

ENTERING  
Colorado River  
Indian Reservation

Final Report  
Appendices

MPD 035-013

# 2014 Strategic Long-Range Transportation Plan *for the* *Colorado River Indian Tribes*

Prepared by:



Kimley-Horn  
and Associates, Inc.

APRIL 2014 | PREPARED FOR:  
COLORADO RIVER INDIAN TRIBES



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COLORADO RIVER INDIAN TRIBES

APRIL 2014

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## A – Threatened, Endangered, Proposed, and Candidate Species

## United States Fish and Wildlife Service Listed Species in La Paz County and Habitat Requirements

Common Name	Scientific Name	Status	Habitat <sup>1</sup>	Notes
<i>Bonytail chub</i>	<i>Gila elegans</i>	E	Warm, swift, turbid mainstem rivers of the Colorado River basin, reservoirs in lower basin. Endemic to Colorado River Basin. Rarest of Colorado River fish. Critical habitat includes the Colorado River from Hoover Dam to Davis Dam and another section of the Colorado River from the northern boundary of Havasu National Wildlife Refuge to Parker Dam including Lake Havasu in Mohave County, Arizona.	Species has been introduced to CRIT waters from cultivated populations. <sup>2</sup>
Gila topminnow	<i>Poeciliopsis occidentalis occidentalis</i>	E	Small streams, springs, and cienegas vegetated shallows. Species historically also occurred in backwaters of large rivers but is currently isolated to small streams and springs.	La Paz County listed species that are not found on the CRIT Reservation <sup>3</sup>
Razorback sucker	<i>Xyrauchen texanus</i>	E	Riverine and lacustrine areas, generally not in fast moving water and may use backwaters. Big River fish also found in Horseshoe reservoir (Maricopa County). Critical habitat includes the 100-year floodplain of the river through the Grand Canyon from confluence with Paria River to Hoover Dam; Hoover Dam to Davis Dam; Parker Dam to Imperial Dam.	Species has been introduced to CRIT waters from cultivated populations. <sup>4</sup> Critical Habitat is also located within the project area (Colorado River). <sup>5</sup>
Southwestern willow flycatcher	<i>Empidonax traillii extimus</i>	E	Cottonwood/willow and tamarisk vegetation communities along rivers and streams. Riparian-obligate bird that occupies migratory/breeding habitat from late April-Sept. Critical habitat was finalized on October 19, 2005 in Apache, Cochise, Gila, Graham, Greenlee, Maricopa, Mohave, Pima, Pinal, and Yavapai counties (70 FR 60886). Revised critical habitat was proposed August 15, 2011 (76 FR 50542) and includes river segments in counties currently designated plus those in La Paz, Santa Cruz, and Yuma counties.	CRIT contains critical willow flycatcher habitat. <sup>6</sup>

<sup>1</sup> U.S. Fish and Wildlife Service (USFWS). 2013. La Paz County Species List.

<sup>2</sup> Wilfred Nabahe, Colorado River Indian Tribes Environmental Protection Office, personal communication, July 26, 2013.

<sup>3</sup> Ibid.

<sup>4</sup> Ibid.

<sup>5</sup> USFWS. Critical Habitat Mapper. <http://criticalhabitat.fws.gov/crithab/flex/crithabMapper.jsp?>

<sup>6</sup> Wilfred Nabahe, Colorado River Indian Tribes Environmental Protection Office, personal communication, July 26, 2013.

Common Name	Scientific Name	Status	Habitat <sup>1</sup>	Notes
Yuma clapper rail	<i>Rallus longirostris yumanensis</i>	E	Fresh water and brackish marshes. Species is associated with dense emergent riparian vegetation. Requires wet substrate (mudflat, sandbar) with dense herbaceous or woody vegetation for nesting and foraging. Channelization and marsh destruction are primary sources of habitat loss.	Species was depicted by HabiMap™ as having potentially suitable habitat and/or distribution of species within the project area. Perhaps CRIT contains Yuma clapper rail habitat <sup>7</sup>
Roundtail chub	<i>Gila robusta</i>	C	Cool to warm waters of rivers and streams, often occupy the deepest pools and eddies of large streams. Historical range of roundtail chub included both the upper and lower Colorado River basins. A 2009 status review determined that the lower Colorado River basin roundtail chub population segment (Arizona and New Mexico) qualifies as a distinct vertebrate population segment (DPS). Populations in the Little Colorado, Bill Williams, and Gila River basins are considered candidate species.	La Paz County listed species that are not found on the CRIT Reservation <sup>8</sup>
Sonoran desert tortoise	<i>Gopherus morafkai</i>	C	Primarily rocky (often steep) hillsides and bajadas of Mohave and Sonoran deserts scrub but may encroach into desert grassland, juniper woodland, interior chaparral habitats, and even pine communities. Washes and valley bottoms may be used in dispersal. Desert tortoises that occur east and south of the Colorado River in Arizona are known as the Sonoran desert tortoise.	Species was depicted by HabiMap™ as having potentially suitable habitat and/or distribution of species within the project area. Species is not uncommon on CRIT land. <sup>9</sup>
Sprague's pipit	<i>Anthus spragueii</i>	C	Strong preference to native grasslands with vegetation of intermediate height and lacking woody shrubs. Rare in Arizona. Few individuals of this elusive species have been sighted during October through March. Native grass fields are rare in Arizona but cultivated, dry Bermuda grass, alfalfa fields mixed with patches of dry grass, or fallow fields appear to support the species during wintering. They will not use mowed or burned areas until the vegetation has had a chance to grow. There are no breeding records in Arizona.	Potential habitat in grassy (sometimes mixed with alfalfa) fields along Colorado River.

<sup>7</sup> Ibid.

<sup>8</sup> Ibid.

<sup>9</sup> Ibid.

Common Name	Scientific Name	Status	Habitat <sup>1</sup>	Notes
Yellow-billed cuckoo	<i>Coccyzus americanus</i>	C	Large blocks of riparian woodlands (cottonwood, willow, or tamarisk galleries). Neotropical migrant that winters primarily in South America and breeds primarily in the U.S. (but also in southern Canada and northern Mexico). As a migrant it is rarely detected; can occur outside of riparian areas. Cuckoos are found nesting statewide, mostly below 5,000 feet in central, western, and southeastern Arizona. Concern for cuckoos is primarily focused upon alterations to its nesting and foraging habitat. Nesting cuckoos are associated with relatively dense, wooded, streamside riparian habitat, with varying combinations of Fremont cottonwood, willow, velvet ash, Arizona walnut, mesquite, and tamarisk. Some cuckoos have also been detected nesting in velvet mesquite, netleaf hackberry, Arizona sycamore, Arizona alder, and some exotic neighborhood shade trees.	Perhaps CRIT contains Yellow-billed cuckoo habitat. <sup>10</sup>

E= Endangered, C= Candidate

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<sup>10</sup> Ibid.

## **B – Colorado River Indian Tribes 2013 Road Safety Assessment**

# Colorado River Indian Tribes Road Safety Assessment



Prepared for:  
Colorado River Indian Tribes  
BIA Colorado River Agency

Prepared by:



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April 2013

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## Project Request

The Road Safety Assessment (RSA) of various locations was conducted at the request of the Colorado River Indian Tribes (CRIT). Assessment locations include:

- Mohave Road
  - Milepost 0 to 9
  - Patrick Road intersection
  - Poston Road intersection
  - Agnes Wilson Road intersection
  - Milepost 36 to 39
- Burns Road
  - 1<sup>st</sup> to 4<sup>th</sup> Avenue
  - 12<sup>th</sup> to 14<sup>th</sup> Avenue
- 4<sup>th</sup> Avenue at Indian School Road and at Booth Road
- 2<sup>nd</sup> Avenue at Agency Road

The study area is shown in Figure 1. An RSA was requested to improve safety and reduce crashes, and to identify safety projects to include in the new Long Range Transportation Plan.

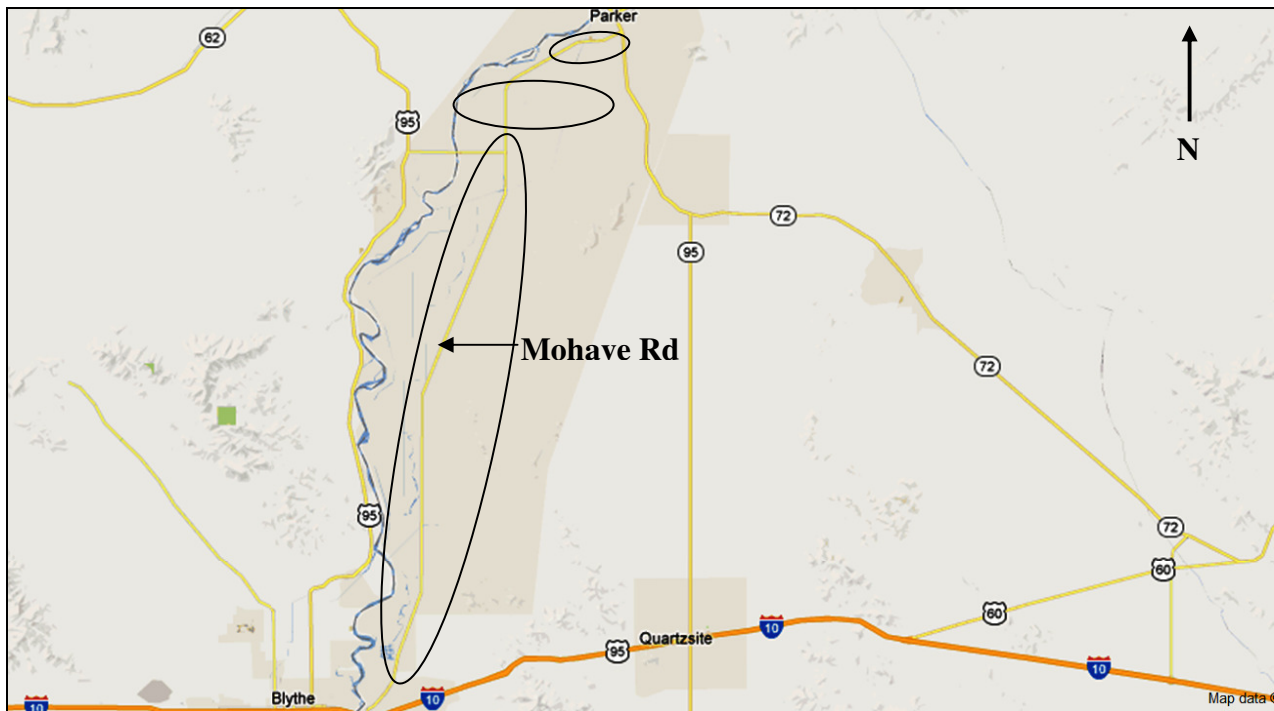


Figure 1: Study Area

## RSA Team

The independent, multi-disciplinary RSA team was led by Mike Blankenship, the Arizona RSA Program Manager. The RSA team included:

- Greg Fisher, CRIT Planning
- Hannah Harper, CRIT Police Department
- Don Sneed, ADOT Multimodal Planning
- Tomi St. Mars, RN, MSN, CEN, FAEN, AZ Dept. of Health Services, Injury Prevention
- Richard Weeks, P.E., PTOE, ADOT Traffic Safety Section

## **RSA Process**

A Road Safety Assessment is a formal examination of user safety of a roadway by an independent, multi-disciplinary team which includes experienced and knowledgeable members. RSAs have been shown to help promote safety by: identifying a range of safety issues; promoting awareness of safer transportation planning, design, construction, and maintenance practices; integrating multimodal interests; and, more directly considering the effect of human factors, enforcement and education activities, and emergency responder practices.

The RSA team conducted this assessment to the best of its abilities within the time allotted. The initial recommendations are based upon background information provided during the Start-up and Preliminary Findings Meetings, an evaluation of recent crash data, and both day and night field reviews, as discussed in the following paragraphs. This information helped the RSA team identify potential opportunities to improve the safety performance of roads within the study limits. This information was initially presented at the Preliminary Findings Meeting. While every attempt has been made to identify potential safety issues, the safety performance of the roadway remains the responsibility of the roadway owner and roadway users.

The RSA team is available to provide additional clarification as the CRIT and the Bureau of Indian Affairs (BIA) review and respond to this report and pursue countermeasures.

### **Start-Up Meeting**

The assessment team met with CRIT and BIA staff to discuss background information on February 27, 2013 at the Parker Indian Health Center. In addition to the RSA team members, participants included Sarah Snyder, IHS, Edward Hooper, BIA Colorado River Agency, Doris Burns, CRIT Health Services, and Ruben Carmona, CRIT Head Start. During the Start-up meeting background information was presented by the owners and the following topics were discussed:

- Canals
  - Headwalls
  - Road departure crashes into canal
  - Need participation from BIA Irrigation Branch
- Roadway lighting
- Pedestrian activity
  - Between Tribal offices and Town of Parker
  - Between subdivisions and Tribal offices, Town
- Saturation patrols and checkpoints are conducted
- Mock crash staged at high school every other year
- Coordination of multiple law enforcement agencies (CRIT, BIA, La Paz County, Town, DPS, Riverside County, San Bernardino County, Rangers, Fish and Game)
- Numerous school bus stops on Mohave Road

### **Field Reviews**

Daytime field visits were conducted on Wednesday, February 27, 2013, and Thursday, February 28. A nighttime field visit was also conducted on Wednesday, February 28. The specific times of the site visits can be found on the RSA Agenda in the **Appendix**. The

weather was warm and dry. Site reviews consisted of driving and walking the roads and observing road users.

The RSA team noted several existing roadway features that appear to enhance safety in the study area, including:

- Good roadside recovery area
- Signing (intersection ahead, street name, stop ahead, chevrons)
- Raised pavement markers (RPMs)
- Object markers at headwalls
- Shoulders
- Transverse rumble strips
- Turn lanes
- Some breakaway sign posts
- Guardrail with breakaway terminals
- Flashing beacons
- Milepost markers
- Mailboxes set back from edge of road
- Community Safety Advisory Board
- CDC Motor Vehicle Injury Grant
- IHS Tribal Injury Prevention Grant
- School traffic safety events
- Helicopter transport at both hospitals
- CRIT Fire Department:
  - 24/7 coverage
  - Cover non-Tribal areas
  - 2-man stations
  - Automated external defibrillator (AED)
  - Community outreach/education

Some of these examples are highlighted in Figure 2.



*Figure 2: Examples of Features that Appear to Enhance Safety in the Study Area*

**Preliminary Findings Meeting**

The RSA team presented the preliminary findings to CRIT and BIA personnel on Friday, March 1, 2013 at the Parker Indian Health Center. In addition to the RSA team members, participants included Sarah Snyder, IHS, Doris Burns, CRIT, Packy Sevada, BIA, Isaac

Ampadu, IHS, Laryn Welsh, BIA, and Michael Driscoll, American Medical Response. Observations and potential opportunities for improvements were discussed during this meeting.

### **Physical Roadway Characteristics**

Mohave Road, Burns Road, 4<sup>th</sup> Avenue, and 2<sup>nd</sup> Avenue are 2-lane roads. Traffic volumes were not available for these roads. Speed limits are as follows:

- Mohave Road: 55 mph (35 mph at Poston Road, 2<sup>nd</sup> Avenue, and 1<sup>st</sup> Avenue, 45 mph north of 1<sup>st</sup> Avenue)
- Burns Road: 45 mph
- 4<sup>th</sup> Avenue: 45 mph (35 mph at Booth Road)
- 2<sup>nd</sup> Avenue: 45 mph (35 mph at Agency Road)

### **Evaluation of Crash Data**

For the crash data analysis, the most recent thirteen years of crash data (2000 through 2012) was collected from the ADOT Information Technology Group's Safety Data Mart, which is ADOT's crash database. Following is a summary of the crashes that occurred during this time period.

The following crash data is for:

- Mohave Road (69 crashes, 13 fatal crashes)
- Burns Road: 1<sup>st</sup> Avenue to 4<sup>th</sup> Avenue, 12<sup>th</sup> Avenue to 14<sup>th</sup> Avenue (4 crashes, 1 fatal)
- 4<sup>th</sup> Avenue at: Indian School Road, Booth Road (2 crashes)
- Agency Road at 2<sup>nd</sup> Avenue (1 crash)

76 crashes

Severity:

- 14 fatal crashes
- 5 incapacitating injury
- 7 non-incapacitating injury
- 10 possible injury
- 40 property damage only

Crash Type:

- 14 rollover (18%)
- 14 rear-end (18%)
- 13 fixed object (17%)
- 9 angle (12%)
- 6 sideswipe same direction (8%)
- 4 other non-collision (5%)
- 3 sideswipe opposite direction (4%)
- 3 head-on (4%)
- 2 left-turn (3%)
- 1 pedestrian (1%)
- 1 bicyclist (1%)
- 6 other (8%)

#### Light Conditions:

- 55% daylight
- 37% dark
- 8% dawn/dusk

#### Fatal Crash Type (14 fatal crashes, 20 fatalities):

- 5 overturn
- 3 angle
- 1 head-on
- 1 sideswipe opposite direction
- 1 rear-end
- 1 pedestrian
- 1 immersion
- 1 other fixed object

#### Fatal Crash Locations by Milepost:

- MP 6
- MP 20.3
- MP 23
- MP 23.9
- MP 24
- MP 27
- MP 29
- MP 36.7
- MP 37
- MP 38 (2)
- MP 38.3
- MP 38.6
- Burns Road at 14<sup>th</sup> Ave

#### Crashes by Year:

2000: 15 crashes

2001: 14 crashes

2002: 14 crashes

2003: 12 crashes, 1 fatal

2004: 4 crashes, 1 fatal

2005: 1 crash

2006: 3 crashes, 3 fatalities

2007: 3 crashes, 2 fatalities

2008: 2 crashes, 2 fatalities

2009: 3 crashes, 2 fatalities

2010: 0 crashes

2011: 5 crashes, 3 fatalities

2012: 0 crashes

Data from “Building a Foundation for Motor Vehicle Crash Injury Reduction on the Colorado River Indian Tribes Reservation” IHS report indicates that alcohol is involved in:

- 24% of all crashes, compared to statewide average of 5%
- 39% of injury crashes, compared to statewide average of 8%
- 63% of fatal crashes, compared to statewide average of 33%

The report also estimated seatbelt usage at 56%, compared to the statewide average of 83%.

## **Site Review Observations and Initial Recommendations**

### **Education, Enforcement, and Emergency Medical Services**

Traffic safety issues cannot be solved with engineering solutions alone, which is why the RSA team addresses the “4 Es” of safety: engineering, education, enforcement, and emergency medical services. This multidisciplinary approach is beneficial and can lead to leveraging of resources in these resource challenged times.

Preventability is determined by whether something could have been done (by an individual such as the caretaker or supervisor, or by the community as a whole) that would have prevented the death or injury. Preventing injuries and death is not always achievable and there are many challenges to implementing successful prevention interventions. The greatest challenge is to change behavior of individuals, followed by identification of funding streams for programs, limited people resources, apathy from individuals/community and the belief that bad things will happen to others but not to “me.”

### **On Going Prevention Efforts:**

The Colorado River Indian Tribes have strong concern for the crashes that occur in the community as illustrated by the request to have this RSA. Efforts have occurred to ensure that homes in the community are numbered in order for public safety to locate and respond in the event of an emergency. The tribe has a 24/7 staffed fire department that provides first response for both tribal and non-tribal emergencies. The tribal police department has begun to use the state traffic crash report form which will allow uniformity with data collection. La Paz Regional Hospital is a Level IV trauma center and the community of Parker has two air ambulance companies (Native Air and Care Flight); ground emergency medical services are provided by a private ambulance service (American Medical Response).

American Indians and Alaska Natives (AI/AN) are at increased risk of motor-vehicle related injury and death with rates 1.5 to 3 times higher than rates for other Americans. To address this disparity, CRIT has received funding from the CDC’s Injury Center to tailor, implement, and evaluate evidence-based interventions to reduce motor vehicle-related injury and death in their communities. Additionally, CRIT has an Indian Health Service Tribal Injury Prevention Cooperative Agreement Program (TIPCAP) that provides multi-year funding to hire a full-time Injury Prevention Coordinator and to develop programs based on effective strategies or best practices in injury prevention. Both of these programs are demonstrating the value of having paid staff to address traffic safety and community injury prevention issues.

**Recommendations:**

Tribal employees should be required to use seatbelts when in a tribal vehicle. The Tribe should enact a primary seat belt law and consider stronger child passenger safety laws. Even though the State of Arizona does not have a primary seat belt law, several tribes in Arizona do have primary seat belt laws, which is very commendable. The Navajo Nation amended their child passenger safety law to include booster seats; this legislation could provide example language for the Colorado River Indian Tribes if they decide to pursue this recommendation. At the minimum, CRIT should align their child passenger safety ordinance to mirror Arizona's statute ARS 28-907.

It was noted during the interview with fire and EMS personnel that the town of Parker does not have 24/7 fire department coverage but CRIT does. CRIT should advocate to the town of Parker that adding this level of service is a necessary public safety benefit. At the minimum, CRIT should conduct a cost benefit analysis to determine what the costs of fire department coverage are to the tribe.

The community is served by two air ambulances, one of which is the Indian Health Service's contracted provider, Native Air. It is strongly recommended to use only the contracted provider and if a situation arises that the non-contracted air ambulance (Care Flight) is used that the providers document why this decision was made. The documentation will allow Indian Health Service to assess the provided contracted services.

As many as eight law enforcement agencies interact with the community. It is recommended that these agencies meet on a quarterly basis to discuss mutual issues.

From an injury prevention outreach perspective, it is recommended the TIPCAP and CDC funded motor vehicle projects consider addressing adolescent traffic safety using the Battle of the Belt and continue with the child passenger safety efforts.

**Pavement Markings**

Centerline and edgeline markings are faded or non-existent on many of the roads in the study area (Figures 3 and 4), including:

- Mohave Road between mileposts 0 and 9
- Burns Road
- Booth Road
- 4<sup>th</sup> Avenue
- Indian School Road

There are also missing raised pavement markers (RPMs) on some segments of road. Lack of pavement markings can contribute to lane departure crashes. Figure 5 shows nighttime views of sections of Burns Road with and without pavement markings and RPMs.



*Figure 3: No Pavement Markings on Mohave Road near Milepost 1*



*Figure 4: No Pavement Markings on Burns Road*



*Figure 5: Sections of Burns Road With and Without Pavement Markings and RPMs*

Pavement marking recommendations include:

- Install 6-inch wide centerline and edgeline markings with centerline RPMs on the southern section of Mohave Road (milepost 0 to 9), Burns Road, Booth Road, 4<sup>th</sup> Avenue, and Indian School Road
- If centerline and edgeline markings can't be installed, consider installing centerline RPMs at canal crossings and through curves

### **Signing**

Most advance street name signs on Mohave Road are faded and difficult to read (Figure 6). It is recommended that the advance street name signs be upgraded to Manual on Uniform Traffic Control Devices (MUTCD) standards.



*Figure 6: Advance Street Name Sign for Agnes Wilson Road*

### **Stop Lines**

Most stop lines are faded and located too far back from the intersection, limiting sight distance for motorists on the side road. For example, the stop line for the Tsoosie Road westbound approach to Mohave Road is located 42 feet from the intersection; combined with an embankment, this creates a sight obstruction for motorists entering the intersection from the stop line (Figure 7). It is recommended that the stop lines be refreshed and relocated closer to the intersection (the MUTCD allows stop lines to be located within 4 feet of the intersecting through lane).



*Figure 7: Stop Line Location and Driver's View from the Stop Line on Westbound Tsoosie Road at Mohave Road*

### **Pedestrians and Bicyclists**

There are very few accommodations for pedestrians and bicyclists: no trails, sidewalks, or bike lanes. Figure 8 shows a bicyclist on 2<sup>nd</sup> Avenue riding toward Agency Road. Pedestrian and bicyclist recommendations include:

- Construct sidewalks/trails and install lighting along 1st Avenue from Mohave Road to Hospital, along Mohave Road from 1st to 2nd Avenues, and from the Mochen housing near Booth Road and 4<sup>th</sup> Avenue to the tribal offices on 2nd Avenue
- Coordinate with BIA Irrigation Branch to provide walking and biking facilities along the canals



*Figure 8: Bicyclist on 2<sup>nd</sup> Avenue*

### **Burns Road From 1<sup>st</sup> to 4<sup>th</sup> Avenue**

Other than the bridge barrier and railing, there is nothing to keep vehicles that run off the road while approaching the canal crossing from plunging into the canal (Figure 9). The drainage ditch on the south side of Burns Road just east of 4<sup>th</sup> Avenue is in the recovery area and near an unpaved travel area (Figure 10).



*Figure 9: Burns Road Canal Crossing East of 4<sup>th</sup> Avenue*



*Figure 10: Drainage Ditch Just East of 4<sup>th</sup> Avenue*

Recommendations for the segment of Burns Road between 1<sup>st</sup> and 4<sup>th</sup> Avenues include:

- Install barrier extending from the bridge to along the side of the canal approximately 30 feet; if this can't be done, install object markers along the side of the canal
- Install delineators to delineate the drainage ditch just east of 4<sup>th</sup> Avenue

### **Burns Road From 12<sup>th</sup> to 14<sup>th</sup> Avenue**

As with the canal crossing east of 4<sup>th</sup> Avenue, there is nothing to keep vehicles that run off the road while approaching the canal crossings east of 13<sup>th</sup> and 14<sup>th</sup> Avenues from plunging into the canal (Figure 11). There are inadequate post connections at the 12th Avenue bridge guardrail: bolts are loose and pulling away from the concrete (Figure 12). The object markers along the north side of the headwall east of 13<sup>th</sup> Avenue are in the wrong location (Figure 13); according to the MUTCD, the edge of the object marker that is closest to the road user shall be installed in line with the closest edge of the obstruction. The westbound direction of Burns Road has a Narrow Bridge sign for the 12th Avenue bridge, but there is no sign for the eastbound direction (Figure 14).

Recommendations for the segment of Burns Road between 12<sup>th</sup> and 14<sup>th</sup> Avenues include:

- At the canal crossings east of 13<sup>th</sup> and 14<sup>th</sup> Avenues install curved W-Beam guardrail extending from the crossing to approximately 30 feet along the side of the canal; if this can't be done, install object markers along the side of the canal
- Repair post connections at the 12<sup>th</sup> Avenue bridge
- Relocate object markers at the headwall east of 13th Avenue
- Install Narrow Bridge sign for westbound direction at 12th Avenue bridge



*Figure 11: Burns Road Canal Crossings East of 14<sup>th</sup> and 13<sup>th</sup> Avenues*



*Figure 12: Inadequate Connections of Guardrail Posts to Concrete at 12<sup>th</sup> Avenue Bridge*



*Figure 13: Object Markers East of 13<sup>th</sup> Avenue Should Be Located at Edge of Headwall Closest to Road*



*Figure 14: Narrow Bridge Near 12<sup>th</sup> Avenue*

## **2<sup>nd</sup> Avenue at Agency Road**

2<sup>nd</sup> Avenue becomes Agency Road north of Mohave Road in a horizontal curve. The Tribal planner indicated that some motorists enter this curve at excessive speeds. The northbound approach to the curve has transverse rumble strips to encourage motorists to slow down before entering the curve. The southbound approach has a curve warning sign. Guardrail and chevrons have been installed along the curve; however, it appears that the guardrail and chevrons do not extend to the end of the curve on the south side (Figure 15).



*Figure 15: Curve at 2<sup>nd</sup> Avenue and Agency Road. Note the Guardrail and Chevrons Do Not Extend Through the End of the Curve.*

Recommendations for the horizontal curve at 2<sup>nd</sup> Avenue/Agency Road include:

- Extend the guardrail through the curve at the bottom of the hill
- Install additional chevron(s) through the curve at the bottom of the hill
- Install transverse rumble strips at the top of the hill where guardrail starts
- Install northbound curve warning sign with appropriate advisory speed plaque, and add advisory speed plaque to southbound curve sign
- Add reflective tabs to top of guardrail posts

## **4<sup>th</sup> Avenue at Indian School Road**

This intersection is actually a sharp horizontal curve with stop signs. Field observations showed that many drivers do not stop at the unwarranted stop signs. Wooden barricades within the clear zone on the south side of the curve are not breakaway (Figure 16).

Graffiti-covered large arrow signs and stop sign are difficult to see (Figure 17). The irrigation ditch is within 6 feet of the edge of the road along the inside of the turning radius (Figure 18).



*Figure 16: Wooden Barricades on Outside of Curve at 4<sup>th</sup> Avenue and Indian School Road Create a Fixed Object Hazard*



*Figure 17: Graffiti on Stop Sign and Large Arrow Sign Diminish Visibility of the Signs*



*Figure 18: Irrigation Ditch is 6 Feet from Edge of Road in Turning Radius*

Recommendations for 4<sup>th</sup> Avenue at Indian School Road include:

- Remove stop signs, stop ahead signs, stop lines, and wooden barricades
- Install turn warning signs with appropriate advisory speed plaques
- Replace and relocate large arrow signs so they are in line with approaching traffic
- Install centerline markings and RPMs and edgelines through curve
- Install transverse rumble strips on the curve approaches

Figure 19 provides a sketch of these recommendations.



Figure 19: Sketch of Recommendations for 4<sup>th</sup> Avenue at Indian School Road

### 4<sup>th</sup> Avenue at Booth Road

4<sup>th</sup> Avenue becomes Booth Road in a horizontal curve. Transverse rumble strips have been installed on the curve approaches. There are multiple unpaved accesses within the curve that lead to the canal roads (Figure 20). A concrete barrier has been placed across one of the accesses apparently to prevent vehicles from entering; however, vehicles can maneuver around the barrier due to its location and gain access to the canal road. Chevrons on the east side do not extend to the end of the curve. Chevron spacing through the curve is approximately 200 feet. The MUTCD recommends chevron spacing of 120 feet for curve speeds of 35 to 45 mph.



*Figure 20: Unpaved Accesses Leading from 4th Avenue/Booth Road to Canal Roads*

Recommendations for 4<sup>th</sup> Avenue at Booth Road include:

- Relocate access road barrier closer to 4th Avenue to prohibit entrance
- Reduce chevron spacing to 120 feet and extend chevrons through the curve east along Booth Road
- Limit number of accesses to the canal roads in this curve

**Mohave Road Southern Section (Mileposts 0 to 9):**

The pavement markings on the southern section of Mohave Road (mileposts 0 to 9) are faded or non-existent, and the pavement is aged (Figure 21). The Welcome sign at milepost 0 is faded and may not command driver attention (Figure 22). Gateway signing can have a traffic calming influence on motorists entering a community.

Recommendations for the southern section of Mohave Road include:

- Rehabilitate the pavement with a chip seal treatment
- Install centerline markings and RPMs and edgeline markings to provide 11-foot lanes and 4 foot shoulders
- Install centerline and edgeline rumble strips
- Install a new “Welcome to CRIT” monument sign at milepost 0



*Figure 21: Mohave Road Near Milepost 1. Note Pavement Condition and Lack of Markings*



*Figure 22: Welcome Sign at Milepost 0*

### **Mohave Road at Poston Road**

This location has turning movements and pedestrian activity due to Woody's convenience store, post office, residences, and the Poston Memorial Monument that are in the immediate vicinity. The intersection has uncontrolled access on all 4 quadrants (Figure 23). Large trucks parking at Woody's create a sight obstruction. Even though there are some street lights in the area, the intersection is not well-lit at night.

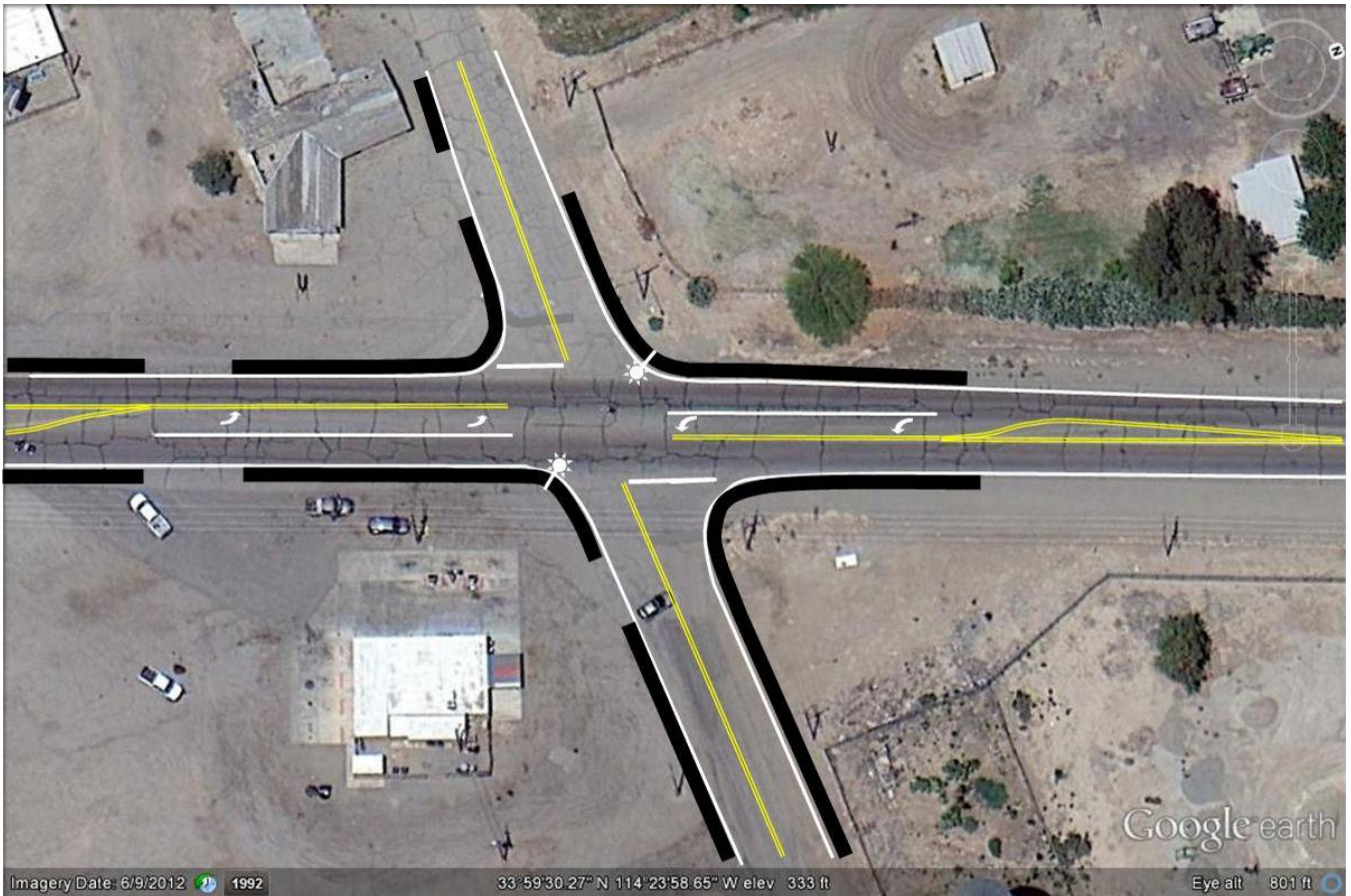


*Figure 23: Uncontrolled Access at the Mohave Road/Poston Road Intersection*

Recommendations for the Mohave Road/Poston Road intersection include:

- Install pedestrian crossing warning signs on the Mohave Road approaches
- Refresh pavement markings (turn lanes, edgelines, centerlines)
- Construct sidewalks/curb and gutter along the intersection legs
- Upgrade street lighting

Figure 24 provides a sketch of these recommendations.



*Figure 24: Sketch of Recommendations for the Mohave Road/Poston Road Intersection*

### **Mohave Road at Patrick Road**

It is difficult to see the Patrick Road intersection from the northbound approach due to the canal crossing and guardrail (Figure 25). The guardrail on the east side of the crossing has been damaged (Figure 26). The curb in front of the guardrail reduces crashworthiness of the guardrail (Figure 27). There is no barrier to keep vehicles that run off the road from striking the concrete structure (Figure 28) or falling into the canal (Figure 29). Chevron spacing in the curve is approximately 250 feet (Figure 30); the MUTCD recommends 160 foot spacing for curve speeds of 50 to 60 mph.



