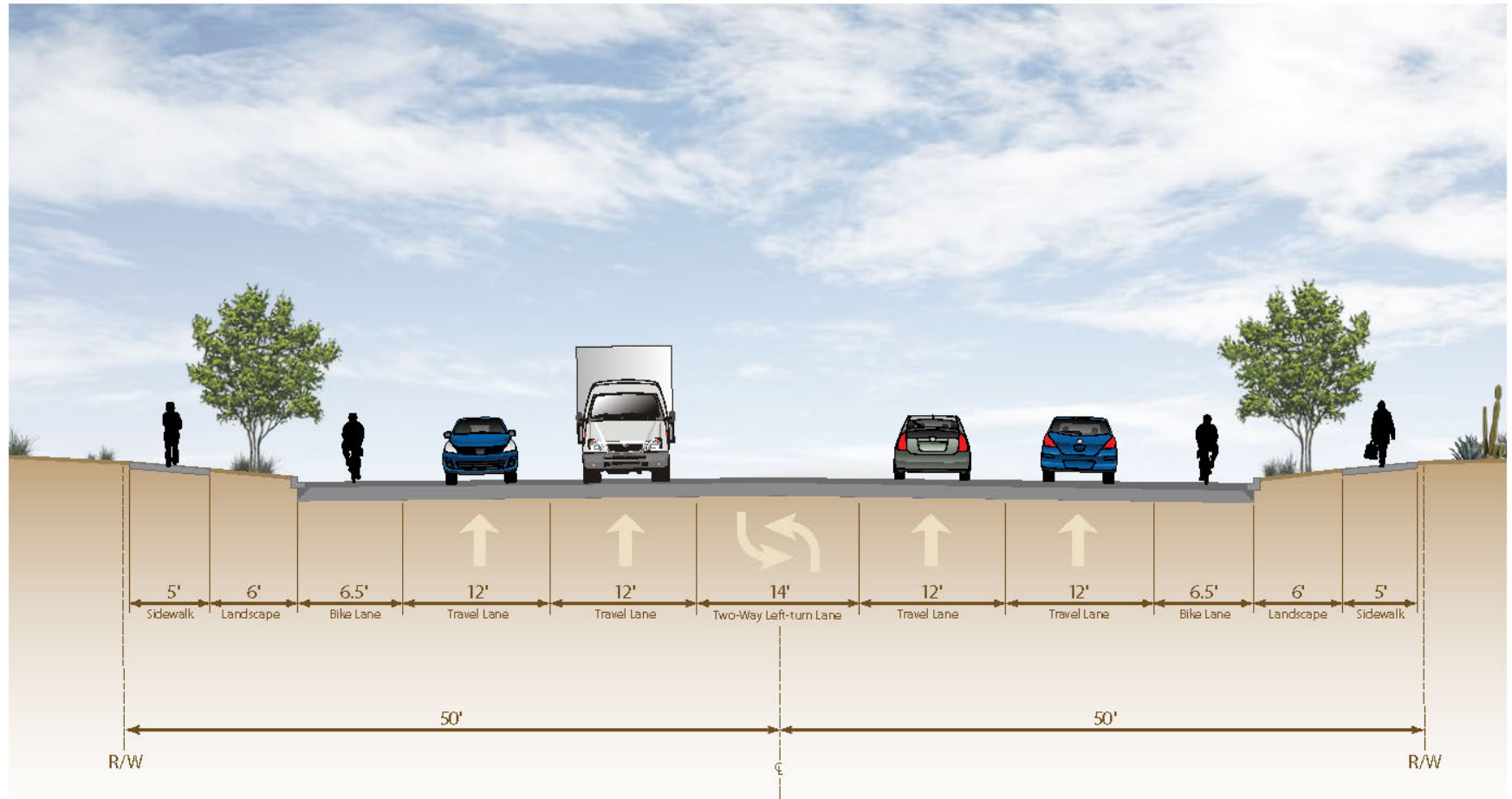


FIGURE 35



2-Lane Collector With Curb

FIGURE 36



4-Lane Arterial With Two-Way Left-Turn Lane

FIGURE 37



FIGURE 38

Access Management provides an important means of maintaining mobility. It calls for effective ingress and egress to a facility, efficient spacing and design to preserve the functional integrity, and overall operational viability of street and road systems.

Studies show that implementing access management provides three major benefits to transportation systems:

- Increased roadway capacity
- Reduced crashes
- Shortened travel time for motorists

6. Level of Service and Volume to Capacity

It is suggested that the City adopt a level of service (LOS) standard to use when evaluating new development proposals. Since LOS C was used for the development of this plan, LOS C should be the desirable goal, but can be reduced to LOS D at the discretion of staff. Level of service definitions and volume threshold levels were presented in Chapter II.

APPENDIX A

FUNDING OPPORTUNITIES

Source	Program	Description	Eligible Project Types	Requirements	Administration
Federal – MAP-21	National Highway Performance Program (NHPP)	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.	• Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvements of NHS segments. • Construction, replacement, rehabilitation, preservation, and protection of NHS bridges and tunnels. • Bridge and tunnel inspection and evaluation on the NHS and inspection and evaluation of other NHS highway infrastructure assets. • Training of bridge and tunnel inspectors. • Construction, rehabilitation, or replacement of existing ferry boats and facilities, including approaches that connect road segments of the NHS. • Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of, and operational improvements for a Federal-aid highway not on the NHS, and construction of a transit project eligible for assistance under chapter 53 of title 49, if the project is in the same corridor and in proximity to a fully access-controlled NHS route, if the improvement is more cost-effective than an NHS improvement, and will reduce delays or produce travel time savings on the NHS route and improve regional traffic flow. • Bicycle transportation and pedestrian walkways. • Highway safety improvements on the NHS. • Capital and operating costs for traffic and traveler information, monitoring, management, and control facilities and programs. • Infrastructure-based ITS capital improvements. • Environmental restoration and pollution abatement. • Control of noxious weeds and establishment of native species. • Environmental mitigation related to NHPP projects. • Construction of publicly owned intracity or intercity bus terminals servicing the NHS.	NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements. Funding: Generally, 80% federal / 20% matching	In general, obligated through competitive local or statewide grant programs
Federal – MAP-21	Highway Safety Improvement Program (HSIP)	The Highway Safety Improvement Program (HSIP) is a Federal Highway Administration (FHWA) program that funds highway safety projects aimed at reducing highway fatalities and serious injuries.	A highway safety improvement project is any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem. MAP-21 provides an example list of eligible activities, but HSIP projects are not limited to those on the list.	Funding: 90% federal / 10% matching	In general, obligated through competitive local or statewide grant programs

Source	Program	Description	Eligible Project Types	Requirements	Administration
Federal – MAP-21	Surface Transportation Program (STP)	The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals	• Construction of new bridges and tunnels on a Federal-aid highway. • Inspection and evaluation of bridges, tunnels and other highway assets as well as training for bridge and tunnel inspectors. • Carpool projects, fringe and corridor parking facilities and programs, including electric and natural gas vehicle charging infrastructure, bicycle transportation and pedestrian walkways, and ADA sidewalk modification. • Highway and transit safety infrastructure improvements and programs, installation of safety barriers and nets on bridges, hazard eliminations, mitigation of hazards caused by wildlife, railway-highway grade crossings. • Highway and transit research, development, technology transfer. • Capital and operating costs for traffic monitoring, management and control facilities and programs, including advanced truck stop electrification. • Surface transportation planning. • Transportation control measures. • Development and establishment of management systems. • Environmental mitigation efforts (as under National Highway Performance Program). • Intersections with high accident rates or levels of congestion. • Infrastructure-based ITS capital improvements. • Environmental restoration and pollution abatement. • Control of noxious weeds and establishment of native species. • Congestion pricing projects and strategies, including electric toll collection and travel demand management strategies and programs. • Recreational trails projects. • Border infrastructure projects. • Truck parking facilities. • Surface transportation infrastructure modifications within port terminal boundaries, only if necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port. • Construction and operational improvements for a minor collector in the same corridor and in proximity to an NHS route if the improvement is more cost-effective (as determined by a benefit-cost analysis) than an NHS improvement and will enhance NHS level of service and regional traffic flow.	Projects must be identified in the STIP/TIP and they must be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan Funding: Generally, 80% federal / 20% matching	In general, obligated through competitive local or statewide grant programs

Source	Program	Description	Eligible Project Types	Requirements	Administration
Federal – MAP-21	Transportation Alternatives Program (TA) - <i>Includes Recreational Trails Program set aside</i>	MAP-21 establishes a new program to provide for a variety of alternative transportation projects. The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs	• Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation. • Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs. • Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users. • Construction of turnouts, overlooks, and viewing areas. • Community improvement activities, including— - o inventory, control, or removal of outdoor advertising; - o historic preservation and rehabilitation of historic transportation facilities; - o vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and - o archaeological activities relating to impacts from implementation of a transportation project eligible under 23 USC. • Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to— - o address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or - o reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats. • The recreational trails program under 23 USC 206. • The safe routes to school program under §1404 of SAFETEA–LU. • Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.	Funding: Generally, 80% federal / 20% matching	In general, obligated through competitive local or statewide grant programs
Federal	Federal Highway Safety (Section 402) Grant Program	Highway Safety Funds are used to support State and community programs to reduce deaths and injuries on the highways	Conducting data analyses, developing safety education programs, and conducting community-wide pedestrian safety campaigns. Funds can also be used for some limited safety-related engineering projects		Program administered through the Governor’s Office of Highway safety

Source	Program	Description	Eligible Project Types	Requirements	Administration
Federal – MAP-21	Congestion Mitigation and Air Quality Program (CMAQ)	The Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds transportation projects to improve air quality and reduce traffic congestion in areas that do not meet air quality standards.	- Establishment or operation of a traffic monitoring, management, and control facility, including advanced truck stop electrification systems, if it contributes to attainment of an air quality standard. - Projects that improve traffic flow, including projects to improve signalization, construct HOV lanes, improve intersections, add turning lanes, improve transportation systems management and operations that mitigate congestion and improve air quality, and implement ITS and other CMAQ-eligible projects, including projects to improve incident and emergency response or improve mobility, such as real-time traffic, transit, and multimodal traveler information. - Purchase of integrated, interoperable emergency communications equipment. - Projects that shift traffic demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand.	Funding: Generally, 80% federal / 20% matching	In general, obligated through competitive local or statewide grant programs
State	Highway User Revenue Fund (HURF)	The State of Arizona taxes motor fuels and collects a variety of fees and charges relating to the registration and operation of motor vehicles on the public highways of the state. These collections include gasoline and use fuel taxes, motor carrier taxes, vehicle license taxes, motor vehicle registration fees, and other miscellaneous fees.	Expenditures of HURF must be for improvements in the public roadway right-of-way. They can also be used for the acquisition of right-of-way. Examples of eligible expenditures can include the installation of new pavement, curbing, sidewalks, street lights, traffic control devices, landscaping, distinctive banner treatments and culverts. Administrative and engineering costs are also eligible expenses and will be included in the cost of any Back to Basics project		HURF revenues are distributed to counties, cities, towns and the State Highway Fund for obligation
State	Vehicle License Tax (non-HURF portion)	Arizona charges a Vehicle License Tax (VLT) in lieu of a personal property tax on vehicles.			VLT revenues are distributed to counties, cities, towns and the State Highway Fund for obligation
Local	Development Impact Fees	An impact fee is a fee that is determined by a municipality and is placed on a proposed project to help cover the additional costs associated with upgrading affected public facilities resulting from new construction.			
Local	Development Stipulations	Development requirements are typically placed on proposed projects at the time of entitlement approval to help develop necessary public facilities.		Project developer must agree to proposed stipulations prior to entitlement approval.	
Local	Sales Tax	Funds from a portion of a municipality's sales tax	Transportation improvements		
Local	Special Districts: Community Facilities District (CFD), Improvement Districts	Special District created for the purpose of financing the acquisition, construction, operation and maintenance of public infrastructure improvements.		Acceptance by the owners of at least twenty-five per cent of the land area proposed to be included in the district	
Local	General Obligation bonds	Bonds are a common mechanism that counties use to borrow money for transportation projects. Most general obligation pledges at the local government level include a pledge to levy a property tax to meet debt service requirements.			

APPENDIX B

SUMMARY OF PUBLIC MEETING #1



Public Open House #1 Meeting Summary

Meeting Date: Wednesday, September 26, 2012 (5:30 - 7:30 PM)

Meeting Location: Somerton Public Safety Facility
45 E. Main Street
Somerton, AZ 85350

Meeting Participants: 20 community members attended
(Appendix A - Sign In Sheet)

Team Members: Gabriella Kemp, ADOT
Mark Hoffman, ADOT
Samuel Palacios, City of Somerton
Dan Hartig, Ayres Associates
Kevin Kugler, RBF Consulting

Project Overview

As a small agricultural community located along Highway 95 (Main Street) in South West Yuma County, the City of Somerton witnessed its population nearly double to 14,287 residents over the past decade. Consequently, this growth has had a great affect on local travel patterns and in turn increased the transportation system needs of Somerton. By conducting transportation assessments that are focused on improving the existing street connectivity, pedestrian and bicycle facilities, and transit service, Somerton will proactively improve mobility and safety throughout the community and the region.

Public Open House #1 Purpose

The objective of the first Public Open House was to provide interested residents and stakeholders an overview of the current conditions and deficiencies of the existing transportation system in the City of Somerton and adjacent areas located within the project study area. A review of the existing condition findings and future transportation deficiencies were reviewed. Residents also were provided an opportunity to mark upon maps (Appendix G) and complete a comment form soliciting their feedback and comment on the materials and maps presented at the open





house.

Meeting Notification

Display advertisements ran in the *Yuma Sun* newspaper on September 19, 2012 and *Bajo el Sol* newspaper on September 21, 2012. Please see Appendix B for a sample of the newspaper display advertisement.

Public open house meeting posters (Appendix C) were also generated and posted at various conspicuous locations around the community by City of Somerton staff.

Public Open House #1 Overview

The public open house began at approximately 5:30 PM as community residents arrived and were provided information fact sheets regarding the project. Attendees generally mingled with members of the project team and reviewed the various project presentation boards (see Appendix D) on display at their own leisure. Members of the project team made themselves available to answer any preliminary questions attendees had on the content of the presentation boards on display.



At approximately 5:45 PM, Mark Hoffman, ADOT Project Manager, welcomed the attendees for coming to the public open house. Mr. Hoffman first explained the purpose, intent and funding structure of the ADOT Planning Assistance for Rural Areas (PARA) program. Mr. Hoffman then explained that the purpose of the public open house was to introduce the project, present preliminary findings and study area deficiencies to date and most importantly, get feedback from the community on multimodal transportation issues and needs most important to them and the City of Somerton. Mr. Hoffman reminded the audience that there were Spanish translation services available if that was preferred by any of the attendees. Approximately three of the meeting attendees utilized the translation services. Mr. Hoffman concluded his opening comments by introducing Dan Hartig, the consultant project manager for the Somerton Comprehensive Transportation Plan.



Mr. Hartig discussed the major study components and process. He noted that this study was comprehensive in nature, evaluating all modes of transportation: vehicles, pedestrians, bicycle,



and transit. Mr. Hartig explained that the entire study process will take approximately 12 months and the public open house meeting was designed to demonstrate to attendees what information has been collected thus far – an inventory of existing roadway types and traffic counts, existing paths/trails, existing transit routes, local crash data and a forecast of future traffic trips based on population, employment and local land uses plans. Mr. Hartig proceeded to inform the audience he was going to lead a short presentation, discussing the content of each of the ten presentation boards on display and that there were large aerial maps in the back of the room and encouraged attendees to feel free to mark up those maps by identifying issues of concern, safety issues and transportation facilities that they would like to see in the future.

Mr. Hartig referred to the first presentation board that illustrated the study area project boundaries. He explained that the study area was bounded by County 14th Street to the north, County 19th Street to the south, Avenue A to the east and Avenue H to the west. He noted that the Somerton city limits were shown in red.

Mr. Hartig continued to the second board that illustrated local land uses in the study area and also noted the inclusion of the Cocopah Tribal lands in the project study area.

In discussing the third presentation board, land ownership, Mr. Hartig noted that approximately 80% of the project study area consisted of privately owned lands.

Mr. Hartig went on to the fourth presentation board that illustrated existing and proposed paths, trails and open spaces. The group discussed that there were a few trails currently under construction that needed to be identified. Mr. Hartig asked the attendees to please mark up the maps to show which trails were under construction.

Mr. Hartig presented the next display board that identified existing YCAT transit service routes and stop locations. Mr. Hartig reviewed the various types of routes shown, stop locations, and deviated fixed route opportunities. There was some group discussion about the frequency of the routes and how the YCAT connected (or lack thereof) to other transit routes in Yuma.

