

La Paz Transportation Planning Study

Project Work Plan

Task 1-4

Lima & Associates will prepare a transportation plan with short-, mid- and long-range elements, as well as a Transportation Improvement Program (TIP) to guide La Paz County, the Towns of Parker and Quartzsite, and the Colorado River Indian Tribes (CRIT) in implementing improvements to ensure a safe and efficient transportation system. We will work closely with the Technical Advisory Committee (TAC), other stakeholders, and the public to develop a transportation plan that meets transportation needs within the community vision. Once a refined work plan is developed in consultation with the TAC, a working paper will be prepared documenting the existing and future socioeconomic and multimodal transportation conditions as well as previous and ongoing studies. A TransCAD travel demand model will be developed and calibrated against available traffic counts as a tool to estimate future travel demand. Future socioeconomic and traffic conditions will be identified and documented in the next working paper.

Outreach

We will coordinate with the public involvement firm assigned by the ADOT Communication and Community Partnerships Division (CCP) in public involvement activities. Potential public involvement activities could include individual stakeholder meetings, stakeholder workshops, and public open houses. Lima & Associates will also meet one-on-one with individual stakeholders to obtain data, issues, and potential solutions. Individual responsibilities for the consultant, ADOT, La Paz County, Quartzsite, Parker, and CRIT, and public involvement firm are listed later in this proposal.

Task 5

Based on the future conditions, draft short-, mid-, and long-range transportation plans including roadway, freight and multimodal elements will be developed in consultation with the TAC and evaluated against an agreed upon set of performance and feasibility measures. The draft plans will be documented in a third working paper. A Transportation Improvement Program (TIP) will be prepared identifying recommended projects, project priorities, responsibilities, schedule, and costs. The program will list projects by responsibility for ADOT, La Paz County, Town of Parker, Town of Quartzsite, and CRIT. In addition, we will prepare an implementation plan outlining actions to implement multimodal projects, transportation system management strategies, access management strategies, and travel demand management strategies.

Task 6-7

A draft final report will be prepared and reviewed by the TAC and revised where necessary. A final report will then be prepared and submitted to ADOT and the La Paz County Public Works Director.

La Paz Transportation Planning Study

PROJECT WORK TASKS

Task Synopsis

Assigned Staff:

P. Lima, PhD, PE, Project Mgr
R. Bohannon, AICP, Sr Planner

Products:

- (14) Coordination Meetings with Co-Project Managers
- (4) TAC Meetings

Milestones:

- ◆ Establish monthly coordination protocol with ADOT and La Paz County Public Works Project Managers
- ◆ Establish TAC and meeting milestones, goals, and vision
- ◆ Implement Lima Internal Quality Control Procedures

Task 1. Project Management/Coordination with TAC

Subtask 1.1. Coordinate with ADOT Project Manager

The study will be conducted in close coordination with the ADOT Project Manager, the lead local contact, and the TAC. The consultant will confer by telephone or E-mail, or meet with the ADOT Project Manager and the La Paz County Public Works Director on a monthly basis to review study progress, present working papers and study findings, and solicit direction. The collaborating local contacts representing the Town of Parker, the Town of Quartzite, and the CRIT will also receive all interim project documents.

Subtask 1.2. Conduct Technical Advisory Committee Meetings

We will work closely with the TAC to ensure the successful implementation of the plan. Communication and input with the TAC members will be maintained at the inception and throughout the study process as the plan is developed. The TAC will act as the "sounding board" for the Consultant and provide input and feedback throughout the process. The following agencies are expected to be represented on the TAC at this time:

- | | |
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| ■ La Paz County | ■ Town of Quartzsite |
| ■ Town of Parker | ■ Colorado River Indian Tribes |
| ■ Unincorporated communities of Salome, Wenden, Ehrenberg, and Bouse | ■ Western Arizona Association of Governments |
| ■ Arizona Department of Transportation, Multimodal Planning Division | ■ Arizona Department of Transportation, Multimodal Planning Division-Transit |
| ■ Arizona Department of Transportation, Communication and Community Partnerships | ■ Arizona Department of Transportation, Yuma District |
| ■ Others to be determined, perhaps BLM or Parker Strip unincorporated community | |

Working papers developed during the study will circulate to the TAC for review and comment. Relevant comments and requests will be incorporated into the working papers and final documents.