*Figure 25: Northbound Approach to Patrick Road Intersection*



*Figure 26: Damaged Guardrail at Canal Crossing near Patrick Road*



*Figure 26 Continued: Damaged Guardrail at Canal Crossing near Patrick Road*



*Figure 27: Curb in Front of Guardrail*



*Figure 28: No Barrier to Keep Vehicles from Striking Concrete Structure*



*Figure 29: Southbound Mohave Road Approach to Patrick Road Canal Crossing*



*Figure 30: Chevrons South of Patrick Road*

Recommendations for Mohave Road at Patrick Road include:

- Extend guardrail on northbound approach to prevent errant vehicles from striking the concrete structure
- Extend guardrail on southbound approach and relocate Patrick Road approach approximately 150 feet north
- Repair damaged guardrail and posts
- Block out guardrail to position the guardrail face flush with the curb
- Reduce chevron spacing to 160 feet by installing additional chevrons
- Install reflective tabs on guardrail posts

### **Mohave Road at Agnes Wilson Road**

The team observed higher speeds (55 mph speed limit), higher volumes, and more numerous turning movements at this intersection than at other intersections on Mohave Road. Commercial activity at the intersection includes the truck scales, which creates large truck activity. The left-turn lanes on Mohave Road are approximately 180 feet long (including taper and storage length), which is too short for the current operating speeds. The turn lane pavement markings are faded (Figure 31).

There are two closely spaced intersection warning signs (both directions between Agnes Wilson Road and Patrick Road) for Eddy Road and 9<sup>th</sup> Avenue (Figure 32).

Recommendations for Mohave Road at Agnes Wilson Road include:

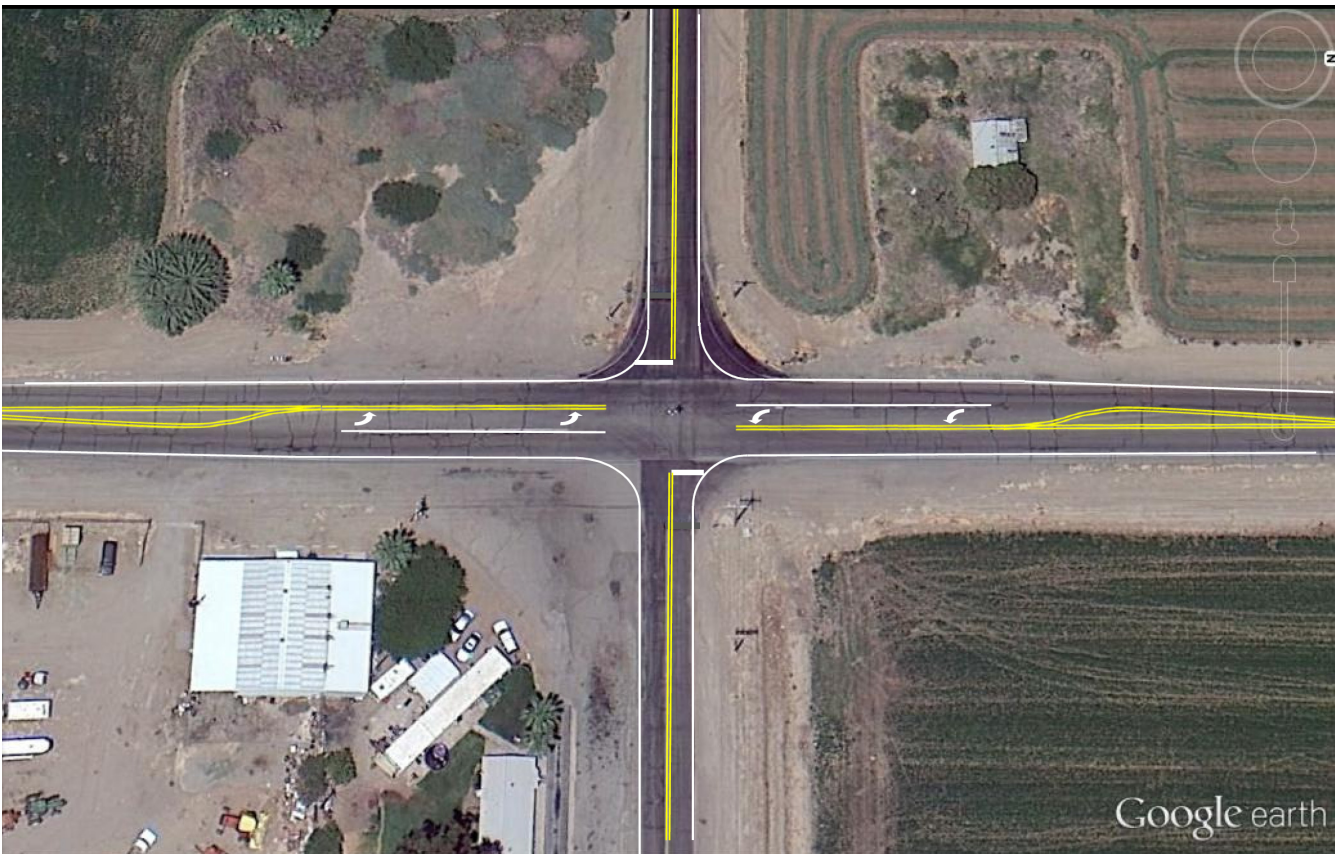
- Reduce the speed limit to 35 mph
- If the speed limit is not reduced, increase the length of the left-turn lanes
- Refresh intersection pavement markings (Figure 33)
- Replace intersection warning signs for Eddy Road and 9<sup>th</sup> Avenue with Double Side Road intersection warning signs (Figure 34)



*Figure 31: Aerial View of Mohave Road/Agnes Wilson Road Intersection*



*Figure 32: Closely Spaced Intersection Warning Signs for Eddy Road and 9<sup>th</sup> Avenue*



*Figure 33: Sketch of Recommendations for the Mohave Road/Poston Road Intersection*



*Figure 34: Double Side Road Intersection Warning Sign*

### **Mohave Road at the Head Start School**

The speed limit at the Head Start School is 45 mph; however, a spot speed check conducted by the RSA team showed many vehicles traveling at speeds of 55 to 60 mph in front of the school. Even though there is a no passing zone at the school, the RSA team vehicle was passed (while traveling at the speed limit). There is no defined access at the school, leading to vehicles pulling on and off of Mohave Road at multiple locations (Figure 35). Vehicles pulling onto the shoulder at the mailboxes just north of the school (southwest corner of Mohave Road/Indian School Road intersection) lead to shoulder erosion and create a potential hazard for motorists along Mohave Road (Figure 36).



*Figure 35: Undefined Access at Head Start*

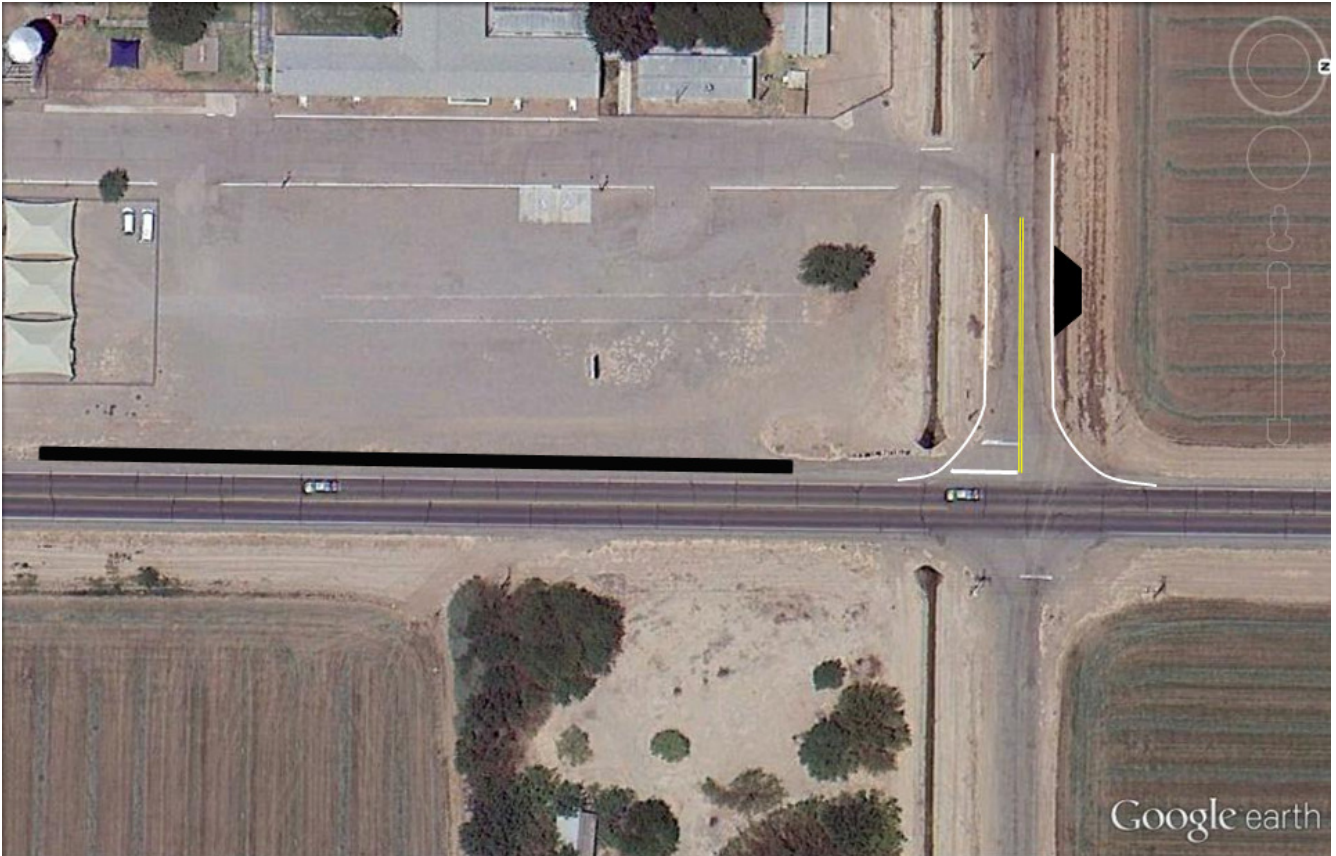


*Figure 36: Mailboxes Near Head Start*

Recommendations for Mohave Road at the Head Start School include:

- Create a reduced speed school zone and install solar powered “35 MPH When Flashing” signs
- Implement photo enforcement for speeding
- Relocate mailboxes to a cluster mailbox approximately 100 feet west of Mohave Road on the north side of Indian School Road
- Designate a defined school entrance on Indian School Road, and close the undefined access along Mohave Road (with curb and gutter, vegetation, etc.)

Figure 37 provides a sketch of the recommendations.



*Figure 37: Sketch of Recommendations for Mohave Road at Head Start School*

**Mohave Road at 2<sup>nd</sup> Avenue**

Tribal offices are located at this intersection, and the rodeo grounds and a park are nearby, leading to numerous turning movements and pedestrian activity. The intersection is dark at night due to lack of street lighting. The speed limit decreases from 55 to 35 mph for the northbound approach and from 45 to 35 mph for the southbound approach; the Tribe noted that excessive speeds are an issue at this location. The flashing beacon is 14.5 feet above the road surface (Figure 38); the MUTCD states that the bottom of the signal housing shall be at least 15 feet above the pavement. This beacon has been struck by large vehicles in the past.



*Figure 38: Flashing Beacon at Mohave Road/2<sup>nd</sup> Avenue Intersection*

Recommendations for Mohave Road at 2<sup>nd</sup> Avenue include:

- Install a 45 mph speed zone between the 55 and 35 mph speed zones for the northbound approach (install 45 mph sign south of Rodeo Road)
- Install solar-powered speed feedback signs on the approaches to 2<sup>nd</sup> Avenue
- Elevate the flashing beacon; remove beacon if it can't be elevated
- Install street lighting
- Install pedestrian crossing warning signs on Mohave Road
- Refresh intersection pavement markings
- Install guide signing for Tribal Government Complex
- Conduct pedestrian crossing evaluation to determine if a mid-block pedestrian crossing treatment is warranted

### **Mohave Road at 1<sup>st</sup> Avenue**

There are no turn lanes on Mohave Road at 1<sup>st</sup> Avenue; the Tribe indicated that there are frequent turning movements at this intersection. The intersection is at the bottom of a downgrade and just beyond a horizontal curve for westbound traffic.

The westbound Mohave Road speed limit changes from 45 to 35 mph on the downgrade and in the horizontal curve. There are redundant Speed Reduced Ahead and 35 mph Speed Zone signs for westbound Mohave Road east and west of 1<sup>st</sup> Avenue.

Recommendations for Mohave Road at 1<sup>st</sup> Avenue include:

- Conduct a turn lane analysis, and if needed, construct turn lanes on Mohave Road at 1<sup>st</sup> Avenue
- Relocate the 35 mph Speed Zone sign and Speed Reduced Ahead sign for westbound Mohave Road to a location east of the horizontal curve and downgrade
- Remove the Speed Reduced Ahead sign west of 1<sup>st</sup> Avenue

## **Suggested Improvements/Countermeasures**

The following table summarizes the RSA team's observations and potential opportunities to improve safety. These suggested improvements/countermeasures are presented as options for consideration; the road owner may also identify other effective alternative improvements and countermeasures. While every attempt has been made to identify potential safety issues and provide countermeasure options, the safety performance of the roadway remains the responsibility of the roadway owner and roadway users.

## **Next Steps**

In order to complete this RSA, the RSA Team requests that the road owners prepare a written response that addresses the potential safety issues and countermeasures for consideration highlighted in the following table. This response can be sent to the RSA Program Manager and should identify how each of the safety issues will be addressed or give the basis for why they won't be addressed. The RSA Program Manager can provide an example response letter and the following table in a Word document to assist in the response. Send the response letter to:

Mike Blankenship  
Arizona RSA Program  
1615 W. Jackson St. MD065R  
Phoenix, AZ 85007  
[mblankenship@azdot.gov](mailto:mblankenship@azdot.gov)

<b>POTENTIAL SAFETY ISSUE</b>	<b>DESCRIPTION</b>	<b>COUNTERMEASURES FOR CONSIDERATION</b>
<p style="text-align: center;"><b>Education, Enforcement, and Emergency Medical Services</b></p>	<ul style="list-style-type: none"> <li>• Traffic safety issues cannot be solved with engineering solutions alone, which is why the RSA team addresses the “4 Es” of safety: engineering, education, enforcement, and emergency medical services</li> </ul>	<ul style="list-style-type: none"> <li>• Require Tribal employees to use seatbelts when in a tribal vehicle</li> <li>• Enact a primary seat belt law and consider stronger child passenger safety laws (at minimum, CRIT should align their child passenger safety ordinance to mirror Arizona’s statute ARS 28-907)</li> <li>• Advocate to the town of Parker that adding 24/7 fire department coverage is a necessary public safety benefit; at minimum, CRIT should conduct a cost benefit analysis to determine the costs of providing fire department coverage to the Town of Parker</li> <li>• Use only the contracted air ambulance provider (Native Air) and if a situation arises when the non-contracted air ambulance (Care Flight) must be used, the providers should document why this decision was made. The documentation will allow Indian Health Service to assess the provided contracted services.</li> <li>• Conduct quarterly meetings of the multiple law enforcement agencies serving the community to discuss mutual issues</li> <li>• Continue with the child passenger safety efforts of the TIPCAP and CDC funded motor vehicle projects, and consider addressing adolescent traffic safety using the Battle of the Belt</li> </ul>

POTENTIAL SAFETY ISSUE	DESCRIPTION	COUNTERMEASURES FOR CONSIDERATION
<b>Pavement Markings</b>	<ul style="list-style-type: none"> <li>• Centerline and edgeline markings are faded or non-existent on many of the roads in the study area, including:               <ul style="list-style-type: none"> <li>• Mohave Road between mileposts 0 and 9</li> <li>• Burns Road</li> <li>• Booth Road</li> <li>• 4<sup>th</sup> Avenue</li> <li>• Indian School Road</li> </ul> </li> <li>• There are also missing raised pavement markers (RPMs) on some segments of road. Lack of pavement markings can contribute to lane departure crashes.</li> </ul>	<ul style="list-style-type: none"> <li>• Install 6-inch wide centerline and edgeline markings with centerline raised pavement markers (RPMs) on the southern section of Mohave Road (milepost 0 to 9), Burns Road, Booth Road, 4<sup>th</sup> Avenue, and Indian School Road</li> <li>• If centerline and edgeline markings can't be installed, consider installing centerline RPMs at canal crossings and through curves</li> </ul>
<b>Signing</b>	<ul style="list-style-type: none"> <li>• Most advance street name signs on Mohave Road are faded and difficult to read</li> </ul>	<ul style="list-style-type: none"> <li>• Upgrade advance street name signs to Manual on Uniform Traffic Control Devices (MUTCD) standards</li> </ul>
<b>Stop Lines</b>	<ul style="list-style-type: none"> <li>• Most stop lines are faded and located too far back from the intersection, limiting sight distance for motorists on the side road. For example, the stop line for the Tsosie Road westbound approach to Mohave Road is located 42 feet from the intersection; combined with an embankment, this creates a sight obstruction for motorists entering the intersection from the stop line.</li> </ul>	<ul style="list-style-type: none"> <li>• Refresh and relocate stop lines closer to the intersection (the MUTCD allows stop lines to be located within 4 feet of the intersecting through lane)</li> </ul>
<b>Pedestrians and Bicyclists</b>	<ul style="list-style-type: none"> <li>• There are very few accommodations for pedestrians and bicyclists: no trails, sidewalks, or bike lanes</li> </ul>	<ul style="list-style-type: none"> <li>• Construct sidewalks/trails and install lighting along 1st Avenue from Mohave Road to Hospital, along Mohave Road from 1st to 2nd Avenues, and from the Mochen housing near Booth Road and 4<sup>th</sup> Avenue to the tribal offices on 2nd Avenue</li> <li>• Coordinate with BIA Irrigation Branch to provide walking and biking facilities along the canals</li> </ul>

POTENTIAL SAFETY ISSUE	DESCRIPTION	COUNTERMEASURES FOR CONSIDERATION
<b>Burns Road from 1<sup>st</sup> to 4<sup>th</sup> Avenue</b>	<ul style="list-style-type: none"> <li>• Other than the bridge barrier and railing, there is nothing to keep vehicles that run off the road while approaching the canal crossing from plunging into the canal</li> <li>• The drainage ditch on the south side of Burns Road just east of 4<sup>th</sup> Avenue is in the recovery area and near an unpaved travel area</li> </ul>	<ul style="list-style-type: none"> <li>• Install barrier extending from the bridge to along the side of the canal approximately 30 feet; if this can't be done, install object markers along the side of the canal</li> <li>• Install delineators to delineate the drainage ditch just east of 4<sup>th</sup> Avenue</li> </ul>
<b>Burns Road from 12<sup>th</sup> to 14<sup>th</sup> Avenue</b>	<ul style="list-style-type: none"> <li>• As with the canal crossing east of 4<sup>th</sup> Avenue, there is nothing to keep vehicles that run off the road while approaching the canal crossings east of 13<sup>th</sup> and 14<sup>th</sup> Avenues from plunging into the canal</li> <li>• There are inadequate post connections at the 12th Avenue bridge guardrail: bolts are loose and pulling away from the concrete</li> <li>• The object markers along the north side of the headwall east of 13<sup>th</sup> Avenue are in the wrong location; according to the MUTCD, the edge of the object marker that is closest to the road user shall be installed in line with the closest edge of the obstruction</li> <li>• The westbound direction of Burns Road has a Narrow Bridge sign for the 12th Avenue bridge, but there is no sign for the eastbound direction</li> </ul>	<ul style="list-style-type: none"> <li>• At the canal crossings east of 13<sup>th</sup> and 14<sup>th</sup> Avenues install curved W-Beam guardrail extending from the crossing to approximately 30 feet along the side of the canal; if this can't be done, install object markers along the side of the canal</li> <li>• Repair post connections at the 12<sup>th</sup> Avenue bridge</li> <li>• Relocate object markers at the headwall east of 13th Avenue</li> <li>• Install Narrow Bridge sign for westbound direction at 12th Avenue bridge</li> </ul>
<b>2<sup>nd</sup> Avenue at Agency Road</b>	<ul style="list-style-type: none"> <li>• 2<sup>nd</sup> Avenue becomes Agency Road north of Mohave Road in a horizontal curve. The Tribal planner indicated that some motorists enter this curve at excessive speeds. The northbound approach to the curve has transverse rumble strips to encourage motorists to slow down before entering the curve. The southbound approach has a curve warning sign.</li> <li>• Guardrail and chevrons have been installed along the curve; however, it appears that the guardrail and chevrons do not extend to the end of the curve on the south side</li> </ul>	<ul style="list-style-type: none"> <li>• Extend the guardrail through the curve at the bottom of the hill</li> <li>• Install additional chevron(s) through the curve at the bottom of the hill</li> <li>• Install transverse rumble strips at the top of the hill where guardrail starts</li> <li>• Install northbound curve warning sign with appropriate advisory speed plaque, and add advisory speed plaque to southbound curve sign</li> <li>• Add reflective tabs to top of guardrail posts</li> </ul>

POTENTIAL SAFETY ISSUE	DESCRIPTION	COUNTERMEASURES FOR CONSIDERATION
<p><b>4<sup>th</sup> Avenue at Indian School Road</b></p>	<ul style="list-style-type: none"> <li>• This intersection is actually a sharp horizontal curve with stop signs. Field observations showed that many drivers do not stop at the unwarranted stop signs.</li> <li>• Wooden barricades within the clear zone on the south side of the curve are not breakaway.</li> <li>• Graffiti-covered large arrow signs and stop sign are difficult to see</li> <li>• The irrigation ditch is 6 feet from the edge of the road along the turning radius</li> </ul>	<ul style="list-style-type: none"> <li>• Remove stop signs, stop ahead signs, stop lines, and wooden barricades</li> <li>• Install turn warning signs with appropriate advisory speed plaques</li> <li>• Replace and relocate large arrow signs so they are in line with approaching traffic</li> <li>• Install centerline markings and RPMs and edgelines through curve</li> <li>• Install transverse rumble strips on the curve approaches</li> </ul>
<p><b>4<sup>th</sup> Avenue at Booth Road</b></p>	<ul style="list-style-type: none"> <li>• 4<sup>th</sup> Avenue becomes Booth Road in a horizontal curve. Transverse rumble strips have been installed on the curve approaches.</li> <li>• There are multiple unpaved accesses within the curve that lead to the canal roads. A concrete barrier has been placed across one of the accesses apparently to prevent vehicles from entering; however, vehicles can maneuver around the barrier due to its location and gain access to the canal road.</li> <li>• Chevrons on the east side do not extend to the end of the curve</li> <li>• Chevron spacing through the curve is approximately 200 feet. The MUTCD recommends chevron spacing of 120 feet for curve speeds of 35 to 45 mph.</li> </ul>	<ul style="list-style-type: none"> <li>• Relocate access road barrier closer to 4th Avenue to prohibit entrance</li> <li>• Reduce chevron spacing to 120 feet and extend chevrons through the curve east along Booth Road</li> <li>• Limit number of accesses to the canal roads in this curve</li> </ul>
<p><b>Mohave Road Southern Section (Mileposts 0 to 9)</b></p>	<ul style="list-style-type: none"> <li>• The pavement markings on the southern section of Mohave Road (mileposts 0 to 9) are faded or non-existent, and the pavement is aged</li> <li>• The Welcome sign at milepost 0 is faded and may not command driver attention. Gateway signing can have a traffic calming influence on motorists entering a community.</li> </ul>	<ul style="list-style-type: none"> <li>• Rehabilitate the pavement with a chip seal treatment</li> <li>• Install centerline markings and RPMs and edgeline markings to provide 11-foot lanes and 4 foot shoulders</li> <li>• Install centerline and edgeline rumble strips</li> <li>• Install a new “Welcome to CRIT” monument sign at milepost 0</li> </ul>

POTENTIAL SAFETY ISSUE	DESCRIPTION	COUNTERMEASURES FOR CONSIDERATION
<p><b>Mohave Road at Poston Road</b></p>	<ul style="list-style-type: none"> <li>• This location has turning movements and pedestrian activity due to Woody's convenience store, post office, residences, and the Poston Memorial Monument that are in the immediate vicinity</li> <li>• The intersection has uncontrolled access on all 4 quadrants</li> <li>• Large trucks parking at Woody's create a sight obstruction</li> <li>• Even though there are some street lights in the area, the intersection is not well-lit at night</li> </ul>	<ul style="list-style-type: none"> <li>• Install pedestrian crossing warning signs on the Mohave Road approaches</li> <li>• Refresh pavement markings (turn lanes, edgelines, centerlines)</li> <li>• Construct sidewalks/curb and gutter along the intersection legs</li> <li>• Upgrade street lighting</li> </ul>
<p><b>Mohave Road at Patrick Road</b></p>	<ul style="list-style-type: none"> <li>• It is difficult to see the Patrick Road intersection from the northbound approach due to the canal crossing and guardrail</li> <li>• The guardrail on the east side of the crossing has been damaged. The curb in front of the guardrail reduces crashworthiness of the guardrail.</li> <li>• There is no barrier to keep vehicles that run off the road from striking the concrete structure or falling into the canal</li> <li>• Chevron spacing in the curve is approximately 250 feet; the MUTCD recommends 160 foot spacing for curve speeds of 50 to 60 mph.</li> </ul>	<ul style="list-style-type: none"> <li>• Extend guardrail on northbound approach to prevent errant vehicles from striking the concrete structure</li> <li>• Extend guardrail on southbound approach and relocate Patrick Road approach approximately 150 feet north</li> <li>• Repair damaged guardrail and posts</li> <li>• Block out guardrail to position the guardrail face flush with the curb</li> <li>• Reduce chevron spacing to 160 feet by installing additional chevrons</li> <li>• Install reflective tabs on guardrail posts</li> </ul>
<p><b>Mohave Road at Agnes Wilson Road</b></p>	<ul style="list-style-type: none"> <li>• The team observed higher speeds (55 mph speed limit), higher volumes, and more numerous turning movements at this intersection than at other intersections on Mohave Road</li> <li>• Commercial activity at the intersection includes the truck scales, which creates a high amount of large truck activity</li> <li>• The left-turn lanes on Mohave Road are approximately 180 feet long (including taper and storage length), which is too short for the current operating speeds</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce the speed limit to 35 mph</li> <li>• If the speed limit is not reduced, increase the length of the left-turn lanes</li> <li>• Refresh intersection pavement markings</li> <li>• Replace intersection warning signs for Eddy Road and 9<sup>th</sup> Avenue with Double Side Road intersection warning signs</li> </ul>

	<ul style="list-style-type: none"> <li>• The turn lane pavement markings are faded</li> <li>• There are two closely spaced intersection warning signs (both directions between Agnes Wilson Road and Patrick Road) for Eddy Road and 9<sup>th</sup> Avenue</li> </ul>	
<b>Mohave Road at the Head Start School</b>	<ul style="list-style-type: none"> <li>• The speed limit at the Head Start School is 45 mph; however, a spot speed check conducted by the RSA team showed many vehicles traveling at speeds of 55 to 60 mph in front of the school</li> <li>• Even though there is a no passing zone at the school, the RSA team vehicle was passed (while traveling at the speed limit)</li> <li>• There is no defined access at the school, leading to vehicles pulling on and off of Mohave Road at multiple locations</li> <li>• Vehicles pulling onto the shoulder at the mailboxes just north of the school (southwest corner of Mohave Road/Indian School Road intersection) lead to shoulder erosion and create a potential hazard for motorists along Mohave Road</li> </ul>	<ul style="list-style-type: none"> <li>• Create a reduced speed school zone and install solar powered “35 MPH When Flashing” signs</li> <li>• Implement photo enforcement for speeding</li> <li>• Relocate mailboxes to a cluster mailbox approximately 100 feet west of Mohave Road on the north side of Indian School Road</li> <li>• Designate a defined school entrance on Indian School Road, and close the undefined access along Mohave Road (with curb and gutter, vegetation, etc.)</li> </ul>
<b>Mohave Road at 2<sup>nd</sup> Avenue</b>	<ul style="list-style-type: none"> <li>• Tribal offices are located at this intersection, and the rodeo grounds and a park are nearby, leading to numerous turning movements and pedestrian activity</li> <li>• The intersection is dark at night due to lack of street lighting</li> <li>• The speed limit decreases from 55 to 35 mph for the northbound approach and from 45 to 35 mph for the southbound approach; the Tribe noted that excessive speeds are an issue at this location</li> <li>• The flashing beacon is 14.5 feet above the road surface; the MUTCD states that the bottom of the signal housing shall be at least 15 feet above the pavement. This beacon has been struck by large vehicles in the past.</li> </ul>	<ul style="list-style-type: none"> <li>• Install a 45 mph speed zone between the 55 and 35 mph speed zones for the northbound approach (install 45 mph sign south of Rodeo Road)</li> <li>• Install solar-powered speed feedback signs on the approaches to 2<sup>nd</sup> Avenue</li> <li>• Elevate the flashing beacon; remove beacon if it can't be elevated</li> <li>• Install street lighting</li> <li>• Install pedestrian crossing warning signs on Mohave Road</li> <li>• Refresh intersection pavement markings</li> <li>• Install guide signing for Tribal Government Complex</li> <li>• Conduct pedestrian crossing evaluation to</li> </ul>

		determine if a mid-block pedestrian crossing treatment is warranted
<p><b>Mohave Road at 1<sup>st</sup> Avenue</b></p>	<ul style="list-style-type: none"> <li>• There are no turn lanes on Mohave Road at 1<sup>st</sup> Avenue; the Tribe indicated that there are frequent turning movements at this intersection. The intersection is at the bottom of a downgrade and just beyond a horizontal curve for westbound traffic.</li> <li>• The westbound Mohave Road speed limit changes from 45 to 35 mph on the downgrade and in the horizontal curve</li> <li>• There are redundant Speed Reduced Ahead and 35 mph Speed Zone signs for westbound Mohave Road east and west of 1<sup>st</sup> Avenue</li> </ul>	<ul style="list-style-type: none"> <li>• Conduct a turn lane analysis, and if needed, construct turn lanes on Mohave Road at 1<sup>st</sup> Avenue</li> <li>• Relocate the 35 mph Speed Zone sign and Speed Reduced Ahead sign for westbound Mohave Road to a location east of the horizontal curve and downgrade</li> <li>• Remove the Speed Reduced Ahead sign west of 1<sup>st</sup> Avenue</li> </ul>

## **Appendix**

**ROAD SAFETY ASSESSMENT AGENDA  
COLORADO RIVER INDIAN TRIBES  
BIA WESTERN REGION, COLORADO RIVER AGENCY**

**Wednesday, February 27, 2013**

- 10:00 AM Road Safety Assessment Start-up Meeting *All*  
1. Road Safety Assessments: Objectives, Procedures *RSA Team*  
2. Background on Study Area *Tribe/BIA*  
Overview, History, Challenges, Specific Concerns  
3. Questions and Answers *All*
- *The road safety assessment team will be led by Mike Blankenship, Arizona RSA Program Manager. The RSA Team includes Gregory Fisher (CRIT), Richard Weeks (ADOT), Don Sneed (ADOT), and Tomi St. Mars (Arizona Dept. of Health Services).*
  - *For the start-up meeting, information will be provided by Gregory Fisher, CRIT Tribal Planner.*

11:30 AM Break

12:30 PM Daytime Site Visits *RSA Team*

7:15 PM Nighttime Site Visits *RSA Team*

**Thursday, February 28**

7:30 AM Daytime Site Visits *RSA Team*

10:00 AM Work Session/Analysis *RSA Team*

11:30 AM Break

12:30 PM Work Session/Analysis *RSA Team*

**Friday, March 1**

8:30 AM Presentation of Preliminary Findings *All*

- *Findings Report to owner: March 29*
- *Owner's Response to findings: May 2*

10:30 AM Adjourn

*All meetings will be conducted at the Indian Health Service Colorado River Service Unit at 12033 Agency Road, Parker.*

*Feb. 27: Computer Training Room*

*Feb. 28: Meditation Room*

*March 1: Medical Library*

# C – Pavement Condition Ratings





Table A-1 - Pavement Condition Assessment, Continued

										Pavement Distresses, Severities, and Percent Area (1=low-severity, 3=medium severity, 5= high severity)																					Overall Rating (0=failed segment, 5=excellent segment)									
Street Name	Route Number	Length (miles)	Surface Width	Section Number	Begin Street	End Street	Roadbed Condition	Surface Condition Index	Surface Type	L&T Cracking			Block Cracking			Alligator Cracking			Roughness			Rutting			Corrugations			Raveling				Bleeding			Patching			Other		
										<33%	34-65 %	> 66%	<33%	34-65 %	> 66%	<33%	34-65 %	> 66%	<33%	34-65 %	> 66%	<33%	34-65 %	> 66%	<33%	34-65 %	> 66%	<33%	34-65 %	> 66%		<33%	34-65 %	> 66%	<33%	34-65 %	> 66%	<33%	34-65 %	> 66%
11th Avenue	15	2.00	20	65	Agnes Wilson Road	Indian School Road	4	10	4			5					5		5							5				5			5		0					
13th Avenue	17	1.50	26	20	Peterson Road	Hopi Road	5	40	5		2						1								1						1		3.5							
13th Avenue	17	5.00	24	50	Patrick Road	Burns Road	4	40	5			3												2				1		1		3								
13th Avenue	17	0.50	14	60	Little Road	Gould Road	4	10	4																				1			5								
Agnes Wilson Road	18	2.60	24	10	US 95	Bridge H042	5	90	5			2							1								2					3								
Agnes Wilson Road	18	2.60	24	30	Bridge H042	Mohave Road	5	90	5	1																							4							
Agnes Wilson Road	18	1.50	24	40	Mohave Road	7th Avenue	4	30	5			2												2						2		2.5								
Agnes Wilson Road	18	1.00	22	50	7th Avenue	5th Avenue	5	20	5		2		2				1							2						2		3								
15th Avenue	19	3.00	24	30	McCabe Road	Scott Road	4	20	5			3					3		2								1		1		2									
15th Avenue	19	0.10	24	45	Agnes Wilson Road	0.1 mi north of Agnes Wilson Road	5	40	5		4																		1		2									
15th Avenue	19	2.90	24	50	Agnes Wilson Road	Burns Road	5	90	5	1							1													1		4								
Eddy Road	20	1.50	24	10	Mohave Road	7th Avenue	5	20	5		2						2							2			3		1		3									
Eddy Road	20	0.80	18	20	7th Avenue	canal crossing	4	10	4			4					5								5			3		3		0.5								
Eddy Road	20	1.50	16	30	canal crossing	5th Avenue	3	20	3			4	2				3							4			3		3		2									
Patrick Road	22	1.00	24	10	16th Avenue	14th Avenue	5	40	5		2		2											3				1		3										
Patrick Road	22	2.00	24	20	14th Avenue	Mohave	5	40	5			2												2				1		3										
Scott Road	24	0.10	24	20	16th Avenue	Bridge H045	3	60	5			4					3		1								1		2		1									