The sixth presentation board denoted vehicle crash data for the last five years in Somerton. Mr. Hartig noted that generally the majority of the vehicle crashes occur at the intersection of Somerton Avenue and Main Street. The attendees noted that there was a fatality that occurred at that location as well.

Mr. Hartig went on to the next board that illustrated existing traffic volumes of local area streets within the project study area. He explained that the presentation board identified daily volumes for both automobiles as well as for trucks. Mr. Hartig clarified that these counts are



taken by the Yuma Metropolitan Planning Organization (YMPO). Charles Gutierrez of YMPO added that the YMPO takes counts twice per year – once in February and a second in July to account for the seasonal fluctuation that occurs in the area.

Mr. Hartig continued to the eighth presentation board that demonstrated forecasted traffic volumes for the Somerton buildout condition that is generally regarded as the year 2033. Mr. Hartig emphasized that the exact year was not so important, but the fact that the buildout of Somerton, whenever that should occur, is based on a buildout population of 25,000. He explained that the future traffic forecasts are derived from the land use, population and employment projects identified in the current Somerton General Plan and that vehicle trips are then assigned to the roadways based on the location of the population and employment areas.

Mr. Hartig transitioned to the next board that identified roadway level of service (LOS). He explained to the attendees that level of service is like giving a grade to a roadway – A through F. The better a road performs, the higher the grade and visa versa. Roads like Somerton Ave. and Main Street received a LOS of “D” due to anticipated congestion from future growth and demand on the roadway. He suggested that the roadways receiving poor LOS “grades” will likely be the focus of future suggested roadway improvements such as widening of existing roadways or developing alternative routes to alleviate the projected roadway congestion.

Mr. Hartig referred to the final presentation board that illustrated the project schedule. He said that the next step in the study process was to develop criteria for the consideration and evaluation of potential future improvement projects and to develop a plan for improvements. He concluded by noting that the next public open house meeting was likely to be scheduled for December 12, 2012.

Mr. Hartig concluded the formal presentation at approximately 6:00 PM. Mr. Hartig asked if any of the attendees had any questions. There were none. Mr. Hartig thanked the attendees for coming to the meeting and noted that members of the project team would be on hand as long as they liked to answer any individual questions and discuss anything that was presented to them. The formal presentation concluded and the vast majority of the attendees remained to individually review the project boards, discuss matters with members of the project team, mark upon the large aerial maps, and complete comment forms. The meeting concluded at 7:30 PM.

Appendix A - Sign In Sheet

Somerton Transportation Plan

WEDNESDAY, SEPTEMBER 26, 2012 • 5:30-7:30 PM • SOMERTON PUBLIC SAFETY FACILITY • 445 E. MAIN STREET, SOMERTON, AZ 85350

Completion of this comment form is completely voluntary. All comments provided will become part of the study's documentation. Under state law, any identifying information provided will become part of the public record, and as such, must be released to any individual upon request. Please print clearly.

Estudio de transporte de Somerton

MIÉRCOLES, 26 DE SEPTIEMBRE DE 2012 • 5:30 – 7:30 P.M. • INSTALACIÓN DE SEGURIDAD PÚBLICA DE SOMERTON • 445 E. MAIN STREET, SOMERTON, AZ 85350

Completar este formulario es completamente voluntario. Todos los comentarios proveídos serán parte de la documentación del estudio. Bajo la ley estatal, cualquier información personal será parte del documento público y tendrá que ser proveída a cualquier persona que lo solicita. Por favor escriba claramente con letra de imprenta.

NAME: / NOMBRE:	ADDRESS: / DOMICILIO:	PHONE: / TELÉFONO:	EMAIL:
Maria Gallardo	P.O. Box 7618	(928) 920-0040	lutagallardo41@gmail.com
Eric Salter	4400 W. Hwy 95	928-580-5618	esalter28@gmail.com
Bill Lee	110 N. State Av Somerton AZ 85364	928-722-7374	Billlee@CityofSomerton.com
Hugo De la Morc	2511 S. 18th Ave Yuma	928)726-2417	hugodlm2012@gmail.com
Martin Porchas	457 Patricia St Somerton	507-3650	martinp@cityofsomerton.com
Trudy W Schuett	AWC	928-726-6200	TRUDY.SCHUETT@KAWC.ORG
ADAN GARCIA	CITY OF SOMERTON		
Lucy Lopez		9284883089	geordaleoa@hotmail.com
Alma Mera	368 S Bingham Way	(928) 246-5587	almanera2787@gmail.com
Dani Mena	351 S. Bingham Way	(928) 261-7222	
Caty Navarro	P.O. Box 305 SAZ 85349	(928) 488-5478	Catynavarro@gmail.com

12-449

ADOT



FOR MORE INFORMATION: / PARA MÁS INFORMACIÓN
azdot.gov/somerton

Somerton Transportation Plan

WEDNESDAY, SEPTEMBER 26, 2012 • 5:30-7:30 PM • SOMERTON PUBLIC SAFETY FACILITY • 445 E. MAIN STREET, SOMERTON, AZ 85350

Completion of this comment form is completely voluntary. All comments provided will become part of the study's documentation. Under state law, any identifying information provided will become part of the public record, and as such, must be released to any individual upon request. Please print clearly.

Estudio de transporte de Somerton

MIÉRCOLES, 26 DE SEPTIEMBRE DE 2012 • 5:30—7:30 P.M. • INSTALACIÓN DE SEGURIDAD PÚBLICA DE SOMERTON • 445 E. MAIN STREET, SOMERTON, AZ 85350

Completar este formulario es completamente voluntario. Todos los comentarios proveídos serán parte de la documentación del estudio. Bajo la ley estatal, cualquier información personal será parte del documento público y tendrá que ser proveída a cualquier persona que lo solicita. Por favor escriba claramente con letra de imprenta.

NAME: / NOMBRE:	ADDRESS: / DOMICILIO:	PHONE: / TELÉFONO:	EMAIL:
Carmen Juarez	476 E. 13th St. Somerton	928-722-7370	carmenjuarez@cityofsomerton.com
SAMUEL PALACIOS	2516 S. ELWOOD DR. YUMA AZ	928 315 - 5458	samuelcityofsomerton.com
Susana Robles	822 W. Yucca St. Somerton	627-1068	ms.susy123@yahoo.com
FERNANDO Simental	822 W YUCCA ST SOMERTON	627-1068	
Kerly Corral	866 W. Monroe Street Somerton	928-627-9114	k1c08@hotmail.com
CARLOS CORRAL	866 W. MONROE ST Somerton AZ 85350		carlosc1959@gmail.com
Graciela Araya	727 E Kinross St	85350	
BB Cotman	445 E MAIN ST	928 722 7300	benjamin@cityofsomerton.com
Luis Pralindo	595 W Marshall Loop Rd	928-919-4198	luisg@cityofsomerton.com

12-449

ADOT



FOR MORE INFORMATION: / PARA MÁS INFORMACIÓN
azdot.gov/somerton



Appendix B - Newspaper Ads

You're Invited!

You are invited to attend the

SOMERTON COMPREHENSIVE TRANSPORTATION PLAN PUBLIC OPEN HOUSE

Wednesday, September 26, 2012

5:30 - 7:30 p.m.

Somerton Public Safety Facility

445 E. Main Street, Somerton, AZ 85350

The Arizona Department of Transportation and the City of Somerton are working together to develop a Comprehensive Transportation Plan that will serve as a guide for programming and financing transportation improvements in Somerton over the next 20 years.

You are invited to attend, discuss and provide input on what Somerton's vehicle, bicycle, pedestrian and transit needs are now and in the future. Your input will then be used to develop short, mid and long-term transportation solutions to meet those needs.

.....
The meeting will begin with a brief presentation and then the public is invited to review various maps and project information boards. Representatives from the project team will also be available to collect comments and answer questions. Spanish interpreter services will be provided.
.....

FOR MORE INFORMATION:

Gabriella Kemp
Sr. Community Relations Officer,
Arizona Department of Transportation
Phone: 928.317.2165
Email: gkemp@azdot.gov

.....
Mark R. Hoffman
Project Manager,
Arizona Department of Transportation
Phone: 602.712.7454
Email: mhoffman@azdot.gov

Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, gender or disability. Persons that require a reasonable accommodation based on language or disability should contact Gabriella Kemp, ADOT Senior Community Relations Officer, at 928.317.2165 or gkemp@azdot.gov. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.



www.azdot.gov/Somerton





Están invitados

Reunión pública para el estudio de transporte de Somerton

Miércoles, 26 de septiembre de 2012

5:30 - 7:30 p.m.

Instalación de Seguridad Pública de Somerton

445 E. Main Street, Somerton, AZ 85350

El Departamento de Transportación de Arizona y la Ciudad de Somerton están trabajando juntos para desarrollar un plan exhaustivo de transporte que servirá como una guía para programar y financiar mejoras de transporte en Somerton sobre los próximos 20 años.

Usted está invitado a participar, discutir y proveer sus comentarios sobre las necesidades de vehículos, bicicletas, peatones y transporte que se hace falta en Somerton hoy en día y en el futuro. Sus comentarios serán usados para desarrollar soluciones de corto plazo y largo plazo.

La reunión comenzará con una presentación breve y también habrá varios mapas e información sobre el estudio disponibles para su revisión. Representantes del equipo del estudio estarán disponibles para recibir comentarios y contestar preguntas. Se ofrecerá servicios de intérprete en español.

PARA MÁS INFORMACIÓN:

Gabriella Kemp
Oficial de Relaciones Comunitarias,
Departamento de Transportación de Arizona
Teléfono: 928.317.2165
Email: gkemp@azdot.gov

Mark R. Hoffman
Gerente del proyecto,
Departamento de Transportación de Arizona
Teléfono: 602.712.7454
Email: mhoffman@azdot.gov

Personas que requieren asistencia o una adaptación razonable por habilidad limitada en inglés o discapacidad deben comunicarse con Gabriella Kemp, Oficial de Relaciones Comunitarias de ADOT, al 928.317.2165 o gkemp@azdot.gov. Las solicitudes deben hacerse tan pronto como sea posible para asegurar que el estado tiene la oportunidad de abordar el alojamiento.



www.azdot.gov/Somerton





Appendix C - Meeting Flyer

You're Invited!

You are invited to attend the

SOMERTON COMPREHENSIVE TRANSPORTATION PLAN PUBLIC OPEN HOUSE

Wednesday, September 26, 2012

5:30 - 7:30 p.m.

Somerton Public Safety Facility

445 E. Main Street, Somerton, AZ 85350

The Arizona Department of Transportation and the City of Somerton are working together to develop a Comprehensive Transportation Plan that will serve as a guide for programming and financing transportation improvements in Somerton over the next 20 years.

You are invited to attend, discuss and provide input on what Somerton's vehicle, bicycle, pedestrian and transit needs are now and in the future. Your input will then be used to develop short, mid and long-term transportation solutions to meet those needs.

.....
The meeting will begin with a brief presentation and then the public is invited to review various maps and project information boards. Representatives from the project team will also be available to collect comments and answer questions. Spanish interpreter services will be provided.
.....

FOR MORE INFORMATION:

Gabriella Kemp
Sr. Community Relations Officer,
Arizona Department of Transportation
Phone: 928.317.2165
Email: gkemp@azdot.gov

.....
Mark R. Hoffman
Project Manager,
Arizona Department of Transportation
Phone: 602.712.7454
Email: mhoffman@azdot.gov

Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, gender or disability. Persons that require a reasonable accommodation based on language or disability should contact Gabriella Kemp, ADOT Senior Community Relations Officer, at 928.317.2165 or gkemp@azdot.gov. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.



www.azdot.gov/Somerton





Están invitados

Reunión pública para el estudio de transporte de Somerton

Miércoles, 26 de septiembre de 2012

5:30 - 7:30 p.m.

Instalación de Seguridad Pública de Somerton

445 E. Main Street, Somerton, AZ 85350

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Usted está invitado a participar, discutir y proveer sus comentarios sobre las necesidades de vehículos, bicicletas, peatones y transporte que se hace falta en Somerton hoy en día y en el futuro. Sus comentarios serán usados para desarrollar soluciones de corto plazo y largo plazo.

La reunión comenzara con una presentación breve y también habrá varios mapas e información sobre el estudio disponibles para su revisión. Representantes del equipo del estudio estarán disponibles para recibir comentarios y contestar preguntas. Se ofrecerá servicios de intérprete en español.

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Teléfono: 928.317.2165
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Mark R. Hoffman
Gerente del proyecto,
Departamento de Transportación de Arizona
Teléfono: 602.712.7454
Email: mhoffman@azdot.gov

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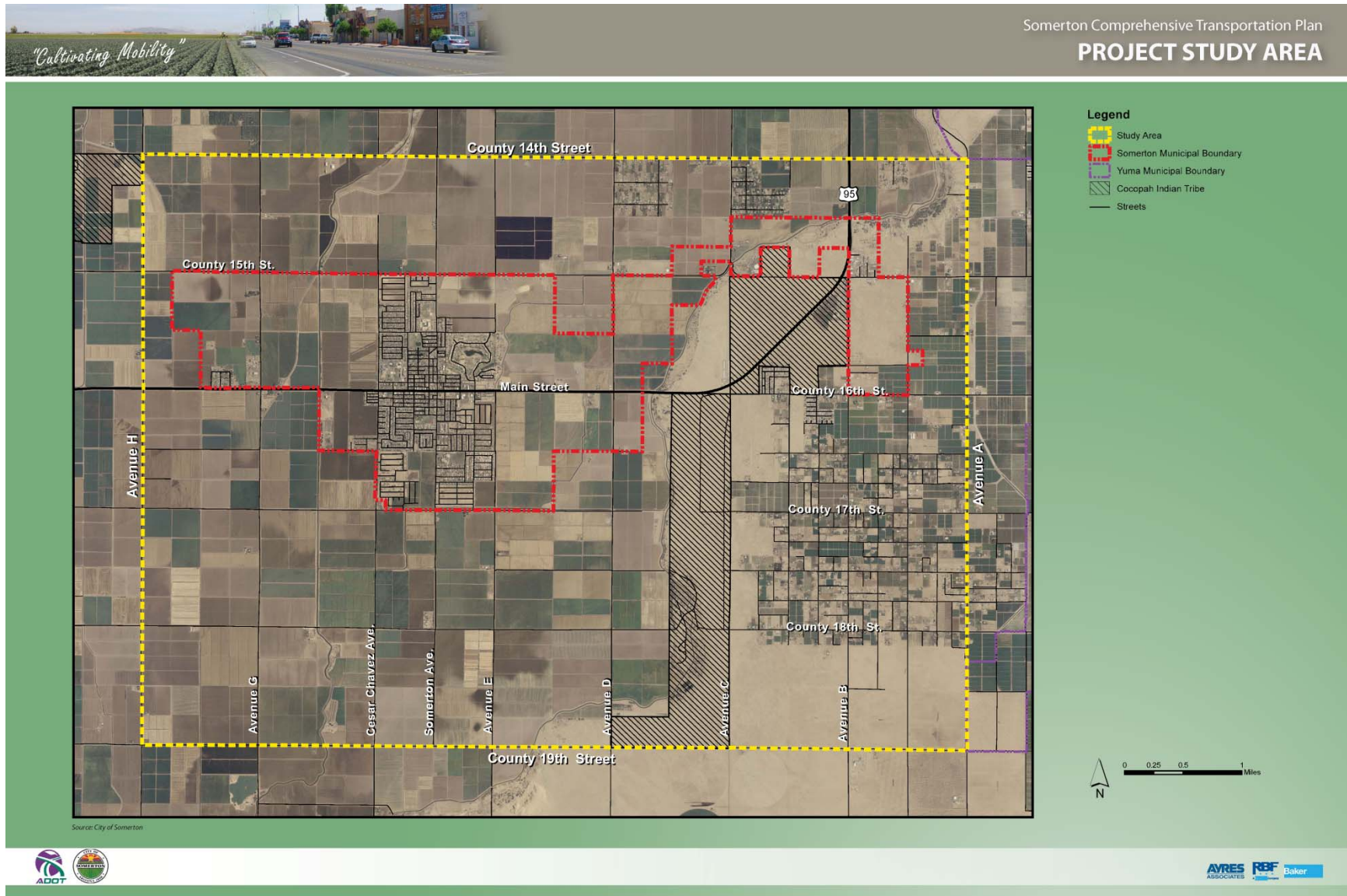