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TAC Meeting Schedule

Up to four scheduled meetings with the TAC will allow the consultant to build and maintain the close working relationship essential for the project's success.

TAC Meeting 1: Work Plan

TAC Meeting 2: Draft Existing Conditions Working Paper

TAC Meeting 3: Draft Future Conditions Working Paper

TAC Meeting 4: Draft Transportation Plan Working Paper

Subtask 1.3. Quality Control

The Project Principal, Peter Lima, Ph.D., P.E., will oversee quality assurance throughout the study to review all technical analyses and document preparation. This process is a formal procedure that Lima & Associates follows to check work in developing socioeconomic data, developing transportation models, preparing GIS and display maps, and preparing reports and public involvement material.

Subtask 1.4. Public Involvement Coordination

In addition to the tasks and deliverables, coordination efforts will be undertaken with the public involvement consortium on carrying out a public involvement plan. Lima will be responsible for:

- Participating as a member of the study team in developing all materials used in public involvement activities and providing the technical information needed to produce materials for all outreach activities.
- Participating and attending meetings with the TAC, stakeholders, public, and others as needed to perform the study tasks.
- Attending coordination meetings with consultants conducting other transportation studies, when requested by the ADOT project manager.

La Paz Transportation Planning Study

Task Synopsis

Assigned Staff:

P. Lima, PhD, PE, Project Mgr
R. Bohannon, AICP, Sr Planner
S. Weir, AICP, Sr. Planner

Products:

Kick-off TAC Meeting
Refined Work Plan

Milestones:

- ◆ Coordination with ADOT and La Paz County Public Works Project Managers
- ◆ TAC Kick-off Meeting
- ◆ Refined Work Plan
- ◆ Public Involvement Outreach Plan (by consortium)

Task 2. Work Plan

The first product of the study will be a refined Work Plan. The work plan presented here will be refined based on comments from the project manager and the TAC. The detailed work plan will include the following:

- Refinement and mapping of the study boundary
- Major streets and highways to be included in the study
- A detailed scope of work
- Project schedule - The schedule will include dates for the TAC meetings carried out at critical points in the study
- Staffing requirements
- A plan for outreach to stakeholders and the public and a timeline for the Public Involvement Report (Public Involvement Plan to be developed by a firm under contract with the ADOT Communication and Community Partnerships Division)

The consultant will collect traffic counts during the peak winter season. La Paz County, the Town of Parker, the Town of Quartzsite, the CRIT, and ADOT will determine locations. **Locations where turning movement counts will be conducted manually and locations where average daily volume counts will be taken by use of pneumatic tube counters, following input received from the January 27th, 2009 TAC meeting and the ADOT Yuma District office, are listed in Attachment A.**

La Paz Transportation Planning Study

Task Synopsis

Assigned Staff:

P. Lima, PhD, PE, Project Mgr
R. Bohannon, AICP, Sr Planner
S. Weir, AICP, Sr Planner
J. Clancy, Sr Analyst

Products:

TAC Meeting
Draft and Final Working Paper
1: Current Conditions

Milestones:

- ◆ Coordination with County and ADOT Project Managers
- ◆ TAC Meeting
- ◆ Inventory of Current Conditions
- ◆ Develop a TransCAD Travel Demand Model
- ◆ Model Documentation
- ◆ Draft Working Paper 1
- ◆ Final Working Paper 1

Task 3. Define Current Conditions

Lima & Associates will describe existing transportation system conditions and related study area land use and demographics, including:

- Current socioeconomic data
- Inventory of current land use patterns and land ownership
- Characteristics of the physical, natural, and cultural environments
- Inventory and evaluation of travel data, functional classification of roads, access management, and road conditions
- Crash history, and current levels of service and safety
- A general inventory and evaluation of public transportation services, including current demand, levels of service, providers of transportation to seniors and others, and employment centers
- Non-motorized transportation modes currently used