Table A-1 - Pavement Condition Assessment, Continued

										Pavement Distresses, Severities, and Percent Area (1=low-severity, 3=medium severity, 5= high severity)																					Overall Rating (0=failed segment, 5=excellent segment)									
Street Name	Route Number	Length (miles)	Surface Width	Section Number	Begin Street	End Street	Roadbed Condition	Surface Condition Index	Surface Type	L&T Cracking			Block Cracking			Alligator Cracking			Roughness			Rutting			Corrugations			Raveling				Bleeding			Patching			Other		
										<33%	34-65 %	> 66%	<33%	34-65 %	> 66%	<33%	34-65 %	> 66%	<33%	34-65 %	> 66%	<33%	34-65 %	> 66%	<33%	34-65 %	> 66%	<33%	34-65 %	> 66%		<33%	34-65 %	> 66%	<33%	34-65 %	> 66%	<33%	34-65 %	> 66%
Scott Road	24	2.70	24	40	Bridge H045	Mohave Road	4	20	5			4			4		3		1													1		2			1			
McCabe Road	30	1.90	26	10	23rd Avenue	Bridge H020	5	40	5			5			5										5						5				5	0				
McCabe Road	30	2.80	24	30	Bridge H020	Bridge H021	4	20	4			4			4				3						4					3			3			2				
McCabe Road	30	2.70	24	50	Bridge H021	9th Avenue	5	20	5					1			2								2							1				3				
Peterson Road	34	1.80	26	40	23rd Avenue	canal crossing west of 17th Avenue	5	20	5			4			4			4																3		2				
Peterson Road	34	1.90	26	50	canal crossing east of 17th Avenue	Bridge H024	5	20	5			3			3			1							3					1			1			3				
Peterson Road	34	0.90	24	70	Bridge H024	Mohave Road	5	20	5			4					5		3						3				1				3		2					
Peterson Road	34	2.90	26	80	Mohave Road	9th Avenue	4	20	4			5			5			4							5				4					5	0.5					
Marks Road	36	1.70	20	40	14th Avenue	0.3 miles west of 10th Avenue	4	20	4			5					5		4						5				4				3		1					
Marks Road	36	0.30	12	50	0.3 miles west of 10th Avenue	10th Avenue	3	20	3			5			5			4							5				4				3		0.5					
Navajo Road	38	2.20	24	40	21st Avenue	Mohave Road	4	20	4						5			5							5				5				5		0					
Navajo Road	38	1.00	24	45	Mohave Road	Bridge H039	4	20	4						5			4							5				5				5		0.5					
Navajo Road	38	1.20	24	60	Bridge H039	0.3 miles west of road end	4	20	4						5			4							5				5				5		0.5					
Navajo Road	38	0.30	15	70	0.3 miles west of road end	east end of Navajo Road	3	10	3			4			4			4							5								5		0.5					
4th Avenue	77	2.20	22	10	Indian School Road	Booth Road	4	10	4			4						3							3						2				3					
6th Avenue	99	1.00	20	10	Indian School Road	Burns Road	4	10	4			5			5			4							5				3			3			0					
6th Avenue	99	0.80	24	20	Gould Road	Mohave Drive	5	20	5			3			3		2		1						3						2				3					
14th Avenue	117	0.80	20	25	Nez Road	Bridge H040	4	10	4			4						4							5				3					5	0.5					
14th Avenue	117	1.30	20	40	Bridge H040	Mark Road	4	18	4			4						4							5				3					5	0.5					
Hopi Road	330	0.80	24	10	Mohave Road	12th Avenue	5	20	4			2						1							2				1						3.5					
		<b>132.60</b>																																						

# D – Field Review

Table A-2- Road Condition Assessment

Street Name	Route Number	Length (miles)	Section Number	Begin Street	End Street	Shoulders		Lane markings		Signing		Sight Distance Issues		Lighting		Culverts / Barriers- Need for / visibility of end treatments		Traffic Control		Speed Limit Signs?		Pedestrians		Bicyclists		Observations
						Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	
Mohave Road	1	2.80	10	South reservation boundary - approximately 0.20 miles north of Cisco Road	2.8 miles north of reservation boundary, south of La Paz Road	x		x		x		x		x				x		x		x		x		Lane markings are faded in this area. Shoulders are in poor shape, eroded. Signs include Deer x-ing, Farm Equipment.
Mohave Road	1	5.20	20	2.8 miles north of reservation boundary, south of La Paz Road	Bridge H008 - north of Weir Road (Tyson Wash Bridge)	x		x		x		x		x				x		x		x		x		Lane marking are faded in this area. Need edge stripe. Shoulders are in poor condition, eroded. A new 700 foot bridge is planned in this area.
Mohave Road	1	1.80	40	Bridge H008 (Tyson Wash Bridge)	Canal Bridge H007	x		x		x		x		x				x	x			x		x		Signed for 55 mph. Flooding problem
Mohave Road	1	2.00	60	Canal Bridge H007	Just south of Beeson Road	x		x		x		x		x				x	x			x		x		There is both center and edge line striping. There is a crossroad sign near MP 12. Most crossroads have advance signing.
Mohave Road	1	7.70	70	Just south of Beeson Road	Peterson Road	x		x		x		x		x				x				x		x		There is both center and edge line striping.
Mohave Road	1	7.40	71	Peterson Road	Bridge H006	x		x		x		x		x				x	x			x		x		There is both center and edge line striping. 55 mph posted speed
Mohave Road	1	1.00	90	Bridge H006	Bridge H005	x		x		x		x		x				x		x		x		x		crossroad sign
Mohave Road	1		100	Bridge H005	Eddy Road	x		x		x		x		x						x		x		x		
Mohave Road	1	1.00	110	Eddy Road	Agnes Wilson Road	x		x		x		x		x						x		x		x		Advance sign for Agnes Wilson Road in poor condition.
Mohave Road	1	3.30	120	Agnes Wilson Road	Bridge H004	x		x		x		x		x					x			x		x		Bridge and Patrick Road are close, obscuring view of intersection. Signs in this section include 55mph, 45mph, and 55 mph signs, Farm machinery sign, school bus ahead sign(@MP 31), crossroad signs
Mohave Road	1	5.00	140	Bridge H004	Bridge H003	x		x		x		x		x					x			x		x		Curve area signed for 35 mph, crossroad signs, no passing zone
Mohave Road	1	2.20	160	Bridge H003	SR 95	x		x		x		x		x			X		x			x		x		Flasher at 2nd Avenue, speed signs for 45, 35mph. There are stop signs on Mohave Road at USR 95. A roundabout is planned there.
1st Avenue	3	3.00	20	Burns Road	Mohave Road		x		x		x		x		x			x		x		x		x		Stop sign control at Mohave/1st. The school district wants 1st Avenue paved first. Speed 45 mph. Dirt shoulders on south, canal on north. The 1st and Burns intersection was just redone
1st Avenue	3	0.60	30	Mohave Road	W. Arizona Avenue	x		x																		Centerline striping only. Dirt shoulders. Vegetation up to traveled way edge. The CRIT has talked about putting in sidewalks on one or both sides in this section. 1 culvert signed 35 mph.

Table A-2- Road Condition Assessment

Street Name	Route Number	Length (miles)	Section Number	Begin Street	End Street	Shoulders		Lane markings		Signing		Sight Distance Issues		Lighting		Culverts / Barriers- Need for / visibility of end treatments		Traffic Control		Speed Limit Signs?		Pedestrians		Bicyclists		Observations
						Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	
1st Avenue	3	0.60	40	W. Arizona Avenue	Agency Ave	x		x			x		x			x		x								There is a path on one side here. There is a stop sign on 1st at Agency Road.
Booth Road	4	0.90	10	4th Avenue	Bridge H043		x	x		x			x					x		x						Centerline striping only. Curve and rumble strips in this section. Signed at 35 mph
Booth Road	4	1.20	30	Bridge H043	1st Avenue		x	x		x			x					x		x						Centerline only - faded. Signed at 45 mph. Vegetation to road edge.
Booth Road	4	0.80	40	1st Avenue	0.8 mi. east of 1st Avenue		x	x		x			x					x		x						Centerline only - faded. Signed at 40 mph. Vegetation to road edge. Three canal crossings. Slow Children sign. 1 bent sign.
Booth Road	4	0.20	45	0.8 mi. east of 1st Avenue	1.0 mile east of 1st Ave.			x		x			x					x		x						Centerline striping. Rumble strips by pavement ends signs
2nd Avenue	5	1.00	10	Mohave	Booth Road		x	x		x								x		x						Centerline striping. Reduced Speed Ahead sign bent. Comment that sidewalks needed on south side of street.
2nd Avenue	5	2.80	20	Mohave Road	Agency Avenue																					
2nd Avenue	5	0.20	30	Agency Avenue	1st Avenue		x	x		x								x		x						Paved shoulders. Stop sign needs to be replaced. Speed signing for 45/35/and 25 mph
2nd Avenue	5	0.30	40	1st Avenue	0.3 miles east of 1st Ave.	x		x		x								x		x						25 mph. posted. School Bus stop Ahead sign, rumble strips. Striped pedestrian crosswalk at BIA Colorado Agency office.
Gould Road	6	1.50	10	10th Avenue	9th Avenue		x	x		x										x						Centerline striping .40 mph posted speed. Comment that they had to change the aggregate base because of sand conditions. There is a curve signed for 20 mph, decreasing to 15mph
Gould Road	6	1.60	20	7th Avenue	4th Avenue		x	x		x									x		x					Centerline striping. 35 mph posted speed. Limited earth shoulder, but much vegetation to road edge. Signage includes crossroad sign, Slow -children crossing sign, curve sign.
Burns Road	10	1.40	10	15th Avenue	Bridge H011 (12th Avenue)		x	x		x								x		x						Centerline stripe. New striping past curve. 35 mph posted. Headwall noted in RSA. Curve sign.
Burns Road	10	1.00	30	Bridge H011 (12th Avenue)	Mohave Road		x	x		x								x		x						Comment that Burns Road was restriped; the striping was not centered and needed to be redone. The new striping has faded. Centerline reflectors are visible. There is room for a shoulder. Stop sign at Mohave. Canal on one side.
Burns Road	10	3.80	35	Mohave Road	Bridge H044		x											x		x						
Burns Road	10	1.30	50	Bridge H044	1st Avenue		x	x		x								x		x			x		x	Centerline striping faded. Posted speed limit 45 mph
Burns Road	10	0.40	60	1st Avenue	0.4 mi. east of 1st Ave.	x		x		x								x		x			x		x	Striping in good condition, with both centerline and edge striping. Signage includes pavement ends sign, and speed limits signs for 45, 35 and 25 mph, as one nears the pavement end section. There is also a pedxing sign and pavement narrows sign.
7th Avenue	11	1.00	40	Eddy Road	Agnes Wilson Road	x		x		x								x		x			x		x	Centerline striping. Earth shoulder on one side. Stop sign at Eddy Road.

Table A-2- Road Condition Assessment, Continued

Street Name	Route Number	Length (miles)	Section Number	Begin Street	End Street	Shoulders		Lane markings		Signing		Sight Distance Issues		Lighting		Culverts / Barriers- Need for /visibility of end treatments		Traffic Control		Speed Limit Signs?		Pedestrians		Bicyclists		Observations
						Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	
7th Avenue	11	2.00	45	Agnes Wilson Road	Indian School Road	x		x			x		x				x			x			x		Centerline striping. Earth shoulder on one side. Stop sign at Agnes Wilson Road. Culvert marker bent. Culvert crossing needs better signing. Needs bus turnout reconstructed.	
7th Avenue	11	0.80	50	Burns Road	Gould Road		x	x			x		x					x			x			x	Centerline striping faded. Stop sign at Burns Road. Narrow bridge/curve	
Indian School	14	0.50	20	11th Avenue	Mohave Road		x		x		x		x				x			x				x	Stop sign on Mohave Road. Paving is in poor condition- part of 11th Avenue project.	
Indian School	14	3.00	30	Mohave Road	4th Avenue		x		x		x		x				x			x				x	Stop sign at 4th Avenue. This road is in poor condition. Comment that it is well used. There are utility poles on the south side of the street.	
11th Avenue	15	1.00	10	Mark Road	Peterson Avenue		x		x		x		x	x			x			x				x	Stop sign at Peterson Road. Canal, no headwall, drop off on road on west side, stop sign needs to be replaced in poor condition.	
11th Avenue	15	2.00	20	Peterson Avenue	McCabe Road		x		x		x		x				x			x				x	Stop sign at McCabe Road. Narrow farm road.	
11th Avenue	15	2.00	65	Agnes Wilson Road	Indian School Road		x		x		x		x					x		x				x	This road has been designed, and is ready to go to bid- it is in poor condition.	
13th Avenue	17	1.50	20	Peterson Road	Hopi Road		x		x		x		x	x			x			x				x	Stop sign at Peterson Road, which has holes in it. There is a need for object markers at the canal and the road edge drops off on the east side.	
13th Avenue	17	5.00	50	Patrick Road	Burns Road		x	x			x		x	x			x			x				x	Centerline striping in poor condition, faded and centerline striping mostly not visible because of patching. There is a stop sign at Burns Road. There are earth shoulders on part of the section. Culvert with no object markers.	
13th Avenue	17	0.50	60	Little Road	Gould Road		x	x		x		x		x			x			x				x	Centerline striping. Posed 30 mph speed limit SB, 40 mph NB. There is a dead end sign, and curve signing. Speeds are reduced to 30 mph, then 20 mph near the curve.	
Agnes Wilson Road	18	2.60	10	US 95	Bridge H042	x		x		x		x		x			x			x				x	Centerline and shoulder striping. Speed limit 55. At curve, there is a curve sign and speeds are reduced to 35 mph. There is a stop sign at US 95 intersection.	
Agnes Wilson Road	18	2.60	30	Bridge H042	Mohave Road	x		x		x		x		x			x			x				x	Centerline and shoulder striping. Canal on one side of road.	
Agnes Wilson Road	18	1.50	40	Mohave Road	7th Avenue		x	x			x		x	x			x			x				x	Centerline striping. There is a culvert in this segment with no object markers. There is a stop sign at Mohave Road intersection.	
Agnes Wilson Road	18	1.00	50	7th Avenue	5th Avenue		x	x			x		x				x			x				x	Centerline striping. Narrow- needs vegetation trimmed.	
15th Avenue	19	1.00	10	south end of road	Nez Road	x			x		x		x				x			x				x	This road had pavement previously- the paving is in poor condition. People drive on the shoulders. Comment is that it is a low priority, however, because it is not well used.	
15th Avenue	19	3.00	30	McCabe Road	Scott Road		x	x			x		x				x								Centerline striping is faded. There is a stop sign at McCabe Road intersection. There are limited earth shoulders.	
15th Avenue	19	0.10	45	Agnes Wilson Road	0.1 mi north of Agnes Wilson		x		x		x		x				x			x				x		

Table A-2- Road Condition Assessment, Continued

Street Name	Route Number	Length (miles)	Section Number	Begin Street	End Street	Shoulders		Lane markings		Signing		Sight Distance Issues		Lighting		Culverts / Barriers- Need for / visibility of end treatments		Traffic Control		Speed Limit Signs?		Pedestrians		Bicyclists		Observations
						Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	
15th Avenue	19	2.90	50	Agnes Wilson Road	Burns Road	x		x		x		x		x		x		x		x		x		x		New centerline striping. Posted speed 45 mph. At the curve, there are chevrons, and advisory speed signs for 25mph and 15 mph. There are also chevrons that have graffiti markings. There is a stop sign at Agnes Wilson Road.
Eddy Road	20	1.50	10	Mohave Road	7th Avenue		x		x		x		x		x		x		x		x		x		x	Narrow road.
Eddy Road	20	0.80	20	7th Avenue	canal crossing		x		x		x		x		x		x		x		x		x		x	Narrow road. The road is in poor condition and turns to gravel.
Eddy Road	20	1.50	30	canal crossing	5th Avenue		x		x		x		x		x		x		x		x		x		x	Narrow road. The road is in poor condition and turns to gravel.
Patrick Road	22	1.00	10	16th Avenue	14th Avenue		x		x		x		x		x		x		x		x		x		x	Reflectors in centerline, no striping. Crossroad sign at 16th needs street name signs
Patrick Road	22	2.00	20	14th Avenue	Mohave		x		x		x		x		x		x		x		x		x		x	Reflectors in centerline, no striping. Canal crossing signs. Advisory speeds of 35 and 15 mph at curve. Canal at south side of road. Partial earth shoulders.
Scott Road	24	0.10	20	16th Avenue	Bridge H045		x		x		x		x		x		x		x		x		x		x	
Scott Road	24	2.70	40	Bridge H045	Mohave Road		x		x		x		x		x		x		x		x		x		x	Some bladed shoulder area on south side of road. There is a canal crossing with no object markers in this section.
McCabe Road	30	1.90	10	23rd Avenue	Bridge H020		x		x		x		x		x		x		x		x		x		x	There is a big drop off on the side of the road with no markings. There is a culvert with no object markers west of CRIT Farms.
McCabe Road	30	2.80	30	Bridge H020	Bridge H021		x		x		x		x		x		x		x		x		x		x	Where there is pavement marking, they are faded. West of Mohave Road, there are no lane markings and the pavement is in poor condition. CRIT Farms would like this re-paved. There is a stop sign at Mohave Road intersection.
McCabe Road	30	2.70	50	Bridge H021	9th Avenue		x		x		x		x		x		x		x		x		x		x	Centerline is faded. There are reflectors in the centerline. Posted speed is 35 mph. Comment that McCabe Rd could provide future access.
Peterson Road	34	0.50	30	Bridge H023	23rd Avenue		x		x		x		x		x		x		x		x		x		x	Drop-offs on side of road.
Peterson Road	34	1.80	40	23rd Avenue	canal crossing east of 17th Avenue		x		x		x		x		x		x		x		x		x		x	Centerline lane striping. Drop offs on road edge.
Peterson Road	34	1.90	50	canal crossing east of 17th Avenue	Bridge H024		x		x		x		x		x		x		x		x		x		x	Centerline lane striping is faded. Posted speed 45 mph.
Peterson Road	34	0.90	70	Bridge H024	Mohave Road		x		x		x		x		x		x		x		x		x		x	Centerline lane striping is faded. Posted speed 45 mph. Bridge needs better markings. Shoulder drops-offs
Peterson Road	34	2.90	80	Mohave Road	9th Avenue		x		x		x		x		x		x		x		x		x		x	Needs striping. Stop sign at Mohave Road. Speed limit 45 mph, 35 mph near 12th. Culvert needs markings. Slight drop off on road edge.
Marks Road	36	1.70	40	14th Avenue	0.3 miles west of 10th Avenue		x		x		x		x		x		x		x		x		x		x	No markings where road curves to 14th Street. Need a yield sign at 11th to replace existing sign.

Table A-2- Road Condition Assessment, Continued

Street Name	Route Number	Length (miles)	Section Number	Begin Street	End Street	Shoulders		Lane markings		Signing		Sight Distance Issues		Lighting		Culverts / Barriers- Need for / visibility of end treatments		Traffic Control		Speed Limit Signs?		Pedestrians		Bicyclists		Observations	
						Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No		
Marks Road	36	0.30	50	0.3 miles west of 10th Avenue	10th Avenue		x		x		x		x		x		x		x		x		x		x		
Navajo Road	38	0.80	30	Bridge H027	21st Avenue		x		x		x		x		x		x		x		x		x		x	Vegetation needs trimming.	
Navajo Road	38	2.20	40	21st Avenue	Mohave Road		x		x		x		x		x		x		x		x		x		x	Shoulder drop offs, poor road condition. Farmers use this road. Need sign for 21st Avenue.	
Navajo Road	38	1.00	45	Mohave Road	Bridge H039		x		x		x		x		x		x		x		x		x		x	Shoulder drop offs.	
Navajo Road	38	1.20	60	Bridge H039	0.3 miles west of road end		x		x		x		x		x		x		x		x		x		x	Narrow bridge, vegetation needs to be trimmed.	
Nez Road	40	1.60	20	Mohave Road	14th Avenue		x		x		x		x		x	x		x		x		x		x		Similar to Navajo Road. There is a stop sign at Mohave Road.	
Johns Road	42	0.50	10	15th Avenue	14th Avenue		x		x		x		x		x		x		x		x		x		x	Gravel, but include- At one time it was paved. This road serves 1-2 homes.	
4th Avenue	77	2.20	10	Indian School Road	Booth Road		x	x			x		x				x				x		x		x	Centerline stripe. Stop sign at Burns Road. This was part of a chip sealing project. No speed limit signs.	
6th Avenue	99	1.00	10	Indian School Road	Burns Road		x		x		x		x				x				x		x		x	Stop sign at Indian School Road.	
6th Avenue	99	0.80	20	Gould Road	Mohave Drive		x		x		x		x	x	x				x				x		x	45 mph speed limit sign. Canal on south side of road, homes on north side. Canal crossing needs object markers. There is a stop sign at Gould Road.	
14th Avenue	117	0.80	25	Nez Road	Bridge H040		x		x		x		x		x		x		x		x		x		x		
14th Avenue	117	1.30	40	Bridge H040	Mark Road		x		x		x		x	x		x		x		x		x		x		Stop sign by bridge. There is a culvert with no object markers near Mark Road.	
Hopi Road	330	0.80	10	Mohave Road	12th Avenue	x			x		x		x		x	x		x		x		x		x		Centerline markings are faded. There is a 35 mph speed limit (with children at play) sign posted next to the canal. Also a pavement ends sign	
Total miles		137.20																									

## E – Transit Technical Memorandum

# 2014 Strategic Long Range Transportation Plan for the Colorado River Indian Tribes

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## Final Transit Technical Memorandum

*Prepared by:*



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**Prepared for:**

COLORADO RIVER INDIAN TRIBES  
FEBRUARY 2014

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# 1. Introduction

This Transit Technical Memorandum summarizes transit-related information that was developed as part of the 2014 Strategic Long Range Transportation Plan (Plan). This Plan recommends transportation improvements over five-, 10-, and 20-year periods, incorporating both roadway and multimodal needs. One of the key focus areas was the development of transit information to determine community support for transit, indicators of where persons live and where they would like to travel to, transit needs, and type of transit system best suited to meet the community needs.

## 1.1 STUDY AREA

---

The Colorado River Indian Tribes (CRIT) Reservation spans the Colorado River and has land in Arizona (La Paz County) and California (San Bernardino and Riverside counties). It includes almost 300,000 acres of land.

The CRIT Reservation was established March 3, 1865 for the “Indians of said river and its tributaries.” The Indigenous people were the agricultural Mohaves and the Chemehuevis. In 1945, a portion of the reservation was reserved for colonization by Indians of other tribes, specifically the Hopis and Navajos.



**Entry Monument at the Tribal Headquarters of the Colorado River Indian Tribes**

The Reservation area is shown in **Figure 1**.

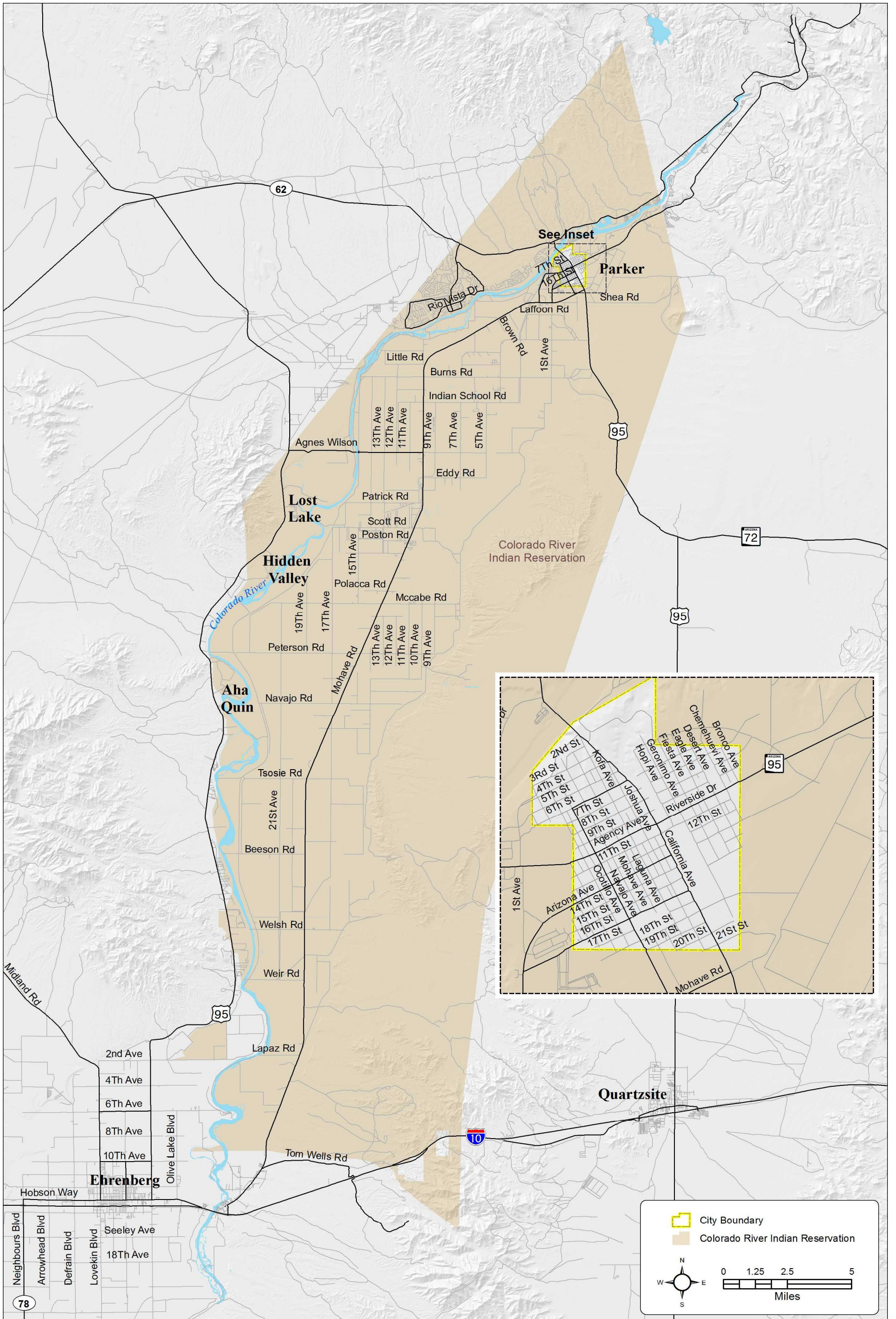


Figure 1 – Study Area Map

## 1.2 ORGANIZATION OF TECHNICAL MEMORANDUM

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This technical memorandum is organized into the following chapters:

**Chapter 1, Introduction** – This chapter describes the overall study purpose, objectives, and organization.

**Chapter 2, Project Area Description** – This chapter provides an overview of the current land uses and activity centers, and future planned developments on the Reservation.

**Chapter 3, Demographic and Socioeconomic Data** – This chapter describes demographic and socioeconomic data for the Colorado River Indian Tribes Reservation.

**Chapter 4, Existing Transit Services** – This chapter describes existing transit services operating in the tribal community.

**Chapter 5, Transit Input from Surveys** – This chapter describes survey findings from two transportation surveys; one which was conducted as part of the 2014 Strategic Long Range Transportation Plan and one that was conducted by the Colorado River Indian Tribes.

**Chapter 6, Public Open House Input** – This chapter describes input from a public open house held in 2013, where attendees participated in an activity to gather information about where residents live and where they travel to.

**Chapter 7, Transit Needs and Demands** – This chapter summarizes the transit needs and demand analysis based on the procedures described in *Transit Cooperative Research (TCR) Program Report 161 – Method for Forecasting Demand and Quantifying Need for Rural Passenger Transportation: Final Workbook*.

**Chapter 8, Findings of Need for Transit** – this chapter summarizes the findings of need for transit services, and recommendations on the types of transit service to be provided over time.

## 2. Project Area Description

This chapter provides information on land use and activity centers within the Colorado River Indian Tribes (CRIT or Tribes) Reservation. It also summarizes planned future developments.

### 2.1 OVERVIEW

---

The CRIT Reservation is located in western Arizona at Parker, 189 miles from Phoenix. The Reservation spans the Colorado River and includes land in Arizona (La Paz County) and California (San Bernardino and Riverside counties). A brief overview of the history of the Reservation is provided below, as referenced and excerpted from the Tribes website ([http://www.crit-nsn.gov/crit\\_contents/about/](http://www.crit-nsn.gov/crit_contents/about/)).

The CRIT Reservation was created in 1865 by the Federal Government for “Indians of the Colorado River and its tributaries,” originally for the Mohave and Chemehuevi, who had inhabited the area for centuries. People of the Hopi and Navajo Tribes were relocated to the reservation in later years.



**The Colorado River is a central feature of the Reservation**

The reservation stretches along the Colorado River on both the Arizona and California side. It includes almost 300,000 acres of land, with the river serving as the focal point and lifeblood of the area. The primary community in the CRIT Reservation is Parker, Arizona, which is located on a combination of Tribal land, leased land that is owned by CRIT and land owned by non-Native Americans. There are other, smaller communities on the reservation, including Poston, Earp, and Big River.

The Reservation is composed of approximately 297,089 acres and is the home of four Tribes: the Mohave, Chemehuevi, Hopi, and Navajo with a current Tribal enrollment of approximately 4,070 members.

The CRIT’s economy is centered around agriculture, recreation, as well as government and light industry. The fertile river bottom lands and available water allows the production of agricultural and produce such as cotton, alfalfa, wheat, feed grains, lettuce, and melons. Approximately 84,500 acres are now under cultivation and another 50,000 acres are available for development. The Tribes have senior water rights to 717,000 acre feet of the Colorado River, which is almost one-third of the allotment for the state of Arizona.

In recent years the Tribes have diversified to include a Tribal hardware store, shopping malls that include a Walmart, as well as sand and gravel operations and the Avi Suquilla Airport. Since opening the BlueWater Resort and Casino, emphasis has turned toward tourism and recreational activities on the river. CRIT is the largest employer in La Paz County, Arizona, directly and indirectly providing many jobs in the region.

## 2.2 CURRENT LAND USES

This section describes existing land uses within the Reservation area. Land uses are described in the following areas:

- Institutional and public service
- Agricultural
- Residential
- Commercial and industrial
- Recreational

An Activity Centers map (**Figure 2**) shows the location of many of the land uses mentioned in this section.

### 2.2.1 INSTITUTIONAL AND PUBLIC SERVICE

Tribal government offices are located primarily within the CRIT Tribal Headquarters, located on Mohave Road at 2<sup>nd</sup> Avenue. In addition to Tribal Council Chambers and administrative offices, this area also contains the CRIT Library (first tribally funded library in the U.S.), Tribal Court, Juvenile Detention Center, Irataba Hall (gymnasium), and Tribal Automotive Center.



**CRIT Tribal Headquarters Complex**

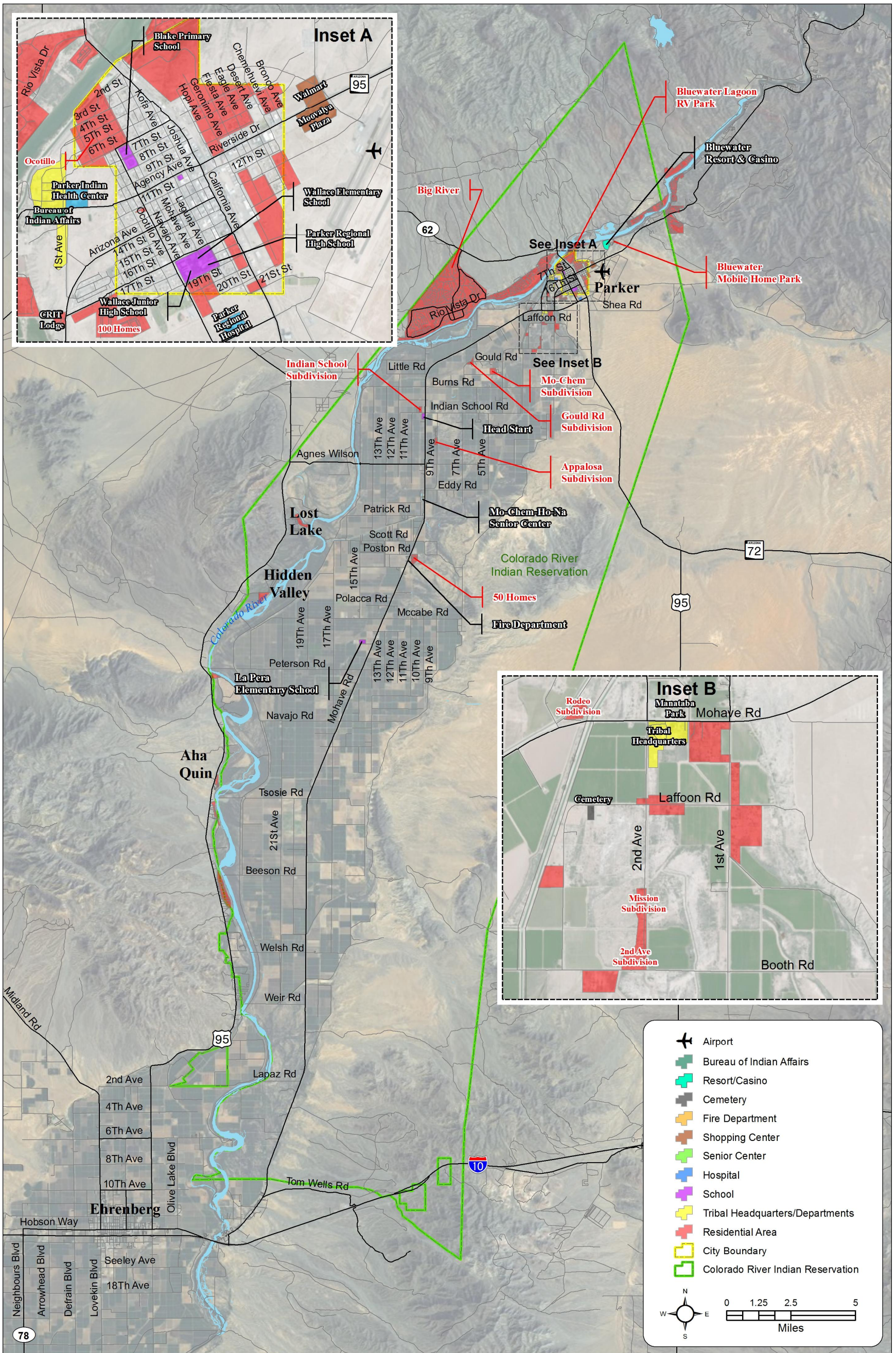
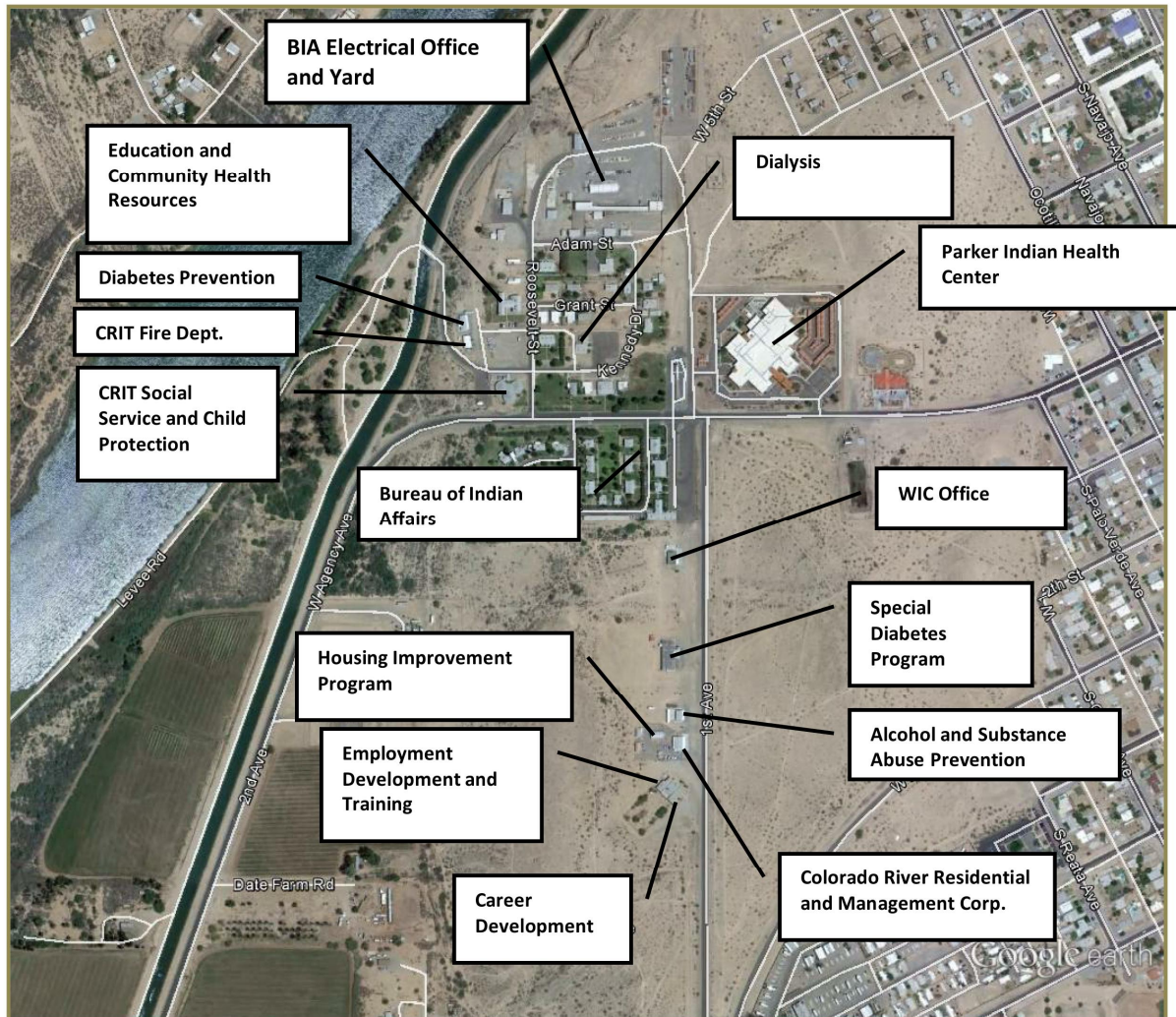


Figure 2 – Activity Centers

**Tribal Offices and other Public Services near the 1<sup>st</sup> Avenue / Agency Avenue Area**

The areas around First Avenue and Agency Avenue are a center of Tribal, medical and Bureau of Indian Affairs offices. Northwest of the intersection, there are a number of Tribal Departments and Offices, including the Education Department, Community Health, the Diabetes Prevention Administration Offices, and Social Service and Child Protection.