www.azdot.gov/Somerton





Appendix D - Presentation Boards



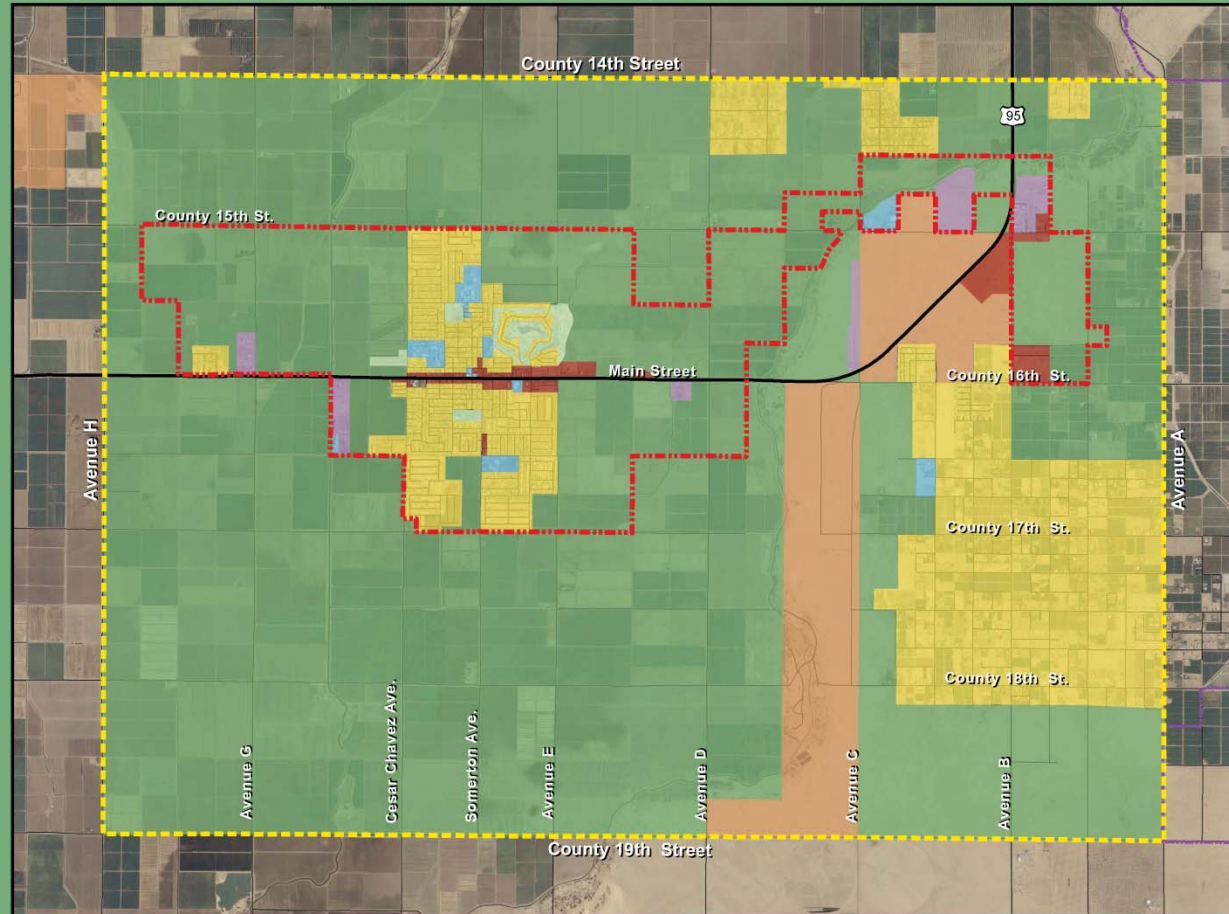


Somerton Comprehensive Transportation Study



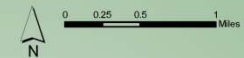
Somerton Comprehensive Transportation Plan

EXISTING LAND USE



Legend

- Study Area
- Somerton Corporate Boundary
- Yuma Corporate Boundary
- Streets
- Agriculture
- Residential
- Commercial
- Industrial
- Public/Quasi-Public
- Cocopah Indian Tribe
- Open Space



Source: RBF Consulting from aerial photography, 2012

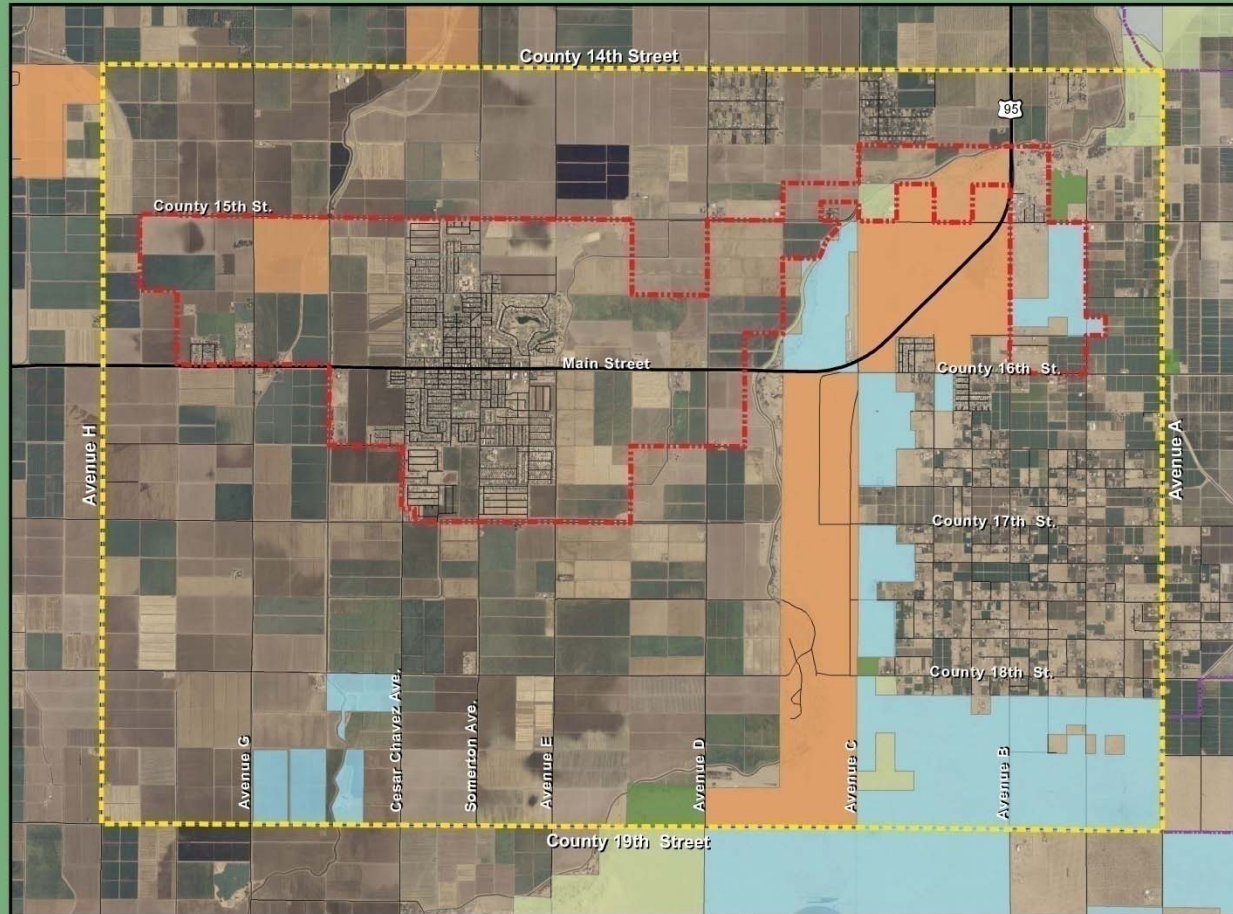




Somerton Comprehensive Transportation Study



Somerton Comprehensive Transportation Plan EXISTING LAND OWNERSHIP



Legend

- Private
- State Trust Land
- Military
- BLM
- Bureau of Reclamation
- Cocopah Indian Tribe
- Study Area
- Somerton Municipal Boundary
- Yuma Municipal Boundary
- Streets

Source: Arizona State Land Department

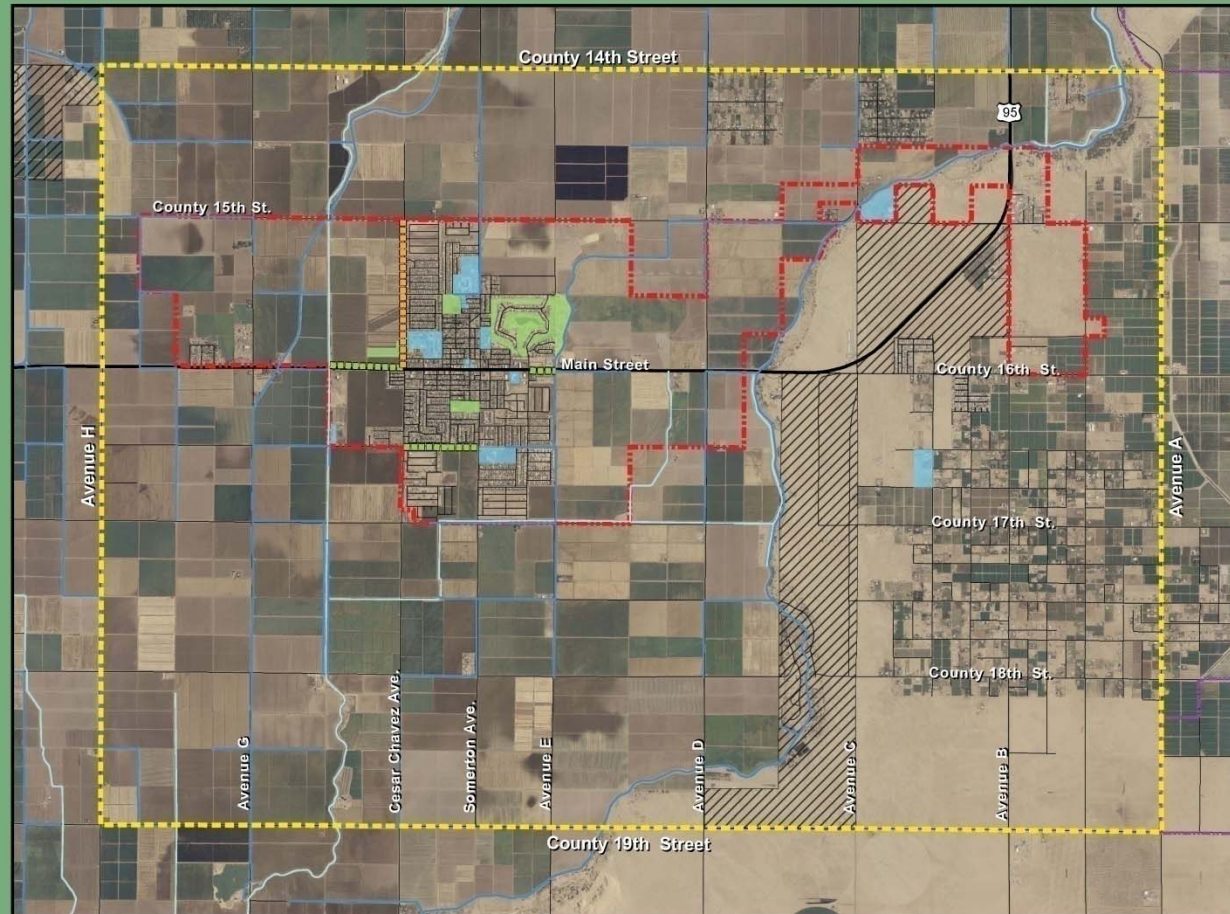




Somerton Comprehensive Transportation Study



Somerton Comprehensive Transportation Plan EXISTING PATHWAYS, TRAILS, AND OPEN SPACE



Legend

- Study Area
- Somerton Corporate Boundary
- Yuma Corporate Boundary
- Cocopah Indian Tribe
- Public/Quasi-Public
- Parks and Open Space
- Existing Multi-Use Pathway
- Proposed Multi-Use Pathway (under design)
- Streets
- Canals
- Drains



Source: City of Somerton

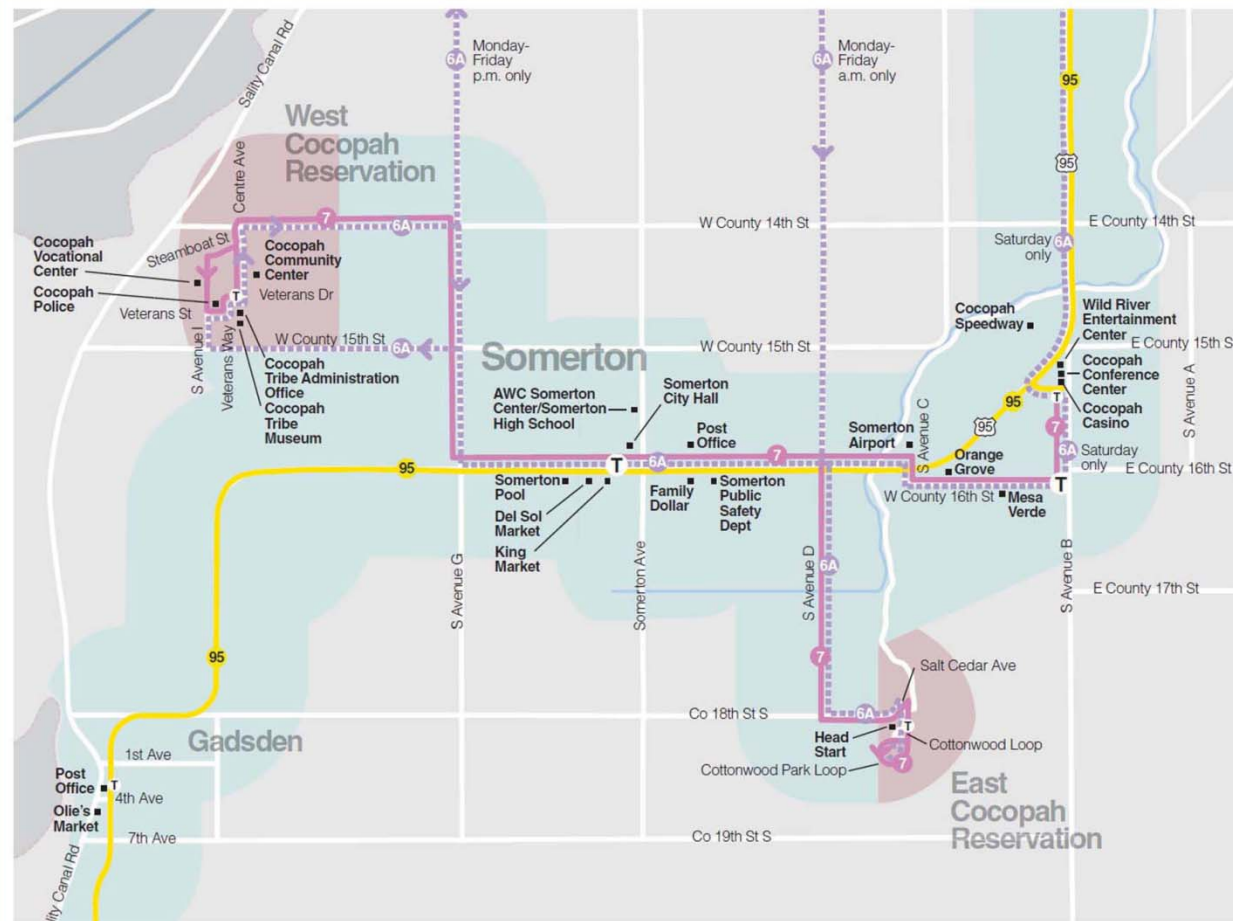




Somerton Comprehensive Transportation Study



Somerton Comprehensive Transportation Plan EXISTING FIXED ROUTE TRANSIT SERVICE



Source: Yuma County Intergovernmental Public Transportation Authority - YCAT Riders Guide System Map