Subtask 3.1. Inventory Current Conditions

The purpose of this subtask is to gather and review available information on current conditions. At the outset of the project we will prepare a letter to be signed by the project manager requesting agencies to provide the consultant by a specified time the needed data and information. The consultant will inventory and evaluate the current conditions, and a GIS maps will be developed for displaying and analyzing conditions and deficiencies. The inventory of current conditions will include the following:

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Previous Plans and Studies

Previous plans and studies related to the study will be reviewed and summarized, such as the La Paz County Comprehensive Plan 2005, the General Plans for the Town of Parker and the Town of Quartzsite, the Department of Commerce (Commerce) community profiles and economic base studies, and other CRIT, local, regional, and state studies. In addition, we will coordinate with ongoing transportation studies in the study area including the Framework Study, State Access Management Study, and the Design Concept Report and Environmental Study, US 95 MP 42 to Cibola Lake Road.

Socioeconomic Data

Socioeconomic data will be compiled for the study area from census data, Commerce estimates, and other data sources for dwelling units and employment.

- Land ownership and Land Use will be displayed on GIS maps for the entire study area. We will review any recent local existing land use maps, aerial photos, and recent zoning and subdivision case maps.
- Transportation Analysis Zones (TAZs) will be defined to depict specific spatial areas.
- We will work closely with the TAC to estimate the current socioeconomic data for TAZs based on the 2000 census data, and housing permit data, using Commerce population estimates as town and county control totals.
- Current employment data will be estimated for tourism, retail, agriculture, industry, office, and other categories. We will use community profiles and economic base studies and may use an employee database, such as the INFOUSA database, to identify and locate existing businesses and estimate the number of employees. Will be submitted for TAC review.

Traffic and Safety Conditions

Traffic and safety conditions will be inventoried for State Highways and arterials. Recent traffic counts and those performed by La Paz County for local communities for this study will be mapped.

- Traffic count data will also be used in Subtask 3.2 to calibrate the travel demand model.
- Using existing traffic volumes, level of service (LOS) will be computed for roadways based on the Highway Capacity Manual (HCM) planning level analysis.
- Crashes will be inventoried for street and highway segments and intersections for a five-year period using the ADOT ALISS database. The average number of crashes per year for segments and intersections will appear on GIS maps. In areas of high crashes, crash patterns will be reviewed to identify possible causes and potential crash countermeasures will be matched with crash patterns.
- Available freight traffic will be obtained from the Arizona Multimodal Freight Analysis Study and the Global Insight TRANSEARCH data forecasts to be provided by ADOT.

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Multimodal Conditions

Multimodal conditions will be inventoried in the study area. We will confirm the current status of existing public and/or human services transportation operators in the area and document available information concerning governance, fleet status ridership, and unmet needs identified by either the operators or the agencies. Services that were not included will be inventoried based on input from the TAC. We will also inventory major current pedestrian facilities, trails, and bicycle facilities.

Other Data

Other data including general levels of access management and existing intelligent transportation systems (ITS) components will also be inventoried and mapped.

Subtask 3.2. Develop Travel Demand Model

We will create a TransCAD travel demand model using the current version of TransCAD at the time of the study. The current roadway network for the model will be updated and the TAZs developed in Subtask 3.1 will be used. Trips will be generated for each TAZ based on the socioeconomic data. The traffic assignments using the TransCAD model will then be recalibrated against current traffic counts based on acceptable performance measures. The final product will be a new calibrated TransCAD travel demand model for estimating average daily traffic volumes. Daily traffic volumes produced by the model will be compared against current traffic counts across selected screenlines. Level of service deficiencies will be estimated and displayed. Model documentation will be prepared including a description of the network, socioeconomic data, trip generation, and traffic assignment parameters.

Subtask 3.3. Document Current Conditions

Draft Working Paper 1: Current Conditions will be prepared documenting the current conditions and submitted to the TAC for review and comment. Working Paper 1 will be finalized by incorporating modifications as appropriate based on input from the TAC and when approved submitted for publication on the ADOT website.