**Schools**

Schools in the area include:

Name	Address
Parker High School	1600 South Kofa
Wallace Junior High School	1320 18th Street
La Pera Elementary School	19121 Tahbo Road
Blake Primary School	701 South Navajo
Wallace Elementary School	1201 16 <sup>th</sup> Street
Colorado River Indian Tribes Head Start	18026 Mohave Road

### **Hospitals and Health-Related Services**

Hospitals and health-related services include:

<b>Name</b>	<b>Address</b>
Parker Indian Health Center	12033 West Agency Avenue
La Paz County Regional Health Center	1200 Mohave Road
Community Health	12201 B Roosevelt Street

### **Community Facilities**

Community facilities include:

<b>Name</b>	<b>Address</b>
Colorado River Indian Tribes Museum	1007 Arizona Avenue
Colorado River Indian Tribes Library	26600 Mohave Road
Mo-Chem-Ho-Na Senior Center	21074 Mohave Road
Colorado River Indian Tribes Social Services	12302 Kennedy Drive

## **2.2.2 AGRICULTURAL**

Most of the Reservation’s land is devoted to agricultural uses, primarily farming. The primary crops on the Reservation are hay, cotton, wheat, corn and feed grains.

## **2.2.3 RESIDENTIAL**

Some of the key residential areas on the Reservation include:

- Mo-Chem Subdivision – This subdivision is located between Little Road and Burns Road
- 100 Homes Subdivision – This subdivision is located on 16<sup>th</sup> Street, south of Parker
- 50 Homes Subdivision – This subdivision is located off Mohave Road in Poston, 20 miles south of Parker
- Gould Road Subdivision – Located on Gould Road, east of 8<sup>th</sup> Avenue
- Mission Subdivision – Located on 2<sup>nd</sup> Avenue, between Booth Road and Laffoon Road
- 2<sup>nd</sup> Avenue Subdivision – Located on 2<sup>nd</sup> Avenue, north of Booth Road
- Indian School Subdivision – Located on Indian School Road, west of Mohave Road
- Appaloosa Subdivision – Located on the west side of 9<sup>th</sup> Avenue, north of Agnes Wilson Road
- CRIT Lodge Housing for the Elderly – Located at 126<sup>th</sup> Street/Arizona Avenue
- 1st Avenue Subdivision – Located on 1<sup>st</sup> Avenue near Laffoon Road
- Date Farms Subdivision – Located east of 2<sup>nd</sup> Avenue on the south side of Date Farm Road
- Rodeo Subdivision – Located between Mojave Road and 3<sup>rd</sup> Avenue



**Agricultural vehicles are a frequent sight on Mohave Road**

There are also housing developments located along the Colorado River. The largest of these recreational-residential developments is the Big River Development, located northwest of Parker in California. In 2029, the leasing agreement for the Big River ends and the property will revert to the CRIT Reservation. Currently, these roads are maintained by San Bernardino County.

There are a number of residential/recreational vehicle (RV) resort areas that cater to seasonal visitors because of their close access to the Colorado River, which are located in California via US 95. These are:

- Aha Quin River Resort
- Water Wheel Resort
- Glades Hidden Valley
- Lost Lake Resort



## 2.2.4 COMMERCIAL AND INDUSTRIAL DEVELOPMENT

Commercial development is mainly concentrated in the Town of Parker. Commercial development consists of a variety of small retail businesses, motels, service stations, automobile dealerships, hardware and building supply stores, real estate offices, and restaurants. Major commercial developments include:

- Moovalya Plaza on SR 95 at Airport Drive includes a supermarket, pharmacy, fast food restaurants, and other commercial businesses.
- A Walmart Supercenter is located opposite the Moovalya Plaza, on the north side of SR 95.
- BlueWater Resort and Casino, located just east of the Walmart site, on the Colorado River, is the Tribes' 20,000-square-foot gaming facility which includes a restaurant, movie theater, 200-room hotel, Riverfront Cantina, amphitheater, and marina.
- Several agriculture-related commercial enterprises are located along Mohave Road south of Parker, near Poston. A larger enterprise is CRIT Farms, located near the intersection of 15<sup>th</sup> Avenue and West McCabe Road. CRIT Farms was established in 1973 as the Tribal farming entity. It manages over 15,000 acres of alfalfa, cotton, durum wheat, and many other crops.<sup>1</sup> Woody's II Convenience Market is also located at the Intersection of Mohave Road and Poston Road.
- Colorado River Building Materials is a tribally owned enterprise in Parker that provides hardware and building needs.
- The "Parker Strip" located between the town of Parker and Parker Dam includes mostly recreational and tourism related development.
- CRIT Sand and Gravel – CRIT operates a sand and gravel operation near the Colorado River.



<sup>1</sup> [http://www.crit-nsn.gov/crit\\_contents/business/](http://www.crit-nsn.gov/crit_contents/business/), referenced 7/28/13

- CRIT Utilities – Provides the people of CRIT with utility services, including waste disposal, water, and sewer service.

## 2.2.5 RECREATIONAL AND TOURISM

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Tourism is one of the important economic drivers for the CRIT. Key tourism and recreational destinations include:

**The Colorado River** is the Reservation's greatest recreational and most scenic attraction. Lake Moovalya and Lake Havasu are formed behind Headgate and Parker Dams. Facilities for swimmers, boaters and water skiers may be found along the 90 miles of shoreline.

**The Ahakhav Preserve** is located near the Tribal Administration Complex on Rodeo Drive, off Mohave Road. The Preserve consists of about 250 acres of aquatic habitat, a landscaped picnic area, and a spur trail planted with native mesquite, cottonwood, and willow. The picnic area is equipped with barbeque grills and picnic tables. The Preserve is great for environmental and nature study programs for youth and adults, wildlife observations, canoeing, hiking, swimming, and camping.

**Manataba Park** is located near the intersection of Mohave Road and 2nd Avenue. It includes softball and baseball facilities, playground, and a fairground.

**The BlueWater Resort and Casino** opened in June 1999. It is located at 11300 Resort Drive, accessible via SR 95 at BlueWater Drive. In addition to casino play, there are two restaurants and a 200-room hotel, as well as an indoor water park. Live entertainment is provided at the outdoor amphitheater. The facility has a 164-slip private marina. Miniature golf is available along with an exercise center and various retail shops. The resort and casino also feature a Conference Center. A four-screen theater is also located at the resort.

**Blythe Intaglios** – The Blythe Intaglios are a group of gigantic earth figures found on the ground just west of Highway 95 near the Colorado River, approximately 15 miles north of Blythe, California. They were created by scraping away layers of darker rocks or pebbles to reveal a stratum of lighter soil. They are visible from the air, and the age of the figures is unknown. They are on the National Register of Historic Places.

**CRIT Museum** – The CRIT Museum provides a comprehensive history of the CRIT and focuses on tribal heritage and traditions.

**Poston Monument** – This Memorial Monument located on Mohave Road marks the site of the Poston War Relocation Center where 17,867 persons of Japanese ancestry, the majority of whom were United States citizens, were interned during World War II from May 1942 to November 1945.

## 2.3 FUTURE LAND USE

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Based on discussions with the Tribal Planner, future land use developments are planned as described in **Table 1**.

**Table 1 – Planned Developments**

Development Name/Type	Location	Type of Planned Development	Time frame		
			Short Term (0- 5 Years)	Mid-Term (5-10 years)	Long-Term (20 Years or more)
Western Boundary Master Plan	Primarily south of Agnes Wilson Road, between the Colorado River and US 95 in California	To be determined			X
Proposed fuel station	Airport Road / SR 95 - northeast corner	Gas station/convenience store	X		
Proposed fuel station	BlueWater Drive / SR 95	Gas station/convenience store	X		
Proposed fuel station	SR 95/Shea Rd –NW corner	Gas station/convenience store	X		
Shea Road residential and commercial development	North and south of Shea Road	Residential and commercial development			X
BlueWater Resort Area Development Plan	East and west of BlueWater Casino and Resort	18-hole golf course, 500 homesites, townhomes, deli restaurant, and park			X
Medical office development	South of Indian Health Center, south of Agency Road and east of 1 <sup>st</sup> Avenue	Medical offices		X	
Airport commercial development	Avi Suquilla Airport	To be determined - based on final Airport Master Plan Update	X	X	X
New Head Start school	Northwest corner of Mohave Road and Navajo Avenue - south of Parker High School	Relocated from current location on Mohave Road near Indian School Road		X	
Planned housing	South of Desert Sun subdivision- north of Mohave Road and east of 1st Avenue	Residential- 23-lot subdivision (CRIT Villas)		X	
Fire station	West side of 1 <sup>st</sup> Avenue, north of CRIT Lodge	New fire station	X		
Future residential development	South of Mohave Road, on both sides of SR95	Residential - number of parcels undetermined			X
Future residential development	Adjacent to La Paz Regional Hospital on Mohave Road	Residential - number of parcels undetermined		X	

### 3. Demographics and Socioeconomic Data

This chapter describes demographics and socioeconomic characteristics of the Colorado River Indian Tribes.

#### 3.1.1 POPULATION AND GROWTH

The 2010 population for the CRIT Reservation was 8,764 persons. Population growth showed a small decline between 2000 and 2010, at a rate of approximately -0.49% per year. In comparison, La Paz County showed relatively flat growth, growing approximately 0.39% per year. The state of Arizona as a whole grew approximately 2.2 percent per year between 2000 and 2010. These data are shown in **Table 2**.

**Table 2 – Population Data**

Year	CRIT Reservation (Arizona and California)	La Paz County, Arizona	State of Arizona
2000	9,201	19,715	5,130,632
2010	8764	20,489	6,392,017
Average Annual Growth Rate	-0.49%	0.39%	2.22%

Source: 2010 U.S. Census SF1 2000 and 2010

The Tribes have an enrolled membership of 4,070 members<sup>2</sup>. Tribal enrollment population is generally higher than reservation population, indicating that some tribal members live off their tribe’s reservation.

More demographic and socioeconomic data related to the transit needs analysis is provided in **Chapter 7**.

#### 3.1.2 TITLE VI AND ENVIRONMENTAL JUSTICE

Title VI of the Civil Rights Act of 1964 and related statutes ensure 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.

<sup>2</sup> Source: <http://www.crit-nsn.gov/critenrollment/>

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 ensuring environmental justice is the identification of those populations specifically targeted by the Order—minority and low-income populations.

According to the 2010 Census, the racial composition of CRIT is predominantly white (38%), Hispanic or Latino (35%), and American Indian (24%), as shown in **Table 3**.

**Table 3 – Racial Demographic Percentages**

Race Category	Colorado River Indian Tribes		La Paz County	
	Number	Percent	Number	Percent
Total Population	8,764	100%	20,489	100%
White	3,298	38%	12,854	63%
Minority Populations				
Black or African American	62	1%	115	1%
American Indian or Alaska Native	2,070	24%	2,201	11%
Asian	33	0.38%	90	0.44%
Native Hawaiian and Other Pacific Islander	3	0.03%	5	0.02%
Some Other Race	1	0.01%	11	0.05%
Two or More Races	265	3%	407	2%
Hispanic population (of any race)	3,032	35%	4,806	23%

Source: 2010 Census Summary File 1, Hispanic or Latino, and Not Hispanic or Latino by Race (P9), Colorado River Indian Reservation, AZ-CA

**Table 4 – Disadvantaged Populations**

Area	Total Population	Total Minority Population (from Table 2)		Age 60 and Older		Total Households	Female Householder	
		Number	Percent	Number	Percent		Number	Percent
Colorado River Indian Tribe	8,764	5,466	62%	2,022	23%	3,207	1,388	43%
La Paz County	20,489	7,635	37%	8,516	42%	9,198	3,135	34%

Source: Source: 2010 Census Summary File 1, Hispanic or Latino, and Not Hispanic or Latino by Race (P9), Colorado River Indian Reservation, AZ-CA

As **Table 3** and **Table 4** indicate, the Title VI populations present in the CRIT are comparable to those in La Paz County, with the exception of minority populations. The percent of total minority population is nearly double that found in La Paz County.

### 3.1.3 DEMOGRAPHIC INFORMATION

2010 United States Census data was used to obtain demographic characteristics for the CRIT Reservation area. Demographic parameters used in this section include:

- Age distribution and locations
- Household characteristics and locations
- Employment characteristics
- Commuting to work characteristics
- Travel time to work

Understanding the demographics of the area can help indicate appropriate transit service options that meet the needs of the community. These data are described as follows.

#### Age Distribution

As **Table 5** shows, the age distribution of the CRIT tends to reflect a younger demographic—29 percent of the population is 19 years of age or younger. Age distribution is shown graphically in **Figure 3**. These data show that 23 percent of the population is 60 years or older.

#### Population Distribution

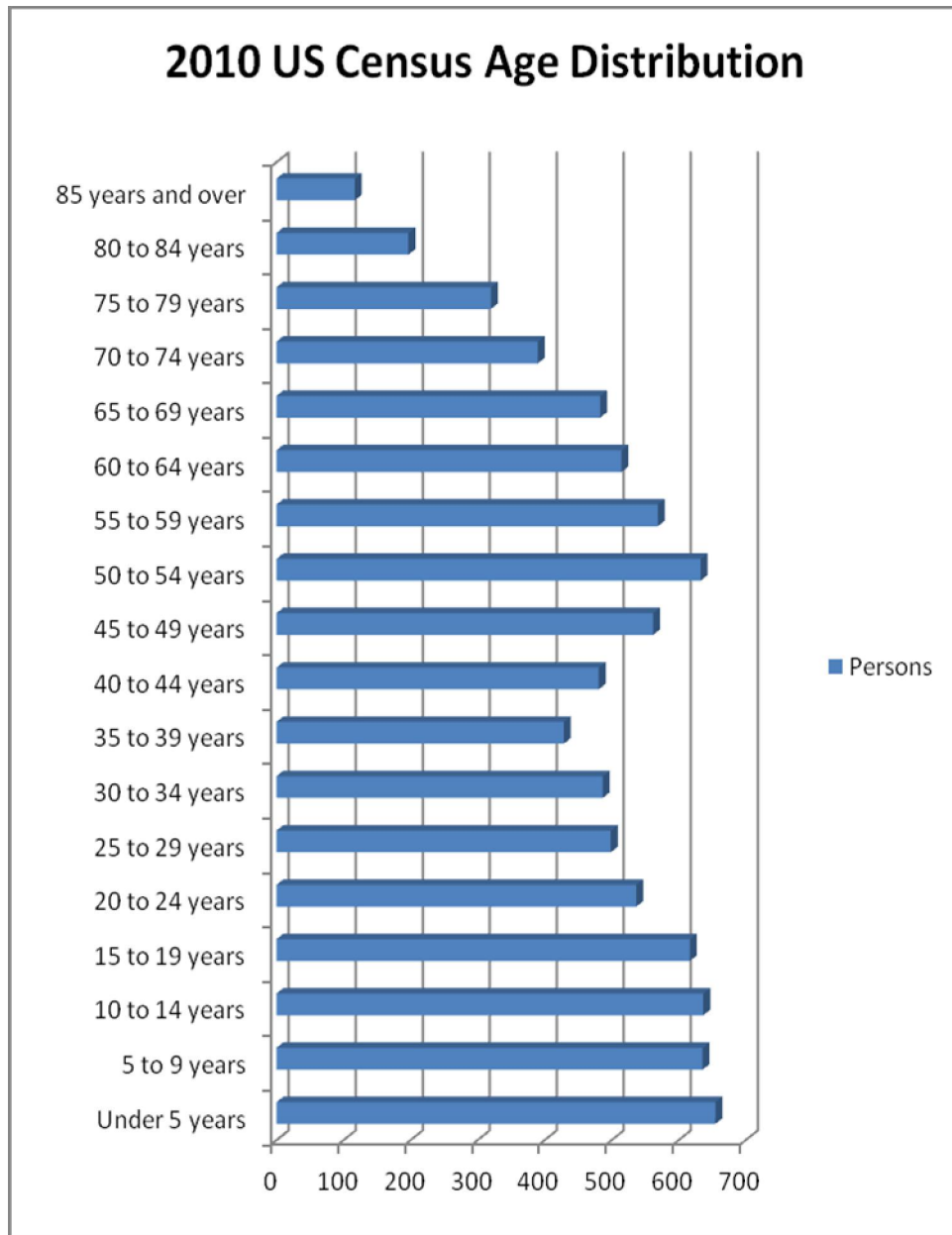
In order to look at where to provide transit service, locations of residents for the following age groups are shown:

- Location of persons age 65 and older (**Figure 4**)
- Location of persons 18 years of age and older (**Figure 5**)
- Location of all persons (**Figure 6**)

**Table 5 – 2010 Census – Age Distribution**

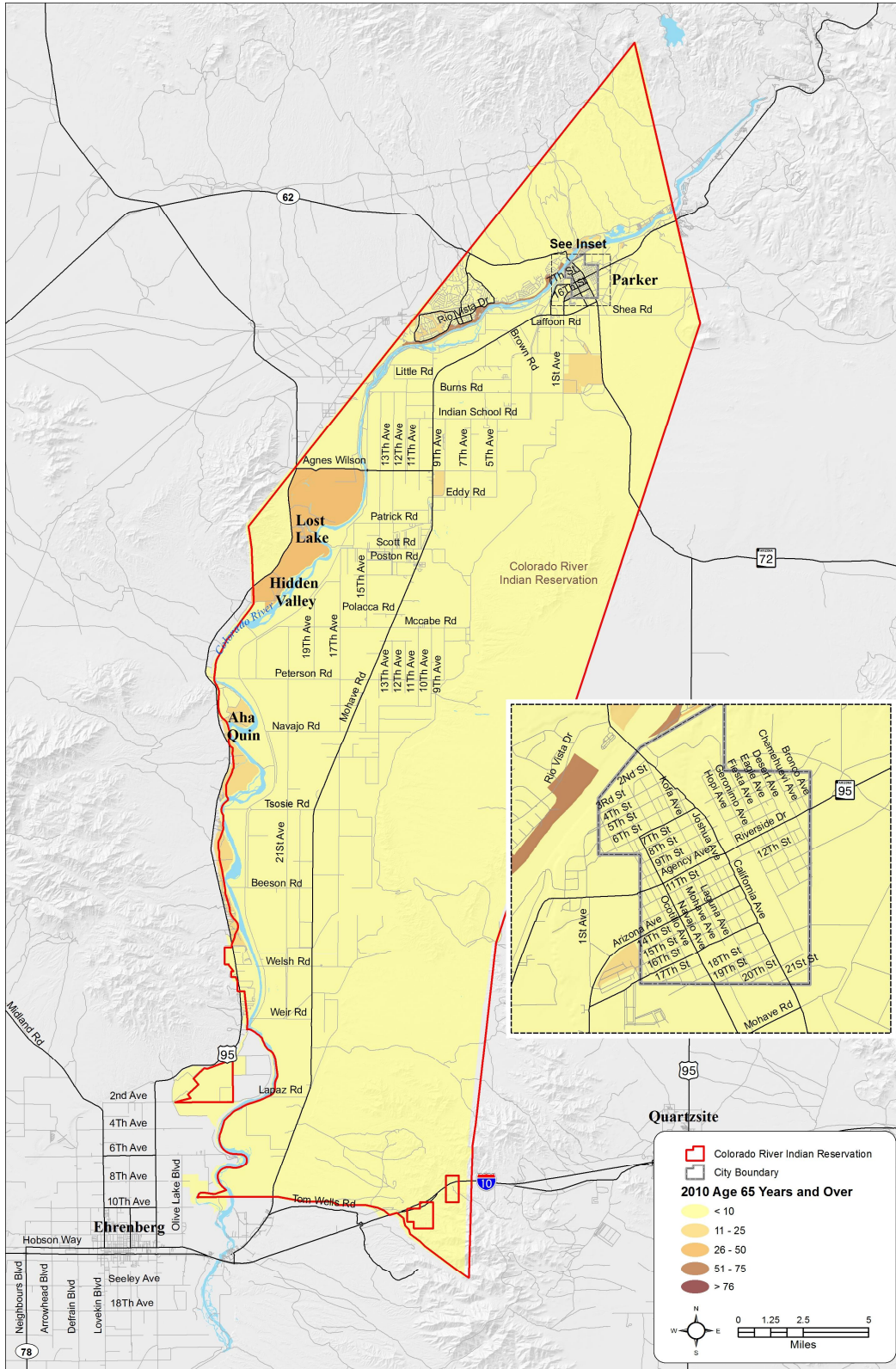
	<b>Persons</b>	<b>Percent</b>
<b>Total population</b>	8,764	100.0
<b>Under 5 years</b>	655	7.5
<b>5 to 9 years</b>	636	7.3
<b>10 to 14 years</b>	637	7.3
<b>15 to 19 years</b>	617	7.0
<b>20 to 24 years</b>	537	6.1
<b>25 to 29 years</b>	499	5.7
<b>30 to 34 years</b>	487	5.6
<b>35 to 39 years</b>	429	4.9
<b>40 to 44 years</b>	481	5.5
<b>45 to 49 years</b>	562	6.4
<b>50 to 54 years</b>	633	7.2
<b>55 to 59 years</b>	569	6.5
<b>60 to 64 years</b>	515	5.9
<b>65 to 69 years</b>	483	5.5
<b>70 to 74 years</b>	390	4.5
<b>75 to 79 years</b>	320	3.7
<b>80 to 84 years</b>	197	2.2
<b>85 years and over</b>	117	1.3

Source: 2010 Census Summary File 1, Age Groups and Sex Table (QT-P1), Colorado River Indian Reservation, AZ-CA

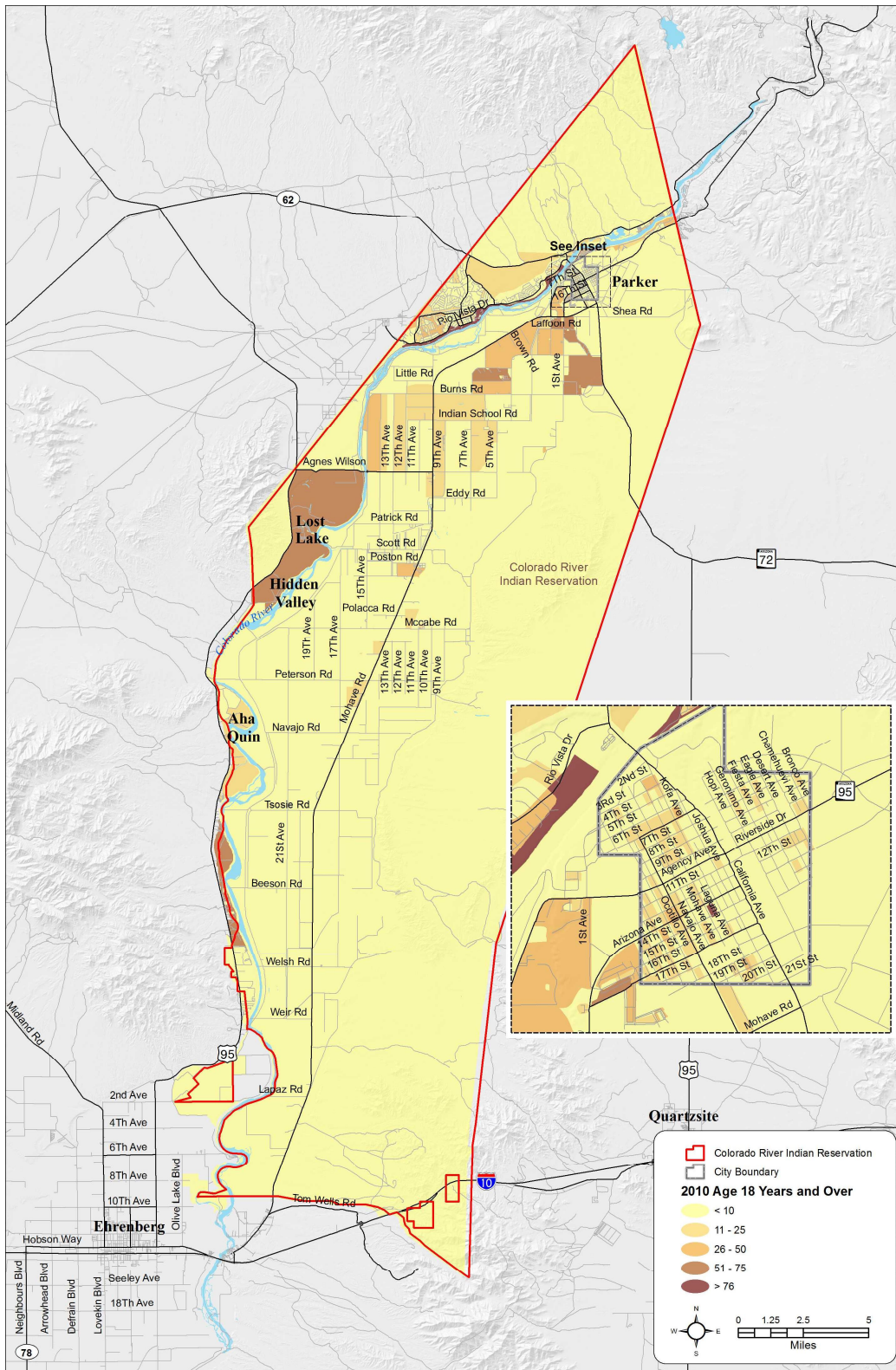


Source: 2010 Census Summary File 1, Age Groups and Sex Table (QT-P1), Colorado River Indian Reservation, AZ-CA

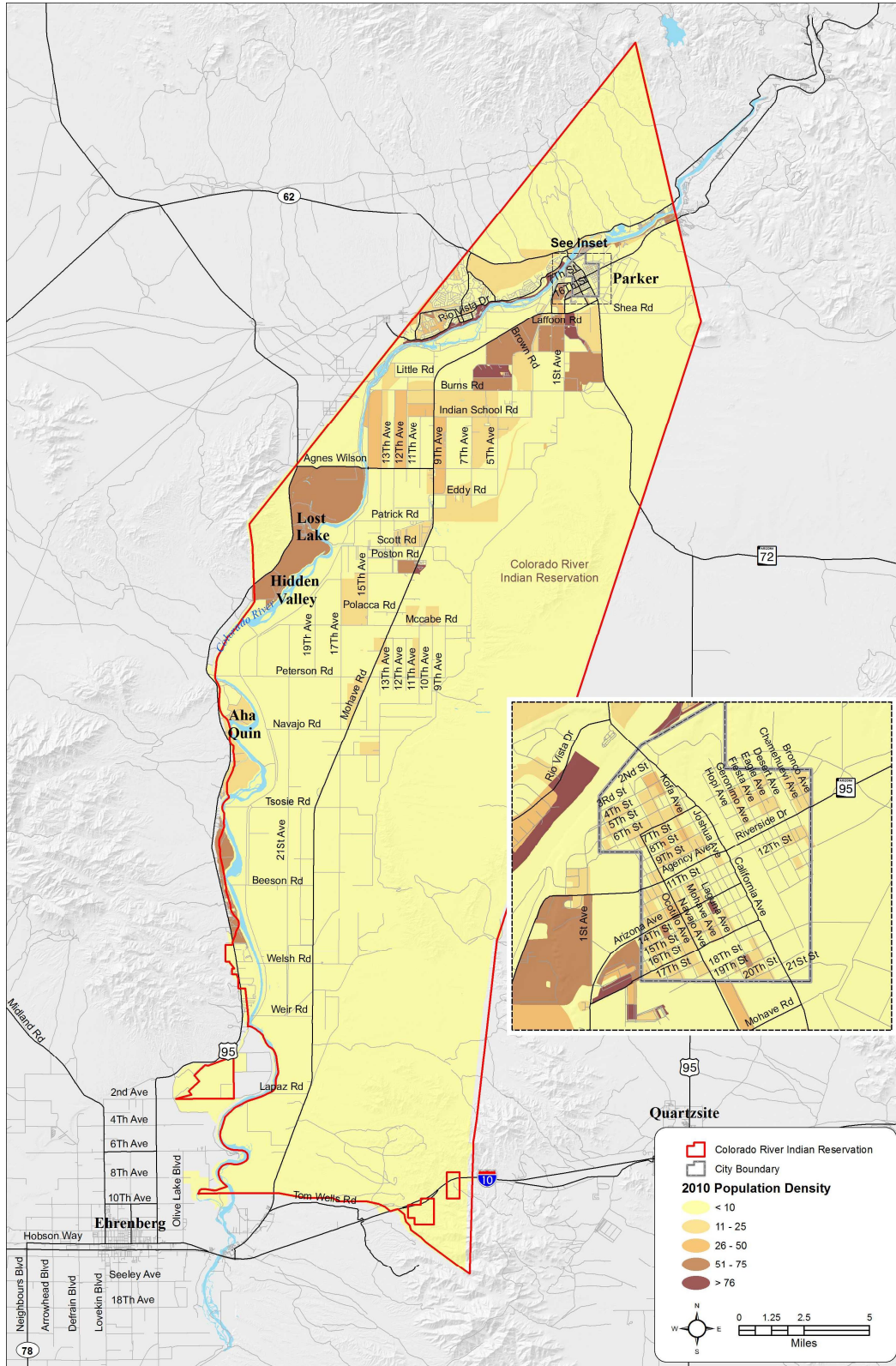
**Figure 3 – 2010 U.S. Census Age Distribution**



**Figure 4 – 2010 Census Data showing Locations of Persons over age 65**



**Figure 5 – Location of Persons 18 Years of Age or Older**



**Figure 6 – Population Location, All Residents**

## Household Characteristics

Household Characteristics are summarized in **Table 6**. There are 3207 households in the Reservation area. Employment characteristics are shown in **Table 7**.

**Table 6 – 2010 Census – Household Characteristics**

Household Characteristics	
Total Population	8,764
Number of Households	3,207
Female Householder	1,388
Average Household Size	2.64
Owner-Occupied Units	2,230
Renter-Occupied Units	977
Median Household Income*	\$28,544

Source: 2010 Census Summary File 1, Household and Families Table (QT-P11); General Housing Characteristics (QT-H1); Colorado River Indian Reservation, AZ-CA

\*Source: U.S. Census Bureau, 2006-2010 American Community Survey, Median Household Income in the Past 12 Months (in 2010 Inflation-Adjusted Dollars) (B19013)

**Table 7 – Employment Characteristics**

Employment Status	Population
Population 16 Years or Over	7,400
In Labor Force (Civilian)	4,085
Employed	3,875
Unemployed	210
Armed Forces	0
Not In Labor Force	3,315

Source: U.S. Census Bureau, 2006-2010 American Community Survey, Selected Economic Characteristics (DP03)

## Commuting to Work Characteristics

**Table 8** and **Table 9** provide information on commuting characteristics that were obtained through the U.S. Census American Community Survey. Within the CRIT Reservation area, the majority of workers drove alone (76%). A significant number of persons carpooled (12%), and there were also a significant number of persons (6%) who walked to work. Travel time to work, shown in **Table 9** and graphically in **Figure 7**, show that most workers have a commute time of less than 20 minutes.

**Table 8 – Commuting to Work**

Means to Work	Population	Percent
<b>Workers 16 Years or Over</b>	3,784	100
Drove Alone	2,881	76%
Carpooled	457	12%
Used Public Transportation (excluding taxi)	9	0.2%
Walked	213	6%
Other Means	66	2%
Worked at Home	158	4%

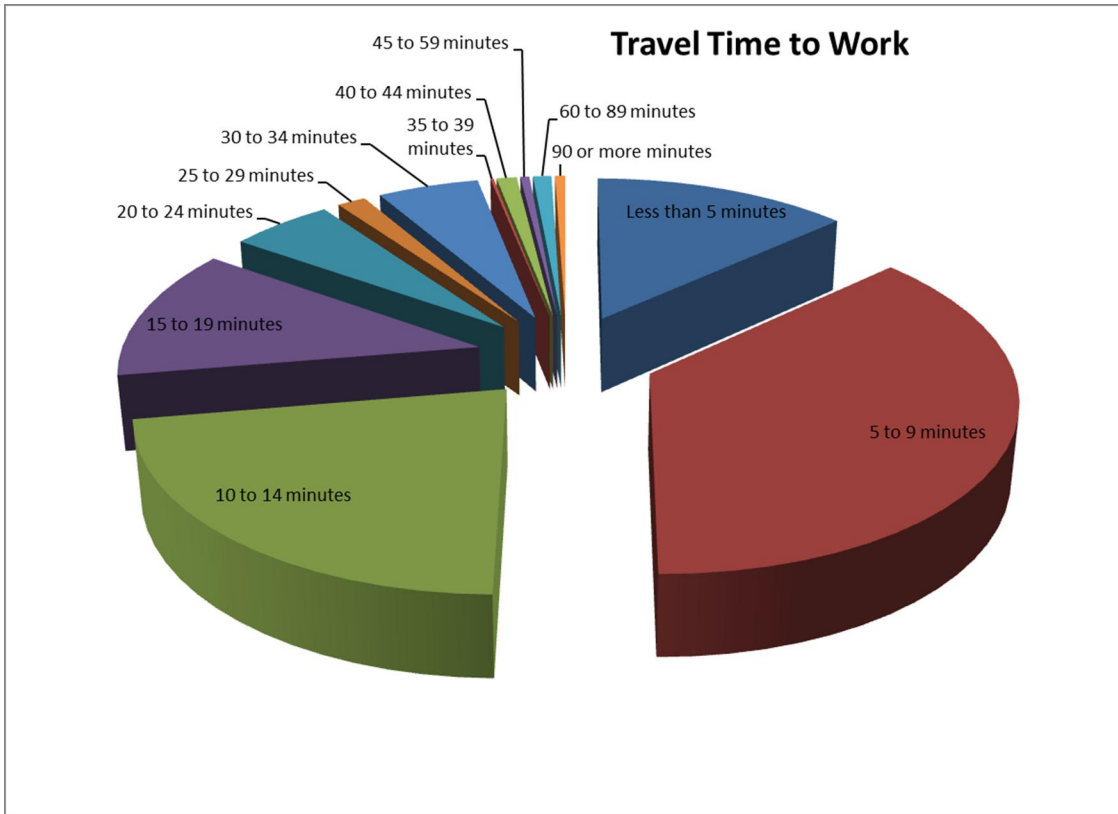
Source: U.S. Census Bureau, 2006-2010 American Community Survey, Selected Economic Characteristics (DP03)

**Table 9 – Travel Time to Work**

Travel Time Category	Number
Less than 5 minutes	482
5 to 9 minutes	1,337
10 to 14 minutes	804
15 to 19 minutes	449
20 to 24 minutes	194
25 to 29 minutes	54
30 to 34 minutes	191
35 to 39 minutes	6
40 to 44 minutes	38
45 to 59 minutes	17
60 to 89 minutes	35
90 or more minutes	19
<b>Mean Travel Time to Work</b>	<b>11.5 Minutes</b>

Source: U.S. Census Bureau, 2006-2010 American Community Survey, Travel Time to Work (B08303)

Source: U.S. Census Bureau, 2006-2010 American Community Survey, Selected Economic Characteristics (DP03)



**Figure 7 – Travel Time to Work**

## 4. Existing Transit Services

Transit facilities exist on a limited basis for specific clientele. Area transit services are described as follows:

### La Paz County Transit

La Paz County transit is based in Parker, Arizona and is a flexible service offered to persons aged 60 and over, disabled and caregivers. The general public is allowed to ride if space permits. Rides are usually scheduled to the grocery stores, post office, bank, food bank, senior center, and other businesses. The service also schedules medical appointments, but as noted in their brochure, those with Arizona Health Cost Containment System (AHCCCS) should schedule their medical appointment transportation with AHCCCS as it is a covered service. Pick up and departure times are approximate, but the general schedule is:

- Parker (Town): Mondays through Thursdays
- Parker Dam Route: Mondays through Thursdays
- Salome/Wenden/Bouse/Brenda Route – to Parker: Mondays through Thursdays
- Parker to Ehrenberg Route: Wednesdays. This route brings riders to Parker, makes various stops in Parker, and returns to Ehrenberg.

