

Mark Nexsen - Chair
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Donna McCoy – Secretary/Treasurer
David Lane – Board Member
Alvin Stump – Board Member



Lake Havasu City Mobility/LHMPO
Meeting Room
900 London Bridge Road, Bldg B
Lake Havasu City, AZ 86404

**LAKE HAVASU METROPOLITAN
PLANNING ORGANIZATION (LHMPO)
EXECUTIVE BOARD MEETING AGENDA
Tuesday June 12, 2018, 2:00 P.M.**

One or More Executive Board Members May Attend and Vote Telephonically

The Lake Havasu MPO Executive Board may vote to hold an Executive Session for the purposes of obtaining legal advice from the Attorney on any matter listed on the agenda under A.R.S §38-431.03(A)(3)

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

4. CALL TO THE PUBLIC:

This item is to provide an opportunity for citizens wishing to address the Executive Board on issues within the jurisdiction of the LHMPO planning area that are not on the Agenda. Comments SHALL be limited to five (5) minutes or less.

5. ANNOUNCEMENTS, COMMUNICATIONS, UPDATE REPORTS

5.1 ADOT, City, County, RTAC Reports

5.2 LHMPO Director's Report
Vinny Gallegos, LHMPO Director

6. PUBLIC HEARINGS

6.1 Discussion and Possible Action to Approve the Bicycle Pedestrian Implementation Plan
Vinny Gallegos, LHMPO Director
Mike Blankenship, Greenlight Traffic Engineering

6.2 Discussion and Possible Action to Approve the Memorandum of Understanding (MOU) between Lake Havasu MPO and Arizona Department of Transportation for Performance Measure Target Setting and Data Sharing
Vinny Gallegos, LHMPO Director

6.3 Discussion and Possible Action to Approve FY19-23 Transportation Improvement Program (TIP)
Vinny Gallegos, LHMPO Director

- 6.4** Discussion and Possible Action to Approve the Title VI Plan
Vinny Gallegos, LHMPPO Director

7. FUTURE AGENDA ITEMS

8. UPCOMING MEETING SCHEDULE

- State Transportation Board Meeting: **June 15, 2018 at 9:00 a.m., Globe, AZ**
- State Transportation Board Meeting: **July 20, 2018 at 9:00 a.m., Show Low, AZ**
- Executive Board Regular Meeting: **August 14, 2018 at 2:00 p.m.**, Lake Havasu City Police Facility Meeting Room, 2360 McCulloch Boulevard N, Lake Havasu City, AZ 86403
- LHMPPO TAC Meeting: **August 28, 2018 at 1:30 p.m.**, 900 London Bridge Rd, Bldg. B, Lake Havasu City, AZ 86404

10. ADJOURNMENT

Pursuant to the Americans with Disabilities Act (ADA), the Lake Havasu Metropolitan Planning Organization endeavors to ensure the accessibility of all of its programs, projects and services to all persons with disabilities. If you need an accommodation for this meeting, please contact the Lake Havasu MPO office at (928) 453-2823 at least 48 hours prior to the meeting so that accommodations may be arranged.

**LAKE HAVASU MPO
REQUEST FOR ACTION
JUNE 12, 2018**

**SUBJECT: DISCUSSION AND POSSIBLE ACTION TO APPROVE THE DRAFT
BICYCLE PEDESTRIAN IMPLEMENTATION PLAN**

SUBMITTED BY: Vinny Gallegos, LHMPO Director

AGENDA TYPE: Public Hearing – Discussion / Possible Action

ATTACHMENTS:

Final Draft Bicycle Pedestrian Implementation Plan (BPIP). Please note this is the final draft that LHMPO TAC received and reviewed at their special meeting on Monday June 4, 2018.

SUMMARY/BACKGROUND:

This is to approve the LHMPO Bicycle and Pedestrian Implementation Plan. The Lake Havasu MPO held a special TAC meeting on Monday June 4, 2018 to review the final draft of the BPIP. At that meeting, the TAC members and LHMPO staff presented their final comments and questions to the consultant for their inclusion in the BPIP. Prior to the LHMPO Executive Board meeting on June the 12th the consultant will be working to include the feedback received from the special TAC meeting. The TAC is recommending the BPIP be approved by the Executive Board with their comments addressed in the final plan.

ACTION OPTION:

Motion to approve the Bicycle and Pedestrian Implementation Plan

OR

To be determined from discussion

RECOMMENDATION:

Motion to approve the Bicycle and Pedestrian Implementation Plan



Lake Havasu Metropolitan Planning Organization

Bicycle and Pedestrian Implementation Plan

Prepared by:

Wood (Amec Foster Wheeler)
Greenlight Traffic Engineering
RICK Engineering
GCI

May 2018



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Introduction

The Lake Havasu Metropolitan Planning Organization (LHMPO) scoped the development of this Bicycle and Pedestrian Implementation Plan (BPIP) to address issues and needs for vulnerable transportation users in the Lake Havasu Urbanized Area. The BPIP will address bicycle facilities, including signing and markings, sidewalks, and multiuse paths, building upon the findings and recommendations of the LHMPO Strategic Transportation Safety Plan (STSP) and Regional Transportation Plan (RTP), among other studies. This BPIP will identify bicyclist and pedestrian facilities that will provide safer and more convenient access to parks, schools, churches, activity centers, and commercial centers. The goal of the Plan is to recommend optimal context-sensitive pedestrian and bicycle facilities for people of all ages and abilities who live, work, play, go to school, and vacation in the LHMPO area. As the area continues to grow, so too, will the number of pedestrians, bicyclists, and people with special needs. This will increase the demand for pedestrian and bicycle facilities that provide safe connections to destinations around the city. The Plan recognizes this and recommends and prioritizes projects based on the important destinations and activity nodes that residents, stakeholders, and LHMPO Technical Advisory Committee members have indicated.

Over 1.5 million people visit Lake Havasu City each year, adding unfamiliar bicyclists and pedestrians to the transportation network. Guiding these unfamiliar users with wayfinding and signing is a key component of this BPIP. Safety is a critical factor in the BPIP: the LHMPO STSP identified that **40% of fatal crashes in the LHMPO region over the past 10 years involved pedestrians and bicyclists.**

Bicyclist and pedestrian facilities should be safe, convenient, and able to be used intuitively. Facilities should also connect users to important recreational and utilitarian destinations in the region and integrate into Lake Havasu City's existing transportation network. In addition, development of facilities should consider in-progress and future planning, development and land use changes. A prime example of this relates to Lake Havasu City's recent \$2 million prize from the America's Best Communities competition to accelerate its Vision 20/20 Community Revitalization Plan. Implementing a bicycle and pedestrian plan helps address 4 of the 5 pillars of the Lake Havasu City's Vision 20/20 Plan:

- Economic development
- Workforce talent
- Tourism
- Community engagement



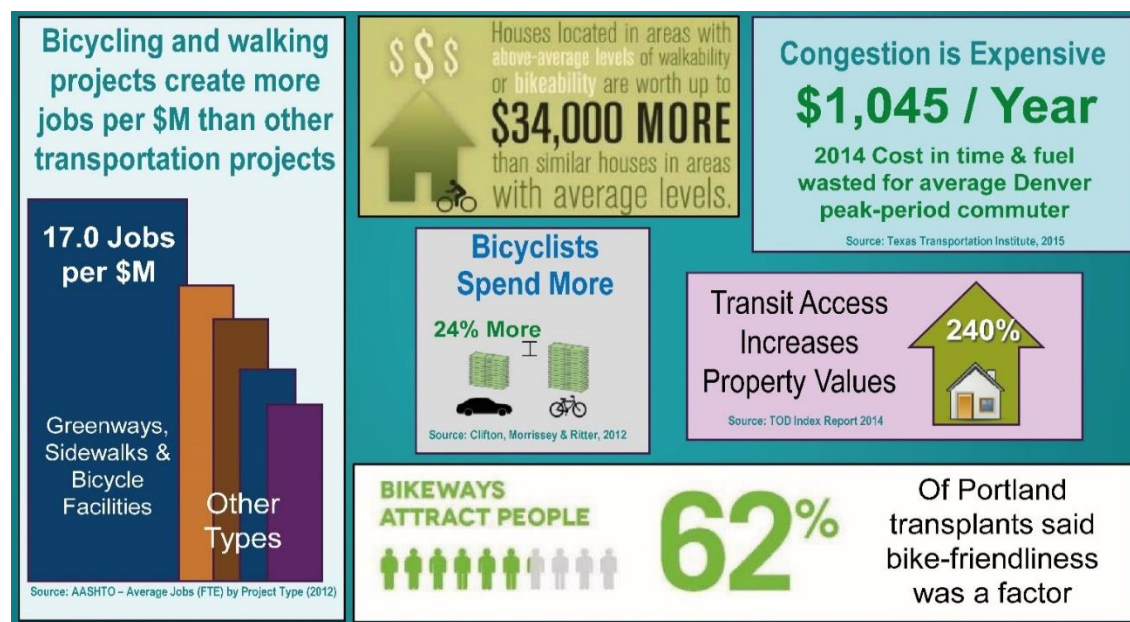
The graphic on the right highlights how implementation of bicycle and pedestrian plans provides multiple benefits to communities.

There is renewed focus at the national and state levels on providing pedestrian and bicyclist accommodations on our roadways. The Fixing America's Surface Transportation Act (FAST Act) encourages additional flexibility in the design of transportation projects to meet the needs of all users and to improve communities. In fact, the **FAST Act requires that all National Highway System projects consider access for all modes of transportation**. The Institute of Transportation Engineers (ITE) recently launched its Transportation and Health Initiative, investigating the connection between transportation and health, and developing appropriate recommendations for traffic engineers to utilize. Many communities have adopted the "8-80" city philosophy – a city and transportation network that is safe, accessible, and enjoyable for everyone, from eight-year-olds to eighty-year-olds. Benefits to creating 8-80 communities include better health, community cohesion, safer neighborhoods, and economic development. It begins with creating safe environments for people to walk and ride their bicycles.

This graphic highlights some of the economic development benefits of providing bicyclist and pedestrian facilities.

In terms of the pedestrian facilities network, the Plan and the recommended projects focused on the half-mile radii around Lake Havasu City's schools. In addition, providing opportunities for students to walk or bike to school helps them to get valuable physical activity, and creates healthful, life-long habits.

For the bicycle facilities network, the Plan seeks to connect people to their important destinations and recreational opportunities, including existing and future trails. The Plan recommends enhancing routes that cyclists already use and developing 'low stress' routes that connect neighborhoods, including building upon the city's existing network of streets that have 'parking lanes.'



Another feature of special focus for the recommended pedestrian and bicycle facilities was the “America’s Best Communities” award, which will catalyze the construction of a new downtown community center. Allowing people to visit the center by foot and by bicycle is an important strategy to promote facility use, lessen traffic congestion, and create downtown synergy.

Public Involvement

This plan was created with support from local stakeholders, community members and the Technical Advisory Council (TAC), all of which provided important information regarding existing conditions and future needs in the region.

Public involvement was key in getting stakeholder and community feedback to pedestrian and bicyclist issues and concerns. Several opportunities were provided to facilitate participation in the plan development, including public meetings, stakeholder meetings, and TAC meetings. These meetings provided opportunities to obtain input for the plan development and to solicit cooperation in implementing the plan, both on an agency and a community basis.

Stakeholder meetings were held:

- November 28, 2017 (17 participants)
- March 20, 2018 (21 participants)

Public meetings were held:

- September 19, 2017 (52 participants)
- April 18, 2018 (45 participants)

In addition to meetings, the public had an opportunity to provide comments online using a Social Pinpoint mapping tool. The survey was available online from September 11 through November 9, 2017. There were 265 responses received. The Social Pinpoint tool provided users with an easy to use platform to identify specific locations on a map to comment on concerns from a pedestrian and bicyclist perspective.

Appendix B provides more details on the public outreach effort, including comments from the Social Pinpoint mapping tool.

Review of Existing Plans

LHMPO 2040 REGIONAL TRANSPORTATION PLAN (2016)

The purpose of the RTP was to establish a vision, goals and objectives for long term transportation planning based on anticipated growth in the LHMPO region. Community members, stakeholders and technical advisory members all expressed interest in creating new, and improving existing, pedestrian and bicycle facilities in the region. A desire was expressed to create a community-wide pedestrian and bicycle network to make it easier for residents and visitors to safely travel by foot or bike between points of interest. Projects that were recommended as part of this study included restriping roadways for bicycle lanes, adding sidewalks to increase connectivity, constructing a shoulder along London Bridge Road for bicycles, and constructing new trails. Table 1 through Table 4 list the specific mid-term and long-term pedestrian and bicyclist improvements recommended in the RTP.



TABLE 1: RTP MID-TERM PEDESTRIAN RECOMMENDATIONS

Location	Project Description
Lake Havasu City	
Acoma Blvd W: Lake Havasu Ave N to Havasupai Blvd	Sidewalk connectivity
Acoma Blvd S: Paso Dr to Tonto Dr	Sidewalk connectivity
Palo Verde Blvd S: Hummingbird Dr to Starlite Ln	Sidewalk connectivity
Jamaica Blvd S: Monte Carlo Ave to Tahiti Ln	Sidewalk connectivity
Jamaica Blvd S: Power Dr to Chemehuevi Blvd	Sidewalk connectivity
Thunderbolt Ave: Roanoke Dr to Broken Arrow Dr	Sidewalk connectivity
London Bridge Rd: Alley 22 to Palo Verde Blvd S	Sidewalk connectivity
New Trail on the Island	Construct new trail
El Dorado Wash Trail Extension	Construct new trail
Mohave County	
Horizon Six Equestrian Trail	Construct new trail
Arizona Department of Transportation	
SR-95 and Pima Wash Trail/Aquatic Center	Conduct pedestrian crossing study

TABLE 2: RTP LONG-TERM PEDESTRIAN RECOMMENDATIONS

Location	Project Description
Lake Havasu City	
Havasupai Wash Trail: Palo Verde Blvd N to Lake Shore Trail (north)	Construct new trail
El Dorado Wash Trail: Pima Wash Trail to Powerline Trail (align)	Construct new trail
Chemehuevi Wash Trail: McCulloch Blvd N to SR-95	Construct new trail
Lake Shore Trail (south): Rotary Park to SR-95	Construct new trail
Lake Shore Trail (north): City Limits to Shoreline Promenade	Construct new trail
Arizona Department of Transportation	
SR-95 and Pima Wash Trail/Aquatic Center	Implement study findings



TABLE 3: RTP MID-TERM BICYCLIST RECOMMENDATIONS

Location	Project Description
Lake Havasu City	
Kiowa Blvd S: Jamaica Blvd N to Palo Verde Blvd S	Re-stripe road for bicycle lanes
Lake Havasu Ave: Palo Verde Blvd S to Jamaica Blvd S	Re-stripe road for bicycle lanes
Jamaica Blvd S: Lake Havasu Ave to Kiowa Blvd S	Re-stripe road for bicycle lanes
Palo Verde Blvd S: Kiowa Blvd N to Lake Havasu Ave N	Re-stripe road for bicycle lanes
McCulloch Blvd N: SR-95 to Jamaica Blvd	Re-stripe road for bicycle lanes
Mohave County	
London Bridge Rd: Chenoweth Dr to Fathom Dr	Construct shoulder with bicycle lane



TABLE 4: RTP LONG-TERM PEDESTRIAN RECOMMENDATIONS

Location	Project Description
Lake Havasu City	
McCulloch Blvd S: Jamaica Blvd to SR-95	Re-stripe road for bicycle lanes
Thunderbolt Ave: Chemehuevi Blvd to Oro Grande Blvd	Re-stripe road for bicycle lanes
Oro Grande Blvd: SR-95 to McCulloch Blvd S	Re-stripe road for bicycle lanes
Smoketree Ave N: Pima Dr to Kiowa Blvd S	Re-stripe road for bicycle lanes
Palo Verde Blvd N: Aviation Dr to Kiowa Blvd N	Re-stripe road for bicycle lanes
Kiowa Blvd N: Jamaica Blvd to Lake Havasu Ave N	Re-stripe road for bicycle lanes
Havasupai Blvd: Acoma Blvd N to Kiowa Blvd N	Re-stripe road for bicycle lanes
Lake Havasu Ave N: Kiowa Blvd N to Palo Verde Blvd S	Re-stripe road for bicycle lanes
Palo Verde Blvd S: Kiowa Blvd S to Kiowa Blvd N	Re-stripe road for bicycle lanes

LHMPO STRATEGIC TRANSPORTATION SAFETY PLAN (2017)

The STSP was developed with an aim to reduce the number of fatal and serious injury crashes in the region. The plan noted that 40% of the fatal crashes over the previous 10 years (2005-2014) in the region involved pedestrians and bicyclists. Recommendations for pedestrians and bicyclists included:

Pedestrian Recommendations

- Evaluate and install controlled pedestrian crossings and install medians and pedestrian crossing islands where warranted
- Provide sidewalks, multi-use paths, and/or marked crosswalks
- Improve sight distance and/or visibility between motor vehicles and pedestrians
- Utilize the federal Surface Transportation Block Grant Program for pedestrian facilities, including safe routes to school projects
- Provide street lighting at uncontrolled arterial crosswalks

Education

- Develop/maintain training and public information pedestrian safety campaigns
- Increase pedestrian safety education for all roadway users



- Promote the use of pedestrian safety lights and reflective wrist/ankle bands
- Train school crossing guards, and coordinate with them to identify safety issues
- Utilize Dynamic Message Signs for safety messages
- Increase enforcement of existing laws designed to promote pedestrian safety

Bicyclist Recommendations

- Evaluate and install controlled pedestrian or bike crossings
- Provide bicycle detection at signalized intersections
- Provide bike lanes, separated bike lanes, bike boulevards, and off-road multi-use paths
- Utilize the Safe Routes to School program
- Provide street lighting at uncontrolled arterial crosswalks
- Commit to recognizing dedicated lateral space for bicycle traffic under a (modified) standard cross section for one or more road functional classes
- Bicycle striping plan through streets with adequate cross section
- Bicycle service facilities (racks – where to target; other service amenities for bicycle “pit stops”)
- Special programs and events – Sunday street closures for bicyclists/pedestrians
- Utilize the federal Surface Transportation Block Grant Program for bicycle facilities
- Develop/maintain training and public information bicycle safety campaigns
- Increase bicycle safety education for all roadway users
- Improve public awareness to promote safer behavior by all roadway users relative to bicycle traffic
- Promote use of helmets by adult bicyclists
- Promote the use of bike safety lights
- Dedicated website clearinghouse on area biking opportunities, routes, safety, reminders, planning, etc.
- Utilize Dynamic Message Signs for safety messages
- Increase enforcement of existing laws designed to promote bicycle safety, such as wrong-way riding and vehicles encroaching on bicycle facilities

LAKE HAVASU CITY TRAILS PLAN (2006)

The main goal of the Trails Plan was to identify opportunities to enhance trails in the region to create an interconnected trails network in the Lake Havasu region. The plan proposed the trail concepts in Table 5.



TABLE 5: TRAILS PLAN PROPOSED TRAILS

Trail Name	Users	Trailheads/Parking	Length	Destinations Served
Powerline Trail	Walkers, bikers	Formalized parking lots; on-street parking	9.4 Miles	Neighborhoods/ Parks
Lakeshore Trail North	Walkers, bikers	Lake Havasu State Park	3.8 Miles	Park, wildlife refuge, lake front
Pima Wash trail	Walkers, bikers	Rotary Park, neighborhood parking	1.6 Miles (New)/ 3.1 Miles (Total)	Park, downtown, neighborhoods
Havasupai/Palm Tree Wash Trail	Walkers, bikers	On-street parking; parking along lakeshore	5 Miles	Mountains, lake front, neighborhoods
Chemehuevi Wash Trail	Walkers, bikers	On-street parking; parking along lakeshore	5.6 Miles	Mountains, lake front, neighborhoods
Recreational Beltway	Walkers, bikers, equestrians	MCC, North Parks, neighborhood parking	8.4 Miles	Parks, Mountains
SR95-to-SARA Park Connector Trail	Walkers, bikers	On-street parking; Rotary Park	0.7 Miles (New)/ 2.9 Miles (Total)	Parks
SR95-to-Airport Connector Trail	Walkers, bikers	Downtown; on-street parking	4.7 Miles	Commercial centers
Lakeshore South/SARA Park Trail	Walkers, bikers, equestrians	Water Safety Center; Commercial development at Body Beach	5 Miles	Park, campgrounds, beaches

LAKE HAVASU CITY PEDESTRIAN AND BICYCLE PLAN (1998)

This plan originated from the 1994 Lake Havasu City General Plan update to plan for a more walkable and bikeable community. Recommendations included:

- Install street lighting along Island multi-use path and Pima Wash multi-use path
- Install bicycle actuated traffic signals
- Enforce a bicycle helmet law for users under 16



- SR95 multi use pathway recommended to be constructed on the west side of 95 between Kiowa Blvd and Smoketree Ave. (This was completed in 2006.)
- McCulloch Blvd downtown: Install sidewalk bump-outs, enhanced and/or elevated crosswalks to enhance pedestrian visibility; install share the road signage to promote bicycle safety
- Increase sidewalk connectivity along all avenues and boulevards of the city
- Recommend not allow bicycles on sidewalks and to educate juveniles about risks of riding on sidewalks
- Emphasize the use of one-way streets for bicyclists. Install bike lanes if none present
- Better education of traffic laws to increase safety for all users
- Provide better access to schools and parks for pedestrians and bicyclists
- Install striped parking lanes for bicycle use on all streets that are wide enough

ARIZONA DEPARTMENT OF TRANSPORTATION (ADOT) STATEWIDE BICYCLE AND PEDESTRIAN PLAN UPDATE (2013)

The purpose of the ADOT Bicycle and Pedestrian Plan Update was to update the 2003 plan and address the most critical bicycle and pedestrian transportation planning needs on the State Highway System, responding to the significant growth in Arizona that has occurred over the last decade. The Plan identified SR 95 from Parker to Lake Havasu City as a priority paved shoulder opportunity. Table 6 lists the SR 95 segments identified as opportunities to add sidewalk.



TABLE 6: STATE HIGHWAYS SIDEWALK OPPORTUNITIES, ADOT BICYCLE AND PEDESTRIAN PLAN

Number	Area	State Highway	Street Face	From	To	Sidewalk Need
43	Parker	SR 95	Both	7th St.	Riverfront Dr.	Highest
44	Lake Havasu	SR 95	South Side	Acoma Blvd.	Fremont Ln.	Moderate
45	Lake Havasu	SR 95	Both	Fremont Ln.	Mulberry Ave.	Moderate
46	Lake Havasu	SR 95	Southwest Side	Mulberry Ave.	Smokertree Ave.	Moderate
47	Lake Havasu	SR 95	Northeast Side	Smokertree Ave.	Mesquite Ave.	Low
48	Lake Havasu	SR 95	West Side	Mesquite Ave.	Industrial Blvd.	Moderate



Crash Data Review

A review of reported pedestrian and bicycle crashes involving a motor vehicle for the 10-year period covering 2007-2016 was conducted. The ADOT Accident Location Identification and Surveillance System (ALISS) database was utilized for this analysis. Eighty-seven (87) pedestrian crashes and seventy-nine (79) bicycle crashes were reported during the 10-year period. Key findings include:

Pedestrian Crash Facts:

- 8.7 annual pedestrian crashes in LHMPO area
- 16% pedestrian crashes are “hit and run”
- 79% pedestrian crashes are intersection related
- 86% pedestrian crashes occurred in good weather condition
- 47% pedestrian crashes occurred due to the pedestrian’s fault
- 22% pedestrian crashes occurred at night dark condition
- 84% crashes resulted in pedestrian injury or fatality
- December thru March is the peak pedestrian crash period
- 46% of pedestrian crashes occurred while crossing the roadways/intersections

Bicycle Crash Facts:

- 7.9 annual bike crashes in LHMPO area
- 9% bike crashes are “hit and run”
- 81% bike crashes occurred at intersections
- 86% bike crashes occurred in good weather
- 61% bicyclists occurred due to the bicyclist’s fault
- 5% bike crashes occurred at night time dark condition
- 82% of bike crashes resulted in bicyclist injury or fatality
- March and April are the peak bike crash period
- 10% bicycle crashes occurred when the bicyclists were crossing the road

Pedestrian and Bicycle crash trends from 2007-2016 are shown in Figure 1 and Figure 2 and on Table 7 through Table 16.



FIGURE 1: BIKE AND PEDESTRIAN CRASH TREND 2007-2016

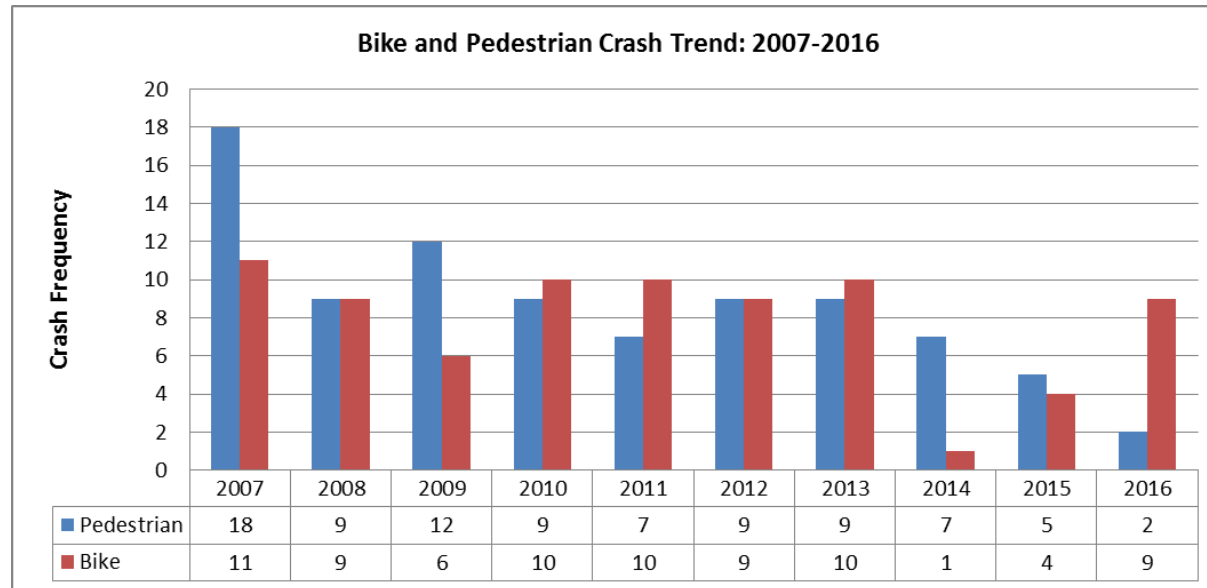


TABLE 7: PEDESTRIAN CRASH DISTRIBUTION BY LIGHTING CONDITION

Lighting Condition	Frequency	Percentage
Daylight	49	56.3%
Night-Lighted	5	5.7%
Night-Not Lighted	19	21.8%
Dawn & Dusk	1	1.1%
Unknown	13	14.9%
Total	87	100.0%



TABLE 8: PEDESTRIAN CRASH DISTRIBUTION BY INJURY SEVERITY

Injury Severity	Frequency	Percentage
No Injury	3	3.4%
Possible Injury	11	12.6%
Non-Incapacitating Injury	26	29.9%
Incapacitating Injury	39	44.8%
Fatal	8	9.2%
Total	87	100.0%

TABLE 9: PEDESTRIAN CRASH DISTRIBUTION BY MONTH OF THE YEAR

Incident Month	Frequency	Percentage
January	8	9.2%
February	13	14.9%
March	14	16.1%
April	7	8.0%
May	7	8.0%
June	6	6.9%
July	5	5.7%
August	5	5.7%
September	3	3.4%
October	5	5.7%
November	5	5.7%
December	9	10.3%
Total	87	100.0%



TABLE 10: PEDESTRIAN CRASH DISTRIBUTION BY UNIT ACTION

Unit Action	Frequency	Percentage
Going Straight Ahead	3	3.4%
Crossing Road	40	46.0%
Standing	10	11.5%
Walking with/against Traffic	7	8.0%
Other	5	5.7%
Unknown	22	25.3%
Total	87	100.0%

TABLE 11: BICYCLE CRASH DISTRIBUTION BY LIGHTING CONDITION

Lighting Condition	Frequency	Percentage
Daylight	69	87.3%
Night-Lighted	2	2.5%
Night-Not Lighted	4	5.1%
Dawn & Dusk	2	2.5%
Unknown	2	2.5%
Total	79	100.0%

TABLE 12: BICYCLE CRASH DISTRIBUTION BY INJURY SEVERITY

Injury Severity	Frequency	Percentage
No Injury	9	11.4%
Possible Injury	5	6.3%
Non-Incapacitating Injury	40	50.6%
Incapacitating Injury	23	29.1%
Fatal	2	2.5%
Total	79	100.0%



TABLE 13: PEDESTRIAN CRASH DISTRIBUTION BY TIME OF DAY

Incident Hour	Frequency	Percentage
0:00 - 1:00	3	3.4%
1:00 - 2:00	2	2.3%
2:00 - 3:00	1	1.1%
3:00 - 4:00	1	1.1%
4:00 - 5:00	2	2.3%
5:00 - 6:00	0	0.0%
6:00 - 7:00	4	4.6%
7:00 - 8:00	8	9.2%
8:00 - 9:00	4	4.6%
9:00 - 10:00	1	1.1%
10:00 - 11:00	2	2.3%
11:00 - 12:00	4	4.6%
12:00 - 13:00	5	5.7%
13:00 - 14:00	3	3.4%
14:00 - 15:00	8	9.2%
15:00 - 16:00	5	5.7%
16:00 - 17:00	5	5.7%
17:00 - 18:00	0	0.0%
18:00 - 19:00	9	10.3%
19:00 - 20:00	6	6.9%
20:00 - 21:00	6	6.9%
21:00 - 22:00	5	5.7%
22:00 - 23:00	3	3.4%
23:00 - 0:00	0	0.0%
Total	87	100.0%



TABLE 14: BICYCLE CRASH DISTRIBUTION BY MONTH OF THE YEAR

Incident Month	Frequency	Percentage
January	6	7.6%
February	7	8.9%
March	14	17.7%
April	12	15.2%
May	7	8.9%
June	1	1.3%
July	3	3.8%
August	5	6.3%
September	7	8.9%
October	8	10.1%
November	3	3.8%
December	6	7.6%
Total	79	100.0%

TABLE 15: BICYCLE CRASH DISTRIBUTION BY UNIT ACTION

Unit Action	Frequency	Percentage
Going Straight Ahead	56	70.9%
Crossing Road	10	12.7%
Making Left-turn	3	3.8%
Making Right-turn	1	1.3%
Overtaking/Passing/ Changing Lanes	3	3.8%
Slowing/Stopped in Trafficway	3	3.8%
Unknown	3	3.8%
Total	79	100.0%

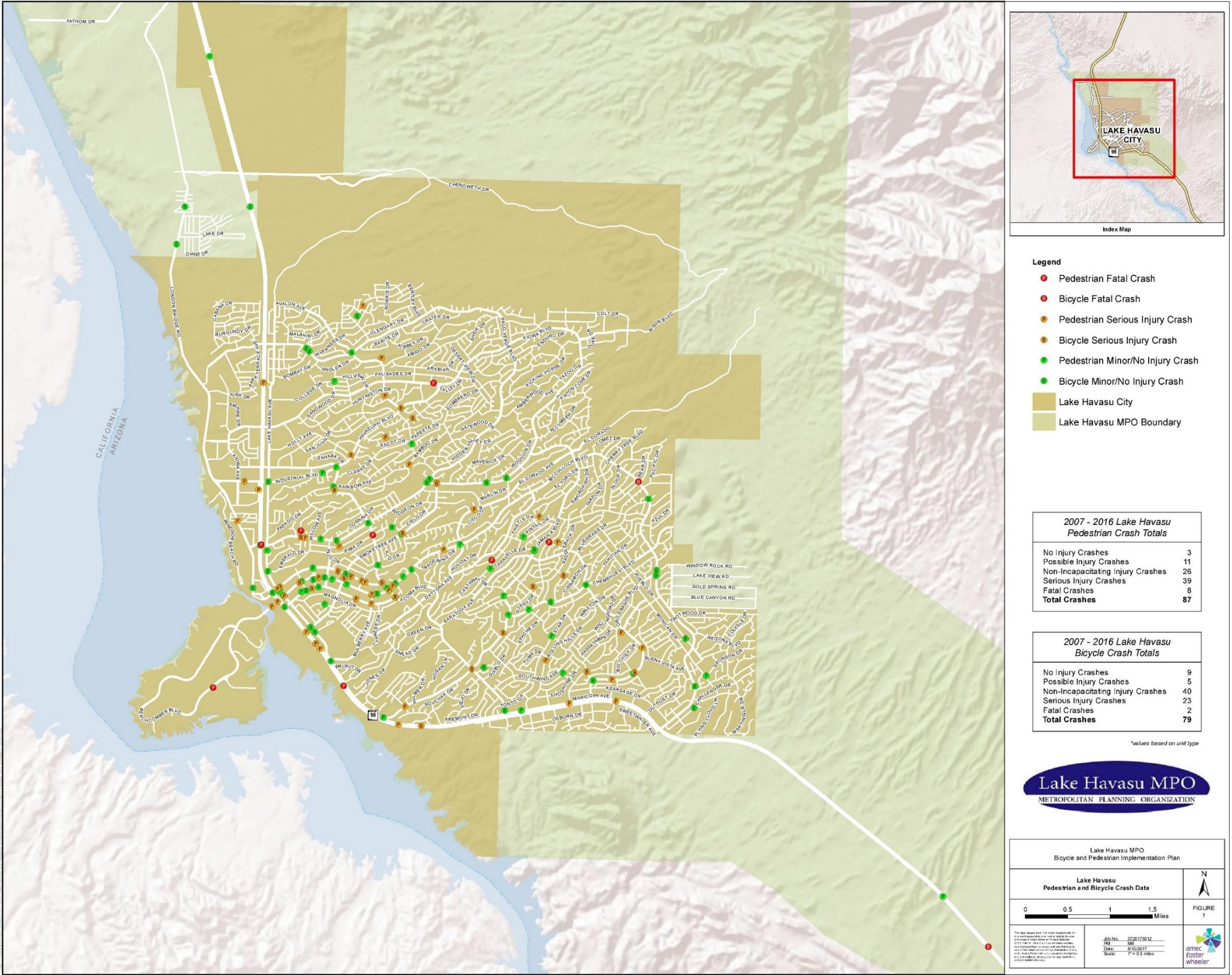


TABLE 16: BICYCLE CRASH DISTRIBUTION BY TIME OF DAY

Incident Hour	Frequency	Percentage
0:00 - 1:00	0	0.0%
1:00 - 2:00	0	0.0%
2:00 - 3:00	0	0.0%
3:00 - 4:00	1	1.3%
4:00 - 5:00	0	0.0%
5:00 - 6:00	0	0.0%
6:00 - 7:00	1	1.3%
7:00 - 8:00	12	15.2%
8:00 - 9:00	5	6.3%
9:00 - 10:00	1	1.3%
10:00 - 11:00	7	8.9%
11:00 - 12:00	7	8.9%
12:00 - 13:00	3	3.8%
13:00 - 14:00	5	6.3%
14:00 - 15:00	11	13.9%
15:00 - 16:00	4	5.1%
16:00 - 17:00	5	6.3%
17:00 - 18:00	4	5.1%
18:00 - 19:00	7	8.9%
19:00 - 20:00	1	1.3%
20:00 - 21:00	3	3.8%
21:00 - 22:00	2	2.5%
22:00 - 23:00	0	0.0%
23:00 - 0:00	0	0.0%
Total	79	100.0%



FIGURE 2: BIKE AND PEDESTRIAN CRASH LOCATIONS 2007-2016



Activity Nodes

The plan considers activity nodes throughout the city and generally defines them as areas of relatively concentrated pedestrian and/or bicycle activity. Generally, this activity is generated by retail, restaurant, commercial, recreational, and school-based land uses. In Lake Havasu City, and in this Plan, schools are featured as primary destination types, and thus also are considered activity nodes. Aside from the Island, the most significant concentrated activity node considered in the Plan is McCulloch Boulevard, which forms a cross-town 'spine.' For the most part, the Island, its land uses, and users, function somewhat 'self-contained,' with a minority of users/visitors venturing into downtown.

McCulloch/Downtown


The McCulloch downtown 'spine' is an important connector route for all travel modes, including bicyclists and pedestrians. The new Community Center will create an additional downtown destination that will be attractive to pedestrians and bicyclists. This Plan considers the current conditions and future conditions along McCulloch and recommends strategies for safely and conveniently connecting pedestrians and bicyclists of all ages and abilities to this corridor. Wheeler Park is a minor node, although it is underperforming due to the fact that potential users must cross McCulloch in order to access it.