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Task Synopsis

Assigned Staff:

P. Lima, PhD, PE, Project Mgr
R. Bohannon, AICP, Sr Planner
S. Weir, AICP, Sr Planner
J. Clancy, Sr Analyst

Products:

TAC Meeting
Draft and Final Working Paper 2: Future Conditions

Task Milestones:

- ◆ Coordination with ADOT and County Project Managers
- ◆ TAC Meeting
- ◆ Develop Future Conditions for Socioeconomic Data
- ◆ Define a Base Long-Range Roadway Network
- ◆ Estimate level of Transit Demand and Transit Deficiencies
- ◆ Evaluate Non-motorized Alternatives
- ◆ Draft Working Paper 2
- ◆ Final Working Paper 2

Task 4. Define Future Conditions

This task will forecast future conditions and infrastructure deficiencies of **roadways** and **transit** for five-, ten-, and twenty-years including:

- Inventory and evaluation of future land use patterns, travel data, functional classification of roads, access management, and roadway and street conditions
- Projected socioeconomic data
- Future levels of service
- Anticipated use of non-motorized transportation modes
- Deficiencies of roadways, transit, rail, and non-motorized facilities within the study area based on future conditions

Subtask 4.1. Project Future Socioeconomic Data

Lima & Associates will develop future projections for socioeconomic data including dwelling units, population, and employees for five-, ten-, and twenty-years. The projections will be developed based on Transportation Analysis Zones (TAZs) within the study area. We will review the La Paz Comprehensive Plan, the General Plans for the Town of Parker and the Town of Quartzsite, subsequent amendments, and proposed residential and commercial developments and obtain input on planned growth from the county and the collaborating communities. Control population numbers will be estimated based on data from Commerce and WACOG.

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Subtask 4.2. Develop and Evaluate Future Base Roadway Network

We will work with the TAC to define a base long-range roadway network for the study area. Future traffic forecasts will be developed using the TransCAD traffic forecasting model to forecast daily traffic volumes for five-, ten-, and twenty-year socioeconomic conditions. The forecasted daily traffic volumes will be adjusted for seasonal variations and level of service deficiencies will be identified on the roadways for the three planning horizons using HCM planning level analysis.

Subtask 4.3. Evaluate Transit Demand and Transit Deficiencies

The consultant will estimate the level of transit demand within the County using *Report 3, Workbook for Estimating Demand for Rural Passenger Transportation*, prepared by the Transit Cooperative Research Project of the Transportation Research Board. We will make use of the data developed in Subtask 4.1 to estimate the number and concentrations of future transit-dependent populations and will evaluate the future needs of transit dependent individuals based on the analysis of Environmental Justice population subgroups. We will review the findings and recommendations of the 2008 Arizona Rural Transit Needs Study relating to transit service to, from, and within La Paz County and augment with any additional findings and recommendations as appropriate.

In addition, we will assess the future need for commuter services between the county and employment centers in adjacent counties, together with other regional public transportation needs.

Subtask 4.4. Evaluate Non-Motorized Alternatives

The consultant will review existing pedestrian and bicycle facilities in the context of the forecasted future conditions and growth patterns. We will also review programmed improvements impacting these modes and will identify potential future needs with regard to trails, sidewalks, and bike lanes.

Subtask 4.5 Prepare Working Paper 2: Future Conditions

A draft working paper will be prepared documenting the future conditions and submitted to the TAC for review and comment. Working Paper 2 will be finalized by incorporating modifications as appropriate based on input from the TAC and redistributed.

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Task Synopsis

Assigned Staff:

P. Lima, PhD, PE, Project Mgr
R. Bohannon, AICP, Sr Planner
S. Weir, AICP, Sr Planner
J. Clancy, Sr Analyst

Products:

TAC Meeting
Draft and Final Working Paper 3: Transportation Plan

Task Milestones:

- ◆ Coordination with ADOT and County Project Mgrs
- ◆ TAC Meeting
- ◆ Identify a Set of Criteria for Evaluating Alternative Transportation Options
- ◆ Prepare Multimodal Elements
- ◆ Prepare Freight Element
- ◆ Identify and Evaluate Alternatives for Other Modes
- ◆ Prepare A County Transportation Plan for the Three Planning Horizons
- ◆ Address Title VI Concerns Regarding Environmental Justice
- ◆ Draft Working Paper 3: Transportation Plan
- ◆ Final Working Paper 3: Transportation Plan
- ◆ Develop an Implementation Plan

Task 5. Develop Plan for Improvements

This work task will produce a draft county transportation plan describing vision, goals and policies; strategies; and multimodal and freight facilities to accommodate current and future travel demands. The plan will include multimodal and freight elements. The following topic areas will be addressed in the plan.