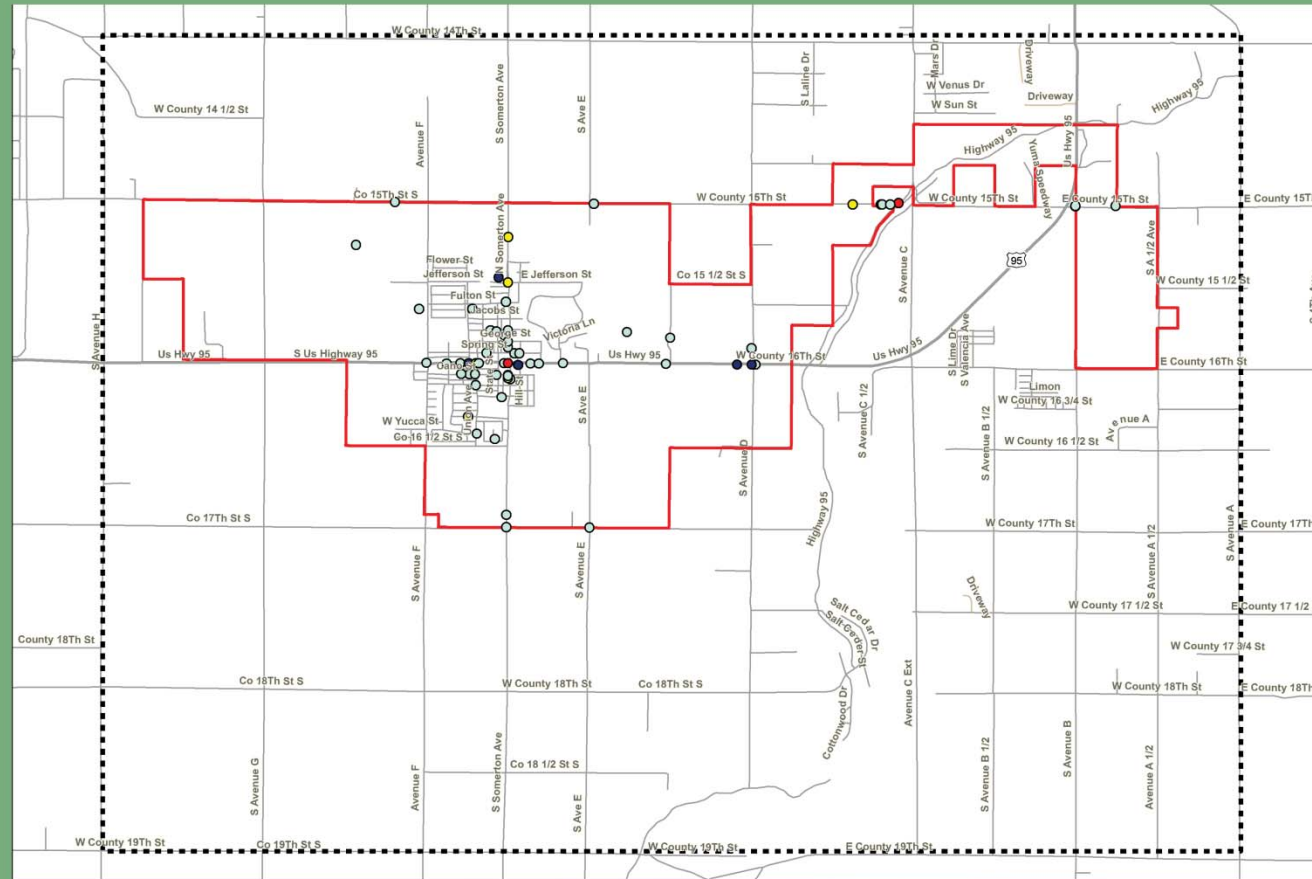




Somerton Comprehensive Transportation Study



Somerton Comprehensive Transportation Plan VEHICLE CRASH LOCATIONS



ADOT Crash Report: 11/1/2006 – 11/30/2011

- Injury Severity**
- FATAL
 - INCAPACITATING INJURY
 - NON INCAPACITATING INJURY
 - NO INJURY
 - POSSIBLE INJURY
- Study Area
— City Boundary



Source: ADOT Multimodal Planning Division

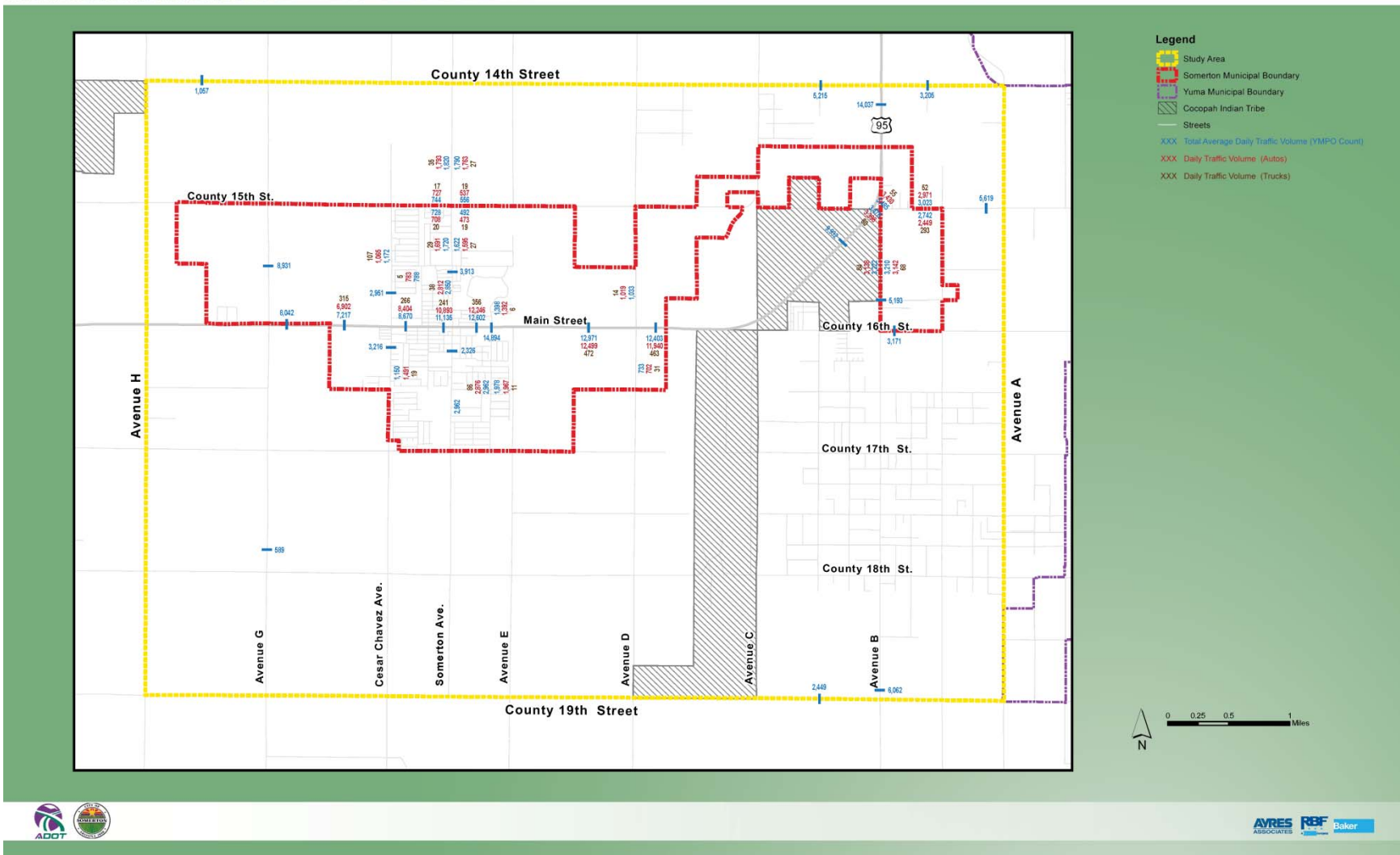




Somerton Comprehensive Transportation Study



Somerton Comprehensive Transportation Plan EXISTING TRAFFIC VOLUMES

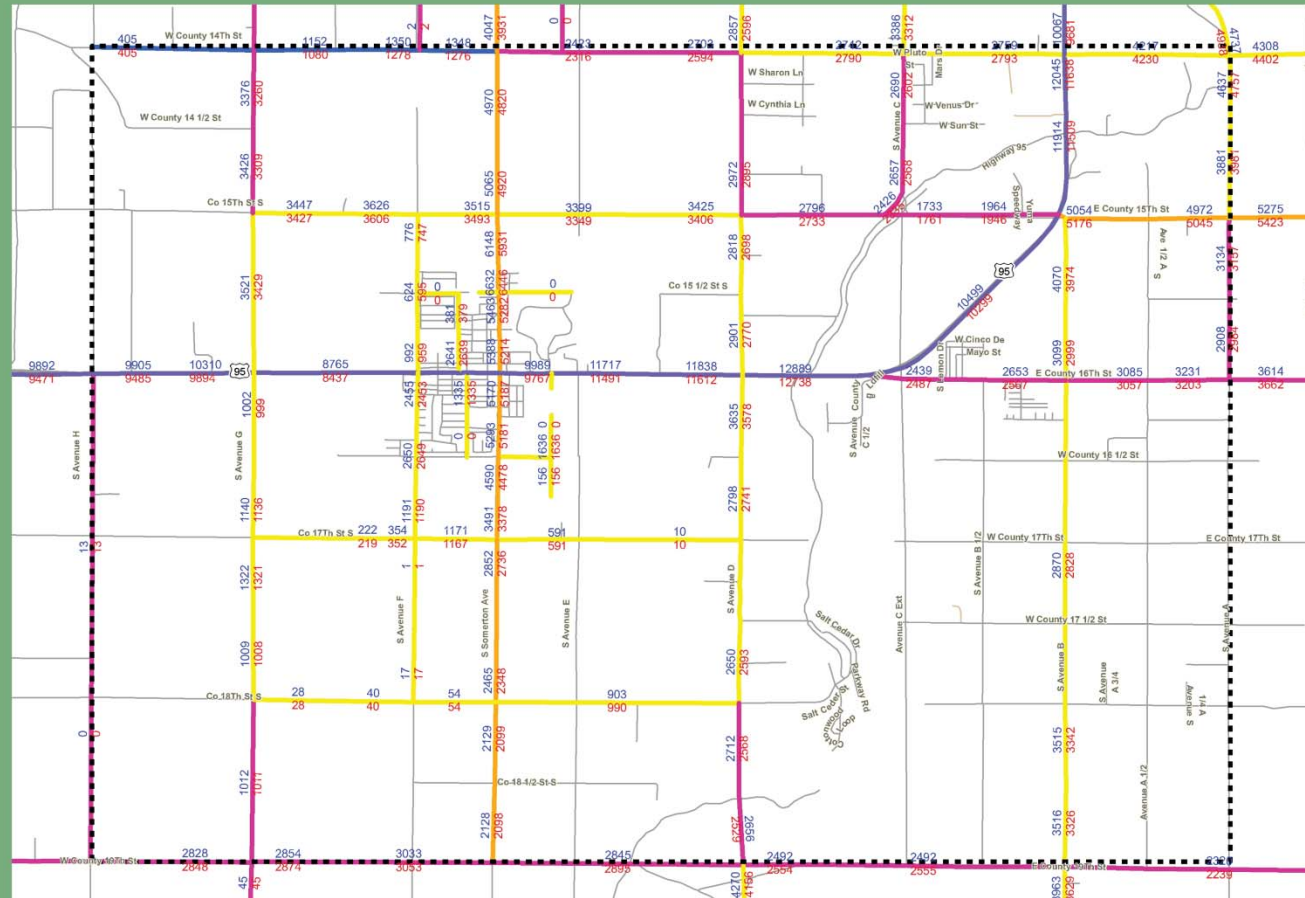




Somerton Comprehensive Transportation Study



Somerton Comprehensive Transportation Plan 2033 TRAFFIC FORECAST VOLUMES



Source: YIMPO 2010 RTP Model

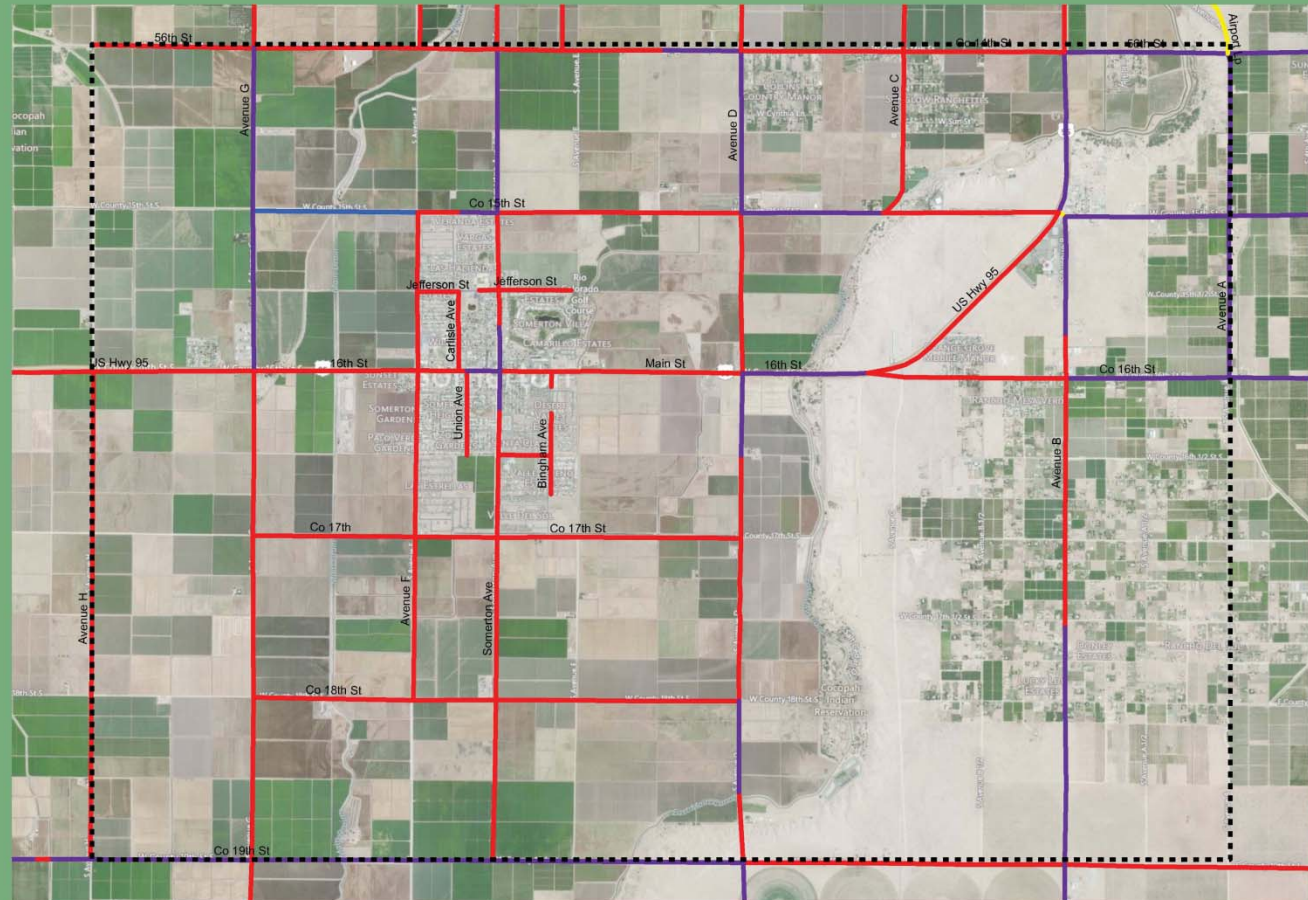




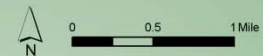
Somerton Comprehensive Transportation Study