Pedestrian Network

For the purposes of this Plan, the majority of the identified pedestrian destinations and recommended projects focus on Lake Havasu City's schools, as they are the most prevalent destination type in the area. Specifically, the Plan deals with the half-mile radii around the schools, as this distance is generally agreed to be age-appropriate for most elementary students. Surveys show that the most cited barrier to children not walking to school is the lack of sidewalks. Providing opportunities for students to walk or bike to school helps them to get valuable physical activity, and creates healthful, life-long habits. The following images delineate the gaps in the sidewalk system around schools. The yellow circles describe a ½-mile radius, which is considered a walkable distance for most students. Red lines indicate gaps in the sidewalk network.



<p>ASU Colleges at LHC 100 University Way</p>	<p>Located strategically just off downtown, ASU at Lake Havasu focuses exclusively on instruction for high-demand undergraduate degrees. The location creates a unique college-town feel with its nearby lake views, beaches, restaurants, and shops in nearby downtown. ASU expects first-time freshmen to live on campus and guarantees housing to them. Many of these students, and even some of those who commute from elsewhere, will venture off campus and therefore need safe travel options to nearby destinations.</p>
<p>Recommended Improvements</p> <p>Install sidewalks where gaps are indicated by red lines.</p>	
<p>Costs: \$2,228,750</p>	

Havasupai Elementary School

880 Cashmere Dr

Recommended Improvements

Install sidewalks where gaps are indicated by red lines.



Costs: \$2,802,475



Jamaica Elementary School

3437 Jamaica Blvd S.

Recommended Improvements

Install sidewalks where gaps are indicated by red lines.



Costs: \$2,641,025



Lake Havasu High School

2675 Palo Verde Blvd. South

Recommended Improvements

Install sidewalks where gaps are indicated by red lines.



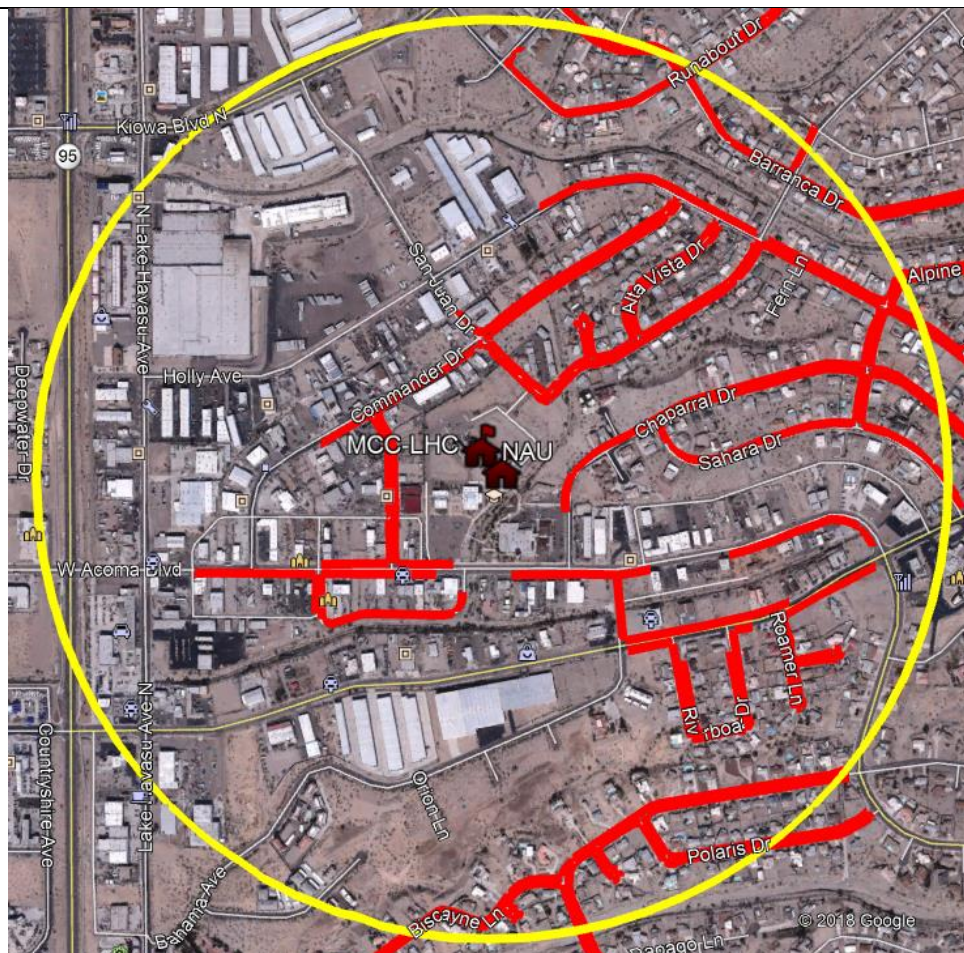
Costs: \$3,838,525



**Mohave Community College-LHC/
Northern Arizona University**
1977 W Acoma Blvd

Recommended Improvements


Install sidewalks where gaps are indicated by red lines.



Costs: \$1,456,875

Nautilus Elementary School
2200 Havasupai Blvd.



<p><u>Recommended Improvements</u></p> <p>Install sidewalks where gaps are indicated by red lines.</p>	
<p>Costs: \$2,778,325</p>	



Oro Grande Elementary School

1250 Pawnee Drive

Recommended Improvements

Install sidewalks where gaps are indicated by red lines.



Costs: \$2,826,685



Starline Elementary School

3150 Starline Drive

Recommended Improvements

Install sidewalks where gaps are indicated by red lines.



Costs: \$2,201,425



Thunderbolt Middle School

695 Thunderbolt Ave

Recommended Improvements

Install sidewalks where gaps are indicated by red lines.

**Costs: \$3,280,175**

Bicycle Network

The Plan provides guidance on how to connect people to their important destinations and recreational opportunities, including existing and future trails. A three-pronged strategy was used to select and recommend routes for future improvement: 1) enhance the routes that cyclists currently use by providing wayfinding signage, 2) develop ‘low stress’ routes that connect people to adjacent neighborhoods, and 3) reconfigure the city’s existing network of streets that have parking lanes by creating ‘shared bike and parking lanes,’ and true bike lanes where there is sufficient street width.

In determining the optimal bicycle routing, the fastest – or most direct -- route isn’t always the safest route. Routes are recommended based on how well they connect important destinations, but also, for all ages and abilities of bicyclists. In addition, Lake Havasu City’s topography (hills and curves) sometimes can create challenging conditions for novice and family cyclists. Roadways with hills and curves also can create visibility restrictions, preventing vehicles and bicyclists from establishing acceptable sight lines. Therefore, to create safe conditions, the recommended routes may be somewhat circuitous.

‘LOW-STRESS’ BICYCLE ROUTES

The vast majority of cyclists – in any community – are of intermediate or novice experience levels. To safely accommodate them on roadways, an extra degree of care is required in the facilities and routes a city creates. ‘Low-stress’ bike routes provide a safe and easy way for family, novice, and intermediate cyclists to travel to their destinations. The recommendations for low-stress routes include several streets that have low traffic volumes and low vehicle speeds. The recommended Shared Parking/Bike Lanes listed in the section following this one also can be considered low stress.



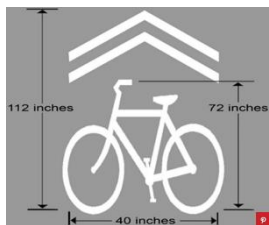
Bicycle Network

Low-Stress Bicycle Routes - South

The map below shows the recommended low-stress bicycle routes (including shared parking/bike lanes) for the south portion of the city. Green lines indicate routes on streets recommended for Shared Parking/ Bicycle Lanes.

Recommended Improvements

Install directional signage and pavement markings along the indicated routes. Guidance on signage types, and frequency is provided in the Wayfinding section of the Plan. Installing Shared Lane Markings (SLMs, see image below) along these routes can provide additional visual cues to motorists to increase their expectancy of seeing bicyclists on the roadway. SLMs should be installed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).



Bicycle Network

Low-Stress Bicycle Routes - North

The map below shows the recommended low-stress bicycle routes (including shared parking/bike lanes) for the north portion of the city. Green lines indicate routes on streets recommended for Shared Parking/ Bicycle Lanes.

Recommended Improvements

Install directional signage and pavement markings along the indicated routes. Guidance on signage types, and frequency is provided in the Wayfinding section of the Plan. Installing SLMs along these routes can provide additional visual cues to motorists to increase their expectancy of seeing bicyclists on the roadway (see inset on previous page). SLMs should be installed in accordance with the MUTCD.

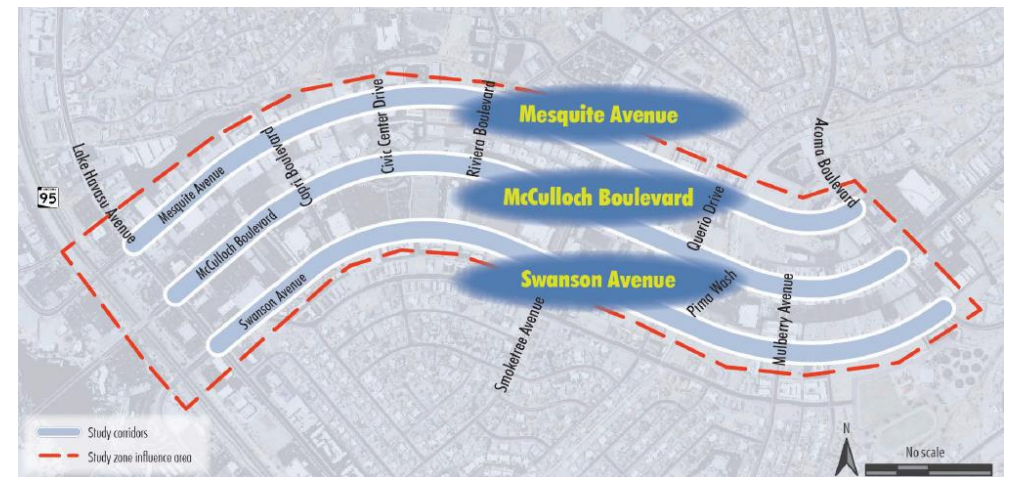
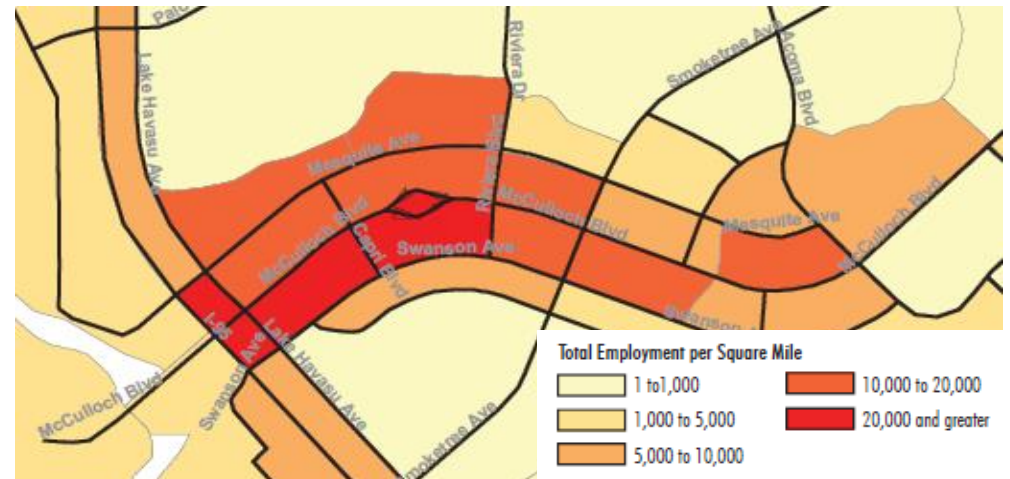


MCCULLOCH BOULEVARD AND ‘RELIEVER’ BIKE ROUTES

McCulloch is a major cross-town spine and connects to many destinations, including downtown. According to the Arizona Department of Transportation (ADOT) Planning Assistance for Rural Areas (PARA) Study entitled *Lake Havasu City McCulloch Corridor Improvement Study* (September 2012), this corridor is poised to experience even more growth through 2030.

Our recommendations include creating ‘reliever’ bike routes on streets that run parallel to McCulloch Boulevard. Mesquite and Swanson are well suited to function as relievers, with the former having significantly lower traffic volumes. In addition, planned future changes to Swanson will create wide sidewalks and a multi-use path that will accommodate pedestrians and bicyclists. The recommendations are consistent with the *Lake Havasu City Downtown Design Guidelines* (August 2017)

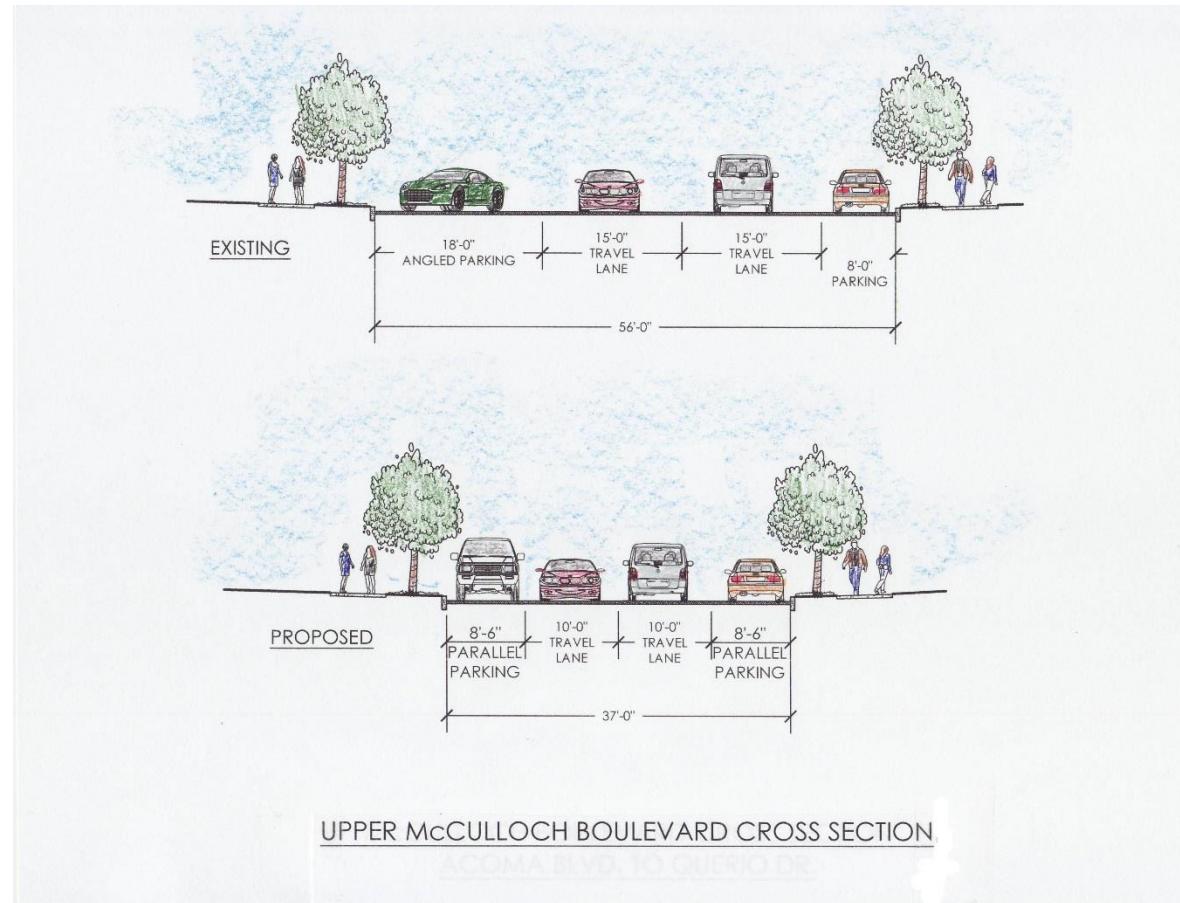
The designation of these roadways as parallel routes that should be treated as a unified corridor is consistent with the above study. The exception is Magnolia Drive, which was added as a potentially even lower-stress alternative. Developing low-stress alternatives to McCulloch could attract more family, novice, and intermediate cyclists.



Bicycle Network
Upper McCulloch Boulevard

Recommended Improvements

Narrow the roadway by installing 10-foot travel lanes and converting the existing angled parking to parallel parking between Smoketree Avenue and Acoma Boulevard. As a result, vehicle speeds likely will decrease, making Upper McCulloch a safer place for pedestrians and bicyclists.



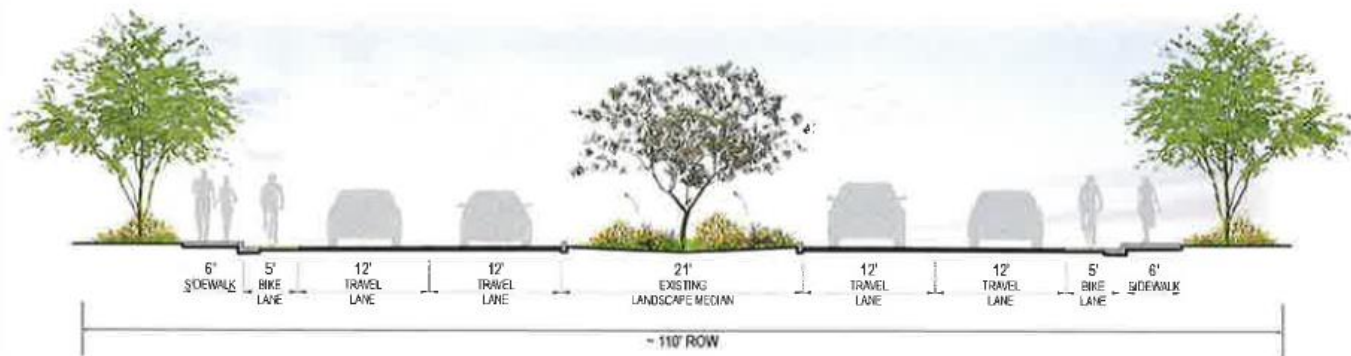
Costs \$676,000

Bicycle Network Lower McCulloch Boulevard

Recommended Improvements

Narrow the roadway by installing 12-foot travel lanes and adding 5-foot bicycle lanes between Lake Havasu Avenue and Smoketree Avenue. As a result, vehicle speeds likely will decrease, making Lower McCulloch a safer place for pedestrians and bicyclists. (The rendering at right is from the *Lake Havasu City Downtown Design Guidelines*)

Costs \$20,000



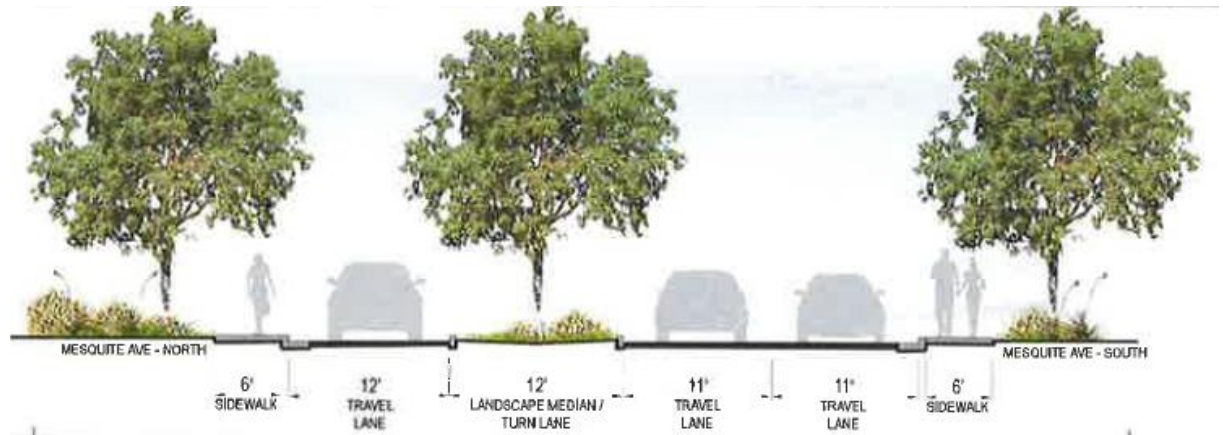
Bicycle Network
McCulloch Boulevard
'Reliever' bike routes

Mesquite Avenue

Recommended Improvements

Narrow the roadway by installing 11- and 12-foot travel lanes and adding a center landscaped median from Lake Havasu Avenue to Acoma Boulevard. As a result, vehicle speeds likely will decrease, making Mesquite Avenue a safer place for pedestrians and bicyclists. (The rendering at right is from the *Lake Havasu City Downtown Design Guidelines*)

Costs \$814,000



Bicycle Network
McCulloch Boulevard
'Reliever' bike routes

Swanson Avenue

Recommended Improvements

Redistribute the width of the center two-way left-turn lane to stripe a bike lane on the north side of Swanson from Lake Havasu Avenue to Acoma Boulevard. As a result, vehicle speeds likely will decrease, making Swanson Avenue a safer place for pedestrians and bicyclists. (The rendering at right is from the *Lake Havasu City Downtown Design Guidelines*)

Costs \$33,750

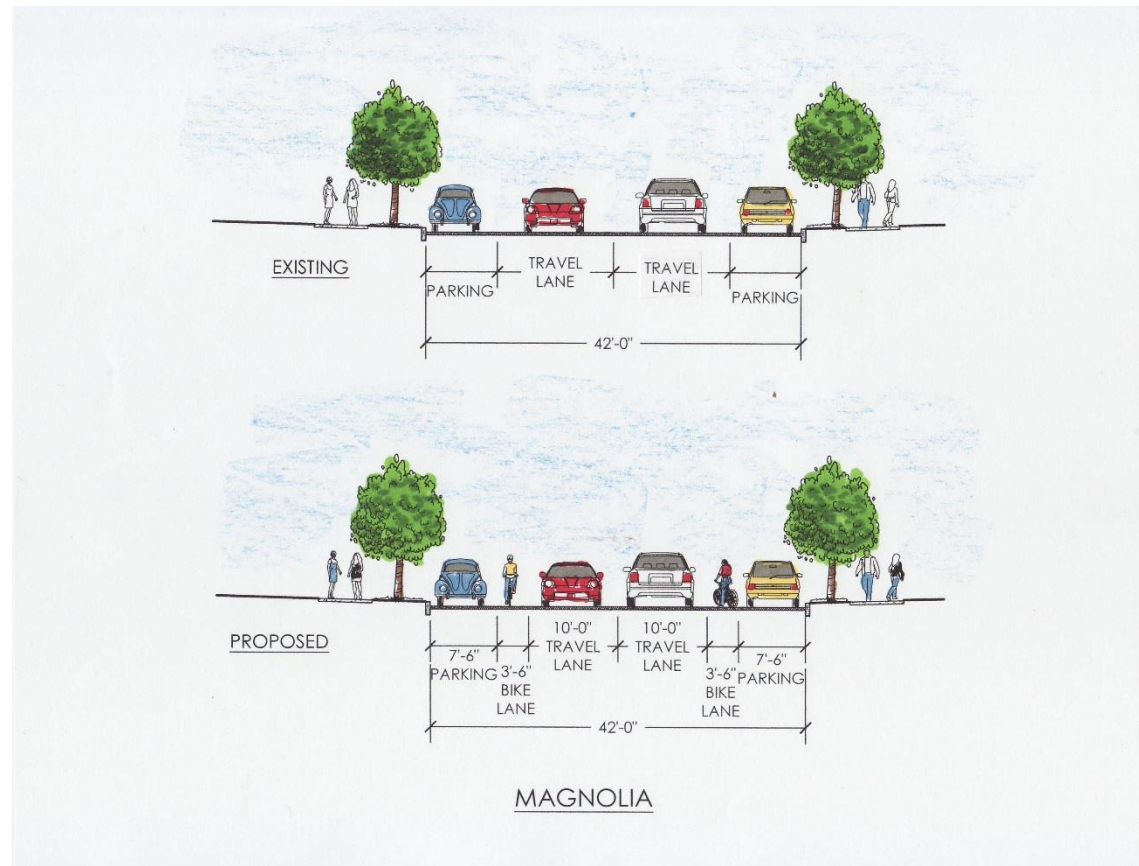


Bicycle Network
McCulloch Boulevard
'Reliever' Bike Routes

Magnolia Drive

Recommended Improvements

Reconfigure the roadway by narrowing both the travel lanes and parking lanes, creating a shared lane for parking and bicycles, and adding tree shade from Swanson Avenue to Cypress Drive. As a result, vehicle speeds likely will decrease, making Magnolia Drive a safer and more inviting place for pedestrians and bicyclists.



Costs \$26,250

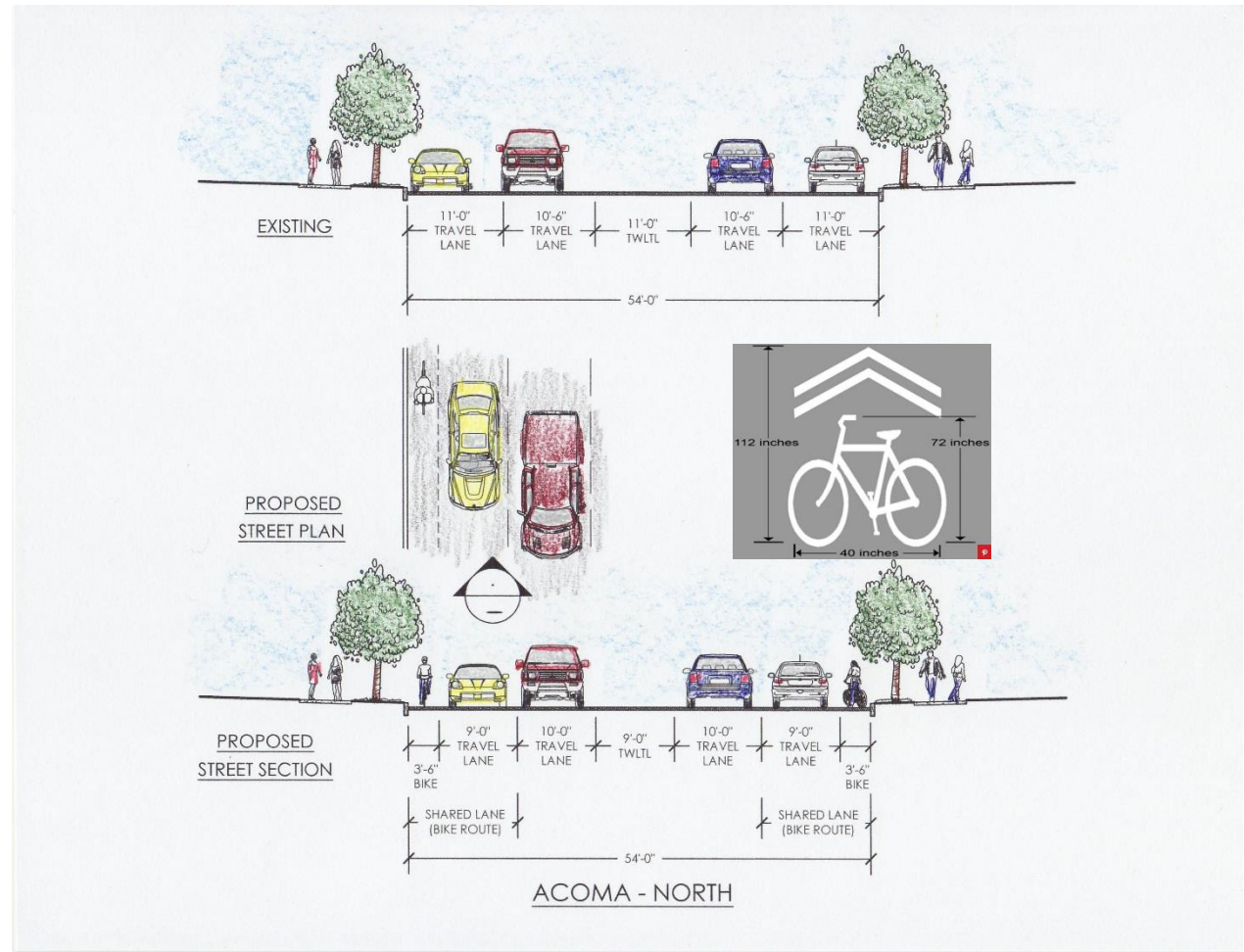


Bicycle Network

Acoma Boulevard – North

Recommended Improvements

Acoma Boulevard currently is a significant connector for vehicular traffic. Recommendations incorporate 'advisory bike lanes' into the curb lanes to provide accommodation for bicyclists on segments with 5 lanes and no parking (Industrial Boulevard to Stroke Drive). SLMs (see inset) can be added per MUTCD guidance for additional delineation of the bicycle space.



Costs \$65,000



Bicycle Network Shared Parking/Bike Lanes

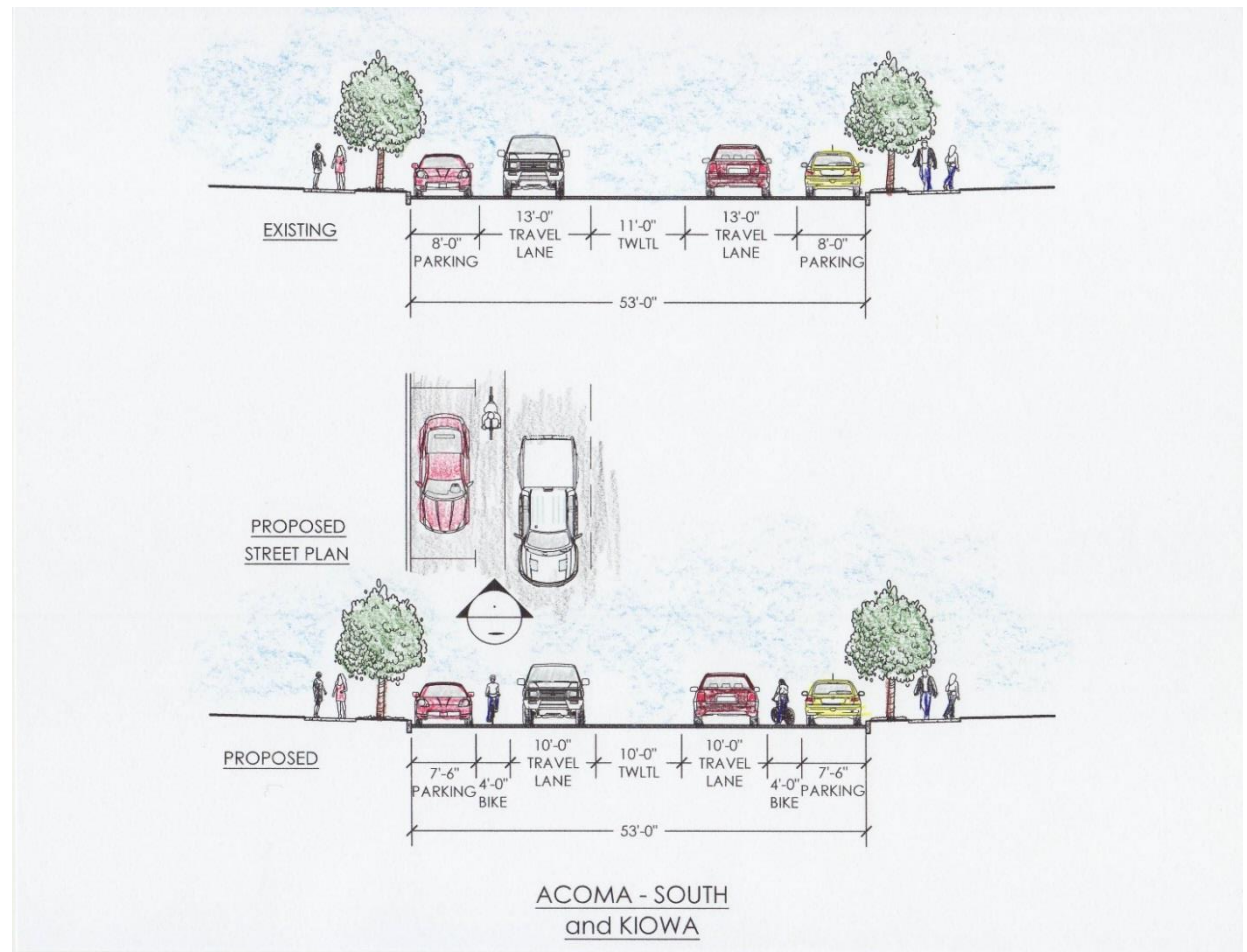
Acoma Boulevard – South

(Shares similar cross-section with Kiowa)

Recommended Improvements

Acoma South is significantly different in roadway geometry and in character than its northern segment. This includes the segments from Stroke Drive to Fremont Drive, and from Industrial Boulevard to Lake Havasu Avenue.

Reconfigure the roadway between the existing curbs by narrowing both the travel lanes and parking lanes, creating a shared lane for parking and bicycles, and adding tree shade. As a result, vehicle speeds likely will decrease, making Acoma Boulevard South a safer and more inviting place for pedestrians and bicyclists.



Costs \$56,250

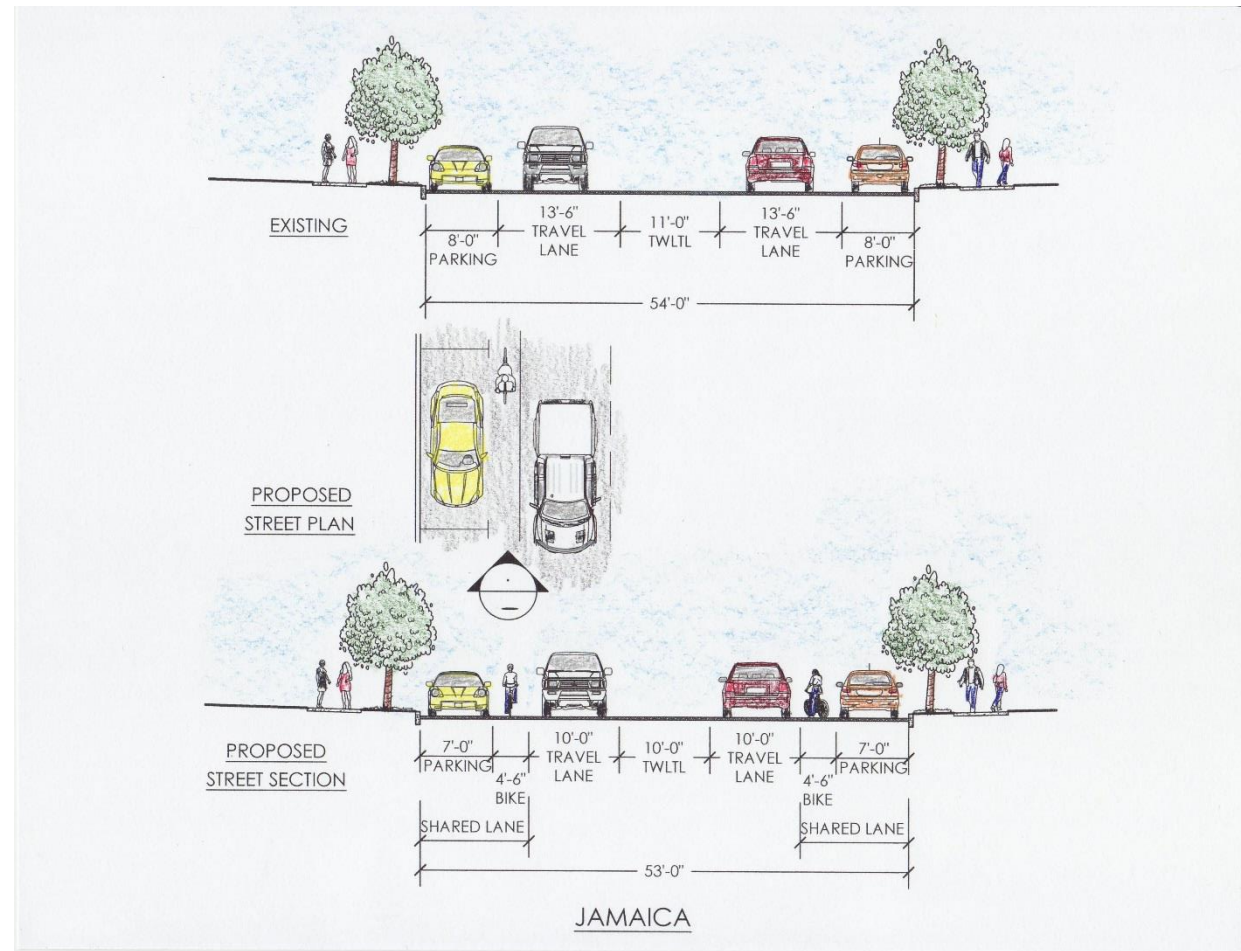


Bicycle Network Shared Parking/Bike Lanes

Jamaica Boulevard

Recommended Improvements

Install Shared Parking/Bicycle Lanes on Jamaica from Lake Havasu Avenue to Kiowa Boulevard by narrowing both the existing travel lanes and parking lanes, creating a shared lane for parking and bicycles, and adding tree shade. As a result, vehicle speeds likely will decrease, making Jamaica a safer and more inviting place for pedestrians and bicyclists.