Roadway System

- Traffic impacts of new development
- Level of service of streets
- Congestion at intersections
- Safety issues
- Continuity and connectivity of roadways
- Potential alternative routes
- Truck routing

Truck and Rail Freight

- Freight element
- Special roadway preservation measures
- Operational improvements
- Noise and safety mitigation

Multimodal Transportation

- Multimodal element
- Integration of roadways and major pedestrian facilities and paths

Financial Incentives/Community Partnerships/Job Creation

- Identification of federal, state, regional, local, and private funding sources
- Development of cooperative funding strategies

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Performance Measures

- System Preservation
- Mobility/Congestion Relief (Travel Demand, Street level of service)
- Accessibility and Connectivity
- Integration and connectivity with other modes
- Safety (Reduction in Crashes)
- Economic Benefits

Feasibility Measures

- Engineering
- Environmental and Cultural Resources
- Socioeconomic and Land Use
- Multimodal Considerations
- Public Support
- Costs/Right-of-way/Funding

Subtask 5.1. Identify Evaluation Measures

We will work closely with the TAC to identify a comprehensive set of criteria for evaluating alternative transportation options. Potential measures are shown below and have been divided into performance and feasibility measures. The performance measures are those measures mandated in the State Statutes for performance based planning and programming and the other measures indicate the feasibility of implementing an improvement.

Subtask 5.2. Identify and Evaluate Roadway Alternatives

Based on potential roadway improvements identified by the TAC, up to **three alternative future roadway networks** (one for each planning period) will be defined and coded in travel demand model. The following evaluation process will be carried out:

1. Identify alternative roadway improvements
2. Estimate daily traffic volumes for the networks for the three planning horizon periods using the TransCAD model and the dwelling unit and employment data for the respective planning horizons
3. Identify multimodal and freight facilities
4. Estimate performance measures for the three horizon periods including average speed and vehicle-hours
5. Estimate level of service for the alternatives using the HCM planning level analysis
6. Identify the general magnitude of each performance based criteria for 2015, 2020, and 2030
7. Estimate costs for projects based upon a stated set of assumptions
8. Prepare an evaluation matrix comparing the performance of the alternatives against the evaluation criteria

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Potential Roadway and Highway Projects

- Alternative Routes
- Parallel Roads
- Intersection improvements on state highways, county, and local roads, turning lanes, deceleration lanes
- Traffic signal and non-signalized controls (roundabouts)
- Access Management (intersection and driveway spacing, traffic signal spacing medians)
- Intelligent Transportation System Components
- Traffic Calming Measures
- Roadway widening/reconstruction
- Realignment of existing Roadways
- Extension of Existing Roadways

Subtask 5.3. Identify and Evaluate Freight Alternatives

Lima & Associates will include a Freight Element in the Plan that addresses the safety and mobility roadway improvements needed for commercial truck traffic. The element will include:

- Policies and strategies for freight transportation
- Intelligent Transportation System Components for efficient freight movement
- Evaluation criteria for evaluation of freight impacts
- Discussion of design elements related to trucks such as radii, speed, prohibited parking, lane widths
- Potential projects for highways, airports, rail, and intermodal terminals
- Through truck routes
- Coordination process for planning and implementing freight objectives

The current economic downturn, fluctuating fuel costs, and air quality concerns make for a complicated situation for the freight trucking industry.

The situation is especially complicated in and near La Paz County, since the county is on major freight routes to and from California. Fuel and air quality regulations, for example, may be more stringent in California or may be similar between California and Arizona over the next twenty years. The status of the regulations affects whether trucks pass through La Paz County or whether the county is a major load transfer point.

While the solutions to this volatile situation are complex, the County, Lima & Associates, ADOT, the Town of Parker, the Town of Quartzsite, and the CRIT will devise a range of solutions to manage future freight traffic. Solutions may include widening, spot improvements, pavement preservation, and regulations on truck operations.