Somerton Comprehensive Transportation Plan 2033 LEVEL OF SERVICE



- Level of Service
- LOS A
 - LOS B
 - LOS C
 - LOS F
 - Study Area



Source: YIMPO 2010 RTP Model

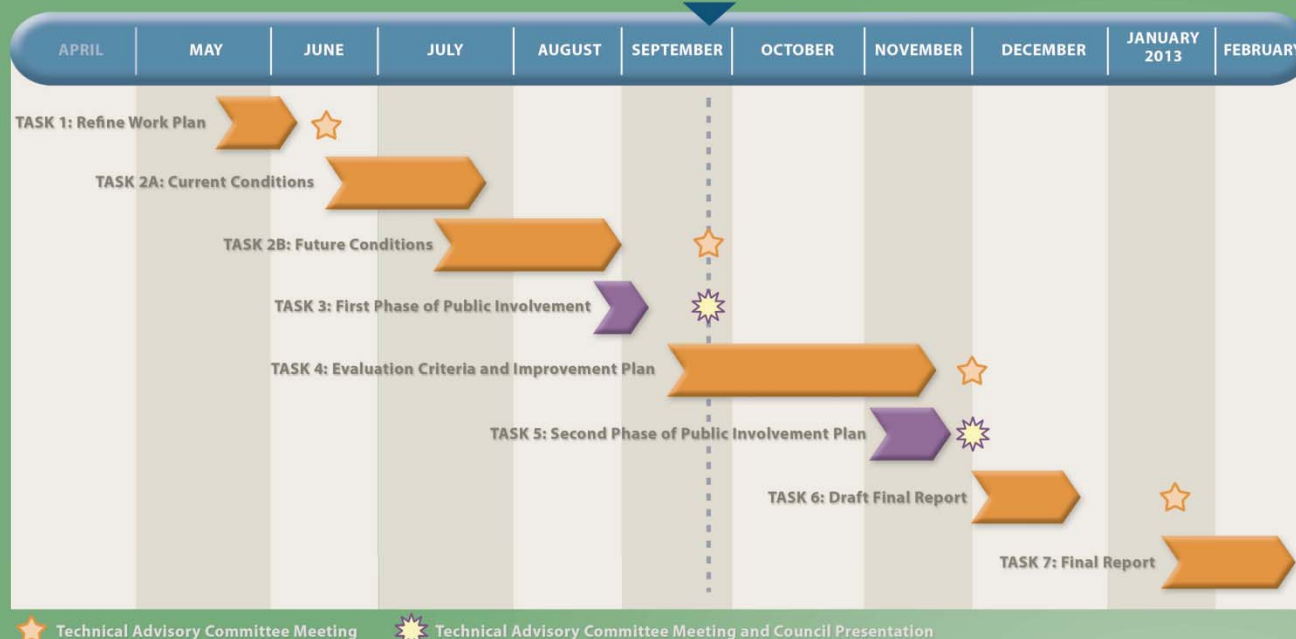




Somerton Comprehensive Transportation Study



Somerton Comprehensive Transportation Plan PROJECT PROCESS AND SCHEDULE





Appendix E - Written Comments

SOMERTON TRANSPORTATION PLAN COMMENT FORM

1. What are the most important transportation issues/concerns in the Somerton area that need to be addressed right now:

Maintenance on 95 and main st.
County 19th to Ash Hwy

2. What should be done now to plan for the future (20 years from now)?

Identified other routes around Somerton

3. In the Somerton area, do you have suggestions regarding:

Roadway Needs (wider streets, intersections, stop signs, traffic signals)

Intersections, traffic signals
Flashers on county intersections
Traffic signals on main and Cesar Chavez Ave

Pedestrian Needs (pathways, trails, sidewalks)

pathways (more)

Bicycle Needs (bike lanes/paths, safety, signs)

Bike and path lanes

Public Transit Needs (local and regional bus service, dial-a-ride, park and ride)

service on Somerton Ave

12.442



FOR MORE INFORMATION:
azdot.gov/somerton



SOMERTON TRANSPORTATION PLAN COMMENT FORM

1. What are the most important transportation issues/concerns in the Somerton area that need to be addressed right now:

- Connection / extension to future Avenue E alignment to ~~Avante~~ Port of entry since being bypassed by ASH Somerton commercial traffic has decreased.

2. What should be done now to plan for the future (20 years from now)?

- Main street redevelopment

3. In the Somerton area, do you have suggestions regarding:

Roadway Needs (wider streets, intersections, stop signs, traffic signals)

Identify ^{future} roadway requirements for city to obtain via dedication during development phase

Pedestrian Needs (pathways, trails, sidewalks)

need dedicated pathways

Bicycle Needs (bike lanes/paths, safety, signs)

- bicycle lanes paths are sub par should be incorporated into plan!

Public Transit Needs (local and regional bus service, dial-a-ride, park and ride)

essential

12-440

ADOT



FOR MORE INFORMATION:
azdot.gov/somerton



COMMENT FORM - CONTINUED

4. Please feel free to share any additional comments with us:

- need to take into account project to the south (part) to connect Somerton to it. That is essential for economic progress for city.

- Identify east-west road to bypass ~~commercial~~ business district traffic once Main St is redeveloped

*Contact Information (Optional)

Name: Jerry Anaya

Address: P.O. Box 194

Email address: jerrya@cityofsomerton.com

Thank you for your participation.

Completed comment forms can be submitted to the project team at the completion of the public meeting or sent to the ADOT Outreach Team before **October 5, 2012** :

Kevin Kugler
c/o RBF Consulting
2929 N Central Ave, Suite 800
Phoenix, AZ 85012

Email: KKUGLER@rbf.com

*Completion of this form is completely voluntary and helps the project team keep an accurate record of the meeting and comments. Under state law, any identifying information provided will become part of the public record, and as such, must be released to any individual upon request.

ADOT Project No. 015 MO 000 H8340 01L • Federal Aid Project No. 015-A(204)N

12-440

ADOT



FOR MORE INFORMATION:
azdot.gov/somerton



SOMERTON TRANSPORTATION PLAN COMMENT FORM

1. What are the most important transportation issues/concerns in the Somerton area that need to be addressed right now:

Right now ~~these~~ transportation is in an ok for now.
Plano need to have additional four lane
roads that help to move traffic around
most populated portions of Somerton

2. What should be done now to plan for the future (20 years from now)?

Purchase Farmland ROW's - Lease back to
Farmers till needed.

3. In the Somerton area, do you have suggestions regarding:

Roadway Needs (wider streets, intersections, stop signs, traffic signals)

Pedestrian Needs (pathways, trails, sidewalks)

Bicycle Needs (bike lanes/paths, safety, signs)

Public Transit Needs (local and regional bus service, dial-a-ride, park and ride)

12-442

ADOT



FOR MORE INFORMATION:
azdot.gov/somerton



COMMENT FORM - CONTINUED

4. Please feel free to share any additional comments with us:

Funding for maintenance of roads is a major concern. Now that

Now that HWY 95 is no longer in State System.

*Contact Information (Optional)

Name: Bill Lee

Address: 110 N. State Ave.

Email address: BillLee@CityofSomerton.com

Thank you for your participation.

Completed comment forms can be submitted to the project team at the completion of the public meeting or sent to the ADOT Outreach Team before **October 5, 2012** :

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12-442

ADOT



FOR MORE INFORMATION:
azdot.gov/somerton



SOMERTON TRANSPORTATION PLAN COMMENT FORM

1. What are the most important transportation issues/concerns in the Somerton area that need to be addressed right now:

The turning arrow @ Main St and Somerton Ave and Bingham and Main St.

2. What should be done now to plan for the future (20 years from now)?

3. In the Somerton area, do you have suggestions regarding:

Roadway Needs (wider streets, intersections, stop signs, traffic signals)

Cesar Chavez and Main St. Stop Light

Pedestrian Needs (pathways, trails, sidewalks)

The Courts.

Bicycle Needs (bike lanes/paths, safety, signs)

Somerton Ave from County 17 all the way to County 15. bike lanes and safety signs

Public Transit Needs (local and regional bus service, dial-a-ride, park and ride)

12-449

ADOT



FOR MORE INFORMATION:
azdot.gov/somerton



SOMERTON TRANSPORTATION PLAN COMMENT FORM

1. What are the most important transportation issues/concerns in the Somerton area that need to be addressed right now:

2 stop lights as soon as possible. During this meeting I can see that there has been many incidents on Main Street and Somerton. People don't respect the speed limit when they come from south-to-north Somerton.

2. What should be done now to plan for the future (20 years from now)?

3. In the Somerton area, do you have suggestions regarding:

Roadway Needs (wider streets, intersections, stop signs, traffic signals)

I believe that city of Somerton would need 2 more signal/stop lights to stop the traffic that is coming from south San Luis to Somerton and Yuma.

Pedestrian Needs (pathways, trails, sidewalks)

Bicycle Needs (bike lanes/paths, safety, signs)

I would say that the city must promote bike lanes to increase the use of bikes, especially, in downtown Somerton. Protecting citizens can provide family activities and family involvement among citizens.

Public Transit Needs (local and regional bus service, dial-a-ride, park and ride)

12-440

ADOT



FOR MORE INFORMATION:
azdot.gov/somerton



COMMENT FORM - CONTINUED

4. Please feel free to share any additional comments with us:

Pedestrians also have to wait for cars to yield for people.
I can see that these are being the issues for Somerton
Citizens.

*Contact Information (Optional)

Name: Hugo De la Mora

Address: 2511 S. 18th Ave Yuma AZ 89364

Email address: hugodlm2012@gmail.com Community
Representative
Yuma County

Thank you for your participation.

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ADOT Project No. 015 MO 000 H8340 01L • Federal Aid Project No. 015-A(204)N

12-440

ADOT



FOR MORE INFORMATION:
azdot.gov/somerton



SOMERTON TRANSPORTATION PLAN COMMENT FORM

1. What are the most important transportation issues/concerns in the Somerton area that need to be addressed right now:

Finish sidewalk along highway 95
in front of Dollar General & Jack in the
Box. For Bicyclist & walkers like
myself & community members.

2. What should be done now to plan for the future (20 years from now)?

More Bicyclist lane all through
highway 95,

3. In the Somerton area, do you have suggestions regarding:

Roadway Needs (wider streets, intersections, stop signs, traffic signals)

Pedestrian Needs (pathways, trails, sidewalks)

Yes, we need sidewalk to be finished
right in front of Jack in the box & Dollar
General.

Bicycle Needs (bike lanes/paths, safety, signs)

We need safety signs for by bike
riders.

Public Transit Needs (local and regional bus service, dial-a-ride, park and ride)

12-449

ADOT



FOR MORE INFORMATION:
azdot.gov/somerton



COMMENT FORM - CONTINUED

4. Please feel free to share any additional comments with us.

My home is in a corner and I was wondering if you guys take a look at it to add either stop signs, speed bumps, children at play for my 3 yr. old twins safety & my neighbors kid and friends.

We also have a concern of strangled dogs wandering around with no owners and some cars either stop or go around trying to avoid them without imagining kids at play.

*Contact Information (Optional)

Name: Dani Nana

Address: P.O. Box 4007 Somerton, AZ. 85350

Email address: _____

Thank you for your participation.

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ADOT Project No. 015 MO 000 H8340 01L • Federal Aid Project No. 015-A(204)N

12-449

ADOT



FOR MORE INFORMATION:
azdot.gov/somerton



PLAN DE TRANSPORTE DE SOMERTON FORMULARIO DE COMENTARIOS

1. ¿Cuáles son las problemas/preocupaciones mas importantes de transportación en Somerton que el equipo debe tomar en cuenta hoy en día?

Re en muchas escuelas no existe transporte para los escolares y muchas papas la mayoría trabajamos y no nos damos cuenta si nuestros hijos llegan con bien a sus hogares

2. ¿Qué se debe hacer hoy en día para planear para el futuro (20 años en adelante)?

3. En Somerton, tiene sugerencias sobre las:

Necesidades de calles/carreteras (Calles más amplias, semáforos, letreros de alto)

Me gustaría que hubiera mas letreros de velocidad por las calles que no son principales.

Necesidades de peatones (Cruces, aceras, senderos)

Necesidades para bicicletas (Pista para bicicletas, letreros, seguridad)

high way 95
banqueta para los ciclistas por toda la ~~ciudad~~ no hay

Necesidades de transporte público (Autobús local y regional, dial-a-ride, estacionamiento)

mas estacionamiento, que a veces no hay ni en donde parkarse.

12-119

ADOT



FOR MORE INFORMATION:
azdot.gov/somerton



FORULARIO DE COMENTARIOS - CONTINUADO

4. Por favor siéntase libre de compartir cualquier comentario adicional con nosotros:

cuando voy por la ~~to~~ highway 95 a veces hay ciclistas y tengo que moverme para el otro carril, porque ellos no tienen su propio espacio y abarcan de la carretera, y eso es un poco incómodo y peligroso de hecho para más para ellos.

Por la calle donde vivo pasan carros muy rápido y tengo dos niñas y les gusta jugar mucho afuera, de hecho hay más niños, oír me salgo con ellas para cuidarlas pero eso no keta que tienen que bajar su velocidad por eso me gustaría letreros de velocidades.

*Información de contacto (Opcional)

Nombre: Alma Mera

Domicilio: 368 S. Bingham Way

Correo electrónico: almamera2787@gmail.com

Gracias por su participación.

Los formularios de comentario completados pueden ser presentadas al equipo de estudio al final de la reunión pública o enviadas al equipo de alcance de ADOT antes del 10 de Octubre de 2012 :

Kevin Kugler
c/o RBF Consulting
2929 N Central Ave, Suite 800
Phoenix, AZ 85012

Correo electrónico: KKUGLER@rbf.com

*Completando este formulario de comentario es completamente voluntaria. Todos los comentarios serán parte de la documentación del estudio. Bajo la ley estatal, cualquier información de identificación proporcionada formará parte del registro público y como tal, debe ser proveída a cualquier individuo cuando esta solicitada.

ADOT Project No. 015 MO 000 H8340 01L • Federal Aid Project No. 015-A(204)N

12-440

ADOT



FOR MORE INFORMATION:
azdot.gov/somerton



SOMERTON TRANSPORTATION PLAN COMMENT FORM

1. What are the most important transportation issues/concerns in the Somerton area that need to be addressed right now:

Traffic flow is ~~constricted~~ constricted to two lanes through Somerton.
Traffic would benefit from a signal light on Hwy 95 in front of
Somerton Airport. Many accidents and help to protect school busses.
Make sure new traffic light would not affect incoming aircraft.
(Traffic signals cannot be too tall)

2. What should be done now to plan for the future (20 years from now)?

Bypass route for trucks & farm equipment along Ave B &
Co. 19.

3. In the Somerton area, do you have suggestions regarding:

Roadway Needs (wider streets, intersections, stop signs, traffic signals)

wider street down Main St.

Pedestrian Needs (pathways, trails, sidewalks)

possible bike/jogging path along Hwy 95

Bicycle Needs (bike lanes/paths, safety, signs)

Public Transit Needs (local and regional bus service, dial-a-ride, park and ride)

12-442

ADOT



FOR MORE INFORMATION:
azdot.gov/somerton



COMMENT FORM - CONTINUED

4. Please feel free to share any additional comments with us:

Insure Somerton Airport is identified on all maps in the study.

There are future plans for paving the airport which will increase fly-in traffic. "Greenbelt" should be maintained to prevent encroachment.

*Contact Information (Optional)

Name: Eric Saltzer

Address: 4400 W Hwy 95, Somerton AZ

Email address: esaltzer@gmail.com

Thank you for your participation.

Completed comment forms can be submitted to the project team at the completion of the public meeting or sent to the ADOT Outreach Team before October 5, 2012 :

Kevin Kugler
c/o RBF Consulting
2929 N Central Ave, Suite 800
Phoenix, AZ 85012

Email: KKUGLER@rbf.com

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ADOT Project No. 015 MO 000 H8340 01L • Federal Aid Project No. 015-A(204)N

12-440

ADOT



FOR MORE INFORMATION:
azdot.gov/somerton



Appendix F - Title VI

Title VI of the 1964 Civil Rights Act regulations provides that “no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity receiving Federal financial assistance.” Related federal statutes and regulations requires ADOT’s Title VI/Nondiscrimination Program to include nondiscrimination protection on the basis of age, sex, disability and income status in all ADOT programs or activities.