Costs \$122,500

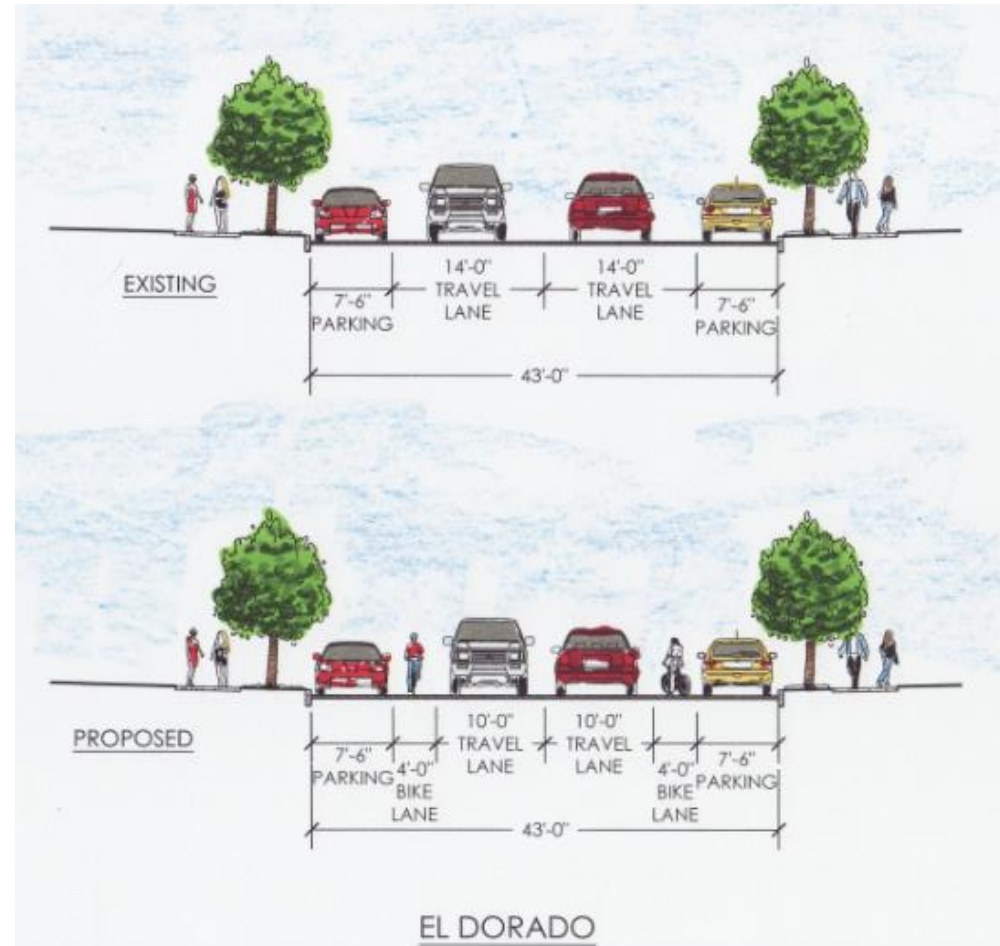


Bicycle Network Shared Parking/Bike Lanes

El Dorado Avenue

Recommended Improvements

Install Shared Parking/Bicycle Lanes on El Dorado from Daytona Avenue to Jamaica Boulevard by narrowing both the existing travel lanes and parking lanes, creating a shared lane for parking and bicycles, and adding tree shade. As a result, vehicle speeds likely will decrease, making El Dorado a safer and more inviting place for pedestrians and bicyclists.



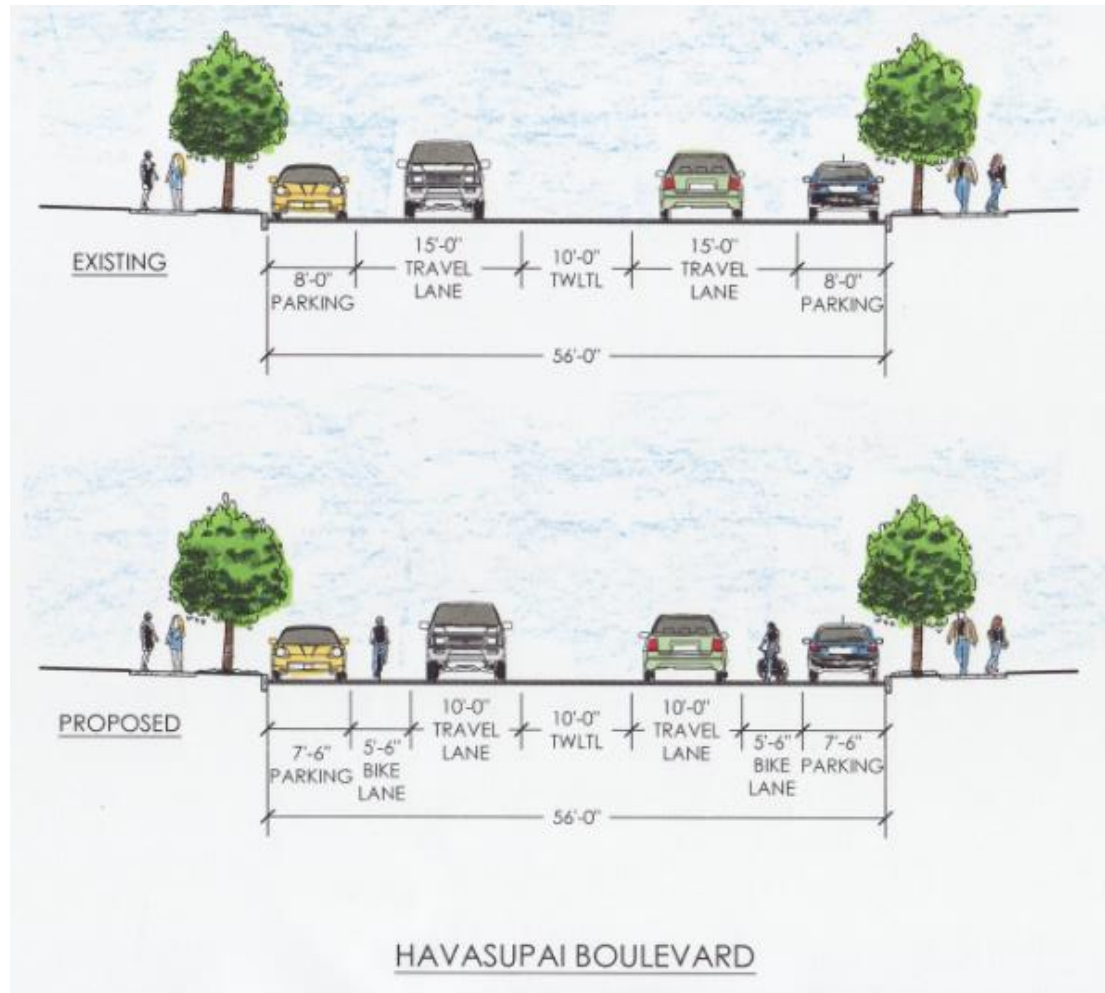
Costs \$57,500

Bicycle Network Shared Parking/Bike Lanes

Havasupai Boulevard

Recommended Improvements

Install Shared Parking/Bicycle Lanes on Havasupai Boulevard from Acoma Boulevard to Kiowa Boulevard by narrowing both the existing travel lanes and parking lanes, striping a bicycle lane, and adding tree shade. As a result, vehicle speeds likely will decrease, making Havasupai Boulevard a safer and more inviting place for pedestrians and bicyclists.



Costs \$40,000

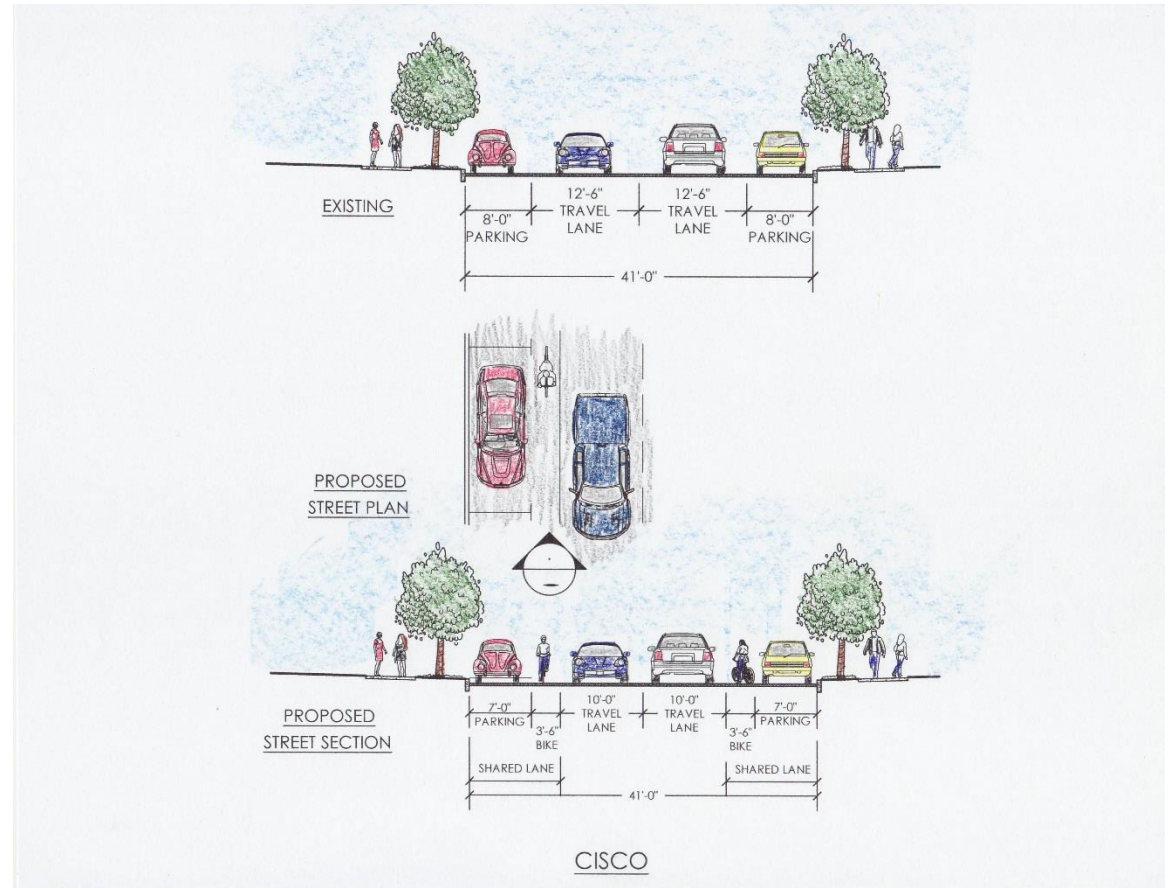


Bicycle Network Shared Parking/Bike Lanes

Cisco Drive

Recommended Improvements

Install Shared Parking/Bicycle Lanes on Cisco Drive from Palo Verde Boulevard to Pima Drive by narrowing both the existing travel lanes and parking lanes, creating a shared lane for parking and bicycles, and adding tree shade. As a result, vehicle speeds likely will decrease, making Cisco a safer and more inviting place for pedestrians and bicyclists.



Costs \$45,000



Bicycle and Pedestrian Facilities

London Bridge Road

Recommended Improvements

Windsor Beach hosts numerous events that draw pedestrians and bicyclists. There are sidewalk gaps and no bicyclist facilities along the segment of London Bridge Road near Windsor Beach. Recommendations include installing sidewalk and restriping to provide bike lanes on London Bridge Road, beginning with the segment from Dover Avenue to Countryshire Avenue.



Costs \$101,500



Mohave County Bicycle Facilities

“Castle Rock Loop”

Recommended Improvements

The LHMPO jurisdiction includes several areas of unincorporated Mohave County. The County recently has identified several other roadways that could be improved to accommodate safe bicycle travel for the recreational and utilitarian needs of the residents. The recommended “Castle Rock Loop” from Edgewater Boulevard to Fathom Drive includes bike lane striping and SLMs, and Fathom Drive shoulder widening for bike lanes to London Bridge Road.



Costs \$417,000



Mohave County Bicycle Facilities

Recommended Improvements

Widening London Bridge Road between Fathom Drive and SR 95 for the installation of bikeable shoulders will provide a lower volume, lower speed continuous bike facility on the northern section of London Bridge Road.



Costs \$370,000



Mohave County Bicycle Facilities

Recommended Improvements

Recommendations for the southern portion of Desert Hills include striping several wide roads for bike lanes, including Chenoweth Road, Pero Drive, Lake Drive, and Jacob Row.

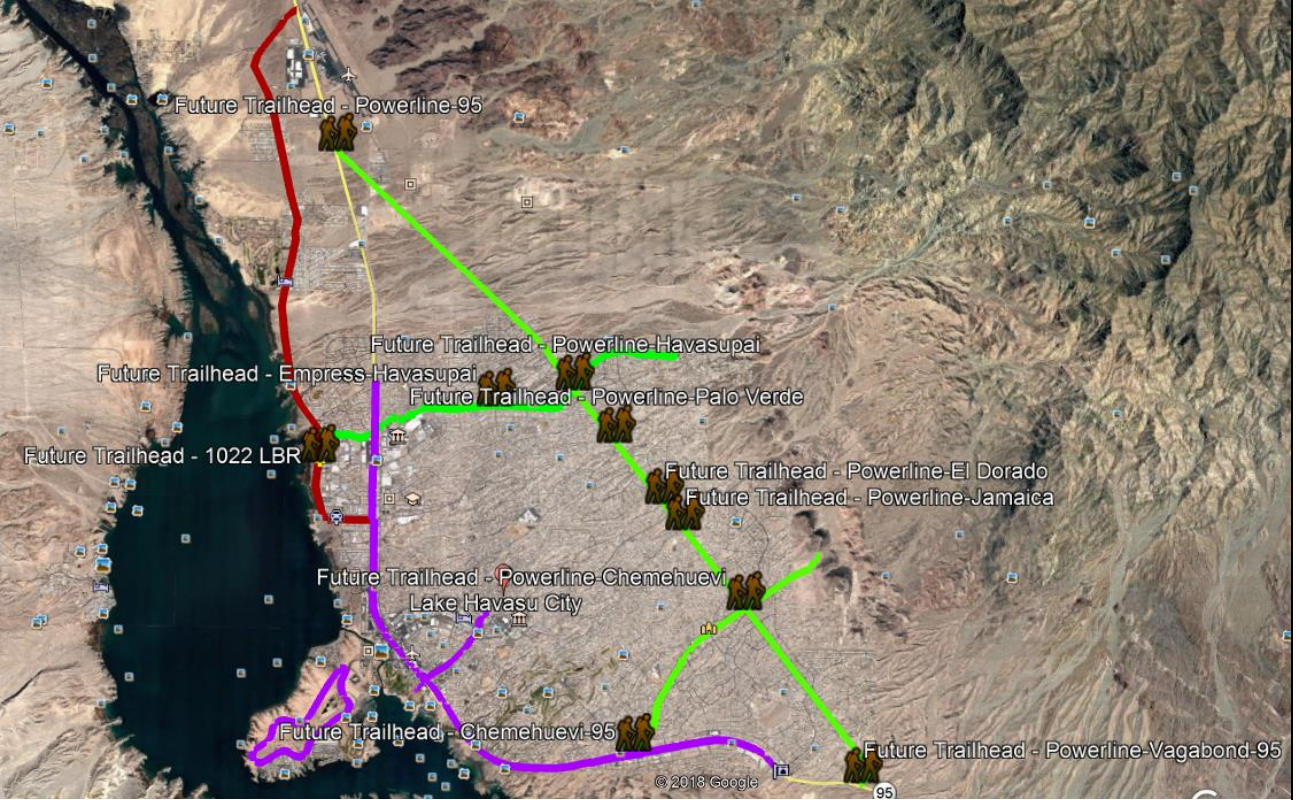


Costs \$70,000




Trails Network

The Lake Havasu City area has several existing trails, including the trail along State Route 95, which travels approximately 10 miles between SARA Park and the north city limits. The map below shows a view of the combined current and future trail system. Existing trails are shown in purple, future trails are shown in green, and London Bridge Road/ Old 95 is shown in red.

Trails and Trailheads Existing and Future	
<u>Recommended Improvements</u> Trailheads are recommended at intersections of trails and key on-street bicycle routes. In addition, Old 95 from Lake Havasu to I-40 is recommended for future use as an off-road bicycle trail.	
Costs: \$300,000 for Old 95 Trail	

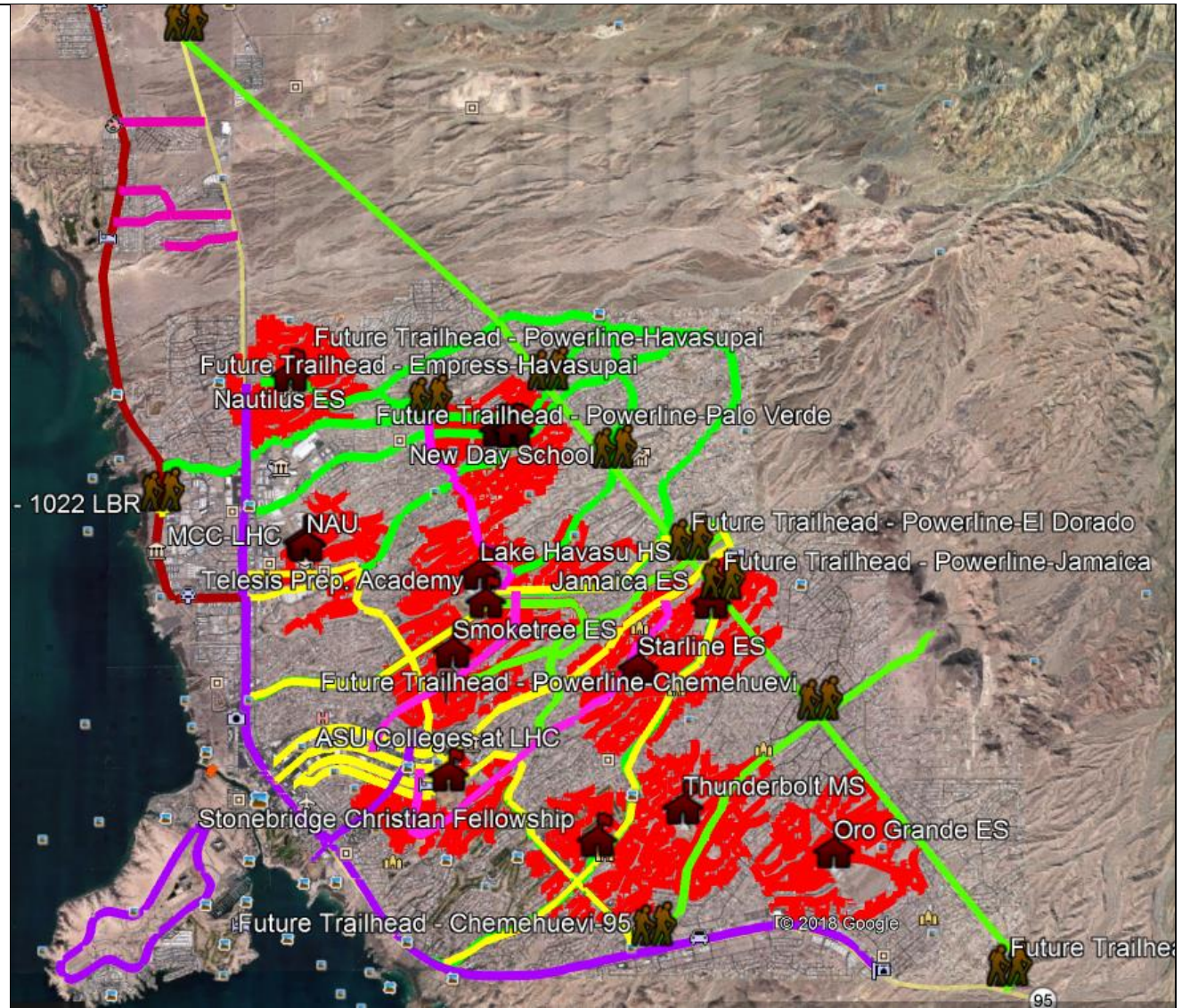


<p>Existing Trails – Island</p>	<p>The Island Loop Trail currently provides pedestrian and bicycle connections around the interior of the island. From a multimodal safety and convenience viewpoint, challenges exist in connecting users of these travel modes safely between the hotels, restaurants, and shops at the island's primary activity node and to a) the island's interior, b) the 'mainland' and the McCulloch corridor, and c) the SR95 Trail.</p>
<p><u>Recommended Improvements</u></p> <p>Improve pedestrian and bicycle connections between main activity node, the island interior/trail, and the McCulloch corridor.</p>	
<p>Costs: \$200,000</p>	

Trails Network – Future Trailheads	
<p><u>Recommended Improvements</u></p> <p>The map indicates the City-owned property at 1022 London Bridge Road which could be developed into a trailhead and comfort node.</p>	



LHMPO Current and Future Multimodal Network



Wheeler Park



McCulloch Boulevard Reconfiguration

Recommended Improvements

Wheeler Park is one of the central features of the McCulloch corridor, and plays host to several large events every year. However, in its current configuration – surrounded by two high-volume travel lanes in both directions – the park likely doesn't serve as many residents as it could. Wheeler Park could become a focal point for the mid-McCulloch corridor, and a gateway to downtown. This image represents how the eastbound lanes of McCulloch Boulevard could be shifted to the north, having the effect of shifting Wheeler Park southward. By doing so, the park easily could be accessed from streetside, without the need for park users to cross any travel lanes.

Costs: \$420,000



TABLE 17: PROJECTS AND ESTIMATED COST

Project	Location	Description	Estimated Cost
1	London Bridge Road: Fathom Drive to SR 95	Shoulder widening for bike lane delineation	\$370,000
2	Fathom Drive: London Bridge Road to Reef Drive	Shoulder widening for bike lane delineation	\$392,000
3	"Castle Rock Loop" to tie into Fathom Drive shoulder widening, including Reef Drive, Vista Drive, and Edgewater Boulevard	Stripe for bike lanes where there's adequate width; otherwise, install shared lane markings	\$25,000
4	Chenoweth Road: London Bridge Road to SR 95	Stripe for bike lanes	\$17,500
5	Lake Drive, Pero Drive, and Jacob Row	Stripe for bike lanes	\$52,500
6	London Bridge Road in vicinity of Windsor Beach	Stripe for bike lanes; install missing sidewalk	\$101,500
7	McCulloch Boulevard: Smoketree Avenue to Acoma Boulevard	Narrow the roadway by striping 10-foot travel lanes and converting the existing angled parking to parallel parking	\$676,000
8	McCulloch Boulevard: Lake Havasu Avenue to Smoketree Avenue	Narrow the roadway by striping 12-foot travel lanes and adding 5-foot bicycle lanes	\$20,000
9	Mesquite Avenue: Lake Havasu Avenue to Acoma Boulevard	Narrow the roadway by striping 11- and 12-foot travel lanes and adding a center landscaped median	\$814,000
10	Swanson Avenue: Lake Havasu Avenue to Acoma Boulevard	Redistribute the width of the center two-way left-turn lane to stripe a bike lane on the north side of Swanson	\$33,750
11	Magnolia Drive: Swanson Avenue to Cypress Drive	Reconfigure the roadway by narrowing both the travel lanes and parking lanes, creating a shared lane for parking and bicycles	\$26,250
12	Acoma Boulevard: Industrial Boulevard to Stroke Drive	Stripe 'advisory bike lanes' into the curb lanes	\$65,000
13	Acoma Boulevard: Stroke Drive to Fremont Drive; Industrial Boulevard to Lake Havasu Avenue	Reconfigure the roadway between the existing curbs by narrowing both the travel lanes and parking lanes, creating a shared lane for parking and bicycles	\$56,250
14	Jamaica Boulevard: Lake Havasu Avenue to Kiowa Boulevard	Install Shared Parking/Bicycle Lanes by narrowing the existing travel lanes and parking lanes	\$122,500
15	El Dorado Avenue: Daytona Avenue to Jamaica Boulevard	Install Shared Parking/Bicycle Lanes by narrowing the existing travel lanes and parking lanes	\$57,500



Project	Location	Description	Estimated Cost
16	Havasupai Boulevard: Acoma Boulevard to Kiowa Boulevard	Install Shared Parking/Bicycle Lanes by narrowing the existing travel lanes and parking lanes	\$40,000
17	Cisco Drive: Palo Verde Boulevard to Pima Drive	Install Shared Parking/Bicycle Lanes by narrowing the existing travel lanes and parking lanes	\$45,000
18	Old 95 Alignment	Utilize/upgrade the Old 95 alignment for off-road biking and hiking	\$300,000
19	Island	Improve pedestrian and bicycle connections between main activity node, the island interior/trail, and the McCulloch corridor	\$200,000
20	ASU Colleges at Lake Havasu City	Construct sidewalks within 1/2 mile radius of school	\$2,228,750
21	Havasupai Elementary School	Construct sidewalks within 1/2 mile radius of school	\$2,802,475
22	Jamaica Elementary School	Construct sidewalks within 1/2 mile radius of school	\$2,641,025
23	Lake Havasu High School	Construct sidewalks within 1/2 mile radius of school	\$3,838,525
24	NAU MCC- Lake Havasu City	Construct sidewalks within 1/2 mile radius of school	\$1,456,875
25	Nautilus Elementary School	Construct sidewalks within 1/2 mile radius of school	\$2,778,325
26	Oro Grande Elementary School	Construct sidewalks within 1/2 mile radius of school	\$2,826,685
27	Smoketree Elementary School	Construct sidewalks within 1/2 mile radius of school	\$1,643,425
28	Starline Elementary School	Construct sidewalks within 1/2 mile radius of school	\$2,201,425
29	Thunderbolt Middle School	Construct sidewalks within 1/2 mile radius of school	\$3,280,175



Appendix A Wayfinding



Wayfinding

The following text is taken verbatim from the Valley Path Brand & Wayfinding Signage Guidelines developed by the Maricopa Association of Governments.

Destination Selection and Prioritization

Following the first principle, “connect places,” these guidelines describe an approach for selecting and prioritizing the potential destinations to which cyclists may want to travel. Bicycle signs only allow for three slots of information or destinations per sign. Thus, a consistent approach to selecting destinations to be included on wayfinding elements is necessary, given the multitude of potential destinations possible. Signs should follow the same approach throughout the region so that the system is clear and predictable. Destinations and their names should be referred to consistently until they are reached.

Potential destinations for inclusion on signs were categorized within a range of four levels. Level 1 destinations should receive first priority on wayfinding signs on regional pathways, followed by Level 2 and then Level 3. Level 4 destinations should only be included when other destinations are not present to fill available slots on a sign. These levels have been broadly organized as follows:

- Level 1 – Cities, Communities
- Level 2 – Districts and Neighborhoods
- Level 3 – Landmarks
- Level 4 – Local Destinations

Community and local pathways typically serve shorter trips within their immediate community. Signs on such facilities may prioritize Level 2 through Level 4 destinations, recognizing that longer, regional trips are more likely to occur via the regional pathway network. Also, destinations that are smaller in scale and regional significance are less likely to have direct connections from the off-street bicycle network than higher level destinations. The off-street bicycle wayfinding system will typically need to work in conjunction with the on-street bicycle navigational information to provide direction over the last mile of one’s journey to reach the front door of destinations.



Signing Logic

Decision Sign

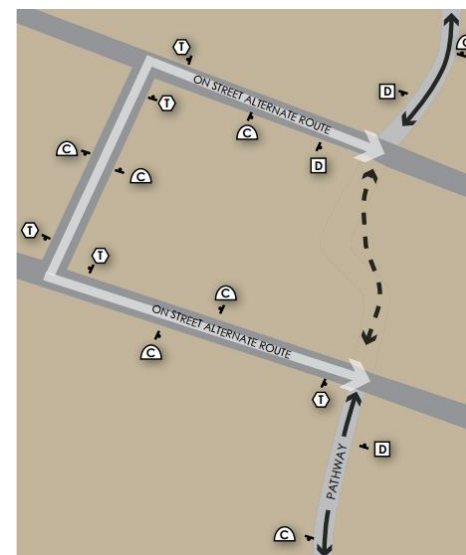
The diagram at right indicates the basic wayfinding needs of trail and street users and the corresponding signing logic. (D = Decision, C = Confirmation, K = Kiosk) Decision signs are posted in advance of any point where the trail/street user will need to choose between two or more routes/destinations. It is advisable to display on these signs between one and three of the Level 1-4 destinations listed above.

Turn Sign

These are used to clarify a specific route at changes in direction when only one route option is available. System brand mark, pathway name, directional arrow. Place these at turns prior to the turning action to provide cyclists advance notice of a change in direction. They also may be used in conjunction with a decision sign at complex intersections warranting additional information.

Confirmation Sign

Place these signs after a turn movement or intersection to reassure cyclists that they are on the correct route. Signs should be placed 50 to 100 feet after turns. Confirmation signs need not occur after every intersection.

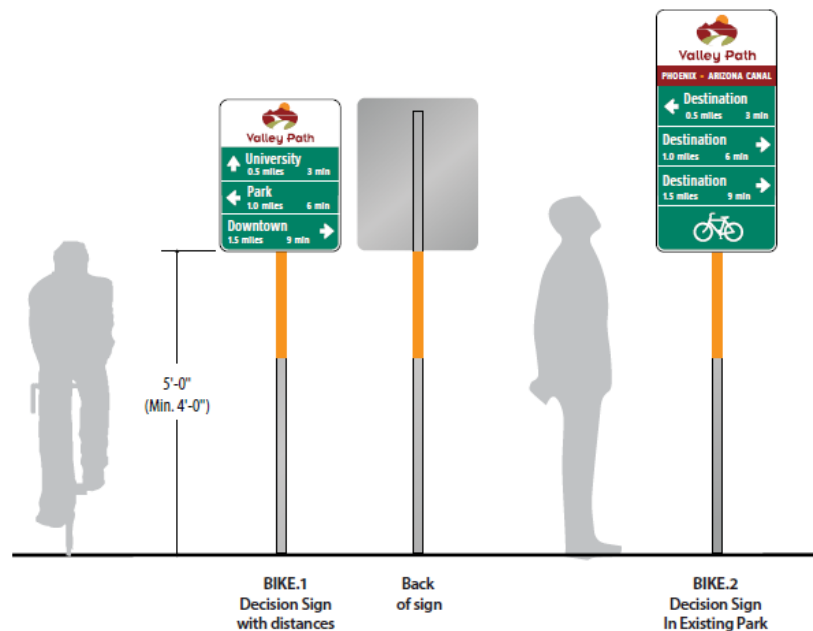


Decision Sign

Function and Content: Decision signs clarify route options when more than one potential route is available. System brand mark, space for up to three destinations, distance in miles and time (based on 10 mph or 6 minute per mile travel speed). May include specific path name or roadway name as appropriate. **Placement:** Placed prior to decision-making points or intersections with routes having bicycle facilities. Sufficient distance prior to the intersection should be provided to allow for safe recognition and response to information provided. Care should be taken so that the turn or options the sign refers to are obvious. Decision signs should not be placed near side or access paths that could be confused with the primary route.

Confirmation Sign

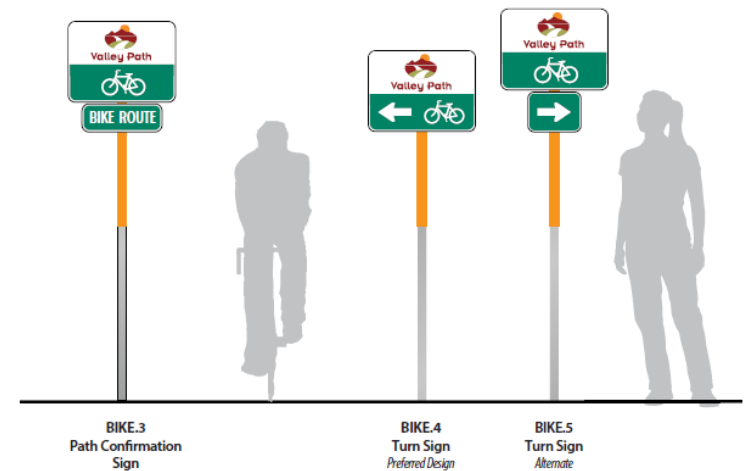
Function and Content: Placed after a turn movement or intersection to reassure cyclists that they are on the correct route. System brand mark, pathway name. **Placement:** Signs should be placed 50 to 100 feet after turns. Confirmation signs need not occur after every intersection. They should be prioritized at locations where a designated route is not linear, as well as after complex intersections. Complex intersections include those having more than four approaches, non-right angle turns, roundabouts, or indirect routing.



Turn Sign



Function and Content: Used to clarify a specific route at changes in direction when only one route option is available. **System brand mark,** pathway name, directional arrow. **Placement:** Placed at turns prior to the turning action to provide cyclists advance notice of a change in direction. Also may be used in conjunction with a decision sign at complex intersections warranting additional information



Mile Markers

Function and Content: Aids pathway users with measuring distance travelled. Also provides pathway managers and emergency response personnel points of reference to identify field issues such as maintenance needs or locations of emergency events.

System brand mark, distance in whole

number miles or decimal miles. Path name and jurisdiction may be included. **Placement:** To be placed every $\frac{1}{4}$ to $\frac{1}{2}$ mile along the pathway network. Point zero should begin at the southern and westernmost terminus points of a pathway. Mile numbering should be reset at zero as a pathway crosses a jurisdictional boundary. Distances along on-street routes should be included within mile measurements. Mile markers may be installed on one side of a pathway, back-to-back.

Trail and Path Signage



The current and future paths and trail network in the LHMPo area also can benefit from wayfinding. The current trail network eventually may connect with on-street bicycle and pedestrian facilities as designated in this Plan. As both networks grow, more connections will be created, and therefore the need to provide guidance. Tourists visiting the area also will benefit from such guidance, as they likely are not familiar with the destinations and their available options.



VALLEY PATH - ESTIMATE OF UNIT COSTS

MUTCD BIKE SIGNS

Sign Type	Unit Cost Range (Includes Installation)
BIKE.1 - Bike Decision Sign	\$800.00 - \$1,200.00
BIKE.2 - Bike Decision Sign in Park	\$1,200.00 - \$1,400.00
BIKE.3 - Path Confirmation Sign	\$800.00 - \$1,200.00
BIKE.4 - Turn Sign	\$850.00 - \$1,150.00
BIKE.5 - Turn Sign Alternate	\$800.00 - \$1,200.00
BIKE.6 - Logo Panel	\$200.00 - \$400.00

BRAND PATH SIGNS

Sign Type	Unit Cost Range (Includes Installation)
PATH.1 - Primary Path ID (no enhancements)	\$7,500.00 - \$9,500.00
PATH.2 - Secondary Path ID	\$2,000.00 - \$3,500.00
KIOSK.1 - Trail Kiosk	\$4,000.00 - \$6,000.00
PDIR.1 - Pedestrian Directional	\$3,750.00 - \$5,500.00
MILE.1 - Mile Marker	\$900.00 - \$1,100.00



Appendix B Public Involvement





BICYCLE AND PEDESTRIAN IMPLEMENTATION PLAN Public Outreach Survey Report

NOVEMBER 2017 | VERSION 1

PREPARED BY:



ON BEHALF OF:



INTRODUCTION

The Lake Havasu Metropolitan Planning Organization (LHMPO) is developing a comprehensive Bicycle and Pedestrian Implementation Plan for the area to address issues and needs of those who walk and bicycle within the region. The plan will address necessary steps to implement bicycle signage and striping, complete or add sidewalks, and potentially enhance the area with multiuse paths. The plan will establish regional objectives, identify strategies to plan and construct the above facility types, and evaluate/prioritize projects for completion within 5-, 10-, and 20-year time horizons.

This report summarizes the experiences of four types of stakeholders:

- People who currently ride a bicycle
- People who currently do not ride a bicycle
- People who currently walk
- People who currently do not walk

1. OVERVIEW

KEY ISSUES

The majority of survey respondents identified themselves as people who walk (80%). Additionally, there were more bicyclists (56%) than non-bicyclists (44%) who completed the survey.