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Subtask 5.4. Multimodal Element

Lima & Associates will incorporate a Multimodal Element into the Plan that discusses concepts for public transportation service and non-motorized travel in the County. We will identify candidate demographic thresholds that would warrant additional public transportation services. We will document any recent changes to the state of the art regarding the provision of public transportation in rural areas.

We will recommend advance planning steps to be taken by the County and collaborating communities in anticipation of renewed increases in gasoline prices and other developments that could increase demand for regional public transportation. We will recommend strategies for consideration that could include the implementation of transportation demand management such as a ride sharing program or vanpool program. These strategies will also address the future needs of the workforce that commute to work.

The important issue of non-motorized travel in the study area will be examined, including commutes to school and work, as well as recreational pedestrian and bicycle travel. Strategies for preserving and improving area bicycle facilities and trails will be recommended. We will also evaluate the facilities from a community connectivity perspective. Potential pedestrian and bicycle facilities will be evaluated against a set of evaluation criteria including need, continuity and connectivity, and costs for projects based upon a stated set of assumptions.

Subtask 5.5. Prepare Draft Short-, Mid-, and Long-Range Community Transportation Plan

Based on the evaluation of the alternatives, a community transportation plan will be prepared for the three planning horizons. A functional classification system will be defined and proposed street and access improvements will be identified that address the transportation goals and objectives. General alignments and major access points for alternatives will be defined and costs for projects based upon a stated set of assumptions will be estimated. The implications and impacts of the proposed improvements will also be evaluated against the set of evaluation criteria and discussed. The plan will incorporate the findings and recommendations of the Freight and Multimodal Elements as well.

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Potential Roadway and Highway Projects

- ✿ Safety Improvement
- ✿ Capacity needs
- ✿ Ability to close gaps in the roadway system
- ✿ Ability to expand the roadway system
- ✿ Cost

Subtask 5.6. Address Environmental Justice Concerns

The consultant will ensure that Title VI Concerns regarding Environmental Justice will be addressed throughout the study. GIS maps prepared in Task 3 will be used to analyze potential impacts on Title VI population groups including ethnic groups, groups below the poverty level, elderly population, and mobility-limited population. Particular emphasis in the analysis will be given to:

- How proposed transportation projects will affect elderly, minority, and low-income populations.
- How the effects of transportation projects, both positive and negative, and their magnitude can be described and discussed.
- Whether the proposed projects place a disproportionate burden on elderly, minority, or low-income populations.
- Recommended mitigation measures as well as measures to enhance transportation opportunities for these groups.

Subtask 5.7. Prepare Draft Working Paper 3: Draft Transportation Plan

A draft working paper will be prepared documenting the draft county transportation plan and will be reviewed by the TAC and redistributed. The Draft Plan will be modified as appropriate based on input from the TAC, stakeholders, and the public and incorporated in the Final Report.

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Subtask 5.8. Prepare Implementation Plan

This subtask will develop an implementation plan for the transportation plan. Five-year transportation improvement plans for the county, towns, and CRIT will be documented in the draft final report.

- **Prepare Functional Classification and Roadway Cross Sections.** Working with the TAC, we will develop a unified functional street classification system and update the cross-sections for each roadway classification. We will also make recommendations for incorporating multimodal elements into the functional plan including transit, pedestrian, and bicycle facilities. As part of this subtask, we will develop policies and procedures that will require developers to accommodate and integrate the community circulation system into their plans. We will make recommendations on preserving of right-of-way now, to ensure that the system can be developed.
- **Prepare Transportation Improvement Program.** The consultant will work closely with the TAC to prepare Five-Year Multimodal Transportation Improvement Programs (TIP) for the County, the Town of Parker, the Town of Quartzsite, and the CRIT. A standard format for project descriptions, level of detail, and assumptions will be agreed upon by all of the collaborating jurisdictions and will be used for each TIP. The project categories could include pre-design, design, right-of-way acquisition, construction, pavement preservation, and maintenance activities. The TIP will identify project by jurisdiction. Projects that may require broader participation by regional and state stakeholders will also be identified. Specific projects will be defined with project description, estimated costs, schedule, project priorities, and funding sources. A set of criteria will be used to define project priorities.