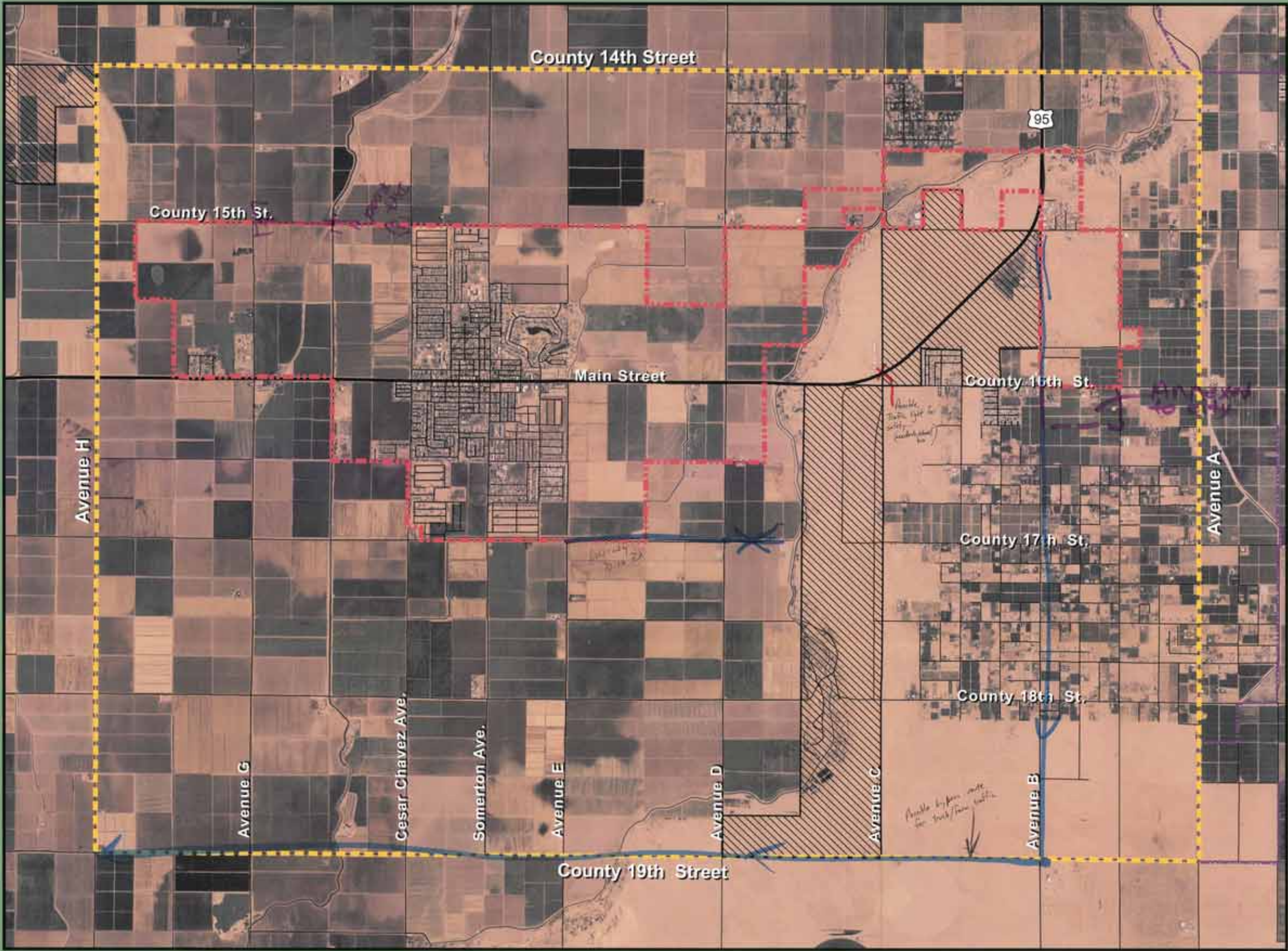
A display board, brochures and survey cards were displayed and made available at the meeting regarding Title VI. Two (2) survey cards were received at this meeting and provided to ADOT’s Civil Rights Office. In addition, Title VI language was included in the newspaper advertisement(s) and direct mail inviting the public to attend the meeting.



Appendix G – Marked Up Display Boards

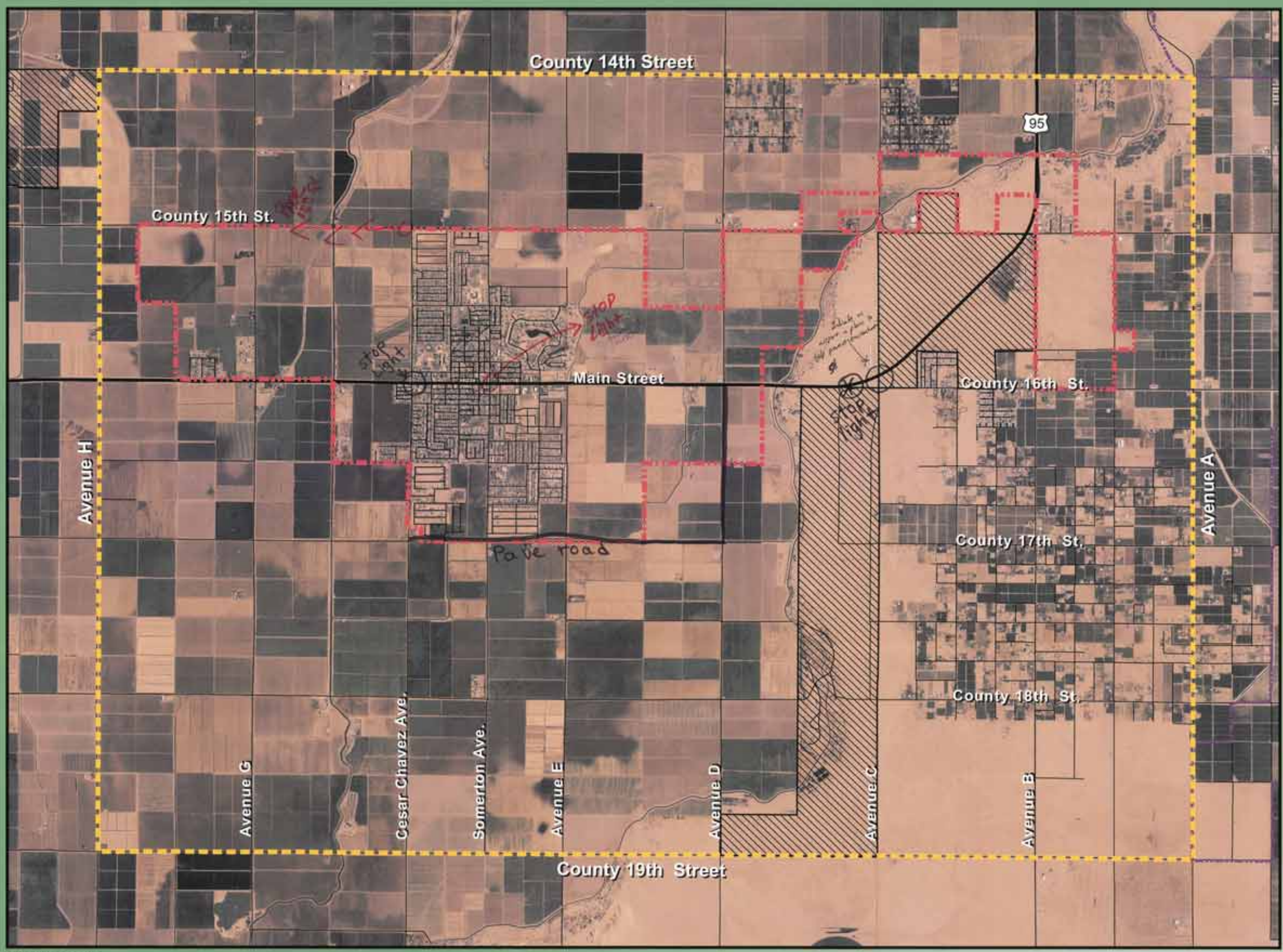


PROJECT STUDY AREA



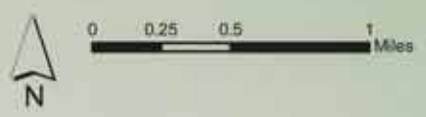
- Legend**
- Study Area
 - Somerton Municipal Boundary
 - Yuma Municipal Boundary
 - Cocopah Indian Tribe
 - Streets

Source: City of Somerton



Legend

- Study Area
- Somerton Municipal Boundary
- Yuma Municipal Boundary
- Cocopah Indian Tribe
- Streets



Source: City of Somerton

APPENDIX C

SUMMARY OF PUBLIC MEETING #2



Public Open House #2 Meeting Summary

- Meeting Date:** Wednesday, December 12, 2012 (5:30 - 7:30 PM)
- Meeting Location:** Somerton Public Safety Facility
45 E. Main Street
Somerton, AZ 85350
- Meeting Participants:** 15 community and project team members attended
(Appendix A - Sign In Sheet)
- Team Members:** Mark Hoffman, ADOT
Gricel Sato, ADOT
Samuel Palacios, City of Somerton
Dan Hartig, Ayres Associates
Matt Klyszeiko, RBF Consulting

Project Overview

As a small agricultural community located along Highway 95 (Main Street) in South West Yuma County, the City of Somerton witnessed its population nearly double to 14,287 residents over the past decade. Consequently, this growth has had a great affect on local travel patterns and in turn increased the transportation system needs of Somerton. By conducting transportation assessments that are focused on improving the existing street connectivity, pedestrian and bicycle facilities, and transit service, Somerton will proactively improve mobility and safety throughout the community and the region.

Public Open House #2 Purpose

The purpose of Community Open House #2 was to provide attendees with a summary of the work effort completed since Open House #1, present an overview of the proposed roadway and non-motorized improvements, solicit input on the proposed improvements, identify any additional proposed projects, and inform attendees of the next steps for the Transportation Plan.



Meeting Notification

Display advertisements ran in the *Yuma Sun* newspaper on December 3, 2012 and *Bajo el Sol* newspaper on December 7, 2012. Please see Appendix B for a sample of the newspaper display advertisement.

Public open house meeting fliers (Appendix C) were also generated and posted at various conspicuous locations around the community by City of Somerton staff.

Public Open House #2 Overview

The second public involvement meeting was conducted as an open house style meeting with a brief formal introductory presentation. The open house portion of the meeting began at 5:30 PM, as attendees arrived they were asked to sign in and received a project flier and comment form (see Appendix E for completed comment forms). After signing in, attendees were then able to casually review a series of nine presentation boards (see Appendix D) located throughout the room prior to the start of the formal presentation. Members of the project team made themselves available to answer any preliminary questions attendees had on the content of the presentation boards.

At approximately 5:50 PM, Mark Hoffman, ADOT Project Manager, began the formal presentation by welcoming the attendees for coming to the public open house and introduced the project team members. Mr. Hoffman then presented a brief summary of the project work effort to date and provided a synopsis of the results from the first public open house meeting. Following his introductory remarks, Mr. Hoffman explained that the purpose of the second open house meeting was to present the plan for improvements for the Somerton Comprehensive Transportation Plan. Mr. Hoffman concluded his opening comments by introducing Dan Hartig, the consultant project manager for the Somerton Comprehensive Transportation Plan.



For his presentation, Mr. Hartig took the meeting attendees through each of the nine project display boards by explaining the content of each board in specific detail. Mr. Hartig first reviewed the project study area map and explained that one of the primary elements of the project was to identify the future short, mid, and long term transportation needs of Somerton.



Mr. Hartig explained that the project boundary extended beyond the City's current municipal limits to Somerton's long range planning boundary, which extends to County 14th Street to the north, County 19th Street to the South, Avenue H to the west and Avenue A to the east.

Mr. Hartig then reviewed the traffic volumes for key roadways within the study area, which were obtained during the first phase of the project. Mr. Hartig explained that identifying the level of traffic that exists on current roadways is an important component to understanding the overall transportation needs within the Somerton community. Mr. Hartig went on to explain that once the existing traffic patterns (or how frequently or infrequently certain roads are traveled) were understood, the project team was then able to identify roadways that may need to be widened in the future or new alignments that could be improved to respond to existing traffic needs or accommodate future traffic levels.



Mr. Hartig continued to the third board, which illustrated the proposed overall roadway improvement projects for the study area. Mr. Hartig conveyed to the attendees that the proposed projects shown on the map were developed through assessing the results of the preceding existing conditions analysis as well as incorporating stakeholder feedback obtained during the first open house meeting.

After reviewing the overall roadway improvement plan, Mr. Hartig went on to identify the manner in which these proposed roadway projects should be implemented. Mr. Hartig reviewed individual maps which identified those projects that should be developed over the short, mid, and long term timeframes. Mr. Hartig added that a series of evaluation criteria was created and applied to each project to help establish the proposed program of improvements.

To finalize the roadway portion of the presentation, Mr. Hartig reviewed the standard cross-sections for each type of proposed roadway project displayed within the plan for improvements. These roadway types included 2-lane collector without curb, 2-lane collector with curb, 4-lane arterial with median, and 4-lane arterial with two-way left-turn lane.

Following the discussion of roadway improvements, Mr. Hartig presented the proposed non-motorized improvements for the study area. Identical to the previous roadway recommendations, Mr. Hartig presented to the attendees a board that displayed the proposed non-motorized improvements that should be completed over the short, mid, and long-term timeframes. Mr. Hartig outlined that the maps show essentially four types of general projects;



design and build a pathway, improve an existing sidewalk or pathway, design and build a bike lane, or develop a regional connection. Mr. Hartig explained that the project team utilized the existing Somerton Shared Use Pathway and Trails System Masterplan as the framework for this proposed non-motorized transportation system and then applied the evaluation criteria to develop the suggested implementation program.

Mr. Hartig then presented the seventh presentation board, which combined the short, mid, and long term figures to display an overall map of the proposed non-motorized projects.

Mr. Hartig informed the attendees, that in addition to the standard depiction of the proposed non-motorized improvements, the project team was also developing a separate, stand-alone, Somerton Trails Plan that would enhance the existing Somerton Shared Use Pathway and Trails System Masterplan by presenting further design elements. This additional information included the development of a proposed Trails Route Map, which Mr. Hartig presented to the meeting attendees. To help develop a unified theme for the overall trail system, Mr. Hartig explained that specific routes within the proposed trails plan were defined and then given unique names, which were derived from the agricultural heritage of the Somerton community.

Mr. Hartig went on to present the final board, which displayed types of trail amenities that should be developed as part of the overall trail system. Mr. Hartig explained that the images depicted on the board do not identify specific amenities that are required to be a part of the development of the trail system, but rather provide design guidelines to convey the level and type of improvements that should be implemented with the future development of the various trail segments. The type of features included on the presentation board consisted of; lighting, signage, waste receptacles, and stationary exercise equipment structures.

Mr. Hartig concluded the formal presentation at approximately 6:00 PM. Mr. Hartig then asked if any of the attendees had additional questions. During the question and response period, one resident addressed the project team with a series of comments. The resident expressed that Somerton should keep the existing agricultural lands “as is”, he went on to discuss that Somerton cannot support additional development on the Mesa due to a lack of water availability and “we should solve that problem before they build any more roads”, he also discussed the fact that US 95 lacks a police presence now that it is no longer an ADOT road and patrolled by the DPS, he also suggested that all the funding Somerton has should go to manage “what we already have and not develop more roadways”. Mr. Hartig thanked the attendee for his comments and asked him to complete a comment form so that we may include all of his comments in the final report.



Following the formal presentation, some of the meeting attendees remained to review the individual presentation boards and discuss additional questions or provide additional comments with members of the project team. During this informal discussion period Charles Saltzer, owner of the Somerton Airport, added a few additional comments including; we should identify the Somerton Airport on the project maps, consideration should be given to a traffic light at the entrance to the airport, and intersection of US 95 and County 15th needs to be redesigned. The meeting concluded at 7:30 PM.



Appendix A - Sign In Sheet

Somerton Transportation Plan

WEDNESDAY, DECEMBER 12, 2012 • 5:30-7:30 PM • SOMERTON PUBLIC SAFETY FACILITY • 445 E. MAIN ST., SOMERTON, AZ 85350

Completion of this comment form is completely voluntary. All comments provided will become part of the study's documentation. Under state law, any identifying information provided will become part of the public record, and as such, must be released to any individual upon request. Please print clearly.

Estudio de transporte de Somerton

MIÉRCOLES, 12 DE DICIEMBRE DE 2012 • 5:30-7:30 P.M. • INSTALACIÓN DE SEGURIDAD PÚBLICA DE SOMERTON • 445 E. MAIN ST., SOMERTON, AZ 85350

Completar este formulario es completamente voluntario. Todos los comentarios proveídos serán parte de la documentación del estudio. Bajo la ley estatal, cualquier información personal será parte del documento público y tendrá que ser proveída a cualquier persona que lo solicita. Por favor escriba claramente con letra de imprenta.

NAME: / NOMBRE:	ADDRESS: / DOMICILIO:	PHONE: / TELÉFONO:	EMAIL:
McDERMOTT James	3540 W 1st St	928 210 0105	Jim 5004@Aol.com
BRUCE CALLAWAY	802 SOMERTON AVE	627-8282	
Charles Salter	3900 US Highway 95	580-6877	CSalter@gmail.com
Charles Gutierrez	502 S. Orange Ave	783-8911	Cgutierrez@gmail.com
Mark Steuscher	502 S Orange Ave	783-8911	msteuscher@ympe.org
Carmen Juarez	150 W. Main St	928-722-7370	Carmenj@cityofsomerton.com
Cathy Navarro	P.O. Box 305 SCAR	928-488-5478	Cnavarro@diariom Noticias.info
Cesar Nery	P.O. Box 271, Yuma Az	928 287-1331	Cnery@bajodelsol.com
JAMIEL PALACIOS	150 V. MAIN STREET SOMERTON	928-722-7371	Sam-P@cityofsomerton.com

12-589

ADOT



FOR MORE INFORMATION: / PARA MÁS INFORMACIÓN
azdot.gov/somerton



Appendix B - Newspaper Ads

You are Invited

SOMERTON COMPREHENSIVE TRANSPORTATION PLAN PUBLIC OPEN HOUSE

Wednesday, December 12, 2012

5:30 - 7:30 p.m. (Brief presentation to begin at 5:45 p.m.)

Somerton Public Safety Facility

445 E. Main Street, Somerton, AZ 85350

The Arizona Department of Transportation and the City of Somerton are working together to develop a Comprehensive Transportation Plan that will serve as a guide for programming and financing transportation improvements in Somerton over the next 20 years.