Key issues identified include:

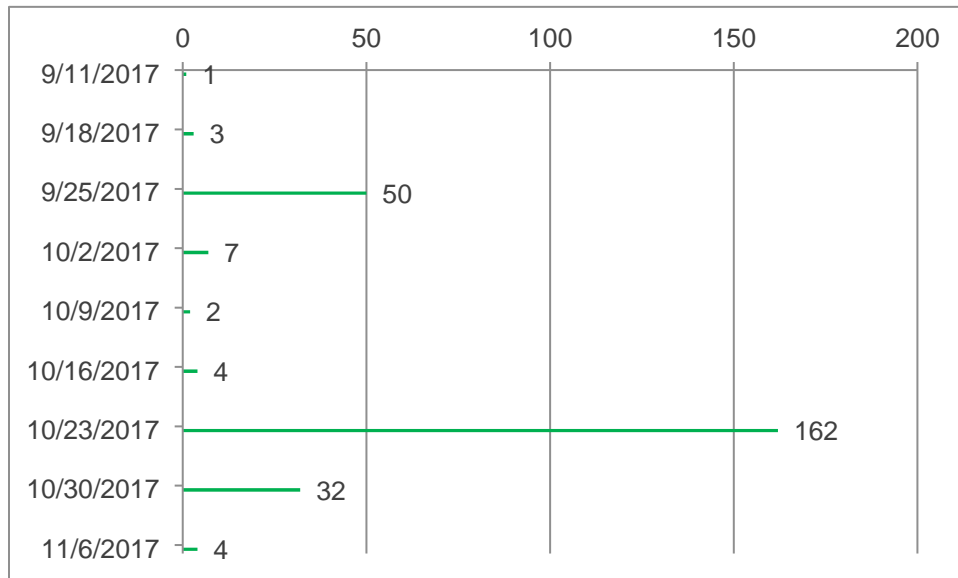
- Bicyclists report a variety of unsafe motorist and pedestrian activities that contribute to negative bicycling experiences.
- The vast majority of bicyclists do so for exercise or recreation, or simply for fun.
- Popular bicyclist destinations range from bike paths, parks, schools, and stores to specific intersections.
- The top three concerns of bicyclists are all associated with the interaction between bicyclists and motorists.
- It is unlikely that negative experiences while riding a bike contributes to respondents' decisions to not ride a bike.
- Top concerns among people who do not ride a bicycle include interactions with motorists, lack of bike lanes, difficulty crossing intersections, and street lighting.
- The most popular suggestion from who do not ride a bicycle is to add bike lanes.
- A variety of locations is cited regarding negative bicycling experiences, with both Acoma and London Bridge Road mentioned more frequently.
- A variety of additional locations is cited regarding places to which respondents would like to bicycle, with McCulloch Blvd. and Acoma mentioned more frequently.
- People who walk report a variety of unsafe motorist or bicyclist activities that contribute to negative walking experiences.
- Similar to bicyclists, those who walk reported that they do so for exercise or recreation, and also to have fun.
- Popular walking destinations range from parks, paths and stores to specific intersections.
- The top concerns among those who walk are lack of sidewalks/trails and cars driving too fast.
- People who do not walk cite reasons including the distance to their desired destination and street lighting.
- Among those who do not walk, lack of sidewalks is a concern.
- A variety of locations is cited regarding negative walking experiences, with both Daytona and McCulloch Blvd. mentioned more frequently.
- A variety of additional locations is cited regarding places to which respondents would like to walk, with schools, stores, and parks mentioned more frequently.

2. SURVEY PROCESS

The purpose of the LHMPO Bicycle and Pedestrian Survey is to assess current conditions, experiences, and desires of those who currently bike or walk and those who do not currently bike or walk. Information obtained through the survey and other sources will be used to customize the approach for the planning process and validate the resulting recommendations in order to meet the unique needs of the community.

The survey was available online from September 11 through November 9, 2017. Printed copies of the survey were also available at meetings as noted. There were 265 responses received.

Figure 1: Survey Responses by Week



NOTIFICATION

Notification regarding the availability of the survey and/or opportunities to complete printed copies at a meeting included:

- 9-5-17: LHMPO Bicycle and Pedestrian Plan Public Meeting notice
- 9-5-17: Facebook Boosted Post promoting the public meeting ran September 5-19 to 1,042 people with 49 reported engagements
- 9-13-17: LHMPO Bicycle and Pedestrian Plan Public Meeting notice reminder
- 9-19-17: LHMPO Bicycle and Pedestrian Plan Public Meeting (approx. 46 attendees)
- 9-25-17: Press release sent to 16 representatives of local media outlets
- 10-2-17: Email with survey link sent to 180 stakeholders including local schools, bicycle shops, local businesses, business organizations, recreation contacts, government agencies, religious organizations, public health and safety representatives, and other interested residents
- 10-13-17: Facebook Boosted Post promoting the survey ran October 13-30 to 1,082 people with 39 click-throughs
- 10-30-17: Survey to Close/final notice to 180 stakeholders

3. SURVEY RESULTS

Survey responses are categorized by four groups of stakeholders:

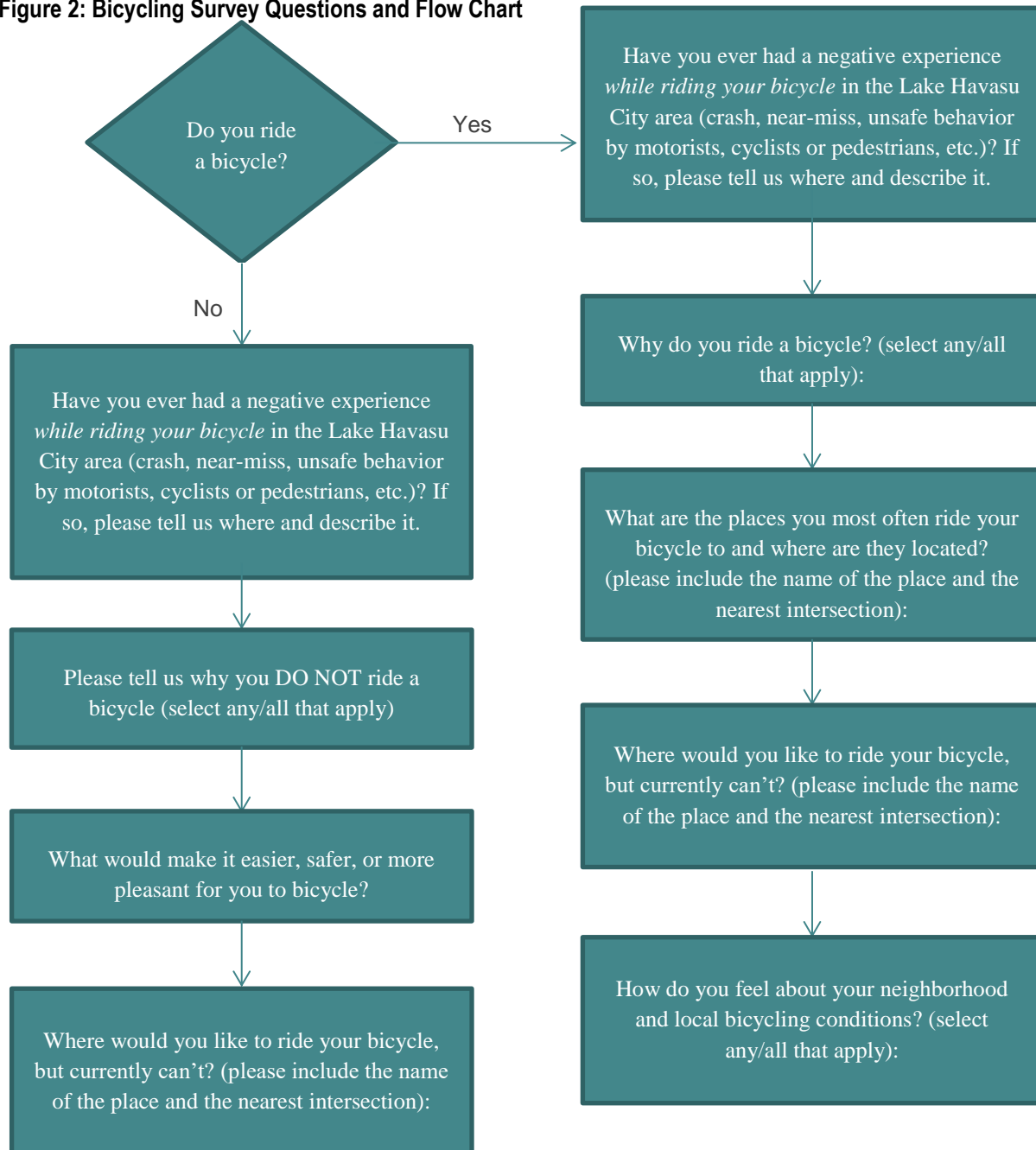
- People who currently ride a bicycle
- People who currently do not ride a bicycle
- People who currently walk
- People who currently do not walk

Where appropriate, similar questions were asked of both bicyclists and non-bicyclists, and pedestrians and non-pedestrians. Flow charts for survey questions are provided in Figures 2 (bicycling) and Figure 3 (walking). Verbatim answers to questions are shown in Section 4, Survey Responses.

An overview of responses follows. In some cases, categories were applied to open-ended questions after the responses were received. In responses that included multiple answers to one question, the main topic or the topic listed first was used to categorize the response.

BICYCLING

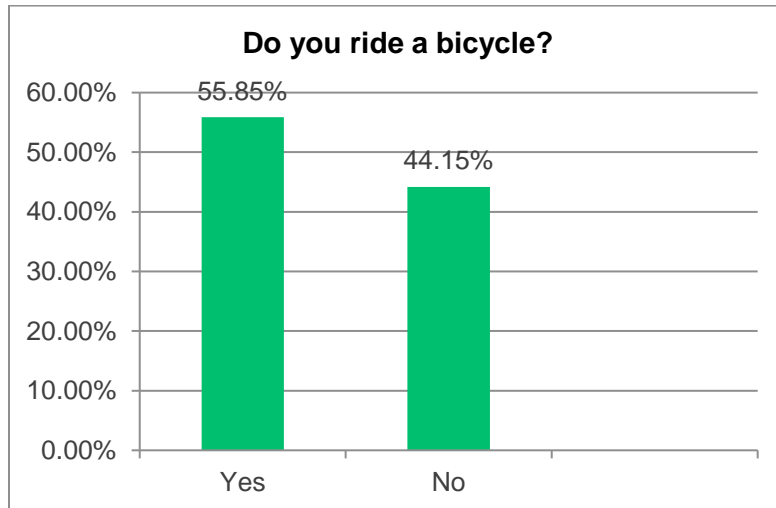
Figure 2: Bicycling Survey Questions and Flow Chart



ALL RESPONDENTS

1. Do you ride a bicycle?

- All respondents were asked whether they ride a bicycle. Slightly more than half (56%) of respondents reported that they ride a bicycle.
- No: 117 responses (44%)
- Yes: 148 responses (56%)



BICYCLING—THOSE WHO DO NOT RIDE A BICYCLE

Of the 117 respondents who indicated that they do not currently ride a bike, the following questions were asked and responses received.

2. Have you ever had a negative experience while riding your bicycle in the Lake Havasu City area (crash, near-miss, unsafe behavior by motorists, cyclists or pedestrians, etc.)? If so, please tell us where and describe it.

Of those who reported that they do not ride a bike, 9% indicated that they have not had a negative experience (11 responses), 4% reported a negative experience (5 responses), and 86% did not respond. A list of locations of negative experiences cited by bicyclists and non-bicyclists is detailed at the end of the bicycling section.

- *It is unlikely that negative experiences while riding a bike contributed to respondents' decisions to not ride a bike.*

16 responses* were received including:

- 11 – no/none/not apply
- 2 – unsafe motorist or unsafe pedestrian activity
- 1 – condition/maintenance
- 1 – lack of infrastructure
- 1 – yes

* Categories shown above were not provided as part of the survey; rather, they were applied during analysis.

3. Please tell us why you DO NOT ride a bicycle (select any/all that apply):

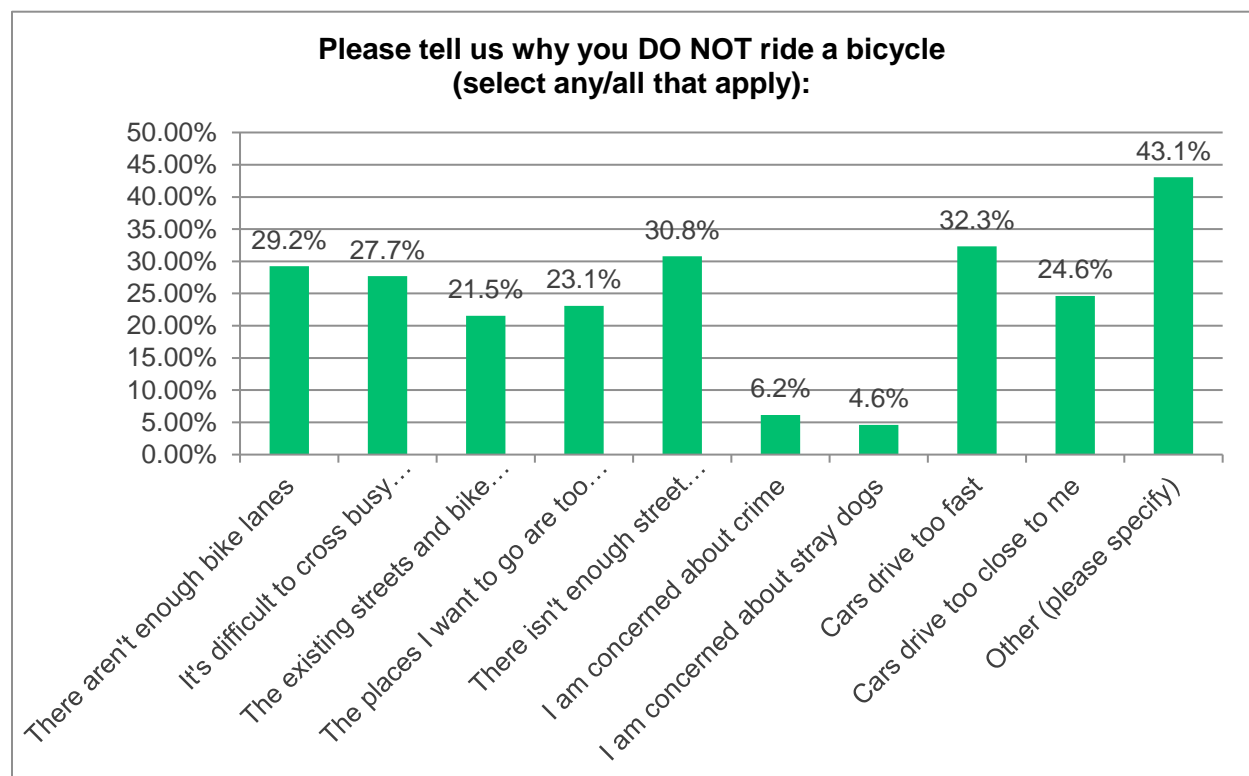
Of those who reported that they do not ride a bike, 56% provided one or more reasons.

- *Of the top four responses, three directly relate to potential interactions with motorists (32%-cars drive too fast; 29%-there aren't enough bike lanes; 28%-difficult to cross busy intersections). There is also concern regarding street lighting (31%).*

65 responses were received including:

- 28 – Other (please specify) (43%)
- 21 – Cars drive too fast (32%)
- 20 – There isn't enough street lighting (too dark) (31%)
- 19 – There aren't enough bike lanes (29%)
- 18 – It's difficult to cross busy intersections (28%)
- 16 – Cars drive too close to me (25%)
- 15 – The places I want to go are too far away to bike (23%)
- 14 – The existing streets and bike lanes/routes don't go where I want to go (22%)
- 4 – I am concerned about crime (6%)
- 3 – I am concerned about stray dogs (5%)

Totals are greater than 100% due to multiple responses. The list of “other” reasons is included in Section 4, Survey Responses.



4. What would make it easier, safer, or more pleasant for you to bicycle? (open-ended)

Of those who reported that they do not ride a bike, 28% provided a response.

- *The most popular response was to add bike lanes, which received 10% of the responses. All other suggestions rated 4% of the responses or less.*

33 responses* were received including:

- 12 – Bike lanes (10%)
- 10 – Nothing/not apply (9%)
- 5 – Better lighting (4%)
- 2 – Motorist attitudes (2%)
- 2 – Sidewalks (2%)
- 2 – Traffic control (2%)

* Categories shown above were not provided as part of the survey; rather, they were applied during analysis.

5. Where would you like to ride your bicycle, but currently can't? (please include the name of the place and the nearest intersection):

This question offered five response areas. Sixteen individuals (14%) provided 25 responses as summarized below. A list of locations cited by bicyclists and non-bicyclists is detailed at the end of the bicycling section.

- 10 – Locations, including:
 - Acoma & Daytona
 - Downtown
 - Drifter Drive crossing McCulloch to Daytona
 - English Village
 - McCulloch and Chesapeake
 - McCulloch and Jamaica
 - McCullough and El Dorado
 - Most of Lake Havasu Avenue headed north
 - Outskirts of town
 - Smith/McCulloch
- 5 – Other
- 3 – Schools, including:
 - Oro Grande School
 - Thunderbolt School
 - From the Mohican Drive area to Jamaica Elementary
- 3 – Trails, including:
 - Establish a power line trail through Lake Havasu City
 - Establish trails along wash banks throughout city
- 2 – Parks, including:
 - SARA Park off SR 95
- 2 – Stores

BICYCLING—CURRENT BICYCLISTS

Of the 148 respondents who indicated that they currently ride a bike, the following questions were asked and responses received.

6. Have you ever had a negative experience while riding your bicycle in the Lake Havasu City area (crash, near-miss, unsafe behavior by motorists, cyclists or pedestrians, etc.)? If so, please tell us where and describe it.

Of those who reported that they ride a bike, 42% reported a negative experience (62 responses), 8% indicated that they have not had a negative experience (12 responses), and 50% did not respond. . A list of locations cited by bicyclists and non-bicyclists is detailed at the end of the bicycling section.

- *In this open-ended question, respondents reported a variety of unsafe motorist and pedestrian activities (23%) that contribute to negative bicycling experiences.*

74 responses* were received including:

- 34 – unsafe motorist or unsafe pedestrian activity (23%)
- 17 – lack of infrastructure (11%)
- 12 – no (8%)
- 6 – condition/maintenance (4%)
- 5 – yes (3%)

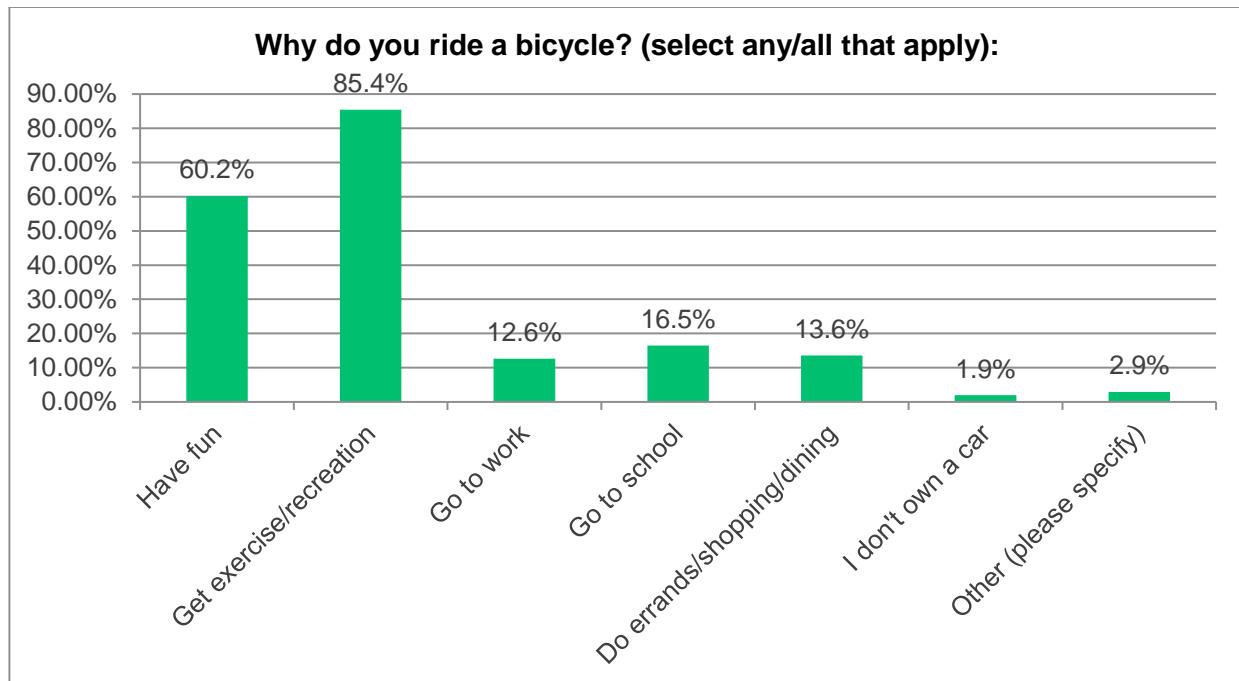
* Categories shown above were not provided as part of the survey; rather, they were applied during analysis.

7. Why do you ride a bicycle? (select any/all that apply):

Of those who reported that they ride a bike, 103 individuals (70%) responded to this question and provided 199 responses.

- *The vast majority of respondents bicycle for exercise or recreation (85%), or simply for fun (60%).*
- 88 – Get exercise/recreation (85%)
- 62 – Have fun (60%)
- 17 – Go to school (17%)
- 14 – Do errands/shopping/dining (14%)
- 13 – Go to work (13%)
- 3 – Other (please specify) (3%)
- 2 – I don't own a car (2%)

Totals are greater than 100% due to multiple responses.



8. What are the places you most often ride your bicycle to and where are they located? (please include the name of the place and the nearest intersection):

This question offered five response areas. Of those who reported that they ride a bike, 90 individuals (61%) provided 207 responses as shown below.

- Popular destinations range from bike paths, parks, schools, and stores to specific intersections. A complete list of destinations is provided in Section 4, Survey Responses.
- 87 – Locations including:
 - General locations (46 responses)
 - Specific locations (23 responses)
 - London Bridge Road (9 responses)
 - McCulloch (7 responses)
 - Airport (2 responses)
- 44 – Bike path, including:
 - Bike path on island (37 responses)
 - Highway path (7 responses)
- 29 – Park
 - Rotary Park (12 responses)
 - SARA Park (12 responses)
 - Other (5 responses)
- 22 – School
 - Elementary/middle schools (13 responses)
 - High school (6 responses)
 - ASU Havasu
- 20 – Store/business
 - Grocery store (8 responses)
 - Mall (6 responses)
 - Other business locations (6 responses)

- 3 – Golf Course
- 2 – Church

9. Where would you like to ride your bicycle, but currently can't? (please include the name of the place and the nearest intersection):

This question offered five response areas. Of those who reported that they ride a bike, 53 individuals (36%) provided 86 responses as shown below. A list of locations is detailed at the end of the bicycling section.

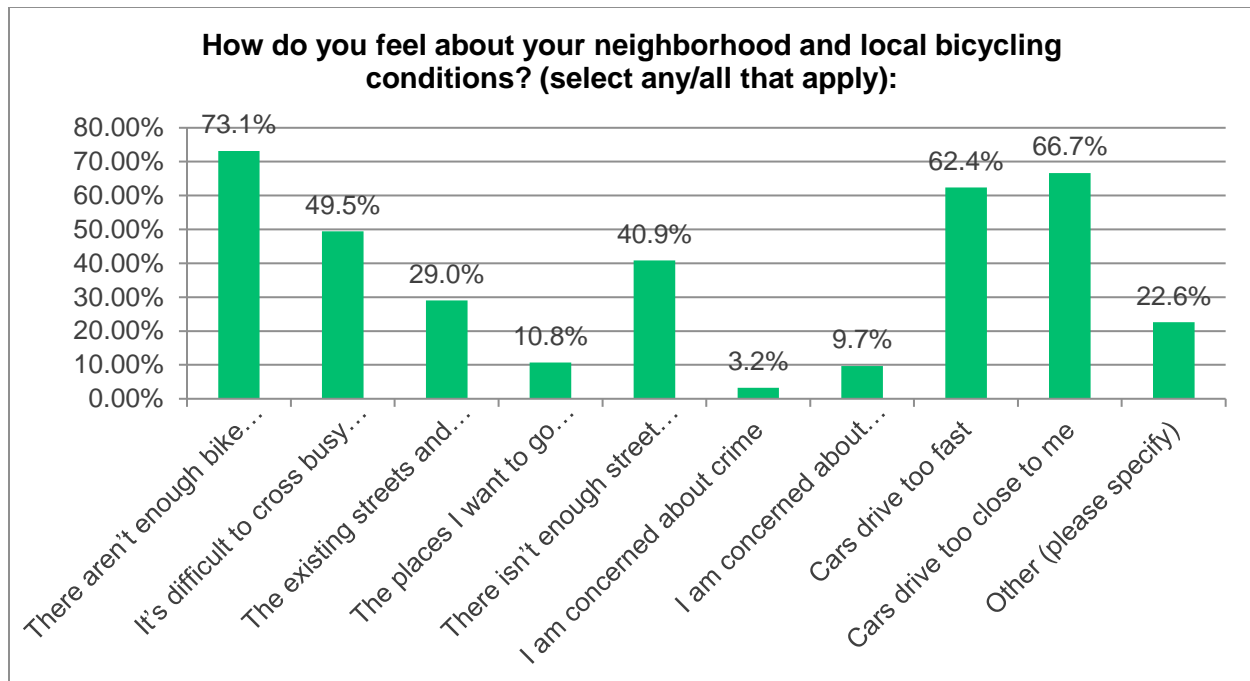
- 67 – Locations including:
 - Specific locations (48 responses)
 - General locations (16 responses)
 - Nowhere/I can ride everywhere I want to go (4 responses)
- 9 – Store/business
 - Grocery store (4 responses)
 - To Work
 - City Hall
 - Dollar General (South Side)
 - Gym - Lake Havasu Ave & Industrial
 - Post Office - McCulloch
- 4 – Park
 - Rotary Park (2 responses)
 - SARA Park (2 responses)
- 3 – Bike path
- 2 – School

10. How do you feel about your neighborhood and local bicycling conditions? (select any/all that apply):

Of those who reported that they ride a bike, 93 individuals (63%) responded to the question.

- *The top three concerns all received more than 60% of the responses, and all are associated with the interaction between bicyclists and motorists.*
- 68 – There aren't enough bike lanes (73%)
- 62 – Cars drive too close to me (67%)
- 58 – Cars drive too fast (62%)
- 46 – It's difficult to cross busy intersections (49%)
- 38 – There isn't enough street lighting (too dark) (41%)
- 27 – The existing streets and bike lanes/routes don't go where I want to go (29%)
- 21 – Other (please specify) (23%)
- 10 – The places I want to go are too far away to bike (11%)
- 9 – I am concerned about stray dogs (10%)
- 3 – I am concerned about crime (3%)

The list of "other" reasons is included in Section 4, Survey Responses.



BICYCLING—OTHER

(Questions 2 and 6): Locations with noted negative experiences as reported by both bicyclists and non-bicyclists.

44 locations were provided by respondents:

- 8 – Acoma, including:
 - Swanson/Acoma
 - Acoma/Smoketree
 - Acoma/S. Palo Verde
 - Acoma/Daytona
- 8 – London Bridge Road
- 5 – Jamaica, including:
 - Jamaica Elementary
- 5 – McCulloch Blvd
- 3 – Island Loop Road
- 3 – Lake Havasu Avenue, including:
 - Mesquite/Lake Havasu Avenue
- 3 – US 95, including:
 - Mulberry/US 95
- 2 – Bamboo and Empress
- 2 – Chemehuevi, including:
 - Chemehuevi and Saratoga
- Avalon Avenue
- Daytona
- Kiowa
- Palo Verde
- Thunderbolt

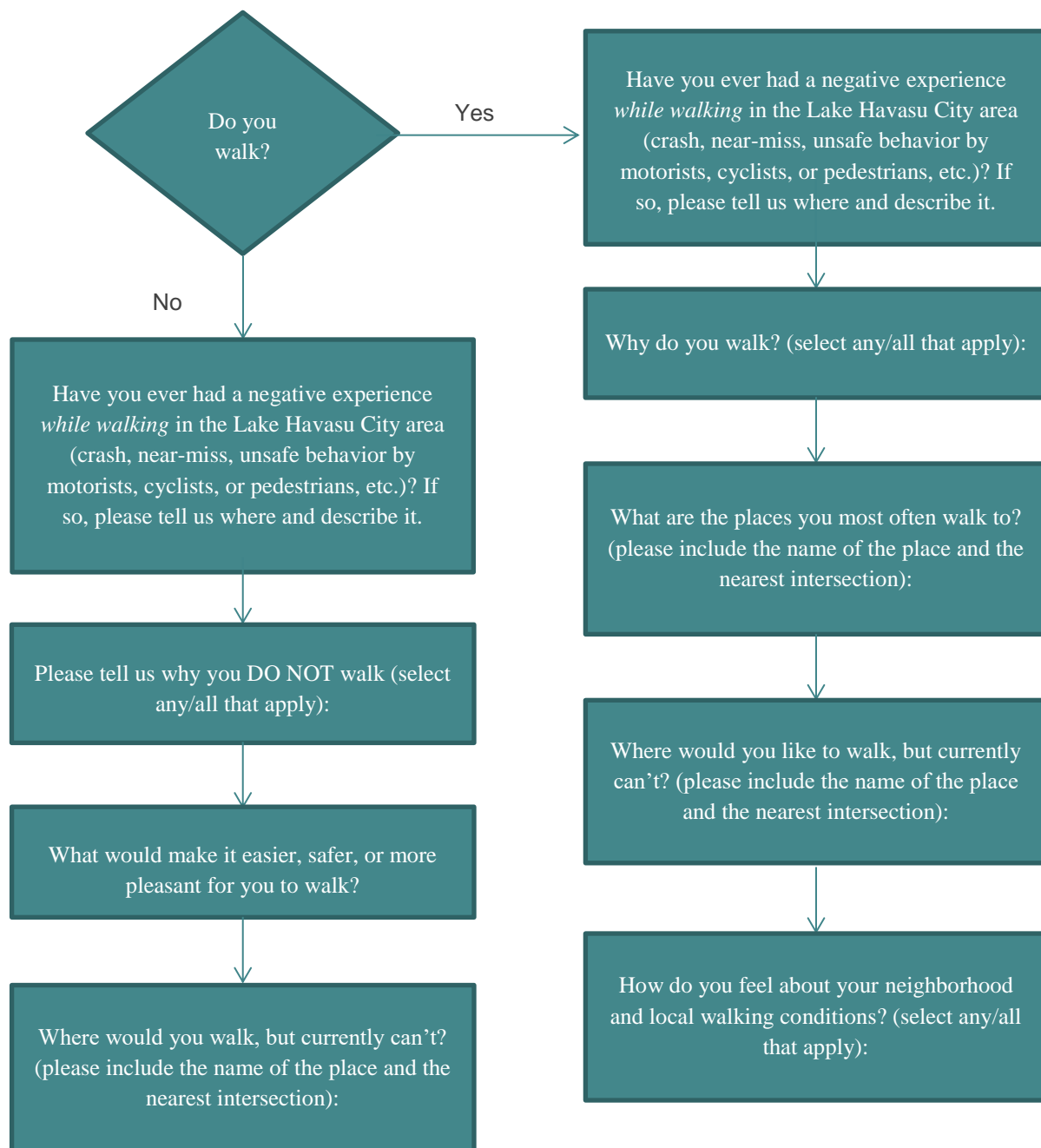
(Questions 5 and 9): Locations both bicyclists and non-bicyclists would like to be able to bicycle to, but currently can't do so.

Street/general locations including:

- 11 – McCulloch Blvd. including:
 - McCulloch/Chesapeake
 - McCulloch/Jamaica
 - McCulloch/El Dorado
 - McCulloch Blvd North/Capri Blvd
 - McCulloch - Jamaica to 95
 - Drifter Drive crossing McCulloch to Daytona
 - Smith/McCulloch
 - US 95/McCulloch Blvd South
- 7 – Acoma Blvd including:
 - Acoma/Daytona
- 5 – Lake Havasu Blvd including:
 - Most of Lake Havasu Avenue headed north
- 3 – London Bridge Road
- Other locations:
 - Airport
 - Along Route 95 beyond Palo Verde North to Route 40
 - Arapahoe
 - Avalon/N. Palo Verde Blvd.
 - Avalon Ave.
 - Bridge
 - Central City
 - Close to the water
 - Downtown
 - Downtown Lake Havasu
 - English Village
 - Havasu to Parker
 - Highway 40 toward Kingman
 - SR 95 toward Parker
 - Island
 - Jamaica
 - Kearsage
 - Kiowa
 - Lake Havasu to Parker
 - Library - McCulloch
 - Maricopa Ave.
 - Maverick Drive/Kiowa Blvd.
 - North Palo Verde
 - Outskirts of town
 - Palo Verde North
 - Parker
 - Pilot (I-40)
 - Route 95
 - Saratoga - Jamaica to Acoma
 - Thunderbolt

- To Bill Williams
- To the Hualapais
- Winnebago Dr.
- Stores/businesses including:
 - 3 – Home Depot/Walmart
 - City Hall
 - Dollar General (South Side)
 - Gym - Lake Havasu Ave/Industrial
 - Post Office - McCulloch
 - Smith's (McCulloch/Acoma)
 - Smiths - Acoma/McCulloch
- Parks including:
 - 3 – SARA Park
 - 2 – Rotary Park
- Bike paths/trails including:
 - Across the bridge from the one bike path to the other
 - Establish a power line trail through Lake Havasu City
 - Establish trails along wash banks throughout city
 - From our house to the island
- Schools including:
 - From the Mohican Drive area to Jamaica Elementary
 - McCulloch S/US 95 to Starline Elementary
 - Oro Grande School
 - Thunderbolt School

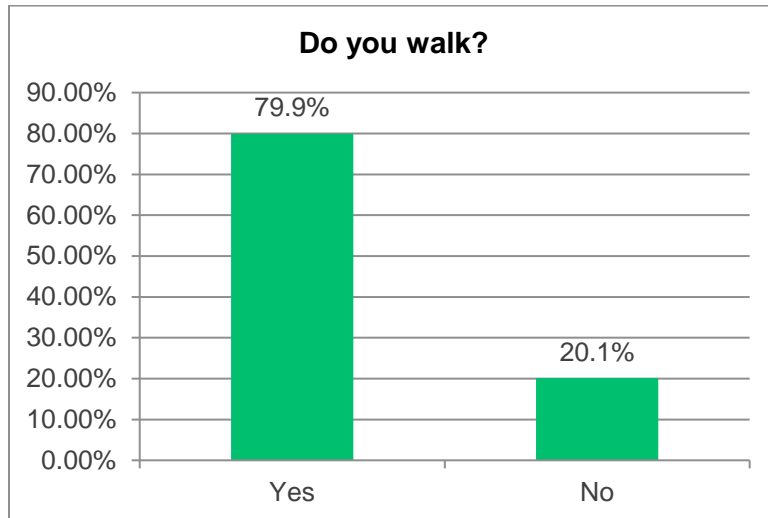
Figure 3: Walking Survey Questions and Flow Chart



ALL RESPONDENTS

11. Do you walk?

- All respondents were asked whether they walk. A significant portion of respondents (80%) reported that they walk.
- No: 35 responses (20%)
- Yes: 139 responses (80%)



WALKING—THOSE WHO DO NOT WALK

Of the 35 respondents who indicated that they do not currently walk, the following questions were asked and responses received.

- Of the 265 people surveyed, only 35 people (20%) reported that they do not walk; therefore, the results in this section may not represent the typical experience of those who do not walk.

12. Have you ever had a negative experience while walking in the Lake Havasu City area (crash, near-miss, unsafe behavior by motorists, cyclists, or pedestrians, etc.)? If so, please tell us where and describe it.

Of those who reported that they do not walk, 29% indicated that they have not had a negative experience (10 responses), 3% reported a negative experience (1 response), and 71% did not respond.

- Only one negative response was received.
- No. Hiking on the trails at SARA Park occasionally.

This site is included in the list of locations provided at the end of the walking section.