The improvement program will address costs, revenue forecasts, and benefits and financing of recommended transportation actions. **We will identify funding strategies, strategies to preserve right-of-way and potential partnerships among the agencies and private sector to accomplish the transportation improvement programs.**

- **Develop Funding Matrix.** Funding is the keystone of implementation and this subtask will analyze both current and potential revenue sources. Funding sources will include federal, state, regional, local, and private sources for all modes of transportation. Potential funding sources are listed below. In addition, funding strategies necessary to implement the short-, mid-, and long-range plans will be identified. A comprehensive funding matrix will be prepared as a tool for the jurisdictions to obtain funds. The matrix will include the following: source of funds, description of source, use of funds, funds available, lead time to acquire funds, comments, and potential yield to the municipalities.

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Federal Sources

- ✿ National Highway System
- ✿ Transportation Enhancement
- ✿ Highway Bridge Replacement/Rehabilitation Program
- ✿ Transit Funds – Section 5310, 5311, & 5313
- ✿ Interstate Maintenance
- ✿ Surface Transportation Program
- ✿ Highway Safety Improvement Program
- ✿ High Risk Rural Roads
- ✿ Flex, Urban, Small Urban, Rural, Safety Funds, Transit Funds

State Sources

- ✿ Highway User Revenue Fund
- ✿ Vehicle License Tax
- ✿ Safety Enforcement and Transportation Infrastructure Fund
- ✿ Economic Strength Projects Fund
- ✿ State Aviation Fund
- ✿ Local Transportation Assistance Fund LTAF, LTAF II

Additional Transit Sources

- ✿ Older American Act Title III funds, Commerce
- ✿ Transportation funding through Medicaid
- ✿ Division of Developmental Disability Funds
- ✿ Head Start, Behavioral Health Funding
- ✿ Welfare to Work Act
- ✿ Transit Fares

Pedestrian/Bicyclist Funding

- ✿ Federal Lands Highway Funds
- ✿ Federal Transit Funds
- ✿ Safe Routes to School Program
- ✿ National Recreational Trails Fund
- ✿ Arizona Heritage Fund
- ✿ Scenic Byways Program

Local and Private Sources

- ✿ Impact Fees
- ✿ Developer Contributions
- ✿ Improvement Districts
- ✿ Local Government Transportation Program

Other Sources

- ✿ Community Development Block Grants

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Subtask 5.9. Prepare Travel Demand and System Management Strategies

Travel Demand Management (TDM) and Transportation System Management (TSM) Strategies will be prepared for the County to maintain transportation efficiency as the population grows. Potential strategies will be identified from available sources, listed in tables, and briefly described. Potential strategies are presented below.

- ◆ Transportation Demand Management Strategies. Carpooling, Vanpooling, Park-and-Ride lots, Alternative Work Hours, Telecommuting
- ◆ Transportation System Management & Intelligent Transportation System Strategies. Reversible Lanes, Incident management Systems
- ◆ Access Management Strategies. General Level of Access Control by Functional Classification, Raised Medians, Frontage/Backage Roads, Right-in/Right-out Driveways, Minimum Driveway and Intersection Spacing
- ◆ Land Development Strategies. Mixed-Use Development and Minimization of Access Points

La Paz Transportation Planning Study

Task Synopsis

Assigned Staff:

P. Lima, PhD, PE, Project Mgr
R. Bohannon, AICP, Sr Planner
S. Weir, AICP, Sr Planner

Products:

Draft Final Report

Milestones:

- ◆ Coordination with County and ADOT Project Managers
- ◆ Draft Final Report

Task 6. Prepare Draft Final Report

The draft final report will be prepared including at a minimum the following, and will be distributed for review and comment:

- Compilation of Working Papers 1, 2, and 3.
- Summary Reports that document the public involvement process.
- A Future Transportation Map series showing the 2030 planned system status will be prepared as a contribution to the La Paz County Comprehensive Plan 2010. Maps will include number of lanes, lane material, and level of service.
- Implementation Plan and TDM/TSM Strategies
- Recommendations regarding future studies in the study area.