Through prior community input, the project team identified the City's roadway, transit, bicycle, and pedestrian needs. The project team is now in the process of developing recommended improvements to help meet those needs over 5, 10 and 20-year planning periods.

There will be a formal presentation that will be given at 5:45 pm to review the status of the plan and to present an overview of the draft program of improvements. The study team will be available before and after the presentation to answer questions and discuss the study with participants. Your input on the proposed project improvements and priorities will help refine the plan and shape the future of transportation in the City of Somerton.

FOR MORE INFORMATION:

Mark R. Hoffman
Project Manager,
Arizona Department of Transportation
Phone: 602.712.7454
Email: mhoffman@azdot.gov

.....
Gricel Sato
Community Relations Manager,
Arizona Department of Transportation
Phone: 602.712.4647
Email: gsato@azdot.gov

Pursuant to the Americans with Disabilities Act (ADA) and Title VI of the Civil Rights Act of 1964, ADOT does not discriminate on the basis of race, color, national origin, age, gender or disability. Persons that require a reasonable accommodation based on language or disability should contact Gricel Sato, ADOT Community Relations Manager, at 602.712.4676 or gsato@azdot.gov. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

ADOT

www.azdot.gov/Somerton





Están invitados

REUNION PUBLICA PARA EL ESTUDIO DE TRANSPORTE DE SOMERTON

Miércoles, 12 de diciembre de 2012

5:30 - 7:30 p.m. (una presentación comienza a las 5:45 p.m.)

Instalación de Seguridad Pública de Somerton

445 E. Main Street, Somerton, AZ 85350

El Departamento de Transportación de Arizona y la ciudad de Somerton están trabajando juntos para desarrollar un plan exhaustivo de transporte que servirá como una guía para programar y financiar mejoras de transporte en Somerton sobre los próximos 20 años.

Gracias a la participación de la comunidad en la última fase, el equipo del estudio identificó las necesidades para mejorar las calles, el transporte público y el acceso para los ciclistas y peatones. El equipo ahora está en el proceso de desarrollar las mejoras propuestas para solucionar las necesidades en el corto y largo plazo.

La reunión comenzará con una presentación breve a las 5:45 p.m. para proveer una actualización del proyecto y presentar un resumen de las mejoras propuestas. Representantes del equipo del estudio estarán disponibles para recibir comentarios y contestar preguntas antes y después de la presentación. Sus comentarios sobre las mejoras propuestas y la prioridad de los proyectos ayudarán a finalizar el plan y el futuro de transportación en la ciudad de Somerton.

PARA MAS INFORMACION:

Mark R. Hoffman

Gerente del proyecto,
Departamento de Transportación de Arizona

Teléfono: 602.712.7454

Email: mhoffman@azdot.gov

Gricel Sato

Gerente de Proyectos de Relaciones Comunitarias
Departamento de Transportación de Arizona

Teléfono: 602.712.4676

Email: gsato@azdot.gov

Personas que requieren asistencia o una adaptación razonable por habilidad limitada en inglés o discapacidad deben comunicarse con Gricel Sato, Gerente de Proyectos de Relaciones Comunitarias de ADOT, al 602.712.4676 o gsato@azdot.gov. Las solicitudes deben hacerse tan pronto como sea posible para asegurar que el estado tiene la oportunidad de abordar el alojamiento.

ADOT

www.azdot.gov/Somerton





Appendix C - Meeting Flyer

You are invited

SOMERTON COMPREHENSIVE TRANSPORTATION PLAN PUBLIC OPEN HOUSE

Wednesday, Dec. 12, 2012

5:30 - 7:30 p.m. (Brief presentation to begin at 5:45 p.m.)

Somerton Public Safety Facility

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FOR MORE INFORMATION:

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Project Manager,
Arizona Department of Transportation
Phone: 602.712.7454
Email: mhoffman@azdot.gov

Grisel Sato
Community Relations Manager
Arizona Department of Transportation
Phone: 602.712.4647
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www.azdot.gov/Somerton





Están invitados

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Miércoles, 12 de diciembre de 2012

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PARA MAS INFORMACION:

Gricel Sato
Gerente de Proyectos de Relaciones
Comunitarias
Departamento de Transportación de Arizona
Teléfono: 602.712.4676
Email: gsato@azdot.gov

Mark R. Hoffman
Gerente del proyecto,
Departamento de Transportación de Arizona
Teléfono: 602.712.7454
Email: mhoffman@azdot.gov

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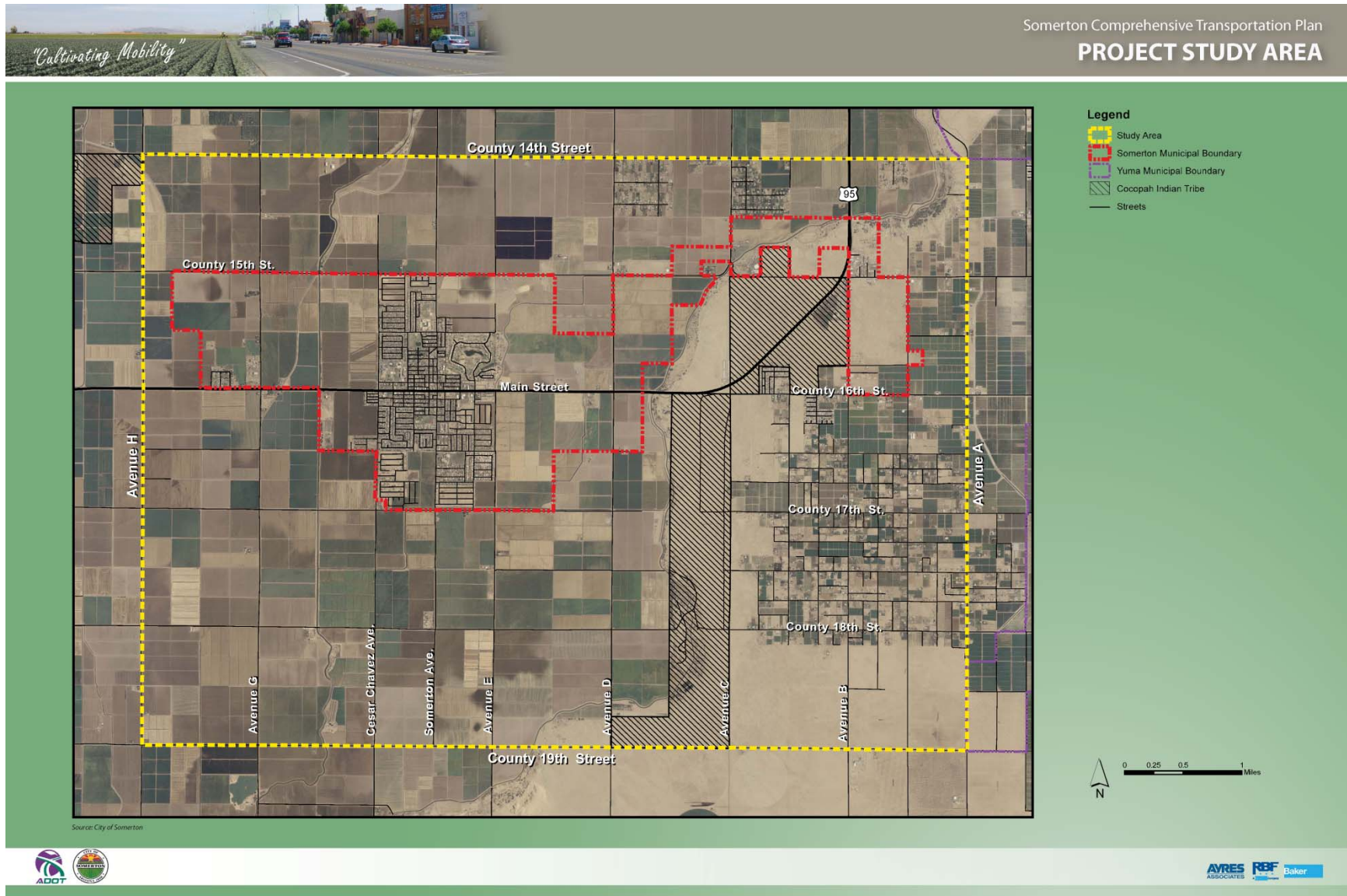


www.azdot.gov/Somerton





Appendix D - Presentation Boards

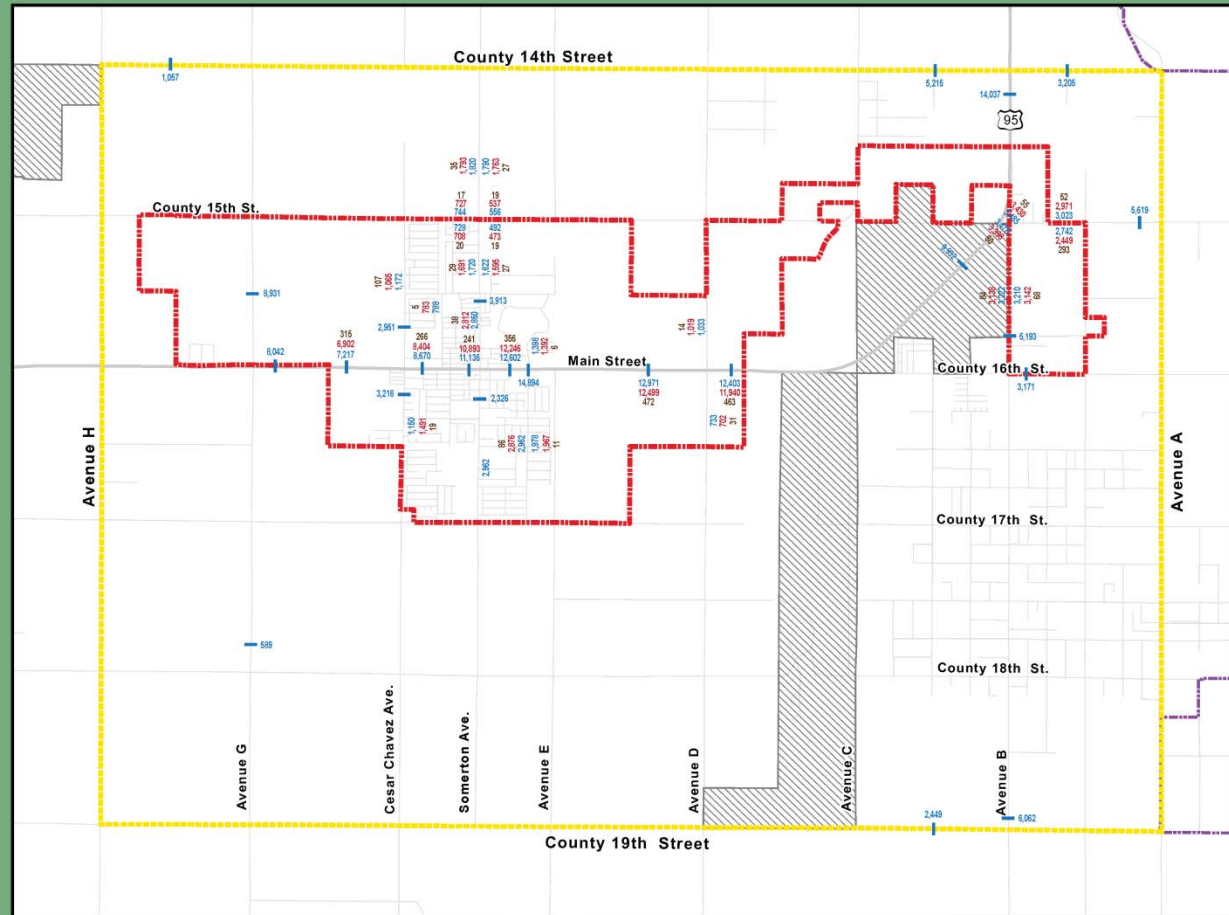




Somerton Comprehensive Transportation Study



Somerton Comprehensive Transportation Plan EXISTING TRAFFIC VOLUMES

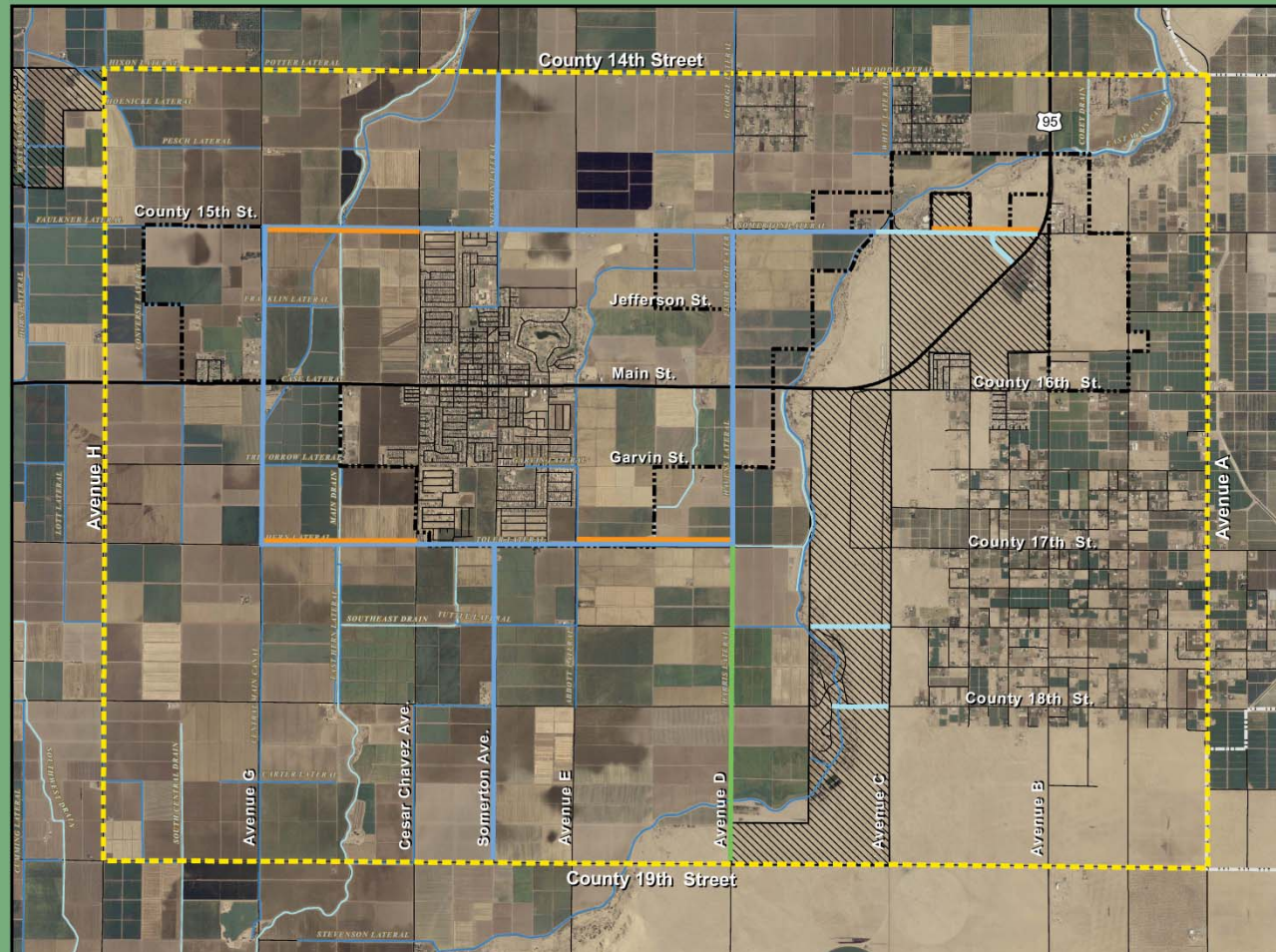




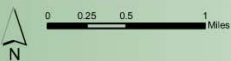
Somerton Comprehensive Transportation Study



Somerton Comprehensive Transportation Plan ROADWAY RECOMMENDATIONS



- Legend**
- Study Area
 - Somerton Corporate Boundary
 - Yuma Corporate Boundary
 - Cocopah Indian Tribe
 - Streets
 - Pavement Roads
 - New Connections
 - Street Widening
 - New Roadway

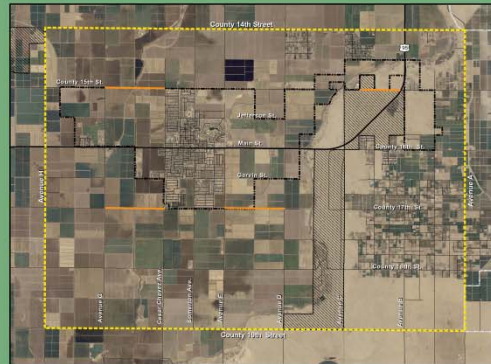




Somerton Comprehensive Transportation Study

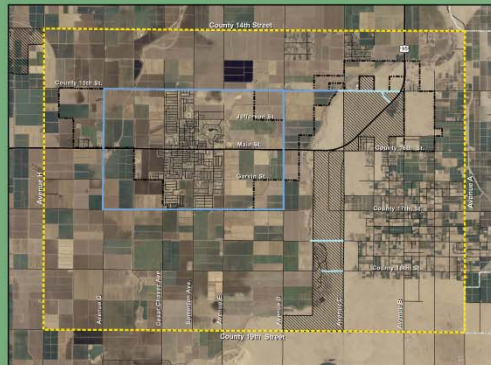


Somerton Comprehensive Transportation Plan ROADWAY RECOMMENDATIONS



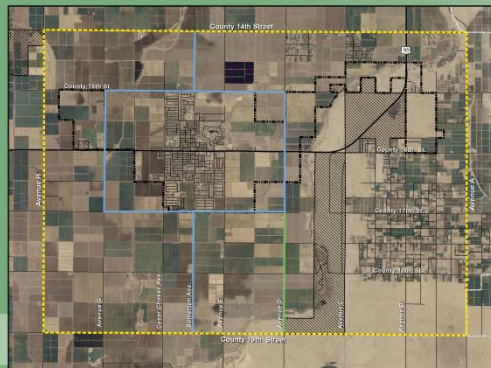
Short-Term Projects

- Legend**
- Study Area
 - Somerton Corporate Boundary
 - Yuma Corporate Boundary
 - Cocopah Indian Tribe
 - Streets
 - Pave Dirt Roads
 - New Connections
 - Street Widening
 - New Roadway



Mid-Term Projects

- Legend**
- Study Area
 - Somerton Corporate Boundary
 - Yuma Corporate Boundary
 - Cocopah Indian Tribe
 - Streets
 - Pave Dirt Roads
 - New Connections
 - Street Widening
 - New Roadway



Long-Term Projects

- Legend**
- Study Area
 - Somerton Corporate Boundary
 - Yuma Corporate Boundary
 - Cocopah Indian Tribe
 - Streets
 - Pave Dirt Roads
 - New Connections
 - Street Widening
 - New Roadway





Somerton Comprehensive Transportation Study



Somerton Comprehensive Transportation Plan TYPICAL ROADWAY CROSS-SECTIONS

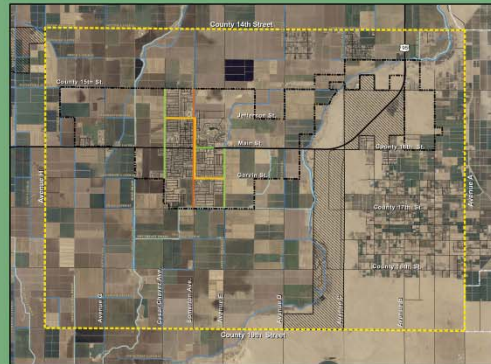




Somerton Comprehensive Transportation Study

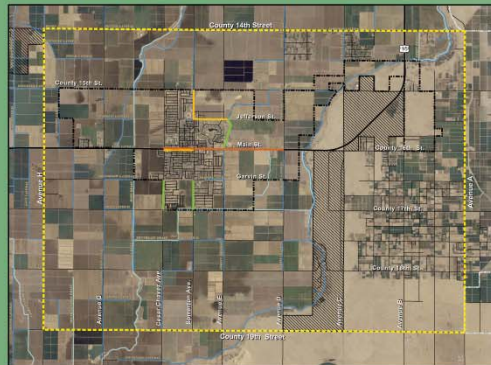


Somerton Comprehensive Transportation Plan NON-MOTORIZED RECOMMENDATIONS



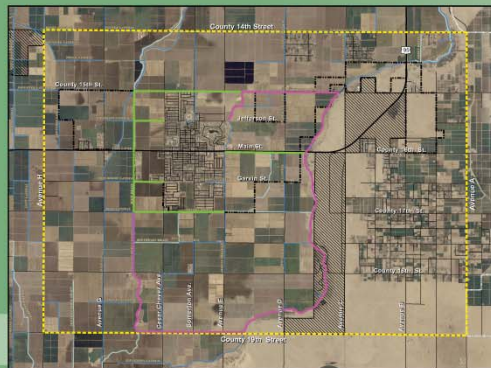
Short-Term Projects

- Legend**
- Study Area
 - Somerton Corporate Boundary
 - Yuma Corporate Boundary
 - Cocopah Indian Tribe
 - Streets
 - Design/build pathway
 - Improve sidewalk and/or pathway
 - Design/build bike lane



Mid-Term Projects

- Legend**
- Study Area
 - Somerton Corporate Boundary
 - Yuma Corporate Boundary
 - Cocopah Indian Tribe
 - Streets
 - Design/build pathway
 - Improve sidewalk and/or pathway
 - Design/build bike lane



Long-Term Projects

- Legend**
- Study Area
 - Somerton Corporate Boundary
 - Yuma Corporate Boundary
 - Cocopah Indian Tribe
 - Streets
 - Design/build pathway
 - Improve sidewalk and/or pathway
 - Design/build bike lane
 - Regional connections

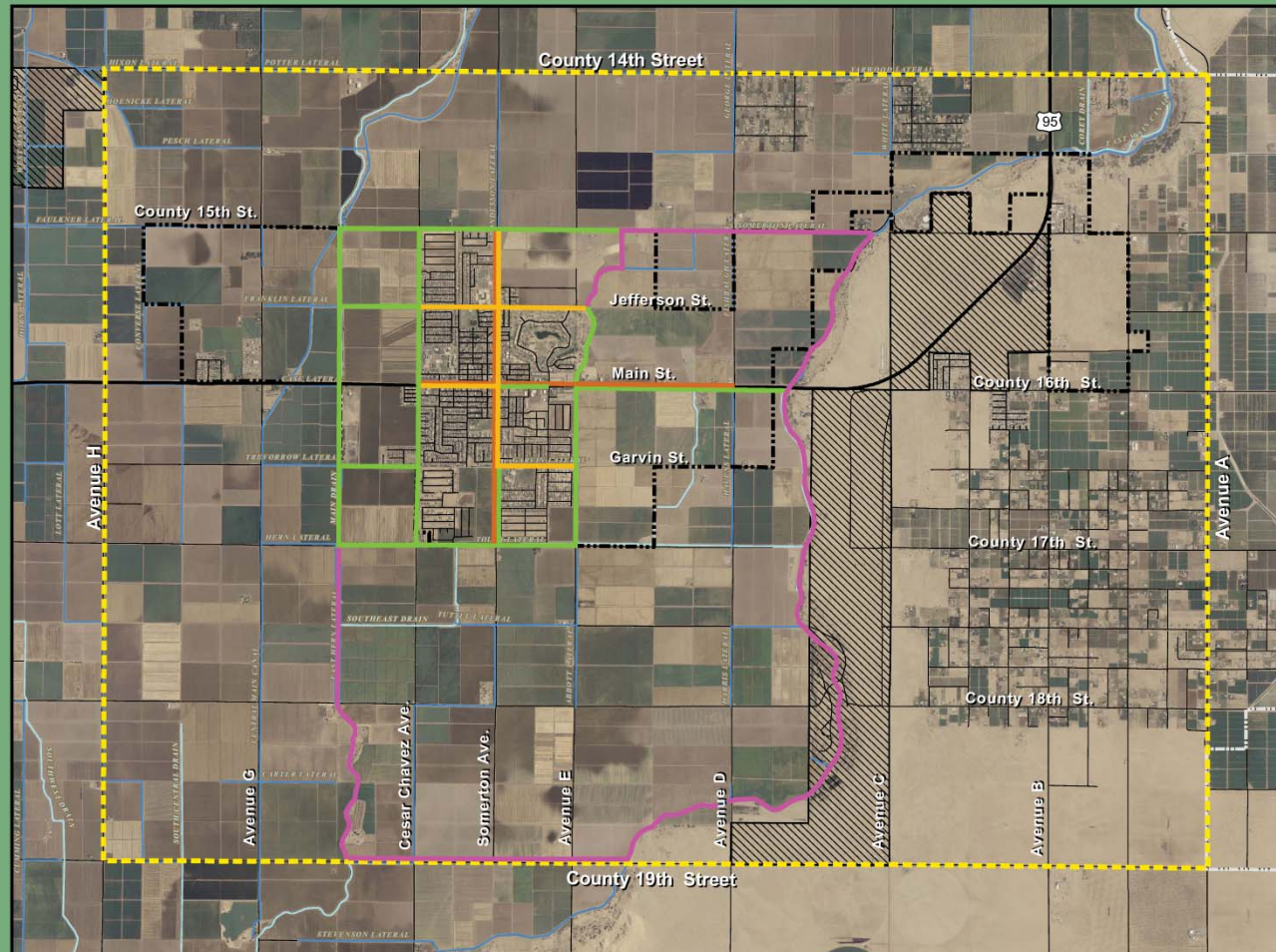




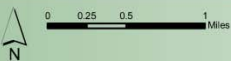
Somerton Comprehensive Transportation Study



Somerton Comprehensive Transportation Plan NON-MOTORIZED RECOMMENDATIONS



- Legend**
- Study Area
 - Somerton Corporate Boundary
 - Yuma Corporate Boundary
 - Cocopah Indian Tribe
 - Streets
 - Design/build pathway
 - Improve sidewalk and/or pathway
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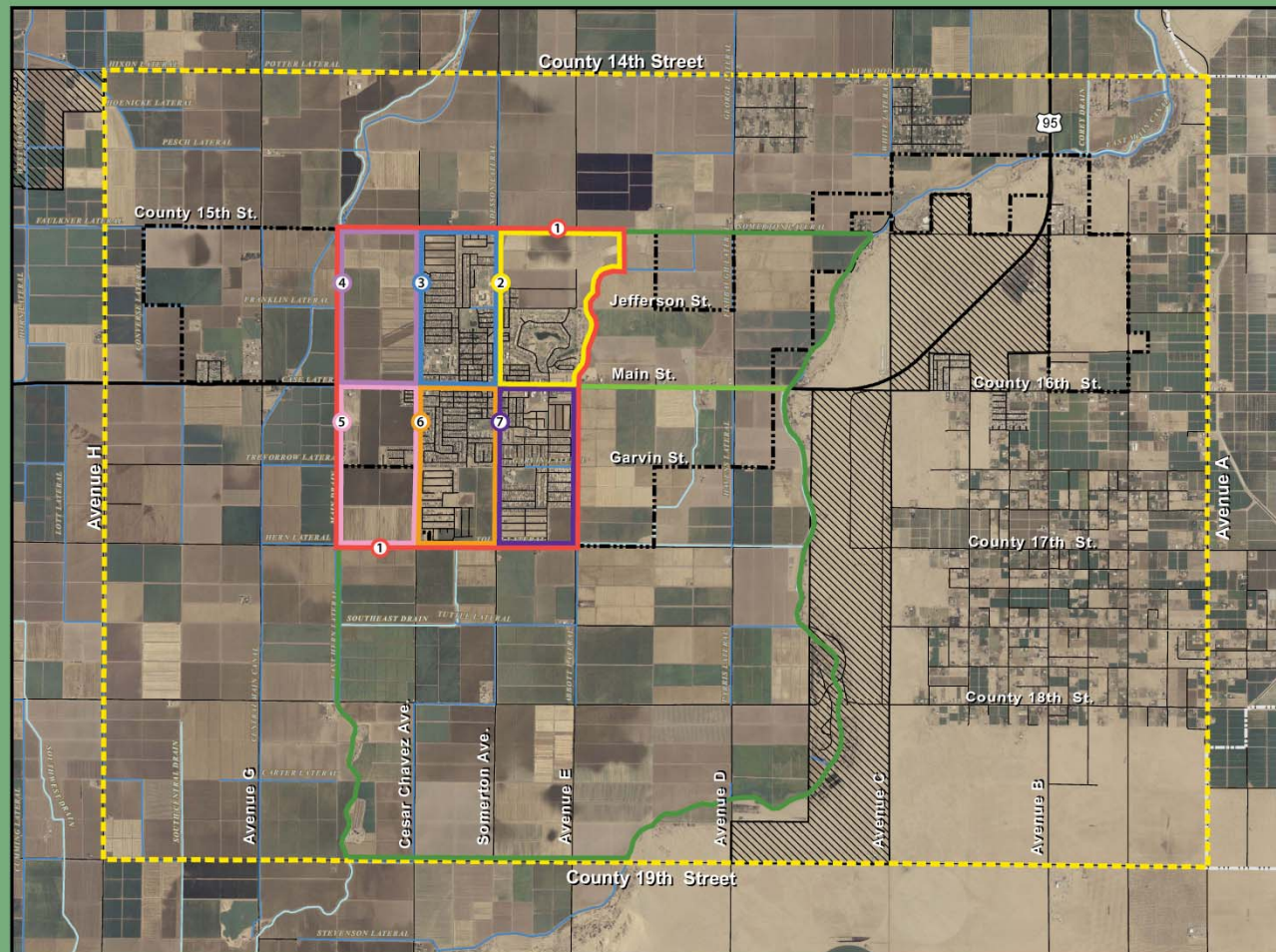




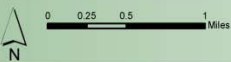
Somerton Comprehensive Transportation Study



Somerton Comprehensive Transportation Plan TRAIL ROUTES



- Legend**
- Study Area
 - Somerton Corporate Boundary
 - Yuma Corporate Boundary
 - Cocopah Indian Tribe
 - Streets
 - Trail Type**
 - Local Trail System
 - Regional Trail System
 - Trail Route**
 - 1 Lettuce Route
 - 2 Cauliflower Route
 - 3 Broccoli Route
 - 4 Wheat Route
 - 5 Watermelon Route
 - 6 Cotton Route
 - 7 Melon Route





Somerton Comprehensive Transportation Study



Somerton Comprehensive Transportation Plan
SAMPLE TRAIL AMENITIES

PEDESTRIAN LIGHTING



SIGNAGE



WASTE RECEPTACLES



BENCHES



EXERCISE EQUIPMENT





Appendix E - Written Comments

SOMERTON TRANSPORTATION PLAN COMMENT FORM

1. What are the top transportation problems, needs or both that you feel need to be addressed in the community?

~~At 165th & 95th~~ NEEDS STOP LIGHT AT 165th Street
IT SHOULD BE MOVED 300 FT WEST OF WHERE IT IS NOW.
CON 15 & 95 NEEDS ATTENTION

2. Do you feel the proposed improvement plan addresses the transportation problems, needs or both of the community? If not, what improvement projects should be added or removed from the plan?

TO MAKE FOR THE POPULATION

3. Improvement projects identified in this plan have been prioritized into one of three timeframes: short, mid or long term. Do you think any of the improvement projects should be prioritized into another time frame? If so, which projects should be reprioritized?

4. Please feel free to share any additional comments with us.

IF CON 165th IS LEFT AT 95 AND YOU END ON TAY TO
PUT ONE IN IT WILL BE A TAD BLIND STOP FOR
OUR AIRPORT

*Contact Information (Optional)

Name: JAMIE McDONALD
Address: 2540 W Sunset City: SOMERTON
ZIP: 85356 Email: JIM564@AOL.COM

Thank you for your participation.

Completed comment forms can be submitted to the project team at the completion of the public meeting or sent to the ADOT Outreach Team before **Dec. 19, 2012**:

Mail:
Kevin Kugler
c/o RBF Consulting
2929 N Central Ave, Suite 800
Phoenix, AZ 85012

Email: kkugler@rbf.com
Fax: 602.279.1411

*Completion of this comment form is completely voluntary. All comments provided will become part of the study's documentation. Under state law, any identifying information provided will become part of the public record, and as such, must be released to any individual upon request.

ADOT Project No. 015 MO 000 H8340 01L • Federal Aid Project No. 015-A(204)N

12-589

ADOT



FOR MORE INFORMATION:
azdot.gov/somerton



Appendix F - Title VI

Title VI of the 1964 Civil Rights Act regulations provides that “no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity receiving Federal financial assistance.” Related federal statutes and regulations requires ADOT’s Title VI/Nondiscrimination Program to include nondiscrimination protection on the basis of age, sex, disability and income status in all ADOT programs or activities.

A display board, brochures and survey cards were displayed and made available at the meeting regarding Title VI. No survey cards were received at this meeting. In addition, Title VI language was included in the newspaper advertisement(s) and direct mail inviting the public to attend the meeting.