13. Please tell us why you DO NOT walk (select any/all that apply):

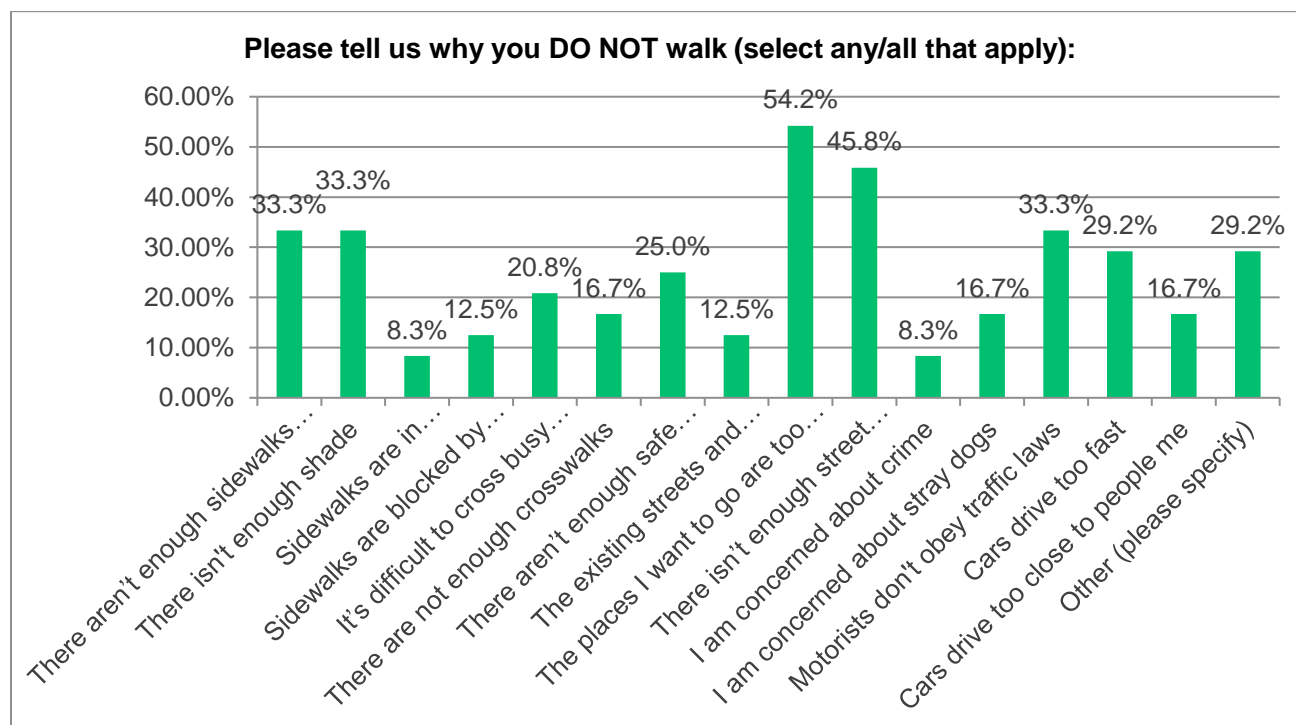
Of those who reported that they do not walk, 69% provided one or more reasons.

- The top two responses in this category include distance to destination (54%) and street lighting (46%).

95 responses were received including:

- 13 – The places I want to go are too far away to walk (54%)
- 11 – There isn't enough street lighting (too dark) (46%)
- 8 – Motorists don't obey traffic laws (33%)
- 8 – There aren't enough sidewalks and trails (33%)
- 8 – There isn't enough shade (33%)
- 7 – Cars drive too fast (29%)
- 7 – Other (please specify) (29%)
- 6 – There aren't enough safe places to cross the street between intersections (25%)
- 5 – It's difficult to cross busy intersections (21%)
- 4 – Cars drive too close to people/me (17%)
- 4 – I am concerned about stray dogs (17%)
- 4 – There are not enough crosswalks (17%)
- 3 – Sidewalks are blocked by trash/recycling bins or mailboxes (13%)
- 3 – The existing streets and sidewalks don't go where I want to go (13%)
- 2 – I am concerned about crime (8%)
- 2 – Sidewalks are in disrepair/cracked (8%)

Totals are greater than 100% due to multiple responses. The list of "other" reasons is included in Section 4, Survey Responses.



14. What would make it easier, safer, or more pleasant for you to walk?

Of those who reported that they do not walk, 8 provided a response* (23%).

- *In this open-ended question, lack of sidewalks (11%) was the top response.*
- 4 – Sidewalks (11%)
- 4 – Other (11%)
 - Car
 - I don't enjoy walking
 - Street lighting

* Categories shown above were not provided as part of the survey; rather, they were applied during analysis.

15. Where would you walk, but currently can't? (please include the name of the place and the nearest intersection):

This question offered five response areas. 4 individuals (11%) provided 6 responses. A list of locations is detailed at the end of the walking section.

- 2 – Locations, including:
 - McCulloch
 - Neighborhood around my house (Tahitian area)
- 4 – Other, including:
 - Park
 - Trails
 - Not on roadways

WALKING—CURRENT PEDESTRIANS

Of the 139 respondents who indicated that they currently walk, the following questions were asked and responses received.

16. Have you ever had a negative experience while walking in the Lake Havasu City area (crash, near-miss, unsafe behavior by motorists, cyclists, or pedestrians, etc.)? If so, please tell us where and describe it.

Of those who reported that they walk, 45% reported a negative experience (63 responses), 19% indicated that they have not had a negative experience (27 responses), and 35% did not respond. . A list of locations is detailed at the end of the walking section.

- *The top response to this open-ended question cites unsafe motorist or bicyclist activity (26% combined) in association with a negative walking experience. Also of note, 19% of respondents wrote in "no" regarding negative walking experiences.*

90 responses* were received including:

- 36 – Unsafe motorist/bicyclist activity (26%)
- 27 – No (19%)
- 15 – Lack of infrastructure (11%)
- 8 – Yes (6%)

- 2 – Dogs (1%)
- Condition/Maintenance
- Other

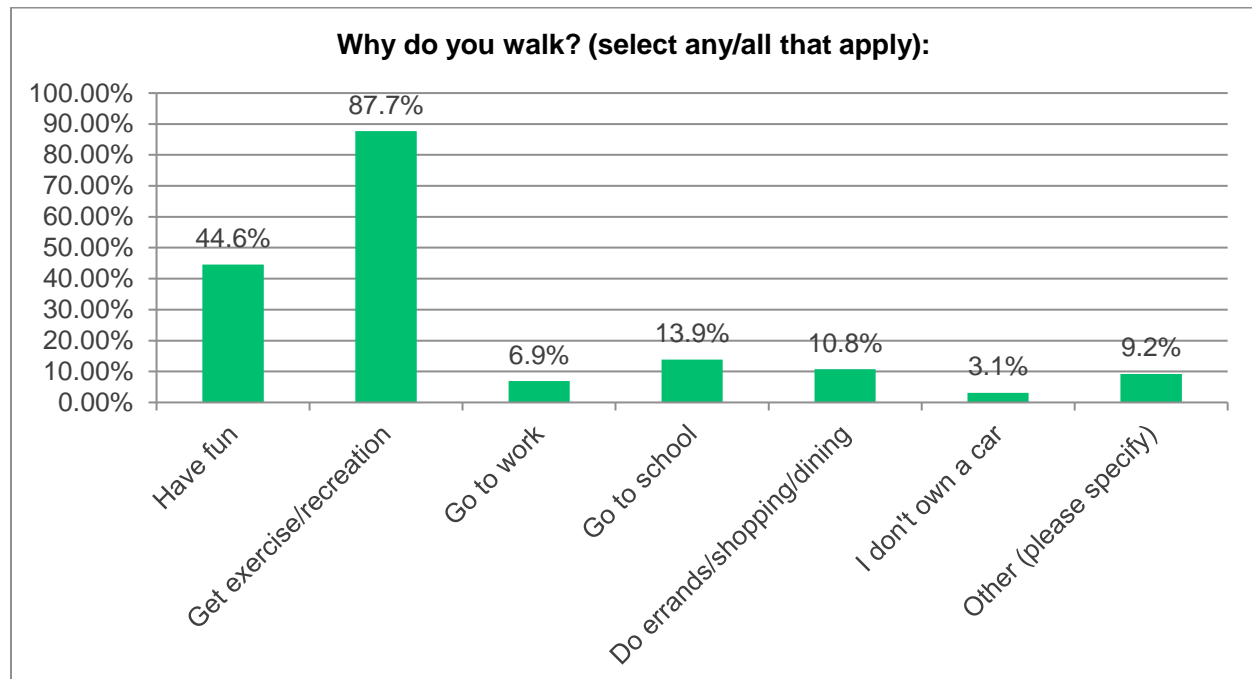
* Categories shown above were not provided as part of the survey; rather, they were applied during analysis.

17. Why do you walk? (select any/all that apply):

Of those who reported that they walk, 130 individuals (94%) responded to this question and provided 229 responses.

- *Similar to those who bicycle, walkers reported that they do so for exercise or recreation (88%) and also to have fun (45%).*
- 114 - Get exercise/recreation (88%)
- 58 - Have fun (45%)
- 18 - Go to school (14%)
- 14 - Do errands/shopping/dining (11%)
- 12 - Other (please specify) (9%)
- 9 - Go to work (7%)
- 4 - I don't own a car (3%)

Totals are greater than 100% due to multiple responses. The list of “other” reasons is included in Section 4, Survey Responses.



18. What are the places you most often walk to? (please include the name of the place and the nearest intersection):

This question offered five response areas. Of those who reported that they walk, 97 individuals (70%) provided 193 responses as shown below. A list of locations is detailed at the end of the walking section.

- 116 – Locations including:
 - Specific locations (81 responses)
 - General locations (14 responses)
 - Around home/my neighborhood (12 responses)
 - Downtown (8 responses)
- 26 – Parks
 - 19 – Rotary Park
 - 5 – SARA Park
- 18 – Paths/trails
- 17 – Stores/businesses
- 13 – Schools

19. Where would you like to walk, but currently can't? (please include the name of the place and the nearest intersection):

This question offered five response areas. Of those who reported that they walk, 36 individuals (26%) provided 44 responses as shown below. A list of locations is detailed at the end of the Walking Section.

- 26 – Locations
 - Specific locations (16 responses)
 - General locations (10 responses)
- 4 – Comments
- 4 – Nowhere/not apply
- 4 – School including:
- 4 – Stores/businesses
- 2 – Parks

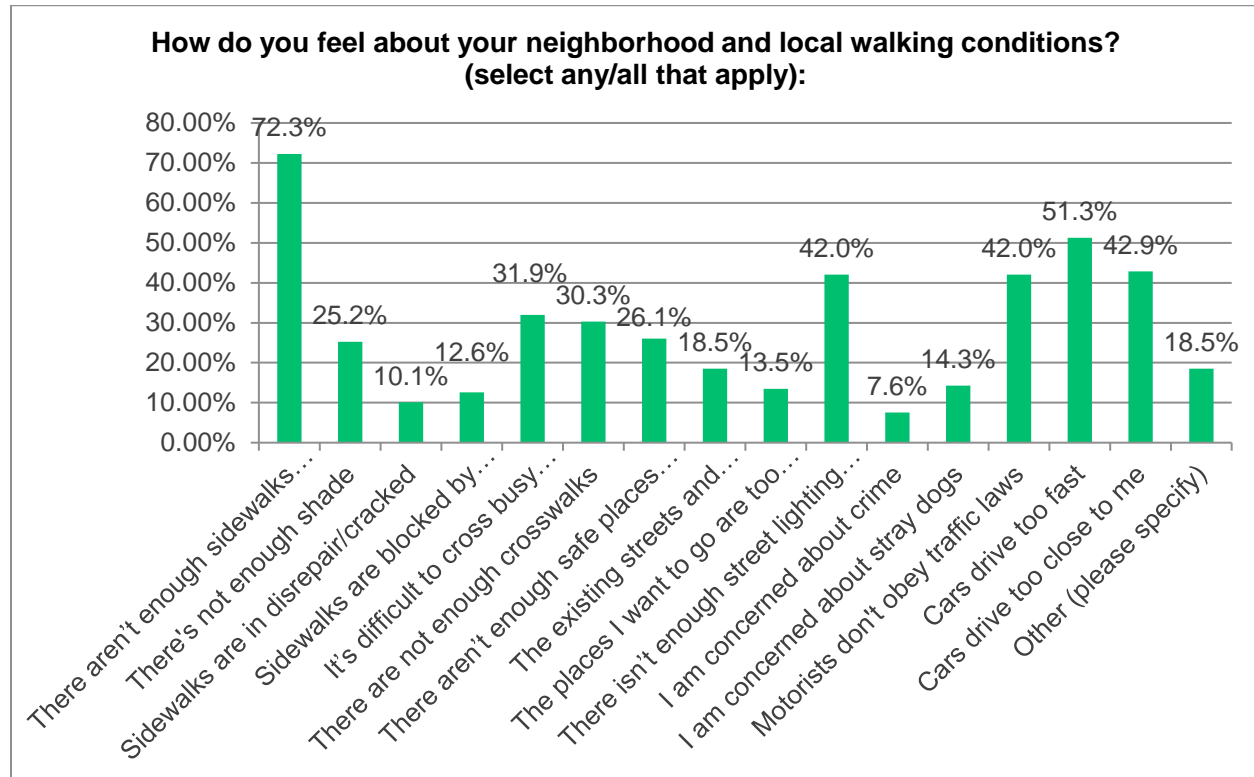
20. How do you feel about your neighborhood and local walking conditions? (select any/all that apply):

Of those who reported that they walk, 119 individuals (86%) responded to the question.

- *The top two responses cite lack of sidewalks and trails (72%) and cars driving too fast (51%).*
- 86 – There aren't enough sidewalks and trails (72%)
- 61 – Cars drive too fast (51%)
- 51 – Cars drive too close to me (43%)
- 50 – There isn't enough street lighting (too dark) (42%)
- 50 – Motorists don't obey traffic laws (42%)
- 38 – It's difficult to cross busy intersections (32%)
- 36 – There are not enough crosswalks (30%)

- 31 – There aren't enough safe places to cross the street between intersections (26%)
- 30 – There's not enough shade (25%)
- 22 – The existing streets and sidewalks don't go where I want to go (18%)
- 22 – Other (please specify) (18%)
- 17 – I am concerned about stray dogs (14%)
- 16 – The places I want to go are too far away to walk (13%)
- 15 – Sidewalks are blocked by trash/recycling bins or mailboxes (13%)
- 12 – Sidewalks are in disrepair/cracked (10%)
- 9 – I am concerned about crime (8%)

The list of “other” reasons is included in Section 4, Survey Responses.



WALKING—OTHER

(Questions 12 and 16): Locations with noted negative experiences as reported by both pedestrians and non-pedestrians.

26 locations were provided by respondents:

- 3 – Daytona including:
 - Daytona/Starline
 - Daytona/Acoma
- 3 – McCulloch including:
 - McCulloch/Jamaica
 - McCulloch Blvd South near Calvary Christian Academy

- 2 – Lake Havasu Avenue including:
 - Lake Havasu Avenue South/Jones Drive
- Bahama
- Bamboo/Empress
- Kiowa at Havasupai Elementary
- London Bridge Plaza near Paseo Del Sol
- Maverick near Kiowa
- Near the high school
- North side of town
- Oro Grande Blvd/Beechwood Drive
- Oro Grande/Thunderbolt
- Palo Verde Blvd. South/Starlite Lane
- Pepsi
- Rotary Park
- SARA Park
- Southwind Ave.
- Starlite Lane off Palo Verde
- Telesis Campus
- Thunderbolt Street
- US 95/South Palo Verde

(Questions 15 and 19): Locations both pedestrians and non- pedestrians would like to be able to walk to, but currently can't do so.

Street/general locations including:

- 29 – Locations
 - Acoma
 - Airport
 - All over town-Acoma & El Dorado
 - All streets
 - Any neighborhood without sidewalks
 - Any street but to many hills
 - Around my neighborhood. McCulloch and Aqua Drive
 - Cisco Dr. North and El Dorado
 - Downtown
 - Downtown to library
 - Island Path if it was lighted
 - Jamaica
 - Jamaica Blvd from Monte Carlo to Kiowa
 - Just about everywhere. The sidewalks just end
 - London bridge road
 - McCulloch
 - McCulloch Blvd South
 - McCulloch from Daytona to Jamaica
 - More side-streets in the City
 - Most streets because there are no sidewalks.
 - My neighborhood (El Dorado Ave)
 - My neighborhood. I live at the end of Winnebago.
 - Neighborhood around my house (Tahitian area)

- North Palo Verde
 - On sidewalks in neighborhoods
 - Possibly commute to work
 - Street right below starters and Daytona. There is no crosswalk
 - Trails
 - Work
- 6 – Comments
 - I can walk anywhere I just don't because cars speed a lot.
 - I'm considering moving out of LHC over the lack of accessibility
 - Other than the downtown area, I feel most of the city lacks safe areas to walk or ride a bicycle
 - Same, I drive there, then walk
 - See above. Bike Lanes and signs on boulevards
 - Not on roadways
- 4 – Nowhere/not apply
- 4 – School
 - Kiowa from Bermuda to High School
 - Neighborhoods by the high school
 - School
 - to school (Starline Elementary)
- 4 – Stores/businesses
 - Downtown to Safeway
 - Mall
 - Shops but there are hardly any in residential areas
 - Walmart
- 3 – Parks
 - SARA Park
 - Yonder Park
 - Park

ALL RESPONDENTS

21. For more information about this project ONLY, please provide your information below.

Forty respondents (15%) provided their names; however, only 36 (14%) included email addresses. Responses are provided in Section 4, Survey Responses.

22. Last Question – Show us on the map where you have concerns about walking or bicycling. (Click here to access the map.)

Forty respondents (15%) provided 92 mapped comments (attached separately). The mapped comments are also available in an interactive format at: <https://gci.mysocialpinpoint.com/lhmpo#/>.

Additionally, 12 respondents (5%) provided written responses as shown.

Locations:

- Acoma coming from the high school
- All school zones

- Bamboo and Empress then Bamboo and Rainbow
- Crosswalks needed at McCulloch on the south side.
- New, wider shoulder on SR 95 attracts the bike riders; however, there is a 1.5 mile strip south of Havasu Heights where it was eliminated, forcing bicyclists onto the road.
- Stop sign needed at Empress/Bamboo

Comments:

- Awareness/education regarding cyclists and pedestrians should be the top priority.
- I am a wheelchair user and have encountered too many near misses and accessibility issues in Lake Havasu City.
- Need bike lanes
- Sidewalks and bike paths needed
- Traffic volume

4. SURVEY RESPONSES

Survey questions and verbatim responses are included below.

ALL RESPONDENTS

1. Do you ride a bicycle?

- No: 117 responses (44%)
- Yes: 148 responses (56%)

BICYCLING—THOSE WHO DO NOT RIDE A BICYCLE

2. Have you ever had a negative experience while riding your bicycle in the Lake Havasu City area (crash, near-miss, unsafe behavior by motorists, cyclists or pedestrians, etc.)? If so, please tell us where and describe it.

Categories shown below were not provided as part of the survey; rather, they were applied during analysis.

- 11 – no/none/not apply
- 2 – unsafe motorist activity
 - Drivers making U-turns in front of Jamaica Elementary
 - My son rides his bike home from the Highschool and he was hit by a car backing out of their driveway. He has had several near misses as well
- 1 – condition/maintenance
 - Too much gravel on sides of road and drivers not watching for you.
- 1 – lack of infrastructure
 - While driving n on SR 95 a bicyclist was riding s next to my lane. There was no road shoulder in this area. The bicyclist should not be allowed on that roadway/highway where speed is posted at 55mpg.
- 1 – yes
 - My son occasionally rides his bike home from school. The only issues he's experienced is at the corner of Acoma & Daytona. Personally I've seen most motorist around Starline and Thunderbolt be respectful to bicyclists in the morning. Wife picks the boys up in the afternoon.

3. Please tell us why you DO NOT ride a bicycle (select any/all that apply):

Categories shown below were not provided as part of the survey; rather, they were applied during analysis.

- 28 – Other (please specify) (43%)
 - Bicycling is not a good sport. Walking is safer
 - Bicyclists have no business on roadways and highways--they are not licensed vehicles. Put them on bike paths! God knows we have enough parks here, so give them pathways to get there!
 - bicyclists impede traffic and are hard to see. They shouldn't be in the roads at all. Many don't follow ANY traffic laws at all.
 - Bike is broken, when fixed I will ride.
 - cars failing to come to a full stop at lights and signs and not paying attention
 - Daughter likes to walk for now
 - Do not currently own a bicycle

- Do not currently own a bike
- Don't own one
- Faster by car
- Hard to ride bike up hills. I'm 59
- I don't own a bike
- I have 3 kids. Kind of hard to get them all on a bike
- I prefer my children to ride on a sidewalk rather than a bike lane. Much safer.
- I want to be safe
- It is mostly uphill where I live and I back up to McCulloch and it is not safe to ride on McCulloch.
- Many roads are too narrow, and runoff from rain puts a lot of gravel in the streets
- Most roads do not have adequate bike lanes and sidewalks to accommodate a mix of walkers and bike riders, forcing someone into the road to pass.
- Never been an avid bike rider.
- Not interested in bicycle riding
- Our family drives to school.
- Parents drive to school
- Prefer my car
- Skin cancer
- Terrain (hills)
- There aren't sidewalks where I live to take my kids on a bike ride
- Too damn hot
- Up and down terrain in my neighborhood
- 21 – Cars drive too fast (32%)
- 20 – There isn't enough street lighting (too dark) (31%)
- 19 – There aren't enough bike lanes (29%)
- 18 – It's difficult to cross busy intersections (28%)
- 16 – Cars drive too close to me (25%)
- 15 – The places I want to go are too far away to bike (23%)
- 14 – The existing streets and bike lanes/routes don't go where I want to go (22%)
- 4 – I am concerned about crime (6%)
- 3 – I am concerned about stray dogs (5%)

4. What would make it easier, safer, or more pleasant for you to bicycle?

Categories shown below were not provided as part of the survey; rather, they were applied during analysis.

- 12 – Bike lanes
 - Bicycle lanes.
 - Bike lanes, wider shoulders, more bike racks/water stops.
 - Bike lanes.
 - Bike paths--not bike lanes in roadways.
 - Dedicated bicycle lanes, some separated from the traffic lanes.
 - Dedicated bicycle paths.
 - Designated bike lanes.
 - making a bicycle lane on part of your sidewalks, therefore keeping them out of traffic and allowing them to safely travel.
 - More bike lanes. Gravel-free roads.
 - More bike paths, not lanes on existing roads.

- Sidewalks everywhere or bike lanes.
 - Wider bike lanes and sidewalks to accommodate pedestrians on all major roads - especially those leading to/from schools.
- 10 – Nothing/not apply, including:
 - cooler weather.
 - Never been an avid bike rider.
 - Nothing. Cars pay for roads, not bicycles.
- 5 – Better lighting
 - More lighting, more bike lanes and easier intersections.
 - More street lighting; if people knew how to work a 4-way stop.
 - Street lights.
 - Street lights and more bike lanes.
 - Wider roads with more lighting, bike lanes, and curbs to prevent gravel getting into the roads.
- 2 – Motorist attitudes
 - If people in this town knew how to drive properly.
 - People pay more attention to driving.
- 2 – Sidewalks
 - Sidewalks in my neighborhood (Mohican Dr area).
 - The street I live on is busy, so sidewalks would help and a 25-mph speed limit.
- 2 – Traffic control
 - More no turns on RED lights.
 - Stop lights at some of the busier intersections with controlled signals for pedestrians.

5. Where would you like to ride your bicycle, but currently can't? (please include the name of the place and the nearest intersection):

Categories shown below were not provided as part of the survey; rather, they were applied during analysis.

- Locations
 - Acoma & Daytona
 - Downtown
 - Drifter Drive crossing McCulloch to Daytona
 - English Village
 - McCulloch and Chesapeake
 - McCulloch and Jamaica
 - McCullough and El Dorado
 - Most of Lake Havasu Ave headed north.
 - Outskirts of town
 - Smith to McCulloch
- Other
 - Been awhile
 - Exercise
 - Many side streets that don't get swept regularly
 - N/A
 - Outside
- Schools
 - Oro Grande school
 - Thunderbolt school

- From Mohican Dr area to Jamaica Elementary
- Trails
 - Establish a power line trail through Lake Havasu City
 - Establish trails along wash banks throughout city
 - Trails
- Parks
 - Parks
 - SARA Park off SR 95
- Stores
 - The store
 - To stores but there are so few in the residential areas

BICYCLING—CURRENT BICYCLISTS

6. Have you ever had a negative experience while riding your bicycle in the Lake Havasu City area (crash, near-miss, unsafe behavior by motorists, cyclists or pedestrians, etc.)? If so, please tell us where and describe it.

Categories shown below were not provided as part of the survey; rather, they were applied during analysis.

- 34 – unsafe motorist or unsafe pedestrian activity
 - Almost got hit at a four way stop sign, due to a driver going out of turn on Acoma & Smoketree.
 - Cars don't share
 - Danger caused by speeding cars. Often runs bikes off the road.
 - Drivers sometimes do not pay attention to bicyclists nor do they watch for some walkers and skateboarders.
 - Frequently people don't notice me when turning at major intersections such as Mulberry and US 95.
 - I am a cyclist that follows the rules of the road as is proper. Many drivers are unaware that they are to treat cyclists as a moving vehicle. This has caused near misses at intersections when I have stopped at a four-way and tried to take my turn only to be almost rear-ended, cursed at, or run over by motorists. As a driver, I see far too many cyclists that ride on the wrong side of the street, don't stop at intersections, and generally feel as though they own the road and the motorists should treat them as pedestrians.
 - I ride my bike 3-5 times a week on the street in and around Lake Havasu. I have had multiple incidents where vehicle turning right do no yield to bikes with a clear walk signal at an intersection. Also there are not enough bike lanes on the main boulevards. Vehicle do not seem to want to share the road, even if you are riding as far right on the road. More signs and markings on the road for bike lanes. Have you ever traveled to any other major city? They realize how important bike traffic is. Not only for transportation, but for the health and wellness of their community.
 - Motorist seem to think they have the right away. Also yell for us to get out of the street, yet there are no sidewalks for children to ride on.
 - Motorists not paying attention and giving the right of way.
 - Near miss, drivers do not recognize cyclists as a vehicle.
 - Near miss on the Island loop road. Also a crash on the Island multi-use path with spectators watching hot air balloons and not paying attention to path activity.
 - Near-miss, unsafe behavior by motorists, distracted driving.
 - People don't pay attention to at stop lights on the high way.
 - Speeding cars on MuCulloch, Kiowa, Daytona, and both Palo Verde and Acoma.

- Speeding motorists mostly.
- There are Bike Runs that go from McCulloch south to McCulloch north, with some of the routes turning up Jamaica towards Kiowa. Vehicles are always barely missing us on bikes and most times almost collide with oncoming traffic to avoid us.
- Unsafe behavior by motorists.
- Unsafe motorist - London Bridge Road - around the island and various streets in neighborhood.
- While riding along 95 in the mornings the motorists come really close to the white line.
- Yes, anywhere near a school. People are always in a rush around the schools. Walking or biking extremely unsafe!
- Yes, cars drive way too close.
- Yes, more than once I have almost been side swiped more than once husband and I both almost hit at stop light on more than one occasion, and vehicles going by at high rates of speeds and close to us.
- Yes, my kids have almost been hit several times trying to cross Bamboo and Empress people fly over the hill and don't watch for kids. It's not a safe cross street for the kids trying to get to school every day.
- Yes, Acoma/S. Palo Verde intersection - in turn lane and motorist yelled at me. S. McCulloch driver on white line, mirror nearly hit me. London Bridge Road cars stay too close to white lines.
- Yes, Calvary Christian Academy is located on a downhill grade on a very busy street. The curve, and downhill slope on McCulloch Blvd makes is a very dangerous road to walk or ride a bicycle.
- Yes, close call on Swanson and Acoma. Too many older drivers in town or distracted drivers.
- Yes, I have had a handful of negative experiences. None of them were near-misses or crashes. Three were due to angry drivers being mad at cyclists being on the road.
- Yes, in the winter on Thunderbolt, speeding traffic.
- Yes, many people speeding past us an driving as close as possible to us. This is usually on London Bridge Road.
- Yes, on London Bridge Road. Cars/trucks often come dangerously close to bikes. Sometime intentionally or out of frustration that the bike is delaying them.
- Yes, people going too fast over speed limit - Lake Havasu Avenue - Jamaica.
- Yes, there is constant evidence of vehicles encroaching on what should be bike-pedestrian friendly zones (shoulders) on busy streets like McCulloch, Jamaica, Acoma, Cheme.
- Yes. Cars pull out in front of me frequently. They look for cars but not cyclists in the bike lanes. They have also turned into me while we are both traveling in the same direction. Drivers are not aware of cyclists on the road and I'm sure there are many who may believe that cyclists should not be on roads that cars are on.
- You haven't close to enough space here. Pick-up trucks have steered toward me in the parking lane-- seemingly on purpose. Semi-truck flew by us bicyclists once at high speeds and no more than 18 inches from us. Have had things thrown at us from motor vehicles. Innumerable times on Acoma had vehicles pass far too fast and close. Had an ADOT patrol officer pass us on the highway, put on his brakes and aggressively to communicate with us to "move over" while pumping his finger toward the right in a fairly threatening gesture. PLEASE NOTE: the multi-use path in Havasu is quite difficult to access, unless you travel at least a mile down a fairly unsafe road to a fairly unsafe intersection for access. VERY difficult with kids.

- 17 – lack of infrastructure
 - Actually, I ride a WHEELCHAIR. Due to the lack of sidewalks and ramps, I am often forced to ride in the street which presents an obvious risk that motorists often do not see me and I have to quickly get out of their way. Additionally on Avalon Ave (by the dog & kid park) the speed limit is 25 but people go 50 down that hill which makes the limited visibility even worse.
 - Discontinued because Lake Havasu City does not accommodate pedestrians.
 - Everywhere. There are no sidewalks this is especially dangerous around schools
 - Few dedicated pedestrian/bicycle right of ways or trails.
 - It is difficult to ride a bicycle across the bridge to the island to gain access to the bicycle trail around the island.
 - Not all of the streets have bike lanes and vehicles drive way too fast through "neighborhoods". My street is also a "narrower" street with no sidewalks or bike lanes so when 2 cars are driving up/down the street at the same time, there is no room for a pedestrian or bicyclist; you have to walk in someone's yard to get out of the way. A lot of the smaller streets are becoming "busy" streets and too dangerous to ride a bike on.
 - Poor or non-existent bike lanes. Debris on side of road made worse by the fact that 80% of homes park vehicles in yard thus drag stone etc out onto street.
 - So many streets like Blugrass or Saddleback that have no lines or shoulder and you're in traffic. Also, intersections with no sidewalk or shoulder there is nowhere to go on a bike when you have a young rider with you. i.e. Chemuhevie and Saratoga.
 - Too many near- miss incidents too count. There are not enough roads to travel safely.
 - Yes, London Bridge Road bike path needs to go all the way to mall.
 - Yes, on numerous occasions and I think primarily due to lack of sidewalks. Around the school zones people drive too fast.
 - Yes, it is very dangerous. The roads do not have adequate bike lanes.
 - Yes, it's dangerous to cross the bridge on the road. We really need a bridge for kids, bicyclists and pedestrians to cross SR 95.
 - Yes, just about everywhere I ride. We need bike Lanes.
 - Yes, on the island bike/walk path. There needs to be a center line on the pathway.
 - Yes. Due to no shoulder or bike lanes, cars have come close to knocking me off my bike while passing. It's even more dangerous is the cyclist needs to go around a parked car.
 - You have to ride on the road a lot because there are no bike lanes or sidewalks and this makes us drive way too close to speeding cars.
- 12 – no
 - (9 additional "no" responses)
 - I have had concerns while riding but have not had a bad experience.
 - I have never had one, but I see a lot of younger bicyclists being unsafe.
 - Never - LHC is a very bike-friendly place, with the exception of the mailboxes on Acoma.
- 6 – condition/maintenance
 - Bike "paths" piled with debris. Vehicle not stopping and yielding while turning. No bicycle lane. Sidewalks have mailboxes and over grown weeds blocking them. No bicycle racks to secure bicycle once arrive at location.
 - Crash from tire hitting rock on McCulloch Blvd.
 - I was riding on the street and there was so much loose gravel that I didn't have a clear path to ride next to the curb. Streets are narrow enough without having a clean surface to ride on.
 - On Jamaica, I hit a crack in the sidewalk and it ejected me from the bike.
 - Poor quality of roads.
 - Yes, on Jamaica the section the curb to white lane is very dirty. Rough road conditions.

- 5 – yes
 - Corner of Mesquite/Lake Havasu Ave and SR 95.
 - Going across the London bridge to the island trail.
 - I wouldn't dare ride my bike on a Havasu street.
 - The intersection of Bamboo and Empress in Feb 2017 my son Jomar Lee was hit by a car while riding his bike down to the high school by a woman named Randi Benbow. The woman said she could not see him, the sun was in her eyes. Thankful he is alive! There NEEDS to be a stop sign placed there for these kids. He still rides this route every single day and every single morning I fear for his life waiting, wondering, if I will get that call again. Due to my work schedule I cannot take him, so bicycle is his only form of transportation to the high school daily.
 - Yes

7. Why do you ride a bicycle? (select any/all that apply):

- 88 – Get exercise/recreation (85%)
- 62 – Have fun (60%)
- 17 – Go to school (17%)
- 14 – Do errands/shopping/dining (14%)
- 13 – Go to work (13%)
- 3 – Other (please specify) (3%)
 - Again, I am not a bicycle rider, but wheelchair user but this survey forgot to include that option (and should have)
 - I would consider commuting or running errands if we had more bike trails.
 - To take my family out - we own a cargo bike
- 2 – I don't own a car (2%)

8. What are the places you most often ride your bicycle to and where are they located? (please include the name of the place and the nearest intersection):

Categories shown below were not provided as part of the survey; rather, they were applied during analysis.

- 87 – Locations including:
 - Acoma
 - Acoma near Rainbow
 - Acoma south to north
 - Airport
 - all over the town
 - All perimeter streets
 - Around my house
 - Around my neighborhood (3 responses)
 - Around the neighborhood: Highlander & Mohican
 - Avalon Ave & Palo Verde N.
 - Aviation
 - Bamboo and Empress
 - Bison Blvd
 - Boulder
 - Buena Vista
 - Cherry Tree Blvd
 - Cherry Tree Blvd.

- Cisco Dr. S
- Daytona and any intersection
- Down town
- Downtown
- East and west on Havasupai
- El Dorado N
- Friends
- Highlander
- Home to Cherry Tree and/or Bison
- Home, all over town
- SR 95 and North Palo Verde
- I-95 and S McCulloch Blvd.
- Inca Drive
- Kiowa
- Lake Havasu avenue
- Lake Havasu blvd
- LHCPD Acoma/Daytona and Acoma/
- London Bridge Road (8 responses)
- London Bridge Road (needs bike lanes!!!!)
- McCulloch & Arizona to Foothills
- McCulloch Blvd (4 responses)
- McCulloch Downtown
- McCulloch south to McCulloch north
- Mockingbird drive
- Mohave County Library (Capri & Swanson)
- My neighbor hood
- My neighborhood, blugrass and hornet
- N. Palo Verde Blvd.
- Near home - Kiowa and Palo Verde Intersection
- Near home, prefer not to specify
- Neighborhood for fun
- North end of town
- North Pablo vede
- North palo verde
- Oconowac
- Opossum from Hiawatha to Canyon Cove
- Oro grande
- Orogrande
- Outpost Drive-Kearsage-alley-Maricopa-S. Mcculloch
- Palmer drive
- Palo Verde
- Palo Verde North and South
- Parker
- Rocking Horse, Pintail
- Rolling Hills Drive
- S. Acoma Blvd
- Smoketree
- Southend Arizona
- State Farm 2138 McCulloch
- Street
- Swift drive

- Swordfish and Jamaica
- Ted Lane
- Thistle, Starfish
- Thunderbolt
- Thunderbolt
- Uptown
- Volunteer
- 44 – Bike path, including:
 - Drive my bike to the island pathway then bike around the island.
 - From south side around island
 - Home to Island
 - Highway Path
 - Highway walking path
 - Island (28 responses)
 - Island bike path and loop road
 - Island, Dirt trail, Rotary Park
 - On the bike path by 95 but hate having to cross back and forth. Should be on one side or the other or both.
 - On the island--Lk Havasu Ave and McCulloch Blvd
 - multi-use path-- McCulloch South to Kiowa-- most often McCulloch to Oro Grande
 - Path along highway
 - Path along the highway
 - The bike trail along the highway is great
 - The Island because there is a safe track
 - The Island or SR 95 multi-use trails
- 29 – Park
 - Home to SARA Park
 - I like to go around Wheeler Park and do laps at Civic Center Ave.
 - Jack Hardie Park (Acoma & Bunker)
 - Parks
 - Parks
 - Rotary Park (10 responses)
 - Rotary Park - Channel
 - Rotary Park (US 95 & Rotary Park Dr)
 - SARA Park (9 responses)
 - SARA Park - 95/McCull several vehicles turn right on green light when the crosswalk sign is on and cyclist is x the HWY
 - SARA Park (road-- not the trails)
 - Skate park
- 22 – School
 - All around the Highschool
 - ASU Havasu (Acoma & Swanson)
 - Ceilo near Smoketree Elementary and around to local neighborhood.
 - Havasupai and empress to the high school
 - High school
 - High school
 - Jamaica Elementary
 - Jamaica Elementary area
 - Lake Havasu High School
 - Nautilus Elementary
 - Oro Grande and Route 95

- Oro grande elementary
- Oro grande school
- School
- School
- Smoketree school
- Starline elementary
- Starline Elementary (Starline & Daytona)
- Starline Elementary, Starline Drive, Newport Drive
- Thunderbolt middle school
- Thunderbolt middle school area
- To school They come down Bamboo to Rainbow to the High School.
- 20 – Store/business
 - Bahamas Business Plaza
 - Basha's Area
 - Basha's
 - Food City - SR 95 & Kiowa
 - Doctor offices on Mesquite and Lake Havasu Avenue
 - Dollar General - Avalon Ave & Kiowa
 - Home to Bike Shop (Havasus Bike & Fitness)
 - Home to Mall/Crystal Beach
 - Mall (4 responses)
 - Restaurant
 - To the mall London Bridge Road
 - Tractor supply
 - Smiths
 - Smiths
 - Smith's Area
 - South Basha's area
 - To Basha's out to mall
- 3 – Golf Course
 - Around the golf course area because it's safe.
 - Golf Course
 - Mulberry Lake Havasu up the hills around golf course
- 2 – Church
 - Church
 - Presbyterian Church chemuhevie and saratoga

9. Where would you like to ride your bicycle, but currently can't? (please include the name of the place and the nearest intersection):

Categories shown below were not provided as part of the survey; rather, they were applied during analysis.