La Paz Transportation Planning Study

Task Synopsis

Assigned Staff:

P. Lima, PhD, PE, Project Mgr
R. Bohannon, AICP, Sr Planner
S. Weir, AICP, Sr Planner

Products:

Final Report
Executive Summary

Milestones:

- ◆ Coordination with County and ADOT Project Managers
- ◆ Final Report
- ◆ Executive Summary

Task 7. Prepare Final Report

A final report will be prepared, as amended, following review by the TAC, and approval of the County project manager and the Arizona Department of Transportation. The Executive Summary will be a brief stand-alone document that concisely documents the study process and recommendations.

Upon completion of the study, CD and hard copies of the final reports and executive summary will be distributed to the TAC, ADOT, the County, the Town of Parker, the Town of Quartzsite, and the CRIT as outlined in the milestone deliverable schedule. The approved final reports will be submitted for publication on the ADOT website.

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Cooperative Features

Lima & Associates will coordinate with the following team members to obtain the required information or action. The consortium will maintain the deadlines and review schedules as outlined by ADOT.

Public Involvement Consortium

- Participating as a member of the study team in developing all outreach materials for public meetings, forums, and stakeholder meetings; including placing newspaper ads, preparing handouts and display boards, and documenting the Public Involvement Summary Reports.
- Schedule and take minutes of public meetings
- Contracting for meeting locations and developing meeting notices.

ADOT Project Manager

- Participating and coordinating with the study team regarding all aspects of the outreach process: including public meetings, forums, stakeholder meetings, and reviewing material.
- Overall management of the study.
- Providing technical input and administrative guidance.
- Communicating with the TAC.

La Paz County, Quartzsite, Parker, and CRIT

- Participating in developing all public involvement materials.
- Providing local guidance and oversight to the ADOT project manager.
- Providing technical input and administrative guidance.
- Providing existing daily traffic counts; socioeconomic, land use, and street inventory data, and reports to the consultant.

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Attachment A – Traffic Count Locations

Manual Turning Movement Counts

- SR 95 and Mohave
- SR 95 and Burris
- Mohave and Burris
- Mohave and Agnes Wilson Road
- Mohave and CRIT Reservation Boundary
- Agnes Wilson and CA Rte 72
- Tom Wells Road and I-10 Ex 5
- CA Ave and 3rd St.
- CA Ave and Riverside
- CA Ave and Arizona Ave
- CA Ave and 16th St.
- Riverside Blvd and Palo Verde Ave
- Main St West of Quartzsite Blvd
- Mkota Ave North of Main St
- Plymouth Ave North of Main St
- Main St West of Riggs Rd
- Riggs Rd North of Main St.
- Moon Mountain Ave and Main St.
- Salome Rd and Hwy 60
- Salome Rd and Harquahala Rd
- First Street and US Hwy 60
- SR 95 and Parker Drive
- I-10, Exit 1, Ehrenberg
- I-10 17.16 - 17.82 and Quartzsite TI West
- I-10 45.36 and Vicksburg Rd Exist
- SR 72 at Vicksburg Road
- US 95 and Kuhlen Ave 4-way Intersection
- SR 95 121.67 and SR 72 Intersection
- US 60 and 42 E
- US 60 45.75 US 60 and Vicksburg Road Intersection
- US 60 49.56 and SR 72 Intersection
- US 60 and McVay Rd

La Paz *Transportation Planning Study*

Average Daily Volume Counts

- US60 east of McVay Road
- US60 west of McVay Road
- McVay Road north of US60
- McVay Road (Dirt road) south of US60
- SR72 north of Willamette Road
- SR72 south of Willamette Road
- Willamette Road east of SR72
- SR72 north of Joshua Drive (Dirt road)
- SR72 south of Joshua Drive (Dirt road)
- Joshua Drive (Dirt road) west of SR72
- SR72 north of McVay Road (Dirt road)
- SR72 south of McVay Road (Dirt road)
- McVay Road (Dirt road) east of SR72
- McVay Road (Dirt road) west of SR72
- SR72 north of Yellow Bird Road
- SR72 south of Yellow Bird Road
- Yellow Bird Road west of SR72
- SR72 northwest of Avenue 42-E
- SR72 southeast of Avenue 42-E
- Avenue 42-E south of SR72