The program, which is funded in part by Western Arizona Council of Governments (WACOG) AAA/Department of Economic Security, also requests a \$3.00 donation for rides in La Paz County and \$5.00 for rides out of La Paz County.

A suggestion for transit was to provide periodic trips to Phoenix, since there is no Greyhound service, and they receive periodic calls for medical trips there.

### Mo-Chem-Ho-Na Senior Center Transit

The Mo-Chem-Ho-Na Senior Center operates a limited transit service for clients that are 55 years of age or older, or younger clients with physical or mental disabilities. The service is very flexible—persons call for a ride and they do accept same day calls. Examples of trip purposes include:

- Take persons to and from meals at the Senior Center
- Drop off to pay bills
- Shopping
- Trips to Community Health Representatives (CHR)
- Field trips
- Check mail

Vehicles include:

- 14-passenger bus
- 15-passenger van—used for home-delivered meals (there are two meal runs—one in the south part of the Reservation (29-32 meals) and one in the north part of the Reservation (45-42 meals))
- Impala van
- Quest van
- Astrovan

The current transportation service is funded through the Inter Tribal Council of Arizona (ITCA) Title 3 and Title 20 grants.

### **CRIT CHR Transportation Services**

The CRIT CHR is part of the Tribal Department of Health and Social Services. The Department provides non-emergency transportation to health-related appointments such as:

- Dialysis
- Out of town medical appointments – scheduled through the Parker Indian Health Center
- Local non-emergency medical appointments
- Discharges from the Parker Indian Health Center
- Medical transport for AHCCCS (Arizona Medicaid) eligible patients

### **Head Start Student Transportation**

Head Start, located centrally on the CRIT Reservation (located on Mohave Road, near the intersection of Indian School Road), provides transportation to 183 students, aged three to five. They operate five bus routes and have seven buses (five on regular routes and two spare buses). On parent nights, the schools pick up parents to attend, if needed.

The school buses operate Monday through Friday from 9am to 1:30pm. The ages of the vehicles vary—there is one 2009 vehicle, and the rest of the buses vary in age from 1994 on up. Maintenance is a key concern, and at times, the vehicles need to be transported to Phoenix to be repaired. In some cases the buses are maintained at the CRIT Auto Shop, or through a privately owned auto shop in Blythe, California.

### **Parker Unified School District Transportation**

The Parker Unified School District operates 17 school buses operating on 15 regular routes, and two special needs routes. The district serves La Pera Elementary School, as well as the Junior High School, Parker High School, and Wallace Elementary and Blake Primary School. In addition, there are four tutoring routes, and six activity routes. The buses also travel to school sporting events to areas such as Havasu, Blythe, Buckeye, Goodyear, and the North River Valley. There is a 15-year rotation for school buses. The School District Bus Barn Manager purchased one new school bus in the 2012-2013 school year. In 2000, he purchased five new buses. Currently, there is approximately 170,000-200,000 miles on each of the buses. The gas pumps in the school maintenance yard are over 20 years old, but the tanks are in good shape.

There was a discussion about whether there might be an opportunity to use the Parker Unified School District for maintenance services if a transit system was established for the Tribes. The School District Bus Barn Manager said that the school buses would have priority, but there might be potential if the transit system would hire their own mechanic. He said that would be something the school district could consider.

### **Bonnie Baker Senior Center Transit Services**

Bonnie Baker Senior Center provides transportation assistance for seniors and persons with disabilities in the Big River area.

## 5. Transit Input from Surveys

Data was available from two surveys. One survey was conducted during the course of the 2014 Strategic Long Range Transportation Plan (LRTP) and was distributed at a number of locations, including a Tribal Community Awareness Night. The other survey was distributed by the Colorado River Indian Tribes at the La Paz County Fair (specific date unknown). Data from these surveys is summarized as follows:

### Survey Data from 2014 Strategic Long-Range Transportation Plan for the CRIT

A total of 48 respondents completed the 2014 Strategic LRTP survey.

Of these respondents, 23 persons indicated that they were tribal members, nine respondents were non-tribal members and 16 persons did not respond to that question.

***Lack of transportation and remoteness of homes in the Valley created a migration of families to town, where housing is limited. Also elders have difficulty obtaining transportation.***

A total of 29 persons, or 60% of respondents commented that a lack of shuttle or transit service was a transportation need or issue. Examples of comments were:

- *I'm from Coeur d'Alene, Idaho. We have a free transit shuttle bus that takes us to and from the casino. Works amazingly. No problems.*
- *Need a bus going down into the valley and to Mo-Chem in the morning and in the late afternoon so those that need transport to work can get there consistently*
- *Shuttle service could be of use to tribal members without transportation*
- *Lack of transportation and remoteness of homes in the Valley created a migration of families to town, where housing is limited. Also, elders have difficulty obtaining transportation.*
- *Shuttles that run from Parker to Poston would be nice.*
- *Maybe work shuttle at designated pick up areas.*

Table 10 summarizes areas where survey respondents live.

**Table 10 – Areas Where Survey Respondents Live**

Location	Number of Survey Respondents
Parker	14
Parker Valley	9
100 Homes	4
Mo-Chem	3
Poston	4
Peterson Road	1
Lost Lake	1
Lakeside	1
Parker Strip	2

Up River California Side	1
<i>Big River</i>	3
<i>LHC</i>	2
<i>Desert Sun</i>	1
<i>Up River at Bill Williams</i>	1

The survey was also aimed at finding out where people want to travel. Key locations that were mentioned by type of trip were:

**Employment Locations**

- CRIT Administration Complex
- CRIT Departments located on Agency Avenue
- Indian Health Service Hospital
- BlueWater Casino and Resort

**Medical Locations**

- Indian Health Service Hospital
- La Paz Regional Hospital
- Dialysis
- Other locations within the Town of Parker
- Locations out of town- Lake Havasu City and Phoenix

**Shopping Locations**

- Walmart
- Safeway
- Bashas
- Family Dollar
- Dollar General
- Woodys II
- Locations out of town- Lake Havasu City, Blythe

**School locations**

- Parker High School
- La Pera Elementary School
- Head Start
- Blake Primary School
- Wallace Elementary School

**Other Locations**

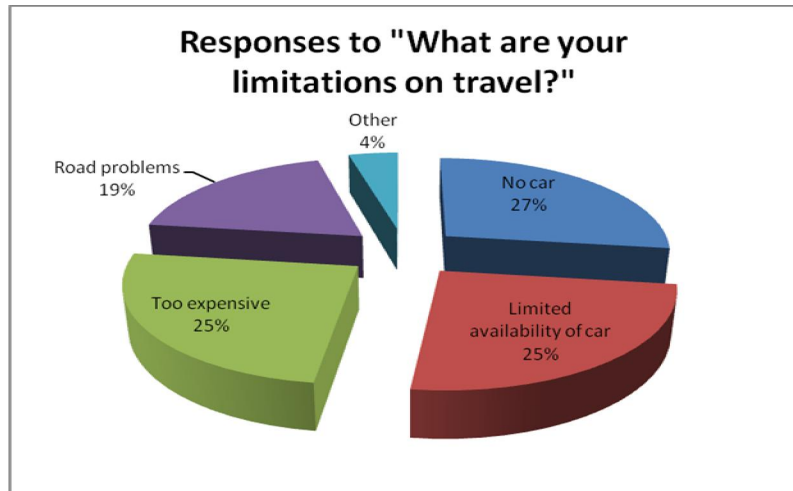
- Phoenix
- DES
- Church
- Banks
- St. Vincent De Paul

In response to the question “What are your limitations on travel?” the most common responses were:

- No car
- Limited availability of car
- Too expensive

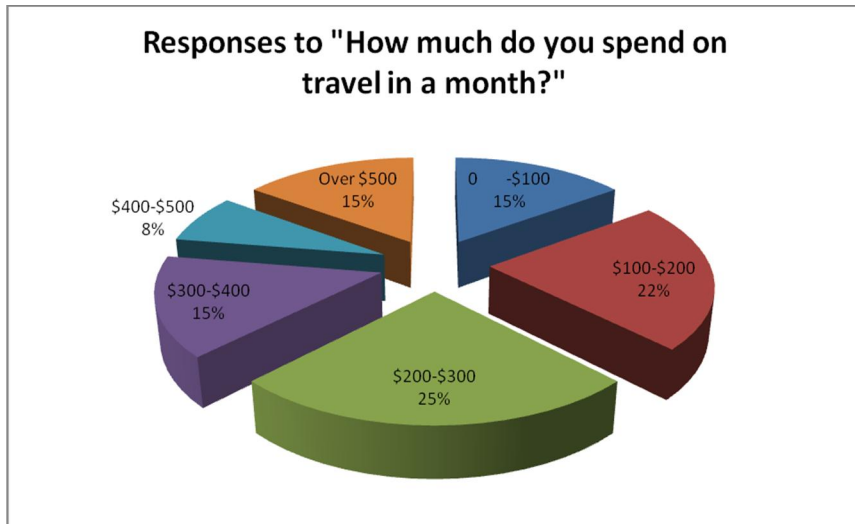
Another question asked on the survey was “If you have limitations on travel, what are your top five locations that you need travel assistance with?” Responses were:

- Walmart
- Safeway
- Bashas grocery store
- Family Dollar
- Out of town locations – Phoenix, Lake Havasu City, Bullhead City, Blythe
- Tribal offices
- BlueWater Casino
- Indian Health Services Hospital
- Doctor appointments
- DES, ACCHSS
- Big River



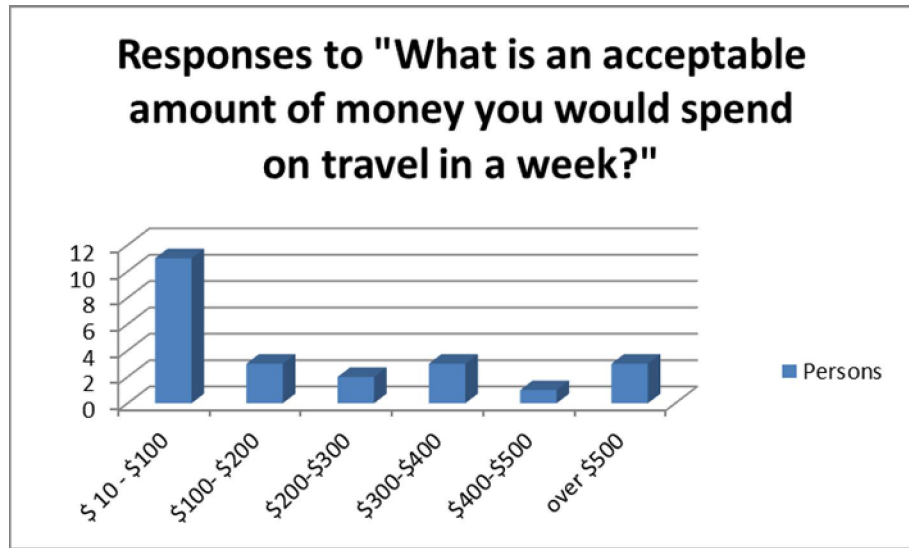
Responses to the question “How much do you spend on travel in a month?” indicated that the largest proportion of survey respondents spent between \$200 and \$300 per month, followed by 22 percent of respondents who spent between \$100 and \$200 per month. Example travel costs include cost of car, insurance, fuel, and maintenance.

In response to the question “Would you use the internet, telephone, or your cell phone to schedule a trip?” approximately 60 percent indicated that they would use one of those methods. Persons that responded yes to this question typically used a cell phone or internet.



Another question asked “Do you like to travel in groups, especially if it will cut costs?” Sixty-three percent of respondents said yes. Comments were that it depends on how far the travel is and whether it would be in small groups.

Responses to the question “What is an acceptable amount of money you would spend on travel for a week?” indicated that the majority of persons would consider an amount of less than \$100 per week acceptable.



Other comments were that

- *Right now our bus area isn't marked for slow crossing or watch for kids or lights in the winter. Kids go to the bus at 6:45 am when it's still dark. Our kids are in danger when they walk to the bus area.*
- *Try using a free bus system.*
- *More senior transportation and a transit system for lower Valley (Mo-Chem – 50 homes).*

### Survey Data from Transit Survey Conducted by CRIT

A transit survey was conducted by CRIT and was distributed widely at the La Paz County Fair. A large number of responses were received from both tribal members and non-tribal members, 315 responses in total. The survey was comprised of 10 questions, which included:

1. If public transportation were available, would you use it?
2. Do you think that there is a need for public transportation on the reservation?
3. Do you currently have a reliable source of transportation (car, truck, etc.)?
4. How many vehicles (running/working) are in your household?
5. What would you most likely use public transportation for (check all that apply)?
6. Would you be willing to pay a small fee for public transportation?
7. What is your age?
8. What is your occupation?
9. Where do you live?
10. Are you Physically Challenged?

An overwhelming majority of respondents (90%) thought there was a need for public transportation, and 88% of survey respondents said they would use it if it was available.

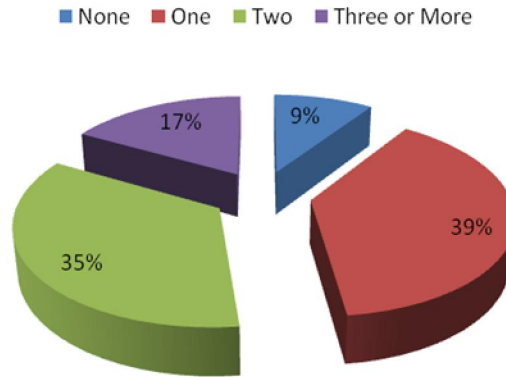
***Ninety percent of respondents thought that there was a need for public transportation.***

A number of questions on the surveys were focused on getting information about transit dependent persons. For example, in response to the question “Do you currently have a reliable source of transportation (car, truck, etc.)?” 77% of respondents indicated they currently had a reliable means of transportation. Another question asked “How many vehicles (running/working) are in your household? “ Approximately 91% of respondents indicated they

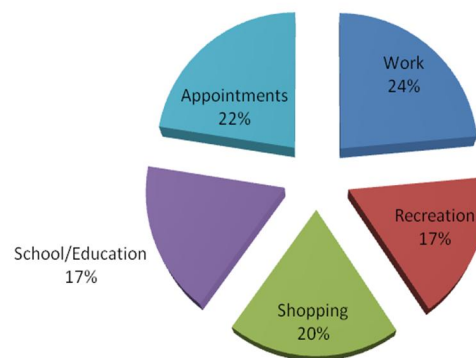
had one or more vehicles in working condition, as shown in the pie chart below. Another survey question asked “Are you physically challenged?” Nineteen percent of the respondents said “Yes.”

When asked, “What would you most likely use public transportation for?” responses (which could include one or more choices) tended to be relatively equally distributed between work, school, shopping, recreation, and appointments, as shown in the chart.

### How many total vehicles are running/working in your household?



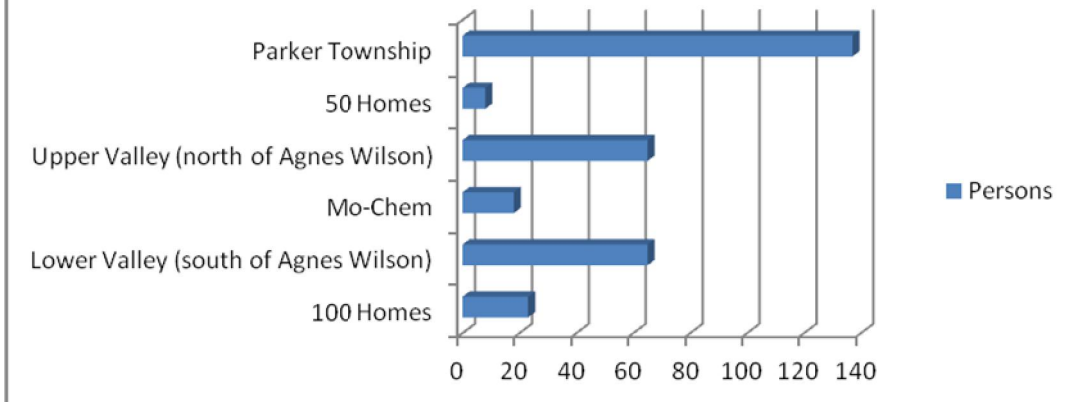
### Responses to Question- "What would you most likely use public transportation for?"



Most of the survey respondents were willing to pay a small fee for transit service (85% of respondents said yes).

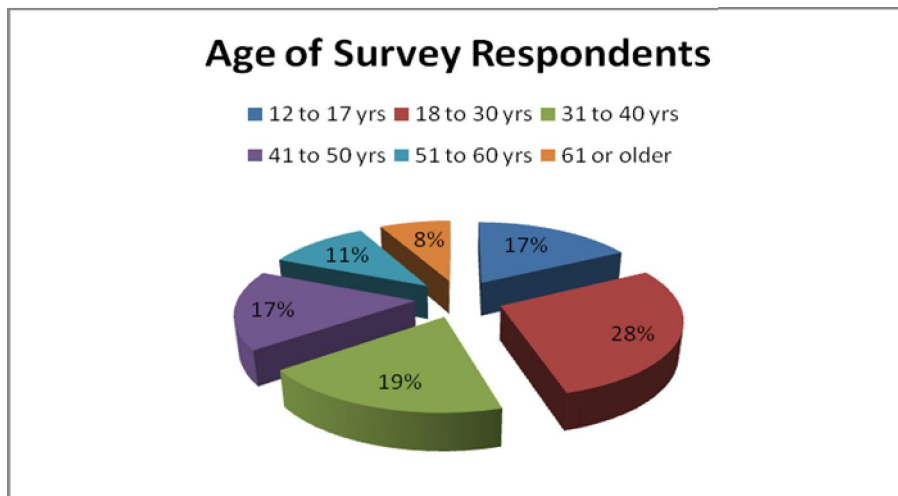
Persons responding to the survey tended to live primarily in Parker Township, followed almost equally by the Upper Valley (area north of Agnes Wilson Road) and the Lower Valley (area south of Agnes Wilson Road) and in the neighborhoods of 100 Homes, 50 Homes and Mo-Chem.

## Responses to Question "Where do you live?"

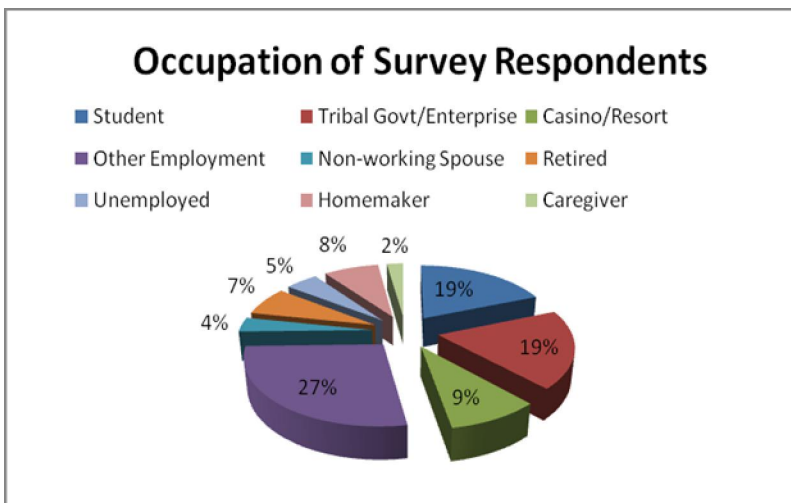


The age distribution of survey respondents was fairly well distributed, with the highest proportion of respondents in the 18-30 years old age bracket.

## Age of Survey Respondents



## Occupation of Survey Respondents



The survey asked "What is your occupation" and gave nine choices. The most frequent choices were "Other employment," followed by tribal government/enterprise employee and student.

## 6. Public Open House Input

A public open house was held at the BlueWater Resort and Casino in Parker, Arizona on Thursday, September 19, 2013 from 6-8 p.m. The open house was scheduled to coincide with the monthly CRIT Community Awareness Night to boost attendance. Community members were able to review display boards explaining the study, ask questions, and provide their input on transportation issues and needs in the community.

A survey was provided for members to complete at the open house. Over 30 members of the community signed in at the open house though total attendance was closer to 50-75 people.

A key objective of the open house was to obtain information on where people live and where they travel to in order to help design a future transit system. This was accomplished by providing a board where persons could place a colored dot where they live, and another color dot to show where they travel to.

The following locations were identified as origins and destinations on the display board, which is shown in **Figure 8**.

### Origins

#### **Parker Area**

- 15th Street, near Ocotillo Avenue
- Reata Avenue, north of 15th Street (2 responses)
- 16th Street, near Ocotillo Avenue
- Middle Street (100 Homes) (3 responses)
- Mohave Road, near Navajo Avenue

#### **Between Parker and Poston**

- Laffoon Road, near 3rd Avenue
- 2nd Avenue, north of Booth Road
- 3rd Avenue, north of Booth Road
- Little Road (Mo-Chem neighborhood) (2 responses)
- 9th Avenue, north of Agnes Wilson Road
- 7th Avenue, south of Agnes Wilson Road
- Scott Road, west of Mohave Road

#### **South of Poston**

- McCabe Road, east of Mohave Road
- 10th Avenue, north of Peterson Road
- Mitchell Road, east of 14th Avenue
- Navajo Road, east of 21st Avenue

**Destinations**

Parker Area  
Moovalya Plaza (3 responses)  
Wal-Mart  
BlueWater Casino (2 responses)  
Blake Elementary School  
Parker Indian Medical Center (2 responses)  
Wallace Junior High School  
Parker High School (2 responses)  
Tribal Headquarters  
La Paz County offices  
Pop Harvey Park (2 responses)  
DES and Food Bank (2 responses)  
Arizona Western College  
Poston Area and south of Poston  
La Pera Elementary School (3 responses)  
Woody's II Convenience Market

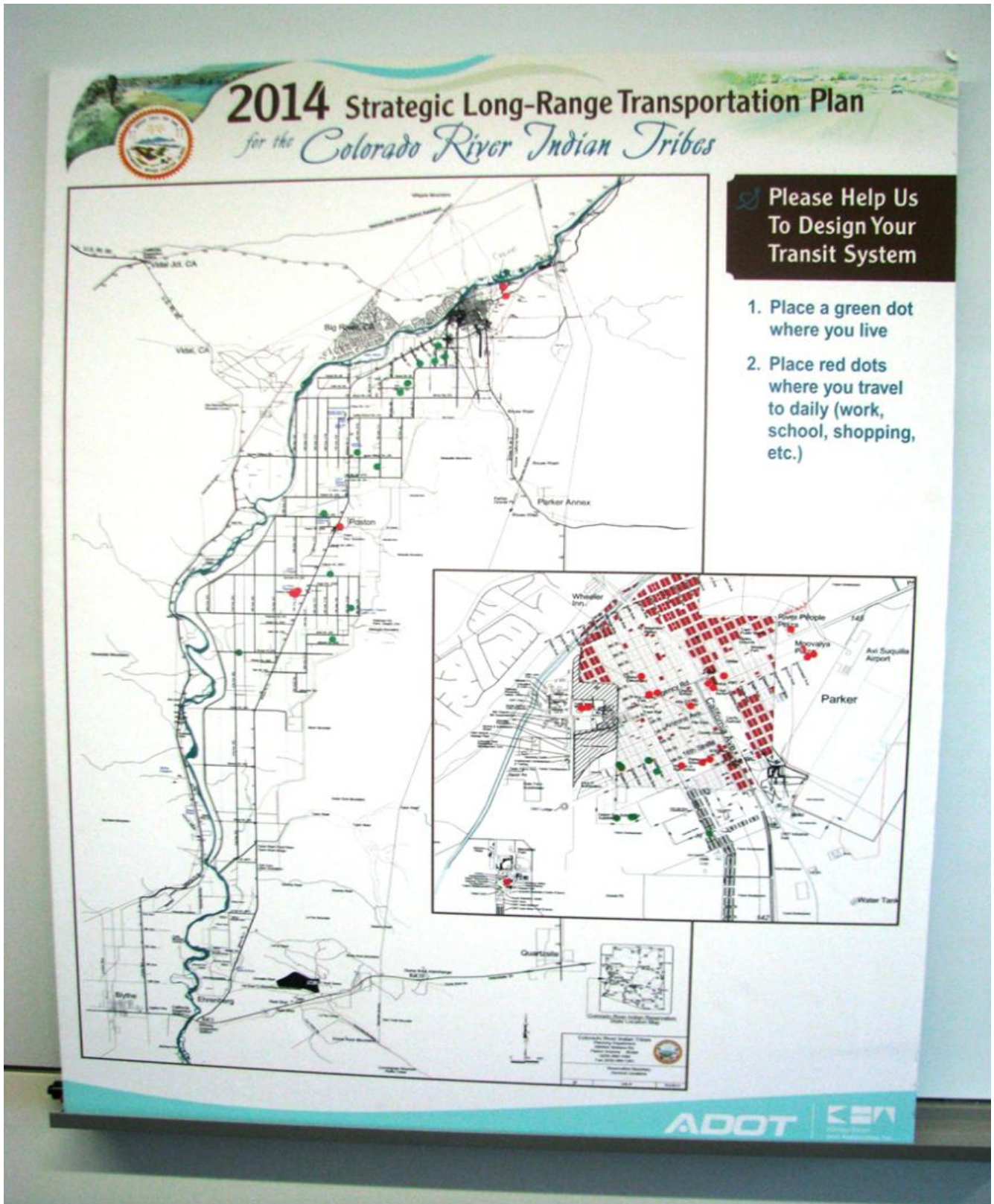


Figure 8 - Open House Board used to Obtain Information on Origins and Destinations

# 7. Transit Needs and Demands

Transit needs and demands were estimated using procedures described in *Transit Cooperative Research (TCR) Program Report 161 – Method for Forecasting Demand and Quantifying Need for Rural Passenger Transportation: Final Workbook*.

Transit need is estimated according to (1) the number of people likely to need passenger transportation and (2) the need for trips based on the mobility gap. The mobility gap is the total number of trips not taken because members of zero vehicle households do not have the ease of mobility available to members of households with ready access to a car. These estimates were computed as described in the following sections. It should be noted that these data are based on information from the 2008-2012 American Community Survey. The population and number of households from this Survey do not match the 2010 Census data. Spreadsheets summarizing this analysis are provided in **Appendix B**. This Appendix also provides copies of the American Community Survey data sources that were used in the analysis.

## 7.1 NUMBER OF PEOPLE LIKELY TO NEED PASSENGER TRANSPORTATION

The total number of people estimated to need transportation service is the sum of persons living in households with income below the poverty level and persons living in households without an automobile. For the Colorado River Indian Tribes Reservation area this estimate is approximately 3,100 persons who are in need of passenger transportation services, as shown in **Table 11**.

**Table 11 - Estimate of Persons with Transportation Needs**

	Number of Persons
Number of Households without access to a vehicle	349
Persons residing in households with income below the poverty level	2238
Persons residing in households owning no automobile	880
Persons in Need of Passenger Transportation Services	3,118 (rounded to 3,100 persons)

Sources: American Community Survey Tables B17001 and B08201, 2008 - 2012 5-Year Estimates

## 7.2 NEED FOR TRIPS BASED ON MOBILITY GAP

The need for trips is estimated using a factor called the mobility gap. The mobility gap was estimated by the TCR Report 161 to be 0.8 for Arizona. The need for trips is estimated using the formula:

$$\text{Need (one-way trips per day)} = \text{Number of households having no car} \times \text{mobility gap}$$

Using this formula, the need in trips is estimated to be approximately 280 one-way passenger trips per day. On an annual basis, this is approximately 83,800 one-way passenger trips per year. TCR Report 161

noted that this estimate is typically high, because the need for trips can sometimes be met by friends or relatives. In the testing of these methodologies with a number of rural transit agencies, it was found that at best, only about 20 % of the mobility gap trip-based need was met. This would indicate a need closer to 16,760 one-way trips annually if the 20 % figure is assumed.

### 7.3 TRANSIT DEMAND

Demand for non-programmed general public transportation services was estimated based on a formula in TCR Report 161:

$$\text{Demand (trips per year)} = (2.2 \times \text{population age 60+}) + (5.21 \times \text{mobility limited population age 18-64}) + (1.52 \times \text{residents of household having no car})$$

For the Colorado River Indian Tribes, the data on disability is not available from the U.S. Census. Using available data, the demand for trips is shown in **Table 12**, and is estimated to be 6,567 or approximately 6,600 annual one way passenger trips.

**Table 12 - Transit Demand**

Criteria	Number of Persons	Factor	Trips Per Year
Age 60+	2377	2.2	5,229
Mobility Limited	Data not available	5.21	----
Residents of households with no car	880	1.52	1338
Estimated demand			6,567 (25 passengers per weekday)

### 7.4 PEER SYSTEM DATA

TCR Program Report 161 also recommends the use of peer system data, where available. Peer system data was collected for a number of transit systems, including:

- Bullhead Area Transit System
- Benson Area Transit System
- Cotton Express (Coolidge)
- Cottonwood Area Transit
- Havasu Area Transit System
- Vista Transit (Sierra Vista)
- Salt River Transit System

The data collected includes:

- Population of area
- Size of area served
- Annual vehicle miles of service
- Annual vehicle hours of service
- Service type

- Number of one-way trips per year
- Degree of coordination with other carriers (this was unknown, and was assigned “low” as a default value)

These data can be used to develop estimates for trips per capita, trips per vehicle-mile, and trips per vehicle hour once more data about the anticipated routes, hours of operation, and service area is known.

## 7.5 INTERVIEWS WITH TRIBAL TRANSIT PROVIDERS

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Telephone interviews were conducted with two Tribal transit system operators, the Salt River Transit System and the Navajo Transit System, in order to provide insights on how their transit systems evolved. These interviews are summarized in **Appendix C**.

## 8. Findings of Need for Transit

In recent years the Colorado River Indian Tribes community has communicated via surveys and public input their desire and need for transit services in the community. This clearly demonstrated demand for transit on the Colorado River Indian Tribes Reservation area warrants a preliminary or pilot transit service in the community. The analysis conducted using the analysis procedures of *Transit Cooperative Research (TCR) Program Report 161 – Method for Forecasting Demand and Quantifying Need for Rural Passenger Transportation: Final Workbook* also indicated a need for transit services. Stakeholder interviews with local transportation providers also reiterated need for additional transit services.

Based on the information provided in this Technical Memorandum, a need has been defined for the following:

1. A phased implementation of a fixed route system.
  - a. Focused on the Tribal community near the Parker area.
  - b. Point to point fixed route to outlying concentrations of tribal activity.
2. Phased implementation of demand-responsive service for rural communities.
  - a. Prioritization by tribal leaders of rural focus areas.
  - b. Reservation-wide services.

## Appendix A – Survey Results

## 2014 STRATEGIC LONG-RANGE TRANSPORTATION PLAN FOR THE COLORADO RIVER INDIAN TRIBES SURVEY

Please Check One:	Total # of Responses
<b>Tribal community member</b>	23
<b>Non-Tribal community member</b>	9
<b>&lt;NO RESPONSE&gt;</b>	16

**What do you believe are the current transportation needs/issues within the Colorado River Indian Tribes Reservation area? Please consider:**

### Roadways

Yes
Beautifully kept highway between Parker & Blyth, CA. I never see garbage etc.
Trash receptacles at locations
Roads repaved
Need to fix our highway roads here in Parker/The Valley. Too many holes in the roads.
Re-do 1 <sup>st</sup> Avenue – Agnes Wilson – 5 <sup>th</sup> & Indian School, 9 <sup>th</sup> Avenue
On the reservation need to be better maintained by the BIA Roads (potholes, ridges, etc.)
Too many potholes
Mohave Road
In our area 4 <sup>th</sup> & Little Rd the road ends at the ditch next to our house, but the road is used a lot (dirt road) needs to be paved & signs up. Traffic is heavy & fast through there.
Roads need to be fixed and have reflectors
Need improvement, asphalt overlay and some need delineation.
Proper paving, better embankments
Overall, fairly good. Isolated areas do need improvements – mainly in the Parker Valley.
Mohave Road needs to be repaired further in the valley from McCabe Road to Ehrenberg.
From Blythe, CA
Well, they need to be fixed
Local travel and back to town. There is such abundance of cars for medical only
9 <sup>th</sup> Ave, E. Agnes Wilson near Poston is truly in need of repair. As a resident, the destruction of vehicles plus repairs should not be a problem, but it is a large problem.
9 <sup>th</sup> Ave. This is a school bus route, elementary and Head Start. This road was stripped of what asphalt it had and was never re-paved – for three school terms. It causes terrible dust, clogs a/c, and dusty indoors. Bad for asthma, especially children and old people. All school children must catch the bus on 9 <sup>th</sup> Ave & Agnes Wilson Road, causing parents to drive and pick up every school day. It is all unnecessary cost of gas and time. School busses will not drive on road!!
1 <sup>st</sup> Ave Road, Indian School Road
Need a road going North on 14 <sup>th</sup> Ave & Burns Road. All roads that the Headstart Bus (routes) uses to pick up children.
9 <sup>th</sup> Ave needs to be built, there's a lot of traffic & homes there.
All roadways are damaged some more than others such as Indian School Rd, Peterson Rd, and Beeson Rd.
All of the Avenues off the main side roads
Some side roads need repair

All the roads need to be fixed over. All the back roads need to be paved over
Some roads need work
Roads in valley need to be redone. Road by Andersons Trailer Park by Headstart

**Intersections**

Some of the sharp turns, along the canals, you can't see the turn or other cars.
We need a stop light by the La Paz Hospital
Better access to Pizza Hut
Make them more pedestrian friendly
Mohave & 2 <sup>nd</sup> Ave, Mohave & 1 <sup>st</sup> Avenue
Install traffic signals
Better signage. Bolder signs.
Good.
N/A
Some need stop lights like at 1 <sup>st</sup> / Mohave too many wrecks.
Safer for pedestrians
The electric panel on the NE side of Burns & Mohave is an obstruction, and sign on the NE side of 4 corners obstructs view to Southbound traffic.
Agency & Mohave: Designated white line "Stop" provides poor visibility from either direction when crossing Mohave Road
Some need to be cleared of brush
Some need to be clean of brush and weeds
Some intersections have obstructions
Enforce speed limit at Poston Intersection

**Subdivisions**

Yes
Big River Development – California side of river. The roads are bad. I think it's a California Roadways problem
Too many speed bumps, too many potholes.
Mo-Chem not everyone has a vehicle in the area & a shuttle or someone to give the people rides to town stores, etc.
Roads at Big River most of them need to be paved
Your security personnel is severely under-trained. Thank god they don't have tasers
Good.
Speed bumps to control speeding plus fix the potholes
Need stop signs, speed signs for children
More lighting, a way to slow drivers
Mo-Chem needs a playground for our children. Clean up and sidewalks
Why not shuttles to subdivisions?
OK
They are alright
Badenochs too many overgrown trees along BlueWater Dr obstruct your view

**Bridges**

Brand-new bridge from Parker to Calif.
Need to be better marked to avoid accidents
Love the bridges, could make them wider.
Little Rd & Mohave
The ditch where we live for 8-9 years we have been there several cars into the ditch. One fatal, the rest minor but serious.
Are fine, and will be better when the new bridge over the Colorado River is completed
More upkeep & a closer bridge to Big River
Currently under construction
N/A
Wider
How come there is no charge for all the semi-trucks and oversize traffic on Agnes Wilson bridge?
Some side road bridges need to be widened and brush cleared away
Some need to widen or done over (Burns Rd and 12 <sup>th</sup> Ave)
CA/AZ are too narrow, needs (should be) wider

**Pedestrians (sidewalks, crossings and paths/trails)**

Yes
Town of Parker is putting in more sidewalks, thank goodness.
We need more sidewalks
Complete walking access to casino
Should all be better marked to avoid potential accidents
Not enough. Could re-paint crosswalks.
Town of Parker Mohave
4 <sup>th</sup> & Little Rd or bus stop sign & crossing & maybe a street light
We need walking paths
Sidewalk on 95 between Blue Water Casino and the intersection with Walmart need to be finished
Need safe paths & trails on well-traveled rural roads
We need a sidewalk from BWRC to Walmart and a bike route
Good
(circled sidewalks) Needed for IHS to Ocotillo.
Don't walk, sorry
More
Yes, all in subdivisions
Sidewalks in all areas
(circled sidewalks) Could be useful
More, more
Sidewalks to the Indian Health Center – Agency Rd, 1 <sup>st</sup> Ave near the Jom/Ed&T/Hip/SDP/WIC offices.
A few trails along the river would be great!
Need more crossing re-painted
All okay

**Bicycles**

There are more sidewalks to ride on, with being able to ride from street to street w/ curbing.
Bike Paths – w/ tour info
Bicycle Path from Parker to LHC or bicycle/walking path – Great recreational opportunity. Start it at the Casino
Children to stay off the Highway. Also older people to be more alert when children are on the road riding their bicycles.
Safer bicycle access to this casino way and to shopping centers.
Possible bicycle routes. Also need to be better marked by signs/police patrolled.
Easy travels. Not too many issues.
None
Desert area maybe a bike track in the sand area near our residences Mo-Chem
We need bicycles roadways
Provide bicycle lanes on main road like California Avenue and also at Riverside
A bike path-bike lane would be nice
None – could use some bike lanes
Don't bike!
A path designated for bikes
Bicycle paths would be wonderful
Could use bike and or pedestrian paths along Mohave down to Poston or beyond and back.
A way to show bike safety a program for free helmet & pads, a mandatory training for kids and parents before you get it free.
No enough edge along roadways to drive safely.
Never much alright.
We need some bicycle paths or trails

**ATV and motorcycles**

“Zero”
Off-road Parks
Riders of these off-road vehicles need to be better educated, so they know their rights of way
Good enough. Perfect area for motorcycles.
None
All our kids have bikes, but due to the traffic on our dirt road unsafe to ride along the road.
Designate an area where they can drive to prevent the deterioration of the environment in other areas
Mainly off-road
A place in the desert
Clearly marked areas
A place for ATV and motorcycles only a track
Signs need to be posted in the desert areas near town limits.
We need an MX track! Why not build one on the outskirts, and charge for entrance? Look at So Cal for examples of waivers, etc.
No designated motorcycles parking observed anywhere
No problem with them as long as they stay where they are supposed to be

**Lack of shuttles or transit services**

Yes
Needed badly
A trolley would suffice
Yes there is a lack of transportation
Yes there is a lack of
Possible shuttles/vans – busses – would be a great idea. A lot of tribal members do not have transportation.
I’m from Coeur d’Alene, Idaho. We have a free transit shuttle bus that takes us to and from the casino. Works amazingly. No problems.
Parker to Blythe (senior citizens)
Indeed we live in the valley and to get here do CAN right (2) trips and each ride was (9) in first trip & 5 2 <sup>nd</sup> trip. So we traveled illegal and loved ones in danger. But it’s the only way to get anywhere.
We need more transit rides cheap
Need a bus going down into the valley and to Mo-Chem in the morning and in the late afternoon so those that need transport to work can get there consistently
Provide shuttles (public transportation) around the city and suburban locations
We need transit into the Valley!!!
I think a shuttle should be used at the casino for patrons that park way uphill
Very few
Need a local bus transit system to all the subdivisions to local businesses
I need “desperately”
Yes, our tribe does need a public transit
There is a lack
For shopping & banking
Shuttle service could be of use to tribal members without transportation
Told by taxi services they are not allowed to transport in Valley. Conflict with Sr. Program? Where’s the alternative, if that’s the case?
Need some of or majority do not have own transportation for child care, at least get close to jobs or even stores
Transportation for GED, hospital, appts., help people get food for household
From 100 Homes to Wal-Mart/Safeway/Bashas
Lack of transportation & remoteness of homes in the Valley created a migration of families to town, where housing is limited. Also elders have difficulty obtaining transportation.
CRIT has no money for this service if they did it wouldn’t last (money will be gone)
Yes, would be helpful to folks with no vehicle.
Shuttles that run from Parker to Poston would be nice

**Other needs/issues**

Bigger signs
Walking/bicycles areas needed!
I love this town
n/a
Fix potholes in existing rural roads
Zero

None
Better all other's to use needs 12 or 24 hour notice
Maybe work shuttle at designated pick up areas
Building up un-used dirt roads
Anyway to get something so people without cars can get around (bus, taxi)
When they need it, or they have to pay for gas etc. for rides to shop, go to doctor, etc. Tractors & large equipment should stay off main roads from 7-8 am.
Travel from home to Matrix and to the store.
No designated turning lanes in order to turn into the CRIT Admin Compound

**What area do you live in? (Check the area)**

<b>Parker</b>	14
<b>Parker Valley</b>	9
<b>100 Homes</b>	4
<b>Mo-Chem</b>	3
<b>50 Homes</b>	
<b>Poston</b>	4
<b>McCabe Road</b>	
<b>Peterson Road</b>	1
<b>Navajo Road</b>	
<b>Western Boundary</b>	
<b>Lost Lake</b>	1
<b>Aha Quin</b>	
<b>Hidden Valley Glade</b>	
<b>BlueWater Lagoon</b>	
<b>Lakeside</b>	1
<b>Parker Strip</b>	2
<b>Up River California Side</b>	1
<b>Other Area (Please write in)</b>	
<b>Big River</b>	3

<b>LHC</b>	2
<b>Desert Sun</b>	1
<b>Up river at the Bill Williams</b>	1
<b>n/a</b>	1

**Where do you travel to the most (specify the places and streets).**

Old Hwy 95 along River
14 <sup>th</sup> & Agnes Wilson to Poston
For work I travel most of the roads from Little, Burn, Indian School, Peterson, McCabe, Tosie, Beason and Welch Rds.

**Employment:**

CRIT Complex, IHS, Town of Parker, 5 <sup>th</sup> Ave & Indian School 2 <sup>nd</sup> Ave, 1 <sup>st</sup> Ave, 5 <sup>th</sup> Ave, Booth Road, Mohave Road, Indian School, Burns
Retired: Parker – Hwy 95 we have a 1 sq. mile town, so much of it is local...& LHC 2x month
X
Self
@BAS/CRIT
Des, Child Support, CRIT Tribal Office, 2 <sup>nd</sup> & Mohave Rd.
Road east of the Blue Water RV park known as “Old River Rd” is in dire need of repaving – Brush is overgrown, it is full of potholes and not even wide enough for two cars to pass and is trashy.
No jobs; I’m disabled/handicapped.
Resort Drive – California – Geronimo Ave – Agnes Wilson Rd – Mohave Rd – 1 <sup>st</sup> & 2 <sup>nd</sup> Ave – Little and Burns Rd
CRIT Complex
Travel to Parker shopping
Tribal offices
Parker/Indian Health Clinic/Zero sidewalks & bad streets
My husband only working person so we drop him off & pick him up. But me & my daughters are transporting people from Mo-Chem to stores, medical appointments, whatever is needed for our little community there at Mo-Chem.
IHS Hospital
95 to California Avenue and Big River through Rio Vista Drive
Casino – Resort Drive, Town – Mohave Road
IHS
Dispatched throughout entire reservation
Safeway, Texaco, Wal-Mart (Riverside Drive), HIS
I currently work at BlueWater Casino. From Mohave Road up to Hwy 95 and South Bound to Casino Drive.
IHS Mohave Road to agency
Blythe, CA
Parker High School
Bashas, Safeway
CRIT JDC – Mohave/Agency (4 Corners)
Yes, looking living in appts one end of town to other
Still looking for employment
Just to the store mostly
Home-Mohave Ave to Mohave Rd & (work- ) 2 <sup>nd</sup> Ave to parents home N. 14 <sup>th</sup> Ave & Burns Rd.
Hwy 95 to Agency Rd, to CRIT Admin Compound, to Mohave Road, to Poston
The whole valley. That includes all the main side roads. Little Rd, Burns Rd, Indian School Rd, Agnes Wilson

Rd, Eddy Rd, Patrick Rd, Scoot Rd, Polacca Rd, McCabe Rd, Hopi Rd, Peterson Rd, Navajo Rd, Tsosie Rd
Poston AZ & Parker
Mohave and Poston Road. Wherever to next job site is at
EPO travel all the roads in the Valley
Mohave Road
From Badenochs to Poston

**Medical:**

IHS, Phx, Riverside Drive
Both my Doctors are in Lake Havasu City, one usually comes to 2x month, down to Parker.
IHS
Dialysis
Dr. appointments
Parker, Indian Health Services on Agency Rd
IHS
IHS
Parker Indian Health
Diabetes. I have a 16 year old son and a daughter diagnosed at 8 years old and transportation was difficult due to not ACCHSS.
IHS
n/a
2 <sup>nd</sup> Avenue - IHS, La Paz Regional Hospital – Mohave Road
In town of Parker areas
IHS
IHS
IHS 2 <sup>ND</sup> & Booth up to IHS
Parker Medical / La Paz Regional
(Checked)
IHS
IHS
Agency Road
The Parker Indian Hospital
“We have CHR for that”
Parker Indian Health Center N. Mohave Ave to N. Navajo Ave then West on Agency Rd.
To Town of Parker or Phoenix
Mohave Rd.
Parker
Agency Rd, Indian Hospital, Sometimes La Paz Hospital Mohave Rd
Havasu or Parker

**Shopping:**

Wal-Mart, Groceries, H95 – near airport
Local Stores, but better \$ deals in Lake Havasu. (mainly local)
Parker community
Wal-Mart, Safeway, Bashes, Family Dollar, Dollar General
Wal-Mart, Safeway, Bashes, Family Dollar

Bashas, Kofa Ave, Safeway, Deals
Need transportation to the store. All the time...
Wal-Mart, Safeway
Wal-Mart, Safeway, Bashas, Family Dollar, Dollar General
Parker and locally
Wal-Mart
Parker Bashas
We go to the store at least 6-7 times a day not for ourselves but for our neighbors
Havasu
Wal-Mart
California Avenue – Safeway, Wal-Mart, Bashas
Everywhere that's convenient
In town of Parker
Safeway, Wal-Mart
Wal-Mart, Bashas Hwy 95 and some roads through town
Wal-Mart, Safeway
Wal-Mart, Safeway, Bashas
(checked)
Wal-Mart
Wal-Mart, Safeway, Bashas
Parker
Safeway, Bashas, Wal-Mart, Family Dollar, Dollar General
Mainly
Wal-Mart=N. Mohave Rd to 19 <sup>th</sup> Street turn East on 19 <sup>th</sup> St. Turn left on California then right turn on Riverside.
(online) or Parker
Parker
Safeway and Wal-Mart (Riverside Drive-121), Woodys II (Mohave Rd-Poston)
In the Town of Parker, Blythe, CA.
Parker

**School:**

LHS, Head Start, Indian School, 16 <sup>th</sup> TOP, Navajo, Geronimo
Le Pera, Blake Elementary
Parker High School, 16 <sup>th</sup> & Kofa
Sometimes transport children to Le Pera
Parker High
Parker High School
Kids school in the Poston area far from where we live. So miss the bus more than three times good luck getting them there. Truancy will only transport three times and if you have a vehicle they will not.
n/a
n/a
None
Split between town and valley
n/a
n/a

PHS
Le Pera – Head Start
Wallace & Blake
Blake Primary School, Head Start
N/A
Indian School Rd.
Parker School District

**Other (Please write in):**

St. Vincent De Paul – 3Xweek with 2 people I pick up. To my grandkids house, on Laguna St.
Visit family in Phoenix – medical appointments for daughter at Phoenix Children’s Hospital
Everywhere
None
Casino and Big River
Other casinos e.g. Laughlin, Avi, Las Vegas, Phoenix, which is more “sorry to say” enjoyable
Zero
n/a
Mohave Scott Road a lot of heavy equipment go on our road holes too fast children live on our road and no speed limit signs. We need signs
Casino
During medical emergencies, have a driver or some sort transport family members drop off or one day travel or ????
Mo Chem Ho Na back roads are terrible on Indian School Road
Bike paths
DES appts.
Church, Bible Study
Mostly just give people rides to the store or anywhere for gas \$5.00 a trip
Around valley, all over (CA side too) with work related tasks
Bank, gas station

**What are your limitations on travel (e.g. no car, limits on car use, problems with roads, etc.)?**

	Total	Comments (separated by   )
<b>No car</b>	13	
<b>Limited availability of car</b>	12	Space
<b>Too expensive</b>	12	Gas & Car repairs... TIRES!   Gas   At Blue Water Casino   Gas, repairs
<b>Road problems</b>	9	Bad roads in the Big River area!
<b>Other</b>	2	Time off limited   Lazy to Drive   Emergency vehicle   none   none

**If you have limitations on travel, what are your top five locations that you need travel assistance with:**

Lake Havasu, Phoenix, Shopping
My own medical trips (my dr. is in Lake Havasu City 35 mi. one way) I live 8 mi. away from Parker. I often give people with no cars...we live in the HOTTEST area of the country – along the Colorado River Valley. It’s too hot in the summer to walk or ride bikes...
Safeway, Wal-Mart, family dollar
Safeway, Wal-Mart, Bashes
Going to appointments at HIS and out of town appointments
That would be for school clothes and supplies. Havasu, Bullhead City, Phoenix
Havasu, Vegas, Los Angeles, Phoenix, and Blythe
Dialysis, doctor appointments, shopping, CRIT Agency
Hospital and meetings
Sometimes daughter has appointments in Phoenix at Children’s Hospital
Tribal offices/Iraraba gym, Wal-Mart, Casino, Hospital, Big River. I’m telling you, try the FREE transit bus route. It works.)
Parker, Parker Valley
Home for our family. But for our area of where we live I would have to say store for shopping, hospital, appts, school
n/a
Shopping, Medical, Work (casino)
Zero
Gas money, food, hotel, maintenance, insurance
Just with work, my family has one vehicle and the vehicle usually stays home due to my grandmothers medical needs.
No car
Havasu City, medical or shopping
Bank, Wal-Mart, Safeway, Bashes
Shopping, Parker Mail checking
IHS, Shopping Parker
Store – Grocery, DES/ACCHHS appts, drug store, Wal-Mart, CVS, BIA, Suddenlink
Blake Primary School, Head Start, HIS, Stores (shopping), church
Store mostly, that’s all.
Parker to Phoenix or when need a shuttle bus here
Out of town

**How much do you spend on travel in a month? Example travel costs include cost of car, insurance, fuel, maintenance.**

	Total
<b>0 - \$100</b>	6
<b>\$100-\$200</b>	9
<b>\$200-\$300</b>	10
<b>\$300-\$400</b>	6
<b>\$400-\$500</b>	3
<b>Over \$500</b>	6

**Would you use the internet, telephone, or your cell phone to schedule a trip?**

	<b>Total</b>
<b>Yes</b>	29

**If so, which do you use and how?**

Calculate difference, travel time, locator directions
I only have a home phone – no internet-cell phone
<cell phone circled>
Cell phone, walk down the road to use a cell phone if not ask IHS contact Health before ride comes after me.
Telephone and cell phone
Internet and cellular phones
\$50 - \$100
Everything. Just Facebook, Google, travel sites
Cellphone
Internet and cell phone to schedule and plan outings
Website
Internet for research. Cell phone for general communication.
Expedia or Orbit.com
Use the internet to book rooms and entertainment packages
Rooms/air/rentals
Internet and cell phone
Cell
Cell phone
Cell phone – text
I don't have any but if I can find one it would be a cell phone
Internet: Booking.com or Priceline.com. Cell phone GPA for directions
Internet and cellphone
Cellphone
The internet
Usually to reserve hotels or clarify locations of a particular destination
internet

	<b>Total</b>	<b>Comments</b>
<b>No</b>	4	Brain power to plan a trip plus prior experience

**Do you like to travel in groups, especially if it will cut costs?**

	<b>Total</b>	<b>Comments</b>
<b>Yes</b>	19	Small Groups
<b>No</b>	11	Not especially   Depends how far the travel is
		Depends, possibly, not sure

**What is an acceptable amount of money you would spend on travel for a week?**

	Total	Comments
\$300-\$400	1	
\$35 – \$40	1	
\$10 - \$50	1	
\$50	2	It depends on where
\$500	1	Approximately
\$200	1	
\$20 - \$50	1	
\$400	2	
\$100-\$150	1	
\$40	2	About \$40 cause our truck uses a lot of gas
\$1500+	2	
\$250	1	
\$30	2	Not counting car payments and insurance
Not sure	1	
\$10 - \$20	1	Depends
\$300	1	I have a family of five
N/A	1	Never gone that long
	1	Depends on the travel (how far)
\$800 – 950	1	

**Do you have any other issues or topics relating to the study you would like to discuss?**

Fixing road repairs always have holes or tore up from farm equipment & tractors.
The new work on our BRIDGE will benefit our community, the new pavement looks nice, I believe it a project of the State of Ariz. Now, with all the traffic & big trucks using the bridge, we'll be safer. A lot of "week-enders" & travelers to LHS use the Indian roads & Highways too.
To special events all over that they are having like at the park, library, etc.
Cell phone usage while driving
No one stops for emergency vehicles anymore
Try using a free bus system
None
Our area right now bus area isn't marked for slow crossing or watch for kids or lights in the winter. Kids go to the bus at 6:45 am when it's still dark. Our kids are in danger when they walk to the bus area.
More senior transportation and a transit system for lower Valley (Mo-Chem – 50 homes)
Yes! Why is it that when the snowbirds leave we seem to start losing a lot of money, personally, a lot of people complain about that, not just me. And also most of your employees are not helpful, mostly complain, about the hours, being overworked and not enough pay, which will spill over to us.
Need pavement on 15th before Mohave Road
Yes! Cost additional to low income fixed income economy reasonable
Tribal members to be more aware of their road signs and obey them. More signs in appropriate areas.
It appears to be a lot of wasted land such as by IHS that could use a very nice apartment complex for tribal and non-tribal.

The bike or pedestrian path should be something similar to Lake Havasu's. No motor vehicles, off of the shoulder at least 6' to 12'. Landscaped?
Yes, if the tribes would help us tribal members out a little more than what they do.
When & what are the plans for the new Head Start School? (Stop signs or stop light on Mohave Rd)??
I'm looking forward to the drive-round that is planned for Poston/Hwy 95 intersection.
Put more signs up and have more street lights up. Drunk people at VFW speeding.

Please feel free to mark and label the needs/issues you have identified on the map.

Big River not identified!
Not at this time

### COMMUNITY TRANSIT SURVEY

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1. If public transportation were available, would you use it?

	Total
Yes	278
No	37
<b>Total</b>	<b>315</b>

2. Do you think that there is a need for public transportation on the reservation?

	Total
Yes	277
No	30

3. Do you currently have a reliable source of transportation (car, truck, etc.)?

	Total
Yes	226
No	68

4. How many vehicles (running/working) are in your household?

	Total
None	31
One	125
Two	113
Three or More	55

5. What would you most likely use public transportation for (check all that apply)?

	Total
Work	159
Recreation	114
Shopping	132
School/Education	117
Appointments	152

6. Would you be willing to pay a small fee for public transportation?

	Total
Yes	247
No	45

7. What is your age?

	Total
12 to 17 yrs	52
18 to 30 yrs	85
31 to 40 yrs	58
41 to 50 yrs	50
51 to 60 yrs	33
61 or older	23

8. What is your occupation?

Student	65
Tribal Govt/Enterprise	65
Casino/Resort	32
Other Employment	94
Non-working Spouse	12
Retired	24
Unemployed	16
Homemaker	27
Caregiver	8

**9. I reside at:**

<b>100 Homes</b>	<b>23</b>
<b>Lower Valley (south of Agnes Wilson)</b>	<b>65</b>
<b>Mo-Chem</b>	<b>18</b>
<b>Upper Valley (north of Agnes Wilson)</b>	<b>65</b>
<b>50 Homes</b>	<b>8</b>
<b>Parker Township</b>	<b>137</b>

**10. Are you Physically Challenged?**

	<b>Total</b>
<b>Yes</b>	<b>56</b>
<b>No</b>	<b>241</b>

# Appendix B– TCRP Worksheets and Associated Census Data

## Rural Transit Need and Demand Analysis Setup

Service Area:	Colorado River Indian Tribes
Analysis Description:	Transit Need and Demand
Additional Description:	Based on 2008-2012 American Community Survey Data

Select the analysis procedures that you would like to apply by clicking on the appropriate boxes.

- Need - Number of Persons
  - Need - Number of Trips
  - Demand - Program
  - Demand - Non Program
  - General Public Rural Passenger Transportation (eligible for reporting to NTD)
  - Demand - Small City Fixed Route
  - Demand - Commuter by Transit to an Urban Center
- Urban center population must be less than 50,000  
 Revenue-hours must be greater than zero and less than or equal to 20,000  
 Commuters by all modes from the rural county to the urban place must be less than or equal to 10,000.*





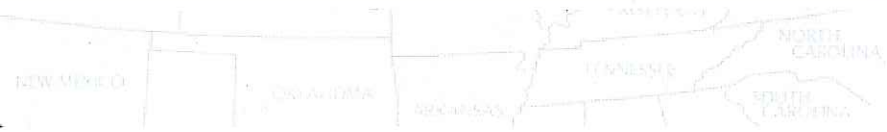
**Peer Data Worksheet**

**Input Data from Peer Transit Systems or Existing Transit Service**

Name of Peer System	Bullhead Area Tra	Benson Area Tra	Colton Express,	Cottonwood Area	Havasu Area Tra	Vista Transit	Salt River Transit	San Carlos
Population of Area	39,540	5,105	11,825	11,265	52,527	43,888	6,453	10,351
Size of Area Served (Square Miles)	45	36	5	11	43	154	53	9
Annual Vehicle-Miles of Service Provided	262,532	61,076	229,325	98,218	239,928	184,081	163,308	13,495
Annual Vehicle-Hours of Service Provided	17,108	3,286	11,897	5,540	18,101	13,549	8,544	652
Service Type (Fixed Route, Route-Deviation, Demand-Response)	Fixed Route	Route-Deviation	Route-Deviation	Fixed Route	Fixed Route	Fixed Route	Demand-Response	Fixed Route
Number of One-Way Trips Served per Year	163,321	8,038	40,370	47,628	92,535	143,274	23,788	1,099
Degree of Coordination with Other Carriers (Low, Medium, High)	Medium	Medium	Medium	Medium	Medium	Medium	Low	Low

**Results of Peer Data Comparison**

Peer Values	Annual Vehicle-vehicles-hours	
	Population	Annual Vehicle-vehicles-hours
Input Data for My System:	9,358	0
Observed Trip Rates	Demand Estimate Based On:	
	Annual Vehicle- Annual vehicle-hours	
Trips per Capita	Population	Annual Vehicle- Annual vehicle-hours
Maximum	39,304	Enter Data
Average	26,202	Enter Data
Median	30,881	Enter Data
Minimum	936	Enter Data
Trips per Vehicle-Mile		
Maximum		Enter Data
Average		Enter Data
Median		Enter Data
Minimum		Enter Data
Trips per Vehicle-Hour		
Maximum		Enter Data
Average		Enter Data
Median		Enter Data
Minimum		Enter Data
Values expected for my system		
Maximum	39,304	Enter Data
Average	26,202	Enter Data
Median	30,881	Enter Data
Minimum	936	Enter Data



B08201

HOUSEHOLD SIZE BY VEHICLES AVAILABLE

Universe: Households  
2008-2012 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

	Colorado River Indian Reservation, AZ--CA	
	Estimate	Margin of Error
Total:	4,253	+/-358
No vehicle available	349	+/-108
1 vehicle available	1,828	+/-234
2 vehicles available	1,393	+/-169
3 vehicles available	478	+/-117
4 or more vehicles available	205	+/-61
1-person household:	1,131	+/-155
No vehicle available	119	+/-50
1 vehicle available	747	+/-118
2 vehicles available	221	+/-86
3 vehicles available	33	+/-29
4 or more vehicles available	11	+/-11
2-person household:	1,424	+/-175
No vehicle available	73	+/-39
1 vehicle available	501	+/-111
2 vehicles available	564	+/-116
3 vehicles available	182	+/-64
4 or more vehicles available	104	+/-38
3-person household:	470	+/-90
No vehicle available	13	+/-15
1 vehicle available	162	+/-60
2 vehicles available	166	+/-58
3 vehicles available	114	+/-47
4 or more vehicles available	15	+/-13
4-or-more-person household:	1,228	+/-249
No vehicle available	144	+/-94
1 vehicle available	418	+/-151
2 vehicles available	442	+/-114
3 vehicles available	149	+/-92
4 or more vehicles available	75	+/-41

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data).

The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

While the 2008-2012 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2008-2012 American Community Survey

#### Explanation of Symbols:

1. An '\*\*\*' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '\*\*\*\*' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '\*\*\*\*\*' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.



B17001

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

Universe: Population for whom poverty status is determined  
2008-2012 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

	Colorado River Indian Reservation, AZ--CA	
	Estimate	Margin of Error
Total:	9,141	+/-377
Income in the past 12 months below poverty level:	2,238	+/-414
Male:	1,051	+/-222
Under 5 years	178	+/-67
5 years	14	+/-12
6 to 11 years	91	+/-35
12 to 14 years	92	+/-54
15 years	5	+/-7
16 and 17 years	17	+/-16
18 to 24 years	165	+/-120
25 to 34 years	184	+/-95
35 to 44 years	70	+/-50
45 to 54 years	92	+/-31
55 to 64 years	54	+/-40
65 to 74 years	48	+/-34
75 years and over	41	+/-31
Female:	1,187	+/-276
Under 5 years	102	+/-53
5 years	41	+/-39
6 to 11 years	143	+/-55
12 to 14 years	61	+/-45
15 years	38	+/-34
16 and 17 years	37	+/-20
18 to 24 years	172	+/-87
25 to 34 years	181	+/-79
35 to 44 years	72	+/-49
45 to 54 years	107	+/-43
55 to 64 years	121	+/-49
65 to 74 years	87	+/-45
75 years and over	25	+/-20
Income in the past 12 months at or above poverty level:	6,903	+/-428
Male:	3,477	+/-260
Under 5 years	178	+/-63
5 years	34	+/-30
6 to 11 years	285	+/-89

	Colorado River Indian Reservation, AZ--CA	
	Estimate	Margin of Error
12 to 14 years	120	+/-45
15 years	59	+/-28
16 and 17 years	63	+/-34
18 to 24 years	195	+/-85
25 to 34 years	393	+/-142
35 to 44 years	334	+/-89
45 to 54 years	453	+/-83
55 to 64 years	506	+/-98
65 to 74 years	494	+/-79
75 years and over	363	+/-76
Female:	3,426	+/-251
Under 5 years	208	+/-44
5 years	45	+/-34
6 to 11 years	178	+/-78
12 to 14 years	119	+/-60
15 years	74	+/-38
16 and 17 years	74	+/-33
18 to 24 years	216	+/-93
25 to 34 years	328	+/-86
35 to 44 years	290	+/-52
45 to 54 years	666	+/-117
55 to 64 years	498	+/-91
65 to 74 years	388	+/-72
75 years and over	342	+/-68

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Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2008-2012 American Community Survey

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B01001

SEX BY AGE

Universe: Total population  
2008-2012 American Community Survey 5-Year Estimates

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Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

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	Colorado River Indian Reservation, AZ--CA	
	Estimate	Margin of Error
Total:	9,358	+/-387
Male:	4,724	+/-218
Under 5 years	356	+/-73
5 to 9 years	305	+/-70
10 to 14 years	331	+/-85
15 to 17 years	144	+/-49
18 and 19 years	41	+/-58
20 years	11	+/-16
21 years	57	+/-58
22 to 24 years	303	+/-149
25 to 29 years	387	+/-137
30 to 34 years	277	+/-72
35 to 39 years	272	+/-82
40 to 44 years	172	+/-73
45 to 49 years	231	+/-49
50 to 54 years	331	+/-75
55 to 59 years	302	+/-89
60 and 61 years	109	+/-50
62 to 64 years	149	+/-46
65 and 66 years	123	+/-39
67 to 69 years	222	+/-64
70 to 74 years	197	+/-59
75 to 79 years	166	+/-52
80 to 84 years	122	+/-47
85 years and over	116	+/-39
Female:	4,634	+/-246
Under 5 years	312	+/-44
5 to 9 years	271	+/-71
10 to 14 years	316	+/-81
15 to 17 years	223	+/-61
18 and 19 years	28	+/-48
20 years	13	+/-21
21 years	125	+/-61
22 to 24 years	222	+/-92
25 to 29 years	254	+/-32
30 to 34 years	271	+/-45

	Colorado River Indian Reservation, AZ--CA	
	Estimate	Margin of Error
35 to 39 years	214	+/-54
40 to 44 years	148	+/-57
45 to 49 years	367	+/-85
50 to 54 years	409	+/-103
55 to 59 years	288	+/-75
60 and 61 years	132	+/-46
62 to 64 years	199	+/-59
65 and 66 years	95	+/-32
67 to 69 years	168	+/-46
70 to 74 years	212	+/-63
75 to 79 years	183	+/-47
80 to 84 years	134	+/-45
85 years and over	50	+/-22

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DP02

SELECTED SOCIAL CHARACTERISTICS IN THE UNITED STATES

2008-2012 American Community Survey 5-Year Estimates

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Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Colorado River Indian Reservation, AZ--CA			
	Estimate	Margin of Error	Percent	Percent Margin of Error
<b>HOUSEHOLDS BY TYPE</b>				
Total households	4,253	+/-358	4,253	(X)
Family households (families)	2,871	+/-322	67.5%	+/-3.5
With own children under 18 years	1,338	+/-246	31.5%	+/-3.9
Married-couple family	1,713	+/-193	40.3%	+/-3.4
With own children under 18 years	650	+/-135	15.3%	+/-2.5
Male householder, no wife present, family	342	+/-126	8.0%	+/-2.7
With own children under 18 years	169	+/-85	4.0%	+/-1.9
Female householder, no husband present, family	816	+/-161	19.2%	+/-3.1
With own children under 18 years	519	+/-145	12.2%	+/-2.9
Nonfamily households	1,382	+/-158	32.5%	+/-3.5
Householder living alone	1,131	+/-155	26.6%	+/-3.8
65 years and over	519	+/-95	12.2%	+/-2.3
Households with one or more people under 18 years	1,569	+/-260	36.9%	+/-3.8
Households with one or more people 65 years and over	1,407	+/-130	33.1%	+/-3.7
Average household size	2.15	+/-0.16	(X)	(X)
Average family size	2.52	+/-0.28	(X)	(X)
<b>RELATIONSHIP</b>				
Population in households	9,127	+/-379	9,127	(X)
Householder	4,253	+/-358	46.6%	+/-3.6
Spouse	1,690	+/-197	18.5%	+/-1.8
Child	2,098	+/-351	23.0%	+/-3.7
Other relatives	586	+/-188	6.4%	+/-2.0
Nonrelatives	500	+/-149	5.5%	+/-1.6
Unmarried partner	449	+/-163	4.9%	+/-1.8
<b>MARITAL STATUS</b>				
Males 15 years and over	3,732	+/-209	3,732	(X)
Never married	1,078	+/-184	28.9%	+/-4.8
Now married, except separated	1,942	+/-238	52.0%	+/-5.0
Separated	42	+/-25	1.1%	+/-0.7
Widowed	205	+/-54	5.5%	+/-1.5

Subject	Colorado River Indian Reservation, AZ--CA			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Divorced	465	+/-96	12.5%	+/-2.5
Females 15 years and over	3,735	+/-216	3,735	(X)
Never married	767	+/-142	20.5%	+/-3.4
Now married, except separated	1,728	+/-181	46.3%	+/-3.9
Separated	137	+/-63	3.7%	+/-1.6
Widowed	480	+/-82	12.9%	+/-2.2
Divorced	623	+/-127	16.7%	+/-3.4
<b>FERTILITY</b>				
Number of women 15 to 50 years old who had a birth in the past 12 months	207	+/-80	207	(X)
Unmarried women (widowed, divorced, and never married)	101	+/-44	48.8%	+/-16.4
Per 1,000 unmarried women	96	+/-46	(X)	(X)
Per 1,000 women 15 to 50 years old	108	+/-43	(X)	(X)
Per 1,000 women 15 to 19 years old	76	+/-76	(X)	(X)
Per 1,000 women 20 to 34 years old	184	+/-76	(X)	(X)
Per 1,000 women 35 to 50 years old	32	+/-42	(X)	(X)
<b>GRANDPARENTS</b>				
Number of grandparents living with own grandchildren under 18 years	375	+/-113	375	(X)
Responsible for grandchildren	194	+/-70	51.7%	+/-14.1
Years responsible for grandchildren				
Less than 1 year	18	+/-29	4.8%	+/-7.9
1 or 2 years	19	+/-24	5.1%	+/-6.3
3 or 4 years	30	+/-29	8.0%	+/-7.8
5 or more years	127	+/-50	33.9%	+/-10.9
Number of grandparents responsible for own grandchildren under 18 years	194	+/-70	194	(X)
Who are female	126	+/-45	64.9%	+/-10.0
Who are married	138	+/-61	71.1%	+/-16.2
<b>SCHOOL ENROLLMENT</b>				
Population 3 years and over enrolled in school	1,929	+/-202	1,929	(X)
Nursery school, preschool	239	+/-60	12.4%	+/-3.2
Kindergarten	101	+/-49	5.2%	+/-2.5
Elementary school (grades 1-8)	1,014	+/-138	52.6%	+/-5.5
High school (grades 9-12)	422	+/-122	21.9%	+/-5.0
College or graduate school	153	+/-53	7.9%	+/-2.6
<b>EDUCATIONAL ATTAINMENT</b>				
Population 25 years and over	6,300	+/-325	6,300	(X)
Less than 9th grade	963	+/-165	15.3%	+/-2.4
9th to 12th grade, no diploma	829	+/-162	13.2%	+/-2.5
High school graduate (includes equivalency)	2,057	+/-227	32.7%	+/-3.1
Some college, no degree	1,589	+/-192	25.2%	+/-2.9
Associate's degree	293	+/-74	4.7%	+/-1.2
Bachelor's degree	355	+/-82	5.6%	+/-1.3
Graduate or professional degree	214	+/-79	3.4%	+/-1.2
Percent high school graduate or higher	(X)	(X)	71.6%	+/-3.2
Percent bachelor's degree or higher	(X)	(X)	9.0%	+/-1.9
<b>VETERAN STATUS</b>				
Civilian population 18 years and over	7,100	+/-309	7,100	(X)
Civilian veterans	875	+/-112	12.3%	+/-1.5

Subject	Colorado River Indian Reservation, AZ--CA			
	Estimate	Margin of Error	Percent	Percent Margin of Error
<b>DISABILITY STATUS OF THE CIVILIAN NONINSTITUTIONALIZED POPULATION</b>				
Total Civilian Noninstitutionalized Population	9,143	+/-378	9,143	(X)
With a disability	1,381	+/-182	15.1%	+/-1.8
Under 18 years	2,258	+/-200	2,258	(X)
With a disability	120	+/-42	5.3%	+/-1.8
18 to 64 years	5,097	+/-285	5,097	(X)
With a disability	556	+/-110	10.9%	+/-2.2
65 years and over	1,788	+/-183	1,788	(X)
With a disability	705	+/-115	39.4%	+/-4.7
<b>RESIDENCE 1 YEAR AGO</b>				
Population 1 year and over	9,273	+/-392	9,273	(X)
Same house	7,879	+/-507	85.0%	+/-3.6
Different house in the U.S.	1,356	+/-333	14.6%	+/-3.6
Same county	973	+/-295	10.5%	+/-3.2
Different county	383	+/-150	4.1%	+/-1.6
Same state	293	+/-147	3.2%	+/-1.6
Different state	90	+/-37	1.0%	+/-0.4
Abroad	38	+/-18	0.4%	+/-0.2
<b>PLACE OF BIRTH</b>				
Total population	9,358	+/-387	9,358	(X)
Native	7,843	+/-350	83.8%	+/-2.5
Born in United States	7,796	+/-352	83.3%	+/-2.5
State of residence	4,076	+/-282	43.6%	+/-2.6
Different state	3,720	+/-239	39.8%	+/-2.2
Born in Puerto Rico, U.S. Island areas, or born abroad to American parent(s)	47	+/-40	0.5%	+/-0.4
Foreign born	1,515	+/-255	16.2%	+/-2.5
<b>U.S. CITIZENSHIP STATUS</b>				
Foreign-born population	1,515	+/-255	1,515	(X)
Naturalized U.S. citizen	282	+/-80	18.6%	+/-5.2
Not a U.S. citizen	1,233	+/-241	81.4%	+/-5.2
<b>YEAR OF ENTRY</b>				
Population born outside the United States	1,562	+/-260	1,562	(X)
Native	47	+/-40	47	(X)
Entered 2010 or later	0	+/-17	0.0%	+/-43.3
Entered before 2010	47	+/-40	100.0%	+/-43.3
Foreign born	1,515	+/-255	1,515	(X)
Entered 2010 or later	0	+/-17	0.0%	+/-2.1
Entered before 2010	1,515	+/-255	100.0%	+/-2.1
<b>WORLD REGION OF BIRTH OF FOREIGN BORN</b>				
Foreign-born population, excluding population born at sea	1,515	+/-255	1,515	(X)
Europe	50	+/-31	3.3%	+/-2.1
Asia	35	+/-52	2.3%	+/-3.4
Africa	0	+/-17	0.0%	+/-2.1
Oceania	0	+/-17	0.0%	+/-2.1
Latin America	1,334	+/-237	88.1%	+/-5.3
Northern America	96	+/-77	6.3%	+/-4.9

Subject	Colorado River Indian Reservation, AZ--CA			
	Estimate	Margin of Error	Percent	Percent Margin of Error
<b>LANGUAGE SPOKEN AT HOME</b>				
Population 5 years and over	8,690	+/-376	8,690	(X)
English only	6,095	+/-388	70.1%	+/-3.5
Language other than English	2,595	+/-333	29.9%	+/-3.5
Speak English less than "very well"	1,129	+/-248	13.0%	+/-2.7
Spanish	2,365	+/-332	27.2%	+/-3.4
Speak English less than "very well"	1,058	+/-248	12.2%	+/-2.7
Other Indo-European languages	6	+/-8	0.1%	+/-0.1
Speak English less than "very well"	0	+/-17	0.0%	+/-0.4
Asian and Pacific Islander languages	48	+/-54	0.6%	+/-0.6
Speak English less than "very well"	22	+/-41	0.3%	+/-0.5
Other languages	176	+/-81	2.0%	+/-0.9
Speak English less than "very well"	49	+/-38	0.6%	+/-0.4
<b>ANCESTRY</b>				
Total population	9,358	+/-387	9,358	(X)
American	157	+/-64	1.7%	+/-0.7
Arab	5	+/-8	0.1%	+/-0.1
Czech	20	+/-18	0.2%	+/-0.2
Danish	17	+/-14	0.2%	+/-0.2
Dutch	78	+/-40	0.8%	+/-0.4
English	652	+/-132	7.0%	+/-1.4
French (except Basque)	207	+/-63	2.2%	+/-0.7
French Canadian	11	+/-9	0.1%	+/-0.1
German	1,154	+/-208	12.3%	+/-2.2
Greek	0	+/-17	0.0%	+/-0.3
Hungarian	29	+/-26	0.3%	+/-0.3
Irish	755	+/-134	8.1%	+/-1.4
Italian	153	+/-68	1.6%	+/-0.7
Lithuanian	6	+/-8	0.1%	+/-0.1
Norwegian	105	+/-61	1.1%	+/-0.6
Polish	86	+/-59	0.9%	+/-0.6
Portuguese	15	+/-15	0.2%	+/-0.2
Russian	22	+/-21	0.2%	+/-0.2
Scotch-Irish	110	+/-45	1.2%	+/-0.5
Scottish	120	+/-53	1.3%	+/-0.6
Slovak	3	+/-4	0.0%	+/-0.1
Subsaharan African	0	+/-17	0.0%	+/-0.3
Swedish	70	+/-40	0.7%	+/-0.4
Swiss	8	+/-9	0.1%	+/-0.1
Ukrainian	12	+/-12	0.1%	+/-0.1
Welsh	34	+/-25	0.4%	+/-0.3
West Indian (excluding Hispanic origin groups)	0	+/-17	0.0%	+/-0.3

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Fertility data are not available for certain geographic areas due to problems with data collection. See Errata Note #92 for details.

The Census Bureau introduced a new set of disability questions in the 2008 ACS questionnaire. Accordingly, comparisons of disability data from 2008 or later with data from prior years are not recommended. For more information on these questions and their evaluation in the 2006 ACS Content Test, see the Evaluation Report Covering Disability.

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## Appendix C – Interview Summaries with Tribal Transit Operators

**Tribal Transit Operator Interview**  
**Transit System: Salt River Pima Maricopa Indian Tribe Transit System**  
**Operator: Franklin Kauakahi, Transit Manager**  
**Interview: 1/14/2014**

**Operations**

1. What were your main implementation challenges in starting your transit system? What were the lessons learned? Were there any major challenges? Conversely, were there any opportunities that weren't identified beforehand?

**The transit system has been in operation for about 15 years, and staff has changed over time, so there is not historical information available**

2. What vehicle type and size did you use when starting your transit system? How did you decide on the make, model, and size of vehicle?

**Initially, some of their fleet was larger, 20-passenger Eldorado buses. They were built on Ford Chassis and cost between \$50,000 to \$60,000. They felt these were too big, however. Now their transit system uses 15-passenger Ford vans (E-350). These vans will be ending production by Ford, however.**

**Currently they have:**

**4 – 15 passenger vans**

**3 – 15 passenger, handicapped equipped vans**

**1 – 15 passenger cutaway vans with 2 stations for wheelchairs**

**He said that they have purchased vans through 5311 grants and through purchase using tribal funds only. In one case they “piggybacked” with Valley Metro to purchase a bus.**

3. How is the transit system funded? Were there cost sharing opportunities? How much Tribal funding is used for the transit system on an annual basis?

**The system is funded through a 5311 grant and the remainder through tribal funding.**

4. Was management of the system contracted out or performed in-house?

**In-house**

5. Similarly for maintenance, was it contracted out or performed in-house?

**In-house - the Tribe has a fleet of 650 vehicles, so although one mechanic is assigned for transit, there are other mechanics available to work on the buses if needed. They have their own fueling pumps.**

6. What were your initial operating costs and ridership? How have they evolved?

**No information available on this.**

7. What fares do you charge?

**Their fares are very cheap - \$0.75 per ride and \$0.85 to go to Scottsdale. Seniors have reduced fares. The fares have not increased in ten years.**

## Administration

1. What is your staffing structure? Did you initially hire part time or full time drivers? How many staff and drivers were hired to operate the system?

**Their staff comprises:**

- **Manager – 1 person**
- **Dispatcher – 1 person (who also assists with administrative tasks)**
- **Drivers – 5 full time and 1 part time staff**
- **Mechanic – 1 person**

**The staff is all tribal employees.**

**It is important to hire a dispatcher with experience as a dispatcher, because they have to make route accommodations to pick up demand –response requests “on the fly.” Although they have five fixed routes, they accommodate demand response requests if the bus is not full.**

2. What type and hours of training do drivers and administrative staffs go through before starting to work?

**They have on the job training, as well as training for First Aid, Passenger sensitivity training, and CPR. They use training through the RTAP Program through ADOT.**

**Some of the drivers do not have Commercial Driver Licenses. If they vehicle is under 16 passengers and does not have air brakes, they are not required to have that type of license.**

3. What data do you track?

**They have software programs to track fuel, bus warranty and maintenance information, ADOT monthly reports, number of deadhead miles, productivity, operating costs, and repairs**

## Ridership and Marketing

1. How do you advertise / market the transit system? When the system first started, how was it announced and advertised?

**They do not advertise – they hand out pamphlets or have information in the tribal newspaper. They are happy with the ridership now – it is at “critical mass” and they do not want to expand the number of vehicles or routes right now.**

2. If you raised or lowered fares since the system started, how has ridership responded?

**The fares have been the same for the last ten years.**

**Tribal Transit Operator Interview**  
**Transit System: Navajo Transit System**  
**Operator: Lee Bigwater, Transit Manager**  
**Interview: 1/14/2014**

**Operations**

1. What were your main implementation challenges in starting your transit system? What were the lessons learned? Were there any major challenges? Conversely, were there any opportunities that weren't identified beforehand?

**They have reporting requirements for three states: Arizona, New Mexico and Utah. Their ridership mainly serves employees, medical services, some education (very few students), and general public, including elders.**

**Suggestions for development of a new transit system were:**

- **Use the Section 5311 application that is on the ADOT website to help develop the plan of operations. Answering every question in the application form can help assure your operations plan is complete.**
- **There is a Transit Cost Allocation Workshop held in Phoenix and Flagstaff for new 5311 applicants.**
- **Develop a route plan first and compute ridership projections based on the route plan.**
- **Identify activity centers such as schools, social services, shopping, health centers, and locations where a majority of persons live to locate routes.**

2. What vehicle type and size did you use when starting your transit system? How did you decide on the make, model, and size of vehicle?

**They use 49 passenger motor coaches.**

3. How is the transit system funded? Were there cost sharing opportunities? How much Tribal funding is used for the transit system on an annual basis?

**Navajo Transit System receives Administration, Operating and Capital funding under the Section 5311 Rural Public Transportation Program from Arizona, New Mexico and Utah Department of Transportation, Federal Transit Administration (FTA) and the Navajo Nation.**

**Capital costs are matched on an 80/20 basis.**

**Operating costs are matched with federal grants on a 50/50 basis.**

4. Was management of the system contracted out or performed in-house?

**In-house**

5. Similarly for maintenance, was it contracted out or performed in-house?

**In-house**

6. What were your initial operating costs and ridership? How have they evolved?

**No information available on this.**

7. What fares do you charge?

**The fares are very reasonable- \$2.00 to ride all day.**

### **Administration**

1. What is your staffing structure? Did you initially hire part time or full time drivers? How many staff and drivers were hired to operate the system?

**Their staff comprises:**

- **Drivers – 35**
- **Administrative staff – 15 persons**

2. What type and hours of training do drivers and administrative staffs go through before starting to work?

**No response.**

3. What data do you track?

**Navajo Transit System needs to satisfy reporting requirements for three states.**

### **Ridership and Marketing**

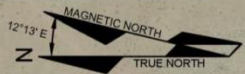
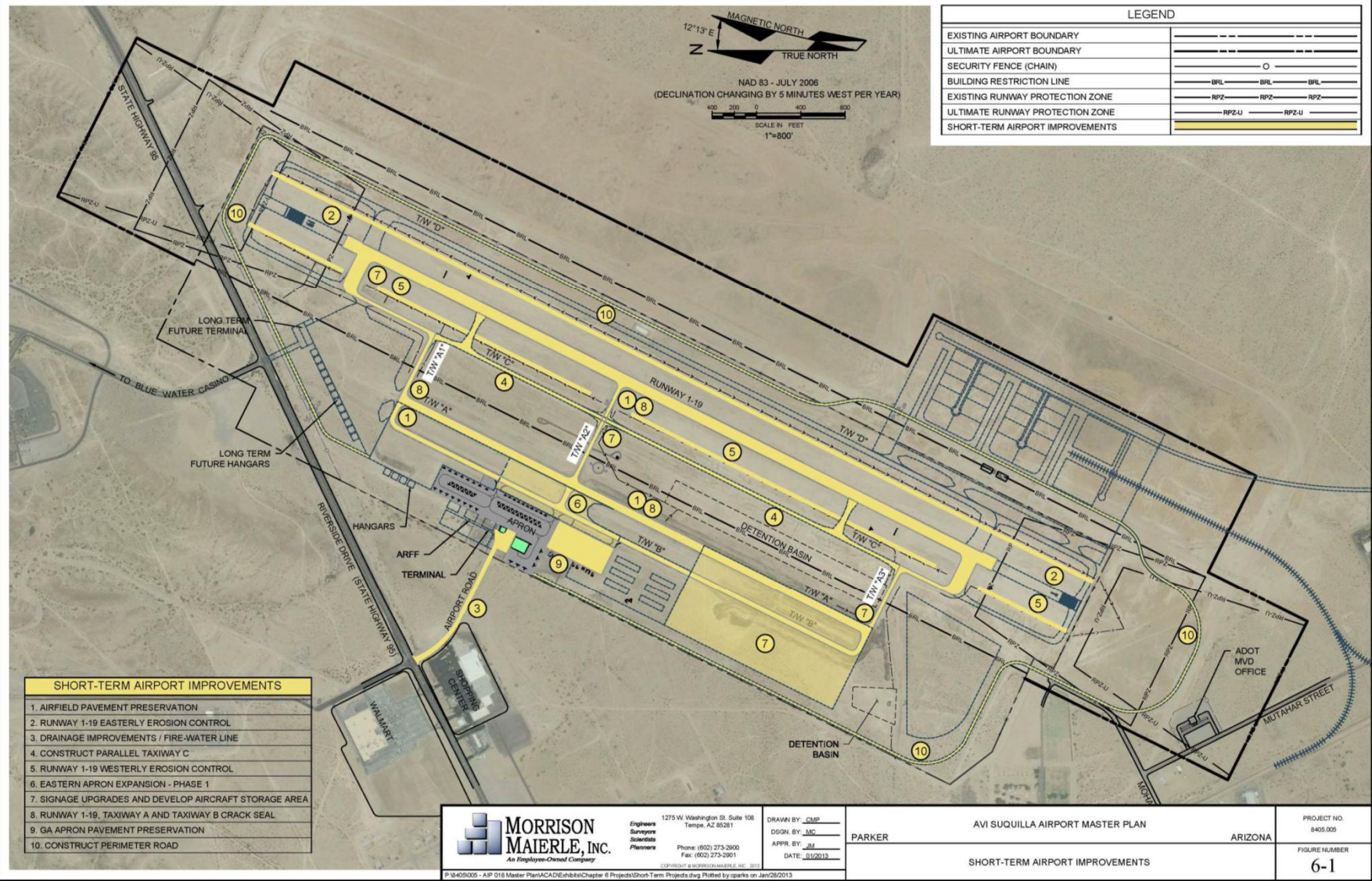
3. How do you advertise / market the transit system? When the system first started, how was it announced and advertised?

**There is a website for the transit system, <http://www.navajotransit.com/>**

4. If you raised or lowered fares since the system started, how has ridership responded?

**On November 1, 2012 the fare was increased to \$2.00 per person.**

# F – Airport Improvement Maps



NAD 83 - JULY 2006  
 (DECLINATION CHANGING BY 5 MINUTES WEST PER YEAR)  
 SCALE IN FEET  
 1"=800'

LEGEND	
EXISTING AIRPORT BOUNDARY	---
ULTIMATE AIRPORT BOUNDARY	---
SECURITY FENCE (CHAIN)	○
BUILDING RESTRICTION LINE	—BRL—BRL—BRL—
EXISTING RUNWAY PROTECTION ZONE	—RPZ—RPZ—RPZ—
ULTIMATE RUNWAY PROTECTION ZONE	—RPZ-U—RPZ-U—
SHORT-TERM AIRPORT IMPROVEMENTS	—

SHORT-TERM AIRPORT IMPROVEMENTS
1. AIRFIELD PAVEMENT PRESERVATION
2. RUNWAY 1-19 EASTERLY EROSION CONTROL
3. DRAINAGE IMPROVEMENTS / FIRE-WATER LINE
4. CONSTRUCT PARALLEL TAXIWAY C
5. RUNWAY 1-19 WESTERLY EROSION CONTROL
6. EASTERN APRON EXPANSION - PHASE 1
7. SIGNAGE UPGRADES AND DEVELOP AIRCRAFT STORAGE AREA
8. RUNWAY 1-19, TAXIWAY A AND TAXIWAY B CRACK SEAL
9. GA APRON PAVEMENT PRESERVATION
10. CONSTRUCT PERIMETER ROAD

**MORRISON MAIERLE, INC.**  
 An Employee-Owned Company

Engineers  
 Surveyors  
 Scientists  
 Planners

1275 W. Washington St. Suite 106  
 Tempe, AZ 85281

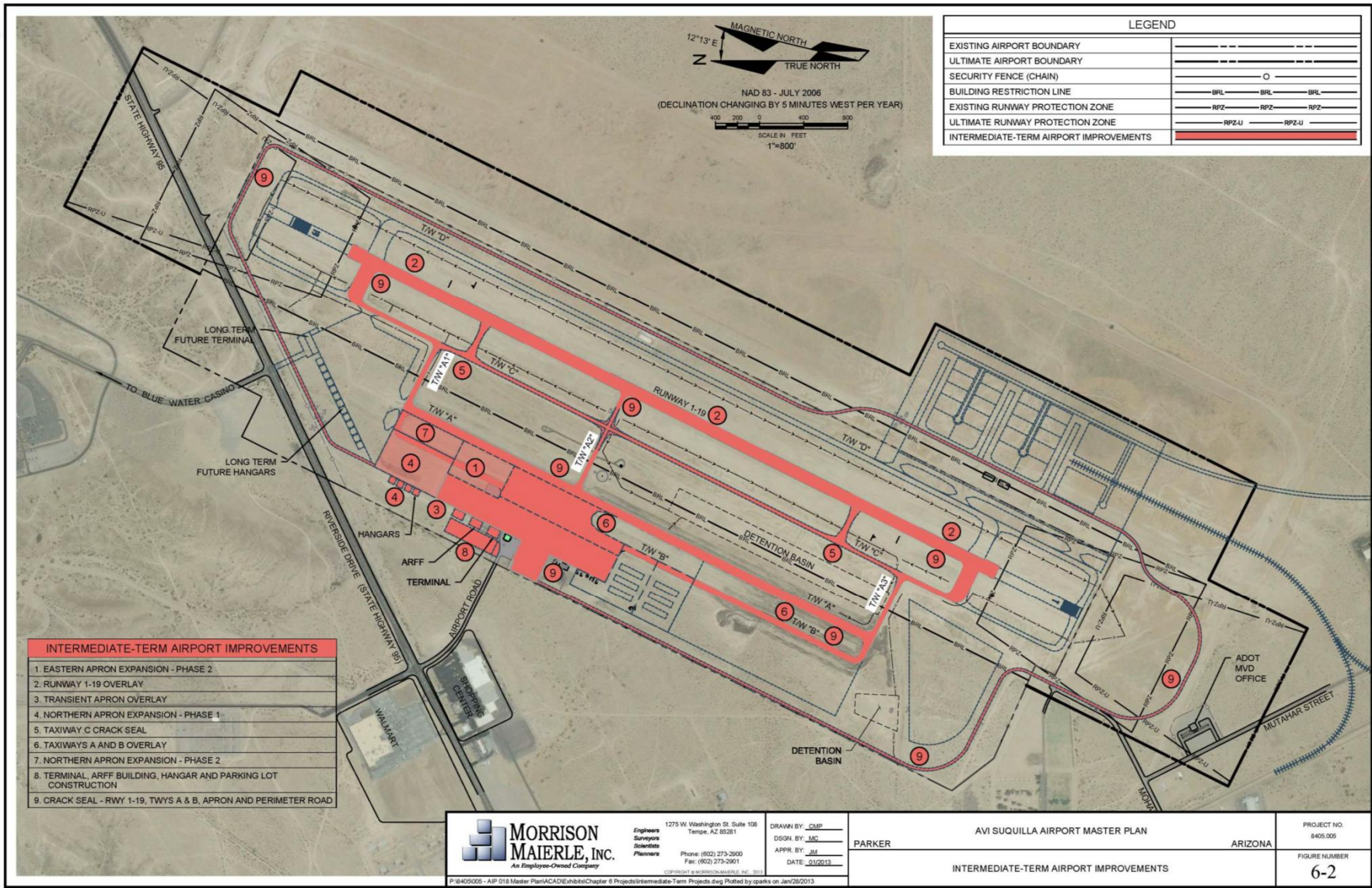
Phone: (602) 273-2600  
 Fax: (602) 273-2601

DRAWN BY: CMP  
 DSGN BY: JMC  
 APPR BY: JLL  
 DATE: 01/2013

PARKER	AVI SUQUILLA AIRPORT MASTER PLAN	ARIZONA
	SHORT-TERM AIRPORT IMPROVEMENTS	

PROJECT NO. 8405.005
FIGURE NUMBER <b>6-1</b>

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MAGNETIC NORTH  
 12°13' E  
 TRUE NORTH  
 NAD 83 - JULY 2006  
 (DECLINATION CHANGING BY 5 MINUTES WEST PER YEAR)  
 SCALE IN FEET  
 1"=800'

LEGEND	
EXISTING AIRPORT BOUNDARY	---
ULTIMATE AIRPORT BOUNDARY	---
SECURITY FENCE (CHAIN)	○
BUILDING RESTRICTION LINE	BRL BRL BRL
EXISTING RUNWAY PROTECTION ZONE	RPZ RPZ RPZ
ULTIMATE RUNWAY PROTECTION ZONE	RPZ-U RPZ-U
INTERMEDIATE-TERM AIRPORT IMPROVEMENTS	█

- INTERMEDIATE-TERM AIRPORT IMPROVEMENTS**
- EASTERN APRON EXPANSION - PHASE 2
  - RUNWAY 1-19 OVERLAY
  - TRANSIENT APRON OVERLAY
  - NORTHERN APRON EXPANSION - PHASE 1
  - TAXIWAY C CRACK SEAL
  - TAXIWAYS A AND B OVERLAY
  - NORTHERN APRON EXPANSION - PHASE 2
  - TERMINAL, ARFF BUILDING, HANGAR AND PARKING LOT CONSTRUCTION
  - CRACK SEAL - RWY 1-19, TWYS A & B, APRON AND PERIMETER ROAD

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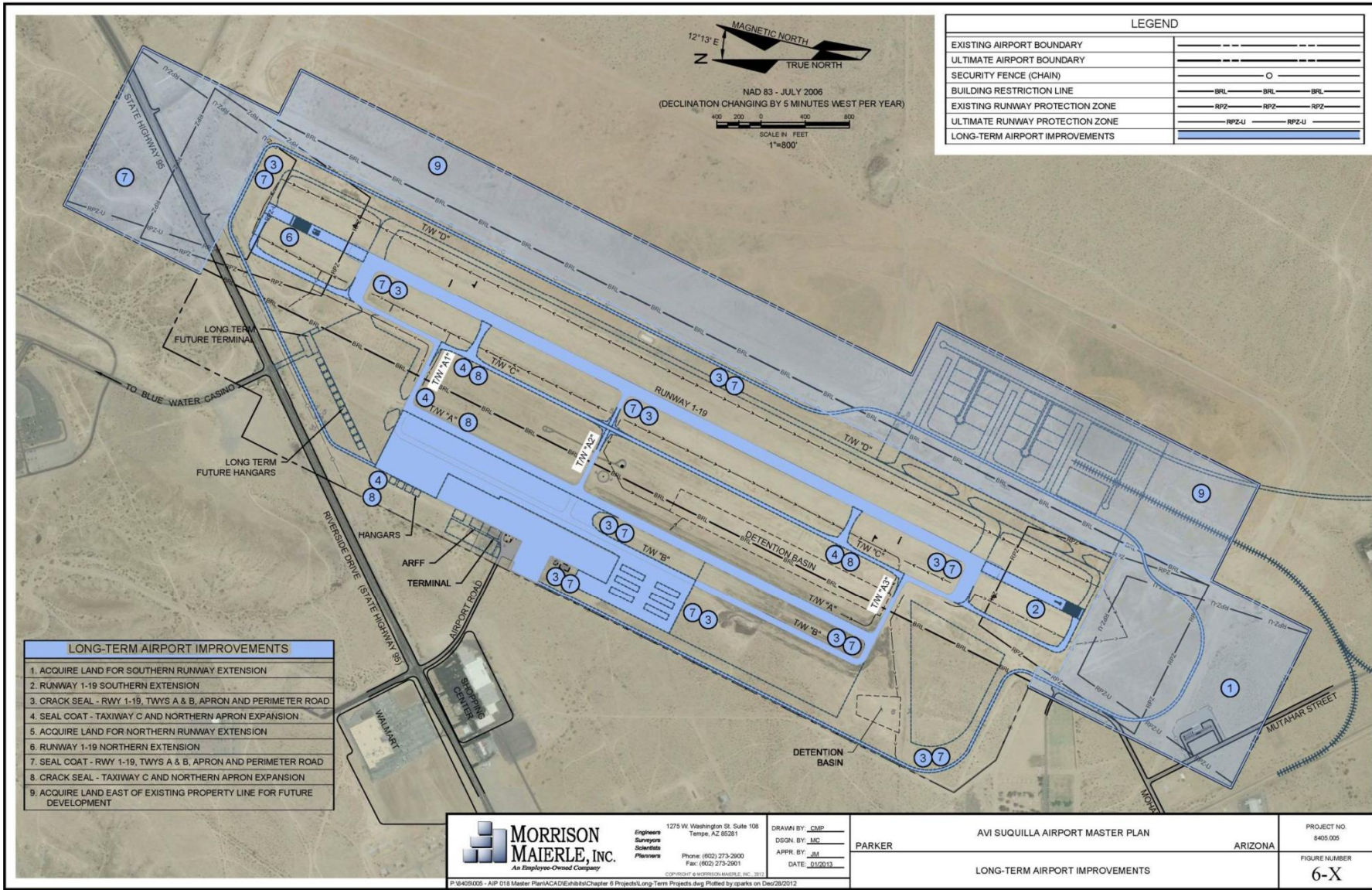
Engineers 1275 W. Washington St. Suite 108  
 Surveyors Tempe, AZ 85281  
 Scientists  
 Planners Phone: (602) 273-2600  
 Fax: (602) 273-2901

DRAWN BY: CMP  
 DSGN BY: MC  
 APPR BY: JL  
 DATE: 01/20/13

PARKER AVI SUQUILLA AIRPORT MASTER PLAN ARIZONA  
 INTERMEDIATE-TERM AIRPORT IMPROVEMENTS

PROJECT NO. 8405.005  
 FIGURE NUMBER 6-2

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12°13' E  
 MAGNETIC NORTH  
 TRUE NORTH  
 NAD 83 - JULY 2006  
 (DECLINATION CHANGING BY 5 MINUTES WEST PER YEAR)  
 SCALE IN FEET  
 1"=800'

LEGEND	
EXISTING AIRPORT BOUNDARY	---
ULTIMATE AIRPORT BOUNDARY	---
SECURITY FENCE (CHAIN)	○
BUILDING RESTRICTION LINE	BRL BRL BRL
EXISTING RUNWAY PROTECTION ZONE	RPZ RPZ RPZ
ULTIMATE RUNWAY PROTECTION ZONE	RPZ-U RPZ-U
LONG-TERM AIRPORT IMPROVEMENTS	---

LONG-TERM AIRPORT IMPROVEMENTS
1. ACQUIRE LAND FOR SOUTHERN RUNWAY EXTENSION
2. RUNWAY 1-19 SOUTHERN EXTENSION
3. CRACK SEAL - RWY 1-19, TWYS A & B, APRON AND PERIMETER ROAD
4. SEAL COAT - TAXIWAY C AND NORTHERN APRON EXPANSION
5. ACQUIRE LAND FOR NORTHERN RUNWAY EXTENSION
6. RUNWAY 1-19 NORTHERN EXTENSION
7. SEAL COAT - RWY 1-19, TWYS A & B, APRON AND PERIMETER ROAD
8. CRACK SEAL - TAXIWAY C AND NORTHERN APRON EXPANSION
9. ACQUIRE LAND EAST OF EXISTING PROPERTY LINE FOR FUTURE DEVELOPMENT

<p><b>MORRISON MAIERLE, INC.</b> An Employee-Owned Company</p>	Engineers Surveyors Scientists Planners	1275 W. Washington St. Suite 108 Tempe, AZ 85281 Phone: (602) 273-2900 Fax: (602) 273-2901 <small>COPYRIGHT © MORRISON MAIERLE, INC. 2011</small>	DRAWN BY: <u>CMB</u> DSGN BY: <u>JMC</u> APPR BY: <u>JM</u> DATE: <u>01/20/11</u>
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PARKER	AVI SUQUILLA AIRPORT MASTER PLAN	ARIZONA
	LONG-TERM AIRPORT IMPROVEMENTS	

PROJECT NO. 8405.005
FIGURE NUMBER 6-X

## G – Roads to be added to Tribal Transportation Inventory

### Big River Roads to be added to the Tribal Transportation Inventory

Road Name	From	To	Length (Mileage)
<b>Big River, CA</b>			
<b>Achitl Rd</b>	Dapishu Rd	Rio Vista Drive	0.91
<b>Achitl Court</b>	Achitl Rd	road end	0.08
<b>Aksama Ct</b>	Achitl Rd	road end	0.11
<b>Asti Ct</b>	Achitl Rd	road end	0.03
<b>Ayal Ct.</b>	Achitl Rd	road end	0.07
<b>Castic Way</b>	Achitl Rd	Cahto Rd	0.22
<b>Cahto Rd</b>	Achitl Rd	Rio Vista Drive	0.34
<b>Cahto Ct</b>	Cahto Rd	road end	0.11
<b>Dapishu Rd</b>	Hanemo Dr	Cupeno Ct.	0.83
<b>Elawadi Ct.</b>	Rio Vista Drive	road end	0.1
<b>Guatay Rd</b>	Dapishu Rd	Rio Vista Drive	0.23
<b>Hanemo Dr</b>	Rio Vista Drive	Dapishu Rd	0.74
<b>Cupeno Ct</b>	Dapishu Rd	road end	0.03
<b>Dado Ct.</b>	Hanemo Dr	road end	0.02
<b>Homoa Ct</b>	Hanemo Dr	road end	0.04
<b>Isli Ct</b>	Hanemo Dr	road end	0.1
<b>Koip Ct.</b>	Hanemo Dr	road end	0.03
<b>Salulu Ct</b>	Rio vista Dr	Rio vista Dr	0.44
<b>Salulu Ct</b>	Rio vista Dr	road end	0.09
<b>Kuna Ct</b>	Rio vista Dr	road end	0.06
<b>Apacha Way</b>	Labacho Dr	road end	0.14
<b>Pathway Trail</b>	Apacha Way	Labacho Dr	0.46

<b>Road Name</b>	<b>From</b>	<b>To</b>	<b>Length (Mileage)</b>
<b>Mato Ct</b>	Labacho Dr	road end	0.06
<b>Labacho Drive</b>	Rio Vista Drive	road end	0.67
<b>Olema Trail</b>	Rio Vista Drive	Pahway Trail	0.35
<b>Tehama Trail</b>	Labacho Drive	Labacho Drive	0.45
<b>Toowah Ct</b>	Tehama Trail	road end	0.04
<b>Chat Ct.</b>	Tehama Trail	road end	0.07
<b>Carob Ave</b>	Main St.	Railroad Ave	0.05
<b>Yucca Ave</b>	Main St.	Railroad Ave	0.06
<b>A St.</b>	Main St.	Railroad Ave	0.06
<b>Main St.</b>	Carob Ave	Oasis Ave	0.46
<b>Calzona Ave</b>	5th St.	Railroad Ave	0.33
<b>3rd St.</b>	Calzona Ave	Oasis Ave	0.24
<b>4th St.</b>	Calzona Ave	Oasis Ave	0.24
<b>5th St.</b>	Calzona Ave	Oasis Ave	0.24
<b>Atacama Ave</b>	5th St.	4th St.	0.14
<b>Oasis Ave</b>	5th St.	Railroad Ave	0.34
<b>Mecca Ave</b>	5th St.	4th St.	0.14
<b>Gobi Ave</b>	Main St.	Rio Vista Drive	1
<b>Bluff Rd</b>	Rio Vista Drive	road end	0.1
<b>Rio Vista Drive</b>	road end	Aqueduct Rd	8.06
<b>Bobcat Trail</b>	Rio Vista Drive	road end	0.25
<b>Neenah Way</b>	Rio Vista Drive	road end	0.05
<b>Big Horn Ct</b>	Rio Vista Drive	road end	0.06
<b>Trading Post Trail</b>	Rio Vista Drive	Del Ray Dr	0.14

<b>Road Name</b>	<b>From</b>	<b>To</b>	<b>Length (Mileage)</b>
Savano Ln	Del Ray Dr	Del Ray Dr	0.17
Del Ray Dr	Rio Vista Drive	Rio Vista Drive	3.74
Atnah Rd	Rio Vista Drive	Quapaw Trail	0.16
Quapaw Trail	Atnah Rd	Creete Rd	0.72
Choco Trail	Rio Vista Drive	Wintun Trail	0.59
Tonikin Trail	Atnah Rd	Creete Rd	0.77
Muskrat Trail	Del Ray Dr	road end	0.39
Muskrat Ln	Muskrat Trail	road end	0.18
Muskrat Ct	Muskrat Trail	road end	0.03
Pauba Rd	Del Ray Dr	road end	0.31
Chocco Rd	Del Ray Dr	road end	0.66
Acoma Trail	Choco Trail	road end	0.26
Koda Way	Pauba Rd	road end	0.06
Wintun Trail	Del Ray Dr	Papago Trail	0.32
Nokomis Trail	Quapaw Trail	Papago Trail	0.89
Nokomis Way	Nokomis Trail	road end	0.05
Nokomis Ct	Nokomis Trail	road end	0.04
Inyo Ct	Nokomis Trail	road end	0.03
Concho Ct	Nokomis Trail	road end	0.03
Tule Ct	Nokomis Trail	road end	0.03
Oneida Trail	Arcata Trail	road end	0.31
Arcata Trail	Wintun Trail	Nokomis Trail	0.25
Guyama Trail	Chocco Rd	Del Ray Dr	0.08
Papago Trail	Rio Vista Drive	Del Ray Dr	1.05

<b>Road Name</b>	<b>From</b>	<b>To</b>	<b>Length (Mileage)</b>
<b>Papago Ct</b>	Papago Trail	road end	0.03
<b>Snoqualmie Trail</b>	Seneca Trail	road end	0.53
<b>Winema trail</b>	Papago Trail	Huasna Trail	0.25
<b>Huasna Trail</b>	Papago Trail	Seneca Trail	0.66
<b>Quinnault Trail</b>	Winema trail	Seneca Trail	0.28
<b>Seneca Trail</b>	Papago Trail	Huasna Trail	0.27
<b>Ukiah Trail</b>	Del Ray Dr	Okanogan Trail	0.24
<b>Okanogan Trail</b>	Del Ray Dr	road end	0.16
<b>Pony Ct</b>	Quapaw Trail	road end	0.03
<b>Canoe Ct</b>	Quapaw Trail	road end	0.04
<b>Papoose Way</b>	Quapaw Trail	road end	0.06
<b>Feather Way</b>	Quapaw Trail	road end	0.09
<b>Haiwee Ct</b>	Quapaw Trail	road end	0.06
<b>Squaw Ct</b>	Quapaw Trail	road end	0.03
<b>Creete Rd</b>	Rio Vista Drive	Quapaw Trail	0.15
<b>Yakima Trail</b>	Del Ray Dr	road end	0.57
<b>Wenatchee Trail</b>	Del Ray Dr	road end	0.52
<b>Umatilla Trail</b>	Mohawk Trail	Kaniksu Trail	0.29
<b>Ochoco Ct</b>	Umatilla Trail	road end	0.04
<b>Mohawk Trail</b>	Wenatchee Trail	Pahaska Trail	0.39
<b>Kaniksu Trail</b>	Mohawk Trail	Pahaska Trail	0.53
<b>Mono Ct</b>	Kaniksu Trail	road end	0.04
<b>Shaniko Trail</b>	Yakima Trail	Mohawk Trail	0.5
<b>Maize Ct</b>	Del Ray Dr	road end	0.07

<b>Road Name</b>	<b>From</b>	<b>To</b>	<b>Length (Mileage)</b>
<b>Pahaska Trail</b>	Rio Vista Drive	Del Ray Dr	0.84
<b>Pahaska Ct</b>	Pahaska Trail	road end	0.06
<b>Pahaska Way</b>	Pahaska Trail	road end	0.07
<b>Serrano Ct</b>	road end	road end	0.15
<b>Lakota Ct</b>	Pahaska Trail	road end	0.08
<b>Tonga Ct</b>	Pahaska Trail	road end	0.07
<b>Umpqua Ct</b>	Rio Vista Drive	road end	0.08
<b>Buffalo Ave</b>	Rio Vista Drive	Little Rock Ave	0.34
<b>Little Rock Ave</b>	Rio Vista Drive	Del Ray Dr	0.42
<b>Dakota Ave</b>	Little Rock Ave	Rio Vista Drive	0.3
<b>Wampum Ct</b>	Dakota Ave	road end	0.05
<b>Forest Dr</b>	Del Ray Dr	road end	0.07
<b>Coronado Dr</b>	Del Ray Dr	Pima Ct	0.07
<b>Pima Ct</b>	Coronado Dr	road end	0.04
<b>De Soto Rd</b>	Coronado Dr	Capistrano Way	0.6
<b>Arizona Street</b>	Del Ray Dr	Rio Mesa Dr	0.3
<b>Capistrano Way</b>	Del Ray Dr	Chippewa Dr	1.54
<b>Chippewa Dr</b>	Del Ray Dr	Capistrano Way	0.11
<b>Rio Mesa Dr</b>	Old Parker Rd	62	2.94
<b>Old Parker Rd</b>	Rio Mesa Dr	road end	0.16
<b>Blue Water Rd</b>	Arrowhead Ave	road end	0.72
<b>Camarillo Ave</b>	Rio Vista Drive	Blue Water Rd	0.23
<b>Turquoise Rd</b>	Camarillo Ave	Yuma Ave	0.97
<b>Hopi Ln</b>	Camarillo Ave	Del Ray Dr	0.19

<b>Road Name</b>	<b>From</b>	<b>To</b>	<b>Length (Mileage)</b>
<b>Comanche Rd</b>	De Soto Rd	Pueblo Ave	0.41
<b>Mojave Rd</b>	Rio Mesa Dr	Pueblo Ave	0.28
<b>Pueblo Ave</b>	Comanche Rd	Mojave Rd	0.08
<b>Sycamore Ct</b>	Capistrano Way	road end	0.07
<b>Mustang Ct</b>	Capistrano Way	road end	0.06
<b>Wingfoot Ct</b>	Capistrano Way	road end	0.04
<b>Barranca Ave</b>	Rio Vista Drive	Capistrano Way	0.21
<b>Mesquite Ct</b>	Barranca Ave	road end	0.04
<b>Capistrano Ct</b>	Capistrano Way	road end	0.05
<b>Yuma Ave</b>	Capistrano Way	Rio Vista Drive	0.13
<b>Arcadia Pl</b>	Capistrano Way	road end	0.06
<b>Arrowhead Ave</b>	Del Ray Dr	Rio Vista Drive	0.29
<b>Tecumseh Ave</b>	Del Ray Dr	Turquoise Rd	0.2
<b>Marina St</b>	Del Ray Dr	road end	0.3
<b>Marina St</b>	Marina St	Marina Dr	0.09
<b>Riverview Dr</b>	Marina St	Marina Dr	0.11
<b>Marina Dr</b>	Marina St	Riverview Dr	0.11
<b>Chaves Ct</b>	Marina St	road end	0.03
<b>Chaves Ct</b>	Marina Dr	Marina Dr	0.23
<b>Tenaya Ct</b>	Rio Vista Drive	road end	0.16
<b>Parker Rd</b>	Railroad Ave	Modoc Trail	0.77
<b>Modoc Trail</b>	Del Ray Dr	Parker Rd	0.03
<b>Buckskin Dr</b>	Kansa Trail	Pampa Drive	1.54
<b>Osage Trail</b>	Kansa Trail	Kansa Trail	0.58

<b>Road Name</b>	<b>From</b>	<b>To</b>	<b>Length (Mileage)</b>
<b>Kansa Trail</b>	Osage Trail	Cochise Rd	0.49
<b>Choctaw Trail</b>	Buckskin Dr	Modoc Ln	1.11
<b>Modoc Ln</b>	Choctaw Trail	road end	0.07
<b>Klamath Trail</b>	Choctaw Trail	road end	0.46
<b>Modoc Ct</b>	Choctaw Trail	road end	0.05
<b>Cochise Rd</b>	Creek Rd	Klamath Trail	0.56
<b>Tomahawk Trail</b>	Buckskin Dr	Hawk Ct	0.72
<b>Hawk Ct</b>	Tomahawk Trail	road end	0.02
<b>Creek Rd</b>	Buckskin Dr	Hawk Ct	0.58
<b>Hogan Way</b>	Tomahawk Trail	Wigwam Way	0.21
<b>Pomo Ct</b>	Hogan Way	road end	0.08
<b>Cree Ct</b>	Hogan Way	road end	0.03
<b>Wigwam Way</b>	Buckskin Dr	Moccasin trail	0.15
<b>Moccasin Trail</b>	Choctaw Trail	Creek Rd	0.42
<b>Sitting Bull Trail</b>	Tomahawk Trail	Creek Rd	0.31
<b>Choctaw Trail</b>	Tomahawk Trail	Creek Rd	0.24
<b>Geronimo Trail</b>	Tomahawk Trail	Creek Rd	0.27
<b>Modoc Way</b>	Mohawk Trail	road end	0.06
<b>Deerpath Rd</b>	road end	Alamo Rd	2.79
<b>Greystone Dr</b>	Modoc Trail	Alamo Rd	1.07
<b>Little Rock Ave</b>	Modoc Trail	Buckskin Dr	0.77
<b>Pawnee Trail</b>	Little Rock Ave	Deerpath Rd	0.23
<b>Kiowa Ln</b>	Little Rock Ave	road end	0.08
<b>Deer Path Ct</b>	Deerpath Rd	road end	0.06

<b>Road Name</b>	<b>From</b>	<b>To</b>	<b>Length (Mileage)</b>
<b>Blackfoot Trail</b>	Creek Rd	road end	0.66
<b>Navajo Trail</b>	Little Rock Ave	Blackfoot Trail	0.47
<b>Seminole Trail</b>	Little Rock Ave	Shoeshone Trail	0.5
<b>Navajo Ct</b>	Navajo Trail	road end	0.04
<b>Maricopa Trail</b>	Navajo Trail	Blackfoot Trail	0.17
<b>El Paseo St</b>	Deerpath Rd	Rio Mesa Dr	0.64
<b>Sioux Trail</b>	El Paseo St	road end	0.09
<b>Apache Way</b>	Apache Dr	road end	0.15
<b>Apache Dr</b>	El Paseo St	Rio Mesa Dr	0.55
<b>Shoeshone Trail</b>	Buckskin Dr	El Paseo St	0.63
<b>Deerpath Way</b>	Deerpath Rd	Rio Mesa Dr	0.19
<b>Tewa Trail</b>	road end	road end	0.12
<b>Zuni Ct</b>	Buckskin Dr	road end	0.04
<b>Ute Ct</b>	Buckskin Dr	road end	0.03
<b>Crow Ct</b>	Buckskin Dr	road end	0.02
<b>Pampa Dr</b>	Deerpath Rd	road end	0.13
<b>Cheyenne Ct</b>	Deerpath Rd	road end	0.06
<b>Paiute Trail</b>	Apache Dr	Chula Vista St	0.21
<b>Chula Vista St</b>	Rio Mesa Dr	El Paseo St	0.37
<b>Yuki Ct</b>	Chula Vista St	road end	0.05
<b>Chumash Dr</b>	Deerpath Rd	Alamo Rd	0.55
<b>Shapata Ct</b>	Chumash Dr	road end	0.03
<b>Arrow Dr</b>	Chumash Dr	Chula Vista St	0.48
<b>Arapaho Dr</b>	Rio Mesa Dr	Arrow Dr	0.08

<b>Road Name</b>	<b>From</b>	<b>To</b>	<b>Length (Mileage)</b>
<b>Chula Vista St</b>	Deerpath Rd	Arrow Dr	0.43
<b>Dinket Ct</b>	Chula Vista St	road end	0.03
<b>Tai Ct</b>	Chula Vista St	road end	0.05
<b>Moanalla Ct</b>	Chula Vista St	road end	0.08
<b>Fox Trail</b>	El Paseo St	Badger Trail	0.88
<b>Fox Ln</b>	road end	road end	0.12
<b>Modoc Trail</b>	road end	Rio Mesa Dr	0.72
<b>Beaver Ln</b>	Fox Trail	road end	0.06
<b>Otter Ln</b>	Fox Trail	road end	0.04
<b>Puma Ct</b>	Fox Trail	road end	0.04
<b>Wolf Way</b>	Fox Trail	road end	0.02
<b>Badger Trail</b>	Kittatas	Modoc Trail	0.18
<b>Naches Ct</b>	Modoc Trail	road end	0.08
<b>Nisqually Trail</b>	Modoc Trail	Greystone Dr	0.25
<b>Hidden Oak Ln</b>	Rio Mesa Dr	Greystone Dr	0.24
<b>Clearbrook Rd</b>	Rio Mesa Dr	road end	0.12
<b>Dorado Ct</b>	Rio Mesa Dr	road end	0.05
<b>Alamo Rd</b>	Rio Mesa Dr	RR Track	1.23
<b>Alamo Rd</b>	RR Track	Rio Vista Drive	0.2
<b>Del Sol Ave</b>	Greysstone Dr	Alamo Rd	0.5
<b>Adelante Rd</b>	Del Sol Ave	Alamo Rd	0.39
<b>Adelante Ct</b>	Adelante Rd	road end	0.05
<b>Arbolito Way</b>	Las Palmas Dr	road end	0.27
<b>Arbolito Ct</b>	Arbolito Way	road end	0.07

<b>Road Name</b>	<b>From</b>	<b>To</b>	<b>Length (Mileage)</b>
<b>Alamo Ct</b>	Alamo Rd	road end	0.04
<b>Sierra Vista Drive</b>	Deerpath Rd	Alamo Rd	0.56
<b>Las Palmas Dr</b>	Sierra Vista Drive	Alamo Rd	0.32
<b>Campo Verde Rd</b>	Deerpath Rd	Alamo Rd	0.53
<b>Hiwat Dr</b>	Sierra Vista Drive	Campo Verde Rd	0.08
<b>Koloko Ct</b>	Sierra Vista Drive	road end	0.04
<b>Tego Ct</b>	Sierra Vista Drive	road end	0.06
<b>Capay Ln</b>	Sierra Vista Drive	road end	0.15
<b>Valle Verde Way</b>	Deerpath Rd	Alamo Rd	0.44
<b>Arriba Rd</b>	Valle Verde Way	Alamo Rd	0.29
<b>Alamo Way</b>	Alamo Rd	road end	0.04
<b>Kecham Trail</b>	Rio Vista Drive	Rahun Ct	0.24
<b>Rahun Ct</b>	Rio Vista Drive	Rio Vista Drive	0.26
<b>Suey Ct</b>	Kecham Trail	road end	0.03
<b>Anya Ct</b>	Kecham Trail	road end	0.04
<b>Waukesha Trail</b>	62	Badger Trail	0.84
<b>Kittatas Trail</b>	62	Badger Trail	0.69
<b>Yosemite Dr</b>	Carlsbad Ave	Rio Mesa Dr	0.09
<b>Carlsbad Ave</b>	road end	road end	0.16
<b>TTI Eagle Rd</b>	Rio Mesa Dr	road end	0.08
<b>Whitesprings Rd</b>	Rio Mesa Dr	road end	0.04
<b>Cougar Trail</b>	Bobcat Trail	road end	0.05
<b>Mink Trail</b>	Bobcat Trail	Bobcat Trail	0.34

<b>Road Name</b>	<b>From</b>	<b>To</b>	<b>Length (Mileage)</b>
<b>Sherwood Ct</b>	Rio Vista Drive	road end	0.26
<b>Blue Water Drive</b>	E Riverfront Drive	End	0.93
<b>E Riverfront Drive</b>	Blue Water Drive	End	0.92
<b>N Moonlight Drive</b>	Blue Water Drive	Paradise Lane	0.56
<b>N Stardust Lane</b>	Blue Water Drive	Paradise Lane	0.37
<b>N Misty Lane</b>	Blue Water Drive	Blue Water Drive	0.23
<b>County Street</b>	N Misty Lane	E Riverfront Drive	0.13
<b>Paradise Lane</b>	Blue Water Drive	E Riverfront Drive	0.19

**Tribal Roads within Parker Town Limit to be added to the Tribal Transportation Inventory**

<b>Road Name</b>	<b>From</b>	<b>To</b>	<b>Length (Mileage)</b>
<b>W 6th Street</b>	End	S Chemehuevi Ave	0.45
<b>W 7th Street</b>	S Hopi Ave	End	0.54
<b>W 8th Street</b>	S Hopi Ave	End	0.54
<b>W 9th Street</b>	S Hopi Ave	S Desert Ave	0.31
<b>S Hopi Ave</b>	Agency Road	County Street	0.46
<b>S Geronimo Ave</b>	W 6th Street	95	0.3
<b>S Hope Ave</b>	End	95	0.38
<b>S Fiesta Ave</b>	End	W 8th Street	0.18
<b>S Eagle Ave</b>	End	W 8th Street	0.22
<b>S Desert Ave</b>	W 6th Street	W 8th Street	0.15
<b>S Chemehuevi Ave</b>	W 6th Street	W 9th Street	0.23
<b>S Bronco Ave</b>	W 7th Street	W 9th Street	0.15
<b>W 9th Street</b>	S Chemehuevi Ave	S Bronco Ave	0.08
<b>County Street</b>	W 7th Street	W 8th Street	0.26
<b>W 4th Street</b>	End	Ocotillo Ave	0.12
<b>W 5th Street</b>	S Quartz Ave	Ocotillo Ave	0.16
<b>W 6th Street</b>	S Quartz Ave	Ocotillo Ave	0.16
<b>S Quartz Ave</b>	W 5th Street	W 6th Street	0.1
<b>Palo Verde Ave</b>	End	W 6th Street	0.21
<b>S Fiesta Ave</b>	W 11th Street	W 15th Street	0.23
<b>S Eagle Ave</b>	Arizona Ave	W 15th Street	0.15
<b>S Geronimo Ave</b>	W 12th Street	W 18th Street	0.46

Road Name	From	To	Length (Mileage)
W 12th Street	S Geronimo Ave	S Fiesta Ave	0.08
Arizona Ave	S Geronimo Ave	S Eagle Ave	0.16
W 14th Street	S Geronimo Ave	S Eagle Ave	0.16
W 15th Street	S Geronimo Ave	S Eagle Ave	0.16

### Other Roads to be added to the Tribal Transportation Inventory

Road Name	From	To	Length (Mileage)
<b>Water Wheel</b>			
Community Streets			1.6
<b>Flamingo Road</b>			
Flamingo Road	Twin Palms Drive	Laslo Lane	0.35
<b>El Paseo Lane</b>			
El Paseo Lane	Wind River Road	Twin Palms Drive	0.34
<b>Levee Road</b>			
Levee Road	Dam	Scott Rd	21.2
Levee Road	15 Ave	Bridge at Canal	9.87
<b>Lazy D Subdivision</b>			
Community Streets			1.69
<b>Aha Quin Resort</b>			
Community Streets			1.54
<b>Shea Road</b>			
Shea Rd	Mutahur Drive	East Reservation Boundary	3.76

## H – Public Involvement Summary Reports

# Colorado River Indian Tribes 2014 Strategic Long-Range Transportation Plan

**November 2013**

Prepared by  
Arizona Department of Transportation

### **Introduction**

The Colorado River Indian Tribes (CRIT) in collaboration with the Arizona Department of Transportation (ADOT) is developing the CRIT 2014 Strategic Long-Range Transportation Plan (LRTP) funded through ADOT's Planning Assistance for Rural Areas program (PARA). The plan will provide multimodal recommendations for the next five, 10 and 20 years.

### **Public Meeting**

To inform and involve community members of the study, ADOT hosted a public open house at the BlueWater Resort and Casino in Parker, Arizona on Thursday, September 19, 2013 from 6-8 p.m. Staff present at the meeting included Mary Rodin (Kimley-Horn and Associates), and Don Sneed, Tony Staffaroni, Gaby Kemp and Paul Patane (ADOT). The open house was scheduled to coincide with the monthly CRIT Community Awareness Night to boost attendance. In addition to scheduling it to coincide with the Awareness night, each table at that event was given a flyer and an announcement was made to attend the PARA project open house. Community members that attended the open house were able to review display boards explaining the study, to ask questions and to provide their input on transportation issues and needs in the community. A transit related survey and a general comment form were also provided for members to complete at the open house. In total, over 30 members of the community signed in at the open house though total attendance was closer to 50-75 people. A copy of the sign-in sheet is attached as Appendix A.

### **Newspaper Advertisement**

A newspaper advertisement providing the date and location of the public meeting was published in the following newspaper:

- Parker Pioneer-published for two consecutive weeks prior to the open house.
- Manataba Messenger

A copy of the advertisement can be found in Appendix B.

### **Presentation and Meeting Materials**

Boards were setup around the room and attendees were given a transit survey and general comment form to complete as well a board where they could map where attendees live and travel within the area.

A copy of the transit survey and results can be found in Appendix C of this report.

### **Origins and Destinations Summary**

The following locations were identified as origins and destinations on the display board. All locations identified are included in this summary.

#### **Origins**

- Parker Area

## Public Meeting One Summary

---

- 15th Street, near Ocotillo Avenue
- Reata Avenue, north of 15th Street (2 responses)
- 16th Street, near Ocotillo Avenue
- Middle Street (100 Homes) (3 responses)
- Mohave Road, near Navajo Avenue
- **Between Parker and Poston**
  - Laffoon Road, near 3rd Avenue
  - 2nd Avenue, north of Booth Road
  - 3rd Avenue, north of Booth Road
  - Little Road (Mo-Chem neighborhood) (2 responses)
  - 9th Avenue, north of Agnes Wilson Road
  - 7th Avenue, south of Agnes Wilson Road
  - Scott Road, west of Mohave Road
- **South of Poston**
  - McCabe Road, east of Mohave Road
  - 10th Avenue, north of Peterson Road
  - Mitchell Road, east of 14th Avenue
  - Navajo Road, east of 21st Avenue

### Destinations

- **Parker Area**
  - Moovalya Plaza (3 responses)
  - Wal-Mart
  - BlueWater Casino (2 responses)
  - Blake Elementary School
  - Parker Indian Medical Center (2 responses)
  - Wallace Junior High School
  - Parker High School (2 responses)
  - Tribal Administration offices
  - La Paz County offices
  - Pop Harvey Park (2 responses)
  - DES and Food Bank (2 responses)
  - Arizona Western College
- **Poston Area and south of Poston**
  - La Pera Elementary School (3 responses)
  - Woody's II Convenience Market

Appendix A

**Colorado River Indian Tribes 2014 Strategic Long-Range Transportation Plan**  
 Thursday, Sept. 19, 2013 • 6 P.M. - 8 P.M.  
 Blue Water Resort and Casino • Parker, AZ

Completion of this sign-in sheet is completely voluntary and helps the project team keep an accurate record of meeting attendees. Under state law, any identifying information provided below will become part of the public record and, as such, must be released to any individual upon request. Please print clearly.

NAME	ADDRESS	PHONE	EMAIL
SANFORD COHEN	PO Box 632 Parker	928-669-9999	Sanford@live.com
Rosanna Mitchell	Parker, AZ		
Paul Pastore	Yuma	928-317-2100	ppastore@azdot.gov
Grady Kemp	Yuma	928-317-2165	gkemp@azdot.gov
Pony Stephani	ADOT		ponystephani@azdot.gov
Adrian Fisher	P.O. BX 3017	928 575 5469	
Thompson	2800 Agency	928-669-5243	
Tammy Gmeel	1758 W. ARIZONA PARKWAY	928-919-6034	
Lisa Swick	PO Box 3017	528-575-6025	
John GAZZIE	PO Box 1199	928-575-3511	
Shannon Moore	PO Box 884	928-928-9899	
Ketha Jenkins	PO Box 924	928 210 1580	

**ADOT** FOR MORE INFORMATION: azdot.gov/rtrnara

**Colorado River Indian Tribes 2014 Strategic Long-Range Transportation Plan**  
 Thursday, Sept. 19, 2013 • 6 P.M. - 8 P.M.  
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NAME	ADDRESS	PHONE	EMAIL
Krystal Claw	27451 510th Ave		KrystalClaw@gmail.com
Mary ALAN	1517 Redwood		Maryanne
William Flores	1513 Redwood		William Flores
Angie Bow	15149 7th Ave		
Valerie Ducey	26791 Deerfern Rd		
Griselyn Sharp	713 Eagle Street		b.sharp81@yahoo.com
Fashina C. Harper	12166 Washington Lane (28) Tower	667-5327	
Virginia Puetz	84701 E. Buvas Rd.		
Isis Ledezma	P.O. Box 3092		manatabamessaging@gmail.com
Jessica Ledezma	P.O. Box 3092		manatabamessaging@gmail.com
Milton Rz	Parker Az		M. Rzy. Com. Facebook
Dolinda Poble	PO BOX 1955		



FOR MORE INFORMATION:  
 azdot.gov/critnara

**Colorado River Indian Tribes 2014 Strategic Long-Range Transportation Plan**

Thursday, Sept. 19, 2013 • 6 P.M. - 8 P.M.

Blue Water Resort and Casino • Parker, AZ

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NAME	ADDRESS	PHONE	EMAIL
Caren Lloyd	15014 2nd Ave		
Ledro gin	15014 2nd Ave		
KATRINA GARRIE	PO Box 1199 Parker AZ		katrina.garrie@colorado.gov
Melissa Lopez	1450 Parker Road		
Brandi Scott	1920 S Kofa Ave	928 2470657	
Mark Mejia			MarkMejia123@yahoo.com
Doreen Nelson	4th and Little Mexico		
Lena N. Sew	P.O. Box 205	928 8024355	l.n.s@colorado.gov
Christiane Antone	24459 E Burns Rd Parker AZ 85344		
Don Sneed	206 S. 17th Ave Phoenix, AZ 85007	602-712-6736	dsneed@azdot.gov



FOR MORE INFORMATION:

azdot.gov/riritnara

Appendix B

# Please Join Us

## Colorado River Indian Tribes Public Open House

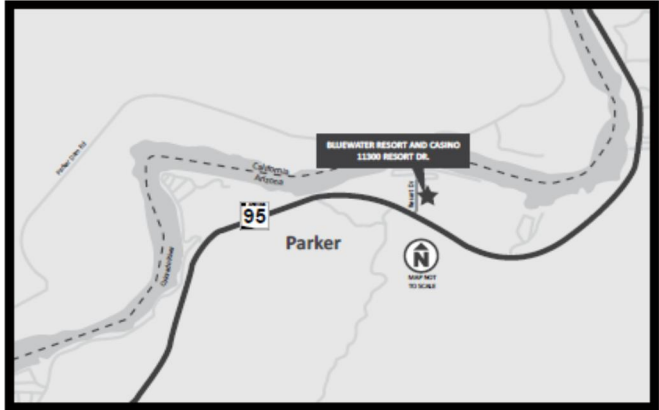
### 2014 Strategic Long-Range Transportation Plan

The Colorado River Indian Tribes (CRIT) in collaboration with the Arizona Department of Transportation (ADOT) is developing the CRIT 2014 Strategic Long-Range Transportation Plan (LRTP) funded through ADOT's Planning Assistance for Rural Areas program (PARA). The plan will provide multimodal recommendations for the next five, 10 and 20 years. Your input on recommendations for future transportation improvements for the CRIT community is needed.

### WE WANT TO HEAR FROM YOU

Join us on Thursday, Sept. 19, 2013, from 6 to 8 p.m. at the public open house to learn more about the study and share your ideas on CRIT transportation improvement needs. Your input will help develop a comprehensive long-range transportation plan for the tribal community. Refreshments will be provided.

BlueWater Resort and Casino  
Chemehuevi Room  
11300 Resort Dr. Parker, AZ 85344



If you require special assistance in order to participate in the public meeting, please contact [projects@azdot.gov](mailto:projects@azdot.gov) or 855.712.8530. Requests should be made as soon as possible to allow time to arrange the accommodation.



FOR MORE INFORMATION:  
855.712.8530  
[azdot.gov/critpara](http://azdot.gov/critpara)

**Appendix C**

**R E S P O N S E S**

**CRIT COMMUNITY TRANSIT SURVEY**

1. If public transportation were available, would you use it?

	Sep-2013
Yes	9
No	0

2. Do you think that there is a need for public transportation on the reservation?

	Sep 2013
Yes	9
No	0

3. Do you currently have a reliable source of transportation (car, truck, etc.)?

	Sep 2013
Yes	3
No	6

4. How many vehicles (running/working) are in your household?

	Sep 2013
None	5
One	2
Two	2
Three or More	0

5. What would you most likely use public transportation for (check all that apply)?

	Sep 2013
Work	5
Recreation	4
Shopping	6
School/Education	6
Appointments	8

**R E S P O N S E S**

6. Would you be willing to pay a small fee for public transportation?

	Sep 2013
Yes	6
No	2

7. What is your age?

	Sep 2013
12 - 17 yrs	0
18 - 30 yrs	1
31 - 40 yrs	3
41 - 50 yrs	4
51 - 60 yrs	1
61 - older	0

8. What is your occupation?

	Sep 2013
Student	0
Tribal Govt/ Enterprise	2
Casino/Resort	0
Other Employment	1
Non-working Spouse	0
Retired	1
Unemployed	2
Homemaker	2
Caregiver	0

9. I reside at:

	Sep 2013
100 Homes	2
Lower Valley (south of Agnes Wilson)	1
Mo-Chem	3
Upper Valley (north of Agnes Wilson)	2
50 Homes	0
Parker Township	1

10. Are you Physically Challenged?

	Sep 2013
Yes	2
No	7

# Colorado River Indian Tribes 2014 Strategic Long-Range Transportation Plan

**March 2014**

Prepared by  
Arizona Department of Transportation

### **Introduction**

The Colorado River Indian Tribes (CRIT) in collaboration with the Arizona Department of Transportation (ADOT) is developing the CRIT 2014 Strategic Long-Range Transportation Plan (LRTP) funded through ADOT's Planning Assistance for Rural Areas program (PARA). The plan will provide multimodal recommendations for the next five, 10 and 20 years.

### **Public Meeting**

To inform and involve community members of the study, ADOT hosted a public open house at the BlueWater Resort and Casino in Parker, Arizona on Thursday, February 13, 2014 from 6-8 p.m. Staff present at the meeting included Mary Rodin (Kimley-Horn and Associates), Don Sneed and Gaby Kemp (ADOT) and Greg Fisher (Colorado River Indian Tribe). The open house was scheduled to coincide with the monthly CRIT Community Awareness Night to boost attendance. Community members that attended the open house were able to review display boards explaining the study recommendations, to ask questions and to provide their feedback on transportation issues and needs in the community. A general comment form was also provided for members to complete at the open house. In total, 13 members of the community signed in at the open house. A copy of the sign-in sheet is attached as Appendix A.

### **Newspaper Advertisement**

A newspaper advertisement providing the date and location of the public meeting was published in the following newspaper:

- Parker Pioneer-published for two consecutive weeks prior to the open house.
- Manataba Messenger

A copy of the advertisement can be found in Appendix B.

### **Presentation and Meeting Materials**

Boards were setup around the room and attendees were given a general comment form to complete.

A copy of the comment form and returned comment forms can be found in Appendix C of this report.

### **Comments Received**

The following comments were returned via the comment form.

- Marking and striping existing roads
- Maintenance and upkeep of paved and gravel roads
- Knowledge of upcoming jobs and contacts

Appendix A

<b>Colorado River Indian Tribes 2014 Strategic Long-Range Transportation Plan</b> Thursday, February 13, 2014 • 6-8 P.M. BlueWater Casino • 11300 Resort Drive • Parker, AZ 85344			
NAME	ADDRESS	PHONE	EMAIL
BRUCE FENSKE	2243 East Gull Ridge Rd Yuma AZ	926.317.2138	BFenske@ezdot.gov
Dan Spined	206 917th Ave Tuk. Az 85207	602-712-6736	dmsund@azdot.gov
Marvin Shontz	1112 SASHURIE RD HOLLAND AZ 85344	928-667-1100	MShontz@air.ar.az.us
John Gutekunst	1317 Joshua Ave. Suite L Parker, Az 85344	928 - 669 - 2275	pioneer@chavesnews.com
Karen Turk	1317 Quartz Ave. Flr.	928-669-4922	Kjortunk@yahoo.com
WENDON STAIR	PO Box 442 Parker AZ	928 916 2207	
Meghan Druce	60108th St Parker AZ	0144	
Suzita McCrown	18748 S. 14th AVE	662-4838	
Marret Bearden	1583 Garnet Long Bull Rd	928-216-0104	roldrf@gmail.com
TERRY S TAYLOR	PO Box 1790 Parker	-	-

Completion of this sign-in sheet is completely voluntary and helps the project team keep an accurate record of meeting attendees. Under state law, any identifying information provided below will become part of the public record and, as such, must be released to any individual upon request. Please print clearly.



FOR MORE INFORMATION:  
azdot.enr/rtnara

**Colorado River Indian Tribes 2014 Strategic Long-Range Transportation Plan**  
 Thursday, February 13, 2014 • 6-8 P.M.  
 BlueWater Casino • 11300 Resort Drive • Parker, AZ 85344

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NAME	ADDRESS	PHONE	EMAIL
Jose F. Bivas Jr	1120 S. Chamechoavi Ave	928-916-2767	
Troy Conway	7095 WENHARDSON ST	902-647-3741	
CARIE MATHIAS	Box 634 PALCO	928-669-9647	WAMUSIEYANOO.COM
ANGIE GARCIA	PO BOX 1448	908/916-3933	
Robert Torres	P.O. Box 1316	928-669-0194	



FOR MORE INFORMATION:  
[arbit.enr.com](http://arbit.enr.com)

**Appendix B**

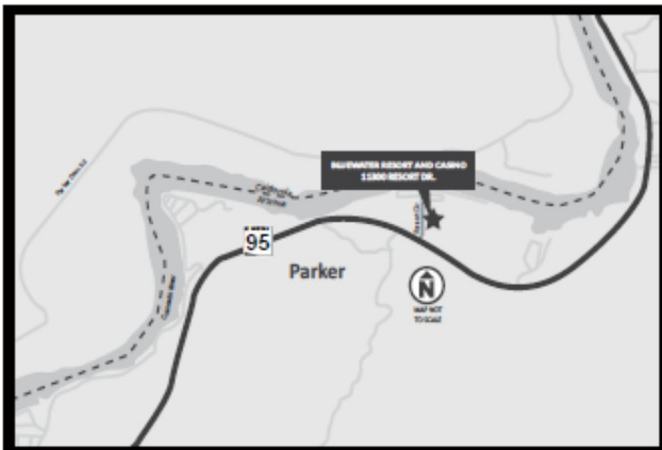
**Please Join Us  
Colorado River Indian Tribes  
Public Open House  
2014 Strategic Long-Range Transportation Plan**

The Colorado River Indian Tribes (CRIT) in collaboration with the Arizona Department of Transportation (ADOT) is developing the CRIT 2014 Strategic Long-Range Transportation Plan (LRTP) funded through ADOT's Planning Assistance for Rural Areas program (PARA). The plan will provide multimodal recommendations for the next five, 10 and 20 years. Your input on recommendations for future transportation improvements for the CRIT community is needed.

**WE WANT TO HEAR FROM YOU**

Join us on Thursday, Feb. 13, 2014, from 6 to 8 p.m. at the public open house to learn more about the study and share your thoughts on the recommended CRIT transportation improvements! Refreshments will be provided.

**BlueWater Resort and Casino  
Chemehuevi Room  
11300 Resort Dr. Parker, AZ 85344**



If you require special assistance in order to participate in the public meeting, please contact [projects@azdot.gov](mailto:projects@azdot.gov) or 855.712.8530. Requests should be made as soon as possible to allow time to arrange the accommodation.



FOR MORE INFORMATION:  
855.712.8530  
[azdot.gov/critpara](http://azdot.gov/critpara)

Appendix C

**Colorado River Indian Tribes 2014 Strategic Long-Range Transportation Plan**  
**Blue Water Resort and Casino, Thurs. February 13, 2014**  
**COMMENT FORM**

Please provide us any comments or suggestions regarding the CRIT 2014 Strategic Long-range Transportation Plan or your input regarding the transportation improvement recommendations presented at the meeting.

COMMENTS: *Knowledge On Up Coming Jobs & Contacts*  
*Marking & Striping Existing Roads*  
*Maintenance and up keeping of Paved & Gravel Roads*

Contact Information (optional)  
*José Rivas Jr 11205 Chonchaovi Pue Parker AZ 85344*  
Name Address City State ZIP  
*928-916-2762*  
Phone Fax Email

Completed comment forms can be submitted to any ADOT team member at the completion of the public meeting or submitted to CRIT Tribal Planner Greg Fisher by Friday, Feb. 28, 2014. Comment forms may also be sent to ADOT Community Relations 1655 W. Jackson St., MD 126F, Phoenix AZ 85007; or emailing [projects@azdot.gov](mailto:projects@azdot.gov); or calling 855.712.8530.  
Completion of this comment form is completely voluntary. All comments provided will become part of the study's documentation. Any identifying information will become part of the public record, and as such, must be released to any individual upon request.



FOR MORE INFORMATION:  
[azdot.gov/critpara](http://azdot.gov/critpara)