- 67 – Locations
 - Acoma
 - Acoma
 - Acoma Avenue
 - Airport
 - All over
 - All over town. No bike lanes
 - All places

- All the main streets. McCulloch blvd.
- All the streets around schools
- Along Acoma Blvd
- Along Route 95 beyond Palo Verde North to Rt 40
- Arapahoe
- Around town
- Avalon and N Palo Verde Blvd
- Avalon Ave by dog park the ramp is unlevel and I must go into the street
- Bridge
- Central City
- Close to the water
- Difficult in downtown areas
- Downtown Lake Havasu
- Downtown McCulloch
- Downtown McCulloch Blvd - Awkward car parking along curbs
- Everywhere where there are main roads
- Friends
- Havasu to Parker
- SR 95 towards Parker
- Highway 40 towards Kingman
- SR 95 and McCulloch Blvd South
- I can ride everywhere I want to go
- Island
- Jamaica
- Kearsage
- Lake Havasu
- Lake Havasu - traffic too fast, inconsistent sidewalks, not enough room by curbs, tons of foreign object debris along curbs and in intersections
- Lake Havasu Avenue
- Lake Havasu Blvd
- Lake Havasu to Parker
- Library - McCulloch
- London Bridge Road (3 responses)
- Many main roads
- Many others-- including Acoma Blvd
- Maricopa Ave.
- Maverick Dr and Kiowa Blvd
- McCulloch - Jamaica to 95
- More mountain bike facilities
- Most of Lake Havasu.
- My neighborhood. I live at the end of Winnebago Dr.
- N/S Along Acoma Blvd North
- None
- None
- North palo verde
- Nowhere
- On the streets
- Our sidewalks on Palo Verde N require I illegally cross the street
- Parker
- Pilot (I-40)
- Rte 95

- Saratoga - Jamaica to Acoma
- Sidewalks on Kiowa require that I cross the street illegally
- Streets
- there is a Crossing area at McCulloch Blvd N and Capri Blvd that the a Signal Pavement sticks up and if you don't know it's there can put you on the ground
- They should widen Acoma - it is a major arterial!!!
- Thunderbolt
- To Bill Williams
- To the Hualapais
- 10 – Store/business
 - Home Depot/Walmart
 - To Work
 - Walmart
 - Walmart
 - City Hall
 - Dollar General (South Side)
 - Gym - Lake Havasu Ave & Industrial
 - Post Office - McCulloch
 - Smith's (McCulloch and Acoma)
 - Smith's - Acoma & McCulloch
- 4 – Park
 - Rotary
 - Rotary Park
 - SARA Park
 - SARA park
- 3 – Bike path
 - across the bridge from the one bike path to the other
 - Bike lanes on the above streets would help bring awareness to sharing the lanes with bikes.
 - from our house to the island - getting there feels unsafe
- 2 – School
 - with kids to school (McCulloch S & SR 95 to Starline Elementary)
 - To School

10. How do you feel about your neighborhood and local bicycling conditions? (select any/all that apply):

- 68 – There aren't enough bike lanes (73%)
- 62 – Cars drive too close to me (67%)
- 58 – Cars drive too fast (62%)
- 46 – It's difficult to cross busy intersections (49%)
- 38 – There isn't enough street lighting (too dark) (41%)
- 27 – The existing streets and bike lanes/routes don't go where I want to go (29%)
- 21 – Other (please specify) (23%)
 - Bicycle riders ride sometimes 2 or 3 people wide, which is actually a hazard, the cars on the road aren't the hazard, it's the people wanting to have 2-3 people wide on the road that moves into the lane of traffic. We don't need any changes to the streets.
 - Coyotes, drunk and drug driving fools.
 - Curbs and sidewalks on swordfish.
 - Gravel in the street.
 - Hills.
 - I live near the edge of town so traffic is light.

- I live on Inca Dr and it has a couple of curves. It connects to Southwind Ave and I think a lot of people use Inca Dr. to get to Southwind, which makes my street busy with fast drivers. I have a very hard time letting my children ride their bikes just around the block because of drivers that go way too fast on my street, especially around the bends. We need more police presence or perhaps a few speed bumps throughout.
- Limited bike lanes and many are full of debris.
- My neighborhood is good.
- No sidewalks in the neighborhoods.
- Poor surface.
- Sidewalks for kids.
- The pavement is horrible compared to other cities I've lived and biked in. Other cities have street sweepers that operate on a more consistent and regular basis.
- There aren't enough sidewalks. The hills are too steep for my small children.
- There is little sense of Share-the-road and general respect for or awareness of bicyclists
- These choices are clearly loaded for the propaganda of the biking community not for true fact gathering.
- To many people on their phones texting and do not see us.
- Too many uneducated drivers and cyclists.
- Too much gravel and glass in bike lanes.
- Way too much gravel on all streets. It's like riding on dirt roads. The streets aren't laid out square because of the washes, so it's easier to cut through neighborhoods for a shorter route. Otherwise you have to ride on the highway where there are no bike lanes.
- Wheelchair users use the sidewalk, but often the sidewalks are unlevel, broken or blocked by vehicles. We need better enforcement and improved accessibility.
- 10 – The places I want to go are too far away to bike (11%).
- 9 – I am concerned about stray dogs (10%).
- 3 – I am concerned about crime (3%).

ALL RESPONDENTS

11. Do you walk?

- No: 35 responses (20%)
- Yes: 139 responses (80%)

WALKING—THOSE WHO DO NOT WALK

12. Have you ever had a negative experience while walking in the Lake Havasu City area (crash, near-miss, unsafe behavior by motorists, cyclists, or pedestrians, etc.)? If so, please tell us where and describe it.

- 8 – No.
- No. Hiking on the trails at SARA Park occasionally.
- Same response for bicyclists.

13. Please tell us why you DO NOT walk (select any/all that apply):

- 13 – The places I want to go are too far away to walk (54%)
- 11 – There isn't enough street lighting (too dark) (46%)
- 8 – Motorists don't obey traffic laws (33%)
- 8 – There aren't enough sidewalks and trails (33%)

- 8 – There isn't enough shade (33%)
- 7 – Cars drive too fast (29%)
- 7 – Other (please specify) (29%)
 - M
 - None
 - Parents drive to school
 - Same response to bicyclists
 - Spend most of my time training on my road or dirt bike.
 - The only walking my family does is down by the channel
 - Too hot
- 6 – There aren't enough safe places to cross the street between intersections (25%)
- 5 – It's difficult to cross busy intersections (21%)
- 4 – Cars drive too close to people/me (17%)
- 4 – I am concerned about stray dogs (17%)
- 4 – There are not enough crosswalks (17%)
- 3 – Sidewalks are blocked by trash/recycling bins or mailboxes (13%)
- 3 – The existing streets and sidewalks don't go where I want to go (13%)
- 2 – I am concerned about crime (8%)
- 2 – Sidewalks are in disrepair/cracked (8%)

14. What would make it easier, safer, or more pleasant for you to walk?

- Sidewalks (4 responses)
 - Bike/Running Lane.
 - Designated areas to walk/ride.
 - N/A - Bike lanes on the main Boulevards would improve the safety for pedestrians traffic on these areas.
 - Sidewalks are always safer than bike lanes to me especially for children.
- Other (4 responses)
 - Car.
 - I don't enjoy walking.
 - Same response as with bicyclists.
 - Street lighting.

15. Where would you walk, but currently can't? (please include the name of the place and the nearest intersection):

- McCulloch
- Park
- See above. Bike Lanes and signs on Boulevards.
- Neighborhood around my house (Tahitian area)
- Trails
- Not on roadways

16. Have you ever had a negative experience while walking in the Lake Havasu City area (crash, near-miss, unsafe behavior by motorists, cyclists, or pedestrians, etc.)? If so, please tell us where and describe it.

- 36 – Unsafe motorist/bicyclist activity
 - Crossing streets the cyclists will run you over for being in THEIR way.
 - It is unsafe to walk in the park or in the long channel. Bicyclists are dangerous, especially to older people. Biking should be banned in those areas.
 - Walking in Rotary Park was intense as the bicyclists are not courteous to pedestrians.
 - Almost been hit several times while walking my kids to Starline (Daytona/Starline intersection).
 - Almost hit in an intersection once.
 - Busy road is Daytona daughter sometimes is nervous.
 - Cars driving too fast and no street lights.
 - Cars don't like to yield to pedestrians. I've had drivers that have stop signs act Irritated that I am crossing gas into the intersection and inch closer to me acting as though they're going to hit me. Mainly residential areas not main streets.
 - Drivers don't pay attention to crosswalks.
 - Hit by a car in a marked, signalized crosswalk when I had the right of way.
 - I walk the northside. It doesn't matter what street, there are close calls. You can tell by the movement of the vehicles and driver, that the driver believes they don't have to move for pedestrians. Most of the time when I make direct contact with the driver's eyes, that tends to make the driver slow down and start veering away.
 - Lake Havasu Ave. S. @ Jones Drive.
 - Car went beyond stop line onto Lake Havasu Ave while I was entering crosswalk.
 - Most intersections, cars do not stop for pedestrians. Hiway 95 and S PV intersection, no arrow for cars, they wait for green and if you're in the intersection they'll go anyway.
 - Near miss.
 - Near misses.
 - Near-miss London Bridge Plaza near Paseo Del Sol.
 - Near-miss with car. Oro Grande Blvd, Beechwood drive. There is a curve in the road and you cannot see far away oncoming traffic. People speed around the corner.
 - Near-misses.
 - On McCulloch cars are traveling too fast (over speed limit) that it does not feel safe to walk on McCulloch.
 - Oro Grande and Thunderbolt the car fly around the corner too fast to cross the road for my son to walk home from school.
 - Other kids in cars swerving at me and yelling at me while passing.
 - People can't drive or pay attention.
 - Unsafe behavior by motorists and animal issues.
 - Yes, almost run over by a truck in the crosswalk at Jamaica & McCulloch.
 - Yes, cars not stopping at red lights and stop signs.
 - Yes, cross walks need to be visible. Drivers get distracted and don't see you. Drivers don't know the law on pedestrians. When in the cross walk cars think it is ok think they can drive while you are in the cross walk.
 - Yes people drive way over the speed limit and I literally have to jump out of the way everyday. Most commonly occurs on Bahama.

- Yes, as a school superintendent, I see near-misses with children ages 4.5 to 18 every day. Starlite Lane off Palo Verde has become a dangerous cul-de-sac due to an adjacent piece of property that does not belong to Telesis Prep.
- Yes, at the drop off area for Telesis Campus. It's not safe for children.
- Yes, car going over the speed limit coming over streets that have hills and not seeing you because of their speed.
- Yes, cars just driving way too fast down a "neighborhood" street trying to get to a larger connecting street like Southwind Ave. No sidewalks to walk on and no bike lanes so when cars drive up/down my street (Inca Dr) I have to walk in people's yards to get out of the way with my dog. When my kids are out too, we often walk "facing" traffic because we don't trust having traffic coming behind us. People drive way too fast and don't pay attention at all. Inca Dr. also has a few curves so cars that are driving way too fast don't have enough reaction time to stop or get out of the way if there's someone riding their bike or walking.
- Yes, motorists failing to yield to pedestrians - even when in a crosswalk!
- Yes, Speeding cars.
- Yes, unsafe motorists driving too close and not paying attention.
- Yes, walking with my family and dogs and a car not staying on her side of the road crossing the center line
- Yes. Cars forget to look right when turning. They are too focused on looking left for oncoming cars that they nearly hit pedestrians.
- 27 – No responses, including:
 - No but I always cross at cross walks. Only negatives have been while driving and having parents and kids J-walk and step out right in front of my car in school zones. It is particularly bad at Jamaica Elementary and at the high school.
- 15 – Lack of infrastructure
 - Biggest negative is needing to walk in gravel because there are no sidewalks on McCulloch south.
 - I'm so tired of jumping out of the way of cars in areas with no sidewalks. Havasu needs a "complete streets" program with curbs and sidewalks.
 - In my neighborhood and other housing areas where there are no sidewalks, the cars can get too close and don't slow down.
 - Many of the streets in Lake Havasu are so narrow and windy/hilly that many motorists don't see you until they are passing right by you. As the pedestrian walking, we really have to be the ones keeping an eye out for motorists because the motorist doesn't usually have enough time to react by the time they see us, and they are bound to be close to us with the roads being so narrow. I have had many instances where motorists have driven extremely close to me as they are coming up over a hill or around a turn, and I think it has more to do with the fact that they don't see me until it is too late to react. I would feel much safer with more sidewalks or biking lanes and wider roads in general.
 - Motorists and walkers do not fit on streets that don't have bike lanes.
 - No sidewalks anywhere in actual neighborhoods.
 - No sidewalks in neighborhood for children to walk home from school.
 - Not all motorist are considerate of pedestrians and there are not sidewalks in many locations.
 - Palo Verde Blvd. South & Starlite Lane - this intersection is unsafe to walk due to the encroaching fence on city easement space.
 - people yell at you. bike/walk lane ends abruptly. Sidewalk just stops. Mailboxes on sidewalks mean you have to walk single file.
 - Pepsi dont stop.

- See comment for bicycling. There are no sidewalks. Lake Havasu is not a friendly area for families. No sidewalks. I don't want my child walking on the street to get to school and yet there are no buses. Unacceptable.
- There are no sidewalks in the neighborhoods, or even on busy streets.
- There is only one crosswalk on the intersection of N. Kiowa and Havasupai going across Havasupai. Havasupai elementary is right around the block and many kids cross across Kiowa to get to their houses across the street. I've witnessed many children coming close to cars while trying to gauge a safe time to cross. The only crosswalk across Kiowa is off Cashmere and is a long way to back track for a crosswalk.
- Yes. There are no sidewalks on many streets. Unsafe lighting at night. Cars drive fast and some drivers are not attentive. Also, Lake Havasu City has a lot of impaired drivers.
- 8 – Yes responses, including:
 - Crossing at Daytona and Acoma near impossible.
 - McCulloch Blvd South, near Calvary Christian Academy.
 - Near the high school in the morning.
 - Walking on the North side of town.
 - Yes at Bamboo and Empress it's a bad street walking riding a bike or driving.
 - Yes, fell down crossing street.
 - Yes, at the top of Maverick near the Kaiowa intersection.
- 2 – Dogs
 - Dog bites (Not by strays, but by "owned" dogs); (seeming) drug trade/activity.
 - Dogs not on leashes running towards me on thunderbolt street.
- Condition/Maintenance
 - Gravel issues and dog crap.
- Other
 - I am a wheelchair user, and already answered this question under bicycle rider.

17. Why do you walk? (select any/all that apply):

- 114 – Get exercise/recreation (88%)
- 58 – Have fun (45%)
- 18 – Go to school (14%)
- 14 – Do errands/shopping/dining (11%)
- 12 – Other (please specify) (9%)
- 9 – Go to work (7%)
- 4 – I don't own a car (3%)

18. What are the places you most often walk to? (please include the name of the place and the nearest intersection):

Categories shown below were not provided as part of the survey; rather, they were applied during analysis.

- 116 – Locations including:
 - Acoma
 - Acoma and McCulloch
 - All over town
 - Along McCulloch
 - Along the channel
 - Arapahoe to Maricopa to Acoma

- Around home
- Around home Kiowa and N. Palo Verde
- Around my neighborhood (5 responses)
- Around my neighborhood for fun and exercise
- Around my neighborhood, south side
- Around my neighborhood. Near Palo Verde N, Avalon, and Inverness
- Around our block for exercise
- Around our house, saratoga/silversaddle/indianpeak
- Around the london bridge area
- ASU Havasu (Acoma & Swanson)
- ASU soccer fields
- Avalon
- Avalon Avenue
- Avalon Drive
- Aviation
- Bahama Ave
- Beechwood dr.
- Buena vista
- Channel and Bridge Area
- Chip Dr & Snead Dr
- Church
- Cisco Dr. S
- Contact Point
- Cousin's House on Mulberry Ave & Swanson
- Daytona
- Downtown Area (6 responses)
- Downtown district during the work day - for lunch
- Downtown McCulloch for work
- El Dorado N
- Empress
- Empress and Avalon
- English Village
- Exercise
- Highlander
- Hillside Drive
- Inca Dr
- Iroguors
- Just around my neighborhood.
- Kiowa Blvd & Amberwood
- Kirk
- Krestview
- Lake Havasu Ave
- Lake Havasu Avenue
- LBB
- London bridge
- London bridge beach
- London bridge road
- Loop to home-JamaicaxMcCulloch & McCullochxDaytona
- Main Street
- Main streets in town
- Maracaibo

- Maverick
- Mc Colloch
- McCormick
- McCulloch Blvd
- McCulloch Blvd and Lake Havasu Ave
- McCulloch south to north
- My kids walk home sometimes and trying to cross Bamboo and Empress is crazy
- My neighborhood (4 responses)
- My neighborhood (between Saratoga and Chemehuevi)
- My neighborhood, blugrass and hornet
- Near the bridge
- Near the bridge
- Near work (College Drive, multi-use path, Kiowa)
- Neighborhood Jam/Saratoga
- Neighborhood on the southside off of mohican and oro grande
- Neighborhood. McCulloch.
- Neighborhood: squaw drive
- Newport Dr
- North Palm Verde
- North Palo Verde Blvd (3 responses)
- Oconowac
- On the golf course because it's safe.
- Oro grande
- Palo Verde Blvd. South & Starlite Lane
- Palo Verde to Acoma
- Paseo Dorado, Edgewood Dr, Saratoga Ave, Acoma Blvd W
- Patrician
- Realtor Park
- Rolling Hills Drive
- S Palo Verde and London Bridge Rd
- Smuts mculloch
- Southend Arizona
- Star line/ daytona
- Starline
- State Farm 2138 McCulloch
- Streetside Cafe
- Swordfish and Jamaica
- Ted Lane
- The channel
- Thunderbolt
- Tracks
- Up town area
- Var
- Work
- Work
- 26 – Parks
 - Parks
 - Along the channel and Rotary Park
 - City Parks - Rotary/ LBB
 - Currently when I walk it is at Rotary Park on path.
 - LH State Park London Bridge Road & Industrial

- Rotary Park (13 responses)
- Rotary park - channel
- Rotary Park (uS 95 & Rotary Park Dr)
- SARA Park (4 responses)
- SARA park trails & paved road
- 18 – Paths/trails
 - Bike Path
 - Island because there is a safe track
 - Island Path (10 responses)
 - On the island on the walk/bike path.
 - On the path by 95.
 - the path from Mesquite to Rotary
 - To the island via different routes
 - Trails around the lake
 - Multi-use pathway
- 17 – Stores/businesses
 - Grocery Store
 - Store
 - Bashas (3 responses)
 - Bashas Oro Grande and Kearsage
 - Doctors on Mesquite & Lake Havasu Ave
 - Dollar General (South Side)
 - Downtown businesses along McCulloch
 - from home on Brodie Dr. to Bashas
 - Kmart
 - Local stores/restaurants N. Kiowa @ Avalon
 - Lowes
 - McCulloch South to Basha's Grocery
 - Rite-Aid Lake Havasu Ave & Mesquite
 - Walmart
 - Mini mart
- 13 – Schools
 - School (3 responses)
 - Havasupai Elementary - crossing N. Kiowa to get to Havasupai
 - Lake Havasu High School (Kiowa/S. Palo verde)
 - Kearsage to Arapahoe to Thunderbolt to middle school
 - Streets near the high school.
 - Near thunderbolt middle school
 - Oro Grande Elementary
 - Oro Grande school
 - Starline Elementary
 - Telesis Campus
 - Thunderbolt school

19. Where would you like to walk, but currently can't? (please include the name of the place and the nearest intersection):

Categories shown below were not provided as part of the survey; rather, they were applied during analysis.

- 26 – Locations
 - Acoma
 - Airport
 - All over town-acoma & el dorado
 - All streets
 - Any neighborhood without sidewalks
 - Any street but to many hills
 - Around my neighborhood. McCulloch and Aqua Drive
 - Cisco Dr North and El Dorado
 - Downtown
 - Downtown to library
 - Island Path if it was lighted
 - Jamaica
 - Jamaica Blvd from Monte Carlo to Kiowa
 - Just about everywhere. The sidewalks just end.
 - London bridge road
 - McCulloch Blvd South
 - McCulloch from Daytona to Jamaica
 - More side-streets in the City.
 - Most streets because there are no sidewalks.
 - My neighborhood (El Dorado Ave)
 - My neighborhood. I live at the end of Winnebago.
 - North Pablo verde
 - on sidewalks in neighborhoods
 - Possibly commute to work
 - Street right below starters and Daytona. There is no crosswalk
 - Work
- 4 – Comments
 - I can walk anywhere I just don't because cars speed a lot
 - I'm considering moving out of LHC over the lack of accessibility
 - Other than the downtown area, I feel most of the city lacks safe areas to walk or ride a bicycle
 - Same, I drive there, then walk.
- 4 – Nowhere/not apply
- 4 – School
 - Kiowa from Bermuda to High School
 - Neighborhoods by the high school
 - School
 - to school (Starline Elementary)
- 4 – Stores/businesses
 - Downtown to Safeway
 - Mall
 - Shops but there are hardly any in residential areas
 - Walmart
- 2 – Parks
 - SARA Park
 - Yonder Park

20. How do you feel about your neighborhood and local walking conditions? (select any/all that apply):

- 86 – There aren't enough sidewalks and trails (72%)
- 61 – Cars drive too fast (51%)
- 51 – Cars drive too close to me (43%)
- 50 – There isn't enough street lighting (too dark) (42%)
- 50 – Motorists don't obey traffic laws (42%)
- 38 – It's difficult to cross busy intersections (32%)
- 36 – There are not enough crosswalks (30%)
- 31 – There aren't enough safe places to cross the street between intersections (26%)
- 30 – There's not enough shade (25%)
- 22 – The existing streets and sidewalks don't go where I want to go (18%)
- 22 – Other (please specify) (18%)
 - concerned about coyotes
 - Crossing guard or light that works only during school hours on Daytona and Starline
 - dogs are left unattended in the front yard
 - every street in town needs sidewalks and curbs!
 - Fence posts encroaching on city property inappropriately.
 - Good
 - Have to walk in street
 - hills are difficult
 - I am more concerned about OWNED dogs than strays. I think most of us are bit by "owned" dogs-- often with the owner present.
 - Lack of continuous sidewalks down main streets especially those leading to schools
 - My area is ok
 - my neighborhood has sidewalks and is good
 - No problem walking
 - No sidewalks
 - quite often see hypodermic needles on the ground during walks
 - Roads are not curbed
 - Snowbirds.
 - The stray dog thing in LHC is a major issue for me, as many dogs are frightened by wheelchairs, also the fake service dog problem - had one in a store growl and snap at me.
 - There are no sidewalk
 - There is a lot of runoff after storm events in which gravel gets into the streets. This makes it more difficult to walk at the edge of the road, and runs a risk of motorists kicking up sand and gravel as they pass you. We need more curbs installed to prevent gravel getting into the streets.
 - vehicles Dont stop for people crossing on a green walking arrow happens all the time and its dangerous
 - Where is the bus system
- 17 – I am concerned about stray dogs (14%)
- 16 – The places I want to go are too far away to walk (13%)
- 15 – Sidewalks are blocked by trash/recycling bins or mailboxes (13%)
- 12 – Sidewalks are in disrepair/cracked (10%)
- 9 – I am concerned about crime (8%)

ALL RESPONDENTS

21. For more information about this project ONLY, please provide your information below.

Name	Organization (if applies)	Email
Lisa		lisalovesdiezsi@tahoo.com
Steven J Alexander		drdirt@citilink.net
Remo Inglese		ringlese@icloud.com
Jeremy Palmer		jeremyep@gmail.com
Dawn Zeyouma-Hicks	Tri-Tech Auto	dawnmzh@gmail.com
Holly		kalaeswahine@gmail.com
Any Nickel		nickelemin@hotmail.com
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Collin Bangs		
Justin Demaret		
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Terence Concannon		terence@golakehavasü.com

Anna Scherzer		ascherzer@yahoo.com
Maureen Lastra		rolloverbuddy@yahoo.com

22. Last Question – Show us on the map where you have concerns about walking or bicycling. (Click here to access the map.)

Please see the attached report or view the interactive site at: [https://gci.mysocialpinpoint.com/lhmpo#/.](https://gci.mysocialpinpoint.com/lhmpo#/)

Additional locations:

- Acoma coming from the Highschool
- All school zones, because of careless parents/drivers whp,dont pay attention and speed and because of students and parents who have no respect for other drivers and insist on using everywhere but the crosswalk.
- Bamboo and Empress then Bamboo and Rainbow
- Too many places in havasu. When there isnt a side walk you have to walk or ride a bike in the street. There arent a lot of sidewalks. Also except at the lights when you cross like McCulloch and you're not at a light it is dangerous. These roads curve and turn too much and are very busy. There arent enough crosswalks. Look at McCulloch on the south side.
- Lastly - SR 95 was recently just widened to improve the shoulder on 90% of the Hwy from North o Lake Havasu to Pilot. However, there is a 1.5-mile strip in both directions where the shoulder is eliminated. The wide shoulder attracts the bike riders looking for that longer ride, and then the bikes are forced to ride in a lane of traffic in each direction for the 1.5 miles. This makes this ride very dangerous as vehicles do not yield space to bikes at hwy speeds. Not sure why they did not complete the shoulder widening through these sections. At least come back and make a normal 3 ft shoulder in these areas. This area is just South of Havasu heights area.
- Intersection of Empress and Bamboo just above Lake Havasu high school there needs to be a stop sign put there before a child dies!!

Comments:

- In my opinion, lack of AWARENESS towards cyclists and peds in LHC is the #1 issue here. It can be as easy and cost effective as increasing the amount of signage that 'encourages' drivers to think. Let's paint bike symbols on the roads to define dedicated bike lanes or even shared lanes - a parking lane and a bike lane. Let's post MANY signs to SHARE THE ROAD. The more visuals the better. We can take the existing bike path that unsafely jogs across SR 95 (twice) and send it UNDER or OVER (build bridge) the 95. Utilize the areas where traffic is not heavy...BEHIND the mall. Utilize the washes throughout town... create bike paths HIGH within washes as thoroughfares. As far as gravel in roads...additional street cleaning or how about the city curbing all streets? Pricy, I'm sure.
- I hope my survey arrived ok. When I clicked the map it did not return me to my survey and I had to reload the survey. If my answers are not there, please call me at 928-302-1493. I am a wheelchair user and have encountered too many near misses and accessibility issues in LHC
- There is not just one place where I have concerns about bicycling. The sidewalks are not a good place to ride. Many roads do not have bike lane or even shoulders. I love to ride bicycle. Mostly quit after moving because conditions are so bad. Lake Havasu is not a bicycle friendly city. Motorists are horrible drivers. Talk with the organization "People for Bikes.org" People for Bikes program "helps cities and towns quickly build and connect great places to ride." Do something.

Anything. Get rid of those center "turn lanes" for the entire length of roads. Secure bicycle racks. Education for drivers. More traffic enforcement. Especially with snowbirds in town.

- Everywhere! Put sidewalks in for pedestrians! Put bike paths in for bicyclists -- If you want it to be safer for them! They don't belong in roadways!
- There is too much traffic everywhere to be safe.
- Could not figure out how to place a pin

**LAKE HAVASU MPO
REQUEST FOR ACTION
JUNE 12, 2018**

SUBJECT: Memorandum of Understanding between Lake Havasu MPO and the State of Arizona Department of Transportation

SUBMITTED BY: Vinny Gallegos, LHMPO Director

AGENDA TYPE: Public Hearing – Discussion / Possible Action

ATTACHMENTS:

Memorandum of Understanding between Lake Havasu MPO and the State of Arizona

SUMMARY/BACKGROUND:

The Memorandum of Understanding (MOU) is being requested by all MPO's for performance measures regarding Urban Transit Systems (5307) at this time Lake Havasu MPO region does not have a 5307 program, however we are still required to address this performance measure focusing on future efforts.

Staff is requesting the Board approve and Chairman to sign the Memorandum of Understanding (MOU) with ADOT.

ACTION OPTION:

Motion to approve the Memorandum of Understanding (MOU) and authorize the Chairman, or in his absence the Vice Chairman, to sign

OR

To be determined from discussion

RECOMMENDATION:

Motion to approve the Memorandum of Understanding (MOU) and authorize the Chairman, or in his absence the Vice Chairman, to sign

MEMORANDUM OF UNDERSTANDING (MOU)

LAKE HAVASU METROPOLITAN PLANNING ORGNIZATION, “FUTURE” PROVIDER(S) OF PUBLIC TRANSPORTATION AND THE ARIZONA DEPARTMENT OF TRANSPORTATION

PERFORMANCE MEASURE TARGET SETTING AND DATA SHARING

This Memorandum of Understanding (MOU) is made and entered into by and among the Arizona Department of Transportation (ADOT) as the Designated Recipient for federal formula funds in the non-urbanized areas, Lake Havasu Metropolitan Planning Organization (LHMPO) as the designated Metropolitan Planning Organization, the “future” Provider(s) of Public Transportation as Designated Recipient for federal formula funds in the urbanized areas, referred to collectively as the “PARTIES” or individually as a “PARTY”.

This MOU shall become effective as of the date it has been approved by all PARTIES.

I. Purpose of the Memorandum of Understanding

LHMPO, ADOT, and the “future” Provider(s) of Public Transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the establishment of performance targets, the reporting of performance targets, the reporting of performance measures to be used in tracking progress toward attainment of critical outcomes for the LHMPO region, and the collection of data for the State asset management plan for the National Highway System.

II. Responsibilities of All Parties

- a.** LHMPO, ADOT, and the “future” Provider(s) of Public Transportation shall coordinate on the establishment of targets in accordance with 23 CFR part 450 to ensure consistency, to the maximum extent practicable.
- b.** The PARTIES will adopt performance targets for the metropolitan transportation planning process in accordance with Federal and State requirements.
- c.** Unified targets, as required by 23 CFR Part 450, shall be developed jointly by ADOT and LHMPO. Non-Unified targets are required to be established by ADOT, and LHMPO shall have the option to agree and adopt them or calculate and establish LHMPO-specific targets.

III. Responsibilities of the Arizona Department of Transportation

- a. ADOT will develop draft statewide required performance targets in coordination with LHMPO, as applicable. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. ADOT shall provide LHMPO with a reasonable opportunity to provide comments on statewide targets prior to the adoption of final statewide targets.
- b. ADOT shall take action necessary to meet all State and Federal laws required as related to Performance Based Planning and Programming and shall involve Parties as necessary and appropriate.
- c. Upon request, and when not contractually prohibited, ADOT will share with the PARTIES data obtained or collected to support the development of statewide targets and in support of ongoing performance measure tracking.
- d. ADOT will report its performance targets to FHWA and FTA, as applicable. A copy of the report will be sent to the PARTIES at that time.
- e. ADOT will be responsible for collecting bridge and pavement condition data. The data shall be used for but not limited to creation of the State Asset Management Plan for the National Highway System. Safety and other data to be collected as required.
- f. To the maximum extent practicable, ADOT will include in its State Transportation Improvement Program (STIP) a description of the anticipated effect of the STIP toward achieving agreed upon performance targets.
- g. ADOT's STIP will include a linkage from the investment priorities in the STIP to achievement of agreed upon performance targets.
- h. ADOT shall ensure any of its reporting of targets and performance shall conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673.

IV. Responsibilities of the Lake Havasu Metropolitan Planning Organization

- a. The MPO will establish necessary transportation performance targets and/or adopt ADOT performance targets and will share documentation pertaining to the development, reporting and tracking of those targets with the PARTIES.
- b. Upon request, and when not contractually prohibited, LHMPO will share with the PARTIES data obtained or collected in support of performance measure tracking.

- c. The establishment of targets shall progress through the LHMPO committee process. The Technical Advisory committee will provide recommendations to the Executive Board. The Executive Board, as the governing and policy-making body for LHMPO, will take final action.
- d. LHMPO will report its performance targets to FHWA and FTA, as applicable. A copy of all reports will be sent to the PARTIES at that time.
- e. LHMPO will, by reference in the RTP, prepare a System Performance Report to report the condition and performance of the transportation system with respect to the Federally required performance targets including progress achieved by LHMPO toward the agreed upon performance targets.
- f. To the maximum extent practicable, LHMPO will include in its Transportation Improvement Program (TIP) a description of the anticipated effect of the TIP toward achieving agreed upon performance targets.
- g. LHMPO's TIP will include a linkage from the investment priorities in the TIP to achievement of previously established and agreed upon performance targets.

V. Responsibilities of the “future” Provider(s) of Public Transportation

- a. The “future” Provider(s) of Public Transportation will establish transit asset management, safety and other required transit performance targets and share established targets with the PARTIES.
- b. Upon request, and when not contractually prohibited, the “future” Provider(s) of Public Transportation will share with the PARTIES data obtained or collected in support of performance measure tracking.
- c. The “future” Provider(s) of Public Transportation will provide an outline of the adoption process to the PARTIES once established.
- d. The “future” Provider(s) of Public Transportation will report performance targets to FTA. A copy of all reports will be sent to the other PARTIES at that time.

VI. Conflict Resolution section

If disagreements arise regarding the implementation of this agreement, all PARTIES shall act in good faith to resolve the disagreement. If a resolution

cannot be reached, the PARTIES to this agreement agree to meet and have a representative from the Federal Highway Administration or the Federal Transit Administration to assist in resolving the disagreement. In the event a resolution still cannot be reached, the parties hereto agree to abide by required arbitration as set forth for public works in Agreement in Arizona Revised Statutes Section 12-1518

VII. Term

This Memorandum shall become effective when fully executed by the PARTIES. It shall remain in full force and effect until it is terminated in writing by one or all of the PARTIES, whichever date occurs first.

VIII. Governing Law and Venue

This MOU shall be governed by the laws of the State of Arizona. All cited regulations, statutes, public law, executive orders, and/or policies cited in this MOU are incorporated by reference as a part of this MOU. All parties shall comply with all applicable Federal, State and local requirements where and when relevant.

IX. Authorities not altered.

Nothing in this MOU alters, limits, or supersedes the authorities or responsibilities of any party on any matter within their respective jurisdictions. Nothing in this MOU shall require any of the parties to perform beyond their respective authorities.

X. Severability

If a provision contained in this MOU is held invalid for any reason, the invalidity does not affect other provisions of the MOU and can be given effect without the invalid provision, and to this end the provisions of this MOU are severable.

XI. Indemnification

Each party (as “indemnitor”) agrees to indemnify, defend, and hold harmless the other party (as “indemnatee”) from and against any and all claims, losses, liability, costs, or expenses (including reasonable attorney’s fees), hereinafter collectively referred to as “claims”, arising out of bodily injury of any person (including death) or property damage, but only to the extent that such claims which result in vicarious/derivative liability to the indemnatee, are caused by the act, omission, negligence, misconduct, or other fault of the indemnitor, its officers, officials, agents employees, or volunteers.

XII. Discrimination

This MOU is subject to the provisions of Title VI of the Civil Rights Act. The Parties or their sub-contractors/consultants shall not discriminate against any employee or applicant for employment in violation of Federal Executive Order 11246, Arizona State Executive Order 2009-09, or A.R.S. 41-1461 through 1465, which mandates that all persons, regardless of race, color, religion, sex age, national origin or political affiliation shall have equal access to employment opportunities, and all other applicable state and federal employment laws, rules and regulations, including the Americans With Disabilities Act. Each Party shall take affirmative action to ensure that applicants for employment and employees are not discriminated against due to race, creed, color, religion, sex, age, national origin or political affiliation or disability.

Each Party assures that it will comply with applicable provisions of the Americans with Disabilities Act (ADA), (Public Law No. 101-336, 42 U.S.C. 12101-12213) and all applicable federal regulations under the Act including 28 CFR parts 35-36, and applicable provisions of 49 CFR Parts 27, 37 and 38: Transportation for Individuals with Disabilities; Final Rule. The parties to this MOU shall comply with Executive Order Number 2009-09 issued by

the Governor of the State of Arizona and incorporated herein by reference regarding “Non-Discrimination”.

XIII. Immigration

To the extent applicable under Arizona Revised Statutes Section 41-4401, each Party warrants their compliance with all federal immigration laws and regulations that relate to their employees and their compliance with the E-verify requirements under Arizona Revised Statutes Section 23-214(A). A breach of the above-mentioned warranty by any Party or its subcontractors shall be deemed a material breach of the MOU and may result in the termination of the MOU by the non-breaching Parties. Each Party retains the legal right to randomly inspect the papers and records of the other Parties or its subcontractor employees who work on the MOU to ensure that the Parties or its subcontractors are complying with the above-mentioned warranty.

XIV. No Boycott of Israel

Each Party warrants that it is not engaged in a boycott of Israel as defined in A.R.S. 35-393 et seq.

SIGNATURE PAGE

EXECUTED by the PARTIES, each respective entity acting by and through its duly authorized official as required by law.

_____ Date: _____

Chairman Mark S. Nexsen
Lake Havasu Metropolitan Planning Organization

_____ Date: _____

Multimodal Planning Division Director
Arizona Department of Transportation

Approved as to Content:

_____ Date: _____

Vinny Gallegos, Director
Lake Havasu Metropolitan Planning Organization

Approved as to form:

_____ Date: _____

Attorney for the Lake Havasu Metropolitan Planning Organization

**LAKE HAVASU MPO
REQUEST FOR ACTION
JUNE 12, 2018**

SUBJECT: FY19-23 Transportation Improvement Program (TIP)

SUBMITTED BY: Vinny Gallegos, LHMPO Director

AGENDA TYPE: Public Hearing - Discussion / Possible Action Item

ATTACHMENTS:

FY19 – 23 Transportation Improvement Program (TIP)

SUMMARY/BACKGROUND:

The TIP was reviewed at the May 15, 2018 Technical Advisory Committee Meeting and is being presented to the Executive Board for your approval. The TAC has recommended the TIP to the Executive Board for approval. The TIP is out for 30-day public comments from Thursday May 24, 2018, and so far, no comments were received.

ACTION OPTION:

Motion to approve the FY19-23 Transportation Improvement Program (TIP)

OR

Motion to not approve the FY19-23 Transportation Improvement Program (TIP)

RECOMMENDATION:

Motion to approve the FY19-23 Transportation Improvement Program (TIP)



LAKE HAVASU METROPOLITAN PLANNING ORGANIZATION

Transportation Improvement Program

Fiscal Year 2019 – 2023

900 London Bridge Road, Building B
Lake Havasu City, AZ 86404

Telephone (928) 453-2823
WWW.LHMPO.org

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I. INTRODUCTION

In 2010, the United States Census reflected that Lake Havasu City population surpassed the 50,000 threshold; thus, requiring the establishment of a Metropolitan Planning Organization (MPO).

The Lake Havasu Metropolitan Planning Organization (LHMPO) planning area boundary encompasses all areas within the Lake Havasu City limits, the Mohave County area north of the City limits known as Desert Hills, Havasu Gardens, Crystal Beach and the Mohave County area southeast of the City known as Horizon Six. The planning boundary of the LHMPO is approximately 100 square miles.

Mission Statement

The mission of the Lake Havasu Metropolitan Planning Organization (LHMPO) is to provide open leadership and guidance for regional transportation planning through a cooperative effort that will result in a practical and positive growth model beneficial to residents, visitors and businesses.

Executive Board

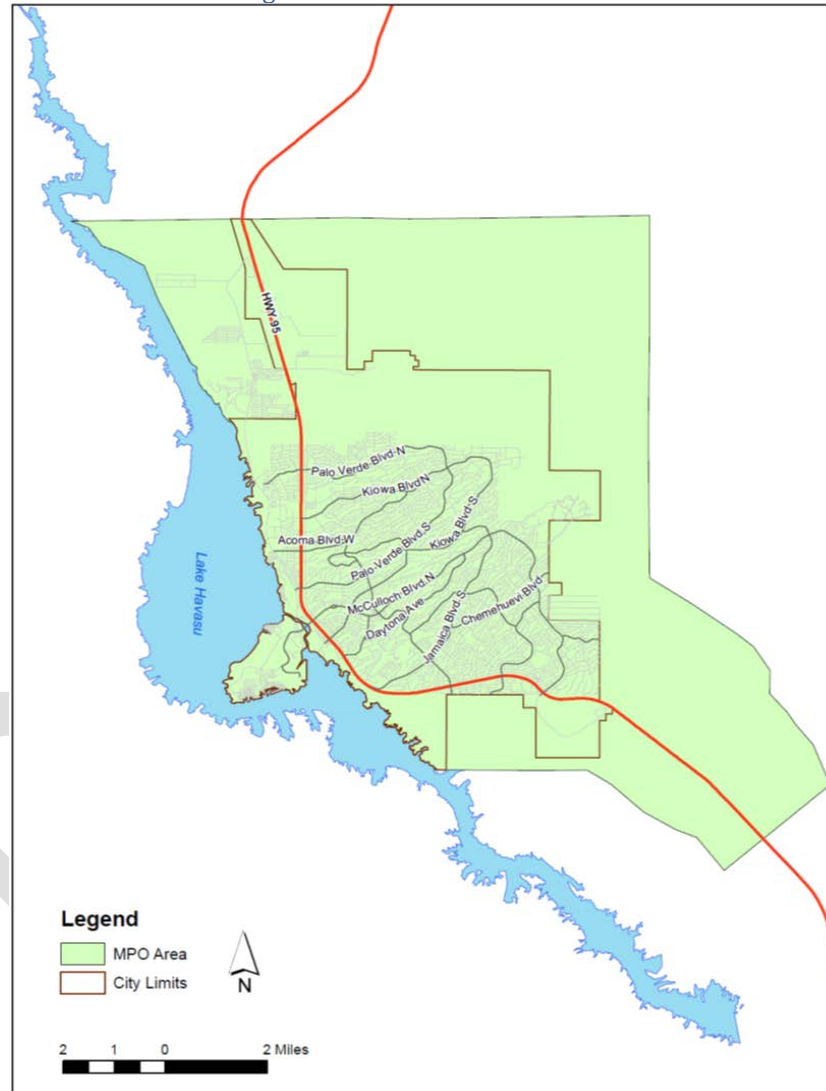
The Executive Board is the policy body of the LHMPO coordinating the transportation planning activities. The Executive Board consists of elected officials from Lake Havasu City, Mohave County; one member from Arizona Department of Transportation State Transportation Board (appointed by the Governor of the State of Arizona) and one ex-officio non-voting representative of Federal Highways Administration.

Technical Advisory Committee (TAC)

The TAC consists of six (8) technical and managerial representatives from: Lake Havasu City (3); Mohave County (2); Western Arizona Council of Governments (WACOG) (1); the Arizona Department of Transportation (ADOT) (2); and, Federal Highways Administration ex-officio (1) as members.

The primary responsibility of the TAC is to perform technical reviews and analysis regarding project related activity if the TIP and make recommendations to the Executive Board.

Figure 1: LHMPPO Urbanized Area



Geographic Area

The LHMPPO is responsible for the continuous, cooperative and comprehensive transportation planning process for the Lake Havasu Metropolitan Planning Organization Urbanized Area.

Requirements

The TIP is a multi-year (4 – 10 years) program of transportation projects that is consistent with and implements the goals and objectives described in the **2040 Regional Transportation Plan**. The TIP is required to be prepared in complete detail identifying projects, assign projects in appropriate periods, and to identify costs associated with each project as well as funding source. The TIP needs to be reviewed annually and revised as necessary. Years 1 – 4 **must** be fiscally constraint.

II. PUBLIC INVOLVEMENT PROCESS

Federal legislation requires a public involvement process that provides comprehensive information, timely public notice, and full public access to key decisions and is supportive of early and continuing involvement of the public in all areas of the transportation planning process.

The Public Involvement Plan adopted by the Executive Board July 8, 2014 and amended on October 30, 2017 contains background material, guidelines, and commitments that LHMPPO is undertaking to incorporate an effective public process into future plans, projects, and programs. Specifically, LHMPPO is committed to:

- Inclusive and meaningful public involvement.
- Open and honest communications with all individuals and entities.
- Timely public notice.
- Full public access to information and key decisions.
- Creating a sense of shared responsibility and ownership for regional transportation/congestion problems and a shared sense of pride in the development of solutions to those problems.
- Helping form partnerships between member entities, and the private and public sectors to plan and implement transportation/congestion solutions.
- Establishing policies and prioritizing needs based on valid data and using objective, fair and consistent processes.
- Providing information and gathering input so that decision makers will be able to make informed decisions.

Public Process

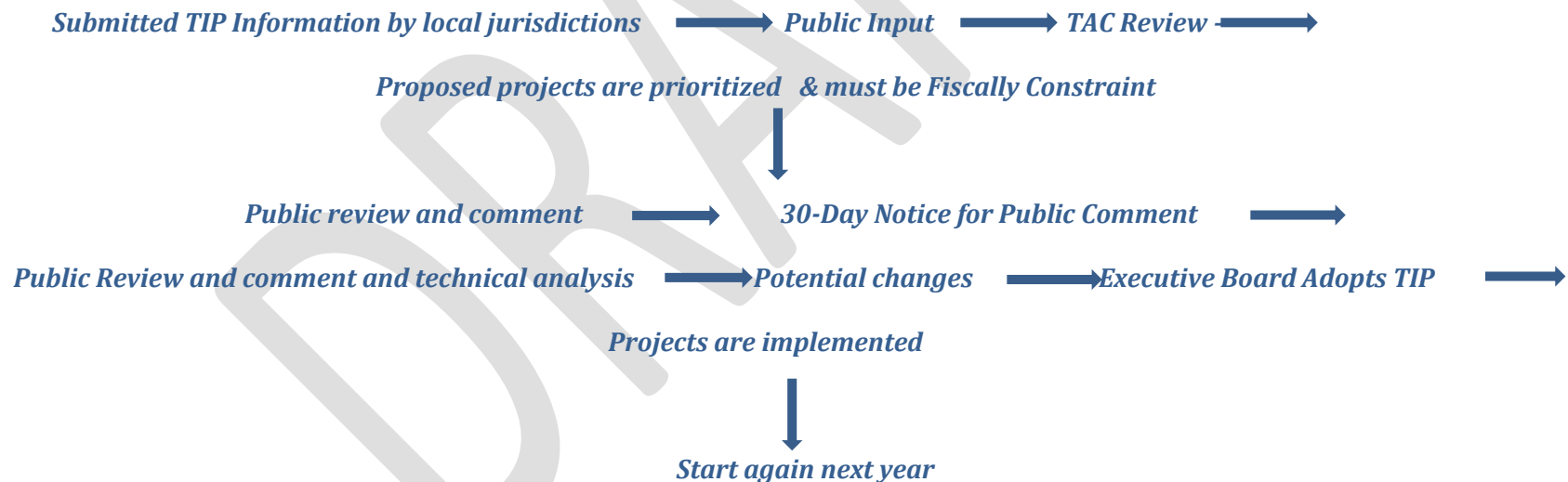
The LHMPPO will update the TIP on a regular basis and will strive to include as much public input as possible. Annually the TAC will submit projects for inclusion in the TIP. The review of the projects will occur by the TAC in a public meeting; and, each project submitted must be fiscally

constrained. The draft document will be available for public comment for not less than 30-days and will be available at the LHMPO Office and LHMPO web site.

After the public comment period has ended the draft document will be presented to the TAC for approval and forwarded to the Executive Board for final approval. The Executive Board has the option of continuing with the approval process or move to a future date to allow for additional comments or discussion.

The LHMPO follows and adheres to the approved Title VI Plan and the Public Involvement Plan (PIP) to ensure the greatest amount of public participation is received during the TIP development process.

The Public Involvement Process:



III. FUNDING SOURCE AND BUDGET

The LHMPO is dependent on federal funding for the operation of the MPO; and, to perform planning activities used to deliver a variety of projects in the Urbanized Area. Below is a detailed list of the types of funding the LHMPO receives as well as what the funding is utilized for.

Planning Funds (PL) and State Planning & Research Funds (SPR)

The Arizona Department of Transportation (ADOT) is the designated recipient of the Federal-Aid Highway Funds used for planning and research purposes. ADOT receives State Planning and Research (SPR) funds from Federal Highways Administration (FHWA) and utilizes some of these funds with planning agencies to conduct transportation planning activities. Planning Funds (PL) is apportioned to states on the basis of population in urbanized areas and relative to the amount of highway construction funds the state receives.

SPR funds are discretionary and are typically administered by ADOT to carry out specific technical activities. In the LHMPO region SPR funds will be used to conduct transportation planning activities and administration of the program. SPR funds require a 20% local match and PL funds require a 5.7% local match. The below amounts reflect the Obligation Authority amounts, which is also the apportionment.

Total Estimated PL Funding Annual	\$120,002
Total Estimated SPR Funding Annually	\$125,000

Surface Transportation Block Grant Program Funds (STBGP)

STBGP is a federal-aid highway flexible funding program that funds a broad range of surface transportation capital needs including roads, transit, airport access, vanpool, and bicycle and pedestrian facilities. Transit related planning; research and development activities are also eligible for the use of STBGP funds. The LHMPO entered into an agreement in to provide the Obligation Authority amount to Western Arizona Council of Governments (WACOG) for 2014 – 2020 in exchange for two (2) projects in Lake Havasu City. These projects were planned by WACOG prior to the formation of the LHMPO. These funds require a 5.7% local match. The below amounts reflect the Obligation Authority amounts, not apportionments.

Total Estimated STBGP Funding Annually	\$302,770
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Highway Safety Improvement Program Funds (HSIP)

HSIP funds are a federal funding source dedicated to safety improvements and are distributed within the State on a competitive basis. The main purpose of the HSIP funding is to achieve a reduction in fatalities and serious injuries on public roads. The LHMPO 2017 Strategic Transportation Safety Plan has identified areas where funding could be utilized.

HSIP Match

5.7% match typically provided through the use of in-kind / hard dollars by the MPO member agencies; however, in some projects the match can be as low as 0%. 23 U.S.C. 120 (c) and 130 address the local match waiver on HSIP funded projects.

0.0% match reference, 23 U.S.C. 120(c) and 130 address the local match waiver on HSIP funded projects. Section 120(c) allows certain types of highway safety improvement projects to be funded at 100 percent (i.e., traffic control signalization, traffic circles, safety rest areas, pavement marking, commuter carpooling and vanpooling, rail-highway crossing closure, or installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles, or priority control systems for emergency vehicles or transit vehicles at signalized intersections).

Total Estimated HSIP Funding Annually	\$ Competitive
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Federal Transit Administration Funding (FTA) – Section 5305d

These funds are utilized for transit planning purposes in the LHMPO region. The use of these funds is allowed for planning and technical studies related to transit. FTA provides funding to ADOT for the regional planning agencies with the State. These funds require a 20% local match. The below amount reflects the Apportionment.

Total Estimated FTA Section 5305d Funding Annually	\$23,300
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Federal Transit Administration Funding (FTA) – Section 5304 & 5305e

The FTA Section 5304 & 5305e funding is provided to ADOT via FTA for transit planning. The funding became available with Federal Fiscal Year 2018 and is available on a competitive basis.

Total Estimated FTA Section 5305e Funding Annually	\$96,000
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FTA Section 5307 – Urbanized Areas

The FTA Section 5307 funding is also filtered through the ADOT Multimodal Planning Division (MPD) - Transit Section. This program provides grants to urbanized areas (over 50,000 in population) for public transportation, capital, planning, job access, and reverse commute projects, as well as operation expenses in certain circumstances. The Lake Havasu City region is eligible for these funds, but currently not receiving these funds. In the Summer of 2018, the Lake Havasu MPO will conduct a Transit Feasibility Study for the region. The study will evaluate the feasibility of establishing a transit system within the region.

Highway User Revenue Funds (HURF) Exchange Program

Annually, ADOT provides federal Surface Transportation Block Grant Program (STBGP) funding on a discretionary basis to Arizona Councils of Governments (COG) and Metropolitan Planning Organizations (MPO), which then program the funds for specific local projects in the applicable region. The use of federal funding also requires compliance with certain federal environmental, procurement and other regulations. These requirements typically result in longer project duration and higher costs than if the project were built with non-federal funds. The HURF Exchange program is targeted to cities / towns / counties with population of 200,000 or less. It enables local public agencies (LPAs) to build projects using state funding, avoiding expensive and time-consuming federal regulatory requirements. Because the HURF Exchange results in reduced costs and administrative burden for participating LPAs and transfers that burden to ADOT, the statute allows ADOT to pay \$.90 cents in State Highway Fund (SHF) for each \$1 of federal funding exchanged.

IV. TRANSIT PROJECTS

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities grant program.

ADOT refers to this program as the “Coordinated Mobility Program.” The Coordinated Mobility Program, FTA Section 5310, is a grant program that provides funding to assist with costs for mobility management activities, the purchase of capital equipment, and operations to meet the mobility needs of seniors (sixty five years and over) and individuals with disabilities of any age. The goal of the Section 5310 Program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available.

The FTA Section 5310 funding is filtered through ADOT Transit Division to those not for profit and profit human service transit providers who qualify. To qualify for the funding, the organizations must be listed in the Western Arizona Council of Governments (WACOG) Human Service Transportation Coordination Plan prepared and provided by (WACOG). Those within the LHMPPO region are: Havasu Mobility; MileMarkers, New Horizons, and Rise. The funding amount available is provided by ADOT at the beginning of the grant cycle. Any Awarded amounts will be included into the LHMPPO TIP.

V. Safety Performance Targets

On August 31, 2017 the Arizona Department of Transportation (ADOT) formally established safety targets for the state of Arizona for 2018. These safety targets are based on the Safety Performance Measures established by the Federal Highway Administration (FHWA) and are indicators of expected crash results based on five year rolling averages.

2018 safety targets established by ADOT and adopted by the LHMPPO are as follows:

- Number of Fatalities - 4% Increase
- Rate of Fatalities - 2% Increase
- Number of Serious Injuries - 0% Increase
- Rate of Serious Injuries - 1% Decrease
- Number of Non-motorized Fatalities and Serious Injuries - 2% Increase

The safety targets set by ADOT are data-driven and realistic; and are intended to keep the State focused on improving safety while still striving for the goal of the LHMPPO Strategic Transportation Safety Plan (STSP) and the State Strategic Highway Safety Plan (SHSP) of reducing the number of fatalities and serious injury crashes in the Lake Havasu MPO region and the state of Arizona.

The Lake Havasu MPO is committed to supporting the established safety targets by doing the following:

- Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area.
- Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan).
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in the Regional SHSP and other State safety transportation plans and processes.

FEDERAL CERTIFICATIONS
METROPOLITAN TRANSPORTATION PLANNING PROCESS
SELF-CERTIFICATION

The Arizona Department of Transportation and the Lake Havasu Metropolitan Planning Organization, the Metropolitan Planning Organization for the Lake Havasu urbanized area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- II. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;
- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- V. Section 1101(b) of the FAST (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction projects;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Lake Havasu Metropolitan
Planning Organization

Arizona Department of Transportation
Multimodal Planning Division

Vincent Gallegos
Director

Date

Name
Director

Date

LHMPO
TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEAR 2019-2023

TIP ID # /TRACS#	SPONSOR	PROJECT NAME/LOCATION	TYPE OF WORK	TYPE OF FUNDING	FUNCTIONAL CLASS								LOCAL MATCH FUNDS	PROJECT TOTAL
						FY17	FY18	FY19	FY20	FY21	FY22	FY23		
SURFACE TRANSPORTATION BLOCK GRANT FUNDS (STBG)														
LHV-12-104C /SS85901D	LHC/WACOG/LHMPO	Lake Havasu Ave, LHC	Construction	STBG	Rural Prin Artrl		\$ 989,319						\$ 59,800	\$ 1,049,119
LHV-12-104C /SS85901D	LHC/WACOG/LHMPO	Lake Havasu Ave, LHC	Construction	LTAP			\$ 5,000							\$ 5,000
LHV-12-104C /SS85901D	LHMPO	Lake Havasu Ave, LHC	Construction	STBG			\$ 218,792						\$ 13,225	\$ 232,017
LHV-13-101C /SZ11403D	LHC/WACOG/LHMPO	Swanson Ave, LHC	Construction	STBG	Urban Coll			\$ 1,840,240					\$ 111,234	\$ 1,951,474
LHV-13-101C /SZ11403D	LHC/WACOG/LHMPO	Swanson Ave, LHC	Construction	LTAP				\$ 5,000						\$ 5,000
LHV-13-101C /SZ11403D	LHMPO	Swanson Ave, LHC	Construction	STBG				\$78,668					\$ 4,755	\$ 83,423.00
LHM-20-105D	LHMPO	SR95 Kiowa Traffic Signal	Design	STBG					\$160,000					\$ 160,000
LHM-20-105C	LHMPO	SR95 Kiowa Traffic Signal	Construction	STBG						\$404,038				\$ 404,038
LHM-18-106	LHMPO	Highway Safety Education Campaign for Safe Driving, Mohave County		STBG				\$ 50,000						\$ 50,000
LHM-22-107	LHMPO	London Bridge Rd Bike Striping. - SR95 to SR95	Design / Constructiupon	STBG						(\$302,770)	\$302,770	\$302,770		\$605,540
TOTAL STBG & LTAP						\$ -	\$ 1,213,111	\$ 1,973,908	\$ 160,000	\$ 404,038	\$ 302,770	\$ 302,770	\$ 189,014	\$ 4,545,611
HIGHWAY SAFETY IMPROVEMENT PROGRAM FUNDS (HSIP)														
LHM-19-101	LHC	Pedestrian Hybrid Beacon at Acoma Blvd/Pima Dr	Design	HSIP				\$ 135,000					\$ -	\$ 315,000
LHM-19-101	LHC	Pedestrian Hybrid Beacon at Acoma Blvd/Pima Dr	Construction	HSIP					\$ 180,000				\$ -	\$ 315,000
LHM-16-101D&C / F0029 01D	ADOT/LHMPO	SR95/Kiowa Ave, LHC	Design/Construction	HSIP	Urban Prin Other	\$ -	\$ 952,925	\$ -	\$ -				\$ -	\$ 952,925
LHM-16-101C	ADOT/LHMPO	SR95/Kiowa Ave, LHC	Construction	HSIP	Urban Prin Other	\$ -	\$ 44,142	\$ -	\$ -				\$ -	\$ 44,142
TOTAL HSIP						\$ -	\$ 997,067	\$ 135,000	\$ 180,000				\$ -	\$ 1,627,067
TRANSIT PROJECTS (5310)														
LHM-17-111	New Horizons	FTA Vehicle Award	Cutaway Van w/Lift	5310	N/A	\$ 63,342	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 7,038	\$ 70,380
LHM-17-112	New Horizons	FTA Vehicle Award	Cutaway Van w/Lift	5310	N/A	\$ 63,342	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 7,038	\$ 70,380
LHM-17-113	New Horizons	FTA Vehicle Award	Minivan w/Ramp	5310	N/A	\$ 42,687	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 4,743	\$ 47,430
LHM-17-114	New Horizons	FTA Vehicle Award	Minivan w/Ramp	5310	N/A	\$ 42,687	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 4,743	\$ 47,430
LHM-17-115	ACHIEVE	FTA Vehicle Award	12 Passenger Van no/lift	5310	N/A	\$ 28,917	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 3,213	\$ 32,130
LHM-17-116	ACHIEVE	FTA Vehicle Award	12 Passenger Van no/lift	5310	N/A	\$ 28,917	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 3,213	\$ 32,130

**LHV-13-101C/SZ11403D Reduced by due to actual funding available

LHM-17-117	Milemarkers Therapy	Operating	Operating	5310	N/A	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 25,000	\$ 50,000
LHM-17-119	Milemarkers Therapy	FTA Vehicle Award	Cutaway Van w/Lift	5310	N/A	\$ 63,342	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 7,038	\$ 70,380
TOTAL TRANSIT (5310)						\$ 358,234	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 62,026	\$ 420,260

ADOT: Arizona Department of Transportation

LHMPO: Lake Havasu Metropolitan Planning Organization

WACOG: Western Arizona Council of Governments

LHC: Lake Havasu City

MC: Mohave County Local Additional Funds: Applicable to the Agency Awarded

LHMPO
TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEAR 2018 - 2022

TIP ID # /TRACS#	SPONSOR	PROJECT NAME/LOCATION	TYPE OF WORK	TYPE OF FUNDING	FUNCTIONAL CLASS							ADOT REVIEW FEES	LOCAL MATCH FUNDS	LOCAL ADDTL FUNDS	PROJECT TOTAL
						FY18	FY19	FY20	FY21	FY22	FY23				
Project Parking Lot															
LHM-18-108	Lake Havasu City	Verde Blvd. to Wood Ln.; McCulloch Blvd./El Dorado Ave.	Design	HSIP					\$ 160,000				\$ 1,938		\$ 160,000
LHM-18-108	Lake Havasu City	Verde Blvd. to Wood Ln.; McCulloch Blvd./El Dorado Ave.	Construction	HSIP						\$ 724,750			\$ 6,840		\$ 564,750
LHM-18-110	New Horizons AZ	FTA Vehicle Award	Cutaway with Lift	5310		\$ 52,821	\$ -	\$ -				\$ -	\$ 14,899	\$ -	\$ 67,720
LHM-18-111	New Horizons AZ	FTA Vehicle Award	Cutaway with Lift	5310		\$ 52,821							\$ 14,899		\$ 67,720
LHM-18-112	New Horizons AZ	FTA Vehicle Award	MiniVan no/Ramp	5310		\$ 21,310							\$ 6,011		\$ 27,321
LHM-18-113	New Horizons AZ	FTA Vehicle Award	MiniVan w/Ramp	5310		\$ 36,995							\$ 10,435		\$ 47,430
LHM-18-114	Rise	FTA Vehicle Award	Cutaway with Lift	5310		\$ 52,821							\$ 14,899		\$ 67,720
LHM-18-115	Rise	FTA Vehicle Award	Cutaway with Lift	5310		\$ 52,821							\$ 14,899		\$ 67,720
LHM-18-116	Rise	FTA Vehicle Award	Cutaway with Lift	5310		\$ 52,821							\$ 14,899		\$ 67,720
LHM-18-117	Somewhere Out of the Box	FTA Vehicle Award	Cutaway with Lift	5310		\$ 54,896							\$ 15,484		\$ 70,380
LHM-18-118	Somewhere Out of the Box	FTA Vehicle Award	MiniVan no/Ramp	5310		\$ 21,310							\$ 6,011		\$ 27,321
LHM-18-119	Somewhere Out of the Box	FTA Vehicle Award	MiniVan no/Ramp	5310		\$ 21,310							\$ 6,011		\$ 27,321
LHM-18-120	Havasus Mobility	FTA Vehicle Award	MiniVan w/Ramp	5310		\$ 36,995							\$ 10,435		\$ 47,430
LHM-18-121	New Horizons AZ	Operating Capital	New Operating Funds	5310		\$ 30,000							\$ 30,000		\$ 60,000
LHM-18-122	Somewhere Out of the Box	Operating Capital	Continuation	5310		\$ 25,000							\$ 25,000		\$ 50,000
TOTAL						\$ 511,921	\$ -	\$ -	\$ 160,000	\$ 724,750		\$ -	\$ 192,660	\$ -	\$ 1,420,553

ADOT: Arizona Department of Transportation

LHMPO: Lake Havasu Metropolitan Planning Organization

WACOG: Western Arizona Council of Governments

LHC: Lake Havasu City

MC: Mohave County

Local Additional Funds: Applicable to the Agency Awarded

Lake Havasu MPO
Federal Funding Allocations

LAKE HAVASU MPO ANNUAL FEDERAL ALLOCATIONS (Estimated)						
Surface Transportation Block Grant Program (STBGP)						
	FY18	FY19	FY20	FY21	FY22	FY23
Apportionment	\$ 302,770.00	\$ 302,770.00	\$ 302,770.00	\$ 302,770.00	\$ 302,770.00	\$ 302,770.00
Obligation Authority*	\$ 287,328.73	\$ 287,328.73	\$ 287,328.73	\$ 287,328.73	\$ 287,328.73	\$ 287,328.73
Transfer Obligation - WACOG	\$ 289,145.00	\$ 289,145.00	\$ 289,145.00	\$ -	\$ -	\$ -
Total OA	\$ 287,328.73	\$ 287,328.73	\$ 287,328.73	\$ 287,328.73	\$ 287,328.73	\$ 287,328.73
Net OA Available	\$ (1,816.27)	\$ (1,816.27)	\$ (1,816.27)	\$ 287,328.73	\$ 287,328.73	\$ 287,328.73
Highway Safety Improvement Program (HSIP)						
Apportionment	\$ 519,767.00	BECOMES COMPETITIVE PROCESS				
Obligation Authority*	\$ 479,476.88					
Programmed	\$ 640,359.00					
Loan/Transfer In (OA)**	\$ 171,743.00					
Loan/Transfer Out (OA)***	\$ 532,783.00					
Total OA	\$ 651,219.88					
Net OA Available	\$ 10,860.88					
* For FY16 the OA Rate is 94.9% and is subject to change each year						
**Loan Repayment from WACOG/Transfer from ADOT						
***Transfer to ADOT for SR95/Kiowa Project/LHC Sign Project						

Lake Havasu MPO
Planned Future Projects **MID TERM**

PROJECT	FUNDING TYPE	DESCRIPTION	AMOUNT	ENTITY
Phase I Bicycle Striping & Signage	TA/HSIP	Bicycle striping & signage	\$380,000	LHC/ADOT
McCulloch Blvd N: SR-95 to Jamaica Blvd (BPIP UPDATE PENDING)	BPIP UPDATE	4.3 Miles (\$107,500) (BPIP UPDATE PENDING)		
Lake Havasu Ave: Palo Verde Blvd S to Jamaica Blvd S (BPIP UPDATE PENDING)	BPIP UPDATE	2.5 Miles (\$62,500) (BPIP UPDATE PENDING)		
Jamaica Blvd S: Lake Havasu Ave to Kiowa Blvd S (BPIP UPDATE PENDING)	BPIP UPDATE	4.9 Miles (\$122,500) (BPIP UPDATE PENDING)		
Palo Verde Blvd S: Kiowa Blvd N to Lake Havasu Ave N (BPIP UPDATE PENDING)	BPIP UPDATE	2.1 Miles (\$52,500) (BPIP UPDATE PENDING)		
Kiowa Blvd S: Jamaica Blvd N to Palo Verde Blvd S (BPIP UPDATE PENDING)	BPIP UPDATE	1.4 Miles (\$35,000) (BPIP UPDATE PENDING)		
Lake Havasu Ave – Mesquite to Mulberry (Smoketree ??)	SPR-LHC CIP	Conduct Traffic Study	\$80,000	LHMPO/LHC
Phase I Sidewalk Project	TA/HSIP	Build Sidewalks	\$330,000	LHC/ADOT
Acoma Blvd W: Lake Havasu Ave N to Havasupai Blvd		.9 Miles (\$135,000)		
Acoma Blvd S: Paso Dr to Tonto Dr		.3 Miles (\$45,000)		
Palo Verde Blvd S: Hummingbird Dr to Starlite Ln		.2 Miles (\$30,000)		
Jamaica Blvd S: Monte Carlo Ave to Tahiti Ln		.2 Miles (\$30,000)		
Jamaica Blvd S: Power Dr to Chemehuevi Blvd		.1 Miles (\$15,000)		
Thunderbolt Ave: Roanoke Dr to Broken Arrow Dr		.3 Miles (\$45,000)		
London Bridge Rd: Alley 22 to Palo Verde Blvd S		.2 Miles (\$30,000)		
Traffic Study (possible PARA)	TBD	SR95 Corridor	TBD	ADOT/LHMPO
SR 95 MP 178 to MP 190 (Various Sections)	TBD	Major Pavement Rehabilitation	\$25K-\$150 Per Mile	ADOT
London Bridge Rd	STP/CIP	Major Pavement Rehabilitation	TBD	LHMPO/MC/LHC
Unincorporated Mohave County - Between City Limits				
Sailing Hawks to South of Arnold Palmer Dr.				
West of Showplace to SR95				

Lake Havasu MPO
Planned Future Projects **MID TERM**

PROJECT	FUNDING TYPE	DESCRIPTION	AMOUNT	ENTITY
Conduct Roadway Safety Assessments				
Mesquite Ave and Riviera Dr	TBD		TBD	LHC
Lake Havasu Ave N and Acoma Blvd W	TBD		TBD	LHC
New Trail on the Island	Trails Grant	Construct new trail 1.3 Miles	\$26,000	LHC/ADOT Trails
El Dorado Wash Trail Extension	Trails Grant	Construct new trail 2 components 2.8 & 1.3 Miles	\$82,000	LHC/ADOT Trails
City Roadway Projects				

Ride Share/ Van Pool Services-with Park & Ride Study	IP	Transit - Study (LHMPO Transit Plan)	\$40K-\$80K	LHMPO
Provide comprehensive information-about transportation service options	IP	Transit/Havasus Mobility (LHMPO Transit Plan)	0	LHC
Identify potential regional routes	IP	Transit (LHMPO Transit Plan)	TBD	LHC
Build partnerships with other transportation providers in the region	IP	Transit/Havasus Mobility (LHMPO Transit Plan)	0	LHC
Investigate options for regional transit mgment, working with Bullhead City & Kingman, for joint operations	IP	Transit - Study (LHMPO Transit Plan)	TBD	LHMPO/Entities
Provide current transportation service to the same constituents (demand response service to the elderly, disable and low income population) but with:	IP	Transit/Havasus Mobility (LHMPO Transit Plan)	0	LHC
• longer hours of service (7 am to 7 pm)				
• ability to reliably reserve rides the day before service is needed				

All dollar amounts are estimates

IP: In Process

LHC: Lake Havasu City

LHMPO: Lake Havasu Metropolitan Planning Organization

ADOT: Arizona Department of Transportation

Entities: Lake Havasu City, Kingman, Bullhead & Mohave County

TBD: To be determined

CIP: Capital Improvement Program

TA: Transportation Alternatives Funding

Section 5305: FTA Section 5305 Transit Funding

SPR: State Planning & Research Funds

STP: Surface Transportation Program Funds

HSIP: Highway Safety Improvement Program

Lake Havasu MPO
Planned Future Projects - **LONG TERM**

PROJECT	FUNDING TYPE	DESCRIPTON	AMOUNT	ENTITY
Alternative Bridge Crossing to Island	SPR (?)	Feasibility study for 2nd Multimodal Bridge to Island	\$50K -	LHMPO/ADOT/
Phase II Bicycle Striping & Signage	TA	Bicycle striping & signage	\$325,000	LHC/ADOT
McCulloch Blvd S: Jamaica Blvd to SR-95 (BPIP UPDATE PENDING)		4.4 Miles (\$110,000) (BPIP UPDATE PENDING)		
Kiowa Blvd N: Jamaica Blvd to Lake Havasu Ave N (BPIP UPDATE PENDING)		5.7 Miles (\$142,500) (BPIP UPDATE PENDING)		
Palo Verde Blvd S: Kiowa Blvd S to Kiowa Blvd N (BPIP UPDATE PENDING)		2.1 Miles (\$52,500) (BPIP UPDATE PENDING)		
Smoketree Ave N: Pima Dr to Kiowa Blvd S (BPIP UPDATE PENDING)		.8 Miles (\$20,000) (BPIP UPDATE PENDING)		
Phase III Bicycle Striping & Signage	TA	Bicycle striping & signage (BPIP UPDATE PENDING)	\$262,500	LHC/ADOT
Palo Verde Blvd N: Aviation Dr to N. Kiowa Blvd N (BPIP UPDATE PENDING)		4.1 Miles (\$102,500) (BPIP UPDATE PENDING)		
Thunderbolt Ave: Chemehuevi Blvd to Oro Grande Blvd (BPIP UPDATE PENDING)		1.2 Miles (\$30,000) (BPIP UPDATE PENDING)		
Havasupai Blvd: Acoma Blvd N to Kiowa Blvd N (BPIP UPDATE PENDING)		1.6 Miles (\$40,000) (BPIP UPDATE PENDING)		
Lake Havasu Ave N: Kiowa Blvd N to Palo Verde Blvd S (BPIP UPDATE PENDING)		1.4 Miles (\$35,000) (BPIP UPDATE PENDING)		
Oro Grande Blvd: SR-95 to McCulloch Blvd S (BPIP UPDATE PENDING)		2.2 Miles (\$55,000) (BPIP UPDATE PENDING)		
Acoma Blvd S: Daytona Ave to Saratoga Ave	CIP	Widen road to 4-Lanes with a center turn lane	\$500K - \$1M	LHC
Palo Verde Blvd S: Acoma Blvd N to Kiowa Blvd S	CIP	Widen road to 4-Lanes with a center turn lane	Per Mile	LHC
Traffic Study Implementation	TBD	SR95 - Mesquite to Mulberry/London Bridge Rd to McCulloch Blvd South	TBD	ADOT/LHMPO
SR-95 and Pima Wash Trail/Aquatic Center	TBD	Implement Findings from Pedestrian Crossing Study	TBD	ADOT
Implement Study Findings from Traffic Study	TBD	Lake Havasu Ave – Mesquite to Mulberry (Smoketree (?))	TBD	LHC
SR-95 Realignment / Alternative Emergency Route	TBD	Conduct feasibility study for SR-95 realign with potential interchanges at Bentley, Bison, Cherry Tree, Arizona Blvd	TBD	LHC/ADOT
Havasupai Wash Trail: Palo Verde Blvd N to Lake Shore Trail (north)	CIP/Trails Grant	Construct New Trail - 3.9 Miles	\$78,000	LHC/Trails
El Dorado Wash Trail: Pima Wash Trail to Powerline Trail-align	"	Construct New Trail - 2.8 Miles	\$56,000	LHC/Trails
Chemehuevi Wash Trail: McCulloch Blvd N to SR-95	"	Construct New Trail - 2.5 Miles	\$50,000	LHC/Trails
Lake Shore Trail (north): City Limits to Shoreline Promenade	"	Construct New Trail - Two Components 4.0 & 5.7 Miles	\$ 194,000	LHC/Trails
Lake Shore Trail (south): Rotary Park to SR-95	"	\$20,000 per mile		
City Roadway Projects			\$500K - \$1M	LHC
Acoma Blvd S: Saratoga Ave to SR-95	CIP	Widen road to 4-Lanes with a center turn lane	Per Mile	LHC
Palo Verde Blvd S: SR-95 to Acoma Blvd N	CIP	Widen road to 4-Lanes with a center turn lane	Per Mile	LHC
Jamaica Blvd S: Lake Havasu Ave to Chemehuevi Blvd	CIP	Widen road to 4-Lanes with a center turn lane	"	LHC
Lake Havasu Ave N: Palo Verde Blvd S to Industrial Blvd	CIP	Widen road to 4-Lanes with a center turn lane	"	LHC
Acoma Blvd S: Daytona Ave to Saratoga Ave	CIP	Widen road to 4-Lanes with a center turn lane	\$500K - \$1M	LHC
Palo Verde Blvd S: Acoma Blvd N to Kiowa Blvd S	CIP	Widen road to 4-Lanes with a center turn lane	Per Mile	LHC

All dollar amounts are estimates

LHC: Lake Havasu City LHMPO: Lake Havasu Metropolitan Planning Organization ADOT: Arizona Department of Transportation

TBD: To Be Determined
SPR: State Planning Research Funding
CIP: Capital Improvement Program

**LAKE HAVASU MPO
REQUEST FOR ACTION
JUNE 12, 2018**

SUBJECT: 2018 Title VI Plan

SUBMITTED BY: Vinny Gallegos, LHMPO Director

AGENDA TYPE: Public Hearing – Discussion / Possible Action

ATTACHMENTS:

2018 Title VI Plan with Complaint Log

SUMMARY/BACKGROUND:

The 2018 Title VI Plan is updated to add the language requested by FHWA and FTA. The 2018 Title VI Plan will be forwarded to ADOT Title VI Division.

ACTION OPTION:

Motion to approve the 2018 Title VI Plan

OR

Motion to approve the 2018 Title VI Plan, with the noted changes

RECOMMENDATION:

Motion to approve the 2018 Title VI Plan



Lake Havasu Metropolitan Planning Organization
900 London Bridge Road – Transit Bldg. B
Lake Havasu City, AZ 86404
[www."LHMPO".org](http://www.LHMPO.org)

Title VI Plan

Nondiscrimination in Federally Assisted Programs

Endorsed and Approved on June 12, 2018, by the:
Lake Havasu Metropolitan Planning Organization
Executive Board

Contact:

Vincent Gallegos
Title VI Coordinator
900 London Bridge Road, Bldg. B
Lake Havasu City, AZ 86404
Phone: (928) 453-2823
Email: GallegosV@lhcaz.gov
[www."LHMPO".org](http://www.LHMPO.org)

En Español:

Para más información, o si está interesado en participar en el planeamiento del proceso de transporte en su comunidad y necesita asistencia con el idioma, por favor comuníquese:

Señor Gallegos
Teléfono: (928) 453-2823
GallegosV@lhcaz.gov

Lake Havasu Metropolitan Planning Organization “LHMPO”

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I. INTRODUCTION

The **Lake Havasu Metropolitan Planning Organization “LHMPO”**, as a condition to receiving Federal financing assistance from the Federal Transit Administration (FTA), Federal Highways Administration (FHWA), and Arizona Department of Transportation (ADOT) agrees to comply with the Title VI of the Civil Rights Act of 1964 and subsequent authorities.

II. POLICY STATEMENT

The Lake Havasu Metropolitan Planning Organization “LHMPO” is committed to insure that no person is discriminated against on the grounds of race, color, national origin, and/or disability, limited proficiency in English, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Section 504 of the Rehabilitation Act of 1973, Americans with Disabilities Act of 1990 (ADA), Executive Order 12898 (Environmental Justice), Executive Order 13166 (Limited English Proficiency, Code of Federal Regulations 49 Part 21, Code of Federal Regulations 23 Part 200, and Code of Federal Regulations Part 303.

The “LHMPO” strives to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not. As a sub-recipient of federal funding, the “LHMPO” is responsible for initiating and monitoring Title VI activities and preparing required reports.

By:_____

Date:_____

Vincent Gallegos
Lake Havasu MPO Director
Lake Havasu Metropolitan
Planning Organization

III. CERTIFICATION and ASSURANCES

Lake Havasu Metropolitan Planning Organization Title VI Assurances

The Lake Havasu Metropolitan Planning Organization (herein referred to as the "Recipient"), HEREBY AGREES THAT, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through *Federal Highway Administration and Arizona Department of Transportation*, is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled *Non-discrimination In Federally-Assisted Programs Of The Department Of Transportation--Effectuation Of Title VI Of The Civil Rights Act Of 1964*);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- 23 C.F.R. Part 200 Subchapter C-Civil Rights (Title VI program implementation and related statutes)

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda and/or guidance, the Recipient hereby gives assurances that it will promptly take any measures necessary to ensure that:

"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including the Federal Highway Administration.

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Non-discrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these non-discrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

Specific Assurances

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its *Federal Aid Highway Program*.

1. The Recipient agrees that each "activity," "facility," or "program," as defined in §§ 21.23 (b) and 21.23 (e) of 49 C.F.R. § 21 will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all *Federal Aid Highway Program* and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

*"The **Lake Havasu Metropolitan Planning Organization**, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252.42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."*

3. The Recipient will insert the clauses of this Assurance in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to a construct a facility or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:

- a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
 - a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, **Lake Havasu Metropolitan Planning Organization** also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing *Federal Highway Administration or Arizona Department of Transportation* access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the *Federal Highway Administration or Arizona Department of Transportation*. You must keep records, reports, and submit the material for review upon request to *Federal Highway Administration, Arizona Department of Transportation*, or its designee in timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

Lake Havasu Metropolitan Planning Organization gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the *Federal Highway Administration and Arizona Department of Transportation*. This ASSURANCE is binding on Arizona, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the *Federal Aid Highway Program*. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

By _____ Date _____
Mark S. Nexsen, Chairman
Lake Havasu Metropolitan
Planning Organization

Appendix A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. Compliance with Regulations: The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, *Federal Highway Administration or the Arizona Department of Transportation*, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. Non-discrimination: The contractor, with regard to the work performance by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's

obligations under this contract and the Acts and Regulations relative to Non-discrimination on the grounds of race, color, or national origin.

4. Information and Reports: The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient, the *Federal Highway Administration or Arizona Department of Transportation* to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient, the *Federal Highway Administration, or Arizona Department of Transportation*, as appropriate, and will set forth what efforts it has made to obtain the information.
5. Sanctions for Noncompliance: In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the *Federal Highway Administration or Arizona Department of Transportation*, may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. Cancelling, terminating, or suspending a contract, in whole or in part.
6. Incorporation of Provisions: The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with request to any subcontract or procurement as the Recipient, the *Federal Highway Administration, or Arizona Department of Transportation* may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

Appendix B

CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting

interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that **Lake Havasu Metropolitan Planning Organization** will accept title to the lands and maintain the project constructed thereon in accordance with *Title 23, United States Code the Regulations for the Administration of Federal Aid for Highways*, and the policies and procedures prescribed by the *Arizona Department of Transportation ,Federal Highway Administration and the U.S. Department of Transportation* in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252;42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the **Lake Havasu Metropolitan Planning Organization** all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto **Lake Havasu Metropolitan Planning Organization** and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the **Lake Havasu Metropolitan Planning Organization**, its successors and assigns.

The **Lake Havasu Metropolitan Planning Organization** ,in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [.] [and]* (2) that the **Lake Havasu Metropolitan Planning Organization** will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended[, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest

in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].*

*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.

Appendix C

CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY, OR PROGRAM

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the **Lake Havasu Metropolitan Planning Organization** pursuant to the provisions of Assurance 7(a):

- A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:
 - 1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities,
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, **Lake Havasu Metropolitan Planning Organization** will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*
- C. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, **Lake Havasu Metropolitan Planning Organization** will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the **Lake Havasu Metropolitan Planning Organization** and its assigns*.

*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.

Appendix D

CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE ACTIVITY, FACILITY OR PROGRAM

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by **Lake Havasu Metropolitan Planning Organization** pursuant to the provisions of Assurance 7(b):

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended set forth in this Assurance.
- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non-discrimination covenants, **Lake Havasu Metropolitan Planning Organization** will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*
- C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, **Lake Havasu Metropolitan Planning Organization** will there upon revert to and vest in and become the absolute property of **Lake Havasu Metropolitan Planning Organization** and its assigns.*

Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.

Appendix E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to

comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);

Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1687 et seq).

IV. ENVIRONMENTAL JUSTICE ACTIVITY

In 1994, Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, was issued. EO 12898 emphasizes the responsibility to make environmental justice a goal by identifying and addressing the effects of programs, policies and activities on minority and low-income populations. "LHMPO" accomplishes this by considering these populations in its transportation planning process to ensure equitable and safe projects within its community.

Title VI of the Civil Rights Act of 1964 requires outreach to underserved groups.

"No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

The "LHMPO" will make every effort to hold public meetings in facilities that are Americans with Disabilities Act (ADA) compliant; and, arrange for reasonable accessibility and accommodation to persons with disabilities. Further, to provide equally effective communication, the "LHMPO" will make due preparation for persons requiring assistance, such as the hearing or visually impaired, upon request.

The "LHMPO" will assist persons with limited English proficiency to participate in the transportation planning process. Staff will provide Spanish translators and document translation, where feasible and upon request. Elderly persons or non-vehicle households who are unable to attend meetings may request information from the "LHMPO" office and have the requested materials delivered to their residence. "LHMPO" staff, coordinating availability, is willing to go speak to groups in an effort to eliminate participation barriers and involve citizens in the transportation process.

V. COMPLAINT PROCESS

Any person who believes that he or she, either individually, as a member of any specific class of persons, or in connection with any minority contractor, has been subjected to discrimination prohibited by Title VI of Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 may file a complaint. The complaint must be (a) unequal treatment because of race, color, national origin, and / or disability limited English proficient, or (b) noncompliance with Title VI rules or guidelines adopted thereunder.

The Arizona Department of Transportation (ADOT) has the principal responsibility for processing, investigating, and resolving any complaint arising as a result of operations of its subrecipients such as Lake Havasu Metropolitan Planning Organization ("LHMPO"). The "LHMPO" staffing is responsible for investigating /addressing complaints made against member agencies, consultants, and contractors of Lake Havasu MPO. The "LHMPO" contact information is as follows:

Vincent Gallegos
Lake Havasu MPO
Director
900 London Bridge Road – Transit Bldg. B
Lake Havasu City, AZ 86404
Telephone 928-453-2823

The complaint process will follow the ADOT procedures. Complaints must be filed in writing to:

ADOT Civil Rights Office
206 S. 17th Avenue, Room 183, MD 155
Phoenix, AZ 85007
Telephone 602-712-8946

Complaints received by the "LHMPO" will be forwarded to the ADOT Civil Rights Office.

A formal complaint must be filed within 180 calendar days of the alleged act of discrimination or the date when the alleged discrimination became known to the complainant(s), or where there has been a continuing course of conduct, the date on which the conduct was discontinued or the latest instance of the conduct. This timeframe is prescribed by 49 CFR 21.11(b).

The complaint must meet the following requirements:

- a. Complaint shall be in writing and signed by the complainant(s) and must include complainant(s) name, address and phone number. The Title VI Program Manager or a liaison will assist the complainant with documenting the issues if necessary.
- b. Present date of the alleged act of discrimination; date when the complainant(s) became aware of the alleged discrimination; or the date on which that conduct was discontinued or the latest instance of the conduct.
- c. Present a detailed description of the issues including names and job titles of those individuals perceived as parties in the complained-of-incident.

- d. Allegations received by fax or e-mail will be acknowledged and processed, once the identity (ies) of the complainant(s) and the intent to proceed with the complaint have been established. For this, the complainant is required to mail a signed, original copy of the fax or e-mail transmittal for the Civil Rights Office (CRO) to be able to process it.
- e. Allegations received by telephone will be reduced to writing and provided to the complainant for confirmation or revision before processing. A complaint form will be forwarded to the complainant for him/her to complete, sign and return to the CRO for processing.
- f. Within 45 calendar days of the acceptance of the complaint, the ADOT investigator will prepare a draft investigative report for the review of the ADOT CRO Deputy Administrator. The report shall include a narrative description of the incident, identification of persons interviewed, findings, and recommendations for disposition.
- g. ADOT's final investigative report with the preliminary findings and a copy of the complaint will be forwarded by certified mail to either FHWA (Arizona Division office Civil Rights Specialist), FTA or FAA or NHTSA, within 60 calendar days of the acceptance of the complaint, per 23 CFR 200.9(b)(3).

A complainant dissatisfied with USDOT's Final Agency Decision may file action with the appropriate US District Court.

A complaint form can be obtained from "LHMPO" or downloaded from the "LHMPO" website. [Insert Link](#)

VI. LIMITED ENGLISH PROFICIENCY (LEP)

Limited English Proficiency (LEP) is a term used to describe individuals who are not proficient in the English language. Arizona's diverse population makes it critically important the "LHMPO" be innovative and proactive in engaging individuals from different cultures, backgrounds and businesses in planning, project development and other program areas.

Laws and Policy

Executive Order (EO) 13166 - *Improving Access to Services for Persons with Limited English Proficiency* is directed at implementing the protections afforded by Title VI of the Civil Rights Act of 1964 and related regulations. Accordingly, it prohibits recipients of Federal financial assistance from discriminating based on national origin by failing to provide meaningful access to services to individuals

who are LEP. This protection requires that LEP persons be provided an equal opportunity to benefit from or have access to services that are normally provided in English.

The following matrix illustrates legal and policy considerations:

<u>Title VI of the Civil Rights Act of 1964</u>	<u>Limited English Proficiency Executive Order 13166</u>
Federal law	Federal policy
Enacted July 2, 1964	Signed August 11, 2000
Considers all persons	Considers eligible population
Contains monitoring and oversight	Contains monitoring and oversight
Compliance review requirements	Requirements
Factor criteria is required, no numerical or percentage thresholds	Factor criteria is required, no numerical or percentage thresholds

Program Responsibility

Executive Order (EO) 13166 directs recipients of Federal financial assistance to take reasonable steps to provide limited English proficient individuals with meaningful access to their programs, activities and services.

- *Notify LEP customers of the availability of language assistance services*
LEP persons have the right to language assistance at no cost to them in their spoken language. Language identification cards or posting signs in public areas are methods that can be used to provide notice of the service.

- *Translation of vital documents in languages other than English*
It is appropriate to have written materials that have been historically provided in English to applicants, customers and the general public translated into languages that are regularly encountered. The translation of vital documents into languages other than English is particularly important where a significant number or percentage of the customers served and/or eligible to be served have limited English proficiency. Written materials include electronic documents and web-sites. "LHMPO" with indicate on its web site and newspaper publications that translation can be provided, with appropriate notice.

Vital Documents are documents that convey information that critically affects the ability of the recipient/customer to make decisions about his/or her participation in

the program or activity. Examples of vital documents include, but are not limited to: applications, public notices, consent forms, letters containing important information regarding participation in a program, eligibility rules, notices pertaining to the reduction, denial or termination of services or benefits, right to appeal, notices advising of the availability of language assistance and outreach and community education materials. It is recommended that divisions/programs develop criteria for deciding which documents are vital thereby subject to translation.

Translating documents for LEP to a fourth (4th) grade literacy level ensures the targeted audience understands the information. Community based organizations or focus groups can assist with testing translations for language and literacy level appropriateness.

Section Five of the US Department of Transportation guidance on LEP requires a four-factor analysis to determine the need for translation services in order to ensure LEP populations are able to receive information about and can participate in the planning process in the language they best understand.

1. Demography: According to the U.S. Census Bureau, 2010-2014, American Community Survey five year estimates, 3.9% of the Lake Havasu MPO area population is considered to be Limited English Proficient. This equates to 2,028 individuals or 3.9% of the population five years of age or older who report speaking English less than “very well”. The predominate language spoken by these individuals is Spanish. Under the Department of Justice’s (DOJ) Safe Harbor provision, it is necessary to translate materials when five percent or 1,000 persons, whichever is less, speak English less than “very well”.
2. Frequency: Some government offices provide materials in English and Spanish but, because the general public comes in contact with “LHMPO” on an infrequent basis, only public notices and certain vital materials are available in both English and Spanish.
3. Importance: Transportation planning is an important facet of the community and affects all residents. All residents are encouraged to participate in public meetings.
4. Resources: Due to limited resources and small staff, interpretation and translation services are not available without advance notice; however, public notices are available in English and Spanish.

Based on the four—factor analysis, Lake Havasu MPO will continue to provide public notices in English and Spanish. Translation and interpretation services will be provided through public online translation sites, bilingual community members and, if not cost prohibit and funds permit, through a language interpretation and translation service. The goal of the “LHMPO” is to engage all community members in the planning process.

The Department of Transportation Policy Guidelines give recipients of federal funds substantial flexibility in determining what language assistance is appropriate based upon a local assessment. Due to current financial constraints, translation of large plan documents and maps are considered not warranted at this time. The “LHMPO” will provide translation services, if requested, with 10-days’ notice prior to when the services are needed.

Persons with Limited English Proficiency (LEP)	Estimate	% of Persons 5 Yrs. & Over	% of Persons 5 Yrs. & Over With LEP
Total Persons 5 years & Over	51,366	100.0%	---
English Speaking Only	46,179	89.9%	---
Limited English Proficiency	2,028	3.9%	100.0%
Spanish with LEP	1,562	3.0%	77.0%
Other Indo-European languages with LEP	87	0.2%	4.3%
Asian & Pacific Island languages with LEP	357	0.7%	17.6%
Other Languages with LEP	22	0.0%	1.1%

*Source: U.S. Census Bureau, 2010-2014 American Community Survey (ACS) 5-year estimates
ACS data are based on a sample and are subject to sampling variability
Limited English Proficient (LEP) persons refers to persons age 5 years and over for who English is not their primary language and who have a limited ability to read, write, speak, or understand English. It includes people who reported to the Census they speak English less than very well, not well, or not at all.*

Program Areas

- Long Range Transportation Plan (2040 Plan)
- Transportation Improvement Program (TIP)
- Public Involvement Plan (PIP)
- Coordinated Public Transit-Human Services Transportation Plan
- Unified Planning Work Program

All persons living, working, conducting business and visiting the region are beneficiaries of the planning, coordination, and construction activities of the “LHMPO”. The “LHMPO” does not construct projects; albeit, this activity is accorded to member agencies. The safe movement of goods and people is supported by providing and maintaining a transportation network and facilities.

The Title VI Coordinator provides oversight to the program areas through contract reviews and personal interaction in an effort to ensure their compliance with Title VI and other nondiscrimination related authorities.

VII. POPULATION AND DEMOGRAPHIC PROFILE OF LAKE HAVASU CITY AND MOHAVE COUNTY

2010 Census			
	Lake Havasu City	Mohave County	"LHMPO" Area
Total Population	52,527	200,186	55,503
Male	25,954	100,078	27,462
Female	26,573	100,108	28,041
White	44,119	159,378	46,644
Hispanic/Latino	6,356	29,569	6,708
African American/Black	329	1,715	342
Asian	486	2,016	501
Am. Indian/Alaskan Native	419	3,793	442
Native Hawaiian other Pacific Islander	54	316	56
Other Races	29	145	29
2 or More Races	735	3,254	781

Source: U.S. Census Bureau, 2010 Census

2010-2014 Area Estimates Population By Race		
	Lake Havasu City	Mohave County
Population	52,827	202,482
Male	25,408	101,778
Female	27,419	100,704
Hispanic/Latino	6,841	31,101
White	43,989	159,353
African American/Black	334	1,890
Asian	681	2,182
Am. Indian/Alaskan Native	282	3,140
Native Hawaiian other Pacific Islander	6	341
Other Races	24	95
2 or More Races	670	4,380

Source: U.S. Census Bureau, ALRIS, American Fact Finder

2010 – 2014 Estimates						
Population and Households			Census Tracts ^g			
Category	MPO		Number of tracts ≥ MPO Percentage ^d	% Tracts	Affected ^e Population	% of Affected Population Captured in Census Tracts
	Total	Percent				
Population Base (Defined Census	52,8	100.0	11	100%	-----	-----
Minority ^a	8,6	16.3	5	45.5%	4,29	49.6%
Age 60+ ^a	18,5	35.0	5	45.5%	9,25	49.9%
Age 65+ ^a	14,0	26.5	6	54.5%	8,50	60.7%
Age 75+ ^a	5,8	11.1	6	54.5%	3,61	61.5%
Below Poverty Level ^b	8,0	15.2	6	54.5%	5,23	64.8%
Population with a disability ^c	8,7	16.3	5	45.5%	4,36	50.2%
Limited English Proficient (LEP) Persons ^f	2,0 28	3.9 %	4	36.4%	923	45.5%

Sources: U.S. Census Bureau, 2010-2014 American Community Survey (ACS) 5-Year estimates and 2010 Decennial Census

ACS data are based on a sample and are subject to sampling variability

^a Minority includes total population less White (Non-Hispanic). Data for minority and population groups by age are from 2010 Census data.

^b Percent of the population for whom poverty status is determined does not include institutionalized persons or persons under 5 years of age. Total population in the Census defined MPO area for whom poverty status is determined is 53,218. Data from 2014 ACS 5-Year estimates (Table B17001)

^c Disability status from the 2014 ACS 5-year estimates. All percentages are based on Census Tracts that match as close as possible to the MPO area, see note 'g'. Disability status is determined for the civilian noninstitutionalized population based on six types of difficulty: hearing, vision, cognitive, ambulatory, self-care, and independent living difficulty. (Table B18101)

^d For Limited English Proficient (LEP) persons, the Federal guidance (Federal Transit Administration Circular 4702.1B) notes that DOT has adopted the DOJ's Safe Harbor Provision. This Provision stipulates that the targeted minimum number of recipients regarding the translation of written materials for LEP populations is five percent or 1,000 persons, whichever is less, of the total population of persons eligible to be served. Thus for determining the number of affected Census Tracts and affected population, 5% is used as the guideline rather than the MPO percentage.

^e Affected population is the total of people that fall into the specified category for all Census tracts that have greater than or equal to the percentage for the MPO area (as defined by the Census geography, see note h) or as designated for LEP populations (see note e).

^f The guidance for Limited English Proficiency (LEP) for DOT recipients refers to persons age 5 years and over who speak English less than "very well." See

http://www.lep.gov/guidance/guidance_Fed_Guidance.html Data from 2014 ACS 5-Year estimates (Table B16005). 2014 estimate of total persons age 5 years and over for the defined Census geography is 51,366.

⁹ The Census Tracts used in this analysis include the best match using full Census Tracts where the majority of the population or the tract centroid is within the MPO boundary. The base numbers for all values in this table are for this Census-based defined area.

Demographic data obtained from the US Census Bureau, LEP.gov and collected during public meetings will be analyzed and used to ensure the minority and low income populations are considered in the planning process.

VIII. PUBLIC PARTICIPATION PROCESS – Public Involvement Plan (PIP)

Public participation implies an open process. This means that anyone who is potentially affected, or is just interested in the process, is welcome to participate. Some of the reasons for encouraging this openness are:

1. Project leaders may gain new information.
2. Participants, who want a project to be completed, can provide additional resources in the form of assistance, goods, or services.
3. Public participation can be a forum for dispute resolution.
4. Progress can be made and implementation occur because:
 - The project itself will be better designed with public input.
 - The community better understands what the project is about.
5. Input can be a warning mechanism for potential problems.
6. Participant comments help the project leaders understand areas where additional people may have concerns or misunderstandings. This can be used to provide better information to others who are not participating.

The goals of the “LHMPO” public involvement plan are to ensure that:

- Residents are given the opportunity to participate in the transportation planning process.
- The issues and concerns of residents are given consideration in the selection of transportation investments.
- Transportation investments do not disproportionately burden any population with adverse impacts.

The “LHMPO” Public Involvement Plan (PIP) outlines the importance of, and specific guidelines for, involving community members, organizations, governments, transportation professionals and others in ongoing and future “LHMPO” projects, plans and programs. Included is information about the value of public participation, how it will be accomplished, and what will be done with the results.

The PIP contains background material, guidelines, and commitments that “LHMPO” is undertaking to incorporate an effective public process into future plans, projects, and programs. Specifically “LHMPO” is committed to:

- Inclusive and meaningful public involvement.
- Open and honest communications with all individuals and entities.
- Timely public notice.
- Full public access to information and key decisions.
- Creating a sense of shared responsibility and ownership for regional transportation/congestion problems and a shared sense of pride in the development of solutions to those problems.
- Helping form partnerships between member entities, and the private and public sectors to plan and implement transportation/congestion solutions.
- Establishing policies and prioritizing needs based on valid data and using objective, fair and consistent processes.
- Providing information and gathering input so that decision makers will be able to make informed decisions.

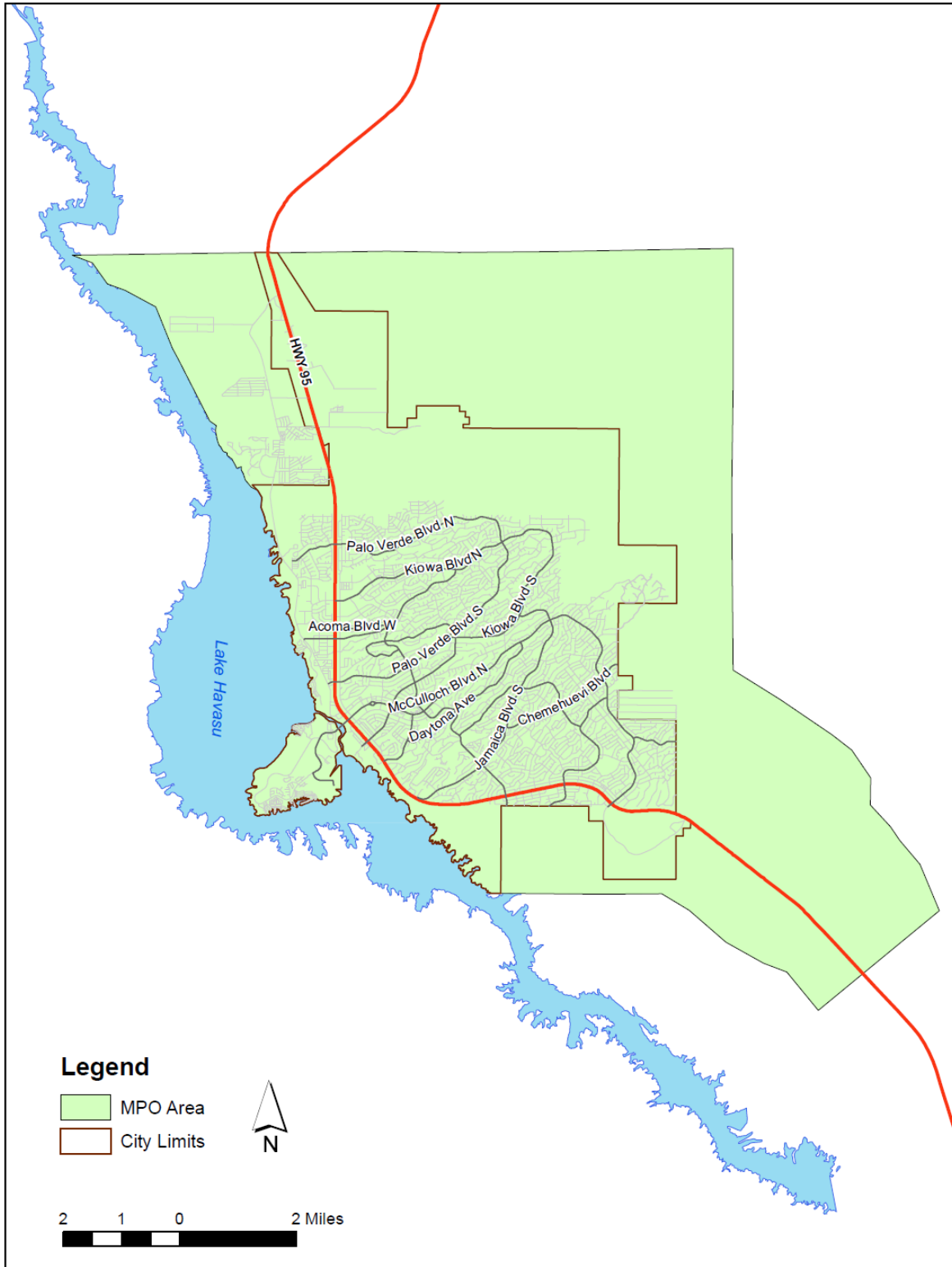
The “LHMPO” is committed to providing the public 30 – calendar days to review the following:

1. Regional Transportation Plan (RTP) – when Amended or updates are performed,
2. Transportation Improvement Program (TIP) Projects – when any changes or updates are prepared; and,
3. Public Involvement Plan (PIP) – when major changes are made to the Plan.

The above documents are available on the “LHMPO” web site, www.LHMPO.ORG or at the “LHMPO” location, 900 London Bridge Rd., Building B, Lake Havasu City, AZ. A notice shall be placed on the “LHMPO” web site and publicized in the Today’s News-Herald inviting public comment when the documents are being amended.

“LHMPO” Notice to the Public informs the public of their rights under Title VI. The notice is posted in “LHMPO”’s public offices, during public meetings and on the “LHMPO” website: <http://www.”LHMPO”.org/”LHMPO”/studies/title-vi-lep>.

IX. LAKE HAVASU MPO PLANNING BOUNDARY



X. “LHMPO” ORGANIZATIONAL & PROGRAM ADMINISTRATION

General Organization

The “LHMPO” was established in 2013 with the responsibility for transportation planning within the regional area. The regional area generally encompasses Lake Havasu City, a portion of Mohave County and the state highway system within its boundaries. Federal legislation requires that an MPO be designated to carry out a comprehensive, continuing, and coordinated transportation planning process for urbanized areas with a population of 50,000 or more. Lake Havasu City is the fiscal and administrative agent for the “LHMPO”.

“LHMPO” Title VI Coordination and Administration

Compliance is ongoing and falls under duties for the “LHMPO” Manager, which includes, but is not limited to activities such as reporting and data collection, as well as advising the administrative staff of Title VI changes. The Title VI Coordinator is also responsible for preparing and submitting Title VI Plans once every three years and an annual Title VI Accomplishment and Goals report.

The Title VI Coordinator will receive training from ADOT and will share the requirements of Title VI and related authorities with staff and committee members.

The Title VI Coordinator will develop strategies to include minority and low-income populations (including individuals with Limited English Proficiency) in the transportation planning and grant awards processes as outlined in the “LHMPO” Public Involvement Plan.

“LHMPO” Title VI Coordinator Contact Information:

Jeanette Buckley, Administrative Specialist II
900 London Bridge Rd., Bldg. B
Lake Havasu City, AZ 86404
928-453-2824 office

“LHMPO” Membership

The **Executive Board** is the policy body of the “LHMPO” and consists of elected or appointed officials from the Lake Havasu City, Mohave County, one member from ADOT State Transportation Board (appointed by the Governor of the State of Arizona) and one ex-officio from Federal Highways Administration. As the policy body, the function of the Executive Board is to coordinate transportation planning and related implementation activities within the metropolitan area. The Board must approve all agreements and contracts and the Chairman, or designee, signs all

appropriate documents related to contracts and agreements. The Executive Board also reviews and approves the Title VI Plan.

Lake Havasu MPO Executive Board Representation

1. Lake Havasu City – Three Members
 2. Mohave County – One Member
 3. Arizona State Transportation Board –
One Member
 4. Ex-Officio – Federal Highways Administration –
One Member
-

The **Technical Advisory Committee (TAC)** is an advisory committee to the Executive Board. The eight-member committee is comprised of: the Lake Havasu City Director of Operations, or designee; Lake Havasu City Project Manager, or designee; Lake Havasu City Zoning Administrator, or designee; Mohave County Public Works Director, or designee; Mohave County Development Services Director, or designee; Western Arizona Council of Governments (WACOG) Transportation Program Manager as well as representatives from the Arizona Department of Transportation's Northwest District Engineering Office and Transportation Planning Division. In addition, there is an ex-officio non-voting member from Federal Highways Administration. The committee has the authority and primary responsibility to conduct technical reviews and analysis regarding all work activities of the Unified Planning Work Program and to advise the Executive Board on appropriate actions to be taken.

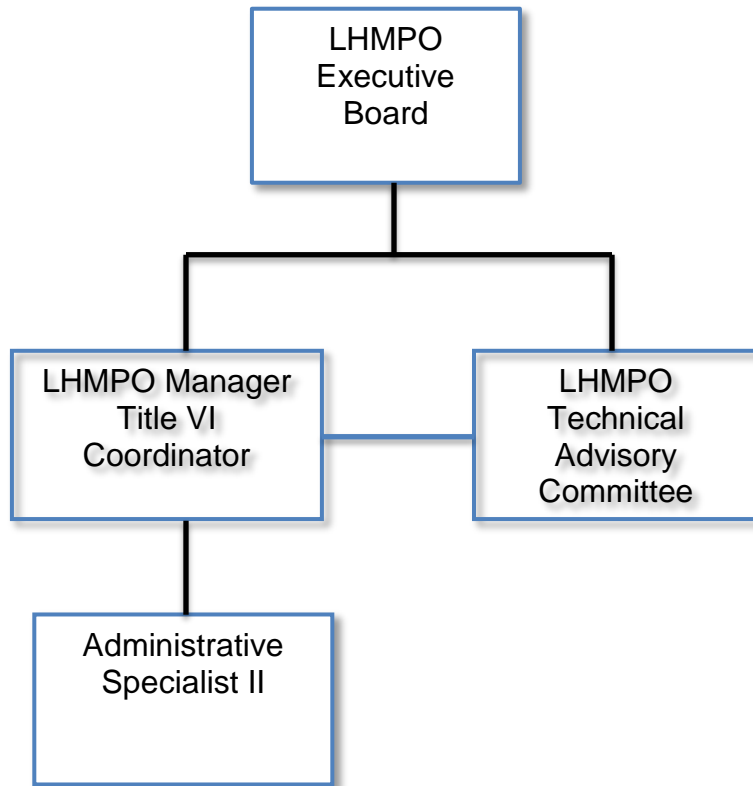
Lake Havasu MPO Technical Advisory Committee Representation

5. Lake Havasu City – Three Members
 6. Mohave County – Two Member
 7. WACOG – One Member
 8. Arizona Department of Transportation – Two
Members
 9. Ex-Officio – Federal Highways Administration –
One Member
-

Lake Havasu MPO Committee Characteristics

LAKE HAVASU MPO COMMITTEES	RACE/Ethnicity	GENDER	
		Female	Male
Technical Advisory Committee	8 Caucasian		8
Technical Advisory Committee Alternates	2 Caucasian	1	1

2017 “LHMPO” Organizational Chart



XI. LAWSUITS ALLEGING DISCRIMINATION

No investigations, lawsuits or complaints have been filed against the Lake Havasu MPO or its member agencies during the past three years. A copy of the Complaint Log is included as an attachment.

XII. COMPLIANCE AND ENFORCEMENT

A. Compliance

“LHMPO” is committed to Title VI and related authorities and will make every effort to identify, address and eliminate discrimination if it is found to exist in any of its programs and activities.

B. Subrecipient Review Procedures

The Title VI Coordinator is responsible for reviewing subrecipients for Title VI Compliance through review of training, onsite visits and personal interviews of staff. The Title VI Coordinator will also ensure its subrecipients receive Title VI training. At the current time, “LHMPO” does not have any subrecipients.

**EXHIBIT “A”
Complaint